

**PUBLIC REVIEW DRAFT**

**1005 NORTH PARK VICTORIA DRIVE PROJECT  
INITIAL STUDY/MITIGATED NEGATIVE  
DECLARATION**

**MILPITAS, CALIFORNIA**

**LSA**

August 2019

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## **NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE 1005 NORTH PARK VICTORIA DRIVE PROJECT**

**NOTICE IS HEREBY GIVEN** that the City of Milpitas (City) has completed an Initial Study/Mitigated Negative Declaration for the proposed 1005 North Park Victoria Drive Project in accordance with the California Environmental Quality Act.

**Project Location:** The approximately 4.88-acre project site is located at 1005 North Park Victoria Drive in the City of Milpitas in Santa Clara County. The project site is located in northern Milpitas, in an area consisting primarily of residential and commercial uses. The project site is bounded by Creed Street to the north, North Park Victoria Drive to the east, residential uses to the south, and residential uses and Rankin Drive to the west.

**Proposed Project:** The proposed project involves the demolition of the existing residential structure on the project site and the construction of 36 new single-family homes, 10 of which would include accessory dwelling units. The proposed project would include a General Plan Amendment to change the land use designation from Single-Family Low Density (SFL) to Single-Family Medium Density (SMD), and a Rezone from Single-Family Residential (R1-6) to the One and Two-Family District (R2) to allow development of the proposed project.

**Findings:** The Initial Study prepared by the City was undertaken for the purpose of deciding whether the project may have a significant effect on the environment. On the basis of the Initial Study, City staff has concluded that the project will not have a significant effect on the environment and, therefore, has prepared a Mitigated Negative Declaration. The project site is not on a list of hazardous waste sites compiled pursuant to Government Code Section 65962.5.

**Public Review:** Copies of the Initial Study/Mitigated Negative Declaration are on file and available for review at the City of Milpitas, Planning Department, 455 East Calaveras Boulevard, Milpitas, CA, 95035.

Written comments will be accepted from August 9, 2019 to September 9, 2019. Comments from all Responsible Agencies and interested parties are requested. Any person wishing to comment on the Draft Initial Study/Mitigated Negative Declaration must submit written comments to the following:

Adrienne Smith  
455 East Calaveras Boulevard  
Milpitas, CA 95035  
408-586-3287  
asmith@ci.milpitas.ca.gov

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**PUBLIC REVIEW DRAFT**

**1005 NORTH PARK VICTORIA DRIVE PROJECT  
INITIAL STUDY/MITIGATED NEGATIVE  
DECLARATION**

**MILPITAS, CALIFORNIA**

Submitted to:

Adrienne Smith, Associate Planner  
City of Milpitas  
Planning Department  
455 East Calaveras Boulevard  
Milpitas, California 95035

Prepared by:

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510.236.6810

Project No. MLP1901



August 2019

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## LIST OF ABBREVIATIONS AND ACRONYMS

$\mu\text{g}/\text{m}^3$	micrograms per cubic meter
$\mu\text{in}/\text{sec}$	microinches per second
AB	Assembly Bill
ADU	accessory dwelling unit
APN	Assessor's Parcel Number
BAAQMD	Bay Area Air Quality Management District
Basin Plan	Water Quality Control Plan
BMP	Best Management Practices
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CAP	Climate Action Plan
CARB	California Air Resource Board
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
$\text{CH}_4$	Methane
City	City of Milpitas
Clean Air Plan	Bay Area Air Quality Management District 2017 Clean Air Plan
CMP	Congestion Management Program
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level

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CNPS	California Native Plant Society
CO	carbon monoxide
CO <sub>2</sub>	Carbon dioxide
CO <sub>2</sub> e	CO <sub>2</sub> equivalents
CRPR	California Rare Plant Rank
dB	decibel
dBA	A-weighted (sound level) decibels
EOP	Santa Clara County Emergency Operations Plan
ESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
Fire Department	City of Milpitas Fire Department
FTA	Federal Transit Administration
GHG	Greenhouse gas
GWh	gigawatt hours
GWP	Global Warming Potential
HCM	Highway Capacity Manual
HFCs	Hydrofluorocarbons
HVAC	heating, ventilation, and air condition
I-680	Interstate 680
I-880	Interstate 880
in/sec	inches per second
IPCC	Intergovernmental Panel on Climate Change
IS/MND	Initial Study/Mitigated Negative Declaration
ITE	Institute of Transportation Engineers



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kWh	kilowatt hours
L <sub>dn</sub>	day-night average level
L <sub>eq</sub>	equivalent continuous sound level
LID	Low Impact Development
L <sub>max</sub>	Maximum instantaneous noise level
LOS	Level of Service
L <sub>v</sub>	velocity in decibels
MERV	Minimum Efficiency Reporting Value
mgd	million gallons per day
MLD	Most Likely Descendant
mpg	miles per gallon
MRP	San Francisco Bay Regional Water Quality Control Board Municipal Regional Permit
MT	metric tons
MUSD	Milpitas Unified School District
N <sub>2</sub> O	Nitrous oxide
NAHC	California Native American Heritage Commission
NO <sub>2</sub>	nitrogen dioxide
NO <sub>x</sub>	Nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NWIC	Northwest Information Center
O <sub>3</sub>	ozone
Pb	lead
PFCs	Perfluorocarbons
PG&E	Pacific Gas & Electric

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PM	particulate matter
PM <sub>10</sub>	respirable particulate matter
PM <sub>2.5</sub>	fine particulate matter
Police Department	City of Milpitas Police Department
POTWs	publicly-owned treatment works
PPV	peak particle velocity
project	1005 North Park Victoria Drive Project
R1-6	Single-Family Residential (Zoning)
R2	One and Two-Family Residential (Zoning)
RMS	root-mean-square
ROG	Reactive organic gases
SB	Senate Bill
SBWR	City of San José South Bay Water Recycling
SCP	Stormwater Control Plan
SCV HCP	Santa Clara Valley Habitat Plan
SCVURPPP	Santa Clara Valley Urban Runoff Pollution Prevention Program
SCVWD	Santa Clara Valley Water District
SF <sub>6</sub>	Sulfur Hexafluoride
SFL	Single-Family Low Density (General Plan Designation)
SFPUC	San Francisco Public Utilities Commission
SO <sub>2</sub>	sulfur dioxide
SRA	State responsibility area
SSSC	side-street-stop-controlled (intersections)
STC	Sound Transmission Class

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SWITRS	Statewide Integrated Traffic Records System
SWPPP	Storm Water Pollution Prevention Plan
TACs	toxic air contaminants
Traffic Study	Traffic Operations Report
UCMP	University of California Museum of Paleontology
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
V/C	demand-to-capacity ratio (traffic)
VdB	vibration velocity in decibels
VMT	vehicle miles traveled
VTP	Santa Clara Valley Transportation Authority Countywide Valley Transportation Plan
Water Board	San Francisco Bay Regional Water Quality Control Board
WPCP	San José/Santa Clara Water Pollution Control Plant
ZE	zero emission

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## 1.0 PROJECT INFORMATION

**1. Project Title:**

1005 North Park Victoria Drive Project

**2. Lead Agency Name and Address:**

City of Milpitas  
Planning Department  
455 East Calaveras Boulevard  
Milpitas, California 95035

**3. Contact Person and Phone Number:**

Adrienne Smith, (408) 586-3287

**4. Project Location:**

1005 North Park Victoria Drive, Milpitas, California 95035

**5. Project Sponsor's Name and Address:**

Robson Homes  
2185 The Alameda, Suite 150  
San José, California 95126

**6. General Plan Designation:**

Single-Family Low Density (SFL)

**7. Zoning:**

Single-Family Residential (R1-6)

**8. Description of Project:**

The proposed project involves the demolition of the existing residential structure on the project site and the construction of 36 new single-family homes, 10 of which would include accessory dwelling units (ADUs). The proposed project would include a General Plan Amendment to change the land use designation from SFL to Single-Family Medium Density, and a Rezone from R1-6 to R2 (One and Two-Family Residential) to allow development of the proposed project.

See Section 2.0, Project Description of this Initial Study, for a full project description.

**9. Surrounding Land Uses and Setting:**

The project site is located in a developed area of the City of Milpitas and is surrounded by residential and commercial uses and vacant parcels. The site is bounded by Creed Street to the north, North Park Victoria Drive to the east, residential uses to the south, and Rankin Drive to the west.

**10. Other Public Agencies Whose Approval is Required (e.g., permits, financial approval, or participation agreements):**

City of Milpitas Fire Department, Santa Clara Valley Water District, Pacific Gas & Electric

**11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resource Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

California Native American tribes traditionally and culturally affiliated with the project site and area were notified of the proposed project on May 16, 2019. The City did not receive any requests for consultation during the 30-day notification period. Therefore, the City considers the AB 52 consultation process to be concluded.

## 2.0 PROJECT DESCRIPTION

The following describes the proposed 1005 North Park Victoria Drive Project (project) that is the subject of this Initial Study/Mitigated Negative Declaration (IS/MND) prepared pursuant to the California Environmental Quality Act (CEQA). The proposed project would result in the construction of 36 new single-family homes on the project site. The City of Milpitas (City) is the lead agency for review of the proposed project under CEQA.

### 2.1 PROJECT SITE

The following section describes the project location, existing conditions, surrounding land uses, and the regulatory setting.

#### 2.1.1 Project Location

The approximately 4.88-acre project site is located at 1005 North Park Victoria Drive in the City of Milpitas in Santa Clara County (Assessor's Parcel Number [APN] 029-04-040). The project site is located in northern Milpitas in an area consisting primarily of residential and commercial uses. The project site is bounded by Creed Street to the north, North Park Victoria Drive to the east, residential uses to the south, and residential uses and Rankin Drive to the west.

Regional vehicular access to the project site is provided by Interstate 680 (I-680), located just west of the project site. The nearest on/off ramps to I-680 are located at Jacklin Road. Bus stops located along Jacklin Road and North Park Victoria provide transit service to the project site. Figure 2-1 shows the regional and local context of the project site. Figure 2-2 depicts an aerial photograph of the project site and surrounding land uses.

#### 2.1.2 Existing Conditions

The project site, which generally slopes downward from the southeastern corner approximately 14 to 18 feet, is largely vacant except for an abandoned single-story house and associated improvements in the southeast corner. Vegetation on the project site consists of grasses and scattered shrubs, as well as six mature trees.

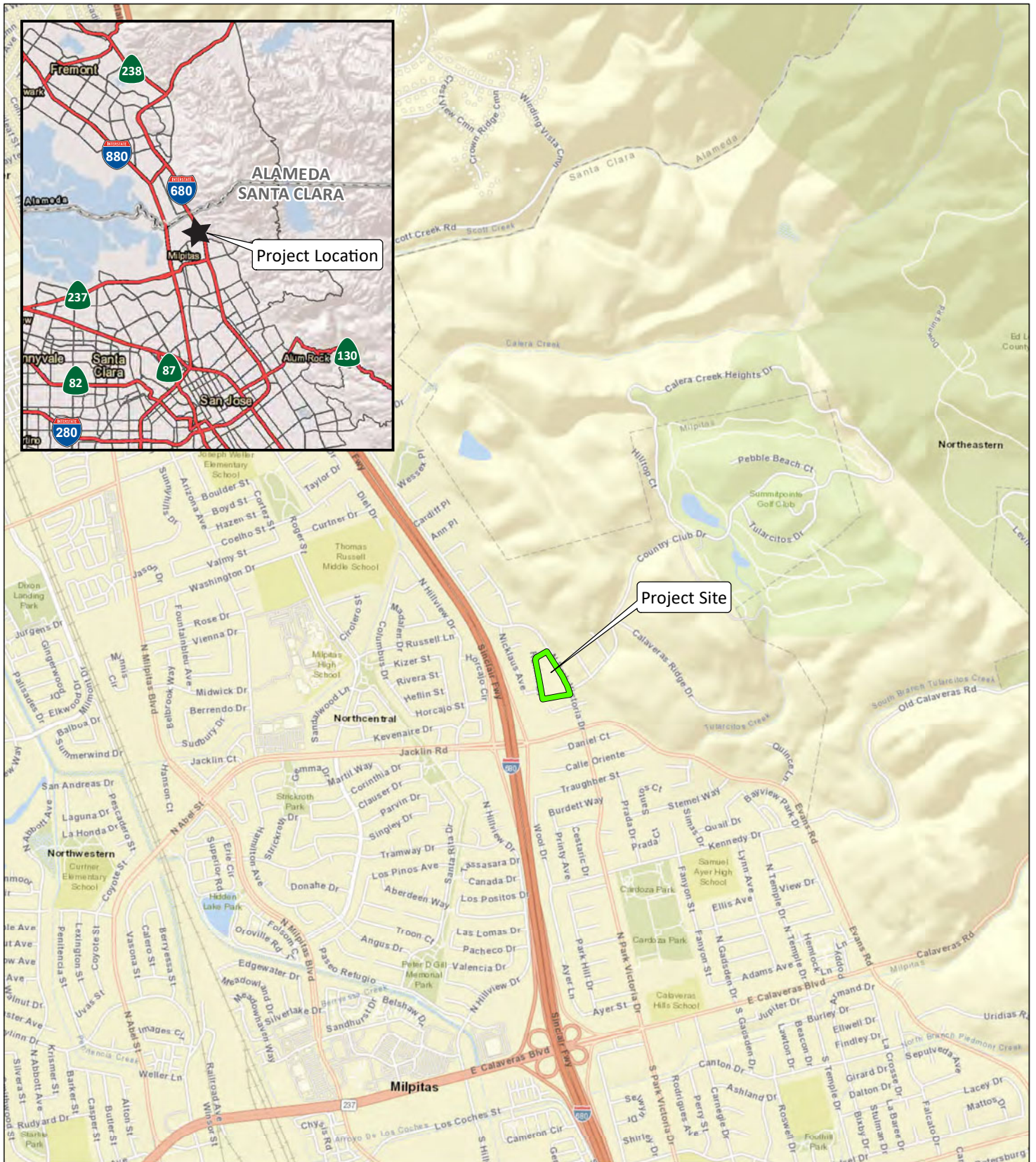
#### 2.1.3 Surrounding Land Uses

As shown in Figure 2-2, the project site is generally surrounded by residential and commercial uses and vacant parcels. To the north the project site is bounded by Creed Street, across which are residential uses. Across North Park Victoria Drive to the east are residential uses and vacant land, as well as Country Club Drive. South of the residential uses that border the site are Fox Hollow Court, residential uses, and commercial uses. West of Rankin Drive are additional residential uses and Nicklaus Avenue, further west of which is I-680.

#### 2.1.4 Circulation and Access

The project site is currently vacant and no interior vehicular access is available. However, North Park Victoria Drive provides access to the eastern edge of the project site, and Creed Street and Rankin Drive provide access to the northern and western edges, respectively.





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LEGEND

Project Site - (4.82 ac)

FIGURE 2-1



0 1000 2000  
FEET

SOURCE: ESRI World Street Map (4/2019)

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1005 North Park Victoria Project IS/MND  
Project Location and Regional Vicinity Map





FIGURE 2-2

LSA



Project Site

SOURCES: GOOGLE EARTH, 8/9/18; LSA, 2019.

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1005 North Park Victoria Project IS/MND  
Aerial Photograph of Project Site and Surrounding Land Uses



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### 2.1.5 Regulatory Setting

The City of Milpitas General Plan Land Use Map designates the project site as Single-Family Low Density (SFL).<sup>1</sup> This land use is intended to provide for individually-owned housing units, either on separate lots or as part of a clustered Planned Unit Development, with single-unit detached residences being the typical housing type. The City of Milpitas Zoning Map identifies the project site as Single-Family Residential (R1-6).<sup>2</sup> Single-family residences are permitted in the R1-6 zone with density of 3 to 15 units per gross acre.

## 2.2 PROPOSED PROJECT

The proposed project involves the demolition of the existing residential structure on the project site and the construction of 36 new single-family homes, 10 of which would include accessory dwelling units (ADUs). The proposed project would include a General Plan Amendment to change the land use designation from SFL to Single-Family Medium Density, and a Rezone from R1-6 to the One and Two-Family District (R2) to allow development of the proposed project. Individual components of the proposed project are discussed below.

### 2.2.1 Building Program

As previously discussed, the proposed project would result in the construction of a total of 36 single-family four-bedroom residential units on the project site, each of which would be two stories and include a two-car garage. The single-family residential units would range in size from approximately 2,500 to 2,900 square feet and would be located on individual lots that would average approximately 4,300 square feet in size. Figure 2-3 shows the conceptual site plan for the proposed project.

As mentioned above, 10 of the single-family units would include ADUs above detached garages. As shown in Figure 2-3, these units would be located along the eastern edge of the project site, with the main residential units fronting to North Park Victoria Drive and the ADUs and garages would be accessed at the rear of the units from a private internal driveway. The ADUs would be studios approximately 485 square feet in size. The remaining 26 units would include attached garages. Typical building elevations representing the units with attached garages are shown in Figure 2-4. Figure 2-5 and Figure 2-6 show typical building elevations representing the units with detached garages and ADUs.

### 2.2.2 Open Space and Landscaping

Each of the residential uses on the project site would include private backyards that would be an average of 1,641 square feet. In total, the proposed project would provide 59,094 square feet of private open space. In addition, the proposed project would include a total of 78,624 square feet of landscaped area, including 5,007 square feet of bioretention space. A total of 78 trees would be planted as part of the proposed project.

<sup>1</sup> Milpitas, City of, 2012. General Plan Land Use Map, Figure 2-1. Available online at: [www.ci.milpitas.ca.gov/pdfs/plan\\_map\\_general\\_plan\\_land\\_use.pdf](http://www.ci.milpitas.ca.gov/pdfs/plan_map_general_plan_land_use.pdf) (accessed April 25, 2019). October.

<sup>2</sup> Milpitas, City of, 2015. Zoning Map. January.

**LEGEND**

- ① INSTALL ACCESSIBLE CURB RAMP
- 1 GUEST PARKING STALL NUMBER
- R-26 SIGN - NO PARKING

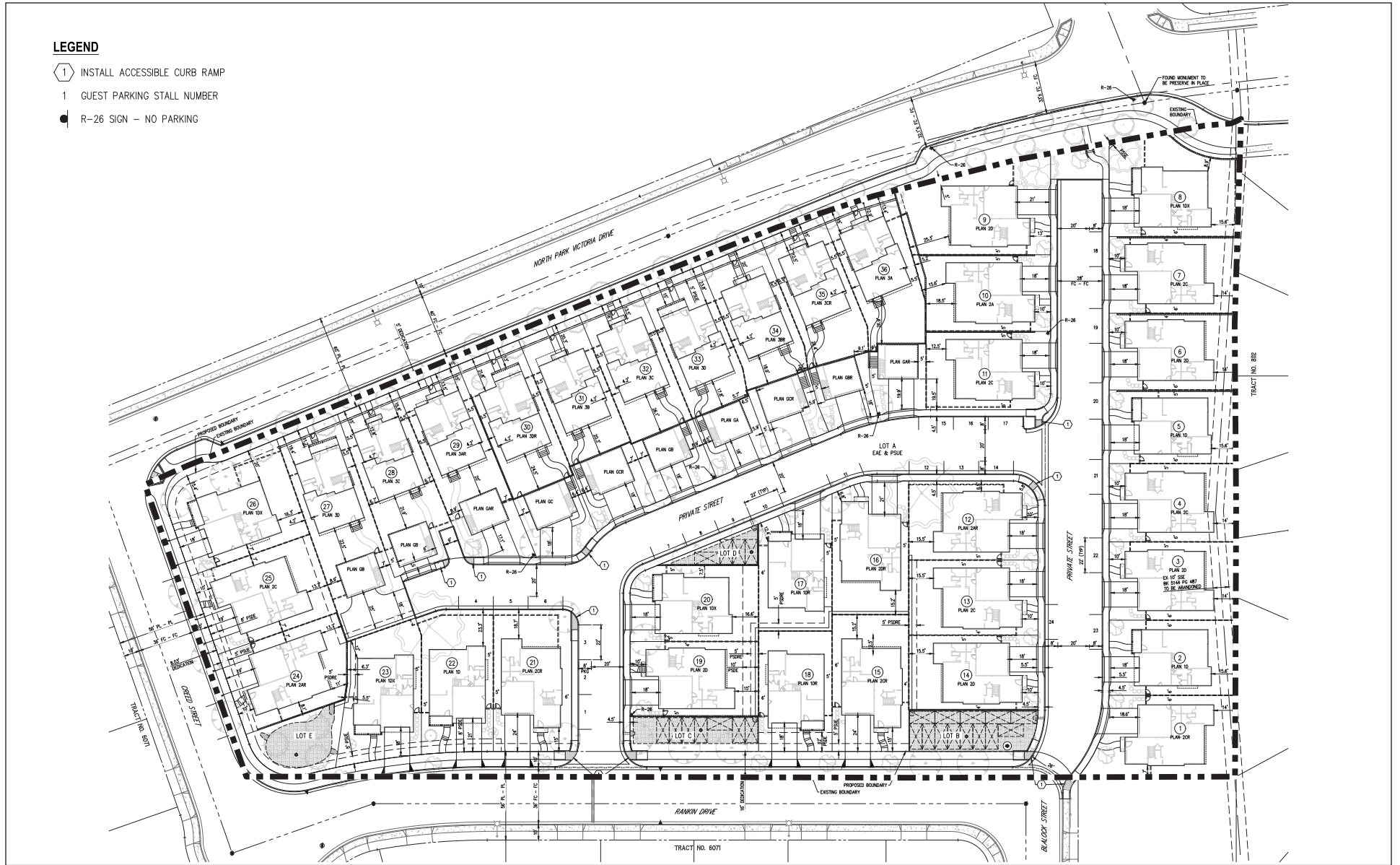
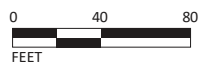


FIGURE 2-3

LSA



Project Site

105 North Park Victoria Project IS/MND  
Conceptual Site Plan

SOURCE: RHA ROBERT HIDEY ARCHITECTS, APRIL 2019.

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LSA

FIGURE 2-4

NOT TO SCALE

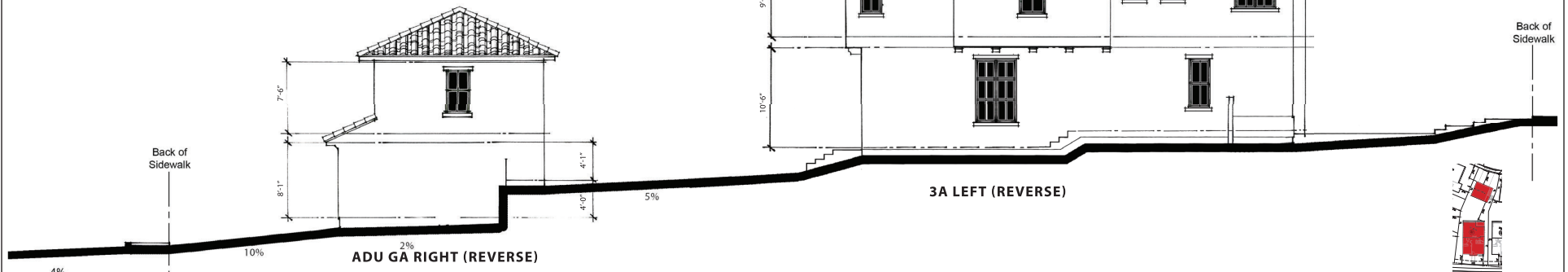
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3A REAR (REVERSE)



3A FRONT (REVERSE)  
SCHEME 4



ADU GA RIGHT (REVERSE)

3A LEFT (REVERSE)

ELEVATIONS

LSA

FIGURE 2-5

NOT TO SCALE

SOURCE: RHA ROBERT HIDEY ARCHITECTS, APRIL 2019.

1005 North Park Victoria Project IS/MND  
Conceptual Building Elevations -- Detached Garage and ADU

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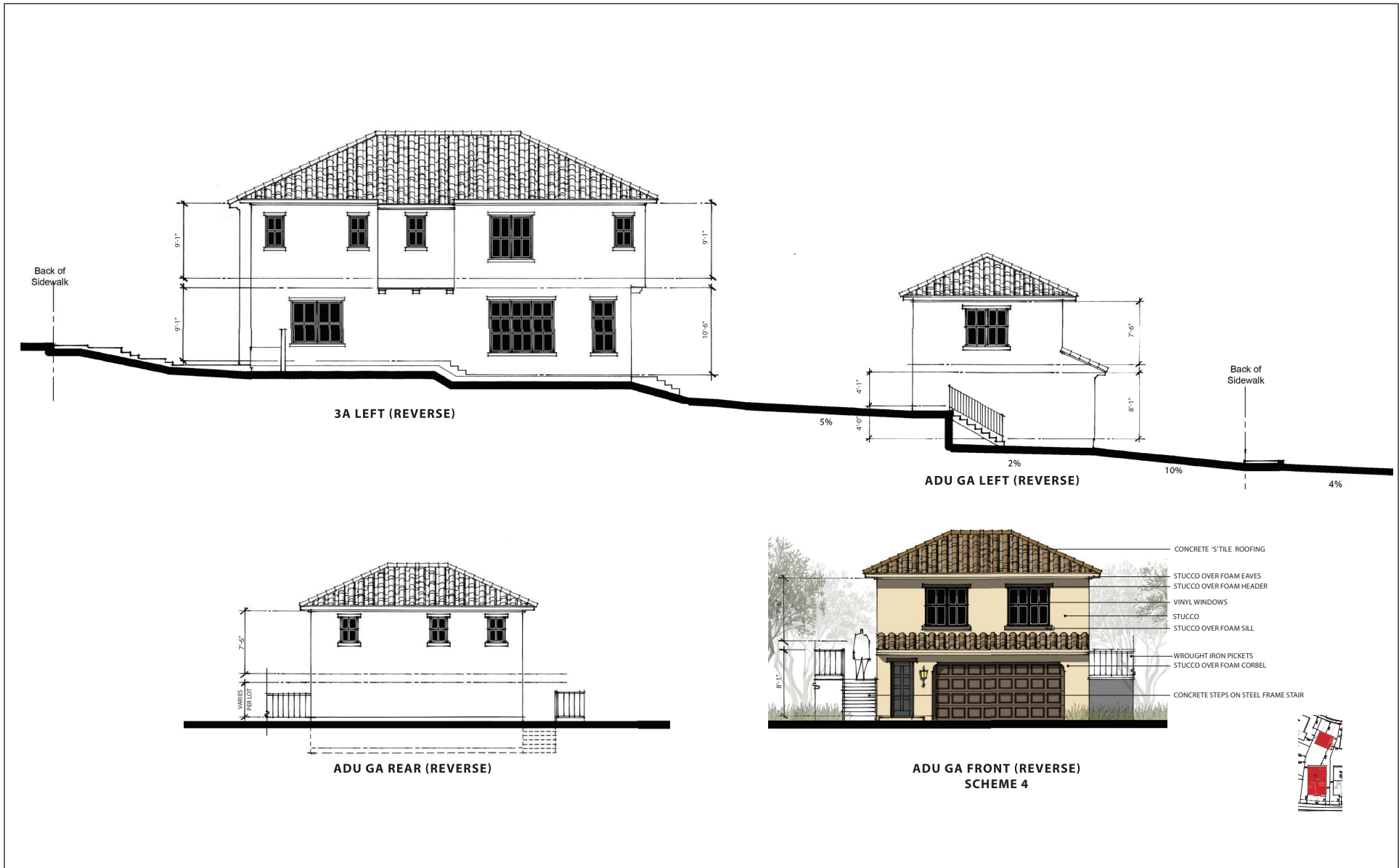


FIGURE 2-6

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### 2.2.3 Access, Circulation, and Parking

As shown on Figure 2-3, access to the project site would be provided at two points, one of which would be located along Rankin Drive and the other at the intersection of Rankin Drive and Blalock Street. An interior street would provide automobile access to the majority of the residential units, with the exception of three units in the northern portion of the project site that would be accessed from Creed Street, and five units along the western border of the project site that would be accessed from Rankin Drive. As noted above, each of the residential units included in the proposed project would include a two-car parking garage.

### 2.2.4 Utilities and Infrastructure

The project site is located in an urban area that is currently served by existing utilities, including water, sanitary sewer, storm drainage, electricity, gas, and telecommunications infrastructure. Existing and proposed utility connections are discussed below.

#### 2.2.4.1 Water

Water service is provided by the City of Milpitas. The proposed project would include the installation of new water lines on the site that would connect to the existing 8-inch main located within Rankin Drive and Blalock Street.

#### 2.2.4.2 Wastewater

The San José/Santa Clara Water Pollution Control Plant (WPCP) provides wastewater treatment for Milpitas. The City maintains existing sanitary sewer lines within the vicinity of the site, including an 8-inch line within the existing streets that surround the project site on the north, east, and west sides.

A new 12-inch line would be installed within the private street areas of the north-facing properties along the southernmost private street. The existing 12-inch line that runs along the southern border of the project site would be abandoned and a new 12-inch line would be installed. The proposed project would also include a connection to the 8-inch line within Rankin Drive.

#### 2.2.4.3 Stormwater

The existing building, paving, concrete and other impervious surfaces account for approximately 0.06 acres (1.3 percent) of the 4.88-acre site. The remaining 4.82 acres on the project site is covered by pervious surfaces consisting of grasses. There is currently no stormwater infrastructure within the site, however, surface flows on the project site, if any, would generally flow in a northwestern direction towards an existing catch basin within Rankin Drive. Connecting to an existing 15-inch storm drain, the existing catch basin eventually flows to a 36-inch main located southwest of the project site.

Upon construction of the proposed project, approximately 2.68 acres (55 percent) of the project site would be covered by impervious surfaces and approximately 1.92 acres (45 percent) would be covered by pervious surfaces, consisting of landscaped areas with lawns, shrubs, and trees. Additionally, for hydromodification purposes, the proposed project would include 27 underground storage vaults for stormwater runoff under the bioretention areas, each of which would hold approximately 915 cubic feet of water. A 15-inch stormwater main would connect the proposed storage vaults to the existing storm drain within Rankin Drive.

#### 2.2.4.4 Electricity and Gas

The proposed project would include connections to the existing electricity and natural gas lines that run adjacent to the project site.

#### 2.2.5 Demolition and Construction

The proposed project would result in the demolition of the existing building and all surface pavements on the project site. The maximum depth of excavation for building pads elevations would be 1 to 2 feet from the existing grade and the maximum depth of utility trenching would be approximately 15 feet. It is anticipated that a total of 4,608 cubic yards of soils would be cut and 6,320 cubic yards would be used for fill, and therefore approximately 1,711 cubic yards of fill would be imported to the site in a total of 172 truck trips. Construction of the proposed project is anticipated to begin in Spring 2020 and would occur over an approximately 18-month to 24-month period.

### 2.3 PROJECT APPROVALS

As noted above, the proposed project would require a General Plan Amendment and Rezoning. In addition, Section XI-10-57.03 of the City's Municipal Code identifies the purpose and need for Site Development Permits. As noted in Section XI-10-57.03(A)(1), the Site Development Permit process provides for the review of physical improvements to a site that require consideration due to their scale, proximity to environmentally sensitive resource areas, or unique design features. Per Section XI-10-57.03(C)(1)(a) of the City's Municipal Code, development of the proposed project would require a Site Development Permit because it involves the construction of a new building. Per Section XI-10-54.07, a Planned Unit Development approval, and concurrent Tentative Map approval, would be required in order to rezone the project site to Planned Unit Development.

While the City is the CEQA Lead Agency for the proposed project, other agencies also have discretionary authority related to the project and approvals, or serve as a responsible and/or trustee agency in connection to the proposed project. A list of these agencies and potential permits and approvals that may be required is provided in Table 2.A.

**Table 2.A: Potential Permits and Approvals**

Lead Agency	Permits/Approvals
City of Milpitas	<ul style="list-style-type: none"> <li>● Adoption of the IS/MND for the 1005 North Park Victoria Project</li> <li>● General Plan Amendment</li> <li>● Rezone</li> <li>● Site Development Permit</li> <li>● Planned Unit Development Permit</li> <li>● Environmental Assessment Permit</li> <li>● Tentative Map Approval</li> </ul>
<b>Other Agencies</b>	
City of Milpitas Fire Department	<ul style="list-style-type: none"> <li>● Review/Approve fire truck access and site fire flow design</li> </ul>
Santa Clara Valley Water District (SCVWD)	<ul style="list-style-type: none"> <li>● Connection to water system</li> <li>● Connection to wastewater system</li> </ul>
Pacific Gas & Electric (PG&E)	<ul style="list-style-type: none"> <li>● Reconnection of electricity/natural gas service</li> </ul>

Source: LSA (2019).

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### 3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED



The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist in Chapter 3.0.

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources      | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Energy                             |
| <input type="checkbox"/> Geology/Soils             | <input type="checkbox"/> Greenhouse Gas Emissions           | <input type="checkbox"/> Hazards & Hazardous Materials      |
| <input type="checkbox"/> Hydrology/Water Quality   | <input type="checkbox"/> Land Use/Planning                  | <input type="checkbox"/> Mineral Resources                  |
| <input type="checkbox"/> Noise                     | <input type="checkbox"/> Population/Housing                 | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Recreation                | <input type="checkbox"/> Transportation                     | <input type="checkbox"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire                           | <input type="checkbox"/> Mandatory Findings of Significance |

### 3.1 DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “Potentially Significant Impact” or “Potentially Significant Unless Mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

 _____ Signature	 _____ Date
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## 4.0 CEQA ENVIRONMENTAL CHECKLIST

### 4.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**a. *Would the project have a substantial effect on a scenic vista? (Less-Than-Significant Impact)***

Scenic vistas in Milpitas are generally available from the hills to the east, including Ed Levin Park and adjacent areas. These areas are generally accessed by East Calaveras Boulevard, which is designated as a scenic connector from the City limits to the west to Evans Road, at which point it is designated as a scenic corridor until it terminates within Ed Levin Park. Public views of scenic resources, including the southern part of San Francisco Bay and associated baylands, and urbanized areas, including all of Milpitas, Mountain View, and northern San José, are primarily available from this area. There is also a scenic area on the eastern border of Milpitas along the Coyote Creek corridor.<sup>3</sup> The project site is not located in an area considered to be within view of a scenic vista. In addition, development of the proposed project would not obscure any views of scenic vistas from surrounding public vantage points. Therefore, the proposed project would not result in a substantial adverse effect on a scenic vista, and this impact would be less than significant.

**b. *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Less-Than-Significant Impact)***

The proposed project is not located within the vicinity of any State scenic highways. Interstate 680 (I-680), from Mission Boulevard in the City of Fremont to the Contra Costa County line, is listed as an Eligible State Scenic Highway but not an officially designated State scenic highway and is located

<sup>3</sup> Milpitas, City of, 2015. *Milpitas General Plan*. April.

approximately 7.4 miles north of the project site in the City of Fremont.<sup>4</sup> Given this distance, the proposed project would not be visible from this scenic roadway. Interstate 880 (I-880) and I-680 both run north-south through Milpitas, and are designated Scenic Connectors in the City's General Plan, indicating that they provide access to Scenic Corridors or distant views but do not necessarily traverse an area of scenic value. Lands abutting Scenic Connectors are not subject to Scenic Corridor land use guidelines. As such, the proposed project would have no impact on scenic resources located within view of a State scenic highway.

*c. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? (Less-Than-Significant Impact)*

The project site is located within an urbanized area. As noted in Section 2.0, Project Description, the project site is located within the R1-6 zoning district. However, the proposed project would include a rezone of the project site from R1-6 to R2. Single-family residential units are a permitted use within the R2 district, which has a maximum density of 7 to 11 units per gross acre and a maximum height for principal buildings of 2.5 stories (30 feet) and 1.5 stories (15 feet) for accessory buildings. The proposed project would have a density of 7.3 dwelling units per gross acre, and a maximum building height of approximately 22 feet.

As also noted in Section 2.0, Project Description, a Site Development Permit would also be required for the proposed project, which would provide for the review of the physical improvements to the project site, including the overall building scale, massing, and design to ensure compatibility and compliance with City requirements governing scenic quality. In addition, the proposed project would be required to submit a landscaping plan in compliance with the City's Landscape Ordinance.<sup>5</sup>

Therefore, because a Site Development Permit, and landscape plan would be required to allow development of the proposed building and site-specific review of the proposed building would be required as part of this process, the proposed project would not conflict with applicable zoning or other regulations governing scenic quality, and this impact would be less than significant.

*d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Less-Than-Significant with Mitigation Incorporated)*

The project site is located in an urban area with a variety of existing light sources including street lights, interior and exterior building lighting, and light associated with traffic on nearby roadways, including I-680 and North Park Victoria Drive. Development of the proposed project would incrementally increase the amount of nighttime lighting in the surrounding area due to new interior and exterior lighting at the individual residential units and lighting associated with additional

<sup>4</sup> California, State of, 2011. Department of Transportation. California Scenic Highway System. Website: [www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways) (accessed May 15, 2019).

<sup>5</sup> Milpitas, City of, 2015. *Ordinance No. 238.4*. December 18.



vehicular traffic to and from the project site. The City's Zoning Ordinance includes the following policies related to outdoor lighting that would be applicable to the proposed project:

- **Section XI-10-54.17 – Lighting Exterior.** Lighting shall be shielded or recessed so that direct glare and reflections are contained within the boundaries of the parcel, and shall be directed downward and away from adjoining properties and public rights-of-way. Fixtures shall be appropriate in terms of height, style, design, scale and wattage to the use of the property. Fixtures shall be spaced appropriately to maximize pedestrian safety.

To ensure that the proposed project complies with City requirements and that the proposed project's final design avoids all excess light and glare, implementation of Mitigation Measure AES-1, below, would be required to ensure that potentially significant light and glare impacts are reduced to less-than-significant levels.

**Mitigation Measure AES-1:** Outdoor lighting shall be designed to minimize glare and spillover to surrounding properties. The project design and building materials shall incorporate non-mirrored glass to minimize daylight glare. All lighting elements shall comply with Sections XI-10-45.15-3 of the City's Zoning Ordinance and the proposed lighting plan shall be reviewed and approved by the City's Planning Division prior to issuance of a building permit.

## 4.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (No Impact)*

The project site is largely vacant except for an abandoned single-story house and associated improvements in the southeast corner. The project site is classified as “Grazing Land” by the State Department of Conservation and is largely surrounded by lands classified as “Urban and Built-Up Land”.<sup>6</sup> Therefore, the proposed project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to another use, and no impact would occur.

<sup>6</sup> California Department of Conservation, 2016. Division of Land Use Resource Protection. California Important Farmland Finder. Website: [maps.conservation.ca.gov/dlrp/ciff](https://maps.conservation.ca.gov/dlrp/ciff) (accessed March 19, 2019).

*b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract? (No Impact)*

The project site is designated as SFL on the City's General Plan Land Use Map<sup>7</sup> and is within the R-1-6 zoning district.<sup>8</sup> The project site is not under a Williamson Act contract.<sup>9</sup> Therefore, development of the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract and no impact would occur.

*c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? (No Impact)*

The project site is largely vacant except for an abandoned single-story house and associated improvements in the southeast corner and is surrounded by other residential uses. The proposed project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland, nor would it result in the loss of forest land or conversion of forest land to non-forest uses. As such, no impact to forest land or timberland would occur.

*d. Would the project result in the loss of forest land or conversion of forestland to non-forest use? (No Impact)*

Please refer to Section 4.2.c. The proposed project would not result in the loss of forest land or conversion of forest land to non-forest uses.

*e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? (No Impact)*

Please refer to Sections 4.2.a. and 4.2.c. The project site is located in an existing urban environment and would not involve other changes in the existing environment which, due to their location or nature, could result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, no impact would occur.

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<sup>7</sup> Milpitas, City of, 2012, op. cit.

<sup>8</sup> Milpitas, City of, 2015. Zoning Map. January.

<sup>9</sup> California Department of Conservation, 2016. Division of Land Resource Protection, Farmland Mapping and Monitoring Program. Santa Clara County Williamson Act Lands (map). Available online at: [ftp.consrv.ca.gov/pub/dlrp/WA/SantaClara\\_15\\_16\\_WA.pdf](ftp.consrv.ca.gov/pub/dlrp/WA/SantaClara_15_16_WA.pdf) (accessed February 15, 2019).

### 4.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD), which regulates air quality in the San Francisco Bay Area. Air quality conditions in the San Francisco Bay Area have improved significantly since the BAAQMD was created in 1955. Ambient concentrations of air pollutants and the number of days during which the region exceeds air quality standards have fallen substantially. In Milpitas, and the rest of the air basin, exceedances of air quality standards occur primarily during meteorological conditions conducive to high pollution levels, such as cold, windless winter nights or hot, sunny summer afternoons.

Within the BAAQMD, ambient air quality standards for ozone, carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), particulate matter (PM<sub>10</sub>, PM<sub>2.5</sub>), and lead (Pb) have been set by both the State of California and the federal government. The State has also set standards for sulfate and visibility. The BAAQMD is under State non-attainment status for ozone and particulate matter standards. The BAAQMD is classified as non-attainment for the federal ozone 8-hour standard and non-attainment for the federal PM<sub>2.5</sub> 24-hour standard.

*a. Would the project conflict with or obstruct implementation of the applicable air quality plan? (Less-Than-Significant Impact)*

The applicable air quality plan is the BAAQMD 2017 Clean Air Plan (Clean Air Plan),<sup>10</sup> which was adopted on April 19, 2017. The Clean Air Plan is a comprehensive plan to improve Bay Area air quality and protect public health. The Clean Air Plan defines control strategies to reduce emissions and ambient concentrations of air pollutants; safeguard public health by reducing exposure to air pollutants that pose the greatest health risk, with an emphasis on protecting the communities most heavily affected by air pollution; and reduce greenhouse gas emissions to protect the climate. Consistency with the Clean Air Plan can be determined if the project: (1) supports the goals of the

<sup>10</sup> Bay Area Air Quality Management District, 2017. *Clean Air Plan*. April 19.

Clean Air Plan; (2) includes applicable control measures from the Clean Air Plan; and (3) would not disrupt or hinder implementation of any control measures from the Clean Air Plan.

**Clean Air Plan Goals.** The primary goals of the Bay Area Clean Air Plan are to: attain air quality standards; reduce population exposure and protect public health in the Bay Area; and reduce greenhouse gas emissions and protect climate.

The BAAQMD has established significance thresholds for project construction and operational impacts at a level at which the cumulative impact of exceeding these thresholds would have an adverse impact on the region's attainment of air quality standards. The health and hazards thresholds were established to help protect public health. As discussed in Section 3.3.b, implementation of the proposed project would result in less-than-significant operation-period emissions and, with implementation of Mitigation Measure AIR-1, the project would result in less-than-significant construction-period emissions. Therefore, the project would not conflict with the Clean Air Plan goals.

**Clean Air Plan Control Measures.** The control strategies of the Clean Air Plan include measures in the following categories: Stationary Source Measures, Transportation Measures, Energy Measures, Building Measures, Agriculture Measures, Natural and Working Lands Measures, Waste Management Measures, Water Measures, and Super-Greenhouse Gas (GHG) Pollutants Measures.

**Stationary Source Control Measures.** The stationary source measures, which are designed to reduce emissions from stationary sources such as metal melting facilities, cement kilns, refineries, and glass furnaces, are incorporated into rules adopted by the BAAQMD and then enforced by the BAAQMD's Permit and Inspection programs. Since the project would not include any stationary sources of emissions, the Stationary Source Measures of the Clean Air Plan are not applicable to the project.

**Transportation Control Measures.** The BAAQMD identifies Transportation Measures as part of the Clean Air Plan to decrease emissions of criteria pollutants, toxic air contaminants (TACs), and GHGs by reducing demand for motor vehicle travel, promoting efficient vehicles and transit service, decarbonizing transportation fuels, and electrifying motor vehicles and equipment. The proposed project would develop new residences that would locate residents near existing residential and commercial uses, reducing the demand for travel by single occupancy vehicles. The proposed project would also provide pedestrian and bicyclist amenities, including sidewalks, crosswalks, bicycle lanes, shading, and landscaping which would also help to reduce the demand for travel by single occupancy vehicles. Therefore, the project would promote the BAAQMD's initiatives to reduce vehicle trips and vehicle miles traveled and would increase the use of alternate means of transportation.

**Energy Control Measures.** The Clean Air Plan also includes Energy Measures, which are designed to reduce emissions of criteria air pollutants, TACs, and GHGs by decreasing the amount of electricity consumed in the Bay Area, as well as decreasing the carbon intensity of the electricity used by switching to less GHG-intensive fuel sources for electricity generation. Since these measures apply to electrical utility providers and local government agencies (and not individual projects), the energy control measures of the Clean Air Plan are not applicable to the project.

**Building Control Measures.** The BAAQMD has authority to regulate emissions from certain sources in buildings such as boilers and water heaters, but has limited authority to regulate buildings themselves. Therefore, the strategies in the control measures for this sector focus on working with local governments that do have authority over local building codes, to facilitate adoption of best GHG control practices and policies. The proposed project would be required to comply with the latest California Green Building Standards Code (CALGreen) standards. Therefore, the Building Control Measures of the Clean Air Plan are not applicable to the project.

**Agriculture Control Measures.** The Agriculture Control Measures are designed to primarily reduce emissions of methane. Since the project does not include any agricultural activities, the Agriculture Control Measures of the Clean Air Plan are not applicable to the project.

**Natural and Working Lands Control Measures.** The Natural and Working Lands Control Measures focus on increasing carbon sequestration on rangelands and wetlands, as well as encouraging local governments to ordinances that promote urban-tree plantings. Since the project does not include the disturbance of any rangelands or wetlands, the Natural and Working Lands Control Measures of the Clean Air Plan are not applicable to the project.

**Waste Management Control Measures.** The Waste Management Measures focus on reducing or capturing methane emissions from landfills and composting facilities, diverting organic materials away from landfills, and increasing waste diversion rates through efforts to reduce, reuse, and recycle. The project would comply with local requirements for waste management (e.g., recycling and composting services). Therefore, the project would be consistent with the Waste Management Control Measures of the Clean Air Plan.

**Water Control Measures.** The Water Control Measures focus on reducing emissions of criteria pollutants, TACs, and GHGs by encouraging water conservation, limiting GHG emissions from publicly-owned treatment works (POTWs), and promoting the use of biogas recovery systems. Since these measures apply to POTWs and local government agencies (and not individual projects), the Water Control Measures are not applicable to the project.

**Super GHG Control Measures.** The Super-GHG Control Measures are designed to facilitate the adoption of best GHG control practices and policies through the BAAQMD and local government agencies. Since these measures do not apply to individual projects, the Super-GHG Control Measures are not applicable to the project.

**Clean Air Plan Implementation.** As discussed above, the proposed project would generally implement the applicable measures outlined in the Clean Air Plan, including Transportation Control Measures. Therefore, the project would not disrupt or hinder implementation of a control measure from the Clean Air Plan and this impact would be less than significant.

*b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? (Less-Than-Significant with Mitigation Incorporated)*

Both State and federal governments have established health-based Ambient Air Quality Standards for six criteria air pollutants: CO, ozone (O<sub>3</sub>), NO<sub>2</sub>, SO<sub>2</sub>, Pb, and suspended particulate matter (PM). These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. As identified above, the BAAQMD is under State non-attainment status for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> standards. The Air Basin is also classified as non-attainment for both the federal ozone 8-hour standard and the federal PM<sub>2.5</sub> 24-hour standard.

Air quality standards for the proposed project are regulated by the BAAQMD CEQA Air Quality Guidelines. According to the BAAQMD CEQA Air Quality Guidelines, to meet air quality standards for operational-related criteria air pollutant and air precursor impacts, the project must not:

- Contribute to CO concentrations exceeding the State ambient air quality standards;
- Generate average daily construction emissions of reactive organic gases (ROG), nitrogen oxides (NO<sub>x</sub>) or PM<sub>2.5</sub> greater than 54 pounds per day or PM<sub>10</sub> exhaust emissions greater than 82 pounds per day; or
- Generate average operational emissions of ROG, NO<sub>x</sub> or PM<sub>2.5</sub> of greater than 10 tons per year or 54 pounds per day or PM<sub>10</sub> emissions greater than 15 tons per year or 82 pounds per day.

The following sections describe the proposed project's construction- and operation-related air quality impacts and CO impacts.

**Construction Emissions.** During construction, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by demolition, grading, hauling, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO<sub>x</sub>, ROG, directly-emitted particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>), and TACs, such as diesel exhaust particulate matter.

Site preparation and project construction would involve demolition, grading, paving, and other activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM<sub>10</sub> emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM<sub>10</sub> emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.



Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The BAAQMD has established standard measures for reducing fugitive dust emissions (PM<sub>10</sub>). With the implementation of these Basic Construction Mitigation Measures, fugitive dust emissions from construction activities would not result in adverse air quality impacts.

In addition to dust-related PM<sub>10</sub> emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO<sub>2</sub>, NO<sub>x</sub>, ROG and some soot particulate (PM<sub>2.5</sub> and PM<sub>10</sub>) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

Construction emissions were estimated for the project using the California Emissions Estimator Model (CalEEMod) version 2016.3.2, consistent with BAAQMD recommendations. The proposed project would include the demolition of the existing approximately 2,300-square-foot building and would include a total of 172 truck trips to import approximately 1,711 cubic yards of soil, which were added to the CalEEMod analysis. Project construction would commence spring 2020 and would occur for approximately 1.5 to 2 years. To be conservative, this analysis assumes a construction duration of approximately 1.5 years. Construction-related emissions are presented in Table 4.A. CalEEMod output sheets are included in Appendix A.

**Table 4.A: Project Construction Emissions in Pounds Per Day**

Project Construction	ROG	NO <sub>x</sub>	Exhaust PM <sub>10</sub>	Fugitive Dust PM <sub>10</sub>	Exhaust PM <sub>2.5</sub>	Fugitive Dust PM <sub>2.5</sub>
Average Daily Emissions	3.2	49.9	0.8	1.7	0.7	0.9
BAAQMD Thresholds	54.0	54.0	54.0	BMP	82.0	BMP
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: LSA (May 2019).

BMP = best management practices

As shown in Table 4.A, construction emissions associated with the project would be less than significant for ROG, NO<sub>x</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub> exhaust emissions. The BAAQMD requires the implementation of the BAAQMD’s Basic Construction Mitigation Measures (best management practices) to reduce construction fugitive dust impacts to a less-than-significant level as follows:

**Mitigation Measure AIR-1:** In order to meet the BAAQMD fugitive dust threshold, the following BAAQMD Basic Construction Mitigation Measures shall be implemented:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

- All visible mud or dirt tracked-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.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- 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.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- 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.
- A publicly-visible sign shall be posted with the telephone number and person to contact at the City of Milpitas regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

**Operational Emissions.** Long-term air pollutant emission impacts are those associated with mobile sources (e.g., vehicle trips), energy sources (e.g., electricity and natural gas), and area sources (e.g., architectural coatings and the use of landscape maintenance equipment) related to the proposed project.

PM<sub>10</sub> emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways. Entrainment of PM<sub>10</sub> occurs when vehicle tires pulverize small rocks and pavement and the vehicle wakes generate airborne dust. The contribution of tire and brake wear is small compared to the other PM emission processes. Gasoline-powered engines have small rates of particulate matter emissions compared with diesel-powered vehicles.

Energy source emissions result from activities in buildings for which electricity and natural gas are used. The quantity of emissions is the product of usage intensity (i.e., the amount of electricity or natural gas) and the emission factor of the fuel source. Major sources of energy demand include building mechanical systems, such as heating and air conditioning, lighting, and plug-in electronics, such as refrigerators or computers. Greater building or appliance efficiency reduces the amount of energy for a given activity and thus lowers the resultant emissions. The emission factor is determined by the fuel source, with cleaner energy sources, like renewable energy, producing fewer emissions than conventional sources.

Typically, area source emissions consist of direct sources of air emissions located at the project site, including architectural coatings and the use of landscape maintenance equipment. Area source emissions associated with the project would include emissions from the use of landscaping equipment and the use of consumer products.

Emission estimates for operation of the project were calculated using CalEEMod. Model results are shown in Table 4.B. Trip generation rates for the project were based on the project’s trip generation estimate, as identified in the Traffic Operations Report (Traffic Study).<sup>11</sup> Based on the Traffic Study, the proposed project would generate approximately 349 average daily trips, which is conservative as this trip generation estimate is based on a higher unit count.

The primary emissions associated with the project are regional in nature, meaning that air pollutants are rapidly dispersed on release or, in the case of vehicle emissions associated with the project; emissions are released in other areas of the Air Basin. The daily emissions associated with project operational trip generation, energy, and area sources are identified in Table 4.B for ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The results shown in Table 4.B indicate the project would not exceed the significance criteria for daily ROG, NO<sub>2</sub>, PM<sub>10</sub> or PM<sub>2.5</sub> emissions; therefore, the proposed project would not have a significant effect on regional air quality and mitigation would not be required. This impact would be less than significant.

**Table 4.B: Project Operational Emissions**

	ROG	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Pounds Per Day</b>				
Area Source Emissions	1.8	0.5	0.1	0.1
Energy Source Emissions	<0.1	0.3	<0.1	<0.1
Mobile Source Emissions	0.6	2.4	1.6	0.4
<b>Total Emissions</b>	<b>2.4</b>	<b>3.2</b>	<b>1.7</b>	<b>0.5</b>
BAAQMD Thresholds	54.0	54.0	82.0	54.0
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Tons Per Year</b>				
Area Source Emissions	0.3	<0.1	<0.1	<0.1
Energy Source Emissions	<0.1	<0.1	<0.1	<0.1
Mobile Source Emissions	0.1	0.4	0.3	0.1
<b>Total Emissions</b>	<b>0.4</b>	<b>0.5</b>	<b>0.3</b>	<b>0.1</b>
BAAQMD Thresholds	10.0	10.0	15.0	10.0
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: LSA (May 2019).

**Localized CO Impacts.** Emissions and ambient concentrations of CO have decreased dramatically in the Bay Area with the introduction of the catalytic converter in 1975. No exceedances of the State or federal CO standards have been recorded at Bay Area monitoring stations since 1991. The BAAQMD 2017 CEQA Guidelines include recommended methodologies for quantifying concentrations of localized CO levels for proposed transportation projects. A screening level analysis using guidance

<sup>11</sup> Hexagon Transportation Consultants, 2019. *Traffic Operations Report for 1005 North Park Victoria Drive Single Family Residences*. June 4.

from the BAAQMD CEQA Guidelines was performed to determine the impacts of the project. The screening methodology provides a conservative indication of whether the implementation of a proposed project would result in significant CO emissions. According to the BAAQMD CEQA Guidelines, a proposed project would result in a less-than-significant impact to localized CO concentrations if the following screening criteria are met:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, and the regional transportation plan and local congestion management agency plans.
- Project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- The project would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, or below-grade roadway).

Implementation of the proposed project would not conflict with the Santa Clara Valley Transportation Authority Countywide Valley Transportation Plan (VTP). The VTP is a countywide long-range transportation plan for Santa Clara County. According to the Traffic Study,<sup>12</sup> the proposed project would generate approximately 28 AM peak hour trips and 37 PM peak hour trips; therefore, the project's contribution to peak hour traffic volumes at intersections in the vicinity of the project site would be well below 44,000 vehicles per hour. Therefore, the proposed project would not result in localized CO concentrations that exceed State or federal standards and this impact would be less than significant.

*c. Would the project expose sensitive receptors to substantial pollutant concentrations? (Less-Than-Significant Impact)*

Sensitive receptors are defined as residential uses, schools, daycare centers, nursing homes, and medical centers. Individuals particularly vulnerable to diesel particulate matter are children, whose lung tissue is still developing, and the elderly, who may have serious health problems that can be aggravated by exposure to diesel particulate matter. Exposure from diesel exhaust associated with construction activity contributes to both cancer and chronic non-cancer health risks.

According to the BAAQMD, a project would result in a significant impact if it would: individually expose sensitive receptors to TACs resulting in an increased cancer risk greater than 10.0 in one million, increased non-cancer risk of greater than 1.0 on the hazard index (chronic or acute), or an annual average ambient PM<sub>2.5</sub> increase greater than 0.3 micrograms per cubic meter (µg/m<sup>3</sup>). A significant cumulative impact would occur if the project in combination with other projects located within a 1,000-foot radius of the project site would expose sensitive receptors to TACs resulting in an increased cancer risk greater than 100.0 in one million, an increased non-cancer risk of greater than 10.0 on the hazard index (chronic), or an ambient PM<sub>2.5</sub> increase greater than 0.8 µg/m<sup>3</sup> on an annual average basis. Impacts from substantial pollutant concentrations are discussed below.

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<sup>12</sup> Ibid.

Construction of the proposed project may expose nearby sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement the BAAQMD Basic Construction Mitigation Measures. With implementation of the Basic Construction Mitigation Measures, project construction emissions would be below BAAQMD significance thresholds. Once the project is constructed, the project would not be a source of substantial emissions.

High volume roadways in the project vicinity could expose future residents on the project site to TACs. While the impacts of the existing environment on a project are not considered to be significant effects under CEQA, an analysis of potential exposure of future residents of the site to substantial pollutant concentrations is provided for informational purposes. The project site is located approximately 510 feet east of I-680. Based on the BAAQMD Highway Screening Analysis Tool, the proposed project would be exposed to an inhalation cancer risk of 15.761 in 1 million, which would exceed the threshold of 10 in 1 million. The maximum chronic Hazard Index would be 0.015 and the maximum acute Hazard Index would be 0.012, which would both be below the BAAQMD significance threshold of 1.0. The tool also indicates that the maximum  $PM_{2.5}$  concentration would be  $0.121 \mu\text{g}/\text{m}^3$ , which is also below the BAAQMD significance threshold of  $0.3 \mu\text{g}/\text{m}^3$ . Therefore, mitigation would be required to reduce potential health risks associated with traffic on nearby I-680 to a less-than-significant level. Therefore, the following condition of approval is recommended to be incorporated into the proposed project design.

**Project-Specific Recommended Condition of Approval AIR-1:** The following measures shall be required to reduce TACs and particulate matter indoors to a level sufficient to achieve compliance with BAAQMD health risk thresholds:

- The project applicant shall provide an heating, ventilation, and air conditioning (HVAC) system with a control efficiency sufficient to result in a reduction of a minimum 75.0 percent of particulates of 2.5 microns or less, such as Minimum Efficiency Reporting Value (MERV)-12 filters or greater, for indoor air filtration systems. The ventilation system shall be certified to achieve the stated performance effectiveness from indoor areas.
- The project applicant shall locate all air intakes as far away from I-680 as feasible.
- The project applicant shall disclose to potential occupants of the project that the proximity of the project site to the freeway could result in increased long-term health risks. The disclosure shall indicate the specifications for the installed air filtration system.

Implementation of Mitigation Measure AIR-2 would reduce the inhalation cancer risk of 3.94 in 1 million, which would be below the BAAQMD cancer risk threshold of 10 in one million. Therefore, with implementation of Mitigation Measure AIR-2, traffic on I-680 would not expose future residents of the project site to health risk levels that would exceed the criteria established by the BAAQMD. Therefore, with implementation of Mitigation Measure AIR-2, sensitive receptors would not be expected to be exposed to substantial pollutant concentrations during project construction or operation, and potential impacts would be considered less than significant with mitigation incorporated.

*d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? (Less-Than-Significant Impact)*

During project construction, some odors may be present due to diesel exhaust. However, these odors would be temporary and limited to the construction period. The proposed project would not include any activities or operations that would generate objectionable odors and once operational, the project would not be a source of odors. Therefore, objectionable odors affecting a substantial number of people would not occur as a result of the project and this impact would be less than significant.

#### 4.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Less-Than-Significant Impact)*

A field survey of the project site was conducted by a qualified biologist on April 23, 2019. Prior to conducting the survey, LSA searched the California Natural Diversity Database (CNDDDB)<sup>13</sup> for occurrence records of special-status species in the project region. The CNDDDB search was conducted for an area with a 2-mile radius centered on the project site. In addition, LSA searched the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants<sup>14</sup> for occurrence records of special-status plants within the United States Geological Survey (USGS) 7.5 minute Milpitas Quad

<sup>13</sup> California Department of Fish and Wildlife, 2019. *California Natural Diversity Database, Commercial Version, April 22, 2019*. California Department of Fish and Wildlife, Biogeographic Data Branch, Sacramento, California.

<sup>14</sup> California Native Plant Society, 2019. Rare Plant Program, Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Website: [www.rareplants.cnps.org](http://www.rareplants.cnps.org) (accessed April 25, 2019).



within which the project site is located. The one quad (Milpitas Quad) search was considered acceptable due to the small size, urban setting, and uniform and highly disturbed habitat of the project site. Field observations including all plant and animal species observed on the project site were recorded in a field notebook. Habitats and trees on the project site were documented with digital photography.

Vegetation on the project site is dominated by dense stands of ruderal growth (2 to 3 feet in height) dominated by non-native grasses including wild oat (*Avena* sp.), rip-gut brome (*Bromus diandrus*), rye grass (*Festuca perennis*), Mediterranean barley (*Hordeum marinum*), and forbs including field mustard (*Brassica rapa*), and radish (*Raphanus sativus*). Non-native trees present on the project site include single silver dollar gum (*Eucalyptus polyanthemos*), red iron bark (*E. sideroxylon*), and scattered walnut (*Juglans* sp.) and plum trees (*Prunus* sp.). A small coast live oak (*Quercus agrifolia*), a native tree species, is also growing adjacent to the house. No wetlands, ponds, creeks or ditches were observed on the site.

Soils on the project site include Alt-Altamont complex 15 to 20 percent slopes, a clay to silty clay soil; Urbanland-Cropley complex 0 to 2 percent slopes, a clay to sandy clay loam soil; and Urbanland-Cropley complex 2 to 9 percent slopes, a clay to sandy clay loam soil.<sup>15</sup> These soils are non-hydric and are not alkaline and ponding does not occur.

Wildlife observed on the project site included Anna's hummingbird (*Calypte anna*), house finch (*Haemorhous mexicanus*), lesser goldfinch (*Spinus psaltria*), red-winged blackbird (*Agelaius phoeniceus*), and California ground squirrel (*Otospermophilus beecheyi*). All of these species are common in rural/urban interface habitats in the Bay Area.

Special-status species are defined as follows:

- Species that are listed, formally proposed for listing, or designated as candidates for listing as threatened or endangered under the federal Endangered Species Act (ESA);
- Species that are listed, or designated as candidates for listing, as rare, threatened, or endangered under the California Endangered Species Act (CESA);
- Plant species on California Rare Plant Rank (CRPR) Lists 1A, 1B, and 2 in the CNPS Inventory of Rare and Endangered Plants;
- Animal species designated as Species of Special Concern or Fully Protected by the California Department of Fish and Wildlife (CDFW);
- Species that meet the definition of rare, threatened, or endangered under Section 15380 of the CEQA guidelines; and
- Species considered being a taxon of special concern by the relevant local agencies.

<sup>15</sup> United States Department of Agriculture. Web Soil Survey (website). Website: [websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx](http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx) (accessed May 3, 2019).

Based on the results of the database searches, observed habitat conditions and LSA’s knowledge of biological resources in Santa Clara County, LSA identified 17 special-status species (12 plants and 5 animals) as potentially occurring in the project vicinity (Table 4.C). As described in Table 4.C, none of these species are likely to occur on the project site due to the lack of suitable habitat and/or on-going habitat disturbance through annual disking. Therefore, the proposed project would not have a substantial adverse effect on any special-status plant or wildlife species.

**Table 4.C: Special-Status Species Evaluated**

Species/Common and Scientific Name	Status* (Fed/State/Other)	Habitat Requirements	Analysis
<b>Plants</b>			
Alkali milk-vetch <i>Astragalus tener</i> var. <i>tener</i>	--/--1B	Playas, valley and foothill grassland, and vernal pools on adobe clay soils. Annual herb, blooms March to June.	There is a single CNDDDB record within 2 miles of the project site; however, suitable habitat (i.e., playa and vernal post, adobe clay soils) is not present on the project site and this species would not occur.
Brittlescale <i>Atriplex depressa</i>	--/--1B	Alkaline, clay soils in chenopod scrub, meadows and seeps, playas, grassland, vernal pools. Annual herb, blooms April to October.	Occurrences are known within the USGS Milpitas Quad (CNPS 2019), but alkaline soils and associated mesic habitats such as seeps and vernal pools not present on the project site. This species would not occur.
Lesser saltscale <i>Atriplex minuscula</i>		Alkaline, sandy soils in chenopod scrub, playas, grassland. Annual herb, blooms May to October.	Occurrences are known within the USGS Milpitas Quad (CNPS 2019), but alkaline soils are absent. This species would not occur.
Congdon's tarplant <i>Centromadia parryi</i> ssp. <i>congdonii</i>	--/--1B	Valley and foothill grassland on alkaline soils. Annual herb, blooms May through October.	There is a single CNDDDB record within 2 miles of the project site; however, grasslands on alkaline soils are not present on the project site. This species would not occur.
Point Reyes bird’s beak <i>Cordylanthus maritimus</i> ssp. <i>palustris</i>	--/--1B	Coastal salt marshes and swamps. Annual herb (hemiparasitic). Blooms June through October.	Occurrences are known within the USGS Milpitas Quad (CNPS 2019), but absence of salt marshes and swamps preclude the presence of this species on the project site. This species would not occur.
San Joaquin spearscale <i>Extriplex joaquinana</i>	--/--1B	Chenopod scrub, meadows, seeps, and playas in valley and foothill grassland on alkaline soils. Annual herb, blooms April through October.	Occurrences are known within the USGS Milpitas Quad (CNPS 2019), but suitable habitats, including alkaline soils, do not occur on the project site. This species would not occur.

**Table 4.C: Special-Status Species Evaluated**

Species/Common and Scientific Name	Status* (Fed/State/Other)	Habitat Requirements	Analysis
Hoover's button-celery <i>Eryngium aristulatum</i> var. <i>hooveri</i>	--/--1B	Vernal pools. Annual/perennial herb, blooms primarily in July sometimes in June or August.	Occurrences are known within the USGS Milpitas Quad (CNPS 2019), but absence of vernal pools preclude the presence of this species on the project site. This species would not occur.
Contra Costa goldfields <i>Lasthenia conjugens</i>	FE/--/1B	Mesic areas in cismontane woodland, playas (alkaline), grassland, and vernal pools. Annual herb, blooms March through June.	Occurrences known within the USGS Milpitas Quad (CNPS 2019), but absence of mesic and alkaline condition preclude the presence of this species on the project site. This species would not occur.
Prostrate vernal pool navarretia <i>Navarretia prostrata</i>	--/--1B	Mesic areas in coastal scrub, meadows and seeps, grassland with alkaline soils, vernal pools. Annual herb, blooms April through July.	Occurrences are known within the USGS Milpitas Quad (CNPS 2019), but absence of mesic and alkaline condition preclude the presence of this species on the project site. This species would not occur.
California alkali grass <i>Puccinellia simplex</i>	--/--1B	Alkaline, vernal mesic; sinks, flats, and lake margins, chenopod scrub, meadows and seeps, grasslands, vernal pools. Annual herb, blooms March through May.	Occurrences are known within the USGS Milpitas Quad (CNPS 2019), but absence of mesic and alkaline condition preclude the presence of this species on the project site. This species would not occur.
California seablite <i>Suaeda californica</i>	FE/--/1B	Coast salt marshes and swamps. Perennial evergreen shrub, blooms July through October.	This perennial evergreen shrub was not observed on the project site. Occurrences are known within the USGS Milpitas Quad (CNPS 2019), but absence of salt marsh/swamp preclude the presence of this species on the project site. This species would not occur.
Saline clover <i>Trifolium hydrophilum</i>	--/--1B	Marshes and swamps, mesic grassland, vernal pools. Annual herb, blooms April through June.	Occurrences are known within the USGS Milpitas Quad (CNPS 2019), but absence of mesic and habitat/condition preclude the presence of this species on the project site. This species would not occur.

**Table 4.C: Special-Status Species Evaluated**

Species/Common and Scientific Name	Status* (Fed/State/Other)	Habitat Requirements	Analysis
<b>Animals</b>			
California tiger salamander <i>Ambystoma californiense</i>	FT/ST/--	Breeds in temporary pools (e.g., vernal pools) and ponds and occupies rodent burrows in grasslands, open valley oak and coast live oak woodland, and grassland chaparral mosaic. These salamanders migrate from their underground retreats to breeding ponds during periods of heavy winter rains.	There is a CNDDDB occurrence 1.7 miles to the northeast of the project site. The maximum documented dispersal distance from breeding ponds is 1.3 miles and studies have shown that juveniles and adults routinely move 0.62 miles. Due to the lack of aquatic features on or within known dispersal distance (1.3 miles) to the project site that provide suitable breeding habitat preclude the presence of this species on the project site. Additionally, the annual disking, limited presence of ground squirrel burrows, and urban setting greatly reduce the suitability of the site as upland habitat. This species would not occur.
Alameda striped racer <i>Masticophis lateralis euryxanthus</i>	FT/ST/--	This species occurs in coastal scrub, chaparral, often with rocky outcrops, and grassland adjacent to these habitats.	Coastal scrub, chaparral, and/or rock outcrops are not present on or adjacent to the project site and the surrounding area is primarily residential housing and roadways. This species would not occur.
Western yellow-billed cuckoo <i>Coccyzus americanus occidentalis</i>	FT/SE/--	Neotropical migrant, nests in well-developed riparian woodland dominated by cottonwoods and willows.	This species formerly nested in Santa Clara County <sup>16</sup> and there is a historical record from 1899 within 2 miles of the project site. However, this species is now considered extirpated from the County and suitable habitat is not present on or adjacent to the project site. This species would not occur.

<sup>16</sup> Bousman, W.C., 2007. *Breeding Bird Atlas of Santa Clara County*. Santa Clara Audubon Society, Cupertino, California.

**Table 4.C: Special-Status Species Evaluated**

Species/Common and Scientific Name	Status* (Fed/State/Other)	Habitat Requirements	Analysis
Burrowing owl <i>Athene cucularia</i>	--/--/SSC	Open, dry annual grasslands; deserts and scrublands with mammal burrows (e.g., ground squirrels) for nest sites and retreats and adjacent habitat supporting large insects and/or small mammal populations for foraging. Areas supporting of dense/tall ruderal growth or grasses are not suitable nesting habitat for burrowing owls.	Burrowing owls are resident in northwestern Santa Clara County <sup>17</sup> ; however, there are no CNDDDB records within two miles of the project site and they would be unlikely to nest or forage on the project site due to dense ruderal vegetation cover. The project site is within the Potential Burrowing Owl Nesting/ Overwintering Habitat Depending on Site Specific Conditions.
Tricolored blackbird <i>Agelaius tricolor</i>	--/ST/SSC	Nests colonially in marshes, but will also use dense stands of tall weedy vegetation, including blackberry, in upland areas near open accessible water for nesting. Nesting colonies require abundant populations of large insects in nearby grassland or agricultural landscapes.	This species is known to have nested in the Milpitas area <sup>18</sup> ; however, the project site does not support suitable nesting habitat for this species and adjacent areas, including roadways, residential development, and disked fields does not provide suitable foraging habitat. In addition, an accessible source of open water is not located nearby. The tricolored blackbird would not occur as a nesting species.
Salt-marsh Harvest Mouse <i>Reithrodontomys raviventris</i>	FE/SE/--	Saltmarsh often dominated by pickleweed ( <i>Salicornia</i> sp.) and adjacent fringing uplands.	The project site does not support saltmarsh and is not adjacent to saltmarsh, therefore this species would not occur.

\*Status: Federal = Federal Listed Endangered (FE), Federal Listed Threatened (FT); State = State Listed Endangered (SE), State Listed Threatened (ST); other = California Rare Plant Rank (1B, 2B), California Department of Fish and Wildlife Special Animals List (SSC).

**b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (No Impact)**

The CDFW tracks the occurrences of natural plant communities that are of limited distribution Statewide or within a county or region and are often vulnerable to environmental effects of projects. In the CDFW’s Natural Communities List,<sup>19</sup> vegetation alliances with State rarity rankings of

<sup>17</sup> Ibid.

<sup>18</sup> Ibid.

<sup>19</sup> California Department of Fish and Wildlife, 2018. California Natural Communities List. Website: [nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=153398&inline](http://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=153398&inline) (accessed June 12, 2019).

S1–S3 are considered “highly imperiled” and project impacts to “high-quality occurrences” of these alliances could be considered significant under CEQA. Most types of wetlands and riparian communities are also considered special-status natural communities due to their limited distribution in California. The project site does not support riparian habitat or any other sensitive natural communities. Therefore, the proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community, and no impact would occur.

*c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (No Impact)*

There are no jurisdictional features on the project site as indicated by the lack of wetland indicators including hydric soils, hydrology, and plants typical of wetland habitats. Therefore, no impact related to federally protected wetlands would occur.

*d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (Less-Than-Significant with Mitigation Incorporated)*

The project site is located in a suburban landscape, surrounded on three sides by residential development and a roadway. The project site is not located within any natural habitat or landscape feature (i.e., undeveloped drainage or ridgeline) that would facilitate regional wildlife movement. Mid-sized urban mammal species such as striped skunks (*Mephitis mephitis*) likely use the project site for local movement and foraging; however, based on the location of the project site it is not expected to be important for local or regional wildlife movement. No wildlife nursery sites are located on or adjacent to the project site; however, four singing male red-winged blackbirds were observed on the project indicating that nesting by native and migratory birds is likely. No raptor nests were observed in the trees on the project site or in areas adjacent to the project site.

Trees and areas of tall grass on the project site provide potential nesting habitat for various native bird species protected under the federal Migratory Bird Treaty Act and California Fish and Game Code, including the Anna’s hummingbird, house finch, and red-winged blackbird observed on the project site during the field survey.

Therefore, if the vegetation clearing and/or construction activities are scheduled during the nesting bird season (February 1 through August 31), active nests (i.e., nests containing viable eggs or young) of native birds could be impacted directly through the destruction of nests, mortality of young, and removal of habitat. Indirect impacts may occur through noise and disturbance generated by construction activities that result in nest abandonment. Implementation of Mitigation Measure BIO-1, described below, would ensure significant impacts to nesting birds during construction are reduced by limiting construction to the period outside of the nesting season or requiring pre-construction nesting bird surveys.

**Mitigation Measure BIO-1:** To the extent feasible, vegetation removal shall be conducted during the non-nesting season for birds (i.e., between September 1 and January 31). If vegetation removal occurs during the nesting season (February 1 to August 31), suitable nesting habitat within the project site shall be surveyed by a qualified biologist (biologist) no more than 14 days prior to ground disturbing/vegetation removal activities and again within 2 days (48 hours) of such activities. Areas outside the project site shall not be surveyed for active nests unless nests are visible from the project site.

If an active nest is found, the biologist shall identify a no-work buffer around the nest until the young have fledged or the nest has otherwise become inactive. The minimum buffer should be 25 feet, but this distance may be modified due to site-specific conditions. Buffer distances for bird nests would be site specific and an appropriate distance, as determined by the biologist. The buffer distances shall be specified to protect the bird's normal behavior to prevent nesting failure or abandonment. The buffer distance recommendation shall be developed after field investigations that evaluate the bird(s) apparent distress in the presence of people or equipment at various distances. Abnormal nesting behaviors that may cause reproductive harm include, but are not limited to, defensive flights/vocalizations directed toward project personnel, standing up from a brooding position, and/or flying away from the nest. The biologist shall have the authority to stop project activities if a bird exhibits abnormal behavior that may cause reproductive failure such as nest abandonment and loss of eggs and/or young until an appropriate buffer is established.

The qualified biologist shall monitor at least weekly the behavior of the adult and young birds, when present, at the nest site to ensure that they are not disturbed by project work. Nest monitoring shall continue during project work until the young have fully fledged and have completely left the nest site and are no longer being fed by the parents, as determined by the qualified biologist.

If necessary, the biologist shall consult with CDFW regarding appropriate action to comply with the California Fish and Game Code. If a lapse in project-related work of 7 days or longer occurs, another focused nest survey shall be required before project work resumes.

- e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Less-Than-Significant with Mitigation Incorporated)*

The proposed project would likely require the removal of several trees. The City of Milpitas regulates the removal of trees; heritage and protected trees are specified in the City of Milpitas Tree Preservation Ordinance and a permit is required to remove such trees.

A heritage tree is defined as:

- An outstanding specimen or grove of a desirable species;
- One of the largest or oldest trees or grove of trees in Milpitas; or



- A tree or grove of trees possessing distinctive form, size, age, location and/or historical significance.

It is illegal to prune or remove a heritage tree without first consulting the Planning Department and obtaining a permit. None of the trees present on the project site meet the City's definition of a heritage trees.

A protected tree is defined as:

- Residential Lots: all trees which have a 56-inch or greater circumference of any trunk measured 4.5 feet from the ground.
- Commercial/Industrial Lots: all trees which have a 37-inch or greater circumference of any trunk measured 4.5 feet from the ground.
- Zoning/Subdivision: All trees which have a 37-inch or greater circumference of any trunk measured 4.5 feet from the ground.
- Vacant Lots (Undeveloped): All trees which have a 3-inch or greater circumference of any trunk measured 4.5 feet from the ground.

All the trees on the property are 3-inches or greater in circumference at 4.5 feet above ground. Therefore, because the project site is a vacant lot, each tree would be protected and require a tree removal permit. Implementation of Mitigation Measure BIO-2 would ensure that this impact would be less-than-significant.

**Mitigation Measure BIO-2:** Prior to the issuance of a demolition or grading permit, the Planning Director, or designated Planning Department staff person, shall confirm that the project applicant has obtained a tree removal permit for any tree to be removed from the project site and has complied with the City of Milpitas Tree Preservation Ordinance.

*f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (Less-Than-Significant Impact)*

The project site is not located within the Santa Clara Valley Habitat Plan (SCV HCP) area. The site is within the expanded study area boundary for burrowing owl conservation and in an area delineated as having a high potential to increase burrowing owl nesting population. However, as noted in Table 4.C above, the dense coverage of non-native grasses, scarcity of California ground squirrels, and the on-going annual disking make it unlikely that nesting or wintering burrowing owls would occur on the project site. Therefore, the proposed project would not conflict with the provisions of the SCV HCP, and this impact would be less than significant.

## 4.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? (Less-Than-Significant with Mitigation Incorporated)*

For a cultural resource to be considered a historical resource (i.e., eligible for listing in the California Register of Historical Resources), it generally must be 50 years or older. Under CEQA, historical resources can include precontact (i.e., Native American) archaeological deposits, historic-period archaeological deposits, historic buildings, and historic districts.

To identify historical resources on the project site, the following tasks were completed: (1) a records search was conducted at the Northwest Information Center (NWIC) of the California Historical Resources Information System;<sup>20</sup> (2) relevant literature and historical maps were reviewed to assess the potential for buried historic-period and precontact Native American archaeological deposits; and (3) an archaeologist surveyed the project site to identify surface evidence of archaeological deposits. The results of these tasks are described in greater detail in a letter report of findings prepared for the project and are summarized below.<sup>21</sup>

No built-environment historical resources are at the project site. The City has determined that the circa 1966 single-family residence at the property neither qualifies for listing in the California Register of Historical Resources, nor qualifies for the local Cultural Resources Register.

No archaeological historical resources were identified at the project site. Furthermore, the potential to unearth buried precontact and historic-period archaeological deposits is low as the Pleistocene-age surface of the project site was formed at a time prior to human habitation of the region, and historical maps and aerial photographs do not indicate use of the property until circa 1940. Although no archaeological deposits that qualify as historical resources were identified at the project site, the potential for such resources cannot be discounted. If significant archaeological deposits were unearthed during project construction, a substantial adverse change in the significance of a historical resource would occur from its demolition, destruction, relocation, or alteration such that the significance of the resource would be materially impaired pursuant to CEQA Guidelines Section

<sup>20</sup> The NWIC is an affiliate of the State of California Office of Historic Preservation and is the official State repository of cultural resources records and reports for Santa Clara County.

<sup>21</sup> Jones, E. Timothy, 2019. *Archaeological Assessment for the 1005 North Park Victoria Project, Milpitas, Santa Clara County, California*. LSA, Point Richmond, California. May 13.

15064.5(b)(1). With implementation of the following mitigation measure, potential impacts to archaeological historical resources would be reduced to a less-than-significant level.

**Mitigation Measure CULT-1:** Should an archaeological deposit be encountered during project subsurface construction activities, all ground-disturbing activities within 25 feet shall be redirected and a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology contacted to assess the situation, determine if the deposit qualifies as a historical resource, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. If the deposit is found to be significant (i.e., eligible for listing in the California Register of Historical Resources), the applicant shall be responsible for funding and implementing appropriate mitigation measures. Mitigation measures may include recordation of the archaeological deposit, data recovery and analysis, and public outreach regarding the scientific and cultural importance of the discovery. Upon completion of the selected mitigations, a report documenting methods and findings shall be prepared and submitted to the City for review, and the final report shall be submitted to the Northwest Information Center at Sonoma State University. Significant archaeological materials shall be submitted to an appropriate curation facility and used for public interpretive displays, as appropriate and in coordination with a local Native American tribal representative.

The applicant shall inform its contractor(s) of the sensitivity of the project area for archaeological deposits and shall verify that the following directive has been included in the appropriate contract documents:

*"The subsurface of the construction site may be sensitive for Native American archaeological deposits. If archaeological deposits are encountered during project subsurface construction, all ground-disturbing activities within 25 feet shall be redirected and a qualified archaeologist contacted to assess the situation, and make recommendations for the treatment of the discovery. Project personnel shall not collect or move any archaeological materials. Archaeological deposits can include shellfish remains; bones; flakes of, and tools made from, obsidian, chert, and basalt; and mortars and pestles. Contractor acknowledges and understands that excavation or removal of archaeological material is prohibited by law and constitutes a misdemeanor under California Public Resources Code, Section 5097.5."*

Work stoppage in the event of an archaeological discovery would ensure that: (1) if archaeological cultural resources are identified during excavation, these would be evaluated, documented, and studied in accordance with standard archaeological practice; and (2) archaeological deposits and human remains would be treated in accordance with appropriate State codes and regulations. As such, implementation of the above mitigation measures would reduce the project's potential impacts to archaeological historical resources to a less-than-significant level.

***b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (Less-Than-Significant with Mitigation Incorporated)***

Pursuant to CEQA Guidelines Section 15064.5(c)(1), "When a project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource." Those archaeological sites that do not qualify as historical resources shall be assessed to determine if they

qualify as “unique archaeological resources” pursuant to California Public Resource Code Section 21083.2. Archaeological deposits identified during project construction would be treated by the City and applicant—in consultation with a qualified archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for Archeology—in accordance with Mitigation Measure CULT-1. With implementation of this mitigation measure, the project’s potential impacts on archaeological resources would be less than significant.

*c. Would the project disturb any human remains, including those interred outside of formal cemeteries? (Less-Than-Significant Impact)*

There are no known human remains at the project site. In the event that human remains are identified during project construction, these remains would be treated in accordance with Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the Public Resources Code, as appropriate.

Section 7050.5 of the California Health and Safety Code states that, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner’s authority. If the human remains are of Native American origin, the coroner must notify the California Native American Heritage Commission (NAHC) within 24 hours of this identification. The NAHC will identify a Native American Most Likely Descendent (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

Section 5097.98 of the Public Resources Code states that the NAHC, upon notification of the discovery of Native American human remains pursuant to Health and Safety Code Section 7050.5, shall immediately notify those persons (i.e., the MLD) it believes to be descended from the deceased. With permission of the landowner or a designated representative, the MLD may inspect the remains and any associated cultural materials and make recommendations for treatment or disposition of the remains and associated grave goods. The MLD shall provide recommendations or preferences for treatment of the remains and associated cultural materials within 48 hours of being granted access to the site. With these regulations in place, no impact on human remains is anticipated, and no mitigation is necessary.

**4.6 ENERGY**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation? (Less-Than-Significant Impact)*

The proposed project would increase the demand for electricity, natural gas, and gasoline. The discussion and analysis provided below is based on data included in the CalEEMod output, which is included in Appendix A.

**Construction-Period Energy Use.** The anticipated construction schedule assumes that the proposed project would be built over 1.5 to 2 years. The proposed project would require grading, site preparation, and building activities during construction.

Construction of the proposed project would require energy for the manufacture and transportation of construction materials, preparation of the site for demolition and grading activities, and construction of the residences. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. In order to increase energy efficiency on the site during project construction, the project would restrict equipment idling times to 5 minutes or less and would require construction workers to shut off idle equipment, as required by Mitigation Measure AIR-1. In addition, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. Energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State’s available energy sources. Therefore, construction energy impacts would be less than significant.

**Operational Energy Use.** Energy use consumed by the proposed project would be associated with natural gas use, electricity consumption, and fuel used for vehicle trips associated with the project. Energy and natural gas consumption was estimated for the project using default energy intensities by building type in CalEEMod. In addition, the proposed buildings would be constructed to CALGreen standards, which was included in CalEEMod inputs. Electricity and natural gas usage estimates associated with the proposed project are shown in Table 4.D.

In addition, the proposed project would result in energy usage associated with gasoline to fuel project-related trips. Based on the CalEEMod analysis, the proposed project would result in

approximately 750,401 vehicle miles traveled (VMT) per year. The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 14.9 miles per gallon (mpg) in 1980 to 22.0 mpg in 2015.<sup>22</sup> Therefore, using the USEPA fuel economy estimates for 2015, the proposed project would result in the consumption of approximately 34,109 gallons of gasoline per year. Table 4.D, below, shows the estimated potential increased electricity and natural gas demand associated with the proposed project.

**Table 4.D: Estimated Annual Energy Use of Proposed Project**

Land Use	Electricity Use (kWh per year)	Natural Gas Use (therms per year)	Gasoline (gallons per year)
Single Family Residential	291,261	10,466	34,109

Source: LSA (May 2019).

As shown in Table 4.D, the estimated potential increased electricity demand associated with the proposed project is 291,261 kilowatt-hours (kWh) per year. In 2017, California consumed approximately 288,614 gigawatt-hours (GWh) or 288,614,000,000 kWh.<sup>23</sup> Of this total, Santa Clara County consumed 17,189 GWh or 17,189,540,000 kWh.<sup>24</sup> Therefore, electricity demand associated with the proposed project would be less than 0.01 percent of Santa Clara County’s total electricity demand.

The estimated potential increased natural gas demand associated with the proposed project is 10,466 therms per year, as shown in Table 4.D. In 2017, California consumed approximately 12,571 million therms or 12,571,000,000 therms, while Santa Clara County consumed approximately 445 million therms or approximately 445,979,800 therms.<sup>25</sup> Therefore, natural gas demand associated with the proposed project would be less than 0.01 percent of Santa Clara County’s total natural gas demand.

In addition, the proposed project would result in energy usage associated with gasoline to fuel project-related trips. As shown above in Table 4.D, vehicle trips associated with the proposed project would consume approximately 34,109 gallons of gasoline per year. In 2015, vehicles in California consumed approximately 15.1 billion gallons of gasoline.<sup>26</sup> Therefore, gasoline demand generated by vehicle trips associated with the proposed project would be a minimal fraction of gasoline and diesel fuel consumption in California.

<sup>22</sup> U.S. Department of Transportation, 2017. “Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles.” Website: [www.bts.gov/archive/publications/national\\_transportation\\_statistics/table\\_04\\_23](http://www.bts.gov/archive/publications/national_transportation_statistics/table_04_23) (accessed June 12, 2019).

<sup>23</sup> California Energy Commission, 2017. Energy Consumption Data Management Service. Electricity Consumption by County. Website: [www.ecdms.energy.ca.gov/elecbycounty.aspx](http://www.ecdms.energy.ca.gov/elecbycounty.aspx) (accessed June 12, 2019).

<sup>24</sup> Ibid.

<sup>25</sup> California Energy Commission, 2017. Energy Consumption Data Management Service. Gas Consumption by County. Website: [www.ecdms.energy.ca.gov/gasbycounty.aspx](http://www.ecdms.energy.ca.gov/gasbycounty.aspx) (accessed June 12, 2019).

<sup>26</sup> California Energy Commission, 2017. California Gasoline Data, Facts, and Statistics. Website: [www.energy.ca.gov/almanac/transportation\\_data/gasoline](http://www.energy.ca.gov/almanac/transportation_data/gasoline) (accessed June 12, 2019).

The proposed project would be constructed to CALGreen standards, which would help to reduce energy and natural gas consumption. Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of fuel or energy and would incorporate renewable energy or energy efficiency measures into building design, equipment use, and transportation. Construction and operation period impacts related to consumption of energy resources would be less than significant.

*b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (Less-Than-Significant Impact)*

In 2002, the Legislature passed Senate Bill 1389, which required the California Energy Commission (CEC) to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels, for the California Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero emission (ZE) vehicles and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC recently adopted the 2017 Integrated Energy Policy Report.<sup>27</sup> The 2017 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. The 2017 Integrated Energy Policy Report covers a broad range of topics, including implementation of Senate Bill 350, integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency, transportation electrification, barriers faced by disadvantaged communities, demand response, transmission and landscape-scale planning, the California Energy Demand Preliminary Forecast, the preliminary transportation energy demand forecast, renewable gas (in response to Senate Bill 1383), updates on Southern California electricity reliability, natural gas outlook, and climate adaptation and resiliency.

As indicated above, energy usage on the project site during construction would be temporary in nature. In addition, energy usage associated with operation of the proposed project would be relatively small in comparison to the State's available energy sources and energy impacts would be negligible at the regional level. Because California's energy conservation planning actions are conducted at a regional level, and because the project's total impact to regional energy supplies would be minor, the proposed project would not conflict with California's energy conservation plans as described in the CEC's 2017 Integrated Energy Policy Report. Thus, as shown above, the project would avoid or reduce the inefficient, wasteful, and unnecessary consumption of energy and not result in any irreversible or irretrievable commitments of energy. Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation and this impact would be less than significant.

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<sup>27</sup> California Energy Commission, 2017. *2017 Integrated Energy Policy Report*. California Energy Commission. Publication Number: CEC-100-2017-001-CMF.



## 4.7 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Unless otherwise noted, the following analysis is based on the Geotechnical Investigation prepared for the proposed project by Geo-Logic Associates dated May 17, 2018.<sup>28</sup>

*a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

*i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (Less-Than-Significant Impact)*

Fault rupture is generally expected to occur along active fault traces that have exhibited signs of recent geological movement (i.e., within the last 11,000 years). Alquist-Priolo Earthquake Fault Zones delineate areas around active faults with potential surface fault rupture hazards that would require specific geological investigations prior to approval of certain kinds of

<sup>28</sup> Geo-Logic Associates, 2018. *Geotechnical Investigation for Residential Development at 1005 North Park Victoria, Milpitas, California*. May 17.

development within the delineated area. A portion of the site is located within an Earthquake Fault Zone established for the Crosley fault (the southern-most extension on the Hayward fault). A fault investigation in 2015 found that no visible offset or deformation that may be indicators of Holocene (active) faulting on the project site were present, and that the project site can be regarded as clear of any fault that would need to be addressed under the Alquist Priolo Special Studies Act.<sup>29,30</sup> Therefore, the proposed project would not directly or indirectly cause substantial adverse effects related to fault rupture, and this impact would be less than significant.

*ii. Strong seismic ground shaking? (Less-Than-Significant Impact)*

The project site is located in the San Francisco Bay Area, a region of intense seismic activity. Ground shaking is likely to occur within the life of the project as a result of future earthquakes. The Crosley fault is located approximately 100 to 800 feet east of the project site, and the Hayward fault is located approximately 0.3 mile northeast of the project site. Other active faults within the area that are likely to produce large earthquakes include the Calaveras, located 4.5 miles northeast, Monte Vista-Shannon, located 13.5 miles southwest, San Andreas, located 17 miles southwest, and San Gregorio, located 30 miles southwest. Due to the location of the project site in a seismically active area, strong seismic ground shaking at the site is highly probable during the life of the project. The intensity of ground shaking would depend on the characteristics of the fault, distance from the fault, the earthquake magnitude and duration, and site-specific geologic conditions. Conformance with the California Building Code (CBC) would ensure potential impacts associated with strong seismic ground shaking would be reduced to a less-than-significant level.

*iii. Seismic-related ground failure, including liquefaction? (Less-Than-Significant Impact)*

Soil liquefaction is a phenomenon primarily associated with saturated soil layers located close to the ground surface. During ground shaking, these soils lose strength and acquire “mobility” sufficient to permit both horizontal and vertical movements. Soils that are most susceptible to liquefaction are clean, loose, uniformly graded, saturated, fine-grained sands that lie relatively close to the ground surface. However, loose sands that contain a significant amount of fines (i.e., silt and clay) may also liquefy. Based on results of soil testing, the project site appears to have a low potential for soil liquefaction. In addition, compliance with the CBC would ensure impacts related to liquefaction would be less than significant.

*iv. Landslides? (Less-Than-Significant Impact)*

The upslope area to the east of the project site appears to consist of a series of nested, coalescing landslides. Although there is no evidence that landslides exist on the project site, the alluvial fan deposits on the site may be acting as a buttress to the landslides upslope of the site.

<sup>29</sup> Geo-Logic Associates, 2015. *Alquist Priolo Special Studies Zone Investigation for 1005 North Park Victoria Drive, Milpitas, California*. August 18.

<sup>30</sup> Norfleet Consultants, 2015. *Review of Alquist Priolo Special Studies Zone Investigation for 1005 North Park Victoria Drive, Milpitas, California*. August 19.

The proposed project would implement recommendations included in the Geotechnical Investigation, which would include permanent cuts being minimized and balancing cut and fill conditions where permanent cuts are necessary. Therefore, the potential of the proposed project to expose people or structures to risk as a result of landslides would be less than significant.

*b. Would the project result in substantial soil erosion or the loss of topsoil? (Less-Than-Significant Impact)*

Topsoil is defined as the upper part of the soil profile that is relatively rich in humus and is technically known as the A-horizon of the soil profile.<sup>31</sup> Grading and earthmoving during project construction has the potential to result in erosion and loss of topsoil. Exposed soils could be entrained in stormwater runoff and transported off the project site. However, this impact would be reduced to a less-than-significant level through compliance with water quality control measures, which include preparation of a Stormwater Pollution Prevention Plan (SWPPP) (refer to Section 4.10, Hydrology and Water Quality). Although designed primarily to protect stormwater quality, the SWPPP would incorporate Best Management Practices (BMPs) to minimize erosion. Additional details regarding the SWPPP are provided in Section 4.10, Hydrology and Water Quality of this Initial Study.

*c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Less-Than-Significant Impact)*

As discussed in Section 4.7.a, site soils would not be subject to lateral spreading or liquefaction, but could be subject to landslides. However, compliance with the recommendations contained in the Geotechnical Investigation and compliance with the requirements of the CBC would ensure that potential risks to people and structures as a result of liquefaction would be reduced to a less-than-significant level. Therefore, the proposed project would not result in impacts associated with unstable geologic conditions.

*d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? (Less-Than-Significant Impact)*

Expansive soils are characterized by the potential for shrinking and swelling as the moisture content of the soil decreases and increases, respectively. Shrink-swell potential is influenced by the amount and type of clay minerals present and can be measured by the percent change of the soil volume. Testing at the project site indicates that soils on the project site have high expansion potential. The Geotechnical Investigation recommends that the upper 30 inches of soil below design grade in the proposed building and concrete slab-on-grade areas should be moisture conditioned with controlled compaction and the building foundations and concrete slabs-on-grade should be constructed on a 12-inch minimum thick layer of "non-expansive" fill. In addition, adherence to the CBC requirements

<sup>31</sup> California State Mining and Geology Board, 2014. Surface Mining Reclamation Act Regulations. California Code of Regulations, Title 14, Division 2, Chapter 8, Subchapter 1.

would further ensure that geotechnical design of the proposed project would further reduce potential impacts related to expansive soils to a less-than-significant level. Therefore, because the proposed project would implement the recommendations of the Geotechnical Investigation and comply with CBC requirements, this impact would be less than significant.

*e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? (No Impact)*

The proposed project would connect to the City's wastewater conveyance system. On-site treatment and disposal of wastewater is not proposed for the project; therefore, the proposed project would have no impacts associated with soils incapable of supporting alternative wastewater disposal systems.

*f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Less-Than-Significant Impact)*

Although no paleontological resources or unique geological features are known to exist within or near the project site, according to the locality search through the University of California Museum of Paleontology (UCMP) at the University of California, Berkeley, there are 10 known localities from Pleistocene deposits within Santa Clara County which have produced 34 specimens of vertebrates and invertebrates. Therefore, the possibility of accidental discovery of paleontological resources during project construction cannot be discounted. Therefore, implementation of Mitigation Measure GEO-1, described below, would reduce potential impacts to paleontological resources to a less-than-significant level.

**Mitigation Measure GEO-1:** Should paleontological resources be encountered during project subsurface construction activities, all ground-disturbing activities within 25 feet shall be redirected and a qualified paleontologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. For purposes of this mitigation, a "qualified paleontologist" shall be an individual with the following qualifications: (1) a graduate degree in paleontology or geology and/or a person with a demonstrated publication record in peer-reviewed paleontological journals; (2) at least two years of professional experience related to paleontology; (3) proficiency in recognizing fossils in the field and determining their significance; (4) expertise in local geology, stratigraphy, and biostratigraphy; and (5) experience collecting vertebrate fossils in the field. If the paleontological resources are found to be significant and project activities cannot avoid them, measures shall be implemented to ensure that the project does not cause a substantial adverse change in the significance of the paleontological resource. Measures may include monitoring, recording the fossil locality, data recovery and analysis, a final report, and accessioning the fossil material and technical report to a paleontological repository. Upon completion of the assessment, a report documenting methods, findings, and recommendations shall be prepared and submitted to the City for review. If paleontological materials are recovered, this report also shall be submitted to a paleontological repository such as the University of California Museum of Paleontology, along with significant paleontological materials. Public educational outreach may also be appropriate.

The project applicant shall inform its contractor(s) of the sensitivity of the project site for paleontological resources and shall verify that the following directive has been included in the appropriate contract documents:

*“The subsurface of the construction site may be sensitive for fossils. If fossils are encountered during project subsurface construction, all ground-disturbing activities within 25 feet shall be redirected and a qualified paleontologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Project personnel shall not collect or move any paleontological materials. Fossils can include plants and animals, and such trace fossil evidence of past life as tracks or plant imprints. Ancient marine sediments may contain invertebrate fossils such as snails, clam and oyster shells, sponges, and protozoa; and vertebrate fossils such as fish, whale, and sea lion bones. Contractor acknowledges and understands that excavation or removal of paleontological material is prohibited by law and constitutes a misdemeanor under California Public Resources Code, Section 5097.5.”*

## 4.8 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Less-Than-Significant with Mitigation Incorporated)*

GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO<sub>2</sub>);
- Methane (CH<sub>4</sub>);
- Nitrous oxide (N<sub>2</sub>O);
- Hydrofluorocarbons (HFCs);
- Perfluorocarbons (PFCs); and
- Sulfur Hexafluoride (SF<sub>6</sub>).

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, believed to be causing global warming. While manmade GHGs include naturally-occurring GHGs such as CO<sub>2</sub>, methane, and N<sub>2</sub>O, some gases, like HFCs, PFCs, and SF<sub>6</sub> are completely new to the atmosphere.

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

These gases vary considerably in terms of Global Warming Potential (GWP), a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation

and length of time that the gas remains in the atmosphere (“atmospheric lifetime”). The GWP of each gas is measured relative to CO<sub>2</sub>, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO<sub>2</sub> over a specified time period. GHG emissions are typically measured in terms of pounds or tons of “CO<sub>2</sub> equivalents” (CO<sub>2</sub>e).

This section describes the proposed project’s construction- and operational-related GHG emissions and contribution to global climate change. The BAAQMD has not addressed emission thresholds for construction in their CEQA Guidelines; however, the BAAQMD encourages quantification and disclosure. Thus, construction emissions are discussed in this section.

**Construction Activities.** Construction activities associated with the proposed project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O. Furthermore, CH<sub>4</sub> is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

The BAAQMD does not have an adopted threshold of significance for construction-related GHG emissions. However, lead agencies are encouraged to quantify and disclose GHG emissions that would occur during construction. Using CalEEMod, it is estimated that construction of the proposed project would generate approximately 493 metric tons of CO<sub>2</sub>e. Implementation of Mitigation Measure AIR-1 would reduce GHG emissions by reducing the amount of construction vehicle idling and by requiring the use of properly maintained equipment. Therefore, project construction impacts associated with GHG emissions would be less than significant.

**Operational Emissions.** Section 15064.4 of the CEQA Guidelines states that: “A lead agency should make a good-faith effort, based to the extent possible, on scientific and factual data, to describe, calculate or estimate the amount of GHG emissions resulting from a project.” In performing that analysis, the lead agency has discretion to determine whether to use a model or other methodology to quantify GHG emissions, or to rely on a qualitative analysis or performance-based standards. In making a determination as to the significance of potential impacts, the lead agency then considers the extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting, whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project, and the extent to which the project complies with regulations or requirements adopted to implement a Statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

According to the BAAQMD CEQA Guidelines, if a project is consistent with an adopted qualified GHG Reduction Strategy that meets the standards, it can be presumed that the project will not have significant GHG emission impacts. This approach is consistent with the State CEQA Guidelines, Section 15183.5, and will be used in this analysis.



The City of Milpitas' Climate Action Plan (CAP) was adopted on May 7, 2013.<sup>32</sup> The City of Milpitas CAP meets the BAAQMD requirements for a Qualified GHG Reduction Strategy and is designed to streamline environmental review of future development projects in the City consistent with CEQA Guidelines Section 15183.5(b) and the BAAQMD CEQA Air Quality Guidelines. The CAP identifies measures to achieve a reduction of 93,940 metric tons (MT) per year of CO<sub>2</sub>e, including a reduction of 13,950 MTCO<sub>2</sub>e that would be achieved through State-mandated measures. With implementation of the CAP and existing measures, the City's GHG emissions are expected to be 16.2 percent below 2005 levels by the year 2020.

The CAP identifies six main Action Areas with specific GHG reductions, including energy, water, transportation and land use, solid waste, and off-road equipment. For each measure the CAP specifies GHG reductions, City departments responsible for implementation, performance metrics, regional partners, additional resources, and co-benefits.

Long-term operation of the proposed project would generate GHG emissions from area and mobile sources as well as indirect emissions from sources associated with energy consumption. Mobile-source GHG emissions would include project-generated vehicle trips associated with trips to the proposed project. Area-source emissions would be associated with activities such as landscaping and maintenance on the project site, and other sources. As identified above, the City of Milpitas' CAP meets the BAAQMD requirements for a Qualified GHG Reduction Strategy. Therefore, the project's GHG emissions would not be considered a significant impact if the project would be consistent with the City's CAP. Appendix C: Development Checklist of the City's CAP was developed to assist project applicants and City staff to determine whether a proposed project complies with the CAP and contains applicable measures that will be implemented as part of the proposed project to demonstrate consistency with the City's CAP. The proposed project's consistency with these measures is included in Table 4.E below.

As demonstrated in Table 4.E, the proposed project's consistency with many of the CAP measures would be determined by design decisions that are currently not evident from the conceptual plans evaluated for the environmental analysis in this report. Implementation of Mitigation Measure GHG-1 would require the proposed project to include the applicable measures, as identified in Appendix B.

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<sup>32</sup> Milpitas, City of, 2013. *City of Milpitas Climate Action Plan. A Qualified Greenhouse Gas Reduction Strategy*. May 7.

**Table 4.E: Consistency with the City’s Climate Action Plan Measures**

Measure	Action	Applicability	Compliance
<b>Energy Measures</b>			
Measure 1.3: Discretionary Project Review	Apply the City’s Climate Action Plan Development Checklist (Appendix C) as part of the City’s discretionary project review process.	The project applicant filled out City’s Climate Action Plan Development Checklist (Appendix C), which is included in Appendix B.	Yes
Measure 1.5: Urban Cooling	Achieve urban cooling through voluntary and mandatory standards for new development and additions.	Each of the residential uses on the project site would include private backyards and private open space. In addition, the proposed project would include a total of 78,624 square feet of landscaped area, including 5,007 square feet of bioretention space. A total of 78 trees would be planted as part of the proposed project.	Yes
Measure 1.8: Online Energy Monitoring	Encourage participation in online energy monitoring programs as utilities develop and deploy online systems.	With implementation of Mitigation Measure GHG-1, the proposed project would install Energy Star appliances.	Yes with Mitigation Measure GHG-1
Measure 2.1: Energy Efficiency in New Development	Encourage new development and remodels to exceed minimum building standards for energy efficiency and continue implementation of the adopted Green Building Ordinance.	The proposed project would be consistent with current CALGreen standards.	Yes
Measure 3.1: Renewable Energy in New Development	Adopt new standards to require renewable energy in new development and encourage renewable energy facilities through the discretionary process.	With implementation of Mitigation Measure GHG-1, the proposed project would install on-site renewable energy, such as solar panels.	Yes with Mitigation Measure GHG-1
<b>Water</b>			
Measure 4.1: Tiered Water Rates	Continue water conservation efforts outlined in the Urban Water Management Plan and expand tiered water rate structures to apply to nonresidential customers in addition to residential customers.	With implementation of Mitigation Measure GHG-1, the proposed project would use water-efficient irrigation systems and use reclaimed water, when available.	Yes with Mitigation Measure GHG-1
Measure 4.2: Recycled Water	Work with regional partners to encourage expansion of recycled water infrastructure.	With implementation of Mitigation Measure GHG-1, the proposed project would use water-efficient irrigation systems and use reclaimed water, when available.	Yes with Mitigation Measure GHG-1

**Table 4.E: Consistency with the City’s Climate Action Plan Measures**

Measure	Action	Applicability	Compliance
<b>Transportation and Land Use</b>			
Measure 5.1: Increased Densities	Continue to promote the increase of density and mixed uses in key opportunity areas, including the Midtown Specific Plan, Transit Area Specific Plan, and Town Center areas.	The proposed project would develop new residences that would locate residents near existing residential and commercial uses, reducing the demand for travel by single occupancy vehicles.	Yes
Measure 5.3: Open Space	Expand City parks and open spaces.	Each of the residential uses on the project site would include private backyards that would be an average of 1,641 square feet. In total, the proposed project would provide 59,094 square feet of private open space. In addition, the proposed project would include a total of 78,624 square feet of landscaped area, including 5,007 square feet of bioretention space. A total of 78 trees would be planted as part of the proposed project.	Yes
Measure 6.3: Dense and Centralized Development	Promote dense development in central locations and along transportation corridors.	The proposed project would develop new residences that would locate residents near existing residential and commercial uses, reducing the demand for travel by single occupancy vehicles.	Yes
Measure 7.2: Complete Streets	Initiate a rigorous Citywide complete streets program to foster pedestrian and bicycle activity throughout the community.	The proposed project would provide pedestrian and bicyclist amenities, including sidewalks, crosswalks, bicycle lanes, shading, and landscaping.	Yes
Measure 7.3: Bikeways Master Plan Infrastructure	Implement and maintain the facilities and infrastructure improvements identified in the Bikeways Master Plan to achieve high levels of bicycle and pedestrian activity.	The proposed project would provide pedestrian and bicyclist amenities, including sidewalks, crosswalks, bicycle lanes, shading, and landscaping.	Yes
Measure 8.1: Transportation Demand Management	Adopt and phase a Citywide transportation demand management ordinance by 2015, building on recommendations of the transit area specific plan, and establish a funding mechanism to pay for the costs of the program.	The proposed project would develop new residences that would locate residents near existing residential and commercial uses, reducing the demand for travel by single occupancy vehicles. The proposed project would provide pedestrian and bicyclist amenities, including sidewalks, crosswalks, bicycle lanes, shading, and landscaping which would also help to reduce the demand for travel by single occupancy vehicles.	Yes
Measure 10.4: Residential Electric Vehicle Charging	Facilitate plug-in hybrid and electric vehicle charging stations for homes by promoting funding opportunities and streamlining permit procedures, including establishing maximum time frames for permit processing and simplified permit procedures.	With implementation of Mitigation Measure GHG-1, the proposed project would provide plug-in hybrid and electric vehicle home charging stations.	Yes with Mitigation Measure GHG-1

**Table 4.E: Consistency with the City’s Climate Action Plan Measures**

Measure	Action	Applicability	Compliance
<b>Solid Waste</b>			
Measure 11.1: Waste Diversion	Work with regional partners to increase the diversion of solid waste to 75 percent as required under Assembly Bill (AB) 341.	The proposed project would comply with AB 341.	Yes
<b>Off-Road Equipment</b>			
Measure 12.1: Lawn and Garden Equipment	Support a community-wide transition to cleaner outdoor lawn and garden equipment.	With implementation of Mitigation Measure GHG-1, the proposed project would provide accessible exterior electrical outlets to charge electric-powered lawn and garden equipment.	Yes with Mitigation Measure GHG-1
Measure 12.2: Construction Best Management Practices	Encourage construction projects to comply with BAAQMD performance-based best management practices.	With implementation of Mitigation Measure AIR-1, the proposed project would implement the BAAQMD’s Basic Construction Mitigation Measures.	Yes with Mitigation Measure AIR-1

Source: City of Milpitas (2013) and LSA (May 2019).

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**Mitigation Measure GHG-1:** The project applicant shall demonstrate compliance with the applicable measures to the City Planning Division prior to the issuance of a building permit. The following measures are considered to be applicable, feasible, and effective in reducing greenhouse gas emissions generated by the project:

- Install Energy Star appliances.
- Install on-site renewable energy, such as solar panels.
- Use water-efficient irrigation systems and use reclaimed water, when available.
- Provide plug-in hybrid and electric vehicle home charging stations.
- Provide accessible exterior electrical outlets to charge electric-powered lawn and garden equipment.

Mitigation Measure GHG-1 would result in the implementation of applicable measures included in the CAP that are applicable to the project to reduce GHG emissions. Overall, the mitigated project would implement GHG reduction measures in compliance with the CAP and, therefore, would not be a significant source of GHG emissions. Therefore, the project's impacts would be less than significant.

*b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Less-Than-Significant Impact)*

California's major initiative for reducing GHG emissions is Assembly Bill (AB) 32, passed by the State legislature on August 31, 2006. This effort aims at reducing GHG emissions to 1990 levels by 2020. In response to AB 32, California began to address climate change by employing a comprehensive, long-term approach to cut the State's GHG emissions to 1990 levels by 2020 and to maintain and continue reductions post 2020. The proposed project was analyzed for consistency with the goals of AB 32 and the AB 32 Scoping Plan. The Scoping Plan has a range of GHG reduction actions, which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program.

In addition, Senate Bill (SB) 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in Executive Order B-30-15. SB 32 builds on AB 32 and keeps us on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels, consistent with an Intergovernmental Panel on Climate Change (IPCC) analysis of the global emissions trajectory that would stabilize atmospheric GHG concentrations at 450 parts per million CO<sub>2</sub>e and reduce the likelihood of catastrophic impacts from climate change.

The companion bill to SB 32, AB 197, provides additional direction to the California Air Resource Board (CARB) in the following areas related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 intended to provide easier public access to air emissions data that are

collected by CARB was posted in December 2016. The measures applicable to the proposed project include energy efficiency measures, water conservation and efficiency measures, and transportation and motor vehicle measures, as discussed below.

Energy efficient measures are intended to maximize energy efficiency building and appliance standards, pursue additional efficiency efforts including new technologies and new policy and implementation mechanisms, and pursue comparable investment in energy efficiency from all retail providers of electricity in California. In addition, these measures are designed to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. The proposed project would be consistent with current CALGreen standards, regarding energy conservation and green building standards. Therefore, the proposed project would comply with applicable energy measures.

Water conservation and efficiency measures are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. As noted above, the project would be required to comply with the latest CALGreen standards, which include a variety of different measures, including reduction of wastewater and water use. In addition, the proposed project would be required to comply with the City's water efficient landscape ordinance. Therefore, the proposed project would not conflict with any of the water conservation and efficiency measures.

The goal of transportation and motor vehicle measures is to develop regional GHG emissions reduction targets for passenger vehicles. The second phase of Pavley standards will reduce GHG emissions from new cars by 34 percent from 2016 levels by 2025, resulting in a 3 percent decrease in average vehicle emissions for all vehicles by 2020. Specific regional emission targets for transportation emissions would not directly apply to the proposed project. However, vehicles traveling to the project site would comply with the Pavley II (LEV III) Advanced Clean Cars Program. Therefore, the proposed project would not conflict with the identified transportation and motor vehicle measures.

The proposed project would develop new residences that would locate residents near existing residential and commercial uses, reducing the demand for travel by single occupancy vehicles. The proposed project would provide pedestrian and bicyclist amenities, including sidewalks, crosswalks, bicycle lanes, shading, and landscaping which would also help to reduce the demand for travel by single occupancy vehicles.

Therefore, the proposed project would comply with existing State regulations adopted to achieve the overall GHG emissions reduction goals identified in AB 32 and would be consistent with applicable plans and programs designed to reduce GHG emissions. Therefore, the proposed project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs and this impact would be less than significant.



## 4.9 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following discussion is based on the findings from the Phase I Environmental Site Assessment<sup>33</sup> (Phase I ESA) prepared for the project site. A copy of the Phase I ESA is included in Appendix C of this report.

**a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Less-Than-Significant Impact)***

Although small quantities of commercially-available hazardous materials could be used during project construction activities (e.g., oil, gasoline, paint) and for landscape maintenance within the project site, these materials would not be used in sufficient quantities to pose a threat to human or environmental health. Therefore, development of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

<sup>33</sup> Ramboll US Corporation, 2018. *Phase I Environmental Site Assessment for 1005 North Park Victoria Drive*. January 16.

*b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Less-Than-Significant Impact)*

There are two main ways that the public and/or the environment could be affected by the release of hazardous materials from the project site, including: (1) exposing workers and/or the public to potentially contaminated soil and groundwater during construction and/or operation of the project; or (2) exposing workers and/or the public to hazardous building materials (e.g., lead paint, asbestos) during demolition of existing structures.

As described above, small quantities of common hazardous materials would be used at the project site during construction and operation of the proposed project. Improper use, storage, or handling could result in a release of hazardous materials into the environment which could pose a risk to construction workers and the public. However, the City would be required to comply with existing government regulations in its use and disposal of these materials, and such materials would not be used in sufficient strength or quantity to create a substantial risk to human or environmental health.

The Phase I ESA prepared for the project site did not identify any potential Recognized Environmental Conditions in connection with potential unrestricted residential use on the project site. The Phase I ESA did identify former agricultural uses on the project site until approximately 1978, which indicates that pesticides may have been used at the site. One soil sample at the project site included concentrations slightly above the residential screening level for pesticides. However, the low concentration and localized presence of the pesticide at one sampling location is not considered a concern for the project site.

Therefore, the proposed project would have a less-than-significant impact related to the release of hazardous materials into the environmental during both the construction and operational periods.

*c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (Less-Than-Significant Impact)*

There are no public schools located within 0.25 mile of the project site. However, the Global Village Montessori Preschool, a private pre-school, is located approximately 0.17 mile to the south. As noted in Section 4.9.a, development of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. As noted in Section 4.9.b, construction activities would not create a hazard to the public and environment through reasonably foreseeable upset and accident conditions, and this impact would be less than significant.

*d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (No Impact)*

As noted in the Phase I ESA, the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and no impact would occur.

- e. *Would the project be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? (Less-Than-Significant Impact)*

The project site is located approximately 5.2 miles northeast of the San José International Airport. The project site is not located within the Airport Safety Zones or Airport Influence Area of the San José International Airport.<sup>34</sup> Therefore, the proposed project would not result in a safety hazard or excessive noise for people residing or working in the project area due to the proximity of an airport.

- f. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Less-Than-Significant Impact)*

The City of Milpitas Fire Department (Fire Department) Office of Emergency Services coordinates the City's preparedness efforts to mitigate, plan for, respond to and recover from natural and technological disasters. In addition, the County of Santa Clara Office of Emergency Services coordinates county-wide emergency response efforts including the preparation and implementation of the County of Santa Clara Emergency Operations Plan (EOP).<sup>35</sup> However, the EOP does not address specific responses, scenarios, hazards, or threats, within Milpitas. In addition, the EOP does not indicate the emergency evacuation routes within Santa Clara County. Because the proposed project would not alter or block adjacent roadways, implementation of the proposed project would not be expected to impair the function of nearby emergency evacuation routes. Therefore, the proposed project would have a less-than-significant impact on implementation of an adopted emergency response plan or emergency evacuation plan.

- g. *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (Less-Than-Significant Impact)*

The project site is in an urban area and is not within or adjacent to a wildland fire hazard area.<sup>36</sup> Therefore, the proposed project would not expose people or structures to a significant loss, injury or death involving wildland fires.

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<sup>34</sup> Santa Clara County Airport Land Use Commission, 2011. *Comprehensive Land Use Plan, Santa Clara County, Norma Y. Mineta San José International Airport*. May 25.

<sup>35</sup> Santa Clara, County of, 2017. *Emergency Operations Plan*. January.

<sup>36</sup> California Department of Forestry and Fire Protection, 2008. Santa Clara County, Very High Fire Hazard Severity Zones in Local Responsibility Area. October 8.

**4.10 HYDROLOGY AND WATER QUALITY**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. 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; or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? (Less-Than-Significant with Mitigation Incorporated)*

The State Water Resources Control Board and nine Regional Water Quality Control Boards regulate water quality of surface water and groundwater bodies throughout California. In the Bay Area, including the project site, the San Francisco Bay Regional Water Quality Control Board (Water Board) is responsible for implementation the Water Quality Control Plan (Basin Plan). The Basin Plan establishes beneficial water uses for waterways and water bodies within the region.

Runoff water quality is regulated by the National Pollutant Discharge Elimination System (NPDES) Program (established through the federal Clean Water Act). The NPDES program objective is to control and reduce pollutant discharges to surface water bodies. Compliance with NPDES permits is mandated by State and federal statutes and regulations. Locally, the NPDES Program is administered by the Water Board. According to the water quality control plans of the Water Board, any construction activities, including grading, that would result in the disturbance of 1 acre or more would require compliance with the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activity (Construction General Permit). The proposed project is

approximately 4.88 acres and, as such, would be required to comply with the Construction General Permit.

The proposed project would be subject to the Water Board's Municipal Regional Permit (MRP), implemented in November 2015 by Order R2-2015-0049. Provision C.3 of the MRP requires new development and redevelopment projects that would replace more than 10,000 square feet of existing impervious surfaces to include post-construction stormwater control in project designs. Under the C.3 requirements, the preparation and submittal of a Stormwater Control Plan (SCP) would be required for the project site. The purpose of an SCP is to detail the design elements and implementation measures necessary to meet the post-construction stormwater control requirements of the MRP. In particular, SCPs must include Low Impact Development (LID) design measures, which reduce water quality impacts by preserving and recreating natural landscape features, minimizing imperviousness, and using stormwater as a resource, rather than a waste product. The proposed project would also be required to prepare a Stormwater Facility Operation and Maintenance Plan to ensure that stormwater control measures are inspected, maintained, and funded for the life of the project.

The City of Milpitas is a member of the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP), which provides stormwater management for the area including the project site.

As previously discussed, the 4.88-acre project site is currently developed and includes a total of 0.06 acres (1.3 percent) of impervious surfaces. Upon construction of the proposed project, approximately 2.68 acres (55 percent) of the project site would be covered by impervious surfaces and approximately 1.92 acres (45 percent) would be covered by pervious surfaces.

Construction activities associated with the proposed project would cause disturbance of soil during excavation work, which could adversely impact water quality. Contaminants from construction vehicles and equipment and sediment from soil erosion could increase the pollutant load in runoff being transported to receiving waters during development. Although surface runoff from the site would likely decrease with the proposed project (due to the proposed stormwater treatment measures), runoff from the proposed landscaped areas may contain residual pesticides and nutrients (associated with landscaping) and sediment and trace metals (associated with atmospheric deposition) during operation of the project. Operation of the proposed project could incrementally contribute to the long-term degradation of runoff water quality and as a result, adversely affect water quality in the receiving waters and San Francisco Bay. The proposed project would be considered a "regulated project" under the MRP, indicating that the State Water Resources Control Board has determined the size and nature of the project has the potential to discharge a significant pollutant load to stormwater runoff and receiving waters. Therefore, the potential discharges associated with the proposed project are considered to be a potentially significant impact.

Implementation of the following two mitigation measures would ensure that the proposed project complies with the Water Board's water quality standards by reducing the potential construction- and operation-period impacts to water quality to a less-than-significant level.

**Mitigation Measure HYD-1:** Prior to construction, the project applicant shall prepare and implement a SWPPP, meeting Construction General Permit requirements (State Water Resources Control Board Order No. 2009-000–DWQ, as amended) designed to reduce potential adverse impacts to surface water quality through the project construction period. The SWPPP shall be submitted to the City for review and approval prior to the issuance of any permits for ground disturbing activities.

The SWPPP shall be prepared by a Qualified SWPPP Developer in accordance with the requirements of the Construction General Permit. These include: BMPs for erosion and sediment control, site management/housekeeping/waste management, management of non-stormwater discharges, run-on and runoff controls, and BMP inspection/maintenance/repair activities. BMP implementation shall be consistent with the BMP requirements in the most recent version of the California Stormwater Quality Association Stormwater Best Management Handbook-Construction.

The SWPPP shall include a construction site monitoring program that identifies requirements for dry weather visual observations of pollutants at all discharge locations, and as appropriate (depending on the Risk Level), sampling of the site effluent and receiving waters. A Qualified SWPPP Practitioner shall be responsible for implementing the BMPs at the site and performing all required monitoring and inspection/maintenance/repair activities.

**Mitigation Measure HYD-2:** The project applicant shall fully comply with the Water Board stormwater permit requirements, including Provision C.3 of the MRP. The project applicant shall prepare and implement a SCP for the project. The SCP shall be submitted to the City for review and approval prior to the issuance of any permits for ground disturbing activities. The SCP would act as the overall program document designed to provide measures to mitigate potential water quality impacts associated with the operation of the proposed project. At a minimum, the SCP for the project shall include:

- An inventory and accounting of existing and proposed impervious areas.
- LID design details incorporated into the project. Specific LID design may include, but is not limited to: using pervious pavements and green roofs, dispersing runoff to landscaped areas, and/or routing runoff to rain gardens, cisterns, swales, and other small-scale facilities distributed throughout the site.
- Measures to address potential stormwater contaminants. These may include measures to cover or control potential sources of stormwater pollutants at the project site.
- A Draft Stormwater Facility Operation and Maintenance Plan for the project site, which will include periodic inspection and maintenance of the storm drainage system. Persons responsible for performing and funding the requirements of this plan shall be identified. This plan must be finalized prior to issuance of building permits for the project.

- b. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (Less-Than-Significant Impact)*

A new 12-inch water line would be installed within the private street areas of the north-facing properties along the southernmost private street. The existing 12-inch line that runs along the southern border of the project site would be abandoned and a new 12-inch line would be installed. The proposed project would also include a connection to the 8-inch line within Rankin Drive. Although no use of groundwater is proposed for the proposed project, some dewatering may be required during construction. Any dewatering activities would be expected to be temporary in nature. Therefore, the proposed project would not deplete groundwater supplies or interfere substantially with groundwater recharge.

- c. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i. Result in substantial erosion or siltation on- or off-site; ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; iii. 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; or iv. Impede or redirect flood flows? (Less-Than-Significant with Mitigation Incorporated)*

The proposed project would not alter the course of a stream or river. The project site is located in a developed area and would not substantially alter the existing drainage patterns in a manner that would result in substantial erosion or siltation on- or off-site, result in on- or off-site flooding, or redirect or impede floods flows. Furthermore, compliance with construction- and operation phase stormwater requirements (Mitigation Measures HYD-1 and HYD-2) would further ensure that development of the project would not result in substantial changes to the rate or amount of surface runoff from the site as compared to existing conditions and this impact would be less than significant.

- d. *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? (Less-Than-Significant Impact)*

The project site is not located within a 100-year flood hazard zone as mapped by FEMA and is not located within a mapped dam failure inundation area.<sup>37</sup> There are no levees protecting the site from flooding and as a result, no risk of failure. The project site and surrounding areas are generally level and would not be subject to mudflows. The project site is not located within a mapped tsunami area

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<sup>37</sup> Federal Emergency Management Agency, 2014. FEMA Flood Map Service Center (map). Website: [msc.fema.gov/portal/search#searchresultsanchor](https://msc.fema.gov/portal/search#searchresultsanchor) (June 7, 2019).



for Milpitas<sup>38</sup> and no seismically induced seiche waves have been documented in the San Francisco Bay throughout history.<sup>39</sup> Therefore, this impact would be less than significant.

*e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (Less-Than-Significant with Mitigation Incorporated)*

As noted in Section 4.10.a, implementation of Mitigation Measures HYD-1 and HYD-2 would require preparation and implementation of both a SWPPP and SCP, and would ensure that the proposed project would have a less-than-significant impact related to stormwater runoff. Therefore, the proposed project would not obstruct implementation of a water quality control plan or sustainable groundwater management plan.

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<sup>38</sup> California, State of, 2009. *California Emergency Management Agency. Tsunami Inundation Map for Emergency Planning: Milpitas Quadrangle*. July 31.

<sup>39</sup> Association of Bay Area Governments and Metropolitan Transportation Commission, 2013. *Plan Bay Area*. July 18.

#### 4.11 LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a. Would the project physically divide an established community? (Less-Than-Significant Impact)*

The physical division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying area. For instance, the construction of an interstate highway through an existing community may constrain travel from one side of the community to another; similarly, such construction may also impair travel to areas outside the community.

The project site is located in an urban area in the City of Milpitas and is surrounded by residential and open space uses, as well as existing rights-of-way. The proposed project would include the development of the project site with residential uses. The proposed project would not require the construction of any new infrastructure that would divide an established community, and would not remove any means access. The proposed project would not result in a physical division of an established community or adversely affect the continuity of land uses in the vicinity. This impact would be less than significant.

*b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? (Less-Than-Significant Impact)*

The City of Milpitas General Plan Land Use Map designates the project site as SFL and the City’s Zoning Map identifies the project site as R1-6. As noted in Section 2.0, Project Description, the proposed project would include a General Plan Amendment to change the land use designation from SFL to Single-Family Medium Density and a Rezone from R1-6 to R2. In addition, the proposed project would also require a site development permit, planned unit development permit, environmental assessment permit, and a tentative map permit.

It should be noted that according to CEQA, policy conflicts do not, in and of themselves, constitute a significant environmental impact. Policy conflicts are considered to be environmental impacts only when they would result in direct physical impacts or where those conflicts relate to avoiding or mitigating environmental impacts. As such, associated physical environmental impacts are discussed in this Initial Study under specific topical sections. The proposed project would not result in any direct physical impacts that cannot be mitigated to a less-than-significant level.

As a result of the proposed General Plan Amendment and Rezone, the proposed project would not conflict with any applicable land use plans, policies, or regulations that were adopted for the purpose of avoiding or mitigating an environmental effect and this impact would be less than significant.

## 4.12 MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (No Impact)*

The project site is located within an urban area on a previously developed site and there are no known mineral resources within the vicinity of the project site that would be of value to the region or to the State. The City of Milpitas General Plan identifies four area designated by the State Geologist as containing Regionally Significant Construction Aggregate Resources.<sup>40</sup> However, each of these mineral resource areas are located in the foothills outside City limits. As such, development of the proposed project would not result in the loss of availability of a known mineral resource of value to the region or residents of the State, and there would be no impact related to the availability of mineral resources.

*b. Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (No Impact)*

Refer to Section 4.12. a. The proposed project would not result in the loss of availability of any known locally important mineral resource recovery site. Therefore, no impact related to the availability of a mineral resources recovery site would occur.

<sup>40</sup> Milpitas, City of, 2015. General Plan Open Space & Environmental Conservation Element. Available online at: [www.ci.milpitas.ca.gov/pdfs/plan\\_plan\\_general\\_chapter4.pdf](http://www.ci.milpitas.ca.gov/pdfs/plan_plan_general_chapter4.pdf) (accessed June 7, 2019).

### 4.13 NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following provides an overview of the characteristics of sound and the regulatory framework that applies to noise within the vicinity of the project site. The existing noise environment in and around the project site is also described.

**Characteristics of Sound.** Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. Several noise measurement scales exist that are used to describe noise in a particular location. A decibel (dB) is a unit of measurement that indicates the relative intensity of a sound. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a ten-fold increase in acoustic energy, while 20 dB is 100 times more intense and 30 dB is 1,000 times more intense. Each 10 dB increase in sound level is perceived as approximately a doubling of loudness; and similarly, each 10 dB decrease in sound level is perceived as half as loud. Sound intensity is normally measured through the A-weighted sound level (dBA). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for 24-hour sound measurements which better represent how humans are more sensitive to sound at night. As noise spreads from a source, it loses energy so that the farther away the noise receiver is from the noise source, the lower the perceived noise level would be. Geometric spreading causes the sound level to attenuate or be reduced, resulting in a 6 dB reduction in the noise level for each doubling of distance from a single point source of noise to the noise sensitive receptor of concern.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. Equivalent continuous sound level ( $L_{eq}$ ) is the total sound energy of time varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the  $L_{eq}$ , the community noise equivalent level (CNEL), and the day-night average level ( $L_{dn}$ ) based on dBA.  $L_{dn}$ , sometimes denoted as DNL, represents the time varying noise over a 24-hour period, with a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours).

$L_{dn}$  is similar to the CNEL scale, but without the adjustment for events occurring during the evening relaxation hours of 7:00 p.m. to 10:00 p.m.

**Regulatory Framework.** The City addresses noise in the Noise Element of the General Plan and in Chapter 213 of the City's Municipal Code (Noise Ordinance). The Noise Element of the City's General Plan provides an understanding of existing and future noise conditions within the City, establishes a basis for evaluating potential noise impacts on future development, and includes policy statements to guide public and private planning to attain and maintain acceptable noise levels. The City's Noise Compatibility Standards are shown in Table 4.F below. As shown in Table 4.F, the "normally acceptable" noise level for single-family residential uses is 60 dBA  $L_{dn}$ , with a "conditionally acceptable" range between 55 dBA and 70 dBA. The "normally unacceptable" noise level is between 70 dBA and 75 dBA  $L_{dn}$ . Additionally, the following Implementation Policies from the City's General Plan would be applicable to the proposed project:

- Policy 6-I-2: Require an acoustical analysis for projects located within a "conditionally acceptable" or "normally unacceptable" exterior noise exposure area. Require mitigation measures to reduce noise to acceptable levels.
- Policy 6-I-3: Prohibit new construction where the exterior noise exposure is considered "clearly unacceptable" for the proposed use.
- Policy 6-I-5: All new residential development (single family and multifamily) and lodging facilities must have interior noise levels of 45 dB DNL or less. Mechanical ventilation will be required where use of windows for ventilation will result in higher than 45 dB DNL interior noise levels.
- Policy 6-I-7: Avoid residential DNL exposure increases of more than 3 dB or more than 65 dB at the property line, whichever is more restrictive.
- Policy 6-I-12: New noise-producing facilities introduced near sensitive land uses which may increase noise levels in excess of "acceptable" levels will be evaluated for impact prior to approval; adequate mitigation at the noise source will be required to protect noise-sensitive land uses.
- Policy 6-I-13: Restrict the hours of operation, technique, and equipment used in all public and private construction activities to minimize noise impact. Include noise specifications in requests for bids and equipment information.

Chapter 213 of the City's Municipal Code prohibits construction activities outside of the hours of 7:00 a.m. to 7:00 p.m. on weekdays and weekends, and on holidays except during emergencies. The noise ordinance also contains residential zone regulations in Section V-213-3(a). The residential zone regulations stipulate that it is unlawful for any person in any residential zone to make or cause any disturbing noise, such as amplified music, horns, or yelling, that increases the ambient noise level by 3 dB or to greater than 65 dB, whichever is more restrictive. The residential zone regulations also stipulate that it is unlawful for any person in a residential zone to make or cause any disturbing noise that is audible during the hours of 10:00 p.m. to 7:00 a.m. from a distance of 50 feet from the property line of the noise source or 100 feet from any nonstationary noise source.

**Table 4.F: City of Milpitas Noise Compatibility Standards**

Land Use Category	Community Noise Exposure, L <sub>dn</sub> or CNEL, dB						
	55	60	65	70	75	80	85
Residential – Low Density Single Family, Duplex, Mobile Homes	[Noise compatibility chart showing acceptable ranges for residential low density]						
Residential Multi-Family	[Noise compatibility chart showing acceptable ranges for residential multi-family]						
Transient Lodging Motels, Hotels	[Noise compatibility chart showing acceptable ranges for transient lodging]						
Schools, Libraries, Churches, Hospitals, Nursing Homes	[Noise compatibility chart showing acceptable ranges for schools and hospitals]						
Auditoriums, Concert Halls, Amphitheaters	[Noise compatibility chart showing acceptable ranges for auditoriums]						
Sports Arena, Outdoor Spectator Sports	[Noise compatibility chart showing acceptable ranges for sports arenas]						
Playgrounds, Neighborhood Parks	[Noise compatibility chart showing acceptable ranges for playgrounds]						
Golf Courses, Riding Stables, Water Recreation, Cemeteries	[Noise compatibility chart showing acceptable ranges for recreation]						
Office Buildings, Business Commercial and Professional	[Noise compatibility chart showing acceptable ranges for office buildings]						
Industrial, Manufacturing, Utilities, Agriculture	[Noise compatibility chart showing acceptable ranges for industrial]						

Normally Acceptable	[Lightest gray bar]	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. Buildings are of conventional construction.
Conditionally Acceptable	[Medium-light gray bar]	New construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
Normally Unacceptable	[Medium-dark gray bar]	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
Clearly Unacceptable	[Darkest gray bar]	New construction or development should generally not be undertaken.

Source: City of Milpitas General Plan (2010).



Because the City of Milpitas has yet to established vibration thresholds related to potential damage, vibration standards included in the Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment (FTA 2018)<sup>41</sup> are used in this analysis. The criteria for environmental impact from groundborne vibration are based on the maximum levels for a single event. FTA guidelines show that a vibration level of up to 102 vibration velocity in decibels (VdB) (equivalent to 0.5 inches per second [in/sec] in peak particle velocity [PPV]) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a nonengineered timber and masonry building, the construction building vibration damage criterion is 94 VdB (0.2 in/sec in PPV).

**Existing Noise Conditions.** Certain land uses are considered more sensitive to noise than others. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The project site is located in an area with single-family homes, commercial uses, and vacant land. The closest sensitive receptors are the single-family homes immediately to the south of the project site as well as other single-family homes to the west opposite Rankin Drive, to the north opposite Creed Street, and to the east opposite North Park Victoria Street. Other land uses within 500 feet of the proposed project site include commercial uses to the southwest, south and southeast as well as a mosque to the southeast.

**Existing Ambient Noise Level Measurements.** The ambient noise environment in the vicinity of the project site is affected by a variety of noise sources. While noise associated with aircraft flyovers and sporadic events such as trash pick-up activities occur in the project area, the major sources being traffic on the roadways surrounding the project site and I-680. Two (2) long-term (24-hour) noise measurements (LT-1 and LT-2) were conducted April 24, 2019 through April 25, 2019 and two (2) short-term noise measurements were recorded on April 25, 2019 on the project site to establish the existing ambient noise environment on the project site. Noise measurement data collected during the noise measurements are summarized in Table 4.G. The noise measurements indicate that ambient noise in the project site vicinity ranges from approximately 60.7 dBA to 69.2 dBA  $L_{dn}$ . Noise from the traffic on I-680 and adjacent roadways were reported as the primary noise sources. The location of all measurements is shown in Figure 3-1 and noise measurement sheets are provided in Appendix D.

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<sup>41</sup> Federal Transit Administration, 2018. Office of Planning and Environment. *Transit Noise and Vibration Impact Assessment, FTA-VA-90-1003-06*. September.

**Table 4.G: Long-Term and Short-Term Ambient Noise Level Measurements**

Location	Measured Short-Term Noise Level (dBA L <sub>eq</sub> )	Daytime Noise Levels <sup>1</sup> (dBA L <sub>eq</sub> )	Nighttime Noise Levels <sup>2</sup> (dBA L <sub>eq</sub> )	Average Daily Noise Level (dBA L <sub>dn</sub> )
LT-1: Southeast corner of the Rankin Drive and Blalock Street intersection at 1073 Blalock Street.	--	54.5 – 64.3	48.7 – 59.9	62.8
LT-2: Southeast corner of the project site next to existing vacant home.	--	58.6 – 65.6	53.3 - 63.5	66.6
ST-1: Northeast corner of project site across from 1110 Creed Street <sup>3</sup>	62.0	61.2 – 68.2	55.9 – 66.1	69.2
ST-2: Western edge of project site across from 1049 Rankin Drive <sup>3</sup>	52.3	52.4 – 62.2	46.6 – 57.8	60.7

Source: Compiled by LSA. (April 24-25, 2019).

<sup>1</sup> Daytime Noise Levels = noise levels during the hours of 7:00 a.m. to 7:00 p.m.

<sup>2</sup> Nighttime Noise Levels = noise levels during the hours of 10:00 p.m. to 7:00 a.m.

<sup>3</sup> Hourly and Daily Noise levels at ST-1 and ST-2 were estimated using the noise profile of the nearest long-term measurement location.

dBA = A-weighted decibels

L<sub>dn</sub> = day-night average noise level

L<sub>eq</sub>=equivalent continuous sound level



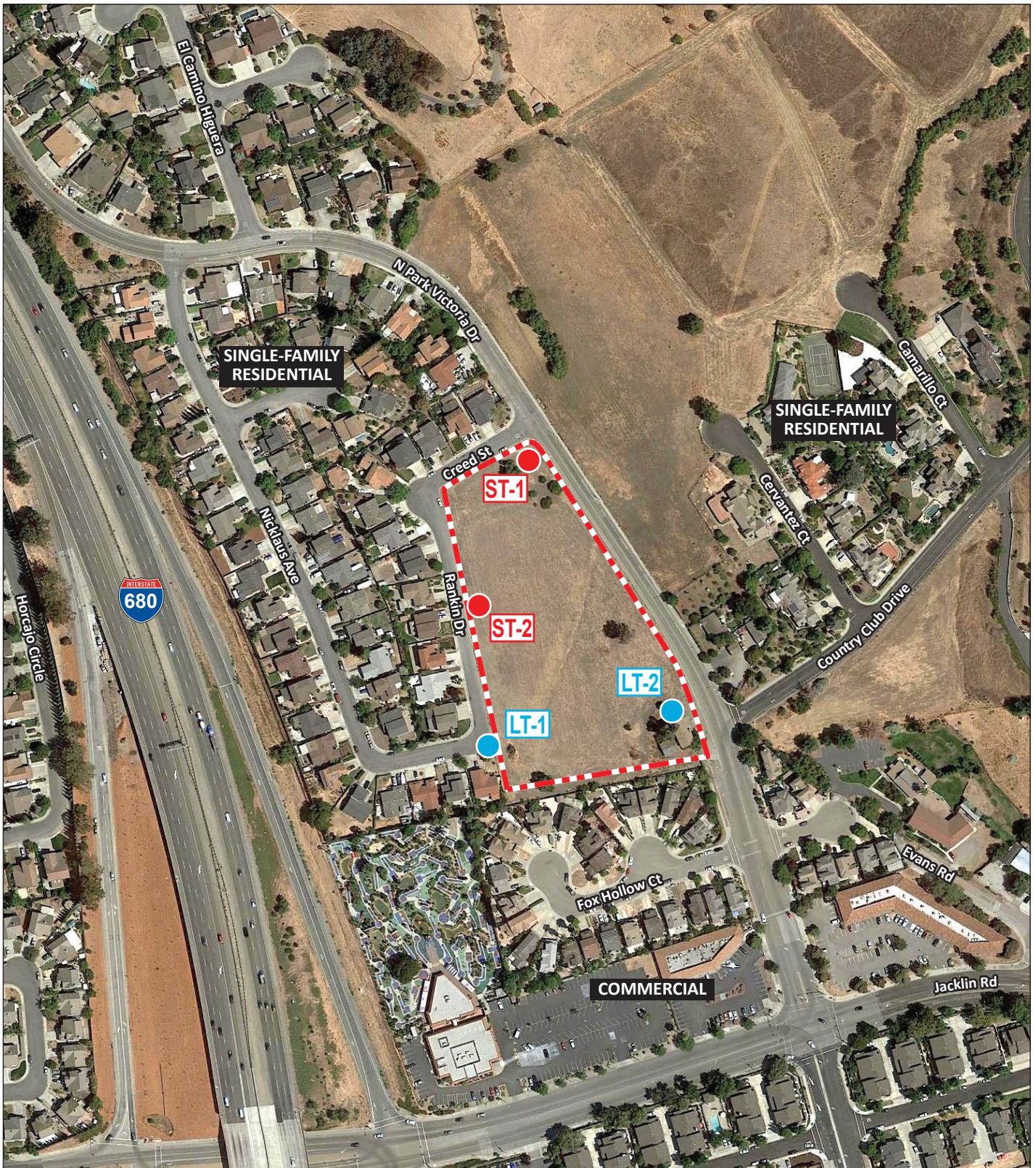
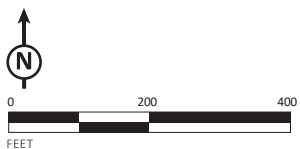


FIGURE 4-1

LSA



- LT# Long-term Noise Monitoring Location (24 hours)
- ST# Short-term Noise Monitoring Location (15 minutes)
- Project Site

1005 North Park Victoria Project IS/MND  
Noise Monitoring Locations

SOURCES: GOOGLE EARTH, 8/9/18; LSA, 2019.

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**Existing Modeled Traffic Noise Levels.** Motor vehicles with their distinctive noise characteristics are the dominant noise source in the project vicinity. The amount of noise varies according to many factors, such as volume of traffic, vehicle mix (percentage of cars and trucks), average traffic speed, and distance from the observer. Existing highway and roadway traffic noise levels in the project vicinity were assessed using the Federal Highway Administration (FHWA) highway traffic noise prediction model (FHWA RD-77-108). This model uses a typical vehicle mix for urban/suburban areas in California and requires parameters, including traffic volumes, vehicle speed, and roadway geometry to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resulting noise levels are weighted and summed over 24-hour periods to determine  $L_{dn}$  values. Existing traffic noise levels along modeled roadway segments nearest to the project are shown in Table 4.H below. Appendix E provides the specific assumptions used in developing these noise levels and model printouts.

As shown in Table 4.H, the modeled traffic noise levels from road segments adjacent to the project site range from 44.3 dBA  $L_{dn}$  to 58.3 dBA  $L_{dn}$  at 50 feet from the centerline of the outermost lane. The road segments directly adjacent to the project are shaded in Table 4.H.

**Table 4.H: Existing Traffic Noise Levels**

Roadway Segment	Average Daily Traffic Volume (ADT)	Centerline to 70 dBA $L_{dn}$ (feet)	Centerline to 65 dBA $L_{dn}$ (feet)	Centerline to 60 dBA $L_{dn}$ (feet)	$L_{dn}$ (dBA) 50 Feet From Centerline of Outermost Lane
Creed Street west of North Park Victoria Drive	250	< 50	< 50	< 50	44.3
North Park Victoria north of Creed Street	2,630	< 50	< 50	< 50	57.9
North Park Victoria Creed Street to Country Club Drive	2,850	< 50	< 50	< 50	58.3
North Park Victoria Country Club Drive to Jacklin Road	4,180	< 50	< 50	56	60.0
North Park Victoria south of Jacklin Road	7,120	< 50	< 50	80	61.7
Jacklin Road east of North Park Victoria	6,890	< 50	< 50	81	60.6
Jacklin Road west of North Park Victoria	14,270	< 50	63	127	63.8

Source: LSA Associates Inc. (June 2019).

Notes:

- Traffic data from the Traffic Operations Report for 1005 North Park Victoria Drive Single-Family Residence Report (Hexagon Transportation Consultants, Inc. 2019).
- Traffic noise levels within 50 feet of the roadway centerline are typically calculated manually, with site-specific information, such as topography, included.

Shaded cells indicate road segments directly adjacent to the project.

dBA = A-weighted decibels

$L_{dn}$  = day-night average noise level

- a. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

**Construction Noise Impacts.** Implementation of the proposed project would include construction activities that would result in a substantial temporary increase in ambient noise levels in the vicinity of the project site.

The closest sensitive receptors would be the existing single-family homes located immediately south of the project site. Project construction would result in short-term noise impacts to these receptors. Maximum construction noise would be short-term, generally intermittent depending on the construction phase, and variable depending on receiver distance from the active construction zone. The duration of noise impacts generally would be from one day to several days depending on the phase of construction. Project construction would occur for approximately 18 to 24 months. The level and types of noise impacts that would occur during construction are described below.

Short-term noise impacts would occur during grading and site preparation activities. Table 4.I lists maximum noise levels recommended for noise impact assessments for typical construction equipment, based on a distance of 50 feet between the equipment and a noise receptor. Construction-related short-term noise levels would be higher than existing ambient noise levels in the project area, but would no longer occur once construction of the proposed project is complete.

**Table 4.I: Typical Construction Equipment Noise Levels**

<b>Equipment Description</b>	<b>Acoustical Usage Factor (%)</b>	<b>Maximum Noise Level (L<sub>max</sub>) at 50 Feet<sup>1</sup></b>
Compressor	40	80
Cranes	16	85
Dozers	40	85
Drill Rig	20	84
Flat Bed Trucks	40	84
Forklift	20	85
Front-end Loaders	40	80
Generator	50	82
Man-lift	20	85
Rollers	20	85
Water Truck	40	84
Welder	40	73

Source: Roadway Construction Noise Model (FHWA 2006).

Note: Noise levels reported in this table are rounded to the nearest whole number.

<sup>1</sup> Maximum noise levels were developed based on Spec 721.560 from the Central Artery/Tunnel program to be consistent with the City of Boston’s Noise Code for the “Big Dig” project.

L<sub>max</sub> = maximum instantaneous sound level

Two types of short-term noise impacts could occur during construction of the proposed project. The first type involves construction crew commutes and the transportation of construction equipment and materials to the site for the proposed project, which would incrementally increase noise levels

on roads leading to the site. As shown in Table 4.I, there would be a relatively high single-event noise exposure potential at a maximum level of 85 dBA  $L_{max}$  with trucks passing at 50 feet.

The second type of short-term noise impact is related to noise generated during excavation, grading, and construction on the project site. Construction is performed in discrete steps, or phases, each with its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase.

Table 4.I lists maximum noise levels recommended for noise impact assessments for typical construction equipment, based on a distance of 50 feet between the equipment and a noise receptor. Average maximum noise levels range up to 85 dBA  $L_{max}$  at 50 feet during the noisiest construction phases. The site preparation phase, including excavation and grading of the site, tends to generate the highest noise levels because earthmoving machinery is the noisiest construction equipment. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings.

As identified above, the project site is immediately adjacent to single-family homes to the south and west with the closest existing façade approximately 7 feet away. While construction noise levels have the potential to exceed 102 dBA  $L_{max}$  when construction activities occur near the property line, assuming a 6 dBA reduction for every doubling of distance, the average construction noise levels will be 73 dBA  $L_{max}$  based on a distance of 200 feet which is generally the center of the project site. This noise level would be higher than existing noise levels at the off-site residences. Construction noise is permitted by the Chapter 213 of the City's Municipal Code when activities occur between the hours of 7:00 a.m. and 7:00 p.m.

As discussed above, construction noise could result in a temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. Implementation of the following mitigation measure would reduce potential construction period noise impacts to sensitive receptors to less-than-significant levels.

**Mitigation Measure NOI-1:**The project contractor shall implement the following measures during construction of the project:

- Equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
- Place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the active project site.



- Locate equipment staging in areas that would create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the active project site during all project construction.
- Ensure that all construction related activities are restricted to the hours of 7:00 a.m. and 7:00 p.m.
- Designate a "disturbance coordinator" at the City of Milpitas who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler) and would determine and implement reasonable measures warranted to correct the problem.

Although there would be temporary high intermittent construction noise at times in the project area during project construction, construction of the proposed project would not significantly affect land uses adjacent to the project sites. In addition, construction of the project would comply with the hourly limits specified by the City, as required by Mitigation Measure NOI-1. Therefore, project impacts related to temporary and periodic increases in ambient noise levels would be less than significant.

**Long-Term Noise Impacts.** The proposed project would generate long-term noise impacts from traffic noise sources, as discussed below.

Off-site traffic noise impacts would result in a significant impact if traffic noise increased by 3 dBA or more over ambient noise levels without the project and would exceed the City's exterior noise standards. To assess traffic noise impacts, the traffic noise levels along major roadways within the project vicinity were projected using FWHA modeling. The existing and cumulative traffic volumes along local roadways in the project study area were obtained from the Traffic Operations Analysis prepared for the proposed project.<sup>42</sup> Table 4.J lists the existing without and with project traffic noise levels on the roadway segments in the project vicinity. Table 4.K lists the cumulative without and with project traffic noise levels on the roadway segments in the project vicinity. These noise levels represent worst-case scenarios, which assume that no shielding is provided between the traffic and the location where the noise contours are drawn. As shown in the far right column on Table 4.J and 4.K, the increase from baseline conditions in project-related traffic noise levels for future conditions would range from 0.0 to 0.5 dBA along the segments in the project vicinity that were analyzed, with the exception of Creed Street west of North Park Victoria Drive. While the noise level increase on Creed Street west of North Park Victoria Drive exceeds the City's criteria for noise level increases of 3 dBA or more, consistent with the City's Noise Element policies, the resulting noise level of 48.3 dBA  $L_{dn}$  is well below the City's exterior noise standard of 65 dBA  $L_{dn}$  for single-family uses; therefore, all off-site traffic noise impacts would be less than significant and the proposed project would not create a substantial permanent increase in ambient noise levels.

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<sup>42</sup> Hexagon Transportation Consultants, Inc., 2019, op. cit.

**Table 4.J: Existing Traffic Noise Levels Without and With Project**

Roadway Segment	Without Project		With Project		
	ADT	L <sub>dn</sub> (dBA) 50 feet from Centerline of Outermost Lane	ADT	L <sub>dn</sub> (dBA) 50 feet from Centerline of Outermost Lane	Increase from Baseline Conditions
Creed Street west of North Park Victoria Drive	250	44.3	620	48.2	3.9
North Park Victoria north of Creed Street	2,630	57.9	2,648	58.0	0.1
North Park Victoria Creed Street to Country Club Drive	2,850	58.3	3,188	58.8	0.5
North Park Victoria Country Club Drive to Jacklin Road	4,180	60.0	4,512	60.3	0.3
North Park Victoria south of Jacklin Road	7,120	61.7	7,230	61.8	0.1
Jacklin Road east of North Park Victoria	6,890	60.6	6,920	60.6	0.0
Jacklin Road west of North Park Victoria	14,270	63.8	14,480	63.9	0.1

Source: LSA Associates Inc. (June 2019).

Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information.

Shaded cells indicate roadway segments adjacent to the Project site.

ADT = average daily traffic; L<sub>dn</sub> = day-night average noise level; dBA = A-weighted decibels

**Table 4.K: Cumulative Traffic Noise Levels Without and With Project**

Roadway Segment	Without Project		With Project		
	ADT	L <sub>dn</sub> (dBA) 50 feet from Centerline of Outermost Lane	ADT	L <sub>dn</sub> (dBA) 50 feet from Centerline of Outermost Lane	Increase from Baseline Conditions
Creed Street west of North Park Victoria Drive	260	44.5	630	48.3	3.8
North Park Victoria north of Creed Street	2,750	58.1	2,780	58.2	0.1
North Park Victoria Creed Street to Country Club Drive	2,990	58.5	3,340	59.0	0.5
North Park Victoria Country Club Drive to Jacklin Road	4,390	60.2	4,740	60.5	0.3
North Park Victoria south of Jacklin Road	7,470	61.9	7,580	62.0	0.1
Jacklin Road east of North Park Victoria	7,240	60.8	7,270	60.9	0.1
Jacklin Road west of North Park Victoria	14,980	64.0	15,190	64.1	0.1

Source: LSA Associates Inc. (June 2019).

Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information.

Shaded cells indicate roadway segments adjacent to the Project site.

ADT = average daily traffic; L<sub>dn</sub> = day-night average noise level; dBA = A-weighted decibels

**Land Use Compatibility.** The dominant sources of noise in the project vicinity are traffic noise from roadways in the project vicinity and I-680 to the west.

**Exterior Noise Assessment.** As shown in Table 4.G, the existing measured noise levels on the project site range from 60.7 dBA to 69.2 dBA  $L_{dn}$ . The City sets forth normally acceptable noise level standards for land use compatibility and interior noise exposure of new development. The normally acceptable exterior noise level for single-family residential uses is 60 dBA  $L_{dn}$ . Noise levels of 55 to 70 dBA  $L_{dn}$  are considered conditionally acceptable when a detailed analysis of noise reduction requirements and noise insulation features are included in the design to meet the interior noise standard. The normally acceptable interior noise level for single-family homes is 45 dB  $L_{dn}$  or less and mechanical ventilation is required where a windows-closed condition is required to obtain interior noise levels less than 45 dBA  $L_{dn}$ .

As presented below in Table 4.L, existing noise levels at the western property line and eastern property line of the project site are 62.8 dBA  $L_{dn}$  and 66.6 dBA  $L_{dn}$ , respectively. In order to calculate the future traffic noise levels for the Year 2040 conditions, the following equation was utilized:

$$(\Delta) = 10 \log \left( \frac{a}{b} \right)$$

where:  $(\Delta)$  = change in noise level (dBA) due to traffic volume increase  
 a = future ADT volume assuming a 1% per year growth factor  
 b = existing ADT volume

**Table 4.L: Summary of On-Site Traffic Noise Levels from I-680**

Location	Existing Measured Noise Level (dBA $L_{dn}$ )	Noise Increase for Traffic Growth (dBA $L_{dn}$ )	Future Exterior Noise Level (dBA $L_{dn}$ )
Homes adjacent to eastern property line	66.6	0.9	67.5
Homes adjacent to northern and western property line	62.8	0.9	63.7

Source: LSA Associates Inc. (June 2019).

$L_{dn}$  = day-night average noise level; dBA = A-weighted decibels

The results of the calculation show an increase of 0.9 dBA  $L_{dn}$  for future conditions. Table 4.L presents the future exterior noise levels at the project site. As shown in Table 4.L, the future exterior noise levels would be 67.5 dBA  $L_{dn}$  along the western property line and 63.7 dBA  $L_{dn}$  along the northern and eastern property lines, which would be within the City’s conditionally acceptable range of 55 dBA  $L_{dn}$  to 70 dBA  $L_{dn}$  and would be a conforming land use with confirmation that interior noise levels remain below the City’s 45 dBA  $L_{dn}$  standard, as analyzed below.

**Interior Noise Assessment.** As discussed above, the City's interior noise level standard of 45 dBA  $L_{dn}$  or less is required for all noise-sensitive rooms. Based on the results in Table 4.L, a minimum noise reduction of 22.5 dBA would be required at homes long North Victoria Park Drive and a reduction of 18.7 dBA would be required for the remaining homes.

Calculations were completed for a typical bedroom with typical stucco construction, standard windows, and one wall exposed to traffic noise. Based on research completed by LSA, most window companies currently produce windows with minimum STC ratings of 27. These calculations (shown in Appendix F) assume a wall rating of STC-46<sup>43</sup> and window rating of STC-27.<sup>44</sup> The results of the analysis show an approximate 28 dBA exterior-to-interior noise reduction. With windows closed, interior noise levels at homes along North Victoria Park Drive would be approximately 39.5 dBA (i.e., 67.5 dBA – 28 dBA = 39.5 dBA), which is below the 45 dBA  $L_{dn}$  interior noise standard with windows closed for noise-sensitive land uses. For all other homes, interior noise levels are estimated to be approximately 36 dBA  $L_{dn}$  with similar windows installed. Therefore, with standard building construction, central air conditioning allowing windows to remain closed, and fixed windows with a minimum Sound Transmission Class (STC) rating of 27 or higher, interior noise levels would meet the City's noise standard and this impact would be less than significant.

Mitigation Measure NOI-2 below requires the installation of specific design features to ensure that the proposed project would comply with the City's noise and land use compatibility standards.

**Mitigation Measure NOI-2:**In order to comply with the City's noise and land use compatibility standards, the following measures shall be implemented:

- The proposed project shall include the installation of air conditioning which would allow windows to remain closed.
- Standard building construction requirements consisting of windows and doors with a minimum rating of STC-27 are incorporated.

Therefore, with implementation of Mitigation Measure NOI-2, the project would meet the City's land use compatibility standards.

*b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

Ground-borne vibration from construction activity has the potential to be high when activities occur near project boundaries but would be mostly low to moderate as activities are more central to the project site. While there is currently limited information regarding vibration source levels, the levels shown in Table 4.M are utilized in this analysis and are based on the FTA Manual.

<sup>43</sup> Harris, David A, 1997. *Noise Control Manual for Residential Buildings*. July.

<sup>44</sup> Milgard, 2008. *Sound Transmission Loss Test Report No. TL08-149*. February.

**Table 4.M: Vibration Source Amplitudes for Construction Equipment**

Equipment	Reference PPV/L <sub>v</sub> at 25 Feet	
	PPV (in/sec)	L <sub>v</sub> (VdB) <sup>1</sup>
Hoe Ram	0.089	87
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: *Transit Noise and Vibration Impact Assessment* (FTA 2018).

<sup>1</sup> RMS VdB re 1 µin/sec.

µin/sec = microinches per second

FTA = Federal Transit Administration

in/sec = inches per second

L<sub>v</sub> = velocity in decibels

PPV = peak particle velocity

RMS = root-mean-square

VdB = vibration velocity in decibels

The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project boundary (assuming the construction equipment would be used at or near the project boundary). The formula for vibration transmission is provided below.

$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$

As stated above, it would take a minimum of 94 VdB (or 0.2 in/sec PPV) for damage to occur to a non-engineered timber and masonry building. The project site is bounded by immediately adjacent existing residential uses to the south and existing residential uses across from roadways to the north, west, and east. The closest structures are approximately 8 feet from the project construction area limits. Utilizing the equation above, the operation of typical heavy construction equipment such as large bulldozers and jackhammers would generate ground-borne vibration levels of 0.31 in/sec PPV which would exceed the 0.2 in/sec PPV guideline that is considered safe for non-engineered timber and masonry buildings. Implementation of the following mitigation measure for project construction would reduce potential vibration impacts for receptors within 12 feet of the property line to less-than-significant levels, and therefore would be potential significant.

**Mitigation Measure NOI-3:** Limit the use of large bulldozers or other similarly heavy construction equipment within 5 feet of the project boundary immediately adjacent to 1073 Blalock.

Therefore, with implementation of Mitigation Measure NOI-3, the project would not cause damage associated with construction vibration impacts.

- c. *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

The project site is not located within the vicinity of a private airstrip. The closest private airport to the project site is the Regional Medical Center heliport (88CA), located approximately 6.5 miles southeast of the project site.

The proposed project site is not within an airport land use plan, or within 2 miles of a public airport or public use airport. The closest airport to the project site is the Norman Y. Mineta San José International Airport, located approximately 5 miles southwest of the project site. The project site is not within the 65 dBA CNEL noise contours of this or any other airport.<sup>45</sup> Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels and impacts would be less than significant.

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<sup>45</sup> Santa Clara County Airport Land Use Commission, 2016. *Comprehensive Land Use Plan for Norman Y Mineta San José International Airport*. November 16.

#### 4.14 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*a. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (Less-Than-Significant Impact)*

The proposed project would include the construction of 36 residential units. Based on the City’s average household size of 3.35 persons,<sup>46</sup> the proposed project would increase the local population by approximately 123 persons. The current population of the City is estimated to be approximately 78,106.<sup>47</sup> The anticipated population growth associated with the proposed project represents less than a 1 percent increase to the City’s current population. The City’s population is projected to grow to a total of 103,790 by 2040.<sup>48</sup> The proposed project represents approximately 0.47 percent of the population growth anticipated through 2040. Therefore, the proposed project would not result in substantial unplanned population growth in the area, and this impact would be less-than-significant.

*b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (No Impact)*

The project site is largely undeveloped, with the exception of a vacant residential building. Therefore, the proposed project would not result in the displacement of people or housing and would not require the construction of replacement housing elsewhere, and there would be no impact.

<sup>46</sup> United States Census Bureau. 2013-2017 American Community Survey 5-Year Estimates. Website: [factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS\\_17\\_5YR\\_B25010&prodType=table](https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_17_5YR_B25010&prodType=table) (accessed June 10, 2019).

<sup>47</sup> Milpitas, City of, 2019. Milpitas Economic Development. Website: [www2.ci.milpitas.ca.gov/economicdev](http://www2.ci.milpitas.ca.gov/economicdev) (accessed July 18, 2019).

<sup>48</sup> Association of Bay Area Governments and Metropolitan Transportation Commission, 2017. *Projections 2040*. Website: [projections.planbayarea.org](http://projections.planbayarea.org) (accessed June 10, 2019).



### 4.15 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: i. Fire protection? ii. Police protection? iii. Schools? iv. Parks? v. Other public facilities? (Less-Than-Significant Impact)*

**Fire Protection.** Fire suppression, emergency medical and rescue services, and other life safety services are provided to the project area and the site by the Fire Department. There are four fire stations within the City, with the closest to the project site being Fire Station 3 at 45 Midwick Drive, approximately 1.6 miles west of the project site.

As noted above, the proposed project would result in an incremental increase in the population of the City and therefore incrementally increase the demand for emergency fire services and emergency medical services. However, the proposed project would be required to comply with all applicable codes for fire safety and emergency access. In addition, the Fire Department would also review the site plans and Fire Access Plan for the proposed project to ensure that adequate emergency access is provided prior to issuance of a building permit.

The Fire Department would continue providing services to the project site and would not require additional firefighters to serve the proposed project. The construction of a new or expanded fire station would also not be required. The proposed project would not result in a significant impact on the physical environment due to the incremental increase in demand for fire protection and life safety services, and the potential increase in demand for service is not expected to adversely affect existing response times to the site or within the City. Therefore, construction and operation of the proposed project would have a less-than-significant impact on fire protection and safety services and facilities.

**Police Protection.** The City of Milpitas Police Department (Police Department) provides police protection to the project area and project site. The Police Department headquarters are located at 1275 N. Milpitas Boulevard, approximately 1.7 miles northwest of the project site. Development of the proposed project would increase the population on the project site and incrementally increase demand for emergency police services to the project site. However, the Police Department would continue to provide service to the project site and would not require additional officers to serve the project site. The construction of new or expanded police facilities would not be required. Therefore, the proposed project would not result in a substantial adverse impact associated with the provision of additional police facilities or services, and impacts to police services represent a less-than-significant impact.

**Schools.** The Milpitas Unified School District (MUSD) operates 16 schools, including a child development center, 10 elementary schools (grades K-5), 2 middle schools (grades 6-8), one high school (grades 9-12), one continuation high school, and one adult education school.<sup>49</sup>

The estimated number of students the proposed project would generate is derived by multiplying the number of students per dwelling unit (the student yield factor) by the number of dwelling units in the proposed project (36 new units). MUSD has not developed student generation rates to estimate the number of students that might be anticipated with new development. However, the California State Allocation Board Office of Public School Instruction reports that the Statewide student yield factor of 0.7 students per dwelling unit is applicable for unified school districts. Applying the Statewide average student yield factor, the proposed project would generate 25 students.

Senate Bill 50 (SB 50), which revised the existing limitation on developer fees for school facilities, was enacted as urgency legislation which became effective on November 4, 1998 as a result of the California voters approving a bond measure (Proposition 1A). SB50 established a 1998 base amount of allowable developer fees (Level One fee) for residential construction (subject to adjustment) and prohibits school districts, cities, and counties from imposing school impact mitigation fees or other requirements in excess or in addition to those provided in the statute.

The MUSD requires payment of a school impact fee of \$4.34 per square foot of residential development. The project sponsor would be required to pay this fee, prior to issuance of a certificate of occupancy. The MUSD is responsible for implementing the specific methods for mitigating school impacts under the Government Code. These fees would be directed towards maintaining adequate service levels, which would ensure that any impact to schools that could result from the proposed Project would be offset by development fees, and in effect, reduce potential impacts to a less-than-significant level.

**Parks.** Development of the proposed project could increase the use of parks within the vicinity of the project site, including Calle Oriente Mini-Park, Cardoza Park, Oliver W. Jones Memorial Park, and Sandalwood Park, and within the region, including Ed R. Levin County Park and the Mission Peak Regional Preserve. However, this increase in use is not expected to adversely affect the physical conditions of local and regional open space areas or recreational facilities, or require the provision

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<sup>49</sup> Milpitas Unified School District, 2018. Website: [www.musd.org/about.html](http://www.musd.org/about.html) (accessed April 3, 2019).

of new parks or facilities. Specifically, the proposed project is anticipated to increase the City population by less than one half of one percent. The proposed project would not result in a substantial increase in demand for park or recreation services in the vicinity, such that new facilities would be required to serve the project. Therefore, the proposed project would have a less-than-significant impact related to the provision of park and recreational facilities.

**Other Public Facilities.** Development of the proposed Project could also increase demand for other public services, including libraries, community centers, and public health care facilities. However, due to the minimal increase in population, the proposed Project would not result in a substantially increase the use of these facilities, such that new facilities would be needed to maintain service standards, as these facilities are not currently overused and have capacity to serve new demand. Therefore, impacts to other public facilities would be less than significant.

4.16 RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (Less-Than-Significant Impact)*

As discussed in Section 4.14, Public Services, residents of the proposed project would be expected to use local parks and community facilities within the City as well as regional recreational facilities. Although the proposed project would incrementally increase use of these facilities, this minor increase in use is not expected to result in substantial physical deterioration of local parks, trails, and community centers and this impact would be less than significant. Specifically, the proposed project is anticipated to increase the City’s population by less than one half of one percent and these facilities are anticipated to have capacity to serve this minimal increase in demand. Therefore, the proposed project would have a less-than-significant impact on existing parks or other recreational facilities.

b. *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Less-Than-Significant Impact)*

The proposed project would involve development of the project site with residential uses. The proposed project does not include or require the construction or expansion of existing public recreational facilities. Therefore, development of the proposed project and associated recreational opportunities for use by project residents would not result in additional environmental effects beyond those described in this document, and no impact would occur.

## 4.17 TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following section is based on the information provided in the Traffic Study prepared for the proposed project by Hexagon Transportation Consultants, included in Appendix G.<sup>50</sup> The Traffic Study evaluates the transportation impacts that could result from the proposed project, including impacts associated with traffic congestion, transit services, and pedestrian and bicycle circulation.<sup>51</sup>

*a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? (Less-Than-Significant Impact)*

**Overview.** The Traffic Study for the proposed project was conducted in accordance with the standards and methodologies prescribed by the City. Given that the proposed project is estimated to generate fewer than 100 peak hour vehicle trips, as shown below, a Congestion Management Program (CMP) analysis is not required. The Traffic Study includes an analysis of AM and PM peak hour traffic conditions for three signalized intersections and two unsignalized intersections within the vicinity of the project site. The Traffic Study also includes an analysis of site access and on-site circulation, as well as potential impacts to transit, bicycle and pedestrian facilities, and parking. Based on consultation with the City, the following intersections were analyzed for the proposed project:

1. North Park Victoria Drive and Jacklin Road;
2. North Park Victoria Drive and Country Club Drive (unsignalized); and
3. North Park Victoria Drive and Creed Street (unsignalized)

<sup>50</sup> Hexagon Transportation Consultants, Inc., 2019, op. cit.

<sup>51</sup> It should be noted that the analysis in this section is based on the development of 37 residential units on the project site. The proposed project has since been revised to include 1 fewer unit (36 units are proposed). Therefore, the analysis of potential impacts is conservative and is slightly overestimated.

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 a.m. and 9:00 a.m. and the PM peak hour between 4:00 p.m. and 6:00 p.m. on a regular weekday. These are the peak commute hours during which most traffic congestion occurs on the roadways.

Study intersections were evaluated under four different scenarios to determine the proposed project's effects on level of service. These scenarios provide a detailed analysis of the incremental effects of the proposed project on traffic conditions, and allow a comparison of the traffic anticipated to be generated by the proposed project to the amount of traffic expected to be generated by future development. Each of the scenarios is described below.

- **Existing Conditions.** Existing conditions are represented by existing peak hour traffic volumes on the existing roadway network. Existing traffic volumes were obtained from recent traffic counts conducted in April 2019 (available in the Traffic Study appendix).
- **Existing plus Project Conditions.** Project-generated traffic volumes were added to existing traffic volumes to estimate existing plus project traffic volumes. Existing plus Project Conditions were evaluated relative to existing conditions in order to determine potential project impacts.
- **Cumulative Conditions.** Cumulative conditions (without the project) were estimated by applying growth factors derived from the City of Milpitas Travel Demand Forecast Model. No improvements to the study intersections were assumed under this scenario.
- **Cumulative plus Project Conditions.** Project trips from the site were added to Cumulative traffic volumes to estimate Cumulative plus Project conditions. Cumulative plus Project Conditions were evaluated relative to Cumulative Conditions (without the project) in order to determine potential project impacts.

A background conditions scenario was not included in this analysis because there are no approved but not yet constructed developments that would add traffic to the study intersections.

**Analysis Methodology.** Traffic conditions within the study area are assessed through the evaluation of intersection Levels of Service (LOS). LOS is a qualitative description of operating conditions ranging from LOS A, or free-flowing conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The City utilizes TRAFFIX software and the Highway Capacity Manual (HCM) methodology to evaluate intersection operations. The HCM methodology evaluates intersection operations on the basis of average delay time for all vehicles at the intersection. For side-street-stop-controlled (SSSC) intersections, HCM also provides the level of service and delay for operations on the worst approach. The delay can then be correlated to a level of service. The correlation between average control delay and level of service at signalized intersections is shown in Table 4.N.

**Table 4.N: Signalized Intersection Level of Service Definitions Based on Control Delay**

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

Source: Transportation Research Board, *2010 Highway Capacity Manual* (2010).

At signalized intersections in Milpitas, the minimum acceptable level of service is LOS D. According to the City of Milpitas, project impacts at signalized intersections occur when:

1. The level of service at an intersection drops below its LOS standard when project traffic is added; or
2. An intersection that is operating worse than its level of service standard under no project conditions has an increase in critical delay of four or more seconds AND the demand-to-capacity ratio (V/C) is increased by more than 0.01 when project traffic is added.

The exception to this threshold is when the addition of project traffic reduces the amount of average delay for critical movements (i.e., the change in average delay for critical movements is negative). In that case, the threshold is when the project increases the critical V/C value by 0.01 or more.

A significant impact at a signalized intersection is said to be satisfactorily mitigated when measures are implemented that would restore intersection levels of service to an acceptable LOS or restore the intersection to operating levels that are better than no project conditions.

Unlike signalized intersections, which typically represent constraint points for the roadway network, unsignalized intersections rarely limit the potential capacity of a roadway. The determination of appropriate improvements to unsignalized intersections typically includes a qualitative and quantitative analysis of movement delay, traffic signal warrants, movement traffic volumes, availability of alternate routes, and intersection safety. For this reason, improvements to unsignalized intersections are frequently determined on the basis of professional engineering judgment. The City of Milpitas does not apply significance thresholds to unsignalized intersections.

Both unsignalized study intersections are SSSC. For SSSC intersections, levels of service and delays are calculated for both the overall average delay for the intersection, and for the approach with highest delay. The correlation between average control delay and LOS for unsignalized intersections is shown in Table 4.O.

**Table 4.O: Unsignalized Intersection Level of Service Definitions Based on Delay**

Level of Service	Description	Average Control Delay Per Vehicle (seconds)
A	Little or no traffic delay	Up to 10.0
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	Greater than 50.0

Source: Transportation Research Board, 2010 Highway Capacity Manual, 2010.

**Project Trip Estimates.** The amount of traffic produced by a new development and the locations where that traffic would appear are typically estimated using a three-step process: (1) trip generation; (2) trip distribution; and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site was estimated for the weekday AM and PM peak hours. As part of the project trip distribution step, an estimate was made of the directions to and from which the project trips would travel. In the project trip assignment step, the project trips were assigned to specific streets and intersections in the study area.

Project trip generation was estimated by applying to the size and uses of the development the appropriate trip generation rates published by the Institute of Transportation Engineers (ITE) in Trip Generation, 10th Edition. Based on ITE’s trip generation rates for single family detached housing (ITE code 210), the project would generate 349 daily vehicle trips, with 28 trips occurring during the AM peak hour and 37 trips occurring during the PM peak hour, as shown in Table 4.P. Because the existing single family home has been vacant for a long period of time and the site does not currently generate any traffic, no trip credit was applied.

**Table 4.P: Project Trip Generation Estimates**

Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total
<b>Proposed Uses</b>											
Detached Single Family Units <sup>1</sup>	37 units	9.44	349	0.74	28	7	21	0.99	37	23	14

Source: Traffic Operations Report for 1005 North Park Victoria Drive Single Family Residences (Hexagon Transportation Consultants, Inc. 2019)

Note: The proposed project has since been revised to include 1 fewer unit (36 units are proposed). Therefore, the analysis of potential impacts is conservative and is slightly overestimated.

<sup>1</sup> Rate based on ITE Trip Generation, 10th Edition for Single Family Detached Housing (ITE 210).



The trip distribution pattern, shown in Figure 4-2, for the proposed project was developed based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The peak hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern.

**Existing and Existing Plus Project Conditions.** Existing traffic volumes are shown in Figure 4-3 and the result of the intersection LOS analysis under Existing Conditions are shown in Table 4.Q. As shown in Table 4.Q, all intersections currently operate at an acceptable LOS (LOS D or better).

Existing plus Project traffic volumes are shown in Figure 4-4 and the results of the intersection LOS analysis under Existing plus Project Conditions are shown in Table 4.Q. As shown in Table 4.Q, all of the study intersections would continue to operate at LOS C or better during the AM and PM peak hours.

**Table 4.Q: Existing Plus Project Level of Service Summary**

Intersection	Traffic Control	Peak Hour	LOS Standard <sup>1</sup>	No Project		With Project			
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Increase in Avg. Delay <sup>2</sup>	Increase in V/C
North Park Victoria Drive and Creed Street	SSSC	AM	N/A	1.2/8.9	A/A	2.0/9.0	A/A	0.8/0.1	N/A
		PM	N/A	0.7/9.3	A/A	1.5/9.3	A/A	0.8/0.0	N/A
North Park Victoria Drive and Country Club Drive	SSSC	AM	N/A	1.3/10.0	A/A	1.3/10.2	A/B	0.0/0.2	N/A
		PM	N/A	1.5/10.4	A/B	1.5/10.7	A/B	0.0/0.3	N/A
North Park Victoria Drive and Jacklin Road	Signal	AM	D	24.1	C	24.3	C	0.3	0.011
		PM	D	20.8	C	21.0	C	0.1	0.006

Source: *Traffic Operations Report for 1005 North Park Victoria Drive Single Family Residences* (Hexagon Transportation Consultants, Inc. 2019)

Note: Signalized and unsignalized intersection levels of service are based on the Highway Capacity Manual methodology. Signalized intersections levels of service and delays reported are for average control delay per vehicle. The intersection levels of service and delays for SSSC intersection are reported for both the overall average delay/the approach with the highest delay.

<sup>1</sup> There is no LOS standard for unsignalized intersections.

<sup>2</sup> For signalized intersections, the increase in delay shown here represents increase in critical delay. For unsignalized intersections, the increase in delay represents the increase in average delay/the approach with the highest delay.

**Cumulative and Cumulative plus Project Conditions.** Cumulative traffic volumes are shown in Figure 4-5 and the results of the intersection LOS analysis under Cumulative Conditions are shown in Table 4.R. As shown in Table 4.R, all intersections currently operate at an acceptable LOS.

Cumulative plus Project traffic volumes are shown in Figure 4-6 and the results of the intersection LOS analysis under Cumulative plus Project Conditions are shown in Table 4.R. As shown in Table 4.R, all of the study intersections would continue to operate at LOS C or better during the AM and PM peak hours.

**Table 4.R: Cumulative Plus Project Level of Service Summary**

Intersection	Traffic Control	Peak Hour	LOS Standard <sup>1</sup>	No Project		With Project			
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Increase in Avg. Delay <sup>2</sup>	Increase in V/C
North Park Victoria Drive and Creed Street	SSSC	AM	N/A	1.2/8.9	A/A	2.0/9.0	A/A	0.8/0.1	N/A
		PM	N/A	0.7/9.4	A/A	1.5/9.4	A/A	0.8/0.0	N/A
North Park Victoria Drive and Country Club Drive	SSSC	AM	N/A	1.4/10.1	A/B	1.4/10.3	A/B	0.0/0.2	N/A
		PM	N/A	1.5/10.5	A/B	1.5/10.8	A/B	0.0/0.3	N/A
North Park Victoria Drive and Jacklin Road	Signal	AM	D	24.4	C	24.6	C	0.3	0.011
		PM	D	21.2	C	21.4	C	0.1	0.005

Source: *Traffic Operations Report for 1005 North Park Victoria Drive Single Family Residences* (Hexagon Transportation Consultants, Inc., 2019)

Note: Signalized and unsignalized intersection levels of service are based on the Highway Capacity Manual methodology. Signalized intersections levels of service and delays reported are for average control delay per vehicle. The intersection levels of service and delays for SSSC intersection are reported for both the overall average delay/the approach with the highest delay.

<sup>1</sup> There is no LOS standard for unsignalized intersections.

<sup>2</sup> For signalized intersections, the increase in delay shown here represents increase in critical delay. For unsignalized intersections, the increase in delay represents the increase in average delay/the approach with the highest delay.

**Pedestrian, Bicycles, and Transit Analysis.** The potential impacts of the project on pedestrian, bicycle and transit are described below.

**Pedestrian Facilities.** Observations at the study intersections showed minimal pedestrian activity at the study intersections. The most pedestrian activity was observed at the intersection of North Park Victoria Drive and Jacklin Road, with 8 pedestrian crossings in the AM peak hour and 14 pedestrian crossings in the PM peak hour for all approaches combined.

According to the U.S. Census, pedestrian trips comprise approximately one percent of the total commute mode share in the City of Milpitas. For the proposed project, assuming one percent of total commute trips would be walking trips, there would be approximately one pedestrian trip during each of the AM and PM peak hours. The proposed project also would generate pedestrian trips to/from transit stops, recreation areas, and employment centers. The volume of pedestrian trips generated by the project would not exceed the carrying capacity of the sidewalks and crosswalks nearby.

There are currently no sidewalks along any of the project frontages, including the frontage along North Park Victoria Drive. Although very few pedestrian trips are anticipated to and from the site, the City’s General Plan policies encourage non-motorized travel, including walking, bicycling, and transit.

Consistent with existing City policies, the proposed project would include a continuous sidewalk connection along its frontages along North Park Victoria Drive, Creed Street, and Rankin Drive. Therefore, the proposed project would have a less-than-significant impact on pedestrian facilities.

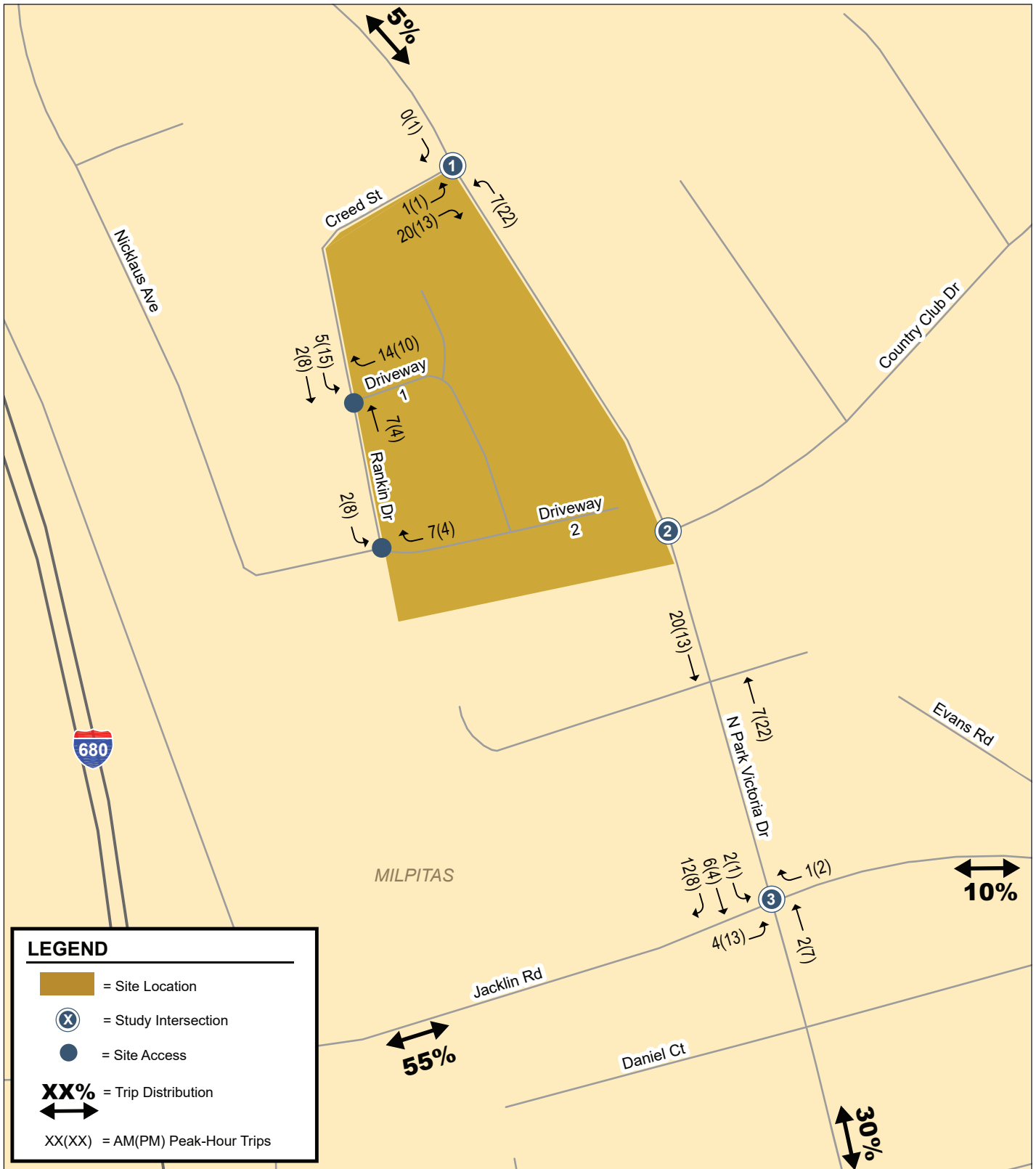


FIGURE 4-2

LSA



NOT TO SCALE

SOURCE: HEXAGON, JUNE 2019.

P:\MLP1901 1005 N Park Victoria\Graphics\Figures\Fig\_4-2.ai (6/11/19)

1005 North Park Victoria Project IS/MND  
Project Trip Distribution and Assignment

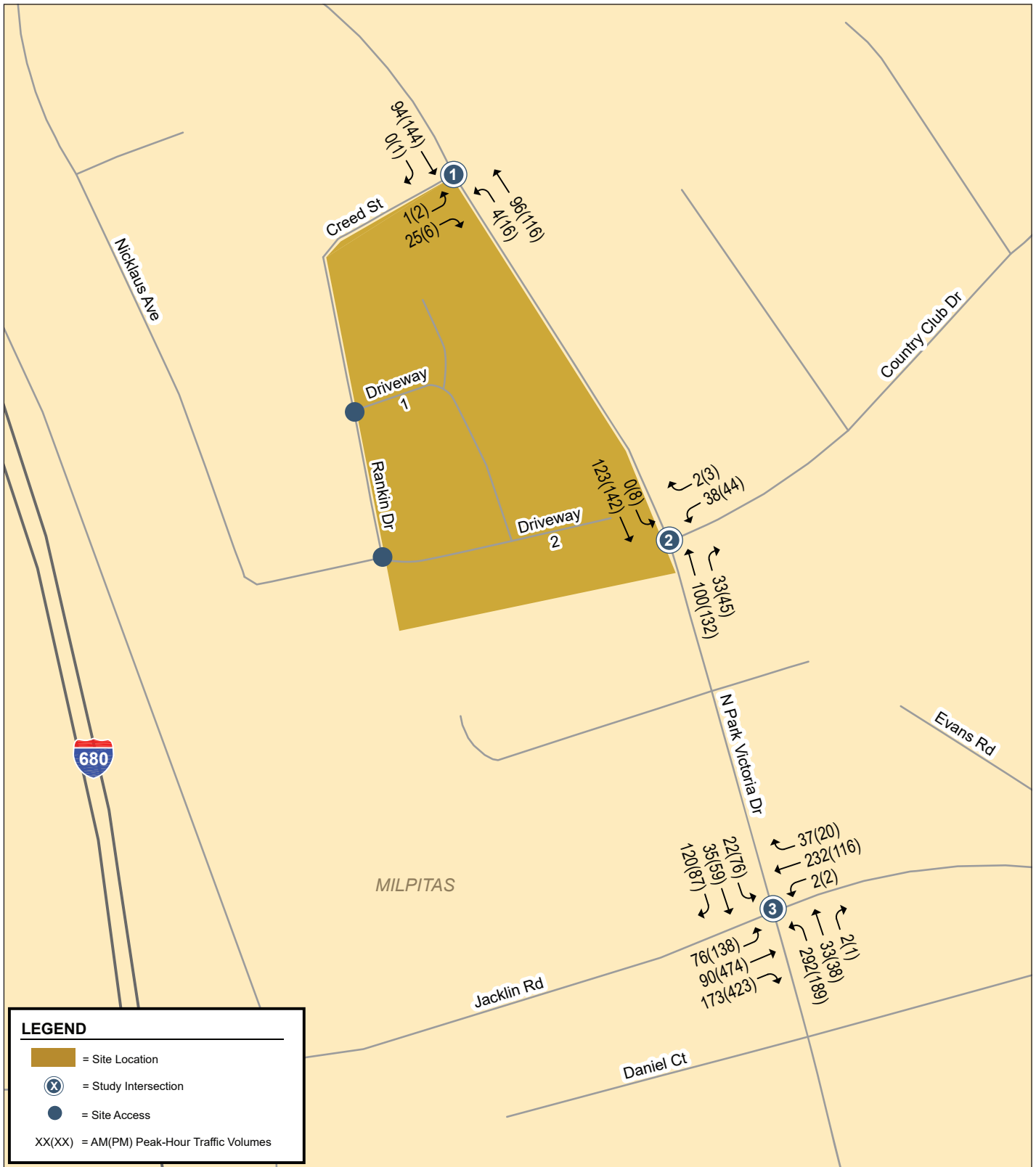


FIGURE 4-3

LSA



NOT TO SCALE

SOURCE: HEXAGON, JUNE 2019.

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1005 North Park Victoria Project IS/MND  
Existing Traffic Volumes

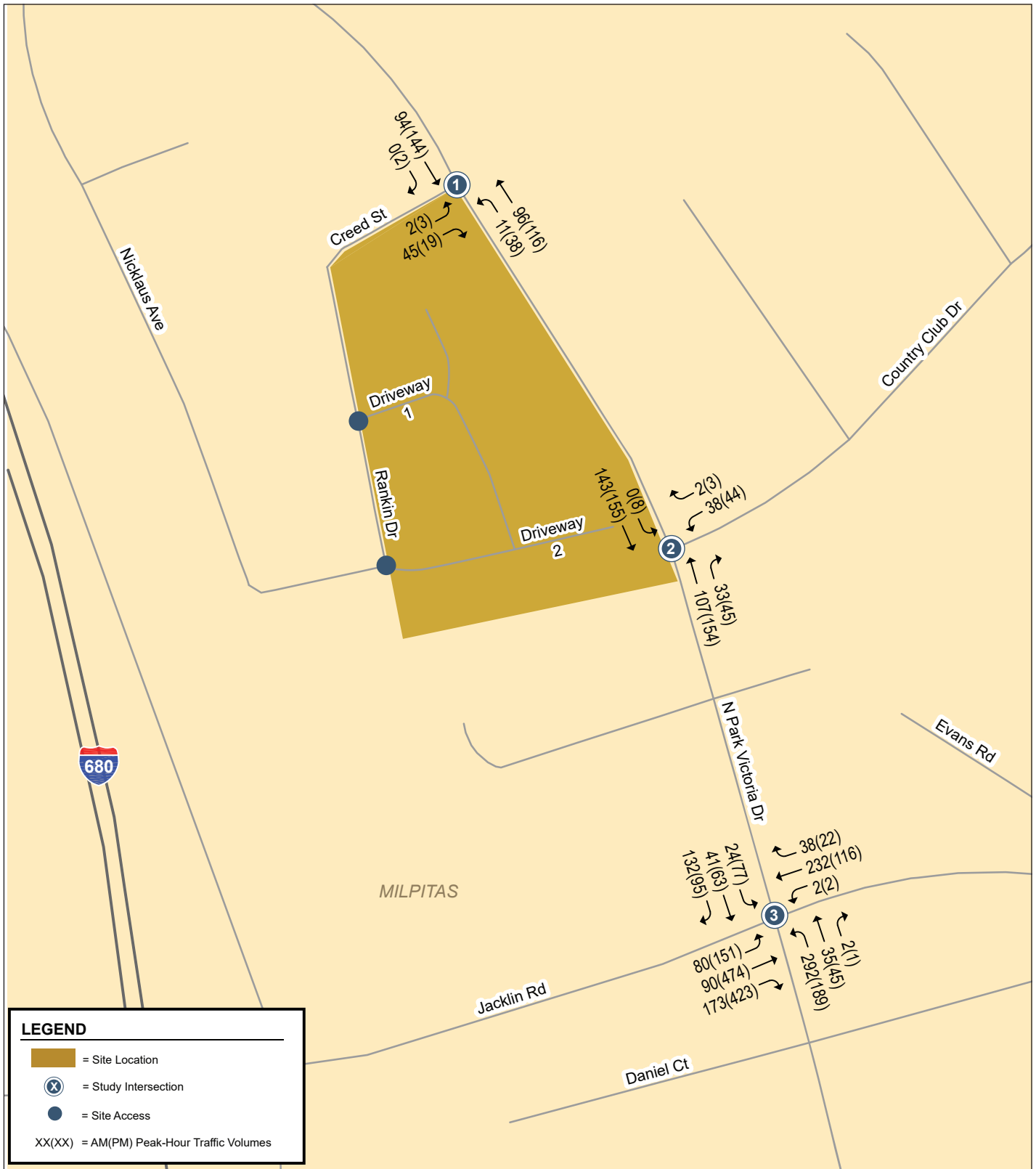


FIGURE 4-4

LSA



NOT TO SCALE

SOURCE: HEXAGON, JUNE 2019.

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1005 North Park Victoria Project IS/MND  
Existing Plus Project Traffic Volumes

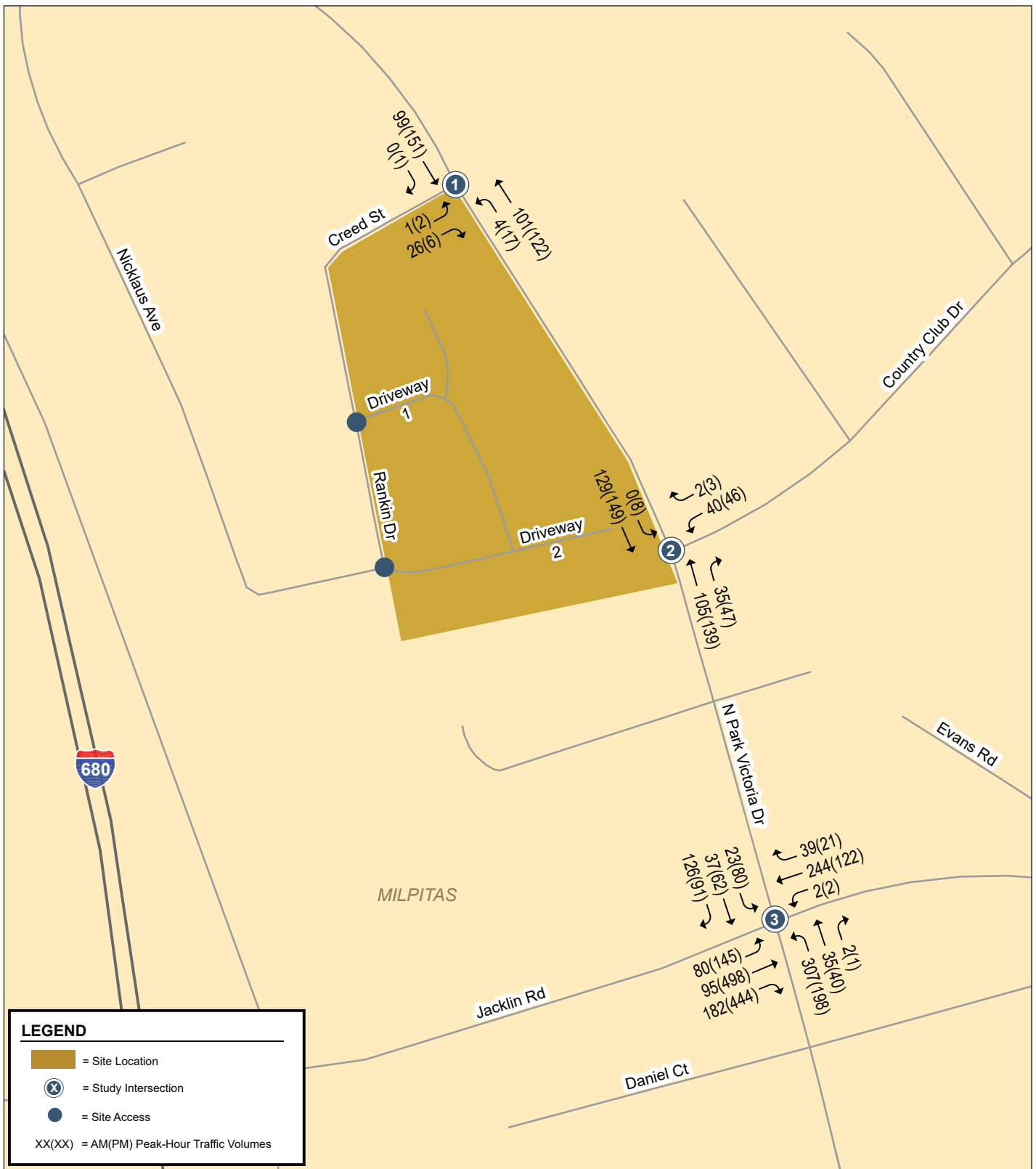


FIGURE 4-5

LSA



NOT TO SCALE

SOURCE: HEXAGON, JUNE 2019.

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1005 North Park Victoria Project IS/MND  
Cumulative No Project Traffic Volumes

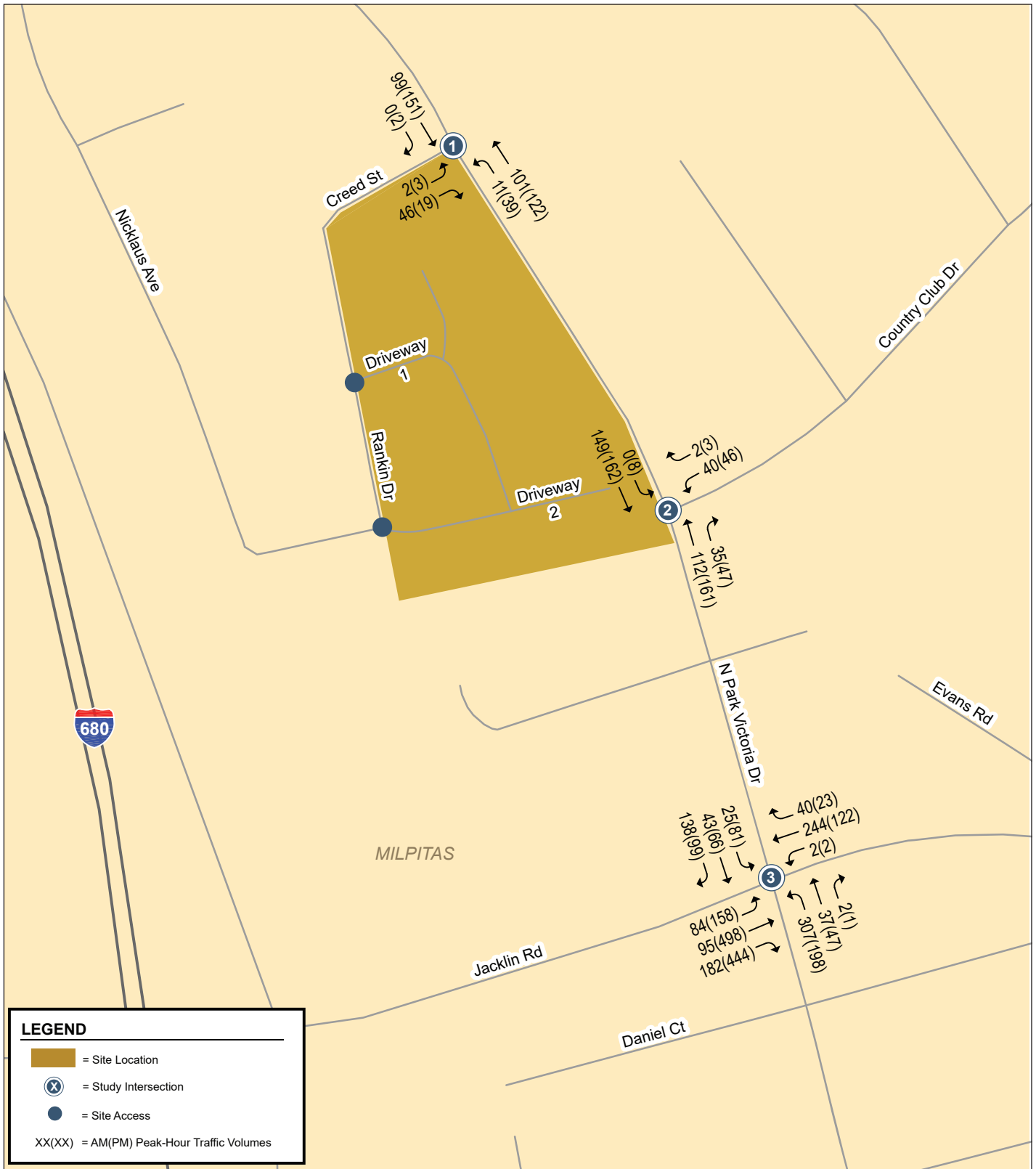


FIGURE 4-6

LSA



NOT TO SCALE

SOURCE: HEXAGON, JUNE 2019.

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1005 North Park Victoria Project IS/MND  
Cumulative With Project Traffic Volumes

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**Bicycle Facilities.** U.S. Census data indicates that bicycle trips comprise less than one percent of the total commute mode share in the City of Milpitas. For the proposed project, this would equate to approximately one new bike trip during each of the AM and PM peak hours. The low volume of bicycle trips generated by the project would not exceed the bicycle-carrying capacity of streets surrounding the site, and the increase in bicycle trips would not by itself require new off-site bicycle facilities. The existing bike lanes on North Park Victoria Drive would be unaffected by the proposed on-street parking along the project frontage.

According to the CMP Transportation Impact Analysis Technical Guidelines, a project would create an impact on pedestrian and bike circulation if: (1) it would reduce, sever or eliminate existing or planned bike/pedestrian access and circulation in the area; (2) it would preclude, modify, or otherwise affect proposed bicycle and pedestrian projects and/or policies identified in the Lead Agency's adopted bicycle/pedestrian plan or the plans of other agencies such as the County's bicycle plan or adjacent Cities' bicycle/pedestrian plans; or (3) it would cause a change to existing bike paths such as alignment, width of the trail right of way, or length of the trail. Construction of the proposed project would not cause any of these criteria to be met. Therefore, the proposed project would have a less-than-significant impact related to bicycle facilities.

**Transit Service.** According to the U.S. Census, transit trips comprise approximately 3 percent of the total commute mode share in the City of Milpitas. For the proposed project, assuming 3 percent of total commute trips would be transit trips, there would be approximately one transit trip during each of the AM and PM peak hours. In addition to commute trips, there would be additional transit trips to nearby schools, parks, and shopping areas. The low volume of transit trips generated by the project would not exceed the carrying capacity of the existing transit service to the site.

According to the VTA TIA Technical Guidelines, a project would create an impact on transit if: (1) it would generate a demand for additional transit services; or (2) it would cause a permanent or temporary reduction of transit availability or interference with existing transit users (e.g., relocation/closure of a transit stop or vacation of a roadway utilized by transit). The proposed project, by itself, would not require additional transit service to the area or improvements to existing transit service frequencies. The proposed project would not preclude, modify or otherwise affect existing or proposed transit projects or policies identified by the VTA. Therefore, the proposed project would have a less-than-significant impact related to transit service.

**b. *Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?***  
***(No Impact)***

Effective December 28, 2018, the CEQA Guidelines were updated and require the evaluation of VMT as the criteria for analyzing transportation impacts for land use projects. As noted in CEQA Guidelines Section 15064.3(c), the provisions of CEQA Guidelines Section 15064.3 shall apply prospectively as described in CEQA Guidelines Section 15007. A lead agency may elect to be governed by the provisions of CEQA Guidelines Section 15064.3 immediately; however, beginning on July 1, 2020, the provisions of this section shall apply statewide. The City of Milpitas, as lead

agency, has not yet elected to be governed by the provisions of CEQA Guidelines Section 15064.3. Therefore, the proposed project would neither conflict nor be inconsistent with CEQA Guidelines Section 15064.3, and there would be no impact.

*c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (Less-Than-Significant Impact)*

**Site Access.** The project site would be accessed by two driveways on Rankin Drive, which is accessible to North Park Victoria Drive by way of Creed Street. Rankin Drive is a two-lane residential street approximately 27 feet wide with on-street parking on the west side. Rankin Drive forms the western border of the site. The site would have no private driveway access from North Park Victoria Drive. According to the site plan, the project would include the construction of a sidewalk and provision of on-street parking recessed from the alignment of the existing southbound bike lane along North Park Victoria Drive. As described previously, the on-street parking and attendant design features would not affect the existing southbound bike lane. This design is consistent with the existing cross-section of North Park Victoria north of the project site, which allows for vehicular parking adjacent to a bike lane. According to the Statewide Integrated Traffic Records System (SWITRS), there have been no vehicular accidents on North Park Victoria Drive north of Country Club Drive in the past three years.

The north driveway is shown on the site plan to be 28 feet wide, located approximately 200 feet south of Creed Street. The south driveway is shown on the site plan to be 26 feet wide, located approximately 250 feet south of the north driveway, opposite Nicklaus Avenue.

Vehicle queuing was assessed for the two site driveways, in particular, the inbound left turns into the driveways and the outbound right turns out of the driveways. The inbound left turns from southbound Rankin Drive into the driveways are assessed in terms of potential for creating backups on southbound Rankin Drive as a result of waiting to turn into the site. With Rankin Drive having one lane in each of the northbound and southbound directions, any stoppage of vehicles on Rankin Drive at the driveways could create a backup on Rankin Drive. The volume of peak-hour traffic on the section of Rankin Drive fronting the site is currently very low, equating to one car every two minutes, on average. With this low volume of traffic, gaps in traffic would be of sufficient frequency and duration as to provide relatively free and unimpeded left-turn access into the driveways.

The outbound turns out of the site driveways are assessed in terms of potential for creating backups on site, specifically, the potential for westbound vehicle queues to back up from Rankin Drive and block one of the residence's driveways on site. At both driveways, the distance from Rankin Drive back to the first driveway is about 35 feet- sufficient for one car length. The outbound volumes would be highest in the AM peak hour. The AM peak-hour volume of outbound vehicles is 14 cars at the north driveway and 7 cars at the south driveway. As stated above, the volume of traffic on the section of Rankin Drive fronting the site would be low enough that any on-site vehicle queues exceeding one car would be infrequent and brief in duration.

Vehicular sight distance was evaluated for each proposed project driveway. Given the existing conditions on Rankin Drive- the 25-mile-per-hour speed limit, the low volume of traffic, and the

absence of physical obstructions, the sight distance at both driveways would be adequate. The only factors potentially affecting sight distance are on-street parking and any new physical obstructions that would accompany development of the site. The site plan does not show any on-street parking proposed on Rankin Drive.

**Site Circulation.** The on-site circulation system consists of a semi-rectangular loop connecting the North and South Driveways. From the northern end of the loop extends a 105-foot, north-south cul-de-sac parallel to Rankin Drive. From the southern end of the loop extends a 150-foot, east-west, cul-de-sac.

The streets on-site are shown to be two-lanes wide with parking on-street. The northern half of the north-south street, the east-west street at the north, and the two cul-de-sacs are shown to be 28-foot wide with parking on one side. The southern half of the north-south street and the east-west street at the south are shown to be 36-foot wide with parking on both sides. The curb radii at the intersecting streets are not specified, but they appear to be adequate, measuring a minimum of 20 feet. With sidewalks along each on-site street, the building setbacks, and the low vehicle speeds and volumes, the sight distances at the intersections on site would be satisfactory.

The two cul-de-sacs are, by definition, dead-end streets. Neither provide space for a turnaround. However, since the streets are private streets used only by residents or their guests, all vehicles entering the cul-de-sacs would likely be assured a place to park or place to turn around. Therefore, the dead ends are not inappropriate for the project use.

The on-site street circulation – street alignments, widths and corner radii – is adequate to accommodate the circulation of trucks, garbage collection, and emergency vehicles. The length of the cul-de-sacs should be short enough (105 feet and 150 feet) to accommodate fire department services. Loading would be provided on street or in private driveways.

Pedestrian circulation on-site, and pedestrian access to off-site pedestrian facilities, appears adequate. All streets on-site are shown to have sidewalks on both sides, and sidewalks are shown to be provided along all public streets fronting the site- North Park Victoria Drive, Creed Street and Rankin Drive, none of which currently have sidewalks. At the east end of the east-west street on south side of the site, the sidewalk is shown extended to the proposed new sidewalk on North Park Victoria Drive. This would provide residents with convenient pedestrian access to pedestrian facilities off site.

The site plan does not indicate any provisions for bicycle parking. The Milpitas city code requires bicycle parking be provided in an amount equal to or greater than 5 percent of the total vehicle parking required. It is assumed that for the proposed project, bicycle parking would be provided within private garages.

Given the above, the proposed project would not substantially increase hazards due to a geometric design feature or incompatible use, and this impact would be less than significant.

*d. Would the project result in inadequate emergency access? (Less-Than-Significant Impact)*

The design, construction, and maintenance of project access locations and on-site roads would be in compliance with the City's Municipal Code and would meet all emergency access standards. The Milpitas Fire Department would also review the proposed site plan and Fire Access Plan and would provide input on final design in relation to emergency access prior to issuance of a building permit. As noted in Section 4.17.c, the proposed project would be able to accommodate emergency vehicles. Additionally, as noted in Section 4.17.a, the proposed project would not result in a significant increase in the amount of traffic volume on the local roadway network. Therefore, the project would have a less-than-significant impact on emergency access.

## 4.18 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (No Impact)*

Assembly Bill 52 (AB 52), which became law on January 1, 2015, provides for consultation with California Native American tribes during the CEQA environmental review process, and equates significant impacts to “tribal cultural resources” with significant environmental impacts.

The consultation provisions of the law require that a public agency consult with local Native American tribes that have requested placement on that agency’s notification list for CEQA projects. Within 14 days of determining that a project application is complete, or a decision by a public agency to undertake a project, the lead agency must notify tribes of the opportunity to consult on the project, should a tribe have previously requested to be on the agency’s notification list. California Native American tribes must be recognized by the NAHC as traditionally and culturally

affiliated with the project site, and must have previously requested that the lead agency notify them of projects. Tribes have 30 days following notification of a project to request consultation with the lead agency.

The purpose of consultation is to inform the lead agency in its identification and determination of the significance of tribal cultural resources. If a project is determined to result in a significant impact on an identified tribal cultural resource, the consultation process must occur and conclude prior to adoption of a Negative Declaration or Mitigated Negative Declaration, or certification of an Environmental Impact Report (PRC Sections 21080.3.1, 21080.3.2, 21082.3).

The NAHC in West Sacramento was contacted to review its Sacred Lands File to identify Native American sacred sites at or near the project site. Ms. Gayle Totton, NAHC Associate Governmental Program Analyst, stated in a letter dated April 26, 2019, that *“The result of any Sacred Lands File (SLF) check [of the project site] conducted through the Native American Heritage Commission was negative.”* Ms. Totton also provided a list of six local Ohlone tribes, each of which the City contacted via letter on May 16, 2019 to notify these tribes of their opportunity to consult regarding the project’s potential impacts to tribal cultural resources.

No California Native American tribe formally requested consultation notifications with the City during the required 30-day notification period, consistent with the requirements of PRC 21080.3.1. As such, tribal consultation for the proposed project was not required for this project.

As discussed in the Cultural Resources section of this Initial Study, the NWIC records search and the archaeological survey completed for the project did not identify evidence of Native American archaeological deposits or ancestral remains. The proposed project would have no impact on known tribal cultural resources that are listed or eligible for listing in the California Register of Historical Resources or a local register of historical resources, nor has the City identified a tribal cultural resource at the project site.

#### 4.19 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? (Less-Than-Significant Impact)*

The City of Milpitas maintains existing sanitary sewer lines within the vicinity of the site, including an 8-inch line within the existing streets that surround the project site on the north, east, and west sides, and a 12-inch line that runs along the southern border of the project site. The proposed project includes the installation of a new on-site 8-inch wastewater line that would connect to the City's existing line. The new sanitary sewer line would be constructed in conformance with City standards, and its construction would not cause significant environmental effects.

The City's potable water supply is provided by the San Francisco Public Utilities Commission (SFPUC) and the SCVWD.<sup>52</sup> The project site is served by water provided by the SCVWD. The City's potable water system has 245 miles of water mains, 5 water tanks, 5 pump stations, 16 pressure regulating valves, an emergency supply well and emergency interties. The City also operates and maintains a recycled water system owned by the City of San José South Bay Water Recycling (SBWR) program.<sup>53</sup> The current SCVWD water supply delivered to the City is limited to surface water largely purchased by SCVWD from the State Water Project and Central Valley Project, however, SCVWD's overall water

<sup>52</sup> Milpitas, City of, 2016. *2015 Urban Water Management Plan*. Available online at: [www.ci.milpitas.ca.gov/wp-content/uploads/2015/07/Adopted-2015-Milpitas-UWMP-Revised-6-27-16.pdf](http://www.ci.milpitas.ca.gov/wp-content/uploads/2015/07/Adopted-2015-Milpitas-UWMP-Revised-6-27-16.pdf) (accessed June 10, 2019). June.

<sup>53</sup> Ibid.



supply comes from a variety of sources. Specifically, nearly half of SCVWD's water comes from local groundwater aquifers and more than half is imported from the Sierra Nevada through pumping stations in the Sacramento-San Joaquin River Delta.

The City updated its Urban Water Management Plan (UWMP) in 2015, which was adopted in 2016. According to the UWMP, the annual water use in 2015 was 8,774 acre-feet. As discussed in Section 4.19.b, the proposed project would not substantially increase demand for water and would therefore not exceed the capacity of existing water treatment facilities. The proposed project would not require the construction of new water treatment facilities, or the expansion of existing facilities, other than those already planned as part of the City's Water Master Plan. The proposed project would include the installation of new 12-inch water lines within the project site, the abandonment of the existing 12-inch water line that runs along the southern portion of the site, and the installation of a new 12-inch water line along the southern border, and a connection to the existing 8-inch water service line located within Rankin Drive and Blalock Street. The proposed project would connect directly to existing mains, which have sufficient capacity to accommodate the proposed project. Therefore, the impact of the proposed project on water infrastructure would be less than significant.

The proposed storm drainage infrastructure would drain towards the western edge of the site into 27 underground storage vaults, which would connect to a new 15-inch storm drain. From there stormwater would drain to the existing 15-inch storm drain within Rankin Drive. Bioretention areas would also be incorporated into the landscape design of the proposed project to provide appropriate vegetation and water quality treatment in vegetated areas. In addition, on-site drainage would be designed consistent with the Santa Clara County NPDES C.3 requirements for LID. Therefore, the impact of the proposed project on stormwater infrastructure would be less than significant.

The proposed project would include connections to the existing electrical and gas infrastructure in the vicinity of the project site, and would not require any new infrastructure, aside from project-specific tie-ins and lines to serve the proposed project.

Therefore, because the proposed project would connect to existing utility services within or adjacent to the project site, the relocation or reconstruction of new or expanded water, wastewater treatment or stormwater drainage, electric power, or telecommunications facilities would not be required, and this impact would be less than significant.

*b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (Less-Than-Significant Impact)*

The City of Milpitas provides water to the project site. Currently, the source of domestic water used in Milpitas includes the SFPUC and SCVWD. SFPUC water is primarily used for residential areas in the City and the SCVWD water is used to supply industrial areas, including the project site. The City's 2016 UWMP describes the existing and planned sources of water available in the water system service area over the next 20 years, in 5-year increments.

The City has determined that existing water supply entitlements are sufficient and no additional water supply entitlements are necessary. The UWMP, which identifies water system improvements necessary to meet future water demand, did not identify any deficiencies in the vicinity of the project site. The existing water system infrastructure has adequate capacity to serve the proposed project. In addition, the proposed project would be required to coordinate with the City of Milpitas Fire Department to assess fire flow requirements and comply with them as part of the project. Based on the above, the City would have sufficient water supply to support the proposed project and implementation of the project would not require new or expanded entitlements for water supplies, and impacts related to water supply would be less than significant.

*c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (Less-Than-Significant Impact)*

The City of Milpitas owns and operates its municipal wastewater collection system containing of 175 miles of gravity pipe and 5 miles of force main. The system also includes two pump stations: the Venus Station which lifts wastewater from the low-lying Pines neighborhood and the Main Sewer Pump Station which pumps all City sewage through dual 2.5 mile force mains to the WPCP located in San José at 700 Los Esteros Road for treatment.<sup>54</sup> The WPCP treats an average of 110 million gallons of wastewater per day (mgd), about 65 percent of its 167 mgd capacity, which includes service to the project site.<sup>55</sup>

The proposed project would generate domestic wastewater, treated by the WPCP. The City has sufficient capacity to serve the proposed project. Therefore, wastewater generated from the proposed project would not cause the WPCP to violate any wastewater treatment requirements and this impact would be less than significant.

*d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? (Less-Than-Significant Impact)*

Solid waste and recycling pickup and disposal in the City of Milpitas is provided by Republic Services. The solid waste is disposed of at the Newby Island Landfill and recycling facility which is located approximately 3 miles west of the project site on Dixon Landing Road. The facility recycled materials, operates a construction and demolition material processing facility, and a landfill that accepts industrial wastes, grit, screenings, wastewater treatment sludge, contaminated soils, clean soils, and

<sup>54</sup> Milpitas, City of, 2014. Sewer System Management Plan 2014 Update. June.

<sup>55</sup> San José, City of, 2016. *San José-Santa Clara Regional Wastewater Facility Fact Sheet*. Website: [www.sanjoseca.gov/DocumentCenter/View/34681](http://www.sanjoseca.gov/DocumentCenter/View/34681) (accessed June 11, 2019). April 25.

municipal solid waste.<sup>56</sup> The Newby Island Landfill has a capacity of 57.5 million cubic yards and a remaining capacity of 21.2 million cubic yards, and can accept 4,000 tons per day.<sup>57</sup>

On average, single-family uses generate approximately 12 pounds per household per day. Based on these rates, the proposed project would generate approximately 432 pounds per day of solid waste. As noted above, the Newby Island Landfill has adequate capacity to serve the proposed project. As such, the project would be served by a landfill with sufficient capacity to accommodate the project's waste disposal needs, and impacts associated with the disposition of solid waste would be less than significant.

*e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (Less-Than-Significant Impact)*

The proposed project would comply with all federal, State, and local solid waste statutes and/or regulations related to solid waste. Also refer to Section 4.19.d. Therefore, the proposed project would result in a less-than-significant impact related to solid waste regulations.

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<sup>56</sup> Republic Services, 2017. Newby Island Resource Recovery Park. Website: [local.republicservices.com/site/newby-island](http://local.republicservices.com/site/newby-island) (accessed June 11, 2019).

<sup>57</sup> CalRecycle, 2019. SWIS Facility Detail. Newby Island Sanitary Landfill (43-AN-0003). Website: [www2.calrecycle.ca.gov/swfacilities/Directory/43-AN-0003](http://www2.calrecycle.ca.gov/swfacilities/Directory/43-AN-0003) (accessed June 11, 2019).

## 4.20 WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan? (Less-Than-Significant Impact)*

The project site is not located within any State responsibility areas (SRA) for fire service,<sup>58</sup> and is not within a very high fire hazard severity zone.<sup>59</sup> In addition, as noted in Section 4.9.f, the proposed project would not impair the implementation of, or physically interfere with, and adopted emergency response plan. Therefore, this impact would be less than significant.

*b. Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? (Less-Than-Significant Impact)*

Refer to Section 4.20.a. Additionally, as noted in Section 2.0, Project Description, the project site is bound by existing development on three sides. Therefore, the proposed project would not exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, and this impact would be less than significant.

<sup>58</sup> California, State of, 2007. Santa Clara County Fire Hazard Severity Zones in SRA (map). Available online at: [rap.fire.ca.gov/webdata/maps/santa\\_clara/fhszs\\_map.43.pdf](http://rap.fire.ca.gov/webdata/maps/santa_clara/fhszs_map.43.pdf) (accessed June 11, 2019).

<sup>59</sup> Milpitas, City of, 2018. *Milpitas General Plan Update Existing Conditions Report*. June.

- c. *Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? (Less-Than-Significant Impact)*

Refer to Section 4.20.a. The proposed project is not located within an SRA for fire service and is not within a very high fire hazard severity zone. Therefore, the proposed project would not require the installation or maintenance of associated infrastructure, and this impact would be less than significant.

- d. *Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? (Less-Than-Significant Impact)*

Refer to Section 4.20.a and 4.20.b. Therefore, the proposed project would not expose people or structures to significant risks as a result of post-fire slope instability or drainage and runoff changes.

## 4.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Less-Than-Significant with Mitigation Incorporated)*

Implementation of Mitigation Measures CULT-1, CULT-2 and GEO-1 would ensure that potential impacts to historic, archaeological, tribal and paleontological resources that could be uncovered during construction activities would be reduced to a less-than-significant level. Implementation of Mitigation Measure BIO-1 would ensure that potential impacts to nesting birds are reduced to a less-than-significant level. Therefore, with the incorporation of mitigation measures, development of the proposed project would not: (1) degrade the quality of the environment; (2) substantially reduce the habitat of a fish or wildlife species; (3) cause a fish or wildlife species population to drop below self-sustaining levels; (4) threaten to eliminate a plant or animal community; (5) reduce the number or restrict the range of a rare or endangered plant or animal; or (6) eliminate important examples of the major periods of California history.

*b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? (Less-Than-Significant with Mitigation Incorporated)*

The proposed project's impacts would be individually limited and not cumulatively considerable. The potentially significant impacts that can be reduced to a less-than-significant level with implementation

of recommended mitigation measures include the topics of aesthetics, air quality, biological resources, cultural resources, geology and soils, hydrology and water quality, and noise. These impacts would primarily be related to construction-period activities, would be temporary in nature, and would not substantially contribute to any potential cumulative impacts associated with these topics. For the topic of aesthetics, potentially significant impacts related to light and glare would be reduced to a less-than-significant level with implementation of Mitigation Measure AES-1. For the topic of air quality, potentially significant impacts to air quality standards associated with project construction would be reduced to less-than-significant levels with implementation of Mitigation Measure AIR-1. For the topic of biological resources, implementation of Mitigation Measures BIO-1 and BIO-2 would ensure that impacts related to special status-species and local ordinances are reduced to a less-than-significant level. For the topic of cultural resources, potentially significant impacts to archaeological resources would be reduced to less-than-significant levels with implementation of Mitigation Measures CULT-1 and CULT-2. For the topic of geology and soils, potentially significant impacts related to paleontological resources would be reduced to less-than-significant levels with implementation of Mitigation Measure GEO-1. For the topic of hydrology and water quality, implementation of Mitigation Measures HYD-1 and HYD-2 would ensure that potential water quality impacts are reduced to a less-than-significant level. For the topic of noise, impacts would be reduced to a less-than-significant level with implementation of Mitigation Measures NOI-1 through NOI-3.

For the topics of agricultural and forestry resources, greenhouse gas emissions, hazards and hazardous materials, land use and planning, mineral resources, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire, the project would have no impacts or less-than-significant impacts, and therefore, the project would not substantially contribute to any potential cumulative impacts for these topics. All environmental impacts that could occur as a result of the proposed project would be reduced to a less-than-significant level through the implementation of the mitigation measures recommended in this document.

Implementation of these measures would ensure that the impacts of the project would be below established thresholds of significance and that these impacts would not combine with the impacts of other cumulative projects to result in a cumulatively considerable impact on the environment as a result of project development. Therefore, this impact would be less than significant.

*c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (No Impact)*

The proposed project would not result in any environmental effects that would cause substantial direct or indirect adverse effects to human beings.



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# **APPENDIX A**

## **CALEEDMOD OUTPUT SHEETS**



1005 North Park Victoria Drive - Bay Area AQMD Air District, Annual

**1005 North Park Victoria Drive  
Bay Area AQMD Air District, Annual**

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	36.00	Dwelling Unit	4.88	64,800.00	103

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	64
<b>Climate Zone</b>	4			<b>Operational Year</b>	2021
<b>Utility Company</b>	Pacific Gas & Electric Company				
<b>CO2 Intensity (lb/MW hr)</b>	328.8	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity factor based on 5-year average (PG&E, 2015)

Land Use - 4.88-acre project site

Construction Phase - Project construction would commence spring 2020 and would occur for approximately 1.5 to 2 years

Grading - Project would require the import of approximately 1,711 cubic yards of soil

Demolition - The proposed project would include the demolition of the existing approximately 2,300-square-foot building

Trips and VMT - The project would include a total of 172 truck trips to import soil

Vehicle Trips - Based on project's trip generation

Mobile Land Use Mitigation -

Area Mitigation - Assuming only natural gas hearth

## 1005 North Park Victoria Drive - Bay Area AQMD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	30.00
tblConstructionPhase	NumDays	230.00	245.00
tblConstructionPhase	NumDays	20.00	30.00
tblConstructionPhase	NumDays	8.00	30.00
tblConstructionPhase	NumDays	18.00	30.00
tblConstructionPhase	NumDays	5.00	30.00
tblConstructionPhase	PhaseEndDate	6/24/2021	11/5/2021
tblConstructionPhase	PhaseEndDate	5/5/2021	8/13/2021
tblConstructionPhase	PhaseEndDate	5/29/2020	6/12/2020
tblConstructionPhase	PhaseEndDate	6/17/2020	9/4/2020
tblConstructionPhase	PhaseEndDate	5/31/2021	9/24/2021
tblConstructionPhase	PhaseEndDate	6/5/2020	7/24/2020
tblConstructionPhase	PhaseStartDate	6/1/2021	9/27/2021
tblConstructionPhase	PhaseStartDate	6/18/2020	9/7/2020
tblConstructionPhase	PhaseStartDate	6/6/2020	7/27/2020
tblConstructionPhase	PhaseStartDate	5/6/2021	8/16/2021
tblConstructionPhase	PhaseStartDate	5/30/2020	6/15/2020
tblGrading	AcresOfGrading	15.00	4.88
tblGrading	MaterialImported	0.00	1,711.00
tblLandUse	LotAcreage	11.69	4.88
tblProjectCharacteristics	CO2IntensityFactor	641.35	328.8
tblTripsAndVMT	HaulingTripNumber	214.00	172.00
tblVehicleTrips	ST_TR	9.91	9.69
tblVehicleTrips	SU_TR	8.62	9.69
tblVehicleTrips	WD_TR	9.52	9.69

1005 North Park Victoria Drive - Bay Area AQMD Air District, Annual

**2.0 Emissions Summary**

**2.1 Overall Construction**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.2419	2.3849	1.6388	2.9400e-003	0.3778	0.1241	0.5019	0.2025	0.1154	0.3179	0.0000	257.6451	257.6451	0.0678	0.0000	259.3397
2021	0.6342	1.6254	1.5851	2.6900e-003	0.0131	0.0874	0.1005	3.5400e-003	0.0821	0.0857	0.0000	232.4998	232.4998	0.0536	0.0000	233.8394
<b>Maximum</b>	<b>0.6342</b>	<b>2.3849</b>	<b>1.6388</b>	<b>2.9400e-003</b>	<b>0.3778</b>	<b>0.1241</b>	<b>0.5019</b>	<b>0.2025</b>	<b>0.1154</b>	<b>0.3179</b>	<b>0.0000</b>	<b>257.6451</b>	<b>257.6451</b>	<b>0.0678</b>	<b>0.0000</b>	<b>259.3397</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.2419	2.3849	1.6388	2.9400e-003	0.3778	0.1241	0.5019	0.2025	0.1154	0.3179	0.0000	257.6448	257.6448	0.0678	0.0000	259.3395
2021	0.6342	1.6254	1.5851	2.6900e-003	0.0131	0.0874	0.1005	3.5400e-003	0.0821	0.0857	0.0000	232.4995	232.4995	0.0536	0.0000	233.8391
<b>Maximum</b>	<b>0.6342</b>	<b>2.3849</b>	<b>1.6388</b>	<b>2.9400e-003</b>	<b>0.3778</b>	<b>0.1241</b>	<b>0.5019</b>	<b>0.2025</b>	<b>0.1154</b>	<b>0.3179</b>	<b>0.0000</b>	<b>257.6448</b>	<b>257.6448</b>	<b>0.0678</b>	<b>0.0000</b>	<b>259.3395</b>

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	5-4-2020	8-3-2020	1.2772	1.2772
2	8-4-2020	11-3-2020	0.8024	0.8024
3	11-4-2020	2-3-2021	0.6938	0.6938
4	2-4-2021	5-3-2021	0.6304	0.6304
5	5-4-2021	8-3-2021	0.6514	0.6514
6	8-4-2021	9-30-2021	0.2887	0.2887
		Highest	1.2772	1.2772

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5190	7.7400e-003	0.5764	6.5000e-004		0.0460	0.0460		0.0460	0.0460	4.5760	1.5602	6.1362	9.0700e-003	2.6000e-004	6.4409
Energy	5.6400e-003	0.0482	0.0205	3.1000e-004		3.9000e-003	3.9000e-003		3.9000e-003	3.9000e-003	0.0000	99.2758	99.2758	4.9000e-003	1.8200e-003	99.9396
Mobile	0.0932	0.4505	1.0518	3.5700e-003	0.3000	3.3300e-003	0.3033	0.0805	3.1200e-003	0.0837	0.0000	327.5339	327.5339	0.0125	0.0000	327.8457
Waste						0.0000	0.0000		0.0000	0.0000	8.7814	0.0000	8.7814	0.5190	0.0000	21.7555
Water						0.0000	0.0000		0.0000	0.0000	0.7441	2.6647	3.4089	0.0767	1.8500e-003	5.8778
<b>Total</b>	<b>0.6179</b>	<b>0.5064</b>	<b>1.6488</b>	<b>4.5300e-003</b>	<b>0.3000</b>	<b>0.0532</b>	<b>0.3532</b>	<b>0.0805</b>	<b>0.0530</b>	<b>0.1335</b>	<b>14.1015</b>	<b>431.0346</b>	<b>445.1361</b>	<b>0.6221</b>	<b>3.9300e-003</b>	<b>461.8594</b>

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**2.2 Overall Operational**

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3071	5.7300e-003	0.2690	3.0000e-005		1.6900e-003	1.6900e-003		1.6900e-003	1.6900e-003	0.0000	3.4927	3.4927	4.8000e-004	6.0000e-005	3.5214
Energy	5.6400e-003	0.0482	0.0205	3.1000e-004		3.9000e-003	3.9000e-003		3.9000e-003	3.9000e-003	0.0000	99.2758	99.2758	4.9000e-003	1.8200e-003	99.9396
Mobile	0.0909	0.4335	0.9994	3.3400e-003	0.2793	3.1300e-003	0.2824	0.0750	2.9300e-003	0.0779	0.0000	306.5771	306.5771	0.0119	0.0000	306.8739
Waste						0.0000	0.0000		0.0000	0.0000	8.7814	0.0000	8.7814	0.5190	0.0000	21.7555
Water						0.0000	0.0000		0.0000	0.0000	0.7441	2.6647	3.4089	0.0767	1.8500e-003	5.8778
<b>Total</b>	<b>0.4037</b>	<b>0.4874</b>	<b>1.2889</b>	<b>3.6800e-003</b>	<b>0.2793</b>	<b>8.7200e-003</b>	<b>0.2880</b>	<b>0.0750</b>	<b>8.5200e-003</b>	<b>0.0835</b>	<b>9.5255</b>	<b>412.0104</b>	<b>421.5359</b>	<b>0.6129</b>	<b>3.7300e-003</b>	<b>437.9683</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>34.66</b>	<b>3.75</b>	<b>21.83</b>	<b>18.76</b>	<b>6.90</b>	<b>83.61</b>	<b>18.46</b>	<b>6.90</b>	<b>83.92</b>	<b>37.47</b>	<b>32.45</b>	<b>4.41</b>	<b>5.30</b>	<b>1.48</b>	<b>5.09</b>	<b>5.17</b>

**3.0 Construction Detail**

**Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/4/2020	6/12/2020	5	30	
2	Site Preparation	Site Preparation	6/15/2020	7/24/2020	5	30	
3	Grading	Grading	7/27/2020	9/4/2020	5	30	
4	Building Construction	Building Construction	9/7/2020	8/13/2021	5	245	
5	Paving	Paving	8/16/2021	9/24/2021	5	30	
6	Architectural Coating	Architectural Coating	9/27/2021	11/5/2021	5	30	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 4.88**

**Acres of Paving: 0**

**Residential Indoor: 131,220; Residential Outdoor: 43,740; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	2	6.00	132	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

**Trips and VMT**

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	10.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	172.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	13.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

**3.2 Demolition - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.1300e-003	0.0000	1.1300e-003	1.7000e-004	0.0000	1.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0497	0.4980	0.3263	5.8000e-004		0.0249	0.0249		0.0231	0.0231	0.0000	50.9979	50.9979	0.0144	0.0000	51.3578
<b>Total</b>	<b>0.0497</b>	<b>0.4980</b>	<b>0.3263</b>	<b>5.8000e-004</b>	<b>1.1300e-003</b>	<b>0.0249</b>	<b>0.0260</b>	<b>1.7000e-004</b>	<b>0.0231</b>	<b>0.0233</b>	<b>0.0000</b>	<b>50.9979</b>	<b>50.9979</b>	<b>0.0144</b>	<b>0.0000</b>	<b>51.3578</b>



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**3.2 Demolition - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	1.4600e-003	2.9000e-004	0.0000	8.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	3.0000e-005	0.0000	0.3832	0.3832	2.0000e-005	0.0000	0.3837
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.5000e-004	5.3000e-004	5.5300e-003	2.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.5576	1.5576	4.0000e-005	0.0000	1.5586
<b>Total</b>	<b>7.9000e-004</b>	<b>1.9900e-003</b>	<b>5.8200e-003</b>	<b>2.0000e-005</b>	<b>1.8600e-003</b>	<b>1.0000e-005</b>	<b>1.8800e-003</b>	<b>4.9000e-004</b>	<b>1.0000e-005</b>	<b>5.1000e-004</b>	<b>0.0000</b>	<b>1.9408</b>	<b>1.9408</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>1.9423</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.1300e-003	0.0000	1.1300e-003	1.7000e-004	0.0000	1.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0497	0.4980	0.3263	5.8000e-004		0.0249	0.0249		0.0231	0.0231	0.0000	50.9979	50.9979	0.0144	0.0000	51.3578
<b>Total</b>	<b>0.0497</b>	<b>0.4980</b>	<b>0.3263</b>	<b>5.8000e-004</b>	<b>1.1300e-003</b>	<b>0.0249</b>	<b>0.0260</b>	<b>1.7000e-004</b>	<b>0.0231</b>	<b>0.0233</b>	<b>0.0000</b>	<b>50.9979</b>	<b>50.9979</b>	<b>0.0144</b>	<b>0.0000</b>	<b>51.3578</b>

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**3.2 Demolition - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	1.4600e-003	2.9000e-004	0.0000	8.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	3.0000e-005	0.0000	0.3832	0.3832	2.0000e-005	0.0000	0.3837
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.5000e-004	5.3000e-004	5.5300e-003	2.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.5576	1.5576	4.0000e-005	0.0000	1.5586
<b>Total</b>	<b>7.9000e-004</b>	<b>1.9900e-003</b>	<b>5.8200e-003</b>	<b>2.0000e-005</b>	<b>1.8600e-003</b>	<b>1.0000e-005</b>	<b>1.8800e-003</b>	<b>4.9000e-004</b>	<b>1.0000e-005</b>	<b>5.1000e-004</b>	<b>0.0000</b>	<b>1.9408</b>	<b>1.9408</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>1.9423</b>

**3.3 Site Preparation - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2710	0.0000	0.2710	0.1490	0.0000	0.1490	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0612	0.6363	0.3227	5.7000e-004		0.0330	0.0330		0.0303	0.0303	0.0000	50.1460	50.1460	0.0162	0.0000	50.5515
<b>Total</b>	<b>0.0612</b>	<b>0.6363</b>	<b>0.3227</b>	<b>5.7000e-004</b>	<b>0.2710</b>	<b>0.0330</b>	<b>0.3040</b>	<b>0.1490</b>	<b>0.0303</b>	<b>0.1793</b>	<b>0.0000</b>	<b>50.1460</b>	<b>50.1460</b>	<b>0.0162</b>	<b>0.0000</b>	<b>50.5515</b>

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**3.3 Site Preparation - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.9000e-004	6.4000e-004	6.6300e-003	2.0000e-005	2.1300e-003	1.0000e-005	2.1500e-003	5.7000e-004	1.0000e-005	5.8000e-004	0.0000	1.8692	1.8692	5.0000e-005	0.0000	1.8703
<b>Total</b>	<b>8.9000e-004</b>	<b>6.4000e-004</b>	<b>6.6300e-003</b>	<b>2.0000e-005</b>	<b>2.1300e-003</b>	<b>1.0000e-005</b>	<b>2.1500e-003</b>	<b>5.7000e-004</b>	<b>1.0000e-005</b>	<b>5.8000e-004</b>	<b>0.0000</b>	<b>1.8692</b>	<b>1.8692</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>1.8703</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2710	0.0000	0.2710	0.1490	0.0000	0.1490	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0612	0.6363	0.3227	5.7000e-004		0.0330	0.0330		0.0303	0.0303	0.0000	50.1460	50.1460	0.0162	0.0000	50.5514
<b>Total</b>	<b>0.0612</b>	<b>0.6363</b>	<b>0.3227</b>	<b>5.7000e-004</b>	<b>0.2710</b>	<b>0.0330</b>	<b>0.3040</b>	<b>0.1490</b>	<b>0.0303</b>	<b>0.1793</b>	<b>0.0000</b>	<b>50.1460</b>	<b>50.1460</b>	<b>0.0162</b>	<b>0.0000</b>	<b>50.5514</b>

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**3.3 Site Preparation - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.9000e-004	6.4000e-004	6.6300e-003	2.0000e-005	2.1300e-003	1.0000e-005	2.1500e-003	5.7000e-004	1.0000e-005	5.8000e-004	0.0000	1.8692	1.8692	5.0000e-005	0.0000	1.8703
<b>Total</b>	<b>8.9000e-004</b>	<b>6.4000e-004</b>	<b>6.6300e-003</b>	<b>2.0000e-005</b>	<b>2.1300e-003</b>	<b>1.0000e-005</b>	<b>2.1500e-003</b>	<b>5.7000e-004</b>	<b>1.0000e-005</b>	<b>5.8000e-004</b>	<b>0.0000</b>	<b>1.8692</b>	<b>1.8692</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>1.8703</b>

**3.4 Grading - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0930	0.0000	0.0930	0.0500	0.0000	0.0500	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0364	0.3958	0.2408	4.4000e-004		0.0191	0.0191		0.0176	0.0176	0.0000	39.0881	39.0881	0.0126	0.0000	39.4042
<b>Total</b>	<b>0.0364</b>	<b>0.3958</b>	<b>0.2408</b>	<b>4.4000e-004</b>	<b>0.0930</b>	<b>0.0191</b>	<b>0.1121</b>	<b>0.0500</b>	<b>0.0176</b>	<b>0.0675</b>	<b>0.0000</b>	<b>39.0881</b>	<b>39.0881</b>	<b>0.0126</b>	<b>0.0000</b>	<b>39.4042</b>

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**3.4 Grading - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	7.2000e-004	0.0251	5.0500e-003	7.0000e-005	1.4500e-003	8.0000e-005	1.5300e-003	4.0000e-004	8.0000e-005	4.8000e-004	0.0000	6.5908	6.5908	3.4000e-004	0.0000	6.5993
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.5000e-004	5.3000e-004	5.5300e-003	2.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.5576	1.5576	4.0000e-005	0.0000	1.5586
<b>Total</b>	<b>1.4700e-003</b>	<b>0.0257</b>	<b>0.0106</b>	<b>9.0000e-005</b>	<b>3.2300e-003</b>	<b>9.0000e-005</b>	<b>3.3200e-003</b>	<b>8.7000e-004</b>	<b>9.0000e-005</b>	<b>9.6000e-004</b>	<b>0.0000</b>	<b>8.1484</b>	<b>8.1484</b>	<b>3.8000e-004</b>	<b>0.0000</b>	<b>8.1579</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0930	0.0000	0.0930	0.0500	0.0000	0.0500	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0364	0.3958	0.2408	4.4000e-004		0.0191	0.0191		0.0176	0.0176	0.0000	39.0881	39.0881	0.0126	0.0000	39.4041
<b>Total</b>	<b>0.0364</b>	<b>0.3958</b>	<b>0.2408</b>	<b>4.4000e-004</b>	<b>0.0930</b>	<b>0.0191</b>	<b>0.1121</b>	<b>0.0500</b>	<b>0.0176</b>	<b>0.0675</b>	<b>0.0000</b>	<b>39.0881</b>	<b>39.0881</b>	<b>0.0126</b>	<b>0.0000</b>	<b>39.4041</b>

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**3.4 Grading - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	7.2000e-004	0.0251	5.0500e-003	7.0000e-005	1.4500e-003	8.0000e-005	1.5300e-003	4.0000e-004	8.0000e-005	4.8000e-004	0.0000	6.5908	6.5908	3.4000e-004	0.0000	6.5993
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.5000e-004	5.3000e-004	5.5300e-003	2.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.5576	1.5576	4.0000e-005	0.0000	1.5586
<b>Total</b>	<b>1.4700e-003</b>	<b>0.0257</b>	<b>0.0106</b>	<b>9.0000e-005</b>	<b>3.2300e-003</b>	<b>9.0000e-005</b>	<b>3.3200e-003</b>	<b>8.7000e-004</b>	<b>9.0000e-005</b>	<b>9.6000e-004</b>	<b>0.0000</b>	<b>8.1484</b>	<b>8.1484</b>	<b>3.8000e-004</b>	<b>0.0000</b>	<b>8.1579</b>

**3.5 Building Construction - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0890	0.8058	0.7076	1.1300e-003		0.0469	0.0469		0.0441	0.0441	0.0000	97.2762	97.2762	0.0237	0.0000	97.8695
<b>Total</b>	<b>0.0890</b>	<b>0.8058</b>	<b>0.7076</b>	<b>1.1300e-003</b>		<b>0.0469</b>	<b>0.0469</b>		<b>0.0441</b>	<b>0.0441</b>	<b>0.0000</b>	<b>97.2762</b>	<b>97.2762</b>	<b>0.0237</b>	<b>0.0000</b>	<b>97.8695</b>

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**3.5 Building Construction - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.5000e-004	0.0194	4.8700e-003	5.0000e-005	1.1000e-003	9.0000e-005	1.2000e-003	3.2000e-004	9.0000e-005	4.1000e-004	0.0000	4.3986	4.3986	2.3000e-004	0.0000	4.4042
Worker	1.8100e-003	1.2900e-003	0.0134	4.0000e-005	4.3100e-003	3.0000e-005	4.3400e-003	1.1500e-003	3.0000e-005	1.1700e-003	0.0000	3.7799	3.7799	9.0000e-005	0.0000	3.7821
<b>Total</b>	<b>2.4600e-003</b>	<b>0.0207</b>	<b>0.0183</b>	<b>9.0000e-005</b>	<b>5.4100e-003</b>	<b>1.2000e-004</b>	<b>5.5400e-003</b>	<b>1.4700e-003</b>	<b>1.2000e-004</b>	<b>1.5800e-003</b>	<b>0.0000</b>	<b>8.1784</b>	<b>8.1784</b>	<b>3.2000e-004</b>	<b>0.0000</b>	<b>8.1864</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0890	0.8058	0.7076	1.1300e-003		0.0469	0.0469		0.0441	0.0441	0.0000	97.2761	97.2761	0.0237	0.0000	97.8694
<b>Total</b>	<b>0.0890</b>	<b>0.8058</b>	<b>0.7076</b>	<b>1.1300e-003</b>		<b>0.0469</b>	<b>0.0469</b>		<b>0.0441</b>	<b>0.0441</b>	<b>0.0000</b>	<b>97.2761</b>	<b>97.2761</b>	<b>0.0237</b>	<b>0.0000</b>	<b>97.8694</b>

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**3.5 Building Construction - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.5000e-004	0.0194	4.8700e-003	5.0000e-005	1.1000e-003	9.0000e-005	1.2000e-003	3.2000e-004	9.0000e-005	4.1000e-004	0.0000	4.3986	4.3986	2.3000e-004	0.0000	4.4042
Worker	1.8100e-003	1.2900e-003	0.0134	4.0000e-005	4.3100e-003	3.0000e-005	4.3400e-003	1.1500e-003	3.0000e-005	1.1700e-003	0.0000	3.7799	3.7799	9.0000e-005	0.0000	3.7821
<b>Total</b>	<b>2.4600e-003</b>	<b>0.0207</b>	<b>0.0183</b>	<b>9.0000e-005</b>	<b>5.4100e-003</b>	<b>1.2000e-004</b>	<b>5.5400e-003</b>	<b>1.4700e-003</b>	<b>1.2000e-004</b>	<b>1.5800e-003</b>	<b>0.0000</b>	<b>8.1784</b>	<b>8.1784</b>	<b>3.2000e-004</b>	<b>0.0000</b>	<b>8.1864</b>

**3.5 Building Construction - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1530	1.4033	1.3343	2.1700e-003		0.0772	0.0772		0.0726	0.0726	0.0000	186.4680	186.4680	0.0450	0.0000	187.5927
<b>Total</b>	<b>0.1530</b>	<b>1.4033</b>	<b>1.3343</b>	<b>2.1700e-003</b>		<b>0.0772</b>	<b>0.0772</b>		<b>0.0726</b>	<b>0.0726</b>	<b>0.0000</b>	<b>186.4680</b>	<b>186.4680</b>	<b>0.0450</b>	<b>0.0000</b>	<b>187.5927</b>



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**3.5 Building Construction - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0200e-003	0.0336	8.3900e-003	9.0000e-005	2.1100e-003	7.0000e-005	2.1800e-003	6.1000e-004	7.0000e-005	6.8000e-004	0.0000	8.3509	8.3509	4.1000e-004	0.0000	8.3611
Worker	3.2100e-003	2.2200e-003	0.0235	8.0000e-005	8.2700e-003	5.0000e-005	8.3200e-003	2.2000e-003	5.0000e-005	2.2500e-003	0.0000	6.9905	6.9905	1.6000e-004	0.0000	6.9944
<b>Total</b>	<b>4.2300e-003</b>	<b>0.0359</b>	<b>0.0319</b>	<b>1.7000e-004</b>	<b>0.0104</b>	<b>1.2000e-004</b>	<b>0.0105</b>	<b>2.8100e-003</b>	<b>1.2000e-004</b>	<b>2.9300e-003</b>	<b>0.0000</b>	<b>15.3414</b>	<b>15.3414</b>	<b>5.7000e-004</b>	<b>0.0000</b>	<b>15.3556</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1530	1.4033	1.3343	2.1700e-003		0.0772	0.0772		0.0726	0.0726	0.0000	186.4678	186.4678	0.0450	0.0000	187.5925
<b>Total</b>	<b>0.1530</b>	<b>1.4033</b>	<b>1.3343</b>	<b>2.1700e-003</b>		<b>0.0772</b>	<b>0.0772</b>		<b>0.0726</b>	<b>0.0726</b>	<b>0.0000</b>	<b>186.4678</b>	<b>186.4678</b>	<b>0.0450</b>	<b>0.0000</b>	<b>187.5925</b>

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**3.5 Building Construction - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0200e-003	0.0336	8.3900e-003	9.0000e-005	2.1100e-003	7.0000e-005	2.1800e-003	6.1000e-004	7.0000e-005	6.8000e-004	0.0000	8.3509	8.3509	4.1000e-004	0.0000	8.3611
Worker	3.2100e-003	2.2200e-003	0.0235	8.0000e-005	8.2700e-003	5.0000e-005	8.3200e-003	2.2000e-003	5.0000e-005	2.2500e-003	0.0000	6.9905	6.9905	1.6000e-004	0.0000	6.9944
<b>Total</b>	<b>4.2300e-003</b>	<b>0.0359</b>	<b>0.0319</b>	<b>1.7000e-004</b>	<b>0.0104</b>	<b>1.2000e-004</b>	<b>0.0105</b>	<b>2.8100e-003</b>	<b>1.2000e-004</b>	<b>2.9300e-003</b>	<b>0.0000</b>	<b>15.3414</b>	<b>15.3414</b>	<b>5.7000e-004</b>	<b>0.0000</b>	<b>15.3556</b>

**3.6 Paving - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0164	0.1626	0.1839	2.8000e-004		8.6800e-003	8.6800e-003		8.0100e-003	8.0100e-003	0.0000	24.5559	24.5559	7.7200e-003	0.0000	24.7488
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0164</b>	<b>0.1626</b>	<b>0.1839</b>	<b>2.8000e-004</b>		<b>8.6800e-003</b>	<b>8.6800e-003</b>		<b>8.0100e-003</b>	<b>8.0100e-003</b>	<b>0.0000</b>	<b>24.5559</b>	<b>24.5559</b>	<b>7.7200e-003</b>	<b>0.0000</b>	<b>24.7488</b>

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**3.6 Paving - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.2000e-004	6.4000e-004	6.7300e-003	2.0000e-005	2.3700e-003	2.0000e-005	2.3900e-003	6.3000e-004	1.0000e-005	6.4000e-004	0.0000	2.0040	2.0040	4.0000e-005	0.0000	2.0051
<b>Total</b>	<b>9.2000e-004</b>	<b>6.4000e-004</b>	<b>6.7300e-003</b>	<b>2.0000e-005</b>	<b>2.3700e-003</b>	<b>2.0000e-005</b>	<b>2.3900e-003</b>	<b>6.3000e-004</b>	<b>1.0000e-005</b>	<b>6.4000e-004</b>	<b>0.0000</b>	<b>2.0040</b>	<b>2.0040</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>2.0051</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0164	0.1626	0.1839	2.8000e-004		8.6800e-003	8.6800e-003		8.0100e-003	8.0100e-003	0.0000	24.5559	24.5559	7.7200e-003	0.0000	24.7488
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0164</b>	<b>0.1626</b>	<b>0.1839</b>	<b>2.8000e-004</b>		<b>8.6800e-003</b>	<b>8.6800e-003</b>		<b>8.0100e-003</b>	<b>8.0100e-003</b>	<b>0.0000</b>	<b>24.5559</b>	<b>24.5559</b>	<b>7.7200e-003</b>	<b>0.0000</b>	<b>24.7488</b>

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**3.6 Paving - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.2000e-004	6.4000e-004	6.7300e-003	2.0000e-005	2.3700e-003	2.0000e-005	2.3900e-003	6.3000e-004	1.0000e-005	6.4000e-004	0.0000	2.0040	2.0040	4.0000e-005	0.0000	2.0051
<b>Total</b>	<b>9.2000e-004</b>	<b>6.4000e-004</b>	<b>6.7300e-003</b>	<b>2.0000e-005</b>	<b>2.3700e-003</b>	<b>2.0000e-005</b>	<b>2.3900e-003</b>	<b>6.3000e-004</b>	<b>1.0000e-005</b>	<b>6.4000e-004</b>	<b>0.0000</b>	<b>2.0040</b>	<b>2.0040</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>2.0051</b>

**3.7 Architectural Coating - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4562					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2800e-003	0.0229	0.0273	4.0000e-005		1.4100e-003	1.4100e-003		1.4100e-003	1.4100e-003	0.0000	3.8299	3.8299	2.6000e-004	0.0000	3.8365
<b>Total</b>	<b>0.4594</b>	<b>0.0229</b>	<b>0.0273</b>	<b>4.0000e-005</b>		<b>1.4100e-003</b>	<b>1.4100e-003</b>		<b>1.4100e-003</b>	<b>1.4100e-003</b>	<b>0.0000</b>	<b>3.8299</b>	<b>3.8299</b>	<b>2.6000e-004</b>	<b>0.0000</b>	<b>3.8365</b>

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**3.7 Architectural Coating - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.0000e-004	1.0100e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3006	0.3006	1.0000e-005	0.0000	0.3008
<b>Total</b>	<b>1.4000e-004</b>	<b>1.0000e-004</b>	<b>1.0100e-003</b>	<b>0.0000</b>	<b>3.6000e-004</b>	<b>0.0000</b>	<b>3.6000e-004</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>0.3006</b>	<b>0.3006</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.3008</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4562					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2800e-003	0.0229	0.0273	4.0000e-005		1.4100e-003	1.4100e-003		1.4100e-003	1.4100e-003	0.0000	3.8299	3.8299	2.6000e-004	0.0000	3.8365
<b>Total</b>	<b>0.4594</b>	<b>0.0229</b>	<b>0.0273</b>	<b>4.0000e-005</b>		<b>1.4100e-003</b>	<b>1.4100e-003</b>		<b>1.4100e-003</b>	<b>1.4100e-003</b>	<b>0.0000</b>	<b>3.8299</b>	<b>3.8299</b>	<b>2.6000e-004</b>	<b>0.0000</b>	<b>3.8365</b>

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**3.7 Architectural Coating - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.0000e-004	1.0100e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3006	0.3006	1.0000e-005	0.0000	0.3008
<b>Total</b>	<b>1.4000e-004</b>	<b>1.0000e-004</b>	<b>1.0100e-003</b>	<b>0.0000</b>	<b>3.6000e-004</b>	<b>0.0000</b>	<b>3.6000e-004</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>0.3006</b>	<b>0.3006</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.3008</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

Increase Density

Improve Walkability Design

Improve Destination Accessibility

Improve Pedestrian Network

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0909	0.4335	0.9994	3.3400e-003	0.2793	3.1300e-003	0.2824	0.0750	2.9300e-003	0.0779	0.0000	306.5771	306.5771	0.0119	0.0000	306.8739
Unmitigated	0.0932	0.4505	1.0518	3.5700e-003	0.3000	3.3300e-003	0.3033	0.0805	3.1200e-003	0.0837	0.0000	327.5339	327.5339	0.0125	0.0000	327.8457

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	348.98	348.98	348.98	806,016	750,401
Total	348.98	348.98	348.98	806,016	750,401

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789

5.0 Energy Detail

Historical Energy Use: N

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**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	43.4389	43.4389	3.8300e-003	7.9000e-004	43.7709
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	43.4389	43.4389	3.8300e-003	7.9000e-004	43.7709
NaturalGas Mitigated	5.6400e-003	0.0482	0.0205	3.1000e-004		3.9000e-003	3.9000e-003		3.9000e-003	3.9000e-003	0.0000	55.8369	55.8369	1.0700e-003	1.0200e-003	56.1687
NaturalGas Unmitigated	5.6400e-003	0.0482	0.0205	3.1000e-004		3.9000e-003	3.9000e-003		3.9000e-003	3.9000e-003	0.0000	55.8369	55.8369	1.0700e-003	1.0200e-003	56.1687

**5.2 Energy by Land Use - NaturalGas**

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	1.04634e+006	5.6400e-003	0.0482	0.0205	3.1000e-004		3.9000e-003	3.9000e-003		3.9000e-003	3.9000e-003	0.0000	55.8369	55.8369	1.0700e-003	1.0200e-003	56.1687
<b>Total</b>		<b>5.6400e-003</b>	<b>0.0482</b>	<b>0.0205</b>	<b>3.1000e-004</b>		<b>3.9000e-003</b>	<b>3.9000e-003</b>		<b>3.9000e-003</b>	<b>3.9000e-003</b>	<b>0.0000</b>	<b>55.8369</b>	<b>55.8369</b>	<b>1.0700e-003</b>	<b>1.0200e-003</b>	<b>56.1687</b>



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**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	1.04634e+006	5.6400e-003	0.0482	0.0205	3.1000e-004		3.9000e-003	3.9000e-003		3.9000e-003	3.9000e-003	0.0000	55.8369	55.8369	1.0700e-003	1.0200e-003	56.1687
<b>Total</b>		<b>5.6400e-003</b>	<b>0.0482</b>	<b>0.0205</b>	<b>3.1000e-004</b>		<b>3.9000e-003</b>	<b>3.9000e-003</b>		<b>3.9000e-003</b>	<b>3.9000e-003</b>	<b>0.0000</b>	<b>55.8369</b>	<b>55.8369</b>	<b>1.0700e-003</b>	<b>1.0200e-003</b>	<b>56.1687</b>

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	291261	43.4389	3.8300e-003	7.9000e-004	43.7709
<b>Total</b>		<b>43.4389</b>	<b>3.8300e-003</b>	<b>7.9000e-004</b>	<b>43.7709</b>

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### 5.3 Energy by Land Use - Electricity

#### Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	291261	43.4389	3.8300e-003	7.9000e-004	43.7709
<b>Total</b>		<b>43.4389</b>	<b>3.8300e-003</b>	<b>7.9000e-004</b>	<b>43.7709</b>

### 6.0 Area Detail

#### 6.1 Mitigation Measures Area

Use only Natural Gas Hearths

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3071	5.7300e-003	0.2690	3.0000e-005		1.6900e-003	1.6900e-003		1.6900e-003	1.6900e-003	0.0000	3.4927	3.4927	4.8000e-004	6.0000e-005	3.5214
Unmitigated	0.5190	7.7400e-003	0.5764	6.5000e-004		0.0460	0.0460		0.0460	0.0460	4.5760	1.5602	6.1362	9.0700e-003	2.6000e-004	6.4409

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0456					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2531					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.2122	4.6500e-003	0.3085	6.4000e-004		0.0445	0.0445		0.0445	0.0445	4.5760	1.1236	5.6996	8.6500e-003	2.6000e-004	5.9937
Landscaping	8.1200e-003	3.0900e-003	0.2679	1.0000e-005		1.4800e-003	1.4800e-003		1.4800e-003	1.4800e-003	0.0000	0.4366	0.4366	4.2000e-004	0.0000	0.4472
<b>Total</b>	<b>0.5190</b>	<b>7.7400e-003</b>	<b>0.5764</b>	<b>6.5000e-004</b>		<b>0.0460</b>	<b>0.0460</b>		<b>0.0460</b>	<b>0.0460</b>	<b>4.5760</b>	<b>1.5602</b>	<b>6.1362</b>	<b>9.0700e-003</b>	<b>2.6000e-004</b>	<b>6.4409</b>

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**6.2 Area by SubCategory**

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0456					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2531					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.1000e-004	2.6400e-003	1.1200e-003	2.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	3.0561	3.0561	6.0000e-005	6.0000e-005	3.0742
Landscaping	8.1200e-003	3.0900e-003	0.2679	1.0000e-005		1.4800e-003	1.4800e-003		1.4800e-003	1.4800e-003	0.0000	0.4366	0.4366	4.2000e-004	0.0000	0.4472
<b>Total</b>	<b>0.3071</b>	<b>5.7300e-003</b>	<b>0.2690</b>	<b>3.0000e-005</b>		<b>1.6900e-003</b>	<b>1.6900e-003</b>		<b>1.6900e-003</b>	<b>1.6900e-003</b>	<b>0.0000</b>	<b>3.4927</b>	<b>3.4927</b>	<b>4.8000e-004</b>	<b>6.0000e-005</b>	<b>3.5214</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.4089	0.0767	1.8500e-003	5.8778
Unmitigated	3.4089	0.0767	1.8500e-003	5.8778

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	2.34554 / 1.47871	3.4089	0.0767	1.8500e-003	5.8778
<b>Total</b>		<b>3.4089</b>	<b>0.0767</b>	<b>1.8500e-003</b>	<b>5.8778</b>

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**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	2.34554 / 1.47871	3.4089	0.0767	1.8500e-003	5.8778
<b>Total</b>		<b>3.4089</b>	<b>0.0767</b>	<b>1.8500e-003</b>	<b>5.8778</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	8.7814	0.5190	0.0000	21.7555
Unmitigated	8.7814	0.5190	0.0000	21.7555

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**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	43.26	8.7814	0.5190	0.0000	21.7555
<b>Total</b>		<b>8.7814</b>	<b>0.5190</b>	<b>0.0000</b>	<b>21.7555</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	43.26	8.7814	0.5190	0.0000	21.7555
<b>Total</b>		<b>8.7814</b>	<b>0.5190</b>	<b>0.0000</b>	<b>21.7555</b>

**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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## 10.0 Stationary Equipment

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### Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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### Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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### User Defined Equipment

Equipment Type	Number
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## 11.0 Vegetation

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1005 North Park Victoria Drive - Bay Area AQMD Air District, Summer

**1005 North Park Victoria Drive**  
**Bay Area AQMD Air District, Summer**

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	36.00	Dwelling Unit	4.88	64,800.00	103

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	64
<b>Climate Zone</b>	4			<b>Operational Year</b>	2021
<b>Utility Company</b>	Pacific Gas & Electric Company				
<b>CO2 Intensity (lb/MW hr)</b>	328.8	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity factor based on 5-year average (PG&E, 2015)

Land Use - 4.88-acre project site

Construction Phase - Project construction would commence spring 2020 and would occur for approximately 1.5 to 2 years

Grading - Project would require the import of approximately 1,711 cubic yards of soil

Demolition - The proposed project would include the demolition of the existing approximately 2,300-square-foot building

Trips and VMT - The project would include a total of 172 truck trips to import soil

Vehicle Trips - Based on project's trip generation

Mobile Land Use Mitigation -

Area Mitigation - Assuming only natural gas hearth

## 1005 North Park Victoria Drive - Bay Area AQMD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	30.00
tblConstructionPhase	NumDays	230.00	245.00
tblConstructionPhase	NumDays	20.00	30.00
tblConstructionPhase	NumDays	8.00	30.00
tblConstructionPhase	NumDays	18.00	30.00
tblConstructionPhase	NumDays	5.00	30.00
tblConstructionPhase	PhaseEndDate	6/24/2021	11/5/2021
tblConstructionPhase	PhaseEndDate	5/5/2021	8/13/2021
tblConstructionPhase	PhaseEndDate	5/29/2020	6/12/2020
tblConstructionPhase	PhaseEndDate	6/17/2020	9/4/2020
tblConstructionPhase	PhaseEndDate	5/31/2021	9/24/2021
tblConstructionPhase	PhaseEndDate	6/5/2020	7/24/2020
tblConstructionPhase	PhaseStartDate	6/1/2021	9/27/2021
tblConstructionPhase	PhaseStartDate	6/18/2020	9/7/2020
tblConstructionPhase	PhaseStartDate	6/6/2020	7/27/2020
tblConstructionPhase	PhaseStartDate	5/6/2021	8/16/2021
tblConstructionPhase	PhaseStartDate	5/30/2020	6/15/2020
tblGrading	AcresOfGrading	15.00	4.88
tblGrading	MaterialImported	0.00	1,711.00
tblLandUse	LotAcreage	11.69	4.88
tblProjectCharacteristics	CO2IntensityFactor	641.35	328.8
tblTripsAndVMT	HaulingTripNumber	214.00	172.00
tblVehicleTrips	ST_TR	9.91	9.69
tblVehicleTrips	SU_TR	8.62	9.69
tblVehicleTrips	WD_TR	9.52	9.69

## 1005 North Park Victoria Drive - Bay Area AQMD Air District, Summer

**2.0 Emissions Summary****2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	4.1390	42.4552	22.1746	0.0403	18.2141	2.1984	20.4125	9.9699	2.0225	11.9924	0.0000	3,899.180 9	3,899.180 9	1.1954	0.0000	3,925.739 2
2021	30.6388	17.8699	16.9920	0.0290	0.1643	0.9602	1.0941	0.0436	0.9028	0.9389	0.0000	2,771.902 1	2,771.902 1	0.6237	0.0000	2,787.495 6
<b>Maximum</b>	<b>30.6388</b>	<b>42.4552</b>	<b>22.1746</b>	<b>0.0403</b>	<b>18.2141</b>	<b>2.1984</b>	<b>20.4125</b>	<b>9.9699</b>	<b>2.0225</b>	<b>11.9924</b>	<b>0.0000</b>	<b>3,899.180 9</b>	<b>3,899.180 9</b>	<b>1.1954</b>	<b>0.0000</b>	<b>3,925.739 2</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	4.1390	42.4552	22.1746	0.0403	18.2141	2.1984	20.4125	9.9699	2.0225	11.9924	0.0000	3,899.180 9	3,899.180 9	1.1954	0.0000	3,925.739 2
2021	30.6388	17.8699	16.9920	0.0290	0.1643	0.9602	1.0941	0.0436	0.9028	0.9389	0.0000	2,771.902 1	2,771.902 1	0.6237	0.0000	2,787.495 6
<b>Maximum</b>	<b>30.6388</b>	<b>42.4552</b>	<b>22.1746</b>	<b>0.0403</b>	<b>18.2141</b>	<b>2.1984</b>	<b>20.4125</b>	<b>9.9699</b>	<b>2.0225</b>	<b>11.9924</b>	<b>0.0000</b>	<b>3,899.180 9</b>	<b>3,899.180 9</b>	<b>1.1954</b>	<b>0.0000</b>	<b>3,925.739 2</b>



1005 North Park Victoria Drive - Bay Area AQMD Air District, Summer

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	39.0343	0.7527	51.2269	0.0910		6.8393	6.8393		6.8393	6.8393	733.6202	227.7008	961.3210	0.9123	0.0518	999.5544
Energy	0.0309	0.2642	0.1124	1.6900e-003		0.0214	0.0214		0.0214	0.0214		337.2581	337.2581	6.4600e-003	6.1800e-003	339.2623
Mobile	0.5859	2.3972	5.9933	0.0208	1.7125	0.0183	1.7308	0.4582	0.0171	0.4753		2,099.988 2	2,099.988 2	0.0760		2,101.887 6
<b>Total</b>	<b>39.6511</b>	<b>3.4141</b>	<b>57.3326</b>	<b>0.1135</b>	<b>1.7125</b>	<b>6.8789</b>	<b>8.5914</b>	<b>0.4582</b>	<b>6.8777</b>	<b>7.3359</b>	<b>733.6202</b>	<b>2,664.947 1</b>	<b>3,398.567 3</b>	<b>0.9947</b>	<b>0.0580</b>	<b>3,440.704 2</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.7823	0.5081	3.1781	3.1800e-003		0.0547	0.0547		0.0547	0.0547	0.0000	610.1479	610.1479	0.0168	0.0111	613.8715
Energy	0.0309	0.2642	0.1124	1.6900e-003		0.0214	0.0214		0.0214	0.0214		337.2581	337.2581	6.4600e-003	6.1800e-003	339.2623
Mobile	0.5731	2.3093	5.6682	0.0195	1.5943	0.0172	1.6115	0.4266	0.0161	0.4427		1,965.426 6	1,965.426 6	0.0722		1,967.230 7
<b>Total</b>	<b>2.3863</b>	<b>3.0816</b>	<b>8.9587</b>	<b>0.0243</b>	<b>1.5943</b>	<b>0.0932</b>	<b>1.6876</b>	<b>0.4266</b>	<b>0.0921</b>	<b>0.5187</b>	<b>0.0000</b>	<b>2,912.832 6</b>	<b>2,912.832 6</b>	<b>0.0954</b>	<b>0.0173</b>	<b>2,920.364 5</b>

## 1005 North Park Victoria Drive - Bay Area AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	93.98	9.74	84.37	78.57	6.90	98.64	80.36	6.90	98.66	92.93	100.00	-9.30	14.29	90.41	70.20	15.12

### 3.0 Construction Detail

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#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/4/2020	6/12/2020	5	30	
2	Site Preparation	Site Preparation	6/15/2020	7/24/2020	5	30	
3	Grading	Grading	7/27/2020	9/4/2020	5	30	
4	Building Construction	Building Construction	9/7/2020	8/13/2021	5	245	
5	Paving	Paving	8/16/2021	9/24/2021	5	30	
6	Architectural Coating	Architectural Coating	9/27/2021	11/5/2021	5	30	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4.88

Acres of Paving: 0

Residential Indoor: 131,220; Residential Outdoor: 43,740; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

#### OffRoad Equipment

## 1005 North Park Victoria Drive - Bay Area AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	2	6.00	132	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

**Trips and VMT**

1005 North Park Victoria Drive - Bay Area AQMD Air District, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	10.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	172.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	13.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

**3.2 Demolition - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0755	0.0000	0.0755	0.0114	0.0000	0.0114			0.0000			0.0000
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419		3,747.7049	3,747.7049	1.0580		3,774.1536
<b>Total</b>	<b>3.3121</b>	<b>33.2010</b>	<b>21.7532</b>	<b>0.0388</b>	<b>0.0755</b>	<b>1.6587</b>	<b>1.7342</b>	<b>0.0114</b>	<b>1.5419</b>	<b>1.5533</b>		<b>3,747.7049</b>	<b>3,747.7049</b>	<b>1.0580</b>		<b>3,774.1536</b>



1005 North Park Victoria Drive - Bay Area AQMD Air District, Summer

**3.2 Demolition - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.7500e-003	0.0955	0.0190	2.7000e-004	5.8200e-003	3.1000e-004	6.1400e-003	1.6000e-003	3.0000e-004	1.8900e-003		28.3595	28.3595	1.4200e-003		28.3949
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0521	0.0316	0.4025	1.2400e-003	0.1232	8.0000e-004	0.1240	0.0327	7.4000e-004	0.0334		123.1165	123.1165	2.9700e-003		123.1907
<b>Total</b>	<b>0.0549</b>	<b>0.1270</b>	<b>0.4214</b>	<b>1.5100e-003</b>	<b>0.1290</b>	<b>1.1100e-003</b>	<b>0.1302</b>	<b>0.0343</b>	<b>1.0400e-003</b>	<b>0.0353</b>		<b>151.4759</b>	<b>151.4759</b>	<b>4.3900e-003</b>		<b>151.5856</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0755	0.0000	0.0755	0.0114	0.0000	0.0114			0.0000			0.0000
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419	0.0000	3,747.7049	3,747.7049	1.0580		3,774.1536
<b>Total</b>	<b>3.3121</b>	<b>33.2010</b>	<b>21.7532</b>	<b>0.0388</b>	<b>0.0755</b>	<b>1.6587</b>	<b>1.7342</b>	<b>0.0114</b>	<b>1.5419</b>	<b>1.5533</b>	<b>0.0000</b>	<b>3,747.7049</b>	<b>3,747.7049</b>	<b>1.0580</b>		<b>3,774.1536</b>

1005 North Park Victoria Drive - Bay Area AQMD Air District, Summer

**3.2 Demolition - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.7500e-003	0.0955	0.0190	2.7000e-004	5.8200e-003	3.1000e-004	6.1400e-003	1.6000e-003	3.0000e-004	1.8900e-003		28.3595	28.3595	1.4200e-003		28.3949
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0521	0.0316	0.4025	1.2400e-003	0.1232	8.0000e-004	0.1240	0.0327	7.4000e-004	0.0334		123.1165	123.1165	2.9700e-003		123.1907
<b>Total</b>	<b>0.0549</b>	<b>0.1270</b>	<b>0.4214</b>	<b>1.5100e-003</b>	<b>0.1290</b>	<b>1.1100e-003</b>	<b>0.1302</b>	<b>0.0343</b>	<b>1.0400e-003</b>	<b>0.0353</b>		<b>151.4759</b>	<b>151.4759</b>	<b>4.3900e-003</b>		<b>151.5856</b>

**3.3 Site Preparation - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
<b>Total</b>	<b>4.0765</b>	<b>42.4173</b>	<b>21.5136</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.1974</b>	<b>20.2637</b>	<b>9.9307</b>	<b>2.0216</b>	<b>11.9523</b>		<b>3,685.1016</b>	<b>3,685.1016</b>	<b>1.1918</b>		<b>3,714.8975</b>

1005 North Park Victoria Drive - Bay Area AQMD Air District, Summer

**3.3 Site Preparation - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0626	0.0379	0.4830	1.4800e-003	0.1479	9.6000e-004	0.1488	0.0392	8.8000e-004	0.0401		147.7398	147.7398	3.5600e-003		147.8288
<b>Total</b>	<b>0.0626</b>	<b>0.0379</b>	<b>0.4830</b>	<b>1.4800e-003</b>	<b>0.1479</b>	<b>9.6000e-004</b>	<b>0.1488</b>	<b>0.0392</b>	<b>8.8000e-004</b>	<b>0.0401</b>		<b>147.7398</b>	<b>147.7398</b>	<b>3.5600e-003</b>		<b>147.8288</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
<b>Total</b>	<b>4.0765</b>	<b>42.4173</b>	<b>21.5136</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.1974</b>	<b>20.2637</b>	<b>9.9307</b>	<b>2.0216</b>	<b>11.9523</b>	<b>0.0000</b>	<b>3,685.1016</b>	<b>3,685.1016</b>	<b>1.1918</b>		<b>3,714.8975</b>

1005 North Park Victoria Drive - Bay Area AQMD Air District, Summer

**3.3 Site Preparation - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0626	0.0379	0.4830	1.4800e-003	0.1479	9.6000e-004	0.1488	0.0392	8.8000e-004	0.0401		147.7398	147.7398	3.5600e-003		147.8288
<b>Total</b>	<b>0.0626</b>	<b>0.0379</b>	<b>0.4830</b>	<b>1.4800e-003</b>	<b>0.1479</b>	<b>9.6000e-004</b>	<b>0.1488</b>	<b>0.0392</b>	<b>8.8000e-004</b>	<b>0.0401</b>		<b>147.7398</b>	<b>147.7398</b>	<b>3.5600e-003</b>		<b>147.8288</b>

**3.4 Grading - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2010	0.0000	6.2010	3.3298	0.0000	3.3298			0.0000			0.0000
Off-Road	2.4288	26.3859	16.0530	0.0297		1.2734	1.2734		1.1716	1.1716		2,872.4851	2,872.4851	0.9290		2,895.7106
<b>Total</b>	<b>2.4288</b>	<b>26.3859</b>	<b>16.0530</b>	<b>0.0297</b>	<b>6.2010</b>	<b>1.2734</b>	<b>7.4745</b>	<b>3.3298</b>	<b>1.1716</b>	<b>4.5014</b>		<b>2,872.4851</b>	<b>2,872.4851</b>	<b>0.9290</b>		<b>2,895.7106</b>

1005 North Park Victoria Drive - Bay Area AQMD Air District, Summer

**3.4 Grading - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0473	1.6423	0.3264	4.5600e-003	0.1002	5.3700e-003	0.1055	0.0275	5.1400e-003	0.0326		487.7826	487.7826	0.0244		488.3926
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0521	0.0316	0.4025	1.2400e-003	0.1232	8.0000e-004	0.1240	0.0327	7.4000e-004	0.0334		123.1165	123.1165	2.9700e-003		123.1907
<b>Total</b>	<b>0.0995</b>	<b>1.6738</b>	<b>0.7289</b>	<b>5.8000e-003</b>	<b>0.2234</b>	<b>6.1700e-003</b>	<b>0.2296</b>	<b>0.0601</b>	<b>5.8800e-003</b>	<b>0.0660</b>		<b>610.8991</b>	<b>610.8991</b>	<b>0.0274</b>		<b>611.5833</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2010	0.0000	6.2010	3.3298	0.0000	3.3298			0.0000			0.0000
Off-Road	2.4288	26.3859	16.0530	0.0297		1.2734	1.2734		1.1716	1.1716	0.0000	2,872.4851	2,872.4851	0.9290		2,895.7106
<b>Total</b>	<b>2.4288</b>	<b>26.3859</b>	<b>16.0530</b>	<b>0.0297</b>	<b>6.2010</b>	<b>1.2734</b>	<b>7.4745</b>	<b>3.3298</b>	<b>1.1716</b>	<b>4.5014</b>	<b>0.0000</b>	<b>2,872.4851</b>	<b>2,872.4851</b>	<b>0.9290</b>		<b>2,895.7106</b>

1005 North Park Victoria Drive - Bay Area AQMD Air District, Summer

**3.4 Grading - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0473	1.6423	0.3264	4.5600e-003	0.1002	5.3700e-003	0.1055	0.0275	5.1400e-003	0.0326		487.7826	487.7826	0.0244		488.3926
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0521	0.0316	0.4025	1.2400e-003	0.1232	8.0000e-004	0.1240	0.0327	7.4000e-004	0.0334		123.1165	123.1165	2.9700e-003		123.1907
<b>Total</b>	<b>0.0995</b>	<b>1.6738</b>	<b>0.7289</b>	<b>5.8000e-003</b>	<b>0.2234</b>	<b>6.1700e-003</b>	<b>0.2296</b>	<b>0.0601</b>	<b>5.8800e-003</b>	<b>0.0660</b>		<b>610.8991</b>	<b>610.8991</b>	<b>0.0274</b>		<b>611.5833</b>

**3.5 Building Construction - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
<b>Total</b>	<b>2.1198</b>	<b>19.1860</b>	<b>16.8485</b>	<b>0.0269</b>		<b>1.1171</b>	<b>1.1171</b>		<b>1.0503</b>	<b>1.0503</b>		<b>2,553.0631</b>	<b>2,553.0631</b>	<b>0.6229</b>		<b>2,568.6345</b>

1005 North Park Victoria Drive - Bay Area AQMD Air District, Summer

**3.5 Building Construction - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0152	0.4559	0.1087	1.1000e-003	0.0271	2.2300e-003	0.0293	7.7900e-003	2.1400e-003	9.9300e-003		116.6832	116.6832	5.7500e-003		116.8269
Worker	0.0452	0.0274	0.3488	1.0700e-003	0.1068	6.9000e-004	0.1075	0.0283	6.4000e-004	0.0290		106.7010	106.7010	2.5700e-003		106.7652
<b>Total</b>	<b>0.0604</b>	<b>0.4832</b>	<b>0.4575</b>	<b>2.1700e-003</b>	<b>0.1339</b>	<b>2.9200e-003</b>	<b>0.1368</b>	<b>0.0361</b>	<b>2.7800e-003</b>	<b>0.0389</b>		<b>223.3842</b>	<b>223.3842</b>	<b>8.3200e-003</b>		<b>223.5921</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
<b>Total</b>	<b>2.1198</b>	<b>19.1860</b>	<b>16.8485</b>	<b>0.0269</b>		<b>1.1171</b>	<b>1.1171</b>		<b>1.0503</b>	<b>1.0503</b>	<b>0.0000</b>	<b>2,553.0631</b>	<b>2,553.0631</b>	<b>0.6229</b>		<b>2,568.6345</b>

1005 North Park Victoria Drive - Bay Area AQMD Air District, Summer

**3.5 Building Construction - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0152	0.4559	0.1087	1.1000e-003	0.0271	2.2300e-003	0.0293	7.7900e-003	2.1400e-003	9.9300e-003		116.6832	116.6832	5.7500e-003		116.8269
Worker	0.0452	0.0274	0.3488	1.0700e-003	0.1068	6.9000e-004	0.1075	0.0283	6.4000e-004	0.0290		106.7010	106.7010	2.5700e-003		106.7652
<b>Total</b>	<b>0.0604</b>	<b>0.4832</b>	<b>0.4575</b>	<b>2.1700e-003</b>	<b>0.1339</b>	<b>2.9200e-003</b>	<b>0.1368</b>	<b>0.0361</b>	<b>2.7800e-003</b>	<b>0.0389</b>		<b>223.3842</b>	<b>223.3842</b>	<b>8.3200e-003</b>		<b>223.5921</b>

**3.5 Building Construction - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
<b>Total</b>	<b>1.9009</b>	<b>17.4321</b>	<b>16.5752</b>	<b>0.0269</b>		<b>0.9586</b>	<b>0.9586</b>		<b>0.9013</b>	<b>0.9013</b>		<b>2,553.3639</b>	<b>2,553.3639</b>	<b>0.6160</b>		<b>2,568.7643</b>



1005 North Park Victoria Drive - Bay Area AQMD Air District, Summer

**3.5 Building Construction - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0124	0.4134	0.0975	1.0900e-003	0.0271	9.0000e-004	0.0280	7.7900e-003	8.6000e-004	8.6500e-003		115.5834	115.5834	5.4200e-003		115.7190
Worker	0.0418	0.0244	0.3193	1.0300e-003	0.1068	6.7000e-004	0.1075	0.0283	6.2000e-004	0.0290		102.9547	102.9547	2.3000e-003		103.0123
<b>Total</b>	<b>0.0542</b>	<b>0.4378</b>	<b>0.4168</b>	<b>2.1200e-003</b>	<b>0.1339</b>	<b>1.5700e-003</b>	<b>0.1354</b>	<b>0.0361</b>	<b>1.4800e-003</b>	<b>0.0376</b>		<b>218.5382</b>	<b>218.5382</b>	<b>7.7200e-003</b>		<b>218.7313</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
<b>Total</b>	<b>1.9009</b>	<b>17.4321</b>	<b>16.5752</b>	<b>0.0269</b>		<b>0.9586</b>	<b>0.9586</b>		<b>0.9013</b>	<b>0.9013</b>	<b>0.0000</b>	<b>2,553.3639</b>	<b>2,553.3639</b>	<b>0.6160</b>		<b>2,568.7643</b>

1005 North Park Victoria Drive - Bay Area AQMD Air District, Summer

**3.5 Building Construction - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0124	0.4134	0.0975	1.0900e-003	0.0271	9.0000e-004	0.0280	7.7900e-003	8.6000e-004	8.6500e-003		115.5834	115.5834	5.4200e-003		115.7190
Worker	0.0418	0.0244	0.3193	1.0300e-003	0.1068	6.7000e-004	0.1075	0.0283	6.2000e-004	0.0290		102.9547	102.9547	2.3000e-003		103.0123
<b>Total</b>	<b>0.0542</b>	<b>0.4378</b>	<b>0.4168</b>	<b>2.1200e-003</b>	<b>0.1339</b>	<b>1.5700e-003</b>	<b>0.1354</b>	<b>0.0361</b>	<b>1.4800e-003</b>	<b>0.0376</b>		<b>218.5382</b>	<b>218.5382</b>	<b>7.7200e-003</b>		<b>218.7313</b>

**3.6 Paving - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0940	10.8399	12.2603	0.0189		0.5788	0.5788		0.5342	0.5342		1,804.5523	1,804.5523	0.5670		1,818.7270
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.0940</b>	<b>10.8399</b>	<b>12.2603</b>	<b>0.0189</b>		<b>0.5788</b>	<b>0.5788</b>		<b>0.5342</b>	<b>0.5342</b>		<b>1,804.5523</b>	<b>1,804.5523</b>	<b>0.5670</b>		<b>1,818.7270</b>

1005 North Park Victoria Drive - Bay Area AQMD Air District, Summer

**3.6 Paving - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0376	0.4913	1.5900e-003	0.1643	1.0300e-003	0.1653	0.0436	9.5000e-004	0.0445		158.3919	158.3919	3.5400e-003		158.4804
<b>Total</b>	<b>0.0643</b>	<b>0.0376</b>	<b>0.4913</b>	<b>1.5900e-003</b>	<b>0.1643</b>	<b>1.0300e-003</b>	<b>0.1653</b>	<b>0.0436</b>	<b>9.5000e-004</b>	<b>0.0445</b>		<b>158.3919</b>	<b>158.3919</b>	<b>3.5400e-003</b>		<b>158.4804</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0940	10.8399	12.2603	0.0189		0.5788	0.5788		0.5342	0.5342	0.0000	1,804.5523	1,804.5523	0.5670		1,818.7270
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.0940</b>	<b>10.8399</b>	<b>12.2603</b>	<b>0.0189</b>		<b>0.5788</b>	<b>0.5788</b>		<b>0.5342</b>	<b>0.5342</b>	<b>0.0000</b>	<b>1,804.5523</b>	<b>1,804.5523</b>	<b>0.5670</b>		<b>1,818.7270</b>

1005 North Park Victoria Drive - Bay Area AQMD Air District, Summer

**3.6 Paving - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0376	0.4913	1.5900e-003	0.1643	1.0300e-003	0.1653	0.0436	9.5000e-004	0.0445		158.3919	158.3919	3.5400e-003		158.4804
<b>Total</b>	<b>0.0643</b>	<b>0.0376</b>	<b>0.4913</b>	<b>1.5900e-003</b>	<b>0.1643</b>	<b>1.0300e-003</b>	<b>0.1653</b>	<b>0.0436</b>	<b>9.5000e-004</b>	<b>0.0445</b>		<b>158.3919</b>	<b>158.3919</b>	<b>3.5400e-003</b>		<b>158.4804</b>

**3.7 Architectural Coating - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	30.4102					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>30.6291</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

1005 North Park Victoria Drive - Bay Area AQMD Air District, Summer

**3.7 Architectural Coating - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	9.6500e-003	5.6400e-003	0.0737	2.4000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.4000e-004	6.6800e-003		23.7588	23.7588	5.3000e-004		23.7721
<b>Total</b>	<b>9.6500e-003</b>	<b>5.6400e-003</b>	<b>0.0737</b>	<b>2.4000e-004</b>	<b>0.0246</b>	<b>1.6000e-004</b>	<b>0.0248</b>	<b>6.5400e-003</b>	<b>1.4000e-004</b>	<b>6.6800e-003</b>		<b>23.7588</b>	<b>23.7588</b>	<b>5.3000e-004</b>		<b>23.7721</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	30.4102					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>30.6291</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

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**3.7 Architectural Coating - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	9.6500e-003	5.6400e-003	0.0737	2.4000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.4000e-004	6.6800e-003		23.7588	23.7588	5.3000e-004		23.7721
<b>Total</b>	<b>9.6500e-003</b>	<b>5.6400e-003</b>	<b>0.0737</b>	<b>2.4000e-004</b>	<b>0.0246</b>	<b>1.6000e-004</b>	<b>0.0248</b>	<b>6.5400e-003</b>	<b>1.4000e-004</b>	<b>6.6800e-003</b>		<b>23.7588</b>	<b>23.7588</b>	<b>5.3000e-004</b>		<b>23.7721</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

Increase Density

Improve Walkability Design

Improve Destination Accessibility

Improve Pedestrian Network

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.5731	2.3093	5.6682	0.0195	1.5943	0.0172	1.6115	0.4266	0.0161	0.4427		1,965.4266	1,965.4266	0.0722		1,967.2307
Unmitigated	0.5859	2.3972	5.9933	0.0208	1.7125	0.0183	1.7308	0.4582	0.0171	0.4753		2,099.9882	2,099.9882	0.0760		2,101.8876

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	348.98	348.98	348.98	806,016	750,401
Total	348.98	348.98	348.98	806,016	750,401

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789

5.0 Energy Detail

Historical Energy Use: N

1005 North Park Victoria Drive - Bay Area AQMD Air District, Summer

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0309	0.2642	0.1124	1.6900e-003		0.0214	0.0214		0.0214	0.0214		337.2581	337.2581	6.4600e-003	6.1800e-003	339.2623
NaturalGas Unmitigated	0.0309	0.2642	0.1124	1.6900e-003		0.0214	0.0214		0.0214	0.0214		337.2581	337.2581	6.4600e-003	6.1800e-003	339.2623

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	2866.69	0.0309	0.2642	0.1124	1.6900e-003		0.0214	0.0214		0.0214	0.0214		337.2581	337.2581	6.4600e-003	6.1800e-003	339.2623
<b>Total</b>		<b>0.0309</b>	<b>0.2642</b>	<b>0.1124</b>	<b>1.6900e-003</b>		<b>0.0214</b>	<b>0.0214</b>		<b>0.0214</b>	<b>0.0214</b>		<b>337.2581</b>	<b>337.2581</b>	<b>6.4600e-003</b>	<b>6.1800e-003</b>	<b>339.2623</b>



1005 North Park Victoria Drive - Bay Area AQMD Air District, Summer

### 5.2 Energy by Land Use - Natural Gas

#### Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	2.86669	0.0309	0.2642	0.1124	1.6900e-003		0.0214	0.0214		0.0214	0.0214		337.2581	337.2581	6.4600e-003	6.1800e-003	339.2623
<b>Total</b>		<b>0.0309</b>	<b>0.2642</b>	<b>0.1124</b>	<b>1.6900e-003</b>		<b>0.0214</b>	<b>0.0214</b>		<b>0.0214</b>	<b>0.0214</b>		<b>337.2581</b>	<b>337.2581</b>	<b>6.4600e-003</b>	<b>6.1800e-003</b>	<b>339.2623</b>

### 6.0 Area Detail

#### 6.1 Mitigation Measures Area

Use only Natural Gas Hearths

1005 North Park Victoria Drive - Bay Area AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.7823	0.5081	3.1781	3.1800e-003		0.0547	0.0547		0.0547	0.0547	0.0000	610.1479	610.1479	0.0168	0.0111	613.8715
Unmitigated	39.0343	0.7527	51.2269	0.0910		6.8393	6.8393		6.8393	6.8393	733.6202	227.7008	961.3210	0.9123	0.0518	999.5544

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2500					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.3867					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	37.3074	0.7183	48.2504	0.0909		6.8229	6.8229		6.8229	6.8229	733.6202	222.3529	955.9731	0.9071	0.0518	994.0769
Landscaping	0.0902	0.0344	2.9765	1.6000e-004		0.0164	0.0164		0.0164	0.0164		5.3479	5.3479	5.1800e-003		5.4775
<b>Total</b>	<b>39.0343</b>	<b>0.7527</b>	<b>51.2269</b>	<b>0.0910</b>		<b>6.8393</b>	<b>6.8393</b>		<b>6.8393</b>	<b>6.8393</b>	<b>733.6202</b>	<b>227.7008</b>	<b>961.3210</b>	<b>0.9123</b>	<b>0.0518</b>	<b>999.5544</b>

1005 North Park Victoria Drive - Bay Area AQMD Air District, Summer

## 6.2 Area by SubCategory

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2500					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.3867					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0554	0.4738	0.2016	3.0200e-003		0.0383	0.0383		0.0383	0.0383	0.0000	604.8000	604.8000	0.0116	0.0111	608.3940
Landscaping	0.0902	0.0344	2.9765	1.6000e-004		0.0164	0.0164		0.0164	0.0164		5.3479	5.3479	5.1800e-003		5.4775
<b>Total</b>	<b>1.7823</b>	<b>0.5081</b>	<b>3.1781</b>	<b>3.1800e-003</b>		<b>0.0547</b>	<b>0.0547</b>		<b>0.0547</b>	<b>0.0547</b>	<b>0.0000</b>	<b>610.1479</b>	<b>610.1479</b>	<b>0.0168</b>	<b>0.0111</b>	<b>613.8715</b>

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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## 10.0 Stationary Equipment

1005 North Park Victoria Drive - Bay Area AQMD Air District, Summer

**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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1005 North Park Victoria Drive - Bay Area AQMD Air District, Winter

**1005 North Park Victoria Drive  
Bay Area AQMD Air District, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	36.00	Dwelling Unit	4.88	64,800.00	103

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	64
<b>Climate Zone</b>	4			<b>Operational Year</b>	2021
<b>Utility Company</b>	Pacific Gas & Electric Company				
<b>CO2 Intensity (lb/MW hr)</b>	328.8	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - CO2 intensity factor based on 5-year average (PG&E, 2015)

Land Use - 4.88-acre project site

Construction Phase - Project construction would commence spring 2020 and would occur for approximately 1.5 to 2 years

Grading - Project would require the import of approximately 1,711 cubic yards of soil

Demolition - The proposed project would include the demolition of the existing approximately 2,300-square-foot building

Trips and VMT - The project would include a total of 172 truck trips to import soil

Vehicle Trips - Based on project's trip generation

Mobile Land Use Mitigation -

Area Mitigation - Assuming only natural gas hearth

## 1005 North Park Victoria Drive - Bay Area AQMD Air District, Winter

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	30.00
tblConstructionPhase	NumDays	230.00	245.00
tblConstructionPhase	NumDays	20.00	30.00
tblConstructionPhase	NumDays	8.00	30.00
tblConstructionPhase	NumDays	18.00	30.00
tblConstructionPhase	NumDays	5.00	30.00
tblConstructionPhase	PhaseEndDate	6/24/2021	11/5/2021
tblConstructionPhase	PhaseEndDate	5/5/2021	8/13/2021
tblConstructionPhase	PhaseEndDate	5/29/2020	6/12/2020
tblConstructionPhase	PhaseEndDate	6/17/2020	9/4/2020
tblConstructionPhase	PhaseEndDate	5/31/2021	9/24/2021
tblConstructionPhase	PhaseEndDate	6/5/2020	7/24/2020
tblConstructionPhase	PhaseStartDate	6/1/2021	9/27/2021
tblConstructionPhase	PhaseStartDate	6/18/2020	9/7/2020
tblConstructionPhase	PhaseStartDate	6/6/2020	7/27/2020
tblConstructionPhase	PhaseStartDate	5/6/2021	8/16/2021
tblConstructionPhase	PhaseStartDate	5/30/2020	6/15/2020
tblGrading	AcresOfGrading	15.00	4.88
tblGrading	MaterialImported	0.00	1,711.00
tblLandUse	LotAcreage	11.69	4.88
tblProjectCharacteristics	CO2IntensityFactor	641.35	328.8
tblTripsAndVMT	HaulingTripNumber	214.00	172.00
tblVehicleTrips	ST_TR	9.91	9.69
tblVehicleTrips	SU_TR	8.62	9.69
tblVehicleTrips	WD_TR	9.52	9.69

## 1005 North Park Victoria Drive - Bay Area AQMD Air District, Winter

**2.0 Emissions Summary****2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	4.1427	42.4641	22.1516	0.0402	18.2141	2.1984	20.4125	9.9699	2.0225	11.9924	0.0000	3,888.997 9	3,888.997 9	1.1952	0.0000	3,915.553 1
2021	30.6394	17.8792	16.9860	0.0289	0.1643	0.9602	1.0941	0.0436	0.9028	0.9389	0.0000	2,760.854 5	2,760.854 5	0.6240	0.0000	2,776.455 3
<b>Maximum</b>	<b>30.6394</b>	<b>42.4641</b>	<b>22.1516</b>	<b>0.0402</b>	<b>18.2141</b>	<b>2.1984</b>	<b>20.4125</b>	<b>9.9699</b>	<b>2.0225</b>	<b>11.9924</b>	<b>0.0000</b>	<b>3,888.997 9</b>	<b>3,888.997 9</b>	<b>1.1952</b>	<b>0.0000</b>	<b>3,915.553 1</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	4.1427	42.4641	22.1516	0.0402	18.2141	2.1984	20.4125	9.9699	2.0225	11.9924	0.0000	3,888.997 9	3,888.997 9	1.1952	0.0000	3,915.553 1
2021	30.6394	17.8792	16.9860	0.0289	0.1643	0.9602	1.0941	0.0436	0.9028	0.9389	0.0000	2,760.854 5	2,760.854 5	0.6240	0.0000	2,776.455 3
<b>Maximum</b>	<b>30.6394</b>	<b>42.4641</b>	<b>22.1516</b>	<b>0.0402</b>	<b>18.2141</b>	<b>2.1984</b>	<b>20.4125</b>	<b>9.9699</b>	<b>2.0225</b>	<b>11.9924</b>	<b>0.0000</b>	<b>3,888.997 9</b>	<b>3,888.997 9</b>	<b>1.1952</b>	<b>0.0000</b>	<b>3,915.553 1</b>





1005 North Park Victoria Drive - Bay Area AQMD Air District, Winter

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	39.0343	0.7527	51.2269	0.0910		6.8393	6.8393		6.8393	6.8393	733.6202	227.7008	961.3210	0.9123	0.0518	999.5544
Energy	0.0309	0.2642	0.1124	1.6900e-003		0.0214	0.0214		0.0214	0.0214		337.2581	337.2581	6.4600e-003	6.1800e-003	339.2623
Mobile	0.5090	2.5216	6.0654	0.0194	1.7125	0.0184	1.7309	0.4582	0.0173	0.4755		1,965.2997	1,965.2997	0.0776		1,967.2391
<b>Total</b>	<b>39.5742</b>	<b>3.5385</b>	<b>57.4047</b>	<b>0.1122</b>	<b>1.7125</b>	<b>6.8790</b>	<b>8.5915</b>	<b>0.4582</b>	<b>6.8779</b>	<b>7.3361</b>	<b>733.6202</b>	<b>2,530.2586</b>	<b>3,263.8788</b>	<b>0.9963</b>	<b>0.0580</b>	<b>3,306.0557</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.7823	0.5081	3.1781	3.1800e-003		0.0547	0.0547		0.0547	0.0547	0.0000	610.1479	610.1479	0.0168	0.0111	613.8715
Energy	0.0309	0.2642	0.1124	1.6900e-003		0.0214	0.0214		0.0214	0.0214		337.2581	337.2581	6.4600e-003	6.1800e-003	339.2623
Mobile	0.4963	2.4245	5.7757	0.0182	1.5943	0.0173	1.6116	0.4266	0.0162	0.4428		1,839.1410	1,839.1410	0.0740		1,840.9898
<b>Total</b>	<b>2.3095</b>	<b>3.1968</b>	<b>9.0662</b>	<b>0.0231</b>	<b>1.5943</b>	<b>0.0934</b>	<b>1.6877</b>	<b>0.4266</b>	<b>0.0923</b>	<b>0.5189</b>	<b>0.0000</b>	<b>2,786.5470</b>	<b>2,786.5470</b>	<b>0.0972</b>	<b>0.0173</b>	<b>2,794.1235</b>

## 1005 North Park Victoria Drive - Bay Area AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	94.16	9.66	84.21	79.44	6.90	98.64	80.36	6.90	98.66	92.93	100.00	-10.13	14.62	90.25	70.20	15.48

### 3.0 Construction Detail

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#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/4/2020	6/12/2020	5	30	
2	Site Preparation	Site Preparation	6/15/2020	7/24/2020	5	30	
3	Grading	Grading	7/27/2020	9/4/2020	5	30	
4	Building Construction	Building Construction	9/7/2020	8/13/2021	5	245	
5	Paving	Paving	8/16/2021	9/24/2021	5	30	
6	Architectural Coating	Architectural Coating	9/27/2021	11/5/2021	5	30	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 4.88**

**Acres of Paving: 0**

**Residential Indoor: 131,220; Residential Outdoor: 43,740; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

#### OffRoad Equipment

## 1005 North Park Victoria Drive - Bay Area AQMD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	2	6.00	132	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

**Trips and VMT**

1005 North Park Victoria Drive - Bay Area AQMD Air District, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	10.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	172.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	13.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

**3.2 Demolition - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0755	0.0000	0.0755	0.0114	0.0000	0.0114			0.0000			0.0000
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419		3,747.7049	3,747.7049	1.0580		3,774.1536
<b>Total</b>	<b>3.3121</b>	<b>33.2010</b>	<b>21.7532</b>	<b>0.0388</b>	<b>0.0755</b>	<b>1.6587</b>	<b>1.7342</b>	<b>0.0114</b>	<b>1.5419</b>	<b>1.5533</b>		<b>3,747.7049</b>	<b>3,747.7049</b>	<b>1.0580</b>		<b>3,774.1536</b>

1005 North Park Victoria Drive - Bay Area AQMD Air District, Winter

**3.2 Demolition - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.8300e-003	0.0978	0.0204	2.6000e-004	5.8200e-003	3.2000e-004	6.1400e-003	1.6000e-003	3.0000e-004	1.9000e-003		27.8831	27.8831	1.4900e-003		27.9204
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0552	0.0390	0.3780	1.1400e-003	0.1232	8.0000e-004	0.1240	0.0327	7.4000e-004	0.0334		113.4098	113.4098	2.7700e-003		113.4792
<b>Total</b>	<b>0.0580</b>	<b>0.1368</b>	<b>0.3984</b>	<b>1.4000e-003</b>	<b>0.1290</b>	<b>1.1200e-003</b>	<b>0.1302</b>	<b>0.0343</b>	<b>1.0400e-003</b>	<b>0.0353</b>		<b>141.2929</b>	<b>141.2929</b>	<b>4.2600e-003</b>		<b>141.3995</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0755	0.0000	0.0755	0.0114	0.0000	0.0114			0.0000			0.0000
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419	0.0000	3,747.7049	3,747.7049	1.0580		3,774.1536
<b>Total</b>	<b>3.3121</b>	<b>33.2010</b>	<b>21.7532</b>	<b>0.0388</b>	<b>0.0755</b>	<b>1.6587</b>	<b>1.7342</b>	<b>0.0114</b>	<b>1.5419</b>	<b>1.5533</b>	<b>0.0000</b>	<b>3,747.7049</b>	<b>3,747.7049</b>	<b>1.0580</b>		<b>3,774.1536</b>

1005 North Park Victoria Drive - Bay Area AQMD Air District, Winter

**3.2 Demolition - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.8300e-003	0.0978	0.0204	2.6000e-004	5.8200e-003	3.2000e-004	6.1400e-003	1.6000e-003	3.0000e-004	1.9000e-003		27.8831	27.8831	1.4900e-003		27.9204
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0552	0.0390	0.3780	1.1400e-003	0.1232	8.0000e-004	0.1240	0.0327	7.4000e-004	0.0334		113.4098	113.4098	2.7700e-003		113.4792
<b>Total</b>	<b>0.0580</b>	<b>0.1368</b>	<b>0.3984</b>	<b>1.4000e-003</b>	<b>0.1290</b>	<b>1.1200e-003</b>	<b>0.1302</b>	<b>0.0343</b>	<b>1.0400e-003</b>	<b>0.0353</b>		<b>141.2929</b>	<b>141.2929</b>	<b>4.2600e-003</b>		<b>141.3995</b>

**3.3 Site Preparation - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
<b>Total</b>	<b>4.0765</b>	<b>42.4173</b>	<b>21.5136</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.1974</b>	<b>20.2637</b>	<b>9.9307</b>	<b>2.0216</b>	<b>11.9523</b>		<b>3,685.1016</b>	<b>3,685.1016</b>	<b>1.1918</b>		<b>3,714.8975</b>

1005 North Park Victoria Drive - Bay Area AQMD Air District, Winter

**3.3 Site Preparation - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0662	0.0468	0.4536	1.3700e-003	0.1479	9.6000e-004	0.1488	0.0392	8.8000e-004	0.0401		136.0918	136.0918	3.3300e-003		136.1750
<b>Total</b>	<b>0.0662</b>	<b>0.0468</b>	<b>0.4536</b>	<b>1.3700e-003</b>	<b>0.1479</b>	<b>9.6000e-004</b>	<b>0.1488</b>	<b>0.0392</b>	<b>8.8000e-004</b>	<b>0.0401</b>		<b>136.0918</b>	<b>136.0918</b>	<b>3.3300e-003</b>		<b>136.1750</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
<b>Total</b>	<b>4.0765</b>	<b>42.4173</b>	<b>21.5136</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.1974</b>	<b>20.2637</b>	<b>9.9307</b>	<b>2.0216</b>	<b>11.9523</b>	<b>0.0000</b>	<b>3,685.1016</b>	<b>3,685.1016</b>	<b>1.1918</b>		<b>3,714.8975</b>

1005 North Park Victoria Drive - Bay Area AQMD Air District, Winter

**3.3 Site Preparation - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0662	0.0468	0.4536	1.3700e-003	0.1479	9.6000e-004	0.1488	0.0392	8.8000e-004	0.0401		136.0918	136.0918	3.3300e-003		136.1750
<b>Total</b>	<b>0.0662</b>	<b>0.0468</b>	<b>0.4536</b>	<b>1.3700e-003</b>	<b>0.1479</b>	<b>9.6000e-004</b>	<b>0.1488</b>	<b>0.0392</b>	<b>8.8000e-004</b>	<b>0.0401</b>		<b>136.0918</b>	<b>136.0918</b>	<b>3.3300e-003</b>		<b>136.1750</b>

**3.4 Grading - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2010	0.0000	6.2010	3.3298	0.0000	3.3298			0.0000			0.0000
Off-Road	2.4288	26.3859	16.0530	0.0297		1.2734	1.2734		1.1716	1.1716		2,872.4851	2,872.4851	0.9290		2,895.7106
<b>Total</b>	<b>2.4288</b>	<b>26.3859</b>	<b>16.0530</b>	<b>0.0297</b>	<b>6.2010</b>	<b>1.2734</b>	<b>7.4745</b>	<b>3.3298</b>	<b>1.1716</b>	<b>4.5014</b>		<b>2,872.4851</b>	<b>2,872.4851</b>	<b>0.9290</b>		<b>2,895.7106</b>



1005 North Park Victoria Drive - Bay Area AQMD Air District, Winter

**3.4 Grading - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0486	1.6826	0.3514	4.4800e-003	0.1002	5.4600e-003	0.1056	0.0275	5.2300e-003	0.0327		479.5897	479.5897	0.0256		480.2304
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0552	0.0390	0.3780	1.1400e-003	0.1232	8.0000e-004	0.1240	0.0327	7.4000e-004	0.0334		113.4098	113.4098	2.7700e-003		113.4792
<b>Total</b>	<b>0.1038</b>	<b>1.7216</b>	<b>0.7294</b>	<b>5.6200e-003</b>	<b>0.2234</b>	<b>6.2600e-003</b>	<b>0.2296</b>	<b>0.0601</b>	<b>5.9700e-003</b>	<b>0.0661</b>		<b>592.9995</b>	<b>592.9995</b>	<b>0.0284</b>		<b>593.7095</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2010	0.0000	6.2010	3.3298	0.0000	3.3298			0.0000			0.0000
Off-Road	2.4288	26.3859	16.0530	0.0297		1.2734	1.2734		1.1716	1.1716	0.0000	2,872.4851	2,872.4851	0.9290		2,895.7106
<b>Total</b>	<b>2.4288</b>	<b>26.3859</b>	<b>16.0530</b>	<b>0.0297</b>	<b>6.2010</b>	<b>1.2734</b>	<b>7.4745</b>	<b>3.3298</b>	<b>1.1716</b>	<b>4.5014</b>	<b>0.0000</b>	<b>2,872.4851</b>	<b>2,872.4851</b>	<b>0.9290</b>		<b>2,895.7106</b>

1005 North Park Victoria Drive - Bay Area AQMD Air District, Winter

**3.4 Grading - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0486	1.6826	0.3514	4.4800e-003	0.1002	5.4600e-003	0.1056	0.0275	5.2300e-003	0.0327		479.5897	479.5897	0.0256		480.2304
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0552	0.0390	0.3780	1.1400e-003	0.1232	8.0000e-004	0.1240	0.0327	7.4000e-004	0.0334		113.4098	113.4098	2.7700e-003		113.4792
<b>Total</b>	<b>0.1038</b>	<b>1.7216</b>	<b>0.7294</b>	<b>5.6200e-003</b>	<b>0.2234</b>	<b>6.2600e-003</b>	<b>0.2296</b>	<b>0.0601</b>	<b>5.9700e-003</b>	<b>0.0661</b>		<b>592.9995</b>	<b>592.9995</b>	<b>0.0284</b>		<b>593.7095</b>

**3.5 Building Construction - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
<b>Total</b>	<b>2.1198</b>	<b>19.1860</b>	<b>16.8485</b>	<b>0.0269</b>		<b>1.1171</b>	<b>1.1171</b>		<b>1.0503</b>	<b>1.0503</b>		<b>2,553.0631</b>	<b>2,553.0631</b>	<b>0.6229</b>		<b>2,568.6345</b>

1005 North Park Victoria Drive - Bay Area AQMD Air District, Winter

**3.5 Building Construction - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0160	0.4610	0.1244	1.0700e-003	0.0271	2.2700e-003	0.0294	7.7900e-003	2.1700e-003	9.9700e-003		113.7309	113.7309	6.2200e-003		113.8863
Worker	0.0478	0.0338	0.3276	9.9000e-004	0.1068	6.9000e-004	0.1075	0.0283	6.4000e-004	0.0290		98.2885	98.2885	2.4000e-003		98.3486
<b>Total</b>	<b>0.0638</b>	<b>0.4948</b>	<b>0.4520</b>	<b>2.0600e-003</b>	<b>0.1339</b>	<b>2.9600e-003</b>	<b>0.1368</b>	<b>0.0361</b>	<b>2.8100e-003</b>	<b>0.0389</b>		<b>212.0194</b>	<b>212.0194</b>	<b>8.6200e-003</b>		<b>212.2349</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
<b>Total</b>	<b>2.1198</b>	<b>19.1860</b>	<b>16.8485</b>	<b>0.0269</b>		<b>1.1171</b>	<b>1.1171</b>		<b>1.0503</b>	<b>1.0503</b>	<b>0.0000</b>	<b>2,553.0631</b>	<b>2,553.0631</b>	<b>0.6229</b>		<b>2,568.6345</b>

1005 North Park Victoria Drive - Bay Area AQMD Air District, Winter

**3.5 Building Construction - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0160	0.4610	0.1244	1.0700e-003	0.0271	2.2700e-003	0.0294	7.7900e-003	2.1700e-003	9.9700e-003		113.7309	113.7309	6.2200e-003		113.8863
Worker	0.0478	0.0338	0.3276	9.9000e-004	0.1068	6.9000e-004	0.1075	0.0283	6.4000e-004	0.0290		98.2885	98.2885	2.4000e-003		98.3486
<b>Total</b>	<b>0.0638</b>	<b>0.4948</b>	<b>0.4520</b>	<b>2.0600e-003</b>	<b>0.1339</b>	<b>2.9600e-003</b>	<b>0.1368</b>	<b>0.0361</b>	<b>2.8100e-003</b>	<b>0.0389</b>		<b>212.0194</b>	<b>212.0194</b>	<b>8.6200e-003</b>		<b>212.2349</b>

**3.5 Building Construction - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
<b>Total</b>	<b>1.9009</b>	<b>17.4321</b>	<b>16.5752</b>	<b>0.0269</b>		<b>0.9586</b>	<b>0.9586</b>		<b>0.9013</b>	<b>0.9013</b>		<b>2,553.3639</b>	<b>2,553.3639</b>	<b>0.6160</b>		<b>2,568.7643</b>

1005 North Park Victoria Drive - Bay Area AQMD Air District, Winter

**3.5 Building Construction - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0131	0.4169	0.1120	1.0600e-003	0.0271	9.3000e-004	0.0280	7.7900e-003	8.9000e-004	8.6800e-003		112.6509	112.6509	5.8700e-003		112.7976
Worker	0.0443	0.0302	0.2988	9.5000e-004	0.1068	6.7000e-004	0.1075	0.0283	6.2000e-004	0.0290		94.8398	94.8398	2.1500e-003		94.8934
<b>Total</b>	<b>0.0574</b>	<b>0.4471</b>	<b>0.4108</b>	<b>2.0100e-003</b>	<b>0.1339</b>	<b>1.6000e-003</b>	<b>0.1355</b>	<b>0.0361</b>	<b>1.5100e-003</b>	<b>0.0376</b>		<b>207.4906</b>	<b>207.4906</b>	<b>8.0200e-003</b>		<b>207.6910</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
<b>Total</b>	<b>1.9009</b>	<b>17.4321</b>	<b>16.5752</b>	<b>0.0269</b>		<b>0.9586</b>	<b>0.9586</b>		<b>0.9013</b>	<b>0.9013</b>	<b>0.0000</b>	<b>2,553.3639</b>	<b>2,553.3639</b>	<b>0.6160</b>		<b>2,568.7643</b>

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**3.5 Building Construction - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0131	0.4169	0.1120	1.0600e-003	0.0271	9.3000e-004	0.0280	7.7900e-003	8.9000e-004	8.6800e-003		112.6509	112.6509	5.8700e-003		112.7976
Worker	0.0443	0.0302	0.2988	9.5000e-004	0.1068	6.7000e-004	0.1075	0.0283	6.2000e-004	0.0290		94.8398	94.8398	2.1500e-003		94.8934
<b>Total</b>	<b>0.0574</b>	<b>0.4471</b>	<b>0.4108</b>	<b>2.0100e-003</b>	<b>0.1339</b>	<b>1.6000e-003</b>	<b>0.1355</b>	<b>0.0361</b>	<b>1.5100e-003</b>	<b>0.0376</b>		<b>207.4906</b>	<b>207.4906</b>	<b>8.0200e-003</b>		<b>207.6910</b>

**3.6 Paving - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0940	10.8399	12.2603	0.0189		0.5788	0.5788		0.5342	0.5342		1,804.5523	1,804.5523	0.5670		1,818.7270
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.0940</b>	<b>10.8399</b>	<b>12.2603</b>	<b>0.0189</b>		<b>0.5788</b>	<b>0.5788</b>		<b>0.5342</b>	<b>0.5342</b>		<b>1,804.5523</b>	<b>1,804.5523</b>	<b>0.5670</b>		<b>1,818.7270</b>

1005 North Park Victoria Drive - Bay Area AQMD Air District, Winter

**3.6 Paving - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0681	0.0464	0.4596	1.4600e-003	0.1643	1.0300e-003	0.1653	0.0436	9.5000e-004	0.0445		145.9073	145.9073	3.3000e-003		145.9899
<b>Total</b>	<b>0.0681</b>	<b>0.0464</b>	<b>0.4596</b>	<b>1.4600e-003</b>	<b>0.1643</b>	<b>1.0300e-003</b>	<b>0.1653</b>	<b>0.0436</b>	<b>9.5000e-004</b>	<b>0.0445</b>		<b>145.9073</b>	<b>145.9073</b>	<b>3.3000e-003</b>		<b>145.9899</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0940	10.8399	12.2603	0.0189		0.5788	0.5788		0.5342	0.5342	0.0000	1,804.5523	1,804.5523	0.5670		1,818.7270
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.0940</b>	<b>10.8399</b>	<b>12.2603</b>	<b>0.0189</b>		<b>0.5788</b>	<b>0.5788</b>		<b>0.5342</b>	<b>0.5342</b>	<b>0.0000</b>	<b>1,804.5523</b>	<b>1,804.5523</b>	<b>0.5670</b>		<b>1,818.7270</b>

1005 North Park Victoria Drive - Bay Area AQMD Air District, Winter

**3.6 Paving - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0681	0.0464	0.4596	1.4600e-003	0.1643	1.0300e-003	0.1653	0.0436	9.5000e-004	0.0445		145.9073	145.9073	3.3000e-003		145.9899
<b>Total</b>	<b>0.0681</b>	<b>0.0464</b>	<b>0.4596</b>	<b>1.4600e-003</b>	<b>0.1643</b>	<b>1.0300e-003</b>	<b>0.1653</b>	<b>0.0436</b>	<b>9.5000e-004</b>	<b>0.0445</b>		<b>145.9073</b>	<b>145.9073</b>	<b>3.3000e-003</b>		<b>145.9899</b>

**3.7 Architectural Coating - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	30.4102					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>30.6291</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>



1005 North Park Victoria Drive - Bay Area AQMD Air District, Winter

**3.7 Architectural Coating - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0102	6.9600e-003	0.0689	2.2000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.4000e-004	6.6800e-003		21.8861	21.8861	5.0000e-004		21.8985
<b>Total</b>	<b>0.0102</b>	<b>6.9600e-003</b>	<b>0.0689</b>	<b>2.2000e-004</b>	<b>0.0246</b>	<b>1.6000e-004</b>	<b>0.0248</b>	<b>6.5400e-003</b>	<b>1.4000e-004</b>	<b>6.6800e-003</b>		<b>21.8861</b>	<b>21.8861</b>	<b>5.0000e-004</b>		<b>21.8985</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	30.4102					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>30.6291</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

1005 North Park Victoria Drive - Bay Area AQMD Air District, Winter

**3.7 Architectural Coating - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0102	6.9600e-003	0.0689	2.2000e-004	0.0246	1.6000e-004	0.0248	6.5400e-003	1.4000e-004	6.6800e-003		21.8861	21.8861	5.0000e-004		21.8985
<b>Total</b>	<b>0.0102</b>	<b>6.9600e-003</b>	<b>0.0689</b>	<b>2.2000e-004</b>	<b>0.0246</b>	<b>1.6000e-004</b>	<b>0.0248</b>	<b>6.5400e-003</b>	<b>1.4000e-004</b>	<b>6.6800e-003</b>		<b>21.8861</b>	<b>21.8861</b>	<b>5.0000e-004</b>		<b>21.8985</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

Increase Density

Improve Walkability Design

Improve Destination Accessibility

Improve Pedestrian Network

1005 North Park Victoria Drive - Bay Area AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4963	2.4245	5.7757	0.0182	1.5943	0.0173	1.6116	0.4266	0.0162	0.4428		1,839.1410	1,839.1410	0.0740		1,840.9898
Unmitigated	0.5090	2.5216	6.0654	0.0194	1.7125	0.0184	1.7309	0.4582	0.0173	0.4755		1,965.2997	1,965.2997	0.0776		1,967.2391

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	348.98	348.98	348.98	806,016	750,401
Total	348.98	348.98	348.98	806,016	750,401

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789

5.0 Energy Detail

Historical Energy Use: N

1005 North Park Victoria Drive - Bay Area AQMD Air District, Winter

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0309	0.2642	0.1124	1.6900e-003		0.0214	0.0214		0.0214	0.0214		337.2581	337.2581	6.4600e-003	6.1800e-003	339.2623
NaturalGas Unmitigated	0.0309	0.2642	0.1124	1.6900e-003		0.0214	0.0214		0.0214	0.0214		337.2581	337.2581	6.4600e-003	6.1800e-003	339.2623

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	2866.69	0.0309	0.2642	0.1124	1.6900e-003		0.0214	0.0214		0.0214	0.0214		337.2581	337.2581	6.4600e-003	6.1800e-003	339.2623
<b>Total</b>		<b>0.0309</b>	<b>0.2642</b>	<b>0.1124</b>	<b>1.6900e-003</b>		<b>0.0214</b>	<b>0.0214</b>		<b>0.0214</b>	<b>0.0214</b>		<b>337.2581</b>	<b>337.2581</b>	<b>6.4600e-003</b>	<b>6.1800e-003</b>	<b>339.2623</b>

1005 North Park Victoria Drive - Bay Area AQMD Air District, Winter

### 5.2 Energy by Land Use - NaturalGas

#### Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	2.86669	0.0309	0.2642	0.1124	1.6900e-003		0.0214	0.0214		0.0214	0.0214		337.2581	337.2581	6.4600e-003	6.1800e-003	339.2623
<b>Total</b>		<b>0.0309</b>	<b>0.2642</b>	<b>0.1124</b>	<b>1.6900e-003</b>		<b>0.0214</b>	<b>0.0214</b>		<b>0.0214</b>	<b>0.0214</b>		<b>337.2581</b>	<b>337.2581</b>	<b>6.4600e-003</b>	<b>6.1800e-003</b>	<b>339.2623</b>

### 6.0 Area Detail

#### 6.1 Mitigation Measures Area

Use only Natural Gas Hearths

1005 North Park Victoria Drive - Bay Area AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.7823	0.5081	3.1781	3.1800e-003		0.0547	0.0547		0.0547	0.0547	0.0000	610.1479	610.1479	0.0168	0.0111	613.8715
Unmitigated	39.0343	0.7527	51.2269	0.0910		6.8393	6.8393		6.8393	6.8393	733.6202	227.7008	961.3210	0.9123	0.0518	999.5544

**6.2 Area by SubCategory**

**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2500					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.3867					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	37.3074	0.7183	48.2504	0.0909		6.8229	6.8229		6.8229	6.8229	733.6202	222.3529	955.9731	0.9071	0.0518	994.0769
Landscaping	0.0902	0.0344	2.9765	1.6000e-004		0.0164	0.0164		0.0164	0.0164		5.3479	5.3479	5.1800e-003		5.4775
<b>Total</b>	<b>39.0343</b>	<b>0.7527</b>	<b>51.2269</b>	<b>0.0910</b>		<b>6.8393</b>	<b>6.8393</b>		<b>6.8393</b>	<b>6.8393</b>	<b>733.6202</b>	<b>227.7008</b>	<b>961.3210</b>	<b>0.9123</b>	<b>0.0518</b>	<b>999.5544</b>

1005 North Park Victoria Drive - Bay Area AQMD Air District, Winter

**6.2 Area by SubCategory**

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2500					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.3867					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0554	0.4738	0.2016	3.0200e-003		0.0383	0.0383		0.0383	0.0383	0.0000	604.8000	604.8000	0.0116	0.0111	608.3940
Landscaping	0.0902	0.0344	2.9765	1.6000e-004		0.0164	0.0164		0.0164	0.0164		5.3479	5.3479	5.1800e-003		5.4775
<b>Total</b>	<b>1.7823</b>	<b>0.5081</b>	<b>3.1781</b>	<b>3.1800e-003</b>		<b>0.0547</b>	<b>0.0547</b>		<b>0.0547</b>	<b>0.0547</b>	<b>0.0000</b>	<b>610.1479</b>	<b>610.1479</b>	<b>0.0168</b>	<b>0.0111</b>	<b>613.8715</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

1005 North Park Victoria Drive - Bay Area AQMD Air District, Winter

**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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## APPENDIX B

# CLIMATE ACTION PLAN DEVELOPMENT CHECKLIST

# APPENDIX C: DEVELOPMENT CHECKLIST

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## DEVELOPMENT CHECKLIST

The following checklist has been developed to assist project applicants and City staff to determine whether a proposed project complies with the Climate Action Plan.

If the proposed project's expected GHG emissions were not considered in the GHG emissions 2020 and 2035 forecast included in **Appendix A** of the CAP, this checklist is provided for informational use but may not preclude preparation of separate GHG analysis for the project. Examples of projects that may not be incorporated into the City's forecast include stationary source emissions regulated by the Bay Area Air Quality Management District, General Plan amendments, new specific plans that exceed the City's proposed population and job growth forecasts, and GHG emissions used in specific manufacturing processes that are not easily tracked at a community-wide level.

### PROJECT DESCRIPTION/CHARACTERISTICS

Please identify the applicable land uses included in the proposed project and provide a brief description of the proposed project (or the project description to be used for the associated environmental document).

Identify the applicable land uses:

Residential  Commercial  Industrial  Manufacturing  Other

Project Description:

36 x NEW 2-STORY RESIDENTIAL HOMES INCLUDING  
10 x ACCESSORY DWELLING UNITS ON TOP OF DETACHED  
GARAGES.

# APPENDIX C: DEVELOPMENT CHECKLIST

## AMENDMENTS REQUESTED

Does the project require an amendment to any of the following planning documents?

General Plan:  Yes  No  Not Sure

Midtown Specific Plan:  Yes  No  Not Sure

Transit Area Specific Plan:  Yes  No  Not Sure

## GHG EMISSIONS INCORPORATED WITHIN CITY GHG FORECAST

Was this project, and its potential GHG emissions sources, considered in the City's GHG inventory and forecast?

Yes  No  To be determined by staff

## PROJECT SOURCES OF GHG EMISSIONS CONSIDERED IN CITY INVENTORY

Identify the activities and sources of GHG emissions anticipated by the proposed project during either the construction or operational phases of the project.

Potential GHG Emissions Sources		
<input checked="" type="checkbox"/> Electricity Use	<input type="checkbox"/> Res./Comm./Ind. Waste	<input checked="" type="checkbox"/> Gasoline or Diesel Use
<input type="checkbox"/> Natural Gas Use	<input type="checkbox"/> Wastewater Disposal	<input checked="" type="checkbox"/> Transportation (On-Road)
<input checked="" type="checkbox"/> Const. & Demolition Waste	<input checked="" type="checkbox"/> Water Use	<input type="checkbox"/> Off-Road Equipment
<input type="checkbox"/> Other _____		

## APPLICABLE MEASURES/COMPLIANCE

Identify in the checklist below the applicable measures that will be implemented as part of the proposed project to demonstrate consistency with the City's Climate Action Plan.

### Required Measures

This list includes measures and actions included in the CAP that are (1) required to be included in the project design and implementation and (2) currently being implemented by the City. By following these

# APPENDIX C: DEVELOPMENT CHECKLIST

two conditions and meeting the requirements identified below, the project demonstrates consistency with the CAP. As the City implements additional CAP measures, they will be added to this list.

Measure	Action	Applicability	Compliance*
8.1: Transportation Demand Management	Adopt city-wide TDM ordinance by 2015	Project reduces vehicle demand, ped/bicycle amenities ex. sidewalks & bike lanes.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
1.5: Urban cooling	Achieve urban cooling through standards for new development.	Project includes private open space, landscaped areas and bio-retention space.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
5.1: Increased densities	Promote increase of densities.	Project would develop new residences near existing commercial uses reducing vehicle demand.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
6.3: Open space	Expand city parks and open spaces.	Project includes 59,094 sq ft private open space and 38,624 sq ft landscaped area.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
6.3: Dense and centralized development	Promote dense development in central locations and transportation corridors.	Project would develop new residences near existing commercial uses reducing vehicle demand.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
7.2: Compact streets	Institute city-wide compact streets program.	Provides ped/bicycle amenities, ex. sidewalks, bike lanes, shading & landscaping.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
7.3: Bikeways Maintenance Infrastructure	Implement facilities to achieve high levels of bicycle & ped. activity	Provides ped/bicycle amenities, ex. sidewalks, bike lanes, shading & landscaping.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

\* All measures that are considered applicable on this list are required to be implemented in order to demonstrate consistency with the CAP.

## RECOMMENDED MEASURES

This list includes measures and actions identified in the CAP, or programs and regulations that have yet to be adopted by the City, which would apply to a project of this type. These measures should be included in the project design as feasible and, once implemented or adopted by the City, be included in the list of required measures above.

Measure	Action	Applicability	Compliance*
11.1: Waste Diversion	Increase diversion of solid waste to 75% per AB 341.	Project complies with AB 341	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
10.4: Residential EV charging	Facilitate EV charging stations	w/ mit. meas. 6th-1 project would provide EV home charging.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
12.1: Lawn and garden equipment	Support transition to cleaner outdoor lawn equipment	w/ mit. meas. 6th-1 project would provide out. elec. outlets	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
12.2: Construction Best Management Practices	Encourage projects to comply w/ BAP/MD best practices	w/ mit. meas. 6th-1 project would comply w/ BAP/MD mit. meas.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

\* All measures considered applicable on this list should be considered for implementation in order to demonstrate consistency with the CAP.

# APPENDIX C: DEVELOPMENT CHECKLIST

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## OTHER GHG REDUCTION MEASURES IMPLEMENTED

List and describe any additional measures that this project will incorporate to reduce GHG emissions that are not included in the CAP. If available, provide the estimated GHG reductions that would occur on an annual basis from implementing the measure, in MTCO<sub>2</sub>e.

Additional Measure	Estimated Annual GHG Reductions (MTCO <sub>2</sub> e)



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## **APPENDIX C**

# **PHASE I ENVIRONMENTAL SITE ASSESSMENT**





## **Phase I Environmental Site Assessment**

1005 North Park Victoria Drive  
APN 029-04-040  
Milpitas, California

Prepared for:

**Robson Homes, LLC  
San Jose, CA**

Prepared by:

**Ramboll US Corporation  
Emeryville, CA**

Date:

**January 16, 2018**

Project Number:

**1690001783**

## Signature and Environmental Professional Statement

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in 40 CFR §312.10.

Further, I have the specific qualifications based on education, training, and experience to assess a property of the nature, history and setting of the subject property. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.



---

Anne W. Gates, P.E.

Ramboll US Corporation  
2200 Powell Street, Suite 700  
Emeryville, CA

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# 1 Summary of Conclusions

Ramboll US Corporation (Ramboll; formerly Ramboll Environ) was retained by Robson Homes, LLC (“Robson Homes”) to perform a Phase I Environmental Site Assessment (ESA) of the property located at 1005 North Park Victoria Drive in Milpitas, California (herein referred to as the “site” or “property”). Ramboll’s assessment was conducted in connection with the purchase of the property. The ESA described in this report was performed in general conformance with the scope and limitations of the ASTM International’s *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process E-1527-13* (the “ASTM Standard”), as stated in Chapter 2.0 (Introduction). Any exceptions to, or deletions from, this practice are described in Section 6.3 of this report.

## 1.1 Recognized Environmental Conditions

Ramboll did not identify any “recognized environmental condition[s]” (REC[s]), as defined by ASTM (see Chapter 2.0), in connection with unrestricted residential use of the property. No further investigation of the site is warranted at this time.

## 1.2 Other Findings

Although not considered a REC based on currently available information, Ramboll identified the following other finding. The term “other finding” is not defined by ASTM; rather, Ramboll uses the term to connote areas of contingent risk that are not clearly defined by the ASTM Standard.

- **Former Agricultural Use.** Between at least 1939 and the purchase of the site by the current site owner in 1978, the site was used for agricultural purposes including as an apricot orchard. Pesticides may have been used during the period of agricultural use at the site. Shallow soil sampling was conducted by Ramboll at the site in 2015 to identify impacts from potential pesticide use. All concentrations of pesticides and metals were less than residential screening levels with the exception of one sample that reported a concentration of the pesticide dichlorodiphenylethylene (p,p-DDE) slightly above the residential screening level. The low concentration and localized presence of p,p-DDE at one sampling location is not a concern for the site.

*De minimis* conditions, as defined in Chapter 2.0, along with other site conditions observed during the site visits, are discussed within relevant sections of this report and are summarized in Chapter 6.0.

## 2 Introduction

### 2.1 Purpose

Ramboll was retained by Robson Homes to conduct a Phase I ESA of the property located at 1005 North Park Victoria Drive in Milpitas, California (Assessor's Parcel Number [APN] 029-04-040). Ramboll's assessment was conducted in connection with the purchase of the property. The purpose of the assessment was to identify RECs, which are defined in the ASTM Standard as:

“The presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. *De minimis* conditions are not recognized environmental conditions.”

### 2.2 Scope of the Phase I ESA

Ramboll completed the following tasks, consistent with the ASTM Standard, during its Phase I ESA of the property:

- Visits to the site by Jason Kane of Ramboll on January 13, 2017, July 13, 2017, and January 4, 2018, to observe the features of the site and to identify the uses and conditions specified in the ASTM Standard. During the site visit, Ramboll observed the adjoining properties from the site or adjacent public thoroughfares. Photographs taken during the site visit are presented in Appendix A.
- Email interviews on January 15, 2017, June 26, 2017, and January 5, 2018, with Ciema Salem, the daughter of the owner of the site since approximately 1978. Ms. Salem is herein referred to as the “site personnel”. The site personnel interviewed by Ramboll were identified as having good knowledge of the current and historical uses and physical characteristics of the site.
- A review of information contained in federal and state environmental databases, as obtained from the sources noted below:
  - A radius report prepared by Environmental Data Resources, Inc. (EDR) on December 26, 2017 for the site and off-site properties in the vicinity of the site. A copy of the EDR radius report is included as Appendix B. The databases and the radius searched for each database were selected in accordance with the ASTM Standard and are identified in the EDR database report. The dates of the most recent updates of the environmental databases are also listed in the database report.
  - The United States Environmental Protection Agency's (USEPA's) Envirofacts database, which provides site information contained in multiple USEPA regulatory databases.
  - The USEPA's Enforcement and Compliance History Online (ECHO) database, which provides information on sites' enforcement and compliance history.

- The State of California's Regional Water Quality Control Board (RWQCB) Geotracker online database and the California Environmental Protection Agency (Cal/EPA) Department of Toxic Substances Control (DTSC) Envirostor online database.
- A review of the EDR Environmental Lien Search Report dated December 27, 2017 to identify environmental liens or activity use limitations (AULs) imposed by judicial authorities with respect to the property.
- A review of standard historical sources (included as Appendix C) and local agency inquiries, as defined in the ASTM Standard. The following resources were reviewed:
  - Readily available historical sources, including (where available) historical topographic maps and aerial photographs, city directories, and Sanborn Maps, to develop a history of the previous uses of the site and surrounding area.
  - Historical and site-specific information obtained from the following local agencies: Santa Clara County Assessor's Office (Assessor), the City of Milpitas Fire Prevention (Fire Prevention), and the City of Milpitas Building Department (Building Department). Ramboll also requested files from Santa Clara County Environmental Health Department (SCCDEH), Santa Clara Valley Water District (SCVWD), and the City of Milpitas Department of Public Works.
  - A review of electronic files was performed by Ramboll on June 16, 2015 at the Building Department office.
- A review of physical setting sources, as defined in the ASTM Standard, including:
  - The current USGS 7.5-minute topographic map that shows the area on which the site is located.
  - Geologic, hydrogeologic, or hydrologic sources as provided in the EDR report.
- A review of *Phase I Environmental Site Assessment and Surface Soil Investigation, 1005 North Park Victoria Drive, Milpitas, California*, prepared by Ramboll Environ, dated August 18, 2015 (herein referred to as the "2015 Phase I report"). The 2015 Phase I report is included as Appendix D.
- A review of the *ALTA/ASCM Land Title Survey, 1005 North Park Victoria Drive, Milpitas, California*, prepared by Civil Engineering Associates (CEA), dated January 9, 2018.
- A review of the *Preliminary Title Report* for the site, prepared by First American Title Insurance Company, dated January 9, 2018.
- A review of the geophysical survey report for the site titled *Magnetic Investigation at 1005 North Park Victoria Drive in Milpitas, California*, prepared by JR Associates, dated June 11, 2015 (included as Appendix E).
- A review of the *Alquist Priolo Special Studies Zone Investigation, 1005 North Park Victoria Drive, Milpitas, California*, prepared by Geo-Logic Associates, dated July 16, 2015.
- Ramboll provided Robson Homes with a User Questionnaire consistent with Appendix X3 of the ASTM Standard. Pertinent responses, if any, are discussed in the appropriate sections of this report.

This assessment was conducted in accordance with ASTM Standard E1527-13, as agreed upon by Ramboll and Robson Homes in January 2017. Certain “non-scope considerations,” as defined in the ASTM Standard (i.e., asbestos-containing materials [ACM], radon, lead-based paint, mold) are not directly addressed in this Phase I ESA.

### **2.3 Significant Assumptions**

In conducting this review, no significant assumptions were made, except for the following:

- Site-specific field measurements of groundwater gradient are not available. Groundwater flow directions at nearby sites (available in closure documentation for leaking underground storage tank [LUST] cases posted to the RWQCB Geotracker website) indicated a range of groundwater flow directions in the area, ranging from west to south. Based on these measurements and the local topographic gradient (generally to the west-southwest), Ramboll has assumed that the groundwater flow direction beneath the site is approximately to the southwest. In evaluating potential on-site impacts from off-site sources, those off-site facilities not located adjacent to or within one-quarter mile upgradient of the subject site are not considered to represent a significant concern to the subject site. This interpretation is based on the assumption that a hazardous material released to the subsurface generally does not migrate laterally within the unsaturated soil for a significant distance, although a hazardous material can migrate in the groundwater in a generally downgradient direction.

### **2.4 Reliance and General Limitations**

This environmental review has been prepared exclusively without limitation for use by Robson Homes, LLC and affiliated entities including Santa Clara Development Company, Sun Lakes Construction Company of California, and Vesta Real Estate Company Inc., and such other persons or entities whose reliance is explicitly authorized in writing by Ramboll.

The report is considered current only for a period of 180 days from Ramboll’s most recent site visit which was conducted on January 4, 2018. The conclusions presented in this report represent Ramboll’s best professional judgment based upon the information available and conditions existing as of the date of the review. In performing its assignment, Ramboll must rely upon publicly available information, information provided by the client, and information provided by third parties. Accordingly, the conclusions in this report are valid only to the extent that the information provided to Ramboll was accurate and complete. This review is not intended as legal advice, nor is it an exhaustive review of site conditions or facility compliance.

The scope of work for this assessment did not include an asbestos survey or inspection. According to federal OSHA regulations (29 CFR §1910.1001) and the Model Accreditation Plan (MAP; 40 CFR Part 763, Subpart E, Appendix C), the inspection, testing, evaluation, and/or sampling of suspect asbestos-containing materials must be conducted by an accredited inspector; these activities were not performed as part of this environmental review. Comments in this report regarding the condition of building materials at the site, including presumed or suspect ACM, represent only Ramboll’s observations at the time of the site visit and are not intended to be consistent with definitions regarding ACM condition in the Asbestos Hazard



Emergency Response Act (AHERA) or in other federal or state asbestos regulations or industry standards.

Other issues considered outside the scope of the ASTM Standard and this review include radon, lead-based paint, lead in drinking water, wetlands, PCBs in building materials, cultural and historic resources, ecological resources, endangered species, and high voltage power lines.

### 3 Site Description

#### 3.1 Site Setting

The property is approximately 4.85 acres in area and is located in Milpitas, Santa Clara County, California (the “site” or “property”). According to the Santa Clara County Assessor’s Office, the APN for the site is 029-04-040. The site is located approximately 1.2 miles northeast of the City of Milpitas Civic Center (Figure 1).

The site is developed with a one-story house and one-story garage. The remaining portion of the site is an open field with scattered trees. An asphalt and gravel driveway connects the site to North Park Victoria Drive in the southeastern portion of the site. There are no on-site surface water bodies.

Table A provides an overview of physical setting and utility information for the site.

<b>Table A: Physical Setting and Utility Information</b>		
<b>Conditions</b>	<b>Source</b>	<b>Description</b>
<b>Topography</b>		
Elevation (above mean sea level)	USGS topographic map; Google Earth	Ranging from approximately 32 to 50 feet across the site.
Topographic Gradient	USGS topographic map; visual observations	Gently sloping downward to the west across the site. Regional topography slopes gently downward to the west-southwest toward San Francisco Bay.
<b>Hydrology</b>		
Surface Water Runoff	Visual observations	Storm water from impervious surfaces at and in the vicinity of the house flows to the west and infiltrates into the on-site open field.
Nearest Surface Water Body	USGS topographic map; visual observations	An engineered channel is located approximately 400 feet to the west of the site. Tularcitos Creek is located approximately 0.4 mile east-southeast of site. The engineered channel and Tularcitos Creek joins with other channels and creeks in the San Jose area and ultimately drains to San Francisco Bay, located approximately 8.0 miles west of the site.
Flood Plain	FEMA*; site personnel	Site personnel reported no historical flooding at the site. The site is not located within a 500-year flood zone.
Wetlands	NWI*	There are no federally-designated wetlands on-site or within 0.5 mile of the site.
<b>Geology and Hydrogeology</b>		
Presumed Direction of Shallow Groundwater Flow	LUST case closure documentation for sites within approximately 1.0 mile of the site, reviewed on RWQCB Geotracker online database	Site-specific field measurements of groundwater gradient are not available. Groundwater flow directions at nearby sites (available in closure documentation for LUST cases posted to the RWQCB Geotracker website) indicated a range of groundwater flow directions in the area, ranging from west to south. Based on these measurements and the local topographic gradient (generally to the west-southwest), Ramboll has assumed that the groundwater flow direction beneath the site is approximately to the southwest.

<b>Table A: Physical Setting and Utility Information</b>		
<b>Conditions</b>	<b>Source</b>	<b>Description</b>
Depth to Groundwater	June 2015 geotechnical investigation conducted at the site; 1984 geotechnical investigation conducted adjacent to the south of the site; 2006 groundwater monitoring report for a site located approximately 0.2 mile southwest of the site, reviewed on RWQCB Geotracker online database	A June 2015 geotechnical investigation conducted at the site by Geo-Logic Associates on behalf of Robson Homes did not encounter any groundwater down to approximately 12 feet below ground surface (bgs). A 1984 geotechnical investigation conducted adjacent to the south of the site reported depth to groundwater to be approximately 14 feet bgs. Groundwater monitoring reports for a former LUST cleanup site located approximately 0.2 mile from the site indicate historical groundwater levels ranged between approximately 18 and 20 feet above mean sea level. Based on the site ground surface elevations ranging between approximately 32 to 50 feet above mean sea level across the site, depth to groundwater at the site likely ranges between 12 and 30 feet bgs.
On-site Wells	Site personnel; visual observations	There are no on-site monitoring wells.
Nearest Groundwater Supply Wells	EDR database report	No state-registered, federally-registered, and/or public water-supply wells are present within one mile of the site.
Geologic Conditions	2015 geotechnical investigation at the site; EDR database report	Ramboll observed the sidewalls of an approximately 3-foot wide, 12-foot deep trench during a geotechnical investigation conducted at the site in June 2015 by Geo-Logic Associates on behalf of Robson Homes. Silts and clays were observed on the sidewalls of the trench down to a depth of approximately 12 feet bgs. The EDR physical setting report indicates that surface soil types in the area consist of silty clays. Underlying sediments are reported to be silty clay loams and weathered bedrock.
<b>Site Utility Information</b>		
Electricity Supplier	Site personnel	Pacific Gas & Electric (PG&E)
Natural Gas Supplier	Site personnel	PG&E
Use of Fuel Oil for Building Heat	Site owner; site personnel	No current or former use of fuel oil reported.
Water Supplier	Site personnel	City of Milpitas Public Works Department
Sanitary Sewer	Site personnel	City of Milpitas Public Works Department
Septic Systems	Site owner; site personnel	Site personnel reported there may be an out-of-service wooden septic tank at an unknown location at the property.

<b>Table A: Physical Setting and Utility Information</b>		
<b>Conditions</b>	<b>Source</b>	<b>Description</b>
<p>Notes: FEMA = Federal Emergency Management Agency; NCCS = National Cooperative Soil Survey ; NWI = National Wetlands Inventory * - Source was provided in the EDR database report.</p>		

### 3.2 Current Use of Property

The property is approximately 4.85 acres and developed with a one-story house and one-story garage. Both the on-site house and garage have been abandoned with boarded windows and doors since approximately 1995. The remaining portion of the site is open field with scattered trees.

### 3.3 Current Uses of Adjoining Properties

The site is located in a residential land use area. Based on discussions with site personnel, Ramboll’s visual observations from the property boundary and public rights-of-way, and a limited review of publicly available information, a general determination of the current use of adjacent properties was developed, as described in Table B.

<b>Table B: Current Use of Adjacent Properties</b>		
<b>Direction</b>	<b>Property/Land Use</b>	<b>Ramboll’s Observations</b>
North, west, and south	Residential, located across Creed and Rankin Streets.	No apparent exterior manufacturing or chemical storage operations were observed. Residential areas consist of single family homes. No concerns were noted.
East	Residential and vacant lot located across North Park Victoria Drive.	No apparent exterior manufacturing or chemical storage operations were observed. Residential areas consist of single family homes. No concerns were noted.
<p>Notes: During the site visit, Ramboll walked or drove by the borders of these properties that are shared with the subject site. Ramboll did not enter the neighboring properties.</p>		

## 4 Review of Public Records and Other Information Sources

### 4.1 Environmental Regulatory Database Review

Ramboll contracted with EDR to prepare a summary of listings in federal and state agency databases within applicable radii of the site as specified by the ASTM standard.<sup>1</sup> A copy of the EDR report, dated December 26, 2017, is presented in Appendix B.

#### 4.1.1 Database Review for Site

Ramboll reviewed the results of the state and federal environmental database searches performed by EDR (see Appendix B) and also searched the Geotracker and Envirostor databases. The site was not listed on any of the databases searched.

#### 4.1.2 Database Review for Adjoining Properties

Ramboll's analysis of adjoining properties was based on observations made during the site reconnaissance (as discussed in Table B) and location information for off-site listings as presented in the EDR report. The discussion of adjoining sites does not include listings for certain databases that are (by themselves) not necessarily indicative of a contamination concern (e.g., compliance listings beyond those specified in Section 8.2.1 of the ASTM Standard). Also, for purposes of this analysis, Ramboll considers "adjoining" properties to be immediately adjacent, even if separated by a road or other physical barrier.

- **Fox Hollow Development.** The Fox Hollow residential development is located adjacent to the south of the site and is listed on the Fuel Leak Site Activity Report (HIST LUST), Geotracker's Leaking Underground Fuel Tank Report (LUST), and Hazardous Waste & Substance Site List (HIST CORTESE) databases. According to documentation reviewed on the RWQCB Geotracker online database, two 500-gallon gasoline USTs were removed from the Fox Hollow development in May 1988. The USTs were reportedly used for the refuelling of farm equipment, as the Fox Hollow development was historically used for agricultural purposes. One of the Fox Hollow USTs was approximately located southeast of the site under what is currently the intersection of Fox Hollow Court and North Park Victoria Drive. The second Fox Hollow UST was approximately located in the lot of the current off-site residence that is adjacent to the on-site garage structure. The removal of the USTs and associated piping was conducted under the oversight of the Milpitas Fire Department. The USTs were observed to be in good condition upon removal with no holes or corrosion reported. No odor or visual indication of a release was observed in the bottom of the tank excavation pits. Soil samples were collected from the bottoms of the excavation pits at a depth of approximately 6 feet bgs and analyzed for total petroleum hydrocarbons in the gasoline range (TPH-g) and benzene, toluene, ethylbenzene, and xylene (BTEX). All concentrations were less than laboratory reporting limits with the exception of TPH-g and xylene, reported to be 5.9 and 0.15 parts per million (ppm), respectively, in a base confirmation sample from the former UST located in the lot of the current off-site residence that is adjacent to the on-site garage structure. Based on the

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<sup>1</sup> EDR uses the term "radii" to refer to the ASTM terminology "approximate minimum search distance" in the environmental database report.

very low concentrations of TPH-g and xylene reported in only one of the confirmation samples and the presence of silty clay between the base of the former UST and underlying groundwater (reportedly 14 feet bgs), the case was recommended for closure by SCVWD on May 7, 1991 and granted closure by RWQCB on May 29, 1991. The Fox Hollow Development is not of concern to the subject site.

#### **4.1.3 Database Review for Non-Adjoining Properties**

There are several listings in the EDR database report for off-site non-adjoining properties. A summary of the pertinent listings is provided below. As noted in Table A, shallow groundwater beneath the site likely flows to the southwest. Within this section, Ramboll did not discuss certain listings for off-site non-adjoining properties that are (by themselves) not necessarily indicative of a contamination concern (e.g., hazardous waste generators, registered storage tanks, compliance listings). Also, Ramboll did not discuss herein any off-site non-adjoining property that is presumed to be downgradient or crossgradient of the subject site. This analysis was based on the assumption that a hazardous material released to the subsurface generally does not migrate laterally within the unsaturated soil for a significant distance, but a hazardous material can migrate in the groundwater in a generally downgradient direction; however, the direction of groundwater flow may be affected by localized topographic, hydraulic, and hydrogeologic conditions.

- **Summitpointe Golf Club.** The Summitpointe Golf Club, also known as the Tularcitos Golf and Country Club, is located at 1200 Country Club Drive in Milpitas, California, approximately 0.5 mile to the east-northeast of the site. The property is listed on the Historical Substance Storage Container Database (HIST UST), Facility Inventory Database (CA FID UST), HIST CORTESE, LUST, Fuel Leak Lists (LUST REG 2), LUST SANTA CLARA, Fuel Leak Site Activity Report (HIST LUST SANTA CLARA), CUPA Facility List (CUPA SANTA CLARA), and Statewide Environmental Evaluation and Planning System Listing System (SWEEPS UST) databases. The listings refer to a closed underground fuel leak case. In April 1994, a 6,000-gallon gasoline UST, 2,000-gallon gasoline UST, 1,000-gallon diesel UST, and associated piping were removed from the property. Soil and groundwater sampling in the vicinity of the removed USTs indicated gasoline and diesel contamination. Approximately 200 cubic yards of soil was over-excavated and confirmation samples of the excavation reported concentrations of 38 ppm as TPH-g in soil and 250 parts per billion (ppb) as TPH in the diesel range (TPH-d) in grab groundwater. In December 2002, a monitoring well located adjacent to the former USTs was sampled by Ramboll Environ and analyzed for TPH-g and BTEX. No constituents were reported above laboratory reporting limits. The Golf Club property was granted case closure by SCCDEH in July 2008 and is not of concern to the subject site.

## **4.2 Historical Uses of the Site and Adjacent Sites**

### **4.2.1 Past Uses of the Site**

The site was historically used for agricultural purposes, including as an apricot orchard. The residence was constructed at the site in approximately 1953. The current owner, Hooshang Salem, purchased the site in 1978, at which time agricultural operations ceased. Mr. Salem rented the site to various tenants who used the site for residential purposes until approximately 1995, when the house and adjacent garage were boarded to prevent vandalism. Following

Ramboll's 2015 Phase I report in August 2015, Robson Homes hired a subcontractor to securely board all exterior openings on the house and garage at the site to prevent entry into the site buildings. During Ramboll's January 2017, July 2017, and January 2018 site visits, the boarded openings were observed to be untampered with indicating the interiors of the site buildings had not been entered since the buildings were secured in 2015.

A summary of Ramboll's key observations from the available historical sources is presented in Table C.

<b>Historical Source</b>	<b>Key Observations Regarding Site History</b>
Aerial Photographs and Satellite Imagery <sup>1</sup> (1939, 1940, 1948, 1950, 1956, 1966, 1968, 1974, 1979, 1982, 1993, 1998, 2000, 2002 – 2014)	Early photographs show the site as an orchard until the 1982 photograph, at which time the orchard has been converted to open field. The current residence first appears in the 1966 photograph. The current garage and an additional structure that is no longer present at the site first appear in the 1974 photograph. No concerns are noted.
Topographic Maps (1899, 1953, 1961, 1968, 1973, 1980)	Development is first depicted in the vicinity of the site in 1961. No concerns are noted.
City Directory Abstracts (1985, 1991, 1996, 2000, 2006)	The occupant of 1005 North Park Victoria Drive is listed as John Robinson in 1985, Courtesy Fence in 1991, Larry Muller in 1996 and 2000, and vacant in 2006.
<p><sup>1</sup> In addition to aerial photographs provided by EDR, Ramboll viewed historical satellite imagery provided via Google Earth. Printed copies were not obtained, and imagery dates were not independently verified.</p> <p>EDR reported that Sanborn fire insurance coverage is not available for the site.</p>	

#### 4.2.2 Past Uses of Adjacent Sites

The adjacent properties were used for agricultural purposes, including orchards, dating back to at least 1939. Based on a review of aerial photographs, residential development first appears adjacent to west of the site in 1979. In the 1993 aerial photograph, residential development is present to the south and east of the site.

#### 4.3 Review of Local and State Agency Information

Ramboll visited or otherwise contacted local governmental agencies and regulatory bodies for information relating to the site. An overview of the findings of this review is presented in Table D.

<b>Agency Contacted / Document Reviewed</b>	<b>Information Obtained</b>
Santa Clara County Tax Assessor	Documents reviewed online using the Santa Clara County Tax Assessor's website included assessment roll information and a tax map. The map indicates that the APN for the site is 029-04-040.



<b>Table D: Local Agency Information for the Site</b>	
<b>Agency Contacted / Document Reviewed</b>	<b>Information Obtained</b>
City of Milpitas Fire Prevention	Ramboll attempted to review available public records maintained in an online database by the City of Milpitas Fire Prevention. No files were available for the site.
City of Milpitas Building Department	Ramboll reviewed one available file through the City of Milpitas Building Department online database related to the removal of an on-site structure in 2008 that had been destroyed by a fire.
Santa Clara County Department of Environmental Health (SCCDEH)	Ramboll requested records from SCCDEH for information regarding soil or groundwater investigations, USTs, LUSTs, hazardous materials inspections, or violations/permits for the property. Ramboll was informed that no records were found for the site. Ramboll also searched SCCDEH's online database of LUST, solvent release, and cleanup cases. The database contained no records for the site.
Santa Clara Valley Water District (SCVWD)	Ramboll requested records from the Santa Clara Valley Water District and was referred to the SCVWD online database of solvent files prior to 2004, at which time local agency oversight was transferred to the Department of Environmental Health. No records related to the site address were found on the online database.

#### **4.3.1 Interviews with Site Owner and Site Personnel**

As part of the 2015 Phase I report, Ramboll conducted an extensive interview with Ciema Salem, the daughter of the owner of the site, Hooshang Salem. Mr. Salem has owned the site since approximately 1978, although he has never lived at the site. At the time the site was purchased, the field was planted with an apricot orchard. Agricultural operations ceased upon Mr. Salem's purchase of the site and the residence was subsequently rented by various tenants and used for residential purposes until approximately 1995. From approximately 1995 to the present, the site has remained vacant and has been the subject of multiple vandalism events including graffiti and fires. Due to repeated events of vandalism, the windows and doors of the residence and garage at the site are currently boarded to prevent further vandalism. Follow-up email interviews were conducted with Ms. Salem on January 15, 2017, June 26, 2017, and January 5, 2018. Ms. Salem indicated that no changes had been made to the site or site uses since the 2015 Phase I report.

#### **4.4 Environmental Lien Record Search**

A review of the EDR Environmental Lien Search Report dated December 27, 2017, was performed to identify environmental liens or activity use limitations (AULs) imposed by judicial authorities with respect to the property. No environmental liens or AULs were found.

#### **4.5 Previous Environmental Assessments and Activities**

Ramboll conducted a Phase I ESA and surface soil investigation at the site in 2015. Shallow soil samples were collected from eight locations across the site to identify potential impacts from former agricultural operations or other historical site uses. Samples were analyzed for metals, pesticides, PCBs, and/or petroleum hydrocarbons. All concentrations were less than residential screening levels with the exception of one sample that reported a concentration of the pesticide dichlorodiphenylethylene (p,p-DDE) slightly above the residential screening level. The low



concentration and localized presence of p,p-DDE at location SB04 is not a concern for the site. The 2015 Phase I report is attached as Appendix D.

#### **4.6 User-Provided Information**

Ramboll provided Robson Homes with a User Questionnaire (consistent with Appendix X3 of the ASTM Standard) that requested information relating to environmental liens, AULs, specialized knowledge of the property, property value diminution, chain-of-title, or any other commonly known or obvious indications of site contamination, that was not otherwise provided to Ramboll. Pertinent responses, if any, are discussed in the appropriate sections of this report.

## 5 Site Reconnaissance

### 5.1 Methodology and Limiting Conditions

Jason Kane of Ramboll conducted site reconnaissance visits on January 13, 2017, July 12, 2017, and January 4, 2018. During the site visits, observations of the site were made to evaluate if any RECs, as defined in Chapter 2, are present. As discussed in Section 4.2.1, Robson Homes hired a subcontractor to securely board all exterior openings on the house and garage at the site following Ramboll's 2015 Phase I report in August 2015. During Ramboll's subsequent site visits, the boarded openings were observed to be untampered with indicating the interiors of the site buildings had not been entered since the buildings were secured in 2015. As a result, Ramboll did not enter the house or garage at the site during the January 2017, July 2017, or January 2018 site visits. The information provided in Table E regarding the interior portions of the site building was collected during the site visits conducted by Ramboll in 2015.

### 5.2 General Site Setting and Observations

Ramboll made observations during the site visit concerning all of the interior and exterior issues specified in Sections 9.4.2 through 9.4.4 of the ASTM E1527-13 Standard. The presence or absence of each issue of environmental interest or concern is noted in Table E. Only those areas of environmental interest or concern that were observed at the site are discussed further in the text below.

<b>Table E: Summary of Site Reconnaissance Observations</b>		
<b>Issue</b>	<b>ASTM Section</b>	<b>Observation</b>
<b>Interior and Exterior Issues</b>		
Current use(s) of the property	9.4.2.1	See Section 3.2
Past use(s) of the property	9.4.2.2	See Section 3.2 and 4.2
Hazardous substances and petroleum products used, treated, stored, disposed of, or generated on the property in connection with identified present or past uses	9.4.2.3	<b>Historically Present</b> (see Section 5.2.1)
Storage tanks: Underground storage tanks (fill ports, vent pipes, manholes) Aboveground storage tanks (ASTs)	9.4.2.4	<b>Present</b> (see Section 5.2.2)
Odors (strong, pungent or noxious)	9.4.2.5	Absent
Pools of liquid, standing surface water or sumps	9.4.2.6	Absent
Drums of hazardous substances or petroleum products (for example, five-gallon, 55-gallon or totes)	9.4.2.7	Absent
Hazardous substance and petroleum product containers (not necessarily in connection with identified uses)	9.4.2.8	Absent
Unidentified substance containers suspected of containing hazardous substances or petroleum products	9.4.2.9	Absent

<b>Table E: Summary of Site Reconnaissance Observations</b>		
<b>Issue</b>	<b>ASTM Section</b>	<b>Observation</b>
Polychlorinated biphenyls (PCBs) Electrical equipment on-site (e.g., transformers, capacitors) Electrical equipment known or likely to contain PCBs Hydraulic equipment on-site (e.g., elevators, truck dock lifts) Hydraulic equipment known or likely to contain PCBs	9.4.2.10	Absent
<b>Interior Issues</b>		
Heating/cooling systems	9.4.3.1	Absent
Stains or corrosion on interior floors, walls or ceilings (except for staining from water)	9.4.3.2	Absent
Floor drains and interior sumps	9.4.3.3	Absent
<b>Exterior Issues</b>		
Pits, ponds or lagoons on property or adjacent sites	9.4.4.1	Absent
Stained soil or pavement	9.4.4.2	Absent
Stressed vegetation (from other than insufficient water)	9.4.4.3	Absent
On-site solid waste disposal; areas apparently filled or graded by non-natural causes; or mounds or depressions suggesting solid waste disposal	9.4.4.4	Absent
Wastewater or other liquid (including storm water) or any discharge into a drain, ditch, underground injection system or stream on or adjacent to the property	9.4.4.5	Absent
Wells (including dry wells, irrigation wells, injection wells, abandoned wells, or other wells)	9.4.4.6	Absent
Septic systems or cesspools	9.4.4.7	<b>Potentially Present</b> (see Section 5.2.3)
<p>Notes: Observations noted in this table and discussed further below are based on information obtained during the site visits and from a review of the sources summarized in Chapter 4. See the ASTM Standard for a detailed description of the issues included in each referenced ASTM section. Per the ASTM Standard, fluorescent light ballasts likely to contain PCBs do not need to be noted.</p>		

### 5.2.1 Hazardous Substances and Petroleum Products

From at least 1939 until the site was purchased by the current site owner in 1978, the site was used for agricultural purposes including as an apricot orchard. Pesticides may have been used during the period of agricultural use at the site. Surface soil sampling was conducted at the site to identify impacts from potential pesticide use at the site, as discussed in Section 4.5 of this report and further detailed in the 2015 Phase I report included as Appendix D.

### **5.2.2 Aboveground Storage Tank**

An abandoned aboveground storage tank is located on the eastern portion of the site. The metal tank is approximately 400 gallons in volume and appears to be a former hot water storage tank. Site personnel did not report knowing of the use or origin of the tank. No staining or indication of a release was observed in the vicinity of the tank. Shallow soil sampling was conducted in 2015 in the immediate vicinity of the tank, the results of which did not identify any concerns. The abandoned tank is not considered to be a concern for the site.

### **5.2.3 Septic Tank**

Site personnel reported an underground wooden septic tank formerly used by the site may be located in the vicinity of the house. The exact location of the septic tank is not known. The wooden underground septic tank is not considered to be a concern for the site.

## 6 Findings, Opinion, and Conclusions

Ramboll has performed a Phase I Environmental Site Assessment in general conformance with the scope and limitations of ASTM Practice E1527-13 at the property located at 1005 North Park Victoria Drive in Milpitas, California. Any exceptions to, or deletions from, this practice are described in Section 6.3.

### 6.1 Findings and Opinion

#### 6.1.1 Recognized Environmental Conditions

Ramboll did not identify any “recognized environmental condition[s]” (REC[s]), as defined by ASTM (see Chapter 2.0), in connection with unrestricted residential use of the property. No further investigation of the site is warranted at this time.

#### 6.1.2 Other Findings

Ramboll identified the following additional finding that is not considered RECs based on available information:

- **Former Agricultural Use.** Between at least 1939 and the purchase of the site by the current site owner in 1978, the site was used for agricultural purposes including as an apricot orchard. Pesticides may have been used during the period of agricultural use at the site. Shallow soil sampling was conducted by Ramboll at the site in 2015 to identify impacts from potential pesticide use. All concentrations of pesticides and metals were less than residential screening levels with the exception of one sample that reported a concentration of the pesticide p,p-DDE slightly above the residential screening level. The low concentration and localized presence of p,p-DDE at one sampling location is not a concern for the site.

#### 6.1.3 *De Minimis* Conditions

*De minimis* conditions are those that do not represent a material risk of harm to public health or the environment and that generally would not be the subject of enforcement action if brought to the attention of appropriate governmental agencies. Ramboll did not identify any *de minimis* conditions during the course of this assessment.

### 6.2 Conclusions

Ramboll has performed this Phase I Environmental Site Assessment in general conformance with the scope and limitations of ASTM Practice E 1527-13, of the property located at 1005 North Park Victoria Drive in Milpitas, California. Any exceptions to, or deletions from, this practice are described in Section 6.3 of this report. This assessment has revealed evidence of no recognized environmental conditions at the site.

### 6.3 Analysis of Data Gaps

The ASTM Standard defines a data gap as “a lack of or inability to obtain information required by the practice despite good faith efforts by the environmental professional to gather such information.” A data gap is only significant if other information obtained during the ESA, or professional experience, raises reasonable concerns and affects the ability of the environmental professional to identify whether a given issue is a REC. The ASTM Standard requires that the

ESA report identify and comment on significant data gaps. Limiting conditions and deviations to the ASTM Standard for the assessment are discussed below.

- Due to the extended age of the site, it was not possible to interview representatives who have detailed knowledge of the agricultural operations at the site prior to 1978 when the site was purchased by the current owner.
- Following Ramboll's 2015 Phase I report in August 2015, Robson Homes hired a subcontractor to securely board all exterior openings on the house and garage at the site. During Ramboll's January and July 2017 site visits, the boarded openings were observed to be untampered with since the site buildings were secured in 2015. As a result of this observation, Ramboll did not enter the house or garage at the site during the January 2017, July 2017, and January 2018 site visits because it is assumed that no one has entered the site buildings since they were secured in 2015.

None of the exceptions, deletions, deviations, or site reconnaissance limitations noted above are considered to represent significant data gaps.

## 7 References

### 7.1 Documents

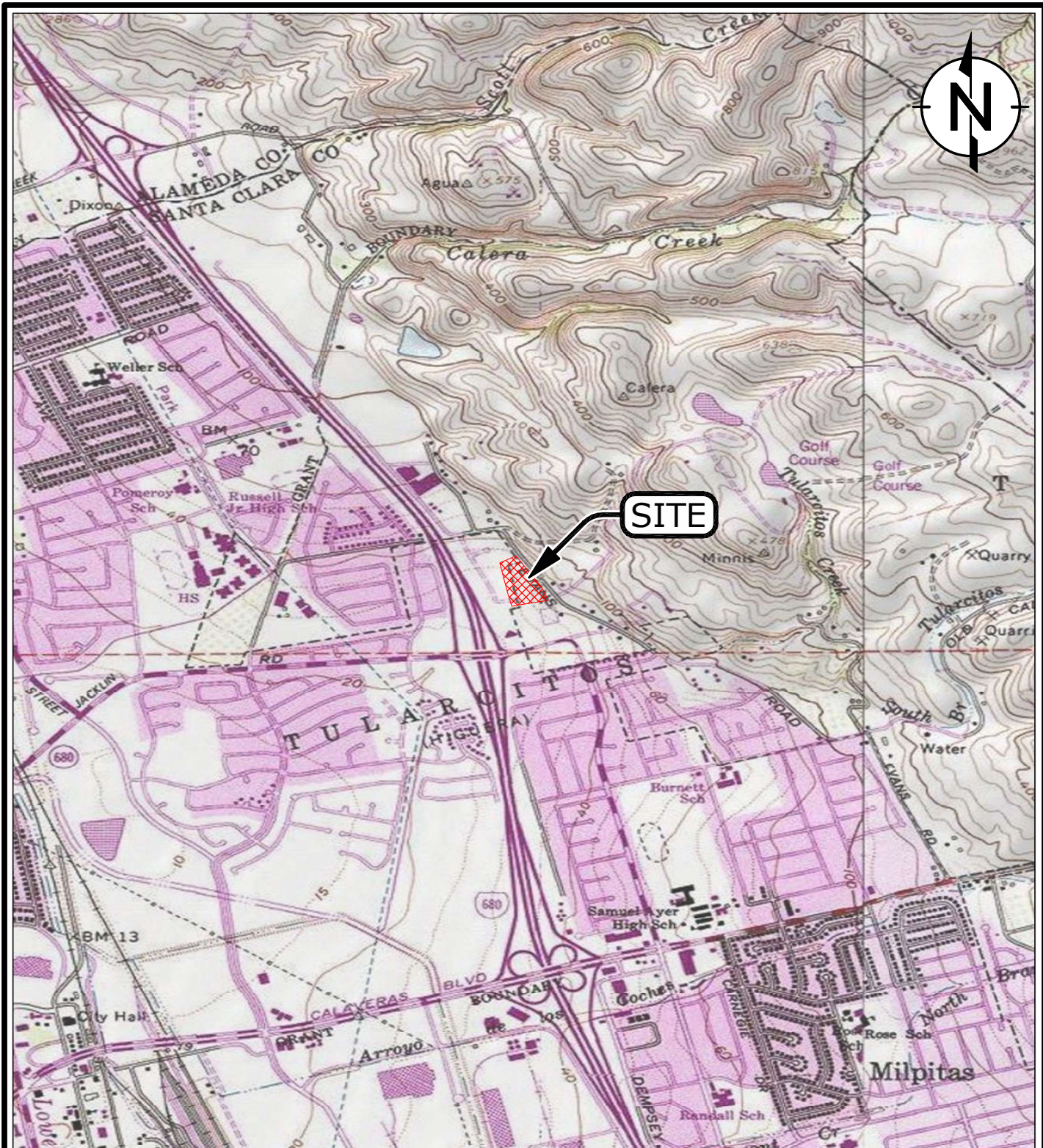
- Civil Engineering Associates (CEA). 2018. *ALTA/ACSM Land Title Survey, 1005 N. Park Victoria, Milpitas, California*. January 9.
- EDR. 2015. *Aerial Photo Decade Package: Inquiry Number 4325114.12*. June 16.
- EDR. 2015. *City Directory, Abstract, Inquiry Number 4325114.5*. June 29.
- EDR. 2017. *Environmental Lien Search, Inquiry Number 5144783.5*. December 27.
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- EDR. 2017. *Radius Map, Inquiry Number: 05144783.2r*. December 26.
- EDR. 2015. *Sanborn® Map Report, Inquiry Number 4325114.3*. June 15.
- First American Title Insurance Company. 2018. *Preliminary Title Report*. January 9.
- Geo-Logic Associates. 2015. *Alquist Priolo Special Studies Zone Investigation, 1005 North Park Victoria Drive, Milpitas, California*. July 16.
- JR Associates. 2015. *Magnetic Investigation at 1005 North Park Victoria Drive, Milpitas, California*. June 11.
- Ramboll Environ. 2015. *Phase I Environmental Site Assessment and Surface Soil Investigation, 1005 North Park Victoria Drive, Milpitas, California*. August 18.

### 7.2 Interviews

- Ciema Salem. Site Personnel. 2018. Email interview. January 5.

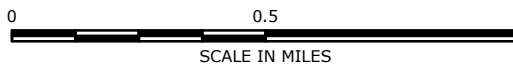
## Figures





**LEGEND:**

 PROPERTY BOUNDARY



**NOTES:**  
CONTOUR INTERVAL 20 FEET



**SOURCE:** USGS TNM - National Structures Dataset; USGS TNM - National Transportation Dataset; TomTom Commercial Roads; U.S. Census Bureau - TIGER/Line; USGS TNM - National Boundaries Dataset; USGS TNM - Geographic Names Information System; USGS TNM - National Hydrography Dataset



QUADRANGLE KEY MAP



**Site Layout**  
1005 North Park Victoria Drive  
Milpitas, California

**FIGURE**  
**1**

DRAFTED BY: RS

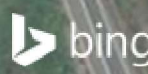
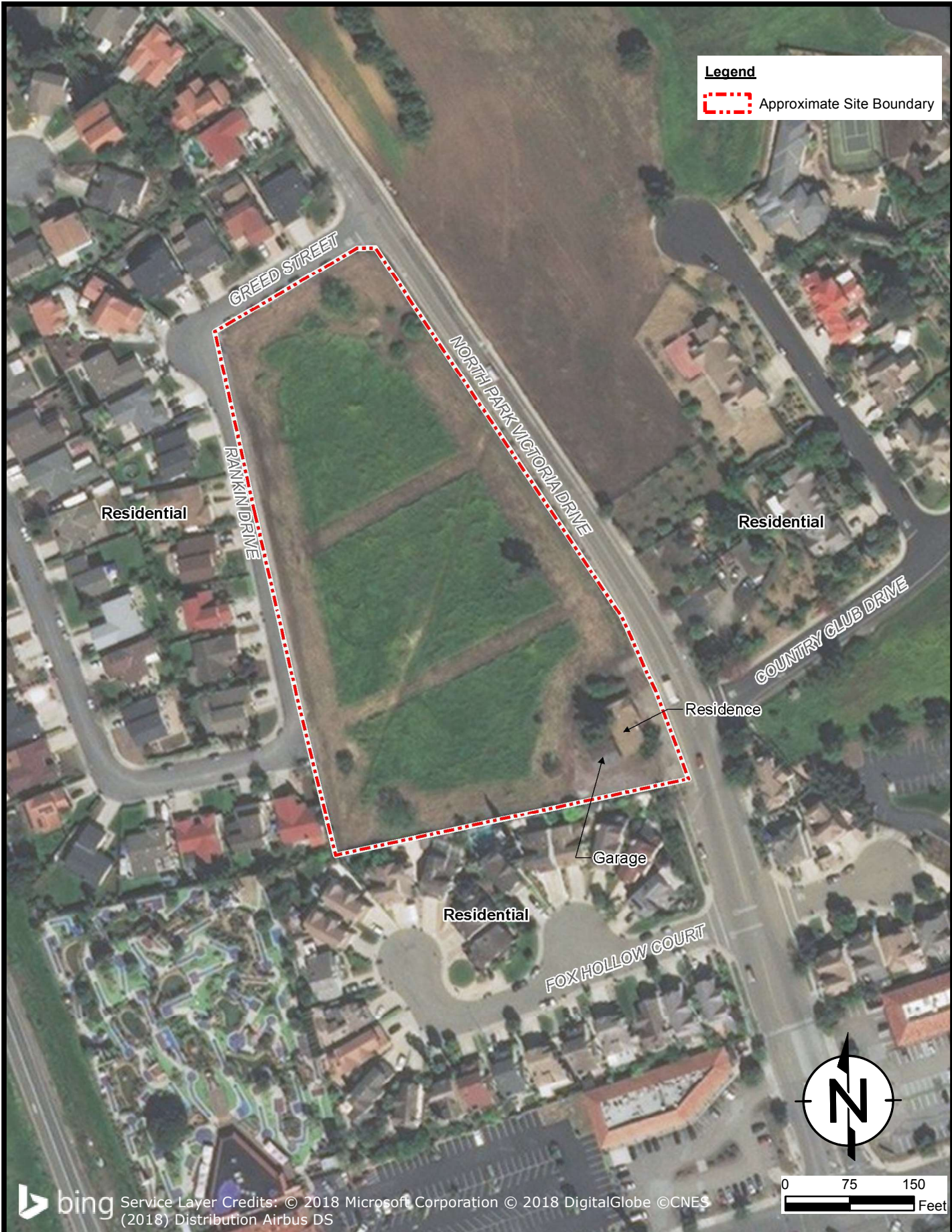
DATE: 1/11/2018

PROJECT: 1690001783

Q:\DRAWINGS\1690001783\1690001783-locmap.mxd



**Legend**  
Approximate Site Boundary



Service Layer Credits: © 2018 Microsoft Corporation © 2018 DigitalGlobe © CNES (2018) Distribution Airbus DS

Q:\DRAWINGS\1690001783\1690001783-layout-2.mxd

**RAMBOLL**

DRAFTED BY: RS      DATE: 1/11/2018

**Site Layout**  
1005 North Park Victoria Drive  
Milpitas, California

**FIGURE**  
**2**  
03-21676DD

## **Appendix A**

### **Site Photographs**





Photo 1: View of front of house from North Park Victoria Drive.



Photo 2: View of on-site garage (left) and house (right) from southeast corner of site.



**Site Photographs**  
1005 North Park Victoria Drive  
Milpitas, California  
June 2015 – January 2018



Photo 3: View of living room inside on-site house. Photo taken July 2015.



Photo 4: View inside of on-site garage. Photo taken July 2015.



**Site Photographs**  
1005 North Park Victoria Drive  
Milpitas, California  
June 2015 – January 2018





Photo 5: View looking east from area adjacent to the north of on-site house.



Photo 6: View looking north from area adjacent to the north of on-site house.





Photo 7: View of site looking southeast from the northwestern corner of the site. Soil piles and parked trucks are associated with the June 2015 geotechnical investigation performed at the site (see Photo 10). Photo taken in June 2015.



Photo 8: View of typical fence post uncovered during potholing of magnetic anomalies. Photo taken in June 2015.





Photo 9: Abandoned aboveground storage tank that may have formerly been used for hot water storage. Tank located on east-central portion of the site. Photo taken in June 2015.



Photo 10: View of trench excavated by Geo-Logic Associates on behalf of Robson Homes for Alquist Priolo Special Studies Zone Investigation for the site. Photo taken in June 2015.



## **Appendix B**

### **Environmental Database Report**

Because the environmental databases themselves are sometimes not updated by the specific regulatory agencies for a period of up to one year or more (depending on the database and the agency), the database search conducted herein will not necessarily list any facility or site recently identified as having, or which is suspected of having, environmental problems and/or for which an environmental investigation/ listing has been initiated, or reflect the current status of activities at a particular site, subsequent to the last update of a given list. In addition, the EDR database search contained a number of unmapped sites. It was beyond the scope of this review to locate each of the unmapped sites.

**SCDC Park Victoria**

1005 North Park Victoria

Milpitas, CA 95035

Inquiry Number: 05144783.2r

December 26, 2017

# The EDR Radius Map™ Report with GeoCheck®



6 Armstrong Road, 4th floor  
Shelton, CT 06484  
Toll Free: 800.352.0050  
[www.edrnet.com](http://www.edrnet.com)

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*Thank you for your business.*  
Please contact EDR at 1-800-352-0050  
with any questions or comments.

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## EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

### TARGET PROPERTY INFORMATION

#### ADDRESS

1005 NORTH PARK VICTORIA  
MILPITAS, CA 95035

#### COORDINATES

Latitude (North): 37.4498040 - 37° 26' 59.29"  
Longitude (West): 121.8892700 - 121° 53' 21.37"  
Universal Transverse Mercator: Zone 10  
UTM X (Meters): 598247.2  
UTM Y (Meters): 4145147.2  
Elevation: 36 ft. above sea level

### USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map: 5640070 MILPITAS, CA  
Version Date: 2012  
  
East Map: 5640636 CALAVERAS RESERVOIR, CA  
Version Date: 2012

### AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from: 20140606  
Source: USDA

MAPPED SITES SUMMARY

Target Property Address:  
 1005 NORTH PARK VICTORIA  
 MILPITAS, CA 95035

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
<a href="#">A1</a>	FOX HOLLOW	1197 FOX HOLLOW CT	LUST, HIST LUST, HIST CORTESE	Higher	111, 0.021, SE
<a href="#">A2</a>	FOX HOLLOW - PARK VI	PARK VICTORIA & FOX	SLIC	Higher	169, 0.032, SE
<a href="#">B3</a>	TULARCITOS GOLF & CO	1200 COUNTRY CLUB DR	HIST UST	Higher	341, 0.065, East
<a href="#">B4</a>	TULACITOS GOLF COURSE	1200 COUNTRY CLUB DR	Notify 65	Higher	341, 0.065, East
<a href="#">B5</a>	TULARCITOS GOLF AND	1200 COUNTRY CLUB DR	HIST UST, CA FID UST	Higher	341, 0.065, East
<a href="#">C6</a>	CONCEPCION FAMILY DE	1303 JACKLIN RD	CUPA Listings	Higher	485, 0.092, SE
<a href="#">D7</a>	SAVING CLEANERS	1241 JACKLIN RD	CUPA Listings, DRYCLEANERS	Higher	494, 0.094, SSE
<a href="#">D8</a>	MICHAEL'S CLEANERS	1241 JACKLIN RD	RCRA-SQG, FINDS, ECHO	Higher	494, 0.094, SSE
<a href="#">D9</a>	ELITE CLEANERS	1241 JACKLIN RD	EDR Hist Cleaner	Higher	494, 0.094, SSE
<a href="#">D10</a>	MICHAELS CLEANERS	1209 JACKLIN RD	EDR Hist Cleaner	Lower	544, 0.103, SSE
<a href="#">C11</a>	MICHAELS CLEANERS	1309 JACKLIN RD	EDR Hist Cleaner	Higher	577, 0.109, SE
<a href="#">C12</a>	MICHAELS CLEANERS	1309 JACKLIN ROAD	FINDS, CUPA Listings, DRYCLEANERS, EMI	Higher	577, 0.109, SE
<a href="#">C13</a>	JACKLIN CLEANER ALTE	1351 JACKLIN RD	EDR Hist Cleaner	Higher	683, 0.129, SE
<a href="#">E14</a>	SHELL	990 JACKLIN RD	LUST, SLIC, HIST LUST, CUPA Listings	Lower	1201, 0.227, SW
<a href="#">E15</a>	SHELL SERVICE STATIO	990 JACKLIN	RCRA-SQG, LUST, SLIC, HIST UST, FINDS, ECHO,...	Lower	1201, 0.227, SW
<a href="#">E16</a>	JANS SHELL	990 JACKLIN RD	SWEEPS UST, CA FID UST	Lower	1201, 0.227, SW
<a href="#">E17</a>	SHELL OIL - JACKLIN	990 JACKLIN RD	UST	Lower	1201, 0.227, SW
<a href="#">E18</a>	JAN'S SHELL WERNER &	990 JACKLIN RD	HIST UST	Lower	1228, 0.233, SW
<a href="#">E19</a>	MILPITAS SHELL & CAR	990 JACKLIN RD	EDR Hist Auto	Lower	1228, 0.233, SW
<a href="#">20</a>	CENTRE POINTE DR	APN 086-33-102 AND -	ENVIROSTOR, SCH	Lower	4632, 0.877, SSW

# EXECUTIVE SUMMARY

## TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

## DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

## STANDARD ENVIRONMENTAL RECORDS

### ***Federal NPL site list***

NPL..... National Priority List  
Proposed NPL..... Proposed National Priority List Sites  
NPL LIENS..... Federal Superfund Liens

### ***Federal Delisted NPL site list***

Delisted NPL..... National Priority List Deletions

### ***Federal CERCLIS list***

FEDERAL FACILITY..... Federal Facility Site Information listing  
SEMS..... Superfund Enterprise Management System

### ***Federal CERCLIS NFRAP site list***

SEMS-ARCHIVE..... Superfund Enterprise Management System Archive

### ***Federal RCRA CORRACTS facilities list***

CORRACTS..... Corrective Action Report

### ***Federal RCRA non-CORRACTS TSD facilities list***

RCRA-TSDF..... RCRA - Treatment, Storage and Disposal

### ***Federal RCRA generators list***

RCRA-LQG..... RCRA - Large Quantity Generators  
RCRA-CESQG..... RCRA - Conditionally Exempt Small Quantity Generator

### ***Federal institutional controls / engineering controls registries***

LUCIS..... Land Use Control Information System  
US ENG CONTROLS..... Engineering Controls Sites List  
US INST CONTROL..... Sites with Institutional Controls

## EXECUTIVE SUMMARY

### **Federal ERNS list**

ERNS..... Emergency Response Notification System

### **State- and tribal - equivalent NPL**

RESPONSE..... State Response Sites

### **State and tribal landfill and/or solid waste disposal site lists**

SWF/LF..... Solid Waste Information System

### **State and tribal leaking storage tank lists**

INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land

### **State and tribal registered storage tank lists**

FEMA UST..... Underground Storage Tank Listing

AST..... Aboveground Petroleum Storage Tank Facilities

INDIAN UST..... Underground Storage Tanks on Indian Land

### **State and tribal voluntary cleanup sites**

VCP..... Voluntary Cleanup Program Properties

INDIAN VCP..... Voluntary Cleanup Priority Listing

### **State and tribal Brownfields sites**

BROWNFIELDS..... Considered Brownfields Sites Listing

### **ADDITIONAL ENVIRONMENTAL RECORDS**

#### **Local Brownfield lists**

US BROWNFIELDS..... A Listing of Brownfields Sites

#### **Local Lists of Landfill / Solid Waste Disposal Sites**

WMUDS/SWAT..... Waste Management Unit Database

SWRCY..... Recycler Database

HAULERS..... Registered Waste Tire Haulers Listing

INDIAN ODI..... Report on the Status of Open Dumps on Indian Lands

DEBRIS REGION 9..... Torres Martinez Reservation Illegal Dump Site Locations

ODI..... Open Dump Inventory

IHS OPEN DUMPS..... Open Dumps on Indian Land

#### **Local Lists of Hazardous waste / Contaminated Sites**

US HIST CDL..... Delisted National Clandestine Laboratory Register

HIST Cal-Sites..... Historical Calsites Database

SCH..... School Property Evaluation Program

CDL..... Clandestine Drug Labs

## EXECUTIVE SUMMARY

Toxic Pits..... Toxic Pits Cleanup Act Sites  
US CDL..... National Clandestine Laboratory Register

### **Local Land Records**

LIENS..... Environmental Liens Listing  
LIENS 2..... CERCLA Lien Information  
DEED..... Deed Restriction Listing

### **Records of Emergency Release Reports**

HMIRS..... Hazardous Materials Information Reporting System  
CHMIRS..... California Hazardous Material Incident Report System  
LDS..... Land Disposal Sites Listing  
MCS..... Military Cleanup Sites Listing  
SPILLS 90..... SPILLS 90 data from FirstSearch

### **Other Ascertainable Records**

RCRA NonGen / NLR..... RCRA - Non Generators / No Longer Regulated  
FUDS..... Formerly Used Defense Sites  
DOD..... Department of Defense Sites  
SCRD DRYCLEANERS..... State Coalition for Remediation of Drycleaners Listing  
US FIN ASSUR..... Financial Assurance Information  
EPA WATCH LIST..... EPA WATCH LIST  
2020 COR ACTION..... 2020 Corrective Action Program List  
TSCA..... Toxic Substances Control Act  
TRIS..... Toxic Chemical Release Inventory System  
SSTS..... Section 7 Tracking Systems  
ROD..... Records Of Decision  
RMP..... Risk Management Plans  
RAATS..... RCRA Administrative Action Tracking System  
PRP..... Potentially Responsible Parties  
PADS..... PCB Activity Database System  
ICIS..... Integrated Compliance Information System  
FTTS..... FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)  
MLTS..... Material Licensing Tracking System  
COAL ASH DOE..... Steam-Electric Plant Operation Data  
COAL ASH EPA..... Coal Combustion Residues Surface Impoundments List  
PCB TRANSFORMER..... PCB Transformer Registration Database  
RADINFO..... Radiation Information Database  
HIST FTTS..... FIFRA/TSCA Tracking System Administrative Case Listing  
DOT OPS..... Incident and Accident Data  
CONSENT..... Superfund (CERCLA) Consent Decrees  
INDIAN RESERV..... Indian Reservations  
FUSRAP..... Formerly Utilized Sites Remedial Action Program  
UMTRA..... Uranium Mill Tailings Sites  
LEAD SMELTERS..... Lead Smelter Sites  
US AIRS..... Aerometric Information Retrieval System Facility Subsystem  
US MINES..... Mines Master Index File  
ABANDONED MINES..... Abandoned Mines  
FINDS..... Facility Index System/Facility Registry System  
UXO..... Unexploded Ordnance Sites  
DOCKET HWC..... Hazardous Waste Compliance Docket Listing



## EXECUTIVE SUMMARY

ECHO.....	Enforcement & Compliance History Information
FUELS PROGRAM.....	EPA Fuels Program Registered Listing
CA BOND EXP. PLAN.....	Bond Expenditure Plan
Cortese.....	"Cortese" Hazardous Waste & Substances Sites List
EMI.....	Emissions Inventory Data
ENF.....	Enforcement Action Listing
Financial Assurance.....	Financial Assurance Information Listing
HAZNET.....	Facility and Manifest Data
ICE.....	ICE
HWP.....	EnviroStor Permitted Facilities Listing
HWT.....	Registered Hazardous Waste Transporter Database
MINES.....	Mines Site Location Listing
MWMP.....	Medical Waste Management Program Listing
NPDES.....	NPDES Permits Listing
PEST LIC.....	Pesticide Regulation Licenses Listing
PROC.....	Certified Processors Database
SAN JOSE HAZMAT.....	Hazardous Material Facilities
UIC.....	UIC Listing
WASTEWATER PITS.....	Oil Wastewater Pits Listing
WDS.....	Waste Discharge System
WIP.....	Well Investigation Program Case List

### EDR HIGH RISK HISTORICAL RECORDS

#### ***EDR Exclusive Records***

EDR MGP..... EDR Proprietary Manufactured Gas Plants

### EDR RECOVERED GOVERNMENT ARCHIVES

#### ***Exclusive Recovered Govt. Archives***

RGA LF..... Recovered Government Archive Solid Waste Facilities List  
RGA LUST..... Recovered Government Archive Leaking Underground Storage Tank

### SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

# EXECUTIVE SUMMARY

## STANDARD ENVIRONMENTAL RECORDS

### ***Federal RCRA generators list***

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 09/13/2017 has revealed that there are 2 RCRA-SQG sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>MICHAEL'S CLEANERS</b>	<b>1241 JACKLIN RD</b>	<b>SSE 0 - 1/8 (0.094 mi.)</b>	<b>D8</b>	<b>13</b>
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>SHELL SERVICE STATIO</b>	<b>990 JACKLIN</b>	<b>SW 1/8 - 1/4 (0.227 mi.)</b>	<b>E15</b>	<b>23</b>

### ***State- and tribal - equivalent CERCLIS***

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 10/30/2017 has revealed that there is 1 ENVIROSTOR site within approximately 1 mile of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>CENTRE POINTE DR</b> Facility Id: 60001989 Status: Inactive - Withdrawn	<b>APN 086-33-102 AND -</b>	<b>SSW 1/2 - 1 (0.877 mi.)</b>	<b>20</b>	<b>35</b>

### ***State and tribal leaking storage tank lists***

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there are 3 LUST sites within

## EXECUTIVE SUMMARY

approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>FOX HOLLOW</b> Database: LUST SANTA CLARA, Date of Government Version: 03/03/2014 Database: LUST REG 2, Date of Government Version: 09/30/2004 Database: LUST, Date of Government Version: 09/11/2017 Status: Completed - Case Closed Facility Status: Case Closed Date Closed: 05/29/1991 Global Id: T0608500641 SCVWD ID: 05S1E32P01F date9: 5/29/1991	<b>1197 FOX HOLLOW CT</b>	<b>SE 0 - 1/8 (0.021 mi.)</b>	<b>A1</b>	<b>8</b>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>SHELL</b> Database: LUST REG 2, Date of Government Version: 09/30/2004 Facility Status: Pollution Characterization	<b>990 JACKLIN RD</b>	<b>SW 1/8 - 1/4 (0.227 mi.)</b>	<b>E14</b>	<b>22</b>
<b>SHELL SERVICE STATIO</b> Database: LUST SANTA CLARA, Date of Government Version: 03/03/2014 Database: LUST, Date of Government Version: 09/11/2017 Status: Completed - Case Closed Date Closed: 01/06/2011 Global Id: T0608565949 SCVWD ID: 06S1E05D01F	<b>990 JACKLIN</b>	<b>SW 1/8 - 1/4 (0.227 mi.)</b>	<b>E15</b>	<b>23</b>

SLIC: Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the SLIC list, as provided by EDR, has revealed that there are 3 SLIC sites within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>FOX HOLLOW - PARK VI</b> Database: SLIC, Date of Government Version: 09/11/2017 Facility Status: Open - Inactive Global Id: T10000008074	<b>PARK VICTORIA &amp; FOX</b>	<b>SE 0 - 1/8 (0.032 mi.)</b>	<b>A2</b>	<b>10</b>
<b>SHELL</b> Database: SLIC REG 2, Date of Government Version: 09/30/2004 Facility Id: 43-1932	<b>990 JACKLIN RD</b>	<b>SW 1/8 - 1/4 (0.227 mi.)</b>	<b>E14</b>	<b>22</b>
<b>SHELL SERVICE STATIO</b> Database: SLIC, Date of Government Version: 09/11/2017 Facility Status: Completed - Case Closed Global Id: T0608591760	<b>990 JACKLIN</b>	<b>SW 1/8 - 1/4 (0.227 mi.)</b>	<b>E15</b>	<b>23</b>

## EXECUTIVE SUMMARY

HIST LUST: A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

A review of the HIST LUST list, as provided by EDR, and dated 03/29/2005 has revealed that there are 2 HIST LUST sites within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>FOX HOLLOW</b> SCVWD ID: 05S1E32P01	<b>1197 FOX HOLLOW CT</b>	<b>SE 0 - 1/8 (0.021 mi.)</b>	<b>A1</b>	<b>8</b>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>SHELL</b> SCVWD ID: 06S1E05D01	<b>990 JACKLIN RD</b>	<b>SW 1/8 - 1/4 (0.227 mi.)</b>	<b>E14</b>	<b>22</b>

### ***State and tribal registered storage tank lists***

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, has revealed that there is 1 UST site within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
SHELL OIL - JACKLIN Database: UST, Date of Government Version: 09/11/2017 Facility Id: 43-011-032441-0 Facility Id: 43-011-840209	990 JACKLIN RD	SW 1/8 - 1/4 (0.227 mi.)	E17	33

### **ADDITIONAL ENVIRONMENTAL RECORDS**

#### ***Local Lists of Registered Storage Tanks***

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there is 1 SWEEPS UST site within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>JANS SHELL</b> Status: A Tank Status: A Comp Number: 32441	<b>990 JACKLIN RD</b>	<b>SW 1/8 - 1/4 (0.227 mi.)</b>	<b>E16</b>	<b>32</b>

## EXECUTIVE SUMMARY

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 4 HIST UST sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
TULARCITOS GOLF & CO Facility Id: 00000049717	1200 COUNTRY CLUB DR	E 0 - 1/8 (0.065 mi.)	B3	10
<b><i>TULARCITOS GOLF AND</i></b>	<b><i>1200 COUNTRY CLUB DR</i></b>	<b><i>E 0 - 1/8 (0.065 mi.)</i></b>	<b><i>B5</i></b>	<b><i>11</i></b>
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b><i>SHELL SERVICE STATIO</i></b> JAN'S SHELL WERNER & Facility Id: 00000032441	<b><i>990 JACKLIN</i></b> 990 JACKLIN RD	<b><i>SW 1/8 - 1/4 (0.227 mi.)</i></b> SW 1/8 - 1/4 (0.233 mi.)	<b><i>E15</i></b> E18	<b><i>23</i></b> 33

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 2 CA FID UST sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b><i>TULARCITOS GOLF AND</i></b> Facility Id: 43001476 Status: A	<b><i>1200 COUNTRY CLUB DR</i></b>	<b><i>E 0 - 1/8 (0.065 mi.)</i></b>	<b><i>B5</i></b>	<b><i>11</i></b>
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b><i>JANS SHELL</i></b> Facility Id: 43012292 Status: A	<b><i>990 JACKLIN RD</i></b>	<b><i>SW 1/8 - 1/4 (0.227 mi.)</i></b>	<b><i>E16</i></b>	<b><i>32</i></b>

### ***Other Ascertainable Records***

CUPA Listings: A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

A review of the CUPA Listings list, as provided by EDR, has revealed that there are 4 CUPA Listings sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CONCEPCION FAMILY DE Database: CUPA SANTA CLARA, Date of Government Version: 08/07/2017	1303 JACKLIN RD	SE 0 - 1/8 (0.092 mi.)	C6	12
<b><i>SAVING CLEANERS</i></b> Database: CUPA SANTA CLARA, Date of Government Version: 08/07/2017	<b><i>1241 JACKLIN RD</i></b>	<b><i>SSE 0 - 1/8 (0.094 mi.)</i></b>	<b><i>D7</i></b>	<b><i>12</i></b>
<b><i>MICHAELS CLEANERS</i></b> Database: CUPA SANTA CLARA, Date of Government Version: 08/07/2017	<b><i>1309 JACKLIN ROAD</i></b>	<b><i>SE 0 - 1/8 (0.109 mi.)</i></b>	<b><i>C12</i></b>	<b><i>16</i></b>
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b><i>SHELL</i></b> Database: CUPA SANTA CLARA, Date of Government Version: 08/07/2017	<b><i>990 JACKLIN RD</i></b>	<b><i>SW 1/8 - 1/4 (0.227 mi.)</i></b>	<b><i>E14</i></b>	<b><i>22</i></b>

## EXECUTIVE SUMMARY

**DRYCLEANERS:** A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the DRYCLEANERS list, as provided by EDR, and dated 08/02/2017 has revealed that there are 2 DRYCLEANERS sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>SAVING CLEANERS</b> EPA Id: CAL000310521	<b>1241 JACKLIN RD</b>	<b>SSE 0 - 1/8 (0.094 mi.)</b>	<b>D7</b>	<b>12</b>
<b>MICHAELS CLEANERS</b> EPA Id: CAL000160057	<b>1309 JACKLIN ROAD</b>	<b>SE 0 - 1/8 (0.109 mi.)</b>	<b>C12</b>	<b>16</b>

**HIST CORTESE:** The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSTATES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there is 1 HIST CORTESE site within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>FOX HOLLOW</b> Reg Id: 43-0605	<b>1197 FOX HOLLOW CT</b>	<b>SE 0 - 1/8 (0.021 mi.)</b>	<b>A1</b>	<b>8</b>

**Notify 65:** Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

A review of the Notify 65 list, as provided by EDR, and dated 06/16/2017 has revealed that there is 1 Notify 65 site within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>TULACITOS GOLF COURSE</b>	<b>1200 COUNTRY CLUB DR</b>	<b>E 0 - 1/8 (0.065 mi.)</b>	<b>B4</b>	<b>11</b>

### EDR HIGH RISK HISTORICAL RECORDS

#### ***EDR Exclusive Records***

**EDR Hist Auto:** EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Auto list, as provided by EDR, has revealed that there is 1 EDR Hist Auto

## EXECUTIVE SUMMARY

site within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
MILPITAS SHELL & CAR	990 JACKLIN RD	SW 1/8 - 1/4 (0.233 mi.)	E19	34

EDR Hist Cleaner: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Cleaner list, as provided by EDR, has revealed that there are 4 EDR Hist Cleaner sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
ELITE CLEANERS	1241 JACKLIN RD	SSE 0 - 1/8 (0.094 mi.)	D9	15
MICHAELS CLEANERS	1309 JACKLIN RD	SE 0 - 1/8 (0.109 mi.)	C11	16
JACKLIN CLEANER ALTE	1351 JACKLIN RD	SE 1/8 - 1/4 (0.129 mi.)	C13	22
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
MICHAELS CLEANERS	1209 JACKLIN RD	SSE 0 - 1/8 (0.103 mi.)	D10	15

## EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 1 records.

Site Name

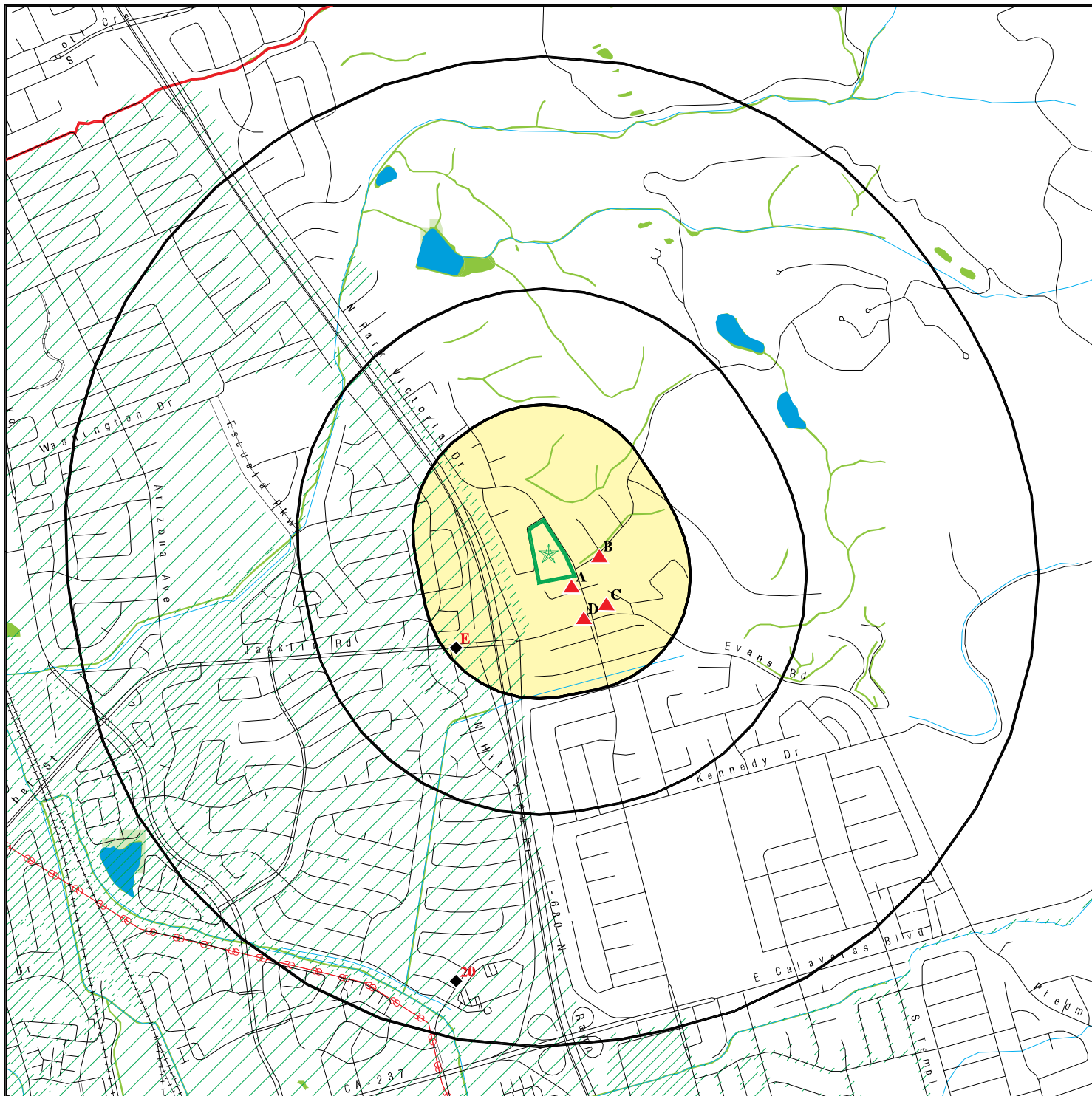
FOX HOLLOW PARK VICTORIA SITE

Database(s)

SPILLS 90



# OVERVIEW MAP - 05144783.2R



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

Indian Reservations BIA

County Boundary

Power transmission lines

100-year flood zone

500-year flood zone

National Wetland Inventory

State Wetlands

Upgradient Area

Areas of Concern














This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: SCDC Park Victoria  
 ADDRESS: 1005 North Park Victoria  
 Milpitas CA 95035  
 LAT/LONG: 37.449804 / 121.88927

CLIENT: Ramboll Environ  
 CONTACT: Jason Kane  
 INQUIRY #: 05144783.2r  
 DATE: December 26, 2017 9:56 am

# DETAIL MAP - 05144783.2R



-  Target Property
-  Sites at elevations higher than or equal to the target property
-  Sites at elevations lower than the target property
-  Manufactured Gas Plants
-  Sensitive Receptors
-  National Priority List Sites
-  Dept. Defense Sites
-  Indian Reservations BIA
-  100-year flood zone
-  500-year flood zone
-  National Wetland Inventory
-  State Wetlands
-  Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: SCDC Park Victoria  
 ADDRESS: 1005 North Park Victoria  
 Milpitas CA 95035  
 LAT/LONG: 37.449804 / 121.88927

CLIENT: Ramboll Environ  
 CONTACT: Jason Kane  
 INQUIRY #: 05144783.2r  
 DATE: December 26, 2017 9:58 am

## MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
<b>STANDARD ENVIRONMENTAL RECORDS</b>								
<b><i>Federal NPL site list</i></b>								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	0.001		0	NR	NR	NR	NR	0
<b><i>Federal Delisted NPL site list</i></b>								
Delisted NPL	1.000		0	0	0	0	NR	0
<b><i>Federal CERCLIS list</i></b>								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
<b><i>Federal CERCLIS NFRAP site list</i></b>								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
<b><i>Federal RCRA CORRACTS facilities list</i></b>								
CORRACTS	1.000		0	0	0	0	NR	0
<b><i>Federal RCRA non-CORRACTS TSD facilities list</i></b>								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
<b><i>Federal RCRA generators list</i></b>								
RCRA-LQG	0.250		0	0	NR	NR	NR	0
RCRA-SQG	0.250		1	1	NR	NR	NR	2
RCRA-CESQG	0.250		0	0	NR	NR	NR	0
<b><i>Federal institutional controls / engineering controls registries</i></b>								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
<b><i>Federal ERNS list</i></b>								
ERNS	0.001		0	NR	NR	NR	NR	0
<b><i>State- and tribal - equivalent NPL</i></b>								
RESPONSE	1.000		0	0	0	0	NR	0
<b><i>State- and tribal - equivalent CERCLIS</i></b>								
ENVIROSTOR	1.000		0	0	0	1	NR	1
<b><i>State and tribal landfill and/or solid waste disposal site lists</i></b>								
SWF/LF	0.500		0	0	0	NR	NR	0
<b><i>State and tribal leaking storage tank lists</i></b>								
LUST	0.500		1	2	0	NR	NR	3

## MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.500		0	0	0	NR	NR	0
SLIC	0.500		1	2	0	NR	NR	3
HIST LUST	0.500		1	1	0	NR	NR	2
<b>State and tribal registered storage tank lists</b>								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		0	1	NR	NR	NR	1
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
<b>State and tribal voluntary cleanup sites</b>								
VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
<b>State and tribal Brownfields sites</b>								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
<b>ADDITIONAL ENVIRONMENTAL RECORDS</b>								
<b>Local Brownfield lists</b>								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
<b>Local Lists of Landfill / Solid Waste Disposal Sites</b>								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	0.001		0	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
<b>Local Lists of Hazardous waste / Contaminated Sites</b>								
US HIST CDL	0.001		0	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	0	NR	NR	NR	0
CDL	0.001		0	NR	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	0.001		0	NR	NR	NR	NR	0
<b>Local Lists of Registered Storage Tanks</b>								
SWEEPS UST	0.250		0	1	NR	NR	NR	1
HIST UST	0.250		2	2	NR	NR	NR	4
CA FID UST	0.250		1	1	NR	NR	NR	2
<b>Local Land Records</b>								
LIENS	0.001		0	NR	NR	NR	NR	0
LIENS 2	0.001		0	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0

## MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
<b>Records of Emergency Release Reports</b>								
HMIRS	0.001		0	NR	NR	NR	NR	0
CHMIRS	0.001		0	NR	NR	NR	NR	0
LDS	0.001		0	NR	NR	NR	NR	0
MCS	0.001		0	NR	NR	NR	NR	0
SPILLS 90	0.001		0	NR	NR	NR	NR	0
<b>Other Ascertainable Records</b>								
RCRA NonGen / NLR	0.250		0	0	NR	NR	NR	0
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		0	NR	NR	NR	NR	0
FTTS	0.001		0	NR	NR	NR	NR	0
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		0	NR	NR	NR	NR	0
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		0	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	TP		NR	NR	NR	NR	NR	0
FINDS	0.001		0	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
DOCKET HWC	TP		NR	NR	NR	NR	NR	0
ECHO	TP		NR	NR	NR	NR	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500		0	0	0	NR	NR	0
CUPA Listings	0.250		3	1	NR	NR	NR	4
DRYCLEANERS	0.250		2	0	NR	NR	NR	2
EMI	0.001		0	NR	NR	NR	NR	0

## MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
ENF	0.001		0	NR	NR	NR	NR	0
Financial Assurance	0.001		0	NR	NR	NR	NR	0
HAZNET	0.001		0	NR	NR	NR	NR	0
ICE	TP		NR	NR	NR	NR	NR	0
HIST CORTESE	0.500		1	0	0	NR	NR	1
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
MINES	TP		NR	NR	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	0.001		0	NR	NR	NR	NR	0
PEST LIC	TP		NR	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		1	0	0	0	NR	1
SAN JOSE HAZMAT	0.250		0	0	NR	NR	NR	0
UIC	0.001		0	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	0.001		0	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0

### EDR HIGH RISK HISTORICAL RECORDS

#### *EDR Exclusive Records*

EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.250		0	1	NR	NR	NR	1
EDR Hist Cleaner	0.250		3	1	NR	NR	NR	4

### EDR RECOVERED GOVERNMENT ARCHIVES

#### *Exclusive Recovered Govt. Archives*

RGA LF	0.001		0	NR	NR	NR	NR	0
RGA LUST	0.001		0	NR	NR	NR	NR	0

- Totals --		0	17	14	0	1	0	32
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#### NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

A1  
SE  
< 1/8  
0.021 mi.  
111 ft.

**FOX HOLLOW**  
**1197 FOX HOLLOW CT**  
**MILPITAS, CA 95035**  
**Site 1 of 2 in cluster A**

**LUST S102430420**  
**HIST LUST N/A**  
**HIST CORTESE**

**Relative:**  
**Higher**

LUST:

Lead Agency: SANTA CLARA COUNTY LOP  
Case Type: LUST Cleanup Site  
Geo Track: [http://geotracker.waterboards.ca.gov/profile\\_report.asp?global\\_id=T0608500641](http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0608500641)  
Global Id: T0608500641  
Latitude: 37.4485432689042  
Longitude: -121.887495517731  
Status: Completed - Case Closed  
Status Date: 05/29/1991  
Case Worker: UST  
RB Case Number: Not reported  
Local Agency: SANTA CLARA COUNTY LOP  
File Location: All Files are on GeoTracker or in the Local Agency Database  
Local Case Number: Not reported  
Potential Media Affect: Soil  
Potential Contaminants of Concern: Gasoline  
Site History: Not reported

**Actual:**  
**41 ft.**

LUST:

Global Id: T0608500641  
Contact Type: Regional Board Caseworker  
Contact Name: Regional Water Board  
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)  
Address: 1515 CLAY ST SUITE 1400  
City: OAKLAND  
Email: Not reported  
Phone Number: Not reported

Global Id: T0608500641  
Contact Type: Local Agency Caseworker  
Contact Name: UST CASE WORKER  
Organization Name: SANTA CLARA COUNTY LOP  
Address: 1555 Berger Drive, Suite 300  
City: SAN JOSE  
Email: Not reported  
Phone Number: 4089183400

LUST:

Global Id: T0608500641  
Action Type: Other  
Date: 06/07/1989  
Action: Leak Reported

Global Id: T0608500641  
Action Type: ENFORCEMENT  
Date: 05/29/1991  
Action: Closure/No Further Action Letter

Global Id: T0608500641  
Action Type: ENFORCEMENT  
Date: 04/02/1990  
Action: Notice of Responsibility - #39177

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**FOX HOLLOW (Continued)**

**S102430420**

Global Id: T0608500641  
Action Type: RESPONSE  
Date: 06/27/1989  
Action: Other Report / Document

**LUST:**

Global Id: T0608500641  
Status: Completed - Case Closed  
Status Date: 05/29/1991

Global Id: T0608500641  
Status: Open - Case Begin Date  
Status Date: 06/07/1989

Global Id: T0608500641  
Status: Open - Site Assessment  
Status Date: 06/07/1989

**LUST REG 2:**

Region: 2  
Facility Id: Not reported  
Facility Status: Case Closed  
Case Number: 05S1E32P01f  
How Discovered: Not reported  
Leak Cause: Not reported  
Leak Source: Not reported  
Date Leak Confirmed: Not reported  
Oversight Program: LUST  
Prelim. Site Assessment Workplan Submitted: Not reported  
Preliminary Site Assessment Began: 6/7/1989  
Pollution Characterization Began: Not reported  
Pollution Remediation Plan Submitted: Not reported  
Date Remediation Action Underway: Not reported  
Date Post Remedial Action Monitoring Began: Not reported

**LUST SANTA CLARA:**

Region: SANTA CLARA  
SCVWD ID: 05S1E32P01F  
Date Closed: 05/29/1991  
EDR Link ID: 05S1E32P01F

**HIST LUST SANTA CLARA:**

Region: SANTA CLARA  
Region Code: 2  
SCVWD ID: 05S1E32P01  
Oversite Agency: SCVWD  
Date Listed: 1990-01-01 00:00:00  
Closed Date: 1991-05-29 00:00:00

**HIST CORTESE:**

Region: CORTESE  
Facility County Code: 43  
Reg By: LTNKA  
Reg Id: 43-0605



MAP FINDINGS

Map ID  
Direction  
Distance  
Elevation

Site

Database(s)

EDR ID Number  
EPA ID Number

**A2**      **FOX HOLLOW - PARK VICTORIA SITE**  
**SE**      **PARK VICTORIA & FOX HOLLOW**  
**< 1/8**    **MILPITAS, CA 95035**  
**0.032 mi.**  
**169 ft.**    **Site 2 of 2 in cluster A**

**SLIC**    **S118406216**  
**N/A**

**Relative:**  
**Higher**

SLIC:

Region: STATE  
**Facility Status: Open - Inactive**  
Status Date: 06/14/2016  
Global Id: T10000008074  
Lead Agency: SAN FRANCISCO BAY RWQCB (REGION 2)  
Lead Agency Case Number: Not reported  
Latitude: 37.44871  
Longitude: -121.88805  
Case Type: Cleanup Program Site  
Case Worker: Not reported  
Local Agency: Not reported  
RB Case Number: 43S0652  
File Location: All Files are on GeoTracker or in the Local Agency Database  
Potential Media Affected: Soil  
Potential Contaminants of Concern: Other Insecticides / Pesticide / Fumigants / Herbicides, Arsenic, Copper, Lead, Mercury (elemental)  
Site History: Not reported

**Actual:**  
**43 ft.**

[Click here to access the California GeoTracker records for this facility:](#)

**B3**      **TULARCITOS GOLF & COUNTRY CLUB**  
**East**    **1200 COUNTRY CLUB DR**  
**< 1/8**    **MILPITAS, CA 95135**  
**0.065 mi.**  
**341 ft.**    **Site 1 of 3 in cluster B**

**HIST UST**    **U001603139**  
**N/A**

**Relative:**  
**Higher**

HIST UST:

File Number: Not reported  
URL: Not reported  
Region: STATE  
Facility ID: 00000049717  
Facility Type: Other  
Other Type: GOLF COURSE  
Contact Name: Not reported  
Telephone: 4082941594  
Owner Name: ROBERT H. JONES & ASSOCIATES  
Owner Address: 64 BARNARD AVE.  
Owner City,St,Zip: SAN JOSE, CA 95112  
Total Tanks: 0003  
  
Tank Num: 001  
Container Num: 1  
Year Installed: 1978  
Tank Capacity: 00006000  
Tank Used for: PRODUCT  
Type of Fuel: REGULAR  
Container Construction Thickness: Not reported  
Leak Detection: Pressure Test  
  
Tank Num: 002  
Container Num: 2  
Year Installed: 1978  
Tank Capacity: 00002000

**Actual:**  
**87 ft.**

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TULARCITOS GOLF & COUNTRY CLUB (Continued)**

**U001603139**

Tank Used for: PRODUCT  
Type of Fuel: REGULAR  
Container Construction Thickness: Not reported  
Leak Detection: Pressure Test

Tank Num: 003  
Container Num: 3  
Year Installed: 1978  
Tank Capacity: 00001000  
Tank Used for: PRODUCT  
Type of Fuel: DIESEL  
Container Construction Thickness: Not reported  
Leak Detection: Pressure Test

**B4**  
**East**  
**< 1/8**  
**0.065 mi.**  
**341 ft.**

**TULACITOS GOLF COURSE**  
**1200 COUNTRY CLUB DRIVE**  
**MILPITAS, CA 93064**

**Notify 65** **U000061259**  
**N/A**

**Site 2 of 3 in cluster B**

**Relative:**  
**Higher**

NOTIFY 65:  
Date Reported: Not reported  
Staff Initials: Not reported  
Board File Number: Not reported  
Facility Type: Not reported  
Discharge Date: Not reported  
Issue Date: Not reported  
Incident Description: Not reported

**Actual:**  
**87 ft.**

**B5**  
**East**  
**< 1/8**  
**0.065 mi.**  
**341 ft.**

**TULARCITOS GOLF AND COUNTRY CLUB**  
**1200 COUNTRY CLUB DRIVE**  
**MILPITAS, CA 95135**

**HIST UST** **S101625439**  
**CA FID UST** **N/A**

**Site 3 of 3 in cluster B**

**Relative:**  
**Higher**

HIST UST:  
File Number: 000207D5  
URL: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000207D5.pdf>  
Region: Not reported  
Facility ID: Not reported  
Facility Type: Not reported  
Other Type: Not reported  
Contact Name: Not reported  
Telephone: Not reported  
Owner Name: Not reported  
Owner Address: Not reported  
Owner City,St,Zip: Not reported  
Total Tanks: Not reported

**Actual:**  
**87 ft.**

Tank Num: Not reported  
Container Num: Not reported  
Year Installed: Not reported  
Tank Capacity: Not reported  
Tank Used for: Not reported  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TULARCITOS GOLF AND COUNTRY CLUB (Continued)**

**S101625439**

Leak Detection: Not reported

Click here for Geo Tracker PDF:

CA FID UST:

Facility ID: 43001476  
Regulated By: UTNKA  
Regulated ID: 00049717  
Cortese Code: Not reported  
SIC Code: Not reported  
Facility Phone: 4082941594  
Mail To: Not reported  
Mailing Address: P O BOX  
Mailing Address 2: Not reported  
Mailing City,St,Zip: MILPITAS 95135  
Contact: Not reported  
Contact Phone: Not reported  
DUNs Number: Not reported  
NPDES Number: Not reported  
EPA ID: Not reported  
Comments: Not reported  
Status: Active

**C6  
SE  
< 1/8  
0.092 mi.  
485 ft.**

**CONCEPCION FAMILY DENTAL  
1303 JACKLIN RD  
MILPITAS, CA 95035  
Site 1 of 4 in cluster C**

**CUPA Listings S103971448  
N/A**

**Relative:  
Higher**

CUPA SANTA CLARA:  
Region: SANTA CLARA  
PE#: 2240  
Program Description: GENERATES < 10 GAL/YR  
Latitude: 37.447867  
Longitude: -121.887519  
Record ID: PR0379833  
Facility ID: FA0259111

**Actual:  
43 ft.**

**D7  
SSE  
< 1/8  
0.094 mi.  
494 ft.**

**SAVING CLEANERS  
1241 JACKLIN RD  
MILPITAS, CA 95035  
Site 1 of 4 in cluster D**

**CUPA Listings S106166567  
DRYCLEANERS N/A**

**Relative:  
Higher**

CUPA SANTA CLARA:  
Region: SANTA CLARA  
PE#: 2202  
Program Description: GENERATES < 100 KG/YR  
Latitude: 37.447640  
Longitude: -121.888603  
Record ID: PR0367735  
Facility ID: FA0252047

**Actual:  
36 ft.**

DRYCLEANERS:  
EPA Id: CAL000310521

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SAVING CLEANERS (Continued)**

**S106166567**

NAICS Code: 81232  
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)  
SIC Code: 7211  
SIC Description: Power Laundries, Family and Commercial  
Create Date: 08/16/2006  
Facility Active: No  
Inactive Date: 06/30/2007  
Facility Addr2: Not reported  
Owner Name: VINCE BUI  
Owner Address: 1241 JACKLIN RD  
Owner Address 2: Not reported  
Owner Telephone: 4083560117  
Contact Name: VINCE BUI  
Contact Address: 1241 JACKLIN RD  
Contact Address 2: Not reported  
Contact Telephone: 4083560117  
Mailing Name: Not reported  
Mailing Address 1: 1241 JACKLIN RD  
Mailing Address 2: Not reported  
Mailing City: MILPITAS  
Mailing State: CA  
Mailing Zip: 950350000  
Owner Fax: Not reported  
Region Code: 2

**D8**  
**SSE**  
**< 1/8**  
**0.094 mi.**  
**494 ft.**

**MICHAEL'S CLEANERS**  
**1241 JACKLIN RD**  
**MILPITAS, CA 95035**

**RCRA-SQG 1000239102**  
**FINDS CAD981163546**  
**ECHO**

**Site 2 of 4 in cluster D**

**Relative:**  
**Higher**

RCRA-SQG:

Date form received by agency: 11/14/1985  
Facility name: MICHAEL'S CLEANERS  
Facility address: 1241 JACKLIN RD  
MILPITAS, CA 95035  
EPA ID: CAD981163546  
Contact: MICHAEL WILLYOUNG  
Contact address: 1241 JACKLIN RD  
MILPITAS, CA 95035  
Contact country: US  
Contact telephone: 408-263-7775  
Contact email: Not reported  
EPA Region: 09  
Classification: Small Small Quantity Generator  
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

**Actual:**  
**36 ft.**

Owner/Operator Summary:

Owner/operator name: MICHAEL N WILLYOUNG  
Owner/operator address: 1241 JACKLIN RD  
MILPITAS, CA 92035  
Owner/operator country: Not reported  
Owner/operator telephone: 408-263-7775

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MICHAEL'S CLEANERS (Continued)**

**1000239102**

Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Private  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED  
Owner/operator address: NOT REQUIRED  
NOT REQUIRED, ME 99999

Owner/operator country: Not reported  
Owner/operator telephone: 415-555-1212  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Private  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
Used oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110013820650

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZARDOUS AIR POLLUTANT MAJOR

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

Map ID  
 Direction  
 Distance  
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
 EPA ID Number

**MICHAEL'S CLEANERS (Continued)**

**1000239102**

ECHO:

Envid: 1000239102  
 Registry ID: 110013820650  
 DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110013820650>

**D9**  
**SSE**  
 < 1/8  
 0.094 mi.  
 494 ft.

**ELITE CLEANERS**  
**1241 JACKLIN RD**  
**MILPITAS, CA 95035**  
 Site 3 of 4 in cluster D

**EDR Hist Cleaner 1019981192**  
**N/A**

**Relative:**  
**Higher**

EDR Hist Cleaner

**Actual:**  
**36 ft.**

Year:	Name:	Type:
1992	MICHAELS CLEANERS	Drycleaning Plants, Except Rugs, NEC
1993	MICHAELS CLEANERS	Drycleaning Plants, Except Rugs, NEC
1994	MICHAELS CLEANERS	Drycleaning Plants, Except Rugs, NEC
1995	MICHAELS CLEANERS	Drycleaning Plants, Except Rugs, NEC
2001	ELITE CLEANERS	Drycleaning Plants, Except Rugs
2001	WEBSQUIRE	Drycleaning Plants, Except Rugs
2002	ELITE CLEANERS	Drycleaning Plants, Except Rugs
2002	WEBSQUIRE	Drycleaning Plants, Except Rugs
2003	WEBSQUIRE	Drycleaning Plants, Except Rugs
2003	ELITE CLEANERS	Drycleaning Plants, Except Rugs
2004	ELITE CLEANERS	Drycleaning Plants, Except Rugs
2005	ELITE CLEANERS	Drycleaning Plants, Except Rugs
2006	ELITE CLEANERS	Drycleaning Plants, Except Rugs
2007	ELITE CLEANERS	Drycleaning Plants, Except Rugs
2008	ELITE CLEANERS	Drycleaning Plants, Except Rugs
2009	ELITE CLEANERS	Drycleaning Plants, Except Rugs
2010	ELITE CLEANERS	Drycleaning Plants, Except Rugs
2011	ELITE CLEANERS	Drycleaning Plants, Except Rugs
2012	ELITE CLEANERS	Drycleaning Plants, Except Rugs
2013	ELITE CLEANERS	Drycleaning Plants, Except Rugs
2014	ELITE CLEANERS	Drycleaning Plants, Except Rugs

**D10**  
**SSE**  
 < 1/8  
 0.103 mi.  
 544 ft.

**MICHAELS CLEANERS**  
**1209 JACKLIN RD**  
**MILPITAS, CA 95035**  
 Site 4 of 4 in cluster D

**EDR Hist Cleaner 1020040099**  
**N/A**

**Relative:**  
**Lower**

EDR Hist Cleaner

**Actual:**  
**33 ft.**

Year:	Name:	Type:
1996	MICHAELS CLEANERS	Drycleaning Plants, Except Rugs, NEC
1997	MICHAELS CLEANERS	Drycleaning Plants, Except Rugs, NEC

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

C11  
SE  
< 1/8  
0.109 mi.  
577 ft.

**MICHAELS CLEANERS**  
**1309 JACKLIN RD**  
**MILPITAS, CA 95035**  
  
**Site 2 of 4 in cluster C**

**EDR Hist Cleaner**    **1020040100**  
**N/A**

**Relative:**  
**Higher**

EDR Hist Cleaner

**Actual:**  
**43 ft.**

Year:	Name:	Type:
1998	MICHAELS CLEANERS	Drycleaning Plants, Except Rugs, NEC
1999	MICHAELS CLEANERS	Drycleaning Plants, Except Rugs, NEC
2000	MICHAELS CLEANERS	Drycleaning Plants, Except Rugs, NEC
2001	MICHAELS CLEANERS	Drycleaning Plants, Except Rugs, NEC
2002	MICHAELS CLEANERS	Drycleaning Plants, Except Rugs, NEC
2003	MICHAELS CLEANERS	Drycleaning Plants, Except Rugs, NEC
2004	MICHAELS CLEANERS	Drycleaning Plants, Except Rugs, NEC
2005	MICHAELS CLEANERS	Drycleaning Plants, Except Rugs, NEC
2006	MICHAELS CLEANERS	Drycleaning Plants, Except Rugs, NEC
2007	MICHAELS CLEANERS	Drycleaning Plants, Except Rugs, NEC
2008	MICHAELS CLEANERS	Drycleaning Plants, Except Rugs, NEC
2009	MICHAELS CLEANERS	Drycleaning Plants, Except Rugs, NEC
2010	MICHAELS CLEANERS	Drycleaning Plants, Except Rugs, NEC
2011	MICHAELS CLEANERS	Drycleaning Plants, Except Rugs, NEC
2012	MICHAELS CLEANERS	Drycleaning Plants, Except Rugs, NEC
2013	MICHAELS CLEANERS	Drycleaning Plants, Except Rugs, NEC
2014	MICHAELS CLEANERS	Drycleaning Plants, Except Rugs, NEC

C12  
SE  
< 1/8  
0.109 mi.  
577 ft.

**MICHAELS CLEANERS**  
**1309 JACKLIN ROAD**  
**MILPITAS, CA 95035**  
  
**Site 3 of 4 in cluster C**

**FINDS**    **1005774981**  
**CUPA Listings**    **N/A**  
**DRYCLEANERS**  
**EMI**

**Relative:**  
**Higher**

FINDS:

**Actual:**  
**43 ft.**

Registry ID:                    110002410720  
  
Environmental Interest/Information System  
HAZARDOUS AIR POLLUTANT MAJOR  
  
STATE MASTER

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

CUPA SANTA CLARA:

Region:                    SANTA CLARA  
PE#:                        2240  
Program Description:    GENERATES < 10 GAL/YR  
Latitude:                 37.447953  
Longitude:               -121.887434  
Record ID:                PR0382575  
Facility ID:               FA0260954

DRYCLEANERS:

EPA Id:                    CAL000160057  
NAICS Code:              81232  
NAICS Description:      Drycleaning and Laundry Services (except Coin-Operated)

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MICHAELS CLEANERS (Continued)**

**1005774981**

SIC Code: 7211  
SIC Description: Power Laundries, Family and Commercial  
Create Date: 01/29/1996  
Facility Active: No  
Inactive Date: 06/30/2007  
Facility Addr2: Not reported  
Owner Name: LINDA NGUYEN  
Owner Address: 1309 JACKLIN RD  
Owner Address 2: Not reported  
Owner Telephone: 4082637775  
Contact Name: LINDA NGUYEN  
Contact Address: 1309 JACKLIN RD  
Contact Address 2: Not reported  
Contact Telephone: 4082637775  
Mailing Name: Not reported  
Mailing Address 1: 1309 JACKLIN RD  
Mailing Address 2: Not reported  
Mailing City: MILPITAS  
Mailing State: CA  
Mailing Zip: 950353426  
Owner Fax: Not reported  
Region Code: 2

**EMI:**

Year: 1996  
County Code: 43  
Air Basin: SF  
Facility ID: 10748  
Air District Name: BA  
SIC Code: 7216  
Air District Name: BAY AREA AQMD  
Community Health Air Pollution Info System: Not reported  
Consolidated Emission Reporting Rule: Not reported  
Total Organic Hydrocarbon Gases Tons/Yr: 1  
Reactive Organic Gases Tons/Yr: 0  
Carbon Monoxide Emissions Tons/Yr: 0  
NOX - Oxides of Nitrogen Tons/Yr: 0  
SOX - Oxides of Sulphur Tons/Yr: 0  
Particulate Matter Tons/Yr: 0  
Part. Matter 10 Micrometers and Smlr Tons/Yr:0

Year: 1997  
County Code: 43  
Air Basin: SF  
Facility ID: 10748  
Air District Name: BA  
SIC Code: 7216  
Air District Name: BAY AREA AQMD  
Community Health Air Pollution Info System: Not reported  
Consolidated Emission Reporting Rule: Not reported  
Total Organic Hydrocarbon Gases Tons/Yr: 1  
Reactive Organic Gases Tons/Yr: 0  
Carbon Monoxide Emissions Tons/Yr: 0  
NOX - Oxides of Nitrogen Tons/Yr: 0  
SOX - Oxides of Sulphur Tons/Yr: 0  
Particulate Matter Tons/Yr: 0  
Part. Matter 10 Micrometers and Smlr Tons/Yr:0



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MICHAELS CLEANERS (Continued)**

**1005774981**

Year: 1998  
County Code: 43  
Air Basin: SF  
Facility ID: 10748  
Air District Name: BA  
SIC Code: 7216  
Air District Name: BAY AREA AQMD  
Community Health Air Pollution Info System: Not reported  
Consolidated Emission Reporting Rule: Not reported  
Total Organic Hydrocarbon Gases Tons/Yr: 1  
Reactive Organic Gases Tons/Yr: 0  
Carbon Monoxide Emissions Tons/Yr: 0  
NOX - Oxides of Nitrogen Tons/Yr: 0  
SOX - Oxides of Sulphur Tons/Yr: 0  
Particulate Matter Tons/Yr: 0  
Part. Matter 10 Micrometers and Smlr Tons/Yr:0

Year: 1999  
County Code: 43  
Air Basin: SF  
Facility ID: 10748  
Air District Name: BA  
SIC Code: 7216  
Air District Name: BAY AREA AQMD  
Community Health Air Pollution Info System: Not reported  
Consolidated Emission Reporting Rule: Not reported  
Total Organic Hydrocarbon Gases Tons/Yr: 0  
Reactive Organic Gases Tons/Yr: 0  
Carbon Monoxide Emissions Tons/Yr: 0  
NOX - Oxides of Nitrogen Tons/Yr: 0  
SOX - Oxides of Sulphur Tons/Yr: 0  
Particulate Matter Tons/Yr: 0  
Part. Matter 10 Micrometers and Smlr Tons/Yr:0

Year: 2000  
County Code: 43  
Air Basin: SF  
Facility ID: 10748  
Air District Name: BA  
SIC Code: 7216  
Air District Name: BAY AREA AQMD  
Community Health Air Pollution Info System: Not reported  
Consolidated Emission Reporting Rule: Not reported  
Total Organic Hydrocarbon Gases Tons/Yr: 0  
Reactive Organic Gases Tons/Yr: 0  
Carbon Monoxide Emissions Tons/Yr: 0  
NOX - Oxides of Nitrogen Tons/Yr: 0  
SOX - Oxides of Sulphur Tons/Yr: 0  
Particulate Matter Tons/Yr: 0  
Part. Matter 10 Micrometers and Smlr Tons/Yr:0

Year: 2001  
County Code: 43  
Air Basin: SF  
Facility ID: 13604  
Air District Name: BA  
SIC Code: 7216

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MICHAELS CLEANERS (Continued)**

**1005774981**

Air District Name: BAY AREA AQMD  
Community Health Air Pollution Info System: Not reported  
Consolidated Emission Reporting Rule: Not reported  
Total Organic Hydrocarbon Gases Tons/Yr: 0  
Reactive Organic Gases Tons/Yr: 0  
Carbon Monoxide Emissions Tons/Yr: 0  
NOX - Oxides of Nitrogen Tons/Yr: 0  
SOX - Oxides of Sulphur Tons/Yr: 0  
Particulate Matter Tons/Yr: 0  
Part. Matter 10 Micrometers and Smlr Tons/Yr:0

Year: 2002  
County Code: 43  
Air Basin: SF  
Facility ID: 13604  
Air District Name: BA  
SIC Code: 7216  
Air District Name: BAY AREA AQMD  
Community Health Air Pollution Info System: Not reported  
Consolidated Emission Reporting Rule: Not reported  
Total Organic Hydrocarbon Gases Tons/Yr: 0  
Reactive Organic Gases Tons/Yr: 0  
Carbon Monoxide Emissions Tons/Yr: 0  
NOX - Oxides of Nitrogen Tons/Yr: 0  
SOX - Oxides of Sulphur Tons/Yr: 0  
Particulate Matter Tons/Yr: 0  
Part. Matter 10 Micrometers and Smlr Tons/Yr:0

Year: 2003  
County Code: 43  
Air Basin: SF  
Facility ID: 13604  
Air District Name: BA  
SIC Code: 7216  
Air District Name: BAY AREA AQMD  
Community Health Air Pollution Info System: Not reported  
Consolidated Emission Reporting Rule: Not reported  
Total Organic Hydrocarbon Gases Tons/Yr: 0  
Reactive Organic Gases Tons/Yr: 0  
Carbon Monoxide Emissions Tons/Yr: 0  
NOX - Oxides of Nitrogen Tons/Yr: 0  
SOX - Oxides of Sulphur Tons/Yr: 0  
Particulate Matter Tons/Yr: 0  
Part. Matter 10 Micrometers and Smlr Tons/Yr:0

Year: 2004  
County Code: 43  
Air Basin: SF  
Facility ID: 13604  
Air District Name: BA  
SIC Code: 7216  
Air District Name: BAY AREA AQMD  
Community Health Air Pollution Info System: Not reported  
Consolidated Emission Reporting Rule: Not reported  
Total Organic Hydrocarbon Gases Tons/Yr: 0.337  
Reactive Organic Gases Tons/Yr: 0  
Carbon Monoxide Emissions Tons/Yr: 0

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MICHAELS CLEANERS (Continued)**

**1005774981**

NOX - Oxides of Nitrogen Tons/Yr: 0  
SOX - Oxides of Sulphur Tons/Yr: 0  
Particulate Matter Tons/Yr: 0  
Part. Matter 10 Micrometers and Smlr Tons/Yr:0  
  
Year: 2005  
County Code: 43  
Air Basin: SF  
Facility ID: 13604  
Air District Name: BA  
SIC Code: 7216  
Air District Name: BAY AREA AQMD  
Community Health Air Pollution Info System: Not reported  
Consolidated Emission Reporting Rule: Not reported  
Total Organic Hydrocarbon Gases Tons/Yr: 0  
Reactive Organic Gases Tons/Yr: 0  
Carbon Monoxide Emissions Tons/Yr: 0  
NOX - Oxides of Nitrogen Tons/Yr: 0  
SOX - Oxides of Sulphur Tons/Yr: 0  
Particulate Matter Tons/Yr: 0  
Part. Matter 10 Micrometers and Smlr Tons/Yr:0

Year: 2006  
County Code: 43  
Air Basin: SF  
Facility ID: 13604  
Air District Name: BA  
SIC Code: 7216  
Air District Name: BAY AREA AQMD  
Community Health Air Pollution Info System: Not reported  
Consolidated Emission Reporting Rule: Not reported  
Total Organic Hydrocarbon Gases Tons/Yr: .85  
Reactive Organic Gases Tons/Yr: 0  
Carbon Monoxide Emissions Tons/Yr: 0  
NOX - Oxides of Nitrogen Tons/Yr: 0  
SOX - Oxides of Sulphur Tons/Yr: 0  
Particulate Matter Tons/Yr: 0  
Part. Matter 10 Micrometers and Smlr Tons/Yr:0

Year: 2007  
County Code: 43  
Air Basin: SF  
Facility ID: 13604  
Air District Name: BA  
SIC Code: 7216  
Air District Name: BAY AREA AQMD  
Community Health Air Pollution Info System: Not reported  
Consolidated Emission Reporting Rule: Not reported  
Total Organic Hydrocarbon Gases Tons/Yr: .85  
Reactive Organic Gases Tons/Yr: .59381  
Carbon Monoxide Emissions Tons/Yr: 0  
NOX - Oxides of Nitrogen Tons/Yr: 0  
SOX - Oxides of Sulphur Tons/Yr: 0  
Particulate Matter Tons/Yr: 0  
Part. Matter 10 Micrometers and Smlr Tons/Yr:0

Year: 2008

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MICHAELS CLEANERS (Continued)**

**1005774981**

County Code: 43  
Air Basin: SF  
Facility ID: 13604  
Air District Name: BA  
SIC Code: 7216  
Air District Name: BAY AREA AQMD  
Community Health Air Pollution Info System: Not reported  
Consolidated Emission Reporting Rule: Not reported  
Total Organic Hydrocarbon Gases Tons/Yr: 1.17  
Reactive Organic Gases Tons/Yr: .128  
Carbon Monoxide Emissions Tons/Yr: 0  
NOX - Oxides of Nitrogen Tons/Yr: 0  
SOX - Oxides of Sulphur Tons/Yr: 0  
Particulate Matter Tons/Yr: 0  
Part. Matter 10 Micrometers and Smlr Tons/Yr:0

Year: 2009  
County Code: 43  
Air Basin: SF  
Facility ID: 13604  
Air District Name: BA  
SIC Code: 7216  
Air District Name: BAY AREA AQMD  
Community Health Air Pollution Info System: Not reported  
Consolidated Emission Reporting Rule: Not reported  
Total Organic Hydrocarbon Gases Tons/Yr: 0.8499999999999998  
Reactive Organic Gases Tons/Yr: 0  
Carbon Monoxide Emissions Tons/Yr: 0  
NOX - Oxides of Nitrogen Tons/Yr: 0  
SOX - Oxides of Sulphur Tons/Yr: 0  
Particulate Matter Tons/Yr: 0  
Part. Matter 10 Micrometers and Smlr Tons/Yr:0

Year: 2010  
County Code: 43  
Air Basin: SF  
Facility ID: 13604  
Air District Name: BA  
SIC Code: 7216  
Air District Name: BAY AREA AQMD  
Community Health Air Pollution Info System: Not reported  
Consolidated Emission Reporting Rule: Not reported  
Total Organic Hydrocarbon Gases Tons/Yr: 1.1699999999999999  
Reactive Organic Gases Tons/Yr: 0.7218099999999995  
Carbon Monoxide Emissions Tons/Yr: 0  
NOX - Oxides of Nitrogen Tons/Yr: 0  
SOX - Oxides of Sulphur Tons/Yr: 0  
Particulate Matter Tons/Yr: 0  
Part. Matter 10 Micrometers and Smlr Tons/Yr:0

Year: 2011  
County Code: 43  
Air Basin: SF  
Facility ID: 13604  
Air District Name: BA  
SIC Code: 7216  
Air District Name: BAY AREA AQMD

Map ID  
 Direction  
 Distance  
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
 EPA ID Number

**MICHAELS CLEANERS (Continued)**

**1005774981**

Community Health Air Pollution Info System: Not reported  
 Consolidated Emission Reporting Rule: Not reported  
 Total Organic Hydrocarbon Gases Tons/Yr: 0.85  
 Reactive Organic Gases Tons/Yr: 0  
 Carbon Monoxide Emissions Tons/Yr: 0  
 NOX - Oxides of Nitrogen Tons/Yr: 0  
 SOX - Oxides of Sulphur Tons/Yr: 0  
 Particulate Matter Tons/Yr: 0  
 Part. Matter 10 Micrometers and Smllr Tons/Yr:0

**C13**  
**SE**  
**1/8-1/4**  
**0.129 mi.**  
**683 ft.**

**JACKLIN CLEANER ALTERATIONS**  
**1351 JACKLIN RD**  
**MILPITAS, CA 95035**  
**Site 4 of 4 in cluster C**

**EDR Hist Cleaner** **1018507171**  
**N/A**

**Relative:**  
**Higher**

EDR Hist Cleaner

**Actual:**  
**48 ft.**

Year:	Name:	Type:
1988	JACKLIN CLEANER ALTERATIONS	Garment Pressing And Cleaners' Agents
1989	JACKLIN CLEANER ALTERATIONS	Laundry And Drycleaner Agents
1990	JACKLIN CLEANER ALTERATIONS	Laundry And Drycleaner Agents
1991	JACKLIN CLEANER ALTERATIONS	Laundry And Drycleaner Agents
1992	JACKLIN CLEANER ALTERATIONS	Laundry And Drycleaner Agents
1993	JACKLIN CLEANER ALTERATIONS	Laundry And Drycleaner Agents
1994	JACKLIN CLEANER ALTERATIONS	Laundry And Drycleaner Agents

**E14**  
**SW**  
**1/8-1/4**  
**0.227 mi.**  
**1201 ft.**

**SHELL**  
**990 JACKLIN RD**  
**MILPITAS, CA 95035**  
**Site 1 of 6 in cluster E**

**LUST** **S102436961**  
**SLIC** **N/A**  
**HIST LUST**  
**CUPA Listings**

**Relative:**  
**Lower**

LUST REG 2:

**Actual:**  
**24 ft.**

Region: 2  
 Facility Id: Not reported  
 Facility Status: Pollution Characterization  
 Case Number: 06S1E05D01f  
 How Discovered: Not reported  
 Leak Cause: Not reported  
 Leak Source: Not reported  
 Date Leak Confirmed: Not reported  
 Oversight Program: LUST  
 Prelim. Site Assesment Wokplan Submitted: Not reported  
 Preliminary Site Assesment Began: 7/18/2001  
 Pollution Characterization Began: 7/18/2001  
 Pollution Remediation Plan Submitted: Not reported  
 Date Remediation Action Underway: Not reported  
 Date Post Remedial Action Monitoring Began: Not reported

SLIC REG 2:

Region: 2  
 Facility ID: 43-1932  
 Facility Status: Case Closed  
 Date Closed: 9/15/1993  
 Local Case #: 43-1932

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SHELL (Continued)**

**S102436961**

How Discovered: Tank Closure  
Leak Cause: Structure Failure  
Leak Source: Tank  
Date Confirmed: Not reported  
Date Prelim Site Assmnt Workplan Submitted: Not reported  
Date Preliminary Site Assessment Began: Not reported  
Date Pollution Characterization Began: Not reported  
Date Remediation Plan Submitted: Not reported  
Date Remedial Action Underway: Not reported  
Date Post Remedial Action Monitoring Began: Not reported

**HIST LUST SANTA CLARA:**

Region: SANTA CLARA  
Region Code: 2  
SCVWD ID: 06S1E05D01  
Oversite Agency: SCCDEH  
Date Listed: 2001-10-25 00:00:00  
Closed Date: Not reported

**CUPA SANTA CLARA:**

Region: SANTA CLARA  
PE#: 2202  
Program Description: GENERATES < 100 KG/YR  
Latitude: 37.446779  
Longitude: -121.893564  
Record ID: PR0417844  
Facility ID: FA0700060

**E15**  
**SW**  
**1/8-1/4**  
**0.227 mi.**  
**1201 ft.**

**SHELL SERVICE STATION**  
**990 JACKLIN**  
**MILPITAS, CA 95035**  
**Site 2 of 6 in cluster E**

**RCRA-SQG** **1004678102**  
**LUST** **CAR000105106**  
**SLIC**  
**HIST UST**  
**FINDS**  
**ECHO**  
**HAZNET**

**Relative:**  
**Lower**

**Actual:**  
**24 ft.**

**RCRA-SQG:**

Date form received by agency: 09/13/2001  
Facility name: SHELL SERVICE STATION  
Facility address: 990 JACKLIN  
SAP 135594  
MILPITAS, CA 95035  
EPA ID: CAR000105106  
Mailing address: P O BOX 2648  
HOUSTON, TX 77252-2648  
Contact: SONDR A BIENVENU  
Contact address: P O BOX 2648  
HOUSTON, TX 77252-2648  
Contact country: US  
Contact telephone: 713-241-5036  
Contact email: Not reported  
EPA Region: 09  
Classification: Small Small Quantity Generator  
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SHELL SERVICE STATION (Continued)**

**1004678102**

hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: EQUILON ENTERPRISES L L C  
Owner/operator address: P O BOX 2648  
HOUSTON, TX 77252  
Owner/operator country: Not reported  
Owner/operator telephone: 713-241-5036  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Private  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

. Waste code: D001  
. Waste name: IGNITABLE WASTE

Violation Status: No violations found

LUST:

Lead Agency: SANTA CLARA COUNTY LOP  
Case Type: LUST Cleanup Site  
Geo Track: [http://geotracker.waterboards.ca.gov/profile\\_report.asp?global\\_id=T0608565949](http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0608565949)  
Global Id: T0608565949  
Latitude: 37.446519  
Longitude: -121.89265  
Status: Completed - Case Closed  
Status Date: 01/06/2011  
Case Worker: Not reported  
RB Case Number: 14-638  
Local Agency: Not reported  
File Location: All Files are on GeoTracker or in the Local Agency Database  
Local Case Number: 06S1E05D01f  
Potential Media Affect: Other Groundwater (uses other than drinking water)  
Potential Contaminants of Concern: Gasoline  
Site History: Not reported

LUST:

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SHELL SERVICE STATION (Continued)**

**1004678102**

Global Id: T0608565949  
Contact Type: Regional Board Caseworker  
Contact Name: Regional Water Board  
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)  
Address: 1515 CLAY ST SUITE 1400  
City: OAKLAND  
Email: Not reported  
Phone Number: Not reported

**LUST:**

Global Id: T0608565949  
Action Type: ENFORCEMENT  
Date: 10/30/2001  
Action: Notice of Responsibility

Global Id: T0608565949  
Action Type: RESPONSE  
Date: 11/30/2004  
Action: Other Report / Document

Global Id: T0608565949  
Action Type: ENFORCEMENT  
Date: 08/05/2004  
Action: Staff Letter - #400258

Global Id: T0608565949  
Action Type: RESPONSE  
Date: 12/16/2002  
Action: Correspondence

Global Id: T0608565949  
Action Type: RESPONSE  
Date: 01/23/2003  
Action: Correspondence

Global Id: T0608565949  
Action Type: RESPONSE  
Date: 01/01/1990  
Action: Monitoring Report - Quarterly

Global Id: T0608565949  
Action Type: RESPONSE  
Date: 08/03/1992  
Action: Other Report / Document

Global Id: T0608565949  
Action Type: RESPONSE  
Date: 01/02/1990  
Action: Preliminary Site Assessment Report

Global Id: T0608565949  
Action Type: RESPONSE  
Date: 01/01/2005  
Action: Monitoring Report - Quarterly

Global Id: T0608565949  
Action Type: RESPONSE



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SHELL SERVICE STATION (Continued)**

**1004678102**

Date: 10/18/2001  
Action: Soil and Water Investigation Report

Global Id: T0608565949  
Action Type: RESPONSE  
Date: 01/06/2011  
Action: Other Report / Document

Global Id: T0608565949  
Action Type: RESPONSE  
Date: 01/01/2010  
Action: Correspondence

Global Id: T0608565949  
Action Type: RESPONSE  
Date: 11/06/2002  
Action: Other Report / Document

Global Id: T0608565949  
Action Type: RESPONSE  
Date: 07/16/2010  
Action: Well Destruction Report

Global Id: T0608565949  
Action Type: RESPONSE  
Date: 02/20/1992  
Action: Other Report / Document

Global Id: T0608565949  
Action Type: Other  
Date: 01/02/1990  
Action: Leak Reported

Global Id: T0608565949  
Action Type: RESPONSE  
Date: 01/01/2006  
Action: Monitoring Report - Quarterly

Global Id: T0608565949  
Action Type: RESPONSE  
Date: 09/10/2010  
Action: Well Destruction Report

Global Id: T0608565949  
Action Type: RESPONSE  
Date: 11/28/2006  
Action: Request for Closure

Global Id: T0608565949  
Action Type: RESPONSE  
Date: 01/01/2003  
Action: Monitoring Report - Quarterly

Global Id: T0608565949  
Action Type: RESPONSE  
Date: 11/30/2004  
Action: Well Installation Report

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SHELL SERVICE STATION (Continued)**

**1004678102**

Global Id: T0608565949  
Action Type: RESPONSE  
Date: 01/01/1991  
Action: Monitoring Report - Quarterly

Global Id: T0608565949  
Action Type: RESPONSE  
Date: 01/01/1992  
Action: Monitoring Report - Quarterly

Global Id: T0608565949  
Action Type: RESPONSE  
Date: 01/01/2002  
Action: Monitoring Report - Quarterly

Global Id: T0608565949  
Action Type: RESPONSE  
Date: 12/28/2001  
Action: Unauthorized Release Form

Global Id: T0608565949  
Action Type: RESPONSE  
Date: 08/12/2013  
Action: Unauthorized Release Form

Global Id: T0608565949  
Action Type: RESPONSE  
Date: 01/01/2004  
Action: Monitoring Report - Quarterly

Global Id: T0608565949  
Action Type: RESPONSE  
Date: 02/27/1987  
Action: Other Report / Document

Global Id: T0608565949  
Action Type: REMEDIATION  
Date: 04/03/2003  
Action: Pump & Treat (P&T) Groundwater

Global Id: T0608565949  
Action Type: ENFORCEMENT  
Date: 01/06/2011  
Action: Closure/No Further Action Letter

Global Id: T0608565949  
Action Type: ENFORCEMENT  
Date: 10/18/2006  
Action: Staff Letter - #068101

Global Id: T0608565949  
Action Type: Other  
Date: 02/01/1987  
Action: Leak Discovery

Global Id: T0608565949  
Action Type: RESPONSE

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SHELL SERVICE STATION (Continued)**

**1004678102**

Date: 01/01/2006  
Action: Monitoring Report - Quarterly

Global Id: T0608565949  
Action Type: RESPONSE  
Date: 12/18/2001  
Action: Soil and Water Investigation Workplan

Global Id: T0608565949  
Action Type: RESPONSE  
Date: 08/03/1992  
Action: Request for Closure

Global Id: T0608565949  
Action Type: RESPONSE  
Date: 09/18/2003  
Action: Sensitive Receptor Survey Report

Global Id: T0608565949  
Action Type: ENFORCEMENT  
Date: 03/05/2010  
Action: Staff Letter

**LUST:**

Global Id: T0608565949  
Status: Completed - Case Closed  
Status Date: 01/06/2011

Global Id: T0608565949  
Status: Open - Case Begin Date  
Status Date: 07/18/2001

Global Id: T0608565949  
Status: Open - Site Assessment  
Status Date: 07/18/2001

**LUST SANTA CLARA:**

Region: SANTA CLARA  
SCVWD ID: 06S1E05D01F  
Date Closed: 01/06/2011  
EDR Link ID: 06S1E05D01F

**SLIC:**

Region: STATE  
**Facility Status: Completed - Case Closed**  
Status Date: 09/15/1993  
Global Id: T0608591760  
Lead Agency: SAN FRANCISCO BAY RWQCB (REGION 2)  
Lead Agency Case Number: Not reported  
Latitude: 37.446519  
Longitude: -121.89265  
Case Type: Cleanup Program Site  
Case Worker: MEJ  
Local Agency: Not reported  
RB Case Number: 43-1932

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SHELL SERVICE STATION (Continued)**

**1004678102**

File Location: Not reported  
Potential Media Affected: Under Investigation  
Potential Contaminants of Concern: \* Solvents  
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

**HIST UST:**

File Number: 000208ED  
URL: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000208ED.pdf>  
Region: Not reported  
Facility ID: Not reported  
Facility Type: Not reported  
Other Type: Not reported  
Contact Name: Not reported  
Telephone: Not reported  
Owner Name: Not reported  
Owner Address: Not reported  
Owner City,St,Zip: Not reported  
Total Tanks: Not reported

Tank Num: Not reported  
Container Num: Not reported  
Year Installed: Not reported  
Tank Capacity: Not reported  
Tank Used for: Not reported  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: Not reported

[Click here for Geo Tracker PDF:](#)

**FINDS:**

Registry ID: 110012231940

**Environmental Interest/Information System**

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Registry ID: 110055664703

**Environmental Interest/Information System**  
**STATE MASTER**

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SHELL SERVICE STATION (Continued)**

**1004678102**

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid: 1004678102  
Registry ID: 110012231940  
DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110012231940>

HAZNET:

envid: 1004678102  
Year: 2010  
GEPaid: CAR000105106  
Contact: J. Traylor/ENV REPORTING ANALYST  
Telephone: 7132416992  
Mailing Name: Not reported  
Mailing Address: PO Box 3127  
Mailing City,St,Zip: HOUSTON, TX 772530000  
Gen County: Not reported  
TSD EPA ID: UTD981552177  
TSD County: Not reported  
Waste Category: Other organic solids  
Disposal Method: Incineration--Thermal Destruction Other Than Use As A Fuel  
Tons: 0.045  
Cat Decode: Not reported  
Method Decode: Not reported  
Facility County: Santa Clara

envid: 1004678102  
Year: 2010  
GEPaid: CAR000105106  
Contact: J. Traylor/ENV REPORTING ANALYST  
Telephone: 7132416992  
Mailing Name: Not reported  
Mailing Address: PO Box 3127  
Mailing City,St,Zip: HOUSTON, TX 772530000  
Gen County: Not reported  
TSD EPA ID: UTD981552177  
TSD County: Not reported  
Waste Category: Other organic solids  
Disposal Method: Not reported  
Tons: 0.02  
Cat Decode: Not reported  
Method Decode: Not reported  
Facility County: Santa Clara

envid: 1004678102  
Year: 2010  
GEPaid: CAR000105106  
Contact: J. Traylor/ENV REPORTING ANALYST  
Telephone: 7132416992  
Mailing Name: Not reported  
Mailing Address: PO Box 3127  
Mailing City,St,Zip: HOUSTON, TX 772530000  
Gen County: Not reported  
TSD EPA ID: UTD981552177

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SHELL SERVICE STATION (Continued)**

**1004678102**

TSD County: Not reported  
Waste Category: Other organic solids  
Disposal Method: Incineration--Thermal Destruction Other Than Use As A Fuel  
Tons: 0.045  
Cat Decode: Not reported  
Method Decode: Not reported  
Facility County: Santa Clara

envid: 1004678102  
Year: 2010  
GEPaid: CAR000105106  
Contact: J. Traylor/ENV REPORTING ANALYST  
Telephone: 7132416992  
Mailing Name: Not reported  
Mailing Address: PO Box 3127  
Mailing City,St,Zip: HOUSTON, TX 772530000  
Gen County: Not reported  
TSD EPA ID: UTD981552177  
TSD County: Not reported  
Waste Category: Other organic solids  
Disposal Method: Not reported  
Tons: 0.02  
Cat Decode: Not reported  
Method Decode: Not reported  
Facility County: Santa Clara

envid: 1004678102  
Year: 2009  
GEPaid: CAR000105106  
Contact: R HULL/ENV. REPORTING ANALYST  
Telephone: 2818742224  
Mailing Name: Not reported  
Mailing Address: 12700 NORTHBOROUGH DR 300G03  
Mailing City,St,Zip: Houston, TX 770670000  
Gen County: Not reported  
TSD EPA ID: CAD008302903  
TSD County: Not reported  
Waste Category: Other organic solids  
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)  
Tons: 0.095  
Cat Decode: Not reported  
Method Decode: Not reported  
Facility County: Santa Clara

[Click this hyperlink](#) while viewing on your computer to access 23 additional CA\_HAZNET: record(s) in the EDR Site Report.

MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Elevation

Site

Database(s)

EDR ID Number  
 EPA ID Number

**E16**      **JANS SHELL**  
**SW**        **990 JACKLIN RD**  
**1/8-1/4**    **MILPITAS, CA 95035**  
**0.227 mi.**  
**1201 ft.**    **Site 3 of 6 in cluster E**

**SWEEPS UST**    **S101594674**  
**CA FID UST**    **N/A**

**Relative:**  
**Lower**

**SWEEPS UST:**  
 Status: Active  
 Comp Number: 32441  
 Number: 1  
 Board Of Equalization: 44-000074  
 Referral Date: 03-27-92  
 Action Date: 07-28-92  
 Created Date: 02-29-88  
 Owner Tank Id: 1  
 SWRCB Tank Id: 43-011-032441-000001  
 Tank Status: A  
 Capacity: 10000  
 Active Date: 07-01-85  
 Tank Use: M.V. FUEL  
 STG: P  
 Content: REG UNLEADED  
 Number Of Tanks: 3

**Actual:**  
**24 ft.**

Status: Active  
 Comp Number: 32441  
 Number: 1  
 Board Of Equalization: 44-000074  
 Referral Date: 03-27-92  
 Action Date: 07-28-92  
 Created Date: 02-29-88  
 Owner Tank Id: 2  
 SWRCB Tank Id: 43-011-032441-000002  
 Tank Status: A  
 Capacity: 10000  
 Active Date: 07-01-85  
 Tank Use: M.V. FUEL  
 STG: P  
 Content: LEADED  
 Number Of Tanks: Not reported

Status: Active  
 Comp Number: 32441  
 Number: 1  
 Board Of Equalization: 44-000074  
 Referral Date: 03-27-92  
 Action Date: 07-28-92  
 Created Date: 02-29-88  
 Owner Tank Id: 3  
 SWRCB Tank Id: 43-011-032441-000003  
 Tank Status: A  
 Capacity: 10000  
 Active Date: 07-01-85  
 Tank Use: M.V. FUEL  
 STG: P  
 Content: REG UNLEADED  
 Number Of Tanks: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**JANS SHELL (Continued)**

**S101594674**

CA FID UST:  
Facility ID: 43012292  
Regulated By: UTNKA  
Regulated ID: 00032441  
Cortese Code: Not reported  
SIC Code: Not reported  
Facility Phone: 4082635359  
Mail To: Not reported  
Mailing Address: PO BOX  
Mailing Address 2: Not reported  
Mailing City,St,Zip: MILPITAS 95035  
Contact: Not reported  
Contact Phone: Not reported  
DUNs Number: Not reported  
NPDES Number: Not reported  
EPA ID: Not reported  
Comments: Not reported  
Status: Active

**E17  
SW  
1/8-1/4  
0.227 mi.  
1201 ft.**

**SHELL OIL - JACKLIN RD  
990 JACKLIN RD  
MILPITAS, CA 95035  
Site 4 of 6 in cluster E**

**UST U003782790  
N/A**

**Relative:  
Lower  
Actual:  
24 ft.**

UST:  
Facility ID: 43-011-032441-0  
Permitting Agency: MILPITAS, CITY OF  
Latitude: 37.4479227  
Longitude: -121.8914764  
  
Facility ID: 43-011-840209  
Permitting Agency: Santa Clara County Environmental Health  
Latitude: 37.446621  
Longitude: -121.892723

**E18  
SW  
1/8-1/4  
0.233 mi.  
1228 ft.**

**JAN'S SHELL WERNER & JANET DIE  
990 JACKLIN RD  
MILPITAS, CA 95035  
Site 5 of 6 in cluster E**

**HIST UST U001601462  
N/A**

**Relative:  
Lower  
Actual:  
23 ft.**

HIST UST:  
File Number: Not reported  
URL: Not reported  
Region: STATE  
Facility ID: 00000032441  
Facility Type: Gas Station  
Other Type: Not reported  
Contact Name: WERNER & JANET DIETRICH  
Telephone: 4082635359  
Owner Name: SHELL OIL COMPANY  
Owner Address: P.O. BOX 4848  
Owner City,St,Zip: ANAHEIM, CA 92803  
Total Tanks: 0003



Map ID  
 Direction  
 Distance  
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
 EPA ID Number

**JAN'S SHELL WERNER & JANET DIE (Continued)**

**U001601462**

Tank Num: 001  
 Container Num: 1  
 Year Installed: 1982  
 Tank Capacity: 00010000  
 Tank Used for: PRODUCT  
 Type of Fuel: PREMIUM  
 Container Construction Thickness: 1/4  
 Leak Detection: Stock Inventor, Groundwater Monitoring Well, 10

Tank Num: 002  
 Container Num: 2  
 Year Installed: 1982  
 Tank Capacity: 00010000  
 Tank Used for: PRODUCT  
 Type of Fuel: REGULAR  
 Container Construction Thickness: 1/4  
 Leak Detection: Stock Inventor, Groundwater Monitoring Well, 10

Tank Num: 003  
 Container Num: 3  
 Year Installed: 1982  
 Tank Capacity: 00010000  
 Tank Used for: PRODUCT  
 Type of Fuel: UNLEADED  
 Container Construction Thickness: 1/4  
 Leak Detection: Stock Inventor, Groundwater Monitoring Well, 10

**E19  
 SW  
 1/8-1/4  
 0.233 mi.  
 1228 ft.**

**MILPITAS SHELL & CAR WASH  
 990 JACKLIN RD  
 MILPITAS, CA 95035**

**EDR Hist Auto 1020279374  
 N/A**

**Site 6 of 6 in cluster E**

**Relative:  
 Lower** EDR Hist Auto

**Actual:  
 23 ft.**

Year:	Name:	Type:
1989	JANS JACKLIN SELF SERVE	Gasoline Service Stations
1991	JANS JACKLIN SELF SERVE	Gasoline Service Stations
1992	JANS JACKLIN SELF SERVE	Gasoline Service Stations
1993	JANS JACKLIN SELF SERVE	Gasoline Service Stations
1994	JANS JACKLIN SELF SERVE	Gasoline Service Stations
1995	JANS JACKLIN SELF SERVE	Gasoline Service Stations
1996	JANS JACKLIN SELF SERVE	Gasoline Service Stations
2000	MILPITAS SHELL & CAR WASH	Gasoline Service Stations
2001	MILPITAS SHELL & CAR WASH	Gasoline Service Stations
2002	MILPITAS SHELL & CAR WASH	Gasoline Service Stations
2003	MILPITAS SHELL & CAR WASH	Gasoline Service Stations
2004	MILPITAS SHELL & CAR WASH	Gasoline Service Stations
2005	MILPITAS SHELL & CAR WASH	Gasoline Service Stations, NEC
2006	MILPITAS SHELL & CAR WASH	Gasoline Service Stations, NEC
2007	MILPITAS SHELL & CAR WASH	Gasoline Service Stations, NEC
2008	MILPITAS SHELL & CAR WASH	Gasoline Service Stations, NEC
2009	MILPITAS SHELL & CAR WASH	Gasoline Service Stations, NEC
2010	MILPITAS SHELL & CAR WASH	Gasoline Service Stations, NEC
2011	MILPITAS SHELL & CAR WASH	Gasoline Service Stations, NEC
2012	MILPITAS SHELL & CAR WASH	Gasoline Service Stations, NEC
2013	MILPITAS SHELL & CAR WASH	Gasoline Service Stations, NEC
2014	MILPITAS SHELL & CAR WASH	Gasoline Service Stations, NEC

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

20  
SSW  
1/2-1  
0.877 mi.  
4632 ft.

**CENTRE POINTE DR**  
**APN 086-33-102 AND -103**  
**MILPITAS, CA 95035**

**ENVIROSTOR** **S116490703**  
**SCH** **N/A**

**Relative:**  
**Lower**

ENVIROSTOR:

**Actual:**  
**27 ft.**

Facility ID: 60001989  
Status: Inactive - Withdrawn  
Status Date: 12/03/2015  
Site Code: 204259  
Site Type: School Investigation  
Site Type Detailed: School  
Acres: 10  
NPL: NO  
Regulatory Agencies: SMBRP  
Lead Agency: SMBRP  
Program Manager: Mellan Songco  
Supervisor: Jose Salcedo  
Division Branch: Northern California Schools & Santa Susana  
Assembly: 25  
Senate: 10  
Special Program: Not reported  
Restricted Use: NO  
Site Mgmt Req: NONE SPECIFIED  
Funding: School District  
Latitude: 37.43648  
Longitude: -121.8929  
APN: 086-41-016, 086-41-017, 086-41-018  
Past Use: AGRICULTURAL - ROW CROPS, EQUIPMENT/INSTRUMENT REPAIR, OFFICE BUILDING, RESEARCH - OTHER, VEHICLE MAINTENANCE  
Potential COC: Under Investigation Arsenic Benzene Chlordane DDD DDE DDT Endrin Lead Naturally Occurring Asbestos (NOA Polynuclear aromatic hydrocarbons (PAHs Toxaphene TPH-diesel TPH-gas TPH-MOTOR OIL  
Confirmed COC: Under Investigation  
Potential Description: OTH, SOIL, SV, UE  
Alias Name: 086-41-016  
Alias Type: APN  
Alias Name: 086-41-017  
Alias Type: APN  
Alias Name: 086-41-018  
Alias Type: APN  
Alias Name: 204259  
Alias Type: Project Code (Site Code)  
Alias Name: 60001989  
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Cost Recovery Closeout Memo  
Completed Date: 08/02/2016  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Environmental Oversight Agreement  
Completed Date: 01/08/2014  
Comments: On January 8, 2014, DTSC mailed the fully executed EOA to the District. (NOTE: The Fully Executed EOA is for the McCandless site;

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CENTRE POINTE DR (Continued)**

**S116490703**

the First Amendment to the EOA was sent to the District on Mar 21, 2014 - see EOA Amendment)

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Environmental Oversight Agreement  
Completed Date: 06/24/2014  
Comments: On June 24, 2014, DTSC mailed the fully executed First Amendment Environmental Oversight Agreement (HSA-EOA 13/14-067) to the District.  
Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Correspondence  
Completed Date: 04/02/2014  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Agreement Terminated Notification  
Completed Date: 12/03/2015  
Comments: Not reported

Future Area Name: Not reported  
Future Sub Area Name: Not reported  
Future Document Type: Not reported  
Future Due Date: Not reported  
Schedule Area Name: Not reported  
Schedule Sub Area Name: Not reported  
Schedule Document Type: Not reported  
Schedule Due Date: Not reported  
Schedule Revised Date: Not reported

**SCH:**

Facility ID: 60001989  
Site Type: School Investigation  
Site Type Detail: School  
Site Mgmt. Req.: NONE SPECIFIED  
Acres: 10  
National Priorities List: NO  
Cleanup Oversight Agencies: SMBRP  
Lead Agency: SMBRP  
Lead Agency Description: DTSC - Site Cleanup Program  
Project Manager: Mellan Songco  
Supervisor: Jose Salcedo  
Division Branch: Northern California Schools & Santa Susana  
Site Code: 204259  
Assembly: 25  
Senate: 10  
Special Program Status: Not reported  
Status: Inactive - Withdrawn  
Status Date: 12/03/2015  
Restricted Use: NO  
Funding: School District  
Latitude: 37.43648  
Longitude: -121.8929

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CENTRE POINTE DR (Continued)**

**S116490703**

APN: 086-41-016, 086-41-017, 086-41-018  
Past Use: AGRICULTURAL - ROW CROPS, EQUIPMENT/INSTRUMENT REPAIR, OFFICE BUILDING, RESEARCH - OTHER, VEHICLE MAINTENANCE  
Potential COC: Under Investigation, Arsenic, Benzene, Chlordane, DDD, DDE, DDT, Endrin, Lead, Naturally Occurring Asbestos (NOA, Polynuclear aromatic hydrocarbons (PAHs, Toxaphene, TPH-diesel, TPH-gas, TPH-MOTOR OIL  
Confirmed COC: Under Investigation  
Potential Description: OTH, SOIL, SV, UE  
Alias Name: 086-41-016  
Alias Type: APN  
Alias Name: 086-41-017  
Alias Type: APN  
Alias Name: 086-41-018  
Alias Type: APN  
Alias Name: 204259  
Alias Type: Project Code (Site Code)  
Alias Name: 60001989  
Alias Type: Envirostor ID Number  
Completed Info:  
Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Cost Recovery Closeout Memo  
Completed Date: 08/02/2016  
Comments: Not reported  
Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Environmental Oversight Agreement  
Completed Date: 01/08/2014  
Comments: On January 8, 2014, DTSC mailed the fully executed EOA to the District. (NOTE: The Fully Executed EOA is for the McCandless site; the First Amendment to the EOA was sent to the District on Mar 21, 2014 - see EOA Amendment)  
Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Environmental Oversight Agreement  
Completed Date: 06/24/2014  
Comments: On June 24, 2014, DTSC mailed the fully executed First Amendment Environmental Oversight Agreement (HSA-EOA 13/14-067) to the District. Not reported  
Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Correspondence  
Completed Date: 04/02/2014  
Comments: Not reported  
Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Agreement Terminated Notification  
Completed Date: 12/03/2015  
Comments: Not reported  
Future Area Name: Not reported  
Future Sub Area Name: Not reported  
Future Document Type: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CENTRE POINTE DR (Continued)**

**S116490703**

Future Due Date: Not reported  
Schedule Area Name: Not reported  
Schedule Sub Area Name: Not reported  
Schedule Document Type: Not reported  
Schedule Due Date: Not reported  
Schedule Revised Date: Not reported

Count: 1 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
MILPITAS	S112286511	FOX HOLLOW PARK VICTORIA SITE	PARK VICTORIA		SPILLS 90

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

**Number of Days to Update:** Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

## STANDARD ENVIRONMENTAL RECORDS

### ***Federal NPL site list***

#### **NPL: National Priority List**

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 10/10/2017	Source: EPA
Date Data Arrived at EDR: 11/03/2017	Telephone: N/A
Date Made Active in Reports: 12/15/2017	Last EDR Contact: 12/22/2017
Number of Days to Update: 42	Next Scheduled EDR Contact: 01/15/2018
	Data Release Frequency: Quarterly

#### **NPL Site Boundaries**

##### **Sources:**

EPA's Environmental Photographic Interpretation Center (EPIC)  
Telephone: 202-564-7333

EPA Region 1  
Telephone 617-918-1143

EPA Region 6  
Telephone: 214-655-6659

EPA Region 3  
Telephone 215-814-5418

EPA Region 7  
Telephone: 913-551-7247

EPA Region 4  
Telephone 404-562-8033

EPA Region 8  
Telephone: 303-312-6774

EPA Region 5  
Telephone 312-886-6686

EPA Region 9  
Telephone: 415-947-4246

EPA Region 10  
Telephone 206-553-8665

#### **Proposed NPL: Proposed National Priority List Sites**

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 10/10/2017	Source: EPA
Date Data Arrived at EDR: 11/03/2017	Telephone: N/A
Date Made Active in Reports: 12/15/2017	Last EDR Contact: 12/22/2017
Number of Days to Update: 42	Next Scheduled EDR Contact: 01/15/2018
	Data Release Frequency: Quarterly

#### **NPL LIENS: Federal Superfund Liens**

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991	Source: EPA
Date Data Arrived at EDR: 02/02/1994	Telephone: 202-564-4267
Date Made Active in Reports: 03/30/1994	Last EDR Contact: 08/15/2011
Number of Days to Update: 56	Next Scheduled EDR Contact: 11/28/2011
	Data Release Frequency: No Update Planned

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## ***Federal Delisted NPL site list***

### Delisted NPL: National Priority List Deletions

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

Date of Government Version: 10/10/2017	Source: EPA
Date Data Arrived at EDR: 11/03/2017	Telephone: N/A
Date Made Active in Reports: 12/15/2017	Last EDR Contact: 12/22/2017
Number of Days to Update: 42	Next Scheduled EDR Contact: 01/15/2018
	Data Release Frequency: Quarterly

## ***Federal CERCLIS list***

### FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 11/07/2016	Source: Environmental Protection Agency
Date Data Arrived at EDR: 01/05/2017	Telephone: 703-603-8704
Date Made Active in Reports: 04/07/2017	Last EDR Contact: 10/06/2017
Number of Days to Update: 92	Next Scheduled EDR Contact: 01/15/2018
	Data Release Frequency: Varies

### SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 07/11/2017	Source: EPA
Date Data Arrived at EDR: 07/21/2017	Telephone: 800-424-9346
Date Made Active in Reports: 10/06/2017	Last EDR Contact: 12/22/2017
Number of Days to Update: 77	Next Scheduled EDR Contact: 01/29/2018
	Data Release Frequency: Quarterly

## ***Federal CERCLIS NFRAP site list***

### SEMS-ARCHIVE: Superfund Enterprise Management System Archive



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 07/11/2017	Source: EPA
Date Data Arrived at EDR: 07/28/2017	Telephone: 800-424-9346
Date Made Active in Reports: 10/06/2017	Last EDR Contact: 12/22/2017
Number of Days to Update: 70	Next Scheduled EDR Contact: 01/29/2018
	Data Release Frequency: Quarterly

## ***Federal RCRA CORRACTS facilities list***

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 09/13/2017	Source: EPA
Date Data Arrived at EDR: 09/26/2017	Telephone: 800-424-9346
Date Made Active in Reports: 10/06/2017	Last EDR Contact: 09/26/2017
Number of Days to Update: 10	Next Scheduled EDR Contact: 01/08/2018
	Data Release Frequency: Quarterly

## ***Federal RCRA non-CORRACTS TSD facilities list***

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 09/13/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 09/26/2017	Telephone: (415) 495-8895
Date Made Active in Reports: 10/06/2017	Last EDR Contact: 09/26/2017
Number of Days to Update: 10	Next Scheduled EDR Contact: 01/08/2018
	Data Release Frequency: Quarterly

## ***Federal RCRA generators list***

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 09/13/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 09/26/2017	Telephone: (415) 495-8895
Date Made Active in Reports: 10/06/2017	Last EDR Contact: 09/26/2017
Number of Days to Update: 10	Next Scheduled EDR Contact: 01/08/2018
	Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 09/13/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 09/26/2017	Telephone: (415) 495-8895
Date Made Active in Reports: 10/06/2017	Last EDR Contact: 09/26/2017
Number of Days to Update: 10	Next Scheduled EDR Contact: 01/08/2018
	Data Release Frequency: Quarterly

## RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 09/13/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 09/26/2017	Telephone: (415) 495-8895
Date Made Active in Reports: 10/06/2017	Last EDR Contact: 09/26/2017
Number of Days to Update: 10	Next Scheduled EDR Contact: 01/08/2018
	Data Release Frequency: Quarterly

## ***Federal institutional controls / engineering controls registries***

### LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 05/22/2017	Source: Department of the Navy
Date Data Arrived at EDR: 06/13/2017	Telephone: 843-820-7326
Date Made Active in Reports: 09/15/2017	Last EDR Contact: 11/08/2017
Number of Days to Update: 94	Next Scheduled EDR Contact: 02/26/2018
	Data Release Frequency: Varies

### US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 08/10/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 08/30/2017	Telephone: 703-603-0695
Date Made Active in Reports: 10/13/2017	Last EDR Contact: 11/27/2017
Number of Days to Update: 44	Next Scheduled EDR Contact: 03/12/2018
	Data Release Frequency: Varies

### US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 08/10/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 08/30/2017	Telephone: 703-603-0695
Date Made Active in Reports: 10/13/2017	Last EDR Contact: 11/27/2017
Number of Days to Update: 44	Next Scheduled EDR Contact: 03/12/2018
	Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## **Federal ERNS list**

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 09/18/2017

Date Data Arrived at EDR: 09/21/2017

Date Made Active in Reports: 10/13/2017

Number of Days to Update: 22

Source: National Response Center, United States Coast Guard

Telephone: 202-267-2180

Last EDR Contact: 09/21/2017

Next Scheduled EDR Contact: 01/08/2018

Data Release Frequency: Quarterly

## **State- and tribal - equivalent NPL**

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 10/30/2017

Date Data Arrived at EDR: 10/31/2017

Date Made Active in Reports: 12/15/2017

Number of Days to Update: 45

Source: Department of Toxic Substances Control

Telephone: 916-323-3400

Last EDR Contact: 10/31/2017

Next Scheduled EDR Contact: 02/12/2018

Data Release Frequency: Quarterly

## **State- and tribal - equivalent CERCLIS**

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 10/30/2017

Date Data Arrived at EDR: 10/31/2017

Date Made Active in Reports: 12/15/2017

Number of Days to Update: 45

Source: Department of Toxic Substances Control

Telephone: 916-323-3400

Last EDR Contact: 10/31/2017

Next Scheduled EDR Contact: 02/12/2018

Data Release Frequency: Quarterly

## **State and tribal landfill and/or solid waste disposal site lists**

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 11/13/2017

Date Data Arrived at EDR: 11/14/2017

Date Made Active in Reports: 12/07/2017

Number of Days to Update: 23

Source: Department of Resources Recycling and Recovery

Telephone: 916-341-6320

Last EDR Contact: 11/14/2017

Next Scheduled EDR Contact: 02/26/2018

Data Release Frequency: Quarterly

## **State and tribal leaking storage tank lists**

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## LUST REG 2: Fuel Leak List

Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004  
Date Data Arrived at EDR: 10/20/2004  
Date Made Active in Reports: 11/19/2004  
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)  
Telephone: 510-622-2433  
Last EDR Contact: 09/19/2011  
Next Scheduled EDR Contact: 01/02/2012  
Data Release Frequency: Quarterly

## LUST REG 9: Leaking Underground Storage Tank Report

Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001  
Date Data Arrived at EDR: 04/23/2001  
Date Made Active in Reports: 05/21/2001  
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)  
Telephone: 858-637-5595  
Last EDR Contact: 09/26/2011  
Next Scheduled EDR Contact: 01/09/2012  
Data Release Frequency: No Update Planned

## LUST REG 8: Leaking Underground Storage Tanks

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005  
Date Data Arrived at EDR: 02/15/2005  
Date Made Active in Reports: 03/28/2005  
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)  
Telephone: 909-782-4496  
Last EDR Contact: 08/15/2011  
Next Scheduled EDR Contact: 11/28/2011  
Data Release Frequency: Varies

## LUST REG 6L: Leaking Underground Storage Tank Case Listing

For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003  
Date Data Arrived at EDR: 09/10/2003  
Date Made Active in Reports: 10/07/2003  
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)  
Telephone: 530-542-5572  
Last EDR Contact: 09/12/2011  
Next Scheduled EDR Contact: 12/26/2011  
Data Release Frequency: No Update Planned

## LUST REG 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008  
Date Data Arrived at EDR: 07/22/2008  
Date Made Active in Reports: 07/31/2008  
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)  
Telephone: 916-464-4834  
Last EDR Contact: 07/01/2011  
Next Scheduled EDR Contact: 10/17/2011  
Data Release Frequency: No Update Planned

## LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004  
Date Data Arrived at EDR: 09/07/2004  
Date Made Active in Reports: 10/12/2004  
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)  
Telephone: 213-576-6710  
Last EDR Contact: 09/06/2011  
Next Scheduled EDR Contact: 12/19/2011  
Data Release Frequency: No Update Planned

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## LUST REG 3: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003	Source: California Regional Water Quality Control Board Central Coast Region (3)
Date Data Arrived at EDR: 05/19/2003	Telephone: 805-542-4786
Date Made Active in Reports: 06/02/2003	Last EDR Contact: 07/18/2011
Number of Days to Update: 14	Next Scheduled EDR Contact: 10/31/2011
	Data Release Frequency: No Update Planned

## LUST REG 7: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004	Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Date Data Arrived at EDR: 02/26/2004	Telephone: 760-776-8943
Date Made Active in Reports: 03/24/2004	Last EDR Contact: 08/01/2011
Number of Days to Update: 27	Next Scheduled EDR Contact: 11/14/2011
	Data Release Frequency: No Update Planned

## LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)

Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/11/2017	Source: State Water Resources Control Board
Date Data Arrived at EDR: 09/12/2017	Telephone: see region list
Date Made Active in Reports: 11/09/2017	Last EDR Contact: 12/12/2018
Number of Days to Update: 58	Next Scheduled EDR Contact: 03/26/2018
	Data Release Frequency: Quarterly

## LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001	Source: California Regional Water Quality Control Board North Coast (1)
Date Data Arrived at EDR: 02/28/2001	Telephone: 707-570-3769
Date Made Active in Reports: 03/29/2001	Last EDR Contact: 08/01/2011
Number of Days to Update: 29	Next Scheduled EDR Contact: 11/14/2011
	Data Release Frequency: No Update Planned

## LUST REG 6V: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005	Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Date Data Arrived at EDR: 06/07/2005	Telephone: 760-241-7365
Date Made Active in Reports: 06/29/2005	Last EDR Contact: 09/12/2011
Number of Days to Update: 22	Next Scheduled EDR Contact: 12/26/2011
	Data Release Frequency: No Update Planned

## INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 04/25/2017	Source: EPA Region 10
Date Data Arrived at EDR: 11/07/2017	Telephone: 206-553-2857
Date Made Active in Reports: 12/08/2017	Last EDR Contact: 11/07/2017
Number of Days to Update: 31	Next Scheduled EDR Contact: 02/05/2018
	Data Release Frequency: Varies

## INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 04/13/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 07/27/2017	Telephone: 415-972-3372
Date Made Active in Reports: 10/13/2017	Last EDR Contact: 10/27/2017
Number of Days to Update: 78	Next Scheduled EDR Contact: 02/05/2018
	Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 05/01/2017	Source: EPA Region 8
Date Data Arrived at EDR: 07/27/2017	Telephone: 303-312-6271
Date Made Active in Reports: 10/13/2017	Last EDR Contact: 10/27/2017
Number of Days to Update: 78	Next Scheduled EDR Contact: 02/05/2018
	Data Release Frequency: Varies

## INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 04/24/2017	Source: EPA Region 6
Date Data Arrived at EDR: 07/27/2017	Telephone: 214-665-6597
Date Made Active in Reports: 10/06/2017	Last EDR Contact: 10/27/2017
Number of Days to Update: 71	Next Scheduled EDR Contact: 02/05/2018
	Data Release Frequency: Varies

## INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 10/14/2016	Source: EPA Region 4
Date Data Arrived at EDR: 01/27/2017	Telephone: 404-562-8677
Date Made Active in Reports: 05/05/2017	Last EDR Contact: 10/27/2017
Number of Days to Update: 98	Next Scheduled EDR Contact: 02/05/2018
	Data Release Frequency: Semi-Annually

## INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land

A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 04/14/2017	Source: EPA Region 1
Date Data Arrived at EDR: 07/27/2017	Telephone: 617-918-1313
Date Made Active in Reports: 10/06/2017	Last EDR Contact: 10/27/2017
Number of Days to Update: 71	Next Scheduled EDR Contact: 02/05/2018
	Data Release Frequency: Varies

## INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land

Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 04/26/2017	Source: EPA, Region 5
Date Data Arrived at EDR: 07/27/2017	Telephone: 312-886-7439
Date Made Active in Reports: 10/13/2017	Last EDR Contact: 10/27/2017
Number of Days to Update: 78	Next Scheduled EDR Contact: 02/05/2018
	Data Release Frequency: Varies

## INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 04/14/2017	Source: EPA Region 7
Date Data Arrived at EDR: 07/27/2017	Telephone: 913-551-7003
Date Made Active in Reports: 10/06/2017	Last EDR Contact: 10/27/2017
Number of Days to Update: 71	Next Scheduled EDR Contact: 02/05/2018
	Data Release Frequency: Varies

## SLIC: Statewide SLIC Cases (GEOTRACKER)

Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/11/2017	Source: State Water Resources Control Board
Date Data Arrived at EDR: 09/12/2017	Telephone: 866-480-1028
Date Made Active in Reports: 11/09/2017	Last EDR Contact: 12/12/2018
Number of Days to Update: 58	Next Scheduled EDR Contact: 03/26/2018
	Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003  
Date Data Arrived at EDR: 04/07/2003  
Date Made Active in Reports: 04/25/2003  
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)  
Telephone: 707-576-2220  
Last EDR Contact: 08/01/2011  
Next Scheduled EDR Contact: 11/14/2011  
Data Release Frequency: No Update Planned

## SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004  
Date Data Arrived at EDR: 10/20/2004  
Date Made Active in Reports: 11/19/2004  
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)  
Telephone: 510-286-0457  
Last EDR Contact: 09/19/2011  
Next Scheduled EDR Contact: 01/02/2012  
Data Release Frequency: Quarterly

## SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006  
Date Data Arrived at EDR: 05/18/2006  
Date Made Active in Reports: 06/15/2006  
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)  
Telephone: 805-549-3147  
Last EDR Contact: 07/18/2011  
Next Scheduled EDR Contact: 10/31/2011  
Data Release Frequency: Semi-Annually

## SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004  
Date Data Arrived at EDR: 11/18/2004  
Date Made Active in Reports: 01/04/2005  
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)  
Telephone: 213-576-6600  
Last EDR Contact: 07/01/2011  
Next Scheduled EDR Contact: 10/17/2011  
Data Release Frequency: Varies

## SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005  
Date Data Arrived at EDR: 04/05/2005  
Date Made Active in Reports: 04/21/2005  
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)  
Telephone: 916-464-3291  
Last EDR Contact: 09/12/2011  
Next Scheduled EDR Contact: 12/26/2011  
Data Release Frequency: Semi-Annually

## SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005  
Date Data Arrived at EDR: 05/25/2005  
Date Made Active in Reports: 06/16/2005  
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch  
Telephone: 619-241-6583  
Last EDR Contact: 08/15/2011  
Next Scheduled EDR Contact: 11/28/2011  
Data Release Frequency: Semi-Annually

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## SLIC REG 6L: SLIC Sites

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004  
Date Data Arrived at EDR: 09/07/2004  
Date Made Active in Reports: 10/12/2004  
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region  
Telephone: 530-542-5574  
Last EDR Contact: 08/15/2011  
Next Scheduled EDR Contact: 11/28/2011  
Data Release Frequency: No Update Planned

## SLIC REG 7: SLIC List

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004  
Date Data Arrived at EDR: 11/29/2004  
Date Made Active in Reports: 01/04/2005  
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region  
Telephone: 760-346-7491  
Last EDR Contact: 08/01/2011  
Next Scheduled EDR Contact: 11/14/2011  
Data Release Frequency: No Update Planned

## SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008  
Date Data Arrived at EDR: 04/03/2008  
Date Made Active in Reports: 04/14/2008  
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)  
Telephone: 951-782-3298  
Last EDR Contact: 09/12/2011  
Next Scheduled EDR Contact: 12/26/2011  
Data Release Frequency: Semi-Annually

## SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007  
Date Data Arrived at EDR: 09/11/2007  
Date Made Active in Reports: 09/28/2007  
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)  
Telephone: 858-467-2980  
Last EDR Contact: 08/08/2011  
Next Scheduled EDR Contact: 11/21/2011  
Data Release Frequency: Annually

## **State and tribal registered storage tank lists**

### FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

Date of Government Version: 05/15/2017  
Date Data Arrived at EDR: 05/30/2017  
Date Made Active in Reports: 10/13/2017  
Number of Days to Update: 136

Source: FEMA  
Telephone: 202-646-5797  
Last EDR Contact: 10/13/2017  
Next Scheduled EDR Contact: 01/22/2018  
Data Release Frequency: Varies

### UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 09/11/2017  
Date Data Arrived at EDR: 09/12/2017  
Date Made Active in Reports: 11/08/2017  
Number of Days to Update: 57

Source: SWRCB  
Telephone: 916-341-5851  
Last EDR Contact: 12/12/2017  
Next Scheduled EDR Contact: 03/26/2018  
Data Release Frequency: Semi-Annually



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## AST: Aboveground Petroleum Storage Tank Facilities

A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016	Source: California Environmental Protection Agency
Date Data Arrived at EDR: 07/12/2016	Telephone: 916-327-5092
Date Made Active in Reports: 09/19/2016	Last EDR Contact: 09/25/2017
Number of Days to Update: 69	Next Scheduled EDR Contact: 01/08/2018
	Data Release Frequency: Quarterly

## INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 04/26/2017	Source: EPA Region 5
Date Data Arrived at EDR: 07/27/2017	Telephone: 312-886-6136
Date Made Active in Reports: 10/06/2017	Last EDR Contact: 10/27/2017
Number of Days to Update: 71	Next Scheduled EDR Contact: 02/05/2018
	Data Release Frequency: Varies

## INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 04/24/2017	Source: EPA Region 6
Date Data Arrived at EDR: 07/27/2017	Telephone: 214-665-7591
Date Made Active in Reports: 12/08/2017	Last EDR Contact: 10/27/2017
Number of Days to Update: 134	Next Scheduled EDR Contact: 02/05/2018
	Data Release Frequency: Varies

## INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 05/02/2017	Source: EPA Region 7
Date Data Arrived at EDR: 07/27/2017	Telephone: 913-551-7003
Date Made Active in Reports: 10/06/2017	Last EDR Contact: 10/27/2017
Number of Days to Update: 71	Next Scheduled EDR Contact: 02/05/2018
	Data Release Frequency: Varies

## INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 05/01/2017	Source: EPA Region 8
Date Data Arrived at EDR: 07/27/2017	Telephone: 303-312-6137
Date Made Active in Reports: 10/13/2017	Last EDR Contact: 10/27/2017
Number of Days to Update: 78	Next Scheduled EDR Contact: 02/05/2018
	Data Release Frequency: Varies

## INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 04/13/2017	Source: EPA Region 9
Date Data Arrived at EDR: 07/27/2017	Telephone: 415-972-3368
Date Made Active in Reports: 10/13/2017	Last EDR Contact: 10/27/2017
Number of Days to Update: 78	Next Scheduled EDR Contact: 02/05/2018
	Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 10/14/2016	Source: EPA Region 4
Date Data Arrived at EDR: 01/27/2017	Telephone: 404-562-9424
Date Made Active in Reports: 05/05/2017	Last EDR Contact: 10/27/2017
Number of Days to Update: 98	Next Scheduled EDR Contact: 02/05/2018
	Data Release Frequency: Semi-Annually

## INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 04/14/2017	Source: EPA, Region 1
Date Data Arrived at EDR: 07/27/2017	Telephone: 617-918-1313
Date Made Active in Reports: 10/06/2017	Last EDR Contact: 10/27/2017
Number of Days to Update: 71	Next Scheduled EDR Contact: 02/05/2018
	Data Release Frequency: Varies

## INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 04/25/2017	Source: EPA Region 10
Date Data Arrived at EDR: 07/27/2017	Telephone: 206-553-2857
Date Made Active in Reports: 10/13/2017	Last EDR Contact: 10/27/2017
Number of Days to Update: 78	Next Scheduled EDR Contact: 02/05/2018
	Data Release Frequency: Varies

## **State and tribal voluntary cleanup sites**

### VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 10/30/2017	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 10/31/2017	Telephone: 916-323-3400
Date Made Active in Reports: 12/15/2017	Last EDR Contact: 10/31/2017
Number of Days to Update: 45	Next Scheduled EDR Contact: 02/12/2018
	Data Release Frequency: Quarterly

### INDIAN VCP R7: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008	Source: EPA, Region 7
Date Data Arrived at EDR: 04/22/2008	Telephone: 913-551-7365
Date Made Active in Reports: 05/19/2008	Last EDR Contact: 04/20/2009
Number of Days to Update: 27	Next Scheduled EDR Contact: 07/20/2009
	Data Release Frequency: Varies

### INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015	Source: EPA, Region 1
Date Data Arrived at EDR: 09/29/2015	Telephone: 617-918-1102
Date Made Active in Reports: 02/18/2016	Last EDR Contact: 12/20/2017
Number of Days to Update: 142	Next Scheduled EDR Contact: 04/09/2018
	Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## ***State and tribal Brownfields sites***

### **BROWNFIELDS: Considered Brownfields Sites Listing**

A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 09/21/2017  
Date Data Arrived at EDR: 09/21/2017  
Date Made Active in Reports: 11/09/2017  
Number of Days to Update: 49

Source: State Water Resources Control Board  
Telephone: 916-323-7905  
Last EDR Contact: 09/21/2017  
Next Scheduled EDR Contact: 01/08/2018  
Data Release Frequency: Quarterly

## **ADDITIONAL ENVIRONMENTAL RECORDS**

### ***Local Brownfield lists***

#### **US BROWNFIELDS: A Listing of Brownfields Sites**

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 08/21/2017  
Date Data Arrived at EDR: 09/20/2017  
Date Made Active in Reports: 12/08/2017  
Number of Days to Update: 79

Source: Environmental Protection Agency  
Telephone: 202-566-2777  
Last EDR Contact: 12/19/2017  
Next Scheduled EDR Contact: 04/02/2018  
Data Release Frequency: Semi-Annually

### ***Local Lists of Landfill / Solid Waste Disposal Sites***

#### **WMUDS/SWAT: Waste Management Unit Database**

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000  
Date Data Arrived at EDR: 04/10/2000  
Date Made Active in Reports: 05/10/2000  
Number of Days to Update: 30

Source: State Water Resources Control Board  
Telephone: 916-227-4448  
Last EDR Contact: 11/06/2017  
Next Scheduled EDR Contact: 02/19/2018  
Data Release Frequency: No Update Planned

#### **SWRCY: Recycler Database**

A listing of recycling facilities in California.

Date of Government Version: 09/11/2017  
Date Data Arrived at EDR: 09/12/2017  
Date Made Active in Reports: 09/21/2017  
Number of Days to Update: 9

Source: Department of Conservation  
Telephone: 916-323-3836  
Last EDR Contact: 12/12/2017  
Next Scheduled EDR Contact: 03/26/2018  
Data Release Frequency: Quarterly

#### **HAULERS: Registered Waste Tire Haulers Listing**

A listing of registered waste tire haulers.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 05/30/2017  
Date Data Arrived at EDR: 05/31/2017  
Date Made Active in Reports: 08/15/2017  
Number of Days to Update: 76

Source: Integrated Waste Management Board  
Telephone: 916-341-6422  
Last EDR Contact: 11/09/2017  
Next Scheduled EDR Contact: 02/26/2018  
Data Release Frequency: Varies

## INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998  
Date Data Arrived at EDR: 12/03/2007  
Date Made Active in Reports: 01/24/2008  
Number of Days to Update: 52

Source: Environmental Protection Agency  
Telephone: 703-308-8245  
Last EDR Contact: 10/30/2017  
Next Scheduled EDR Contact: 02/12/2018  
Data Release Frequency: Varies

## ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985  
Date Data Arrived at EDR: 08/09/2004  
Date Made Active in Reports: 09/17/2004  
Number of Days to Update: 39

Source: Environmental Protection Agency  
Telephone: 800-424-9346  
Last EDR Contact: 06/09/2004  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

## DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009  
Date Data Arrived at EDR: 05/07/2009  
Date Made Active in Reports: 09/21/2009  
Number of Days to Update: 137

Source: EPA, Region 9  
Telephone: 415-947-4219  
Last EDR Contact: 10/20/2017  
Next Scheduled EDR Contact: 02/05/2018  
Data Release Frequency: No Update Planned

## IHS OPEN DUMPS: Open Dumps on Indian Land

A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014  
Date Data Arrived at EDR: 08/06/2014  
Date Made Active in Reports: 01/29/2015  
Number of Days to Update: 176

Source: Department of Health & Human Services, Indian Health Service  
Telephone: 301-443-1452  
Last EDR Contact: 11/03/2017  
Next Scheduled EDR Contact: 02/12/2018  
Data Release Frequency: Varies

## **Local Lists of Hazardous waste / Contaminated Sites**

### US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 07/13/2017  
Date Data Arrived at EDR: 09/06/2017  
Date Made Active in Reports: 10/06/2017  
Number of Days to Update: 30

Source: Drug Enforcement Administration  
Telephone: 202-307-1000  
Last EDR Contact: 11/28/2017  
Next Scheduled EDR Contact: 03/12/2018  
Data Release Frequency: No Update Planned

### HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/08/2005  
Date Data Arrived at EDR: 08/03/2006  
Date Made Active in Reports: 08/24/2006  
Number of Days to Update: 21

Source: Department of Toxic Substance Control  
Telephone: 916-323-3400  
Last EDR Contact: 02/23/2009  
Next Scheduled EDR Contact: 05/25/2009  
Data Release Frequency: No Update Planned

## SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 10/30/2017  
Date Data Arrived at EDR: 10/31/2017  
Date Made Active in Reports: 12/15/2017  
Number of Days to Update: 45

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400  
Last EDR Contact: 10/31/2017  
Next Scheduled EDR Contact: 02/12/2018  
Data Release Frequency: Quarterly

## CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 06/30/2017  
Date Data Arrived at EDR: 08/18/2017  
Date Made Active in Reports: 09/21/2017  
Number of Days to Update: 34

Source: Department of Toxic Substances Control  
Telephone: 916-255-6504  
Last EDR Contact: 10/10/2017  
Next Scheduled EDR Contact: 01/22/2018  
Data Release Frequency: Varies

## TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995  
Date Data Arrived at EDR: 08/30/1995  
Date Made Active in Reports: 09/26/1995  
Number of Days to Update: 27

Source: State Water Resources Control Board  
Telephone: 916-227-4364  
Last EDR Contact: 01/26/2009  
Next Scheduled EDR Contact: 04/27/2009  
Data Release Frequency: No Update Planned

## US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 07/13/2017  
Date Data Arrived at EDR: 09/06/2017  
Date Made Active in Reports: 10/06/2017  
Number of Days to Update: 30

Source: Drug Enforcement Administration  
Telephone: 202-307-1000  
Last EDR Contact: 11/28/2017  
Next Scheduled EDR Contact: 03/12/2018  
Data Release Frequency: Quarterly

## **Local Lists of Registered Storage Tanks**

### SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/01/1994  
Date Data Arrived at EDR: 07/07/2005  
Date Made Active in Reports: 08/11/2005  
Number of Days to Update: 35

Source: State Water Resources Control Board  
Telephone: N/A  
Last EDR Contact: 06/03/2005  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

## UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 11/27/2017  
Date Data Arrived at EDR: 11/29/2017  
Date Made Active in Reports: 12/18/2017  
Number of Days to Update: 19

Source: Department of Public Health  
Telephone: 707-463-4466  
Last EDR Contact: 11/28/2017  
Next Scheduled EDR Contact: 03/12/2018  
Data Release Frequency: Annually

## HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990  
Date Data Arrived at EDR: 01/25/1991  
Date Made Active in Reports: 02/12/1991  
Number of Days to Update: 18

Source: State Water Resources Control Board  
Telephone: 916-341-5851  
Last EDR Contact: 07/26/2001  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

## CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994  
Date Data Arrived at EDR: 09/05/1995  
Date Made Active in Reports: 09/29/1995  
Number of Days to Update: 24

Source: California Environmental Protection Agency  
Telephone: 916-341-5851  
Last EDR Contact: 12/28/1998  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

## Local Land Records

### LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 08/31/2017  
Date Data Arrived at EDR: 09/05/2017  
Date Made Active in Reports: 11/08/2017  
Number of Days to Update: 64

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400  
Last EDR Contact: 11/30/2017  
Next Scheduled EDR Contact: 03/19/2018  
Data Release Frequency: Varies

### LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 07/11/2017  
Date Data Arrived at EDR: 07/26/2017  
Date Made Active in Reports: 10/13/2017  
Number of Days to Update: 79

Source: Environmental Protection Agency  
Telephone: 202-564-6023  
Last EDR Contact: 12/22/2017  
Next Scheduled EDR Contact: 02/05/2018  
Data Release Frequency: Semi-Annually

### DEED: Deed Restriction Listing

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 09/05/2017	Source: DTSC and SWRCB
Date Data Arrived at EDR: 09/06/2017	Telephone: 916-323-3400
Date Made Active in Reports: 11/08/2017	Last EDR Contact: 12/05/2017
Number of Days to Update: 63	Next Scheduled EDR Contact: 03/19/2018
	Data Release Frequency: Semi-Annually

## **Records of Emergency Release Reports**

### **HMIRS: Hazardous Materials Information Reporting System**

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 09/21/2017	Source: U.S. Department of Transportation
Date Data Arrived at EDR: 09/21/2017	Telephone: 202-366-4555
Date Made Active in Reports: 10/13/2017	Last EDR Contact: 09/21/2017
Number of Days to Update: 22	Next Scheduled EDR Contact: 01/08/2018
	Data Release Frequency: Quarterly

### **CHMIRS: California Hazardous Material Incident Report System**

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 05/09/2017	Source: Office of Emergency Services
Date Data Arrived at EDR: 07/26/2017	Telephone: 916-845-8400
Date Made Active in Reports: 09/21/2017	Last EDR Contact: 10/27/2017
Number of Days to Update: 57	Next Scheduled EDR Contact: 02/05/2018
	Data Release Frequency: Varies

### **LDS: Land Disposal Sites Listing (GEOTRACKER)**

Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/11/2017	Source: State Water Quality Control Board
Date Data Arrived at EDR: 09/12/2017	Telephone: 866-480-1028
Date Made Active in Reports: 11/09/2017	Last EDR Contact: 12/12/2018
Number of Days to Update: 58	Next Scheduled EDR Contact: 03/26/2018
	Data Release Frequency: Quarterly

### **MCS: Military Cleanup Sites Listing (GEOTRACKER)**

Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/11/2017	Source: State Water Resources Control Board
Date Data Arrived at EDR: 09/12/2017	Telephone: 866-480-1028
Date Made Active in Reports: 11/09/2017	Last EDR Contact: 12/12/2018
Number of Days to Update: 58	Next Scheduled EDR Contact: 03/26/2018
	Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012	Source: FirstSearch
Date Data Arrived at EDR: 01/03/2013	Telephone: N/A
Date Made Active in Reports: 02/22/2013	Last EDR Contact: 01/03/2013
Number of Days to Update: 50	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

## Other Ascertainable Records

### RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 09/13/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 09/26/2017	Telephone: (415) 495-8895
Date Made Active in Reports: 10/06/2017	Last EDR Contact: 09/26/2017
Number of Days to Update: 10	Next Scheduled EDR Contact: 01/08/2018
	Data Release Frequency: Quarterly

### FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 01/31/2015	Source: U.S. Army Corps of Engineers
Date Data Arrived at EDR: 07/08/2015	Telephone: 202-528-4285
Date Made Active in Reports: 10/13/2015	Last EDR Contact: 11/22/2017
Number of Days to Update: 97	Next Scheduled EDR Contact: 03/05/2018
	Data Release Frequency: Varies

### DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005	Source: USGS
Date Data Arrived at EDR: 11/10/2006	Telephone: 888-275-8747
Date Made Active in Reports: 01/11/2007	Last EDR Contact: 10/13/2017
Number of Days to Update: 62	Next Scheduled EDR Contact: 01/22/2018
	Data Release Frequency: Semi-Annually

### FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005	Source: U.S. Geological Survey
Date Data Arrived at EDR: 02/06/2006	Telephone: 888-275-8747
Date Made Active in Reports: 01/11/2007	Last EDR Contact: 10/11/2017
Number of Days to Update: 339	Next Scheduled EDR Contact: 01/22/2018
	Data Release Frequency: N/A

### SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 01/01/2017  
Date Data Arrived at EDR: 02/03/2017  
Date Made Active in Reports: 04/07/2017  
Number of Days to Update: 63

Source: Environmental Protection Agency  
Telephone: 615-532-8599  
Last EDR Contact: 11/17/2017  
Next Scheduled EDR Contact: 02/26/2018  
Data Release Frequency: Varies

## US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 10/17/2017  
Date Data Arrived at EDR: 11/01/2017  
Date Made Active in Reports: 12/08/2017  
Number of Days to Update: 37

Source: Environmental Protection Agency  
Telephone: 202-566-1917  
Last EDR Contact: 11/01/2017  
Next Scheduled EDR Contact: 01/08/2018  
Data Release Frequency: Quarterly

## EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013  
Date Data Arrived at EDR: 03/21/2014  
Date Made Active in Reports: 06/17/2014  
Number of Days to Update: 88

Source: Environmental Protection Agency  
Telephone: 617-520-3000  
Last EDR Contact: 11/06/2017  
Next Scheduled EDR Contact: 02/19/2018  
Data Release Frequency: Quarterly

## 2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 04/22/2013  
Date Data Arrived at EDR: 03/03/2015  
Date Made Active in Reports: 03/09/2015  
Number of Days to Update: 6

Source: Environmental Protection Agency  
Telephone: 703-308-4044  
Last EDR Contact: 11/09/2017  
Next Scheduled EDR Contact: 02/19/2018  
Data Release Frequency: Varies

## TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2012  
Date Data Arrived at EDR: 01/15/2015  
Date Made Active in Reports: 01/29/2015  
Number of Days to Update: 14

Source: EPA  
Telephone: 202-260-5521  
Last EDR Contact: 12/22/2017  
Next Scheduled EDR Contact: 04/02/2018  
Data Release Frequency: Every 4 Years

## TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/31/2014  
Date Data Arrived at EDR: 11/24/2015  
Date Made Active in Reports: 04/05/2016  
Number of Days to Update: 133

Source: EPA  
Telephone: 202-566-0250  
Last EDR Contact: 11/20/2017  
Next Scheduled EDR Contact: 03/05/2018  
Data Release Frequency: Annually

## SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009  
Date Data Arrived at EDR: 12/10/2010  
Date Made Active in Reports: 02/25/2011  
Number of Days to Update: 77

Source: EPA  
Telephone: 202-564-4203  
Last EDR Contact: 10/27/2017  
Next Scheduled EDR Contact: 02/05/2018  
Data Release Frequency: Annually

## ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 09/27/2017  
Date Data Arrived at EDR: 10/12/2017  
Date Made Active in Reports: 10/20/2017  
Number of Days to Update: 8

Source: EPA  
Telephone: 703-416-0223  
Last EDR Contact: 12/22/2017  
Next Scheduled EDR Contact: 03/19/2018  
Data Release Frequency: Annually

## RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 11/02/2017  
Date Data Arrived at EDR: 11/17/2017  
Date Made Active in Reports: 12/08/2017  
Number of Days to Update: 21

Source: Environmental Protection Agency  
Telephone: 202-564-8600  
Last EDR Contact: 10/23/2017  
Next Scheduled EDR Contact: 02/05/2018  
Data Release Frequency: Varies

## RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995  
Date Data Arrived at EDR: 07/03/1995  
Date Made Active in Reports: 08/07/1995  
Number of Days to Update: 35

Source: EPA  
Telephone: 202-564-4104  
Last EDR Contact: 06/02/2008  
Next Scheduled EDR Contact: 09/01/2008  
Data Release Frequency: No Update Planned

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 10/25/2013	Source: EPA
Date Data Arrived at EDR: 10/17/2014	Telephone: 202-564-6023
Date Made Active in Reports: 10/20/2014	Last EDR Contact: 12/22/2017
Number of Days to Update: 3	Next Scheduled EDR Contact: 02/19/2018
	Data Release Frequency: Quarterly

## PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 06/01/2017	Source: EPA
Date Data Arrived at EDR: 06/09/2017	Telephone: 202-566-0500
Date Made Active in Reports: 10/13/2017	Last EDR Contact: 10/13/2017
Number of Days to Update: 126	Next Scheduled EDR Contact: 01/22/2018
	Data Release Frequency: Annually

## ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016	Source: Environmental Protection Agency
Date Data Arrived at EDR: 11/23/2016	Telephone: 202-564-2501
Date Made Active in Reports: 02/10/2017	Last EDR Contact: 10/11/2017
Number of Days to Update: 79	Next Scheduled EDR Contact: 01/22/2018
	Data Release Frequency: Quarterly

## FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009	Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 08/18/2017
Number of Days to Update: 25	Next Scheduled EDR Contact: 12/04/2017
	Data Release Frequency: Quarterly

## FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009	Source: EPA
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 08/18/2017
Number of Days to Update: 25	Next Scheduled EDR Contact: 12/04/2017
	Data Release Frequency: Quarterly

## MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 08/30/2016	Source: Nuclear Regulatory Commission
Date Data Arrived at EDR: 09/08/2016	Telephone: 301-415-7169
Date Made Active in Reports: 10/21/2016	Last EDR Contact: 10/16/2017
Number of Days to Update: 43	Next Scheduled EDR Contact: 11/20/2017
	Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## COAL ASH DOE: Steam-Electric Plant Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005	Source: Department of Energy
Date Data Arrived at EDR: 08/07/2009	Telephone: 202-586-8719
Date Made Active in Reports: 10/22/2009	Last EDR Contact: 12/05/2017
Number of Days to Update: 76	Next Scheduled EDR Contact: 03/19/2018
	Data Release Frequency: Varies

## COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014	Source: Environmental Protection Agency
Date Data Arrived at EDR: 09/10/2014	Telephone: N/A
Date Made Active in Reports: 10/20/2014	Last EDR Contact: 12/08/2017
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/19/2018
	Data Release Frequency: Varies

## PCB TRANSFORMER: PCB Transformer Registration Database

The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 05/24/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 11/30/2017	Telephone: 202-566-0517
Date Made Active in Reports: 12/15/2017	Last EDR Contact: 10/26/2017
Number of Days to Update: 15	Next Scheduled EDR Contact: 02/05/2018
	Data Release Frequency: Varies

## RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 10/02/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 10/05/2017	Telephone: 202-343-9775
Date Made Active in Reports: 10/13/2017	Last EDR Contact: 10/05/2017
Number of Days to Update: 8	Next Scheduled EDR Contact: 01/15/2018
	Data Release Frequency: Quarterly

## HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2007
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/17/2008
	Data Release Frequency: No Update Planned

## HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/19/2006  
Date Data Arrived at EDR: 03/01/2007  
Date Made Active in Reports: 04/10/2007  
Number of Days to Update: 40

Source: Environmental Protection Agency  
Telephone: 202-564-2501  
Last EDR Contact: 12/17/2008  
Next Scheduled EDR Contact: 03/17/2008  
Data Release Frequency: No Update Planned

## DOT OPS: Incident and Accident Data

Department of Transportation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012  
Date Data Arrived at EDR: 08/07/2012  
Date Made Active in Reports: 09/18/2012  
Number of Days to Update: 42

Source: Department of Transportation, Office of Pipeline Safety  
Telephone: 202-366-4595  
Last EDR Contact: 10/31/2017  
Next Scheduled EDR Contact: 02/12/2018  
Data Release Frequency: Varies

## CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 06/30/2017  
Date Data Arrived at EDR: 08/03/2017  
Date Made Active in Reports: 10/20/2017  
Number of Days to Update: 78

Source: Department of Justice, Consent Decree Library  
Telephone: Varies  
Last EDR Contact: 12/18/2017  
Next Scheduled EDR Contact: 04/02/2018  
Data Release Frequency: Varies

## BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2015  
Date Data Arrived at EDR: 02/22/2017  
Date Made Active in Reports: 09/28/2017  
Number of Days to Update: 218

Source: EPA/NTIS  
Telephone: 800-424-9346  
Last EDR Contact: 11/20/2017  
Next Scheduled EDR Contact: 03/05/2018  
Data Release Frequency: Biennially

## INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014  
Date Data Arrived at EDR: 07/14/2015  
Date Made Active in Reports: 01/10/2017  
Number of Days to Update: 546

Source: USGS  
Telephone: 202-208-3710  
Last EDR Contact: 10/11/2017  
Next Scheduled EDR Contact: 01/22/2018  
Data Release Frequency: Semi-Annually

## FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 12/23/2016  
Date Data Arrived at EDR: 12/27/2016  
Date Made Active in Reports: 02/17/2017  
Number of Days to Update: 52

Source: Department of Energy  
Telephone: 202-586-3559  
Last EDR Contact: 11/02/2017  
Next Scheduled EDR Contact: 02/19/2018  
Data Release Frequency: Varies

## UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/23/2017  
Date Data Arrived at EDR: 10/11/2017  
Date Made Active in Reports: 11/03/2017  
Number of Days to Update: 23

Source: Department of Energy  
Telephone: 505-845-0011  
Last EDR Contact: 11/22/2017  
Next Scheduled EDR Contact: 03/05/2018  
Data Release Frequency: Varies

## LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 10/10/2017  
Date Data Arrived at EDR: 11/03/2017  
Date Made Active in Reports: 12/15/2017  
Number of Days to Update: 42

Source: Environmental Protection Agency  
Telephone: 703-603-8787  
Last EDR Contact: 12/22/2017  
Next Scheduled EDR Contact: 01/15/2018  
Data Release Frequency: Varies

## LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931 and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust.

Date of Government Version: 04/05/2001  
Date Data Arrived at EDR: 10/27/2010  
Date Made Active in Reports: 12/02/2010  
Number of Days to Update: 36

Source: American Journal of Public Health  
Telephone: 703-305-6451  
Last EDR Contact: 12/02/2009  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

## US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016  
Date Data Arrived at EDR: 10/26/2016  
Date Made Active in Reports: 02/03/2017  
Number of Days to Update: 100

Source: EPA  
Telephone: 202-564-2496  
Last EDR Contact: 09/26/2017  
Next Scheduled EDR Contact: 01/08/2018  
Data Release Frequency: Annually

## US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016  
Date Data Arrived at EDR: 10/26/2016  
Date Made Active in Reports: 02/03/2017  
Number of Days to Update: 100

Source: EPA  
Telephone: 202-564-2496  
Last EDR Contact: 09/26/2017  
Next Scheduled EDR Contact: 01/08/2018  
Data Release Frequency: Annually

## US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 07/31/2017  
Date Data Arrived at EDR: 08/30/2017  
Date Made Active in Reports: 10/13/2017  
Number of Days to Update: 44

Source: Department of Labor, Mine Safety and Health Administration  
Telephone: 303-231-5959  
Last EDR Contact: 11/28/2017  
Next Scheduled EDR Contact: 03/12/2018  
Data Release Frequency: Semi-Annually

## US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/05/2005  
Date Data Arrived at EDR: 02/29/2008  
Date Made Active in Reports: 04/18/2008  
Number of Days to Update: 49

Source: USGS  
Telephone: 703-648-7709  
Last EDR Contact: 12/01/2017  
Next Scheduled EDR Contact: 03/12/2018  
Data Release Frequency: Varies

## US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011  
Date Data Arrived at EDR: 06/08/2011  
Date Made Active in Reports: 09/13/2011  
Number of Days to Update: 97

Source: USGS  
Telephone: 703-648-7709  
Last EDR Contact: 12/01/2017  
Next Scheduled EDR Contact: 03/12/2018  
Data Release Frequency: Varies

## ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 09/25/2017  
Date Data Arrived at EDR: 09/26/2017  
Date Made Active in Reports: 10/20/2017  
Number of Days to Update: 24

Source: Department of Interior  
Telephone: 202-208-2609  
Last EDR Contact: 12/19/2017  
Next Scheduled EDR Contact: 03/26/2018  
Data Release Frequency: Quarterly

## FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 07/23/2017  
Date Data Arrived at EDR: 09/06/2017  
Date Made Active in Reports: 09/15/2017  
Number of Days to Update: 9

Source: EPA  
Telephone: (415) 947-8000  
Last EDR Contact: 12/05/2017  
Next Scheduled EDR Contact: 03/19/2018  
Data Release Frequency: Quarterly

## ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 09/02/2017  
Date Data Arrived at EDR: 09/06/2017  
Date Made Active in Reports: 10/20/2017  
Number of Days to Update: 44

Source: Environmental Protection Agency  
Telephone: 202-564-2280  
Last EDR Contact: 12/05/2017  
Next Scheduled EDR Contact: 03/19/2018  
Data Release Frequency: Quarterly

## DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 02/13/2017  
Date Data Arrived at EDR: 02/15/2017  
Date Made Active in Reports: 11/03/2017  
Number of Days to Update: 261

Source: Environmental Protection Agency  
Telephone: 202-564-0527  
Last EDR Contact: 11/21/2017  
Next Scheduled EDR Contact: 03/12/2018  
Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 10/25/2016	Source: Department of Defense
Date Data Arrived at EDR: 06/02/2017	Telephone: 703-704-1564
Date Made Active in Reports: 10/13/2017	Last EDR Contact: 10/16/2017
Number of Days to Update: 133	Next Scheduled EDR Contact: 01/29/2018
	Data Release Frequency: Varies

## FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 08/17/2017	Source: EPA
Date Data Arrived at EDR: 08/17/2017	Telephone: 800-385-6164
Date Made Active in Reports: 09/15/2017	Last EDR Contact: 11/20/2017
Number of Days to Update: 29	Next Scheduled EDR Contact: 03/05/2018
	Data Release Frequency: Quarterly

## CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989	Source: Department of Health Services
Date Data Arrived at EDR: 07/27/1994	Telephone: 916-255-2118
Date Made Active in Reports: 08/02/1994	Last EDR Contact: 05/31/1994
Number of Days to Update: 6	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

## CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 09/21/2017	Source: CAL EPA/Office of Emergency Information
Date Data Arrived at EDR: 09/21/2017	Telephone: 916-323-3400
Date Made Active in Reports: 10/13/2017	Last EDR Contact: 09/21/2017
Number of Days to Update: 22	Next Scheduled EDR Contact: 01/01/2018
	Data Release Frequency: Quarterly

## DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 08/02/2017	Source: Department of Toxic Substance Control
Date Data Arrived at EDR: 08/08/2017	Telephone: 916-327-4498
Date Made Active in Reports: 10/16/2017	Last EDR Contact: 11/30/2017
Number of Days to Update: 69	Next Scheduled EDR Contact: 03/19/2018
	Data Release Frequency: Annually

## EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2015	Source: California Air Resources Board
Date Data Arrived at EDR: 03/21/2017	Telephone: 916-322-2990
Date Made Active in Reports: 08/15/2017	Last EDR Contact: 12/22/2017
Number of Days to Update: 147	Next Scheduled EDR Contact: 04/02/2018
	Data Release Frequency: Varies



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 11/01/2017	Source: State Water Resources Control Board
Date Data Arrived at EDR: 11/03/2017	Telephone: 916-445-9379
Date Made Active in Reports: 12/07/2017	Last EDR Contact: 11/01/2017
Number of Days to Update: 34	Next Scheduled EDR Contact: 02/05/2018
	Data Release Frequency: Varies

## Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 10/23/2017	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 10/24/2017	Telephone: 916-255-3628
Date Made Active in Reports: 12/15/2017	Last EDR Contact: 10/23/2017
Number of Days to Update: 52	Next Scheduled EDR Contact: 02/05/2018
	Data Release Frequency: Varies

## Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 11/14/2017	Source: California Integrated Waste Management Board
Date Data Arrived at EDR: 11/17/2017	Telephone: 916-341-6066
Date Made Active in Reports: 12/18/2017	Last EDR Contact: 11/09/2017
Number of Days to Update: 31	Next Scheduled EDR Contact: 02/26/2018
	Data Release Frequency: Varies

## HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2016	Source: California Environmental Protection Agency
Date Data Arrived at EDR: 07/12/2017	Telephone: 916-255-1136
Date Made Active in Reports: 10/17/2017	Last EDR Contact: 10/10/2017
Number of Days to Update: 97	Next Scheduled EDR Contact: 01/22/2018
	Data Release Frequency: Annually

## ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 08/21/2017	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 08/22/2017	Telephone: 877-786-9427
Date Made Active in Reports: 10/25/2017	Last EDR Contact: 11/20/2017
Number of Days to Update: 64	Next Scheduled EDR Contact: 03/05/2018
	Data Release Frequency: Quarterly

## HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 01/22/2009	Telephone: 916-323-3400
Date Made Active in Reports: 04/08/2009	Last EDR Contact: 01/22/2009
Number of Days to Update: 76	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 08/21/2017	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 08/22/2017	Telephone: 916-323-3400
Date Made Active in Reports: 10/25/2017	Last EDR Contact: 11/20/2017
Number of Days to Update: 64	Next Scheduled EDR Contact: 03/05/2018
	Data Release Frequency: Quarterly

## HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 10/10/2017	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 10/10/2017	Telephone: 916-440-7145
Date Made Active in Reports: 10/17/2017	Last EDR Contact: 10/10/2017
Number of Days to Update: 7	Next Scheduled EDR Contact: 01/22/2018
	Data Release Frequency: Quarterly

## MINES: Mines Site Location Listing

A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 09/11/2017	Source: Department of Conservation
Date Data Arrived at EDR: 09/12/2017	Telephone: 916-322-1080
Date Made Active in Reports: 11/01/2017	Last EDR Contact: 12/12/2017
Number of Days to Update: 50	Next Scheduled EDR Contact: 03/26/2018
	Data Release Frequency: Quarterly

## MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 09/01/2017	Source: Department of Public Health
Date Data Arrived at EDR: 09/06/2017	Telephone: 916-558-1784
Date Made Active in Reports: 11/08/2017	Last EDR Contact: 12/05/2017
Number of Days to Update: 63	Next Scheduled EDR Contact: 03/19/2018
	Data Release Frequency: Varies

## NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

Date of Government Version: 11/13/2017	Source: State Water Resources Control Board
Date Data Arrived at EDR: 11/14/2017	Telephone: 916-445-9379
Date Made Active in Reports: 12/07/2017	Last EDR Contact: 11/14/2017
Number of Days to Update: 23	Next Scheduled EDR Contact: 02/26/2018
	Data Release Frequency: Quarterly

## PEST LIC: Pesticide Regulation Licenses Listing

A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 09/05/2017	Source: Department of Pesticide Regulation
Date Data Arrived at EDR: 09/06/2017	Telephone: 916-445-4038
Date Made Active in Reports: 11/08/2017	Last EDR Contact: 12/05/2017
Number of Days to Update: 63	Next Scheduled EDR Contact: 03/19/2018
	Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## PROC: Certified Processors Database

A listing of certified processors.

Date of Government Version: 09/11/2017  
Date Data Arrived at EDR: 09/12/2017  
Date Made Active in Reports: 10/18/2017  
Number of Days to Update: 36

Source: Department of Conservation  
Telephone: 916-323-3836  
Last EDR Contact: 12/12/2017  
Next Scheduled EDR Contact: 03/26/2018  
Data Release Frequency: Quarterly

## NOTIFY 65: Proposition 65 Records

Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 06/16/2017  
Date Data Arrived at EDR: 06/20/2017  
Date Made Active in Reports: 10/17/2017  
Number of Days to Update: 119

Source: State Water Resources Control Board  
Telephone: 916-445-3846  
Last EDR Contact: 12/13/2017  
Next Scheduled EDR Contact: 04/02/2018  
Data Release Frequency: No Update Planned

## UIC: UIC Listing

A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 09/11/2017  
Date Data Arrived at EDR: 09/12/2017  
Date Made Active in Reports: 12/15/2017  
Number of Days to Update: 94

Source: Department of Conservation  
Telephone: 916-445-2408  
Last EDR Contact: 12/12/2017  
Next Scheduled EDR Contact: 03/26/2018  
Data Release Frequency: Varies

## WASTEWATER PITS: Oil Wastewater Pits Listing

Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water board's review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 04/15/2015  
Date Data Arrived at EDR: 04/17/2015  
Date Made Active in Reports: 06/23/2015  
Number of Days to Update: 67

Source: RWQCB, Central Valley Region  
Telephone: 559-445-5577  
Last EDR Contact: 10/13/2017  
Next Scheduled EDR Contact: 01/22/2018  
Data Release Frequency: Varies

## WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007  
Date Data Arrived at EDR: 06/20/2007  
Date Made Active in Reports: 06/29/2007  
Number of Days to Update: 9

Source: State Water Resources Control Board  
Telephone: 916-341-5227  
Last EDR Contact: 11/14/2017  
Next Scheduled EDR Contact: 03/05/2018  
Data Release Frequency: Quarterly

## WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009  
Date Data Arrived at EDR: 07/21/2009  
Date Made Active in Reports: 08/03/2009  
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board  
Telephone: 213-576-6726  
Last EDR Contact: 12/19/2017  
Next Scheduled EDR Contact: 04/09/2018  
Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## EDR HIGH RISK HISTORICAL RECORDS

### ***EDR Exclusive Records***

#### EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A  
Date Data Arrived at EDR: N/A  
Date Made Active in Reports: N/A  
Number of Days to Update: N/A

Source: EDR, Inc.  
Telephone: N/A  
Last EDR Contact: N/A  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

#### EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A  
Date Data Arrived at EDR: N/A  
Date Made Active in Reports: N/A  
Number of Days to Update: N/A

Source: EDR, Inc.  
Telephone: N/A  
Last EDR Contact: N/A  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: Varies

#### EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A  
Date Data Arrived at EDR: N/A  
Date Made Active in Reports: N/A  
Number of Days to Update: N/A

Source: EDR, Inc.  
Telephone: N/A  
Last EDR Contact: N/A  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: Varies

## EDR RECOVERED GOVERNMENT ARCHIVES

### ***Exclusive Recovered Govt. Archives***

#### RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: N/A  
Date Data Arrived at EDR: 07/01/2013  
Date Made Active in Reports: 01/13/2014  
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery  
Telephone: N/A  
Last EDR Contact: 06/01/2012  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: Varies

## RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A  
Date Data Arrived at EDR: 07/01/2013  
Date Made Active in Reports: 12/30/2013  
Number of Days to Update: 182

Source: State Water Resources Control Board  
Telephone: N/A  
Last EDR Contact: 06/01/2012  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: Varies

## COUNTY RECORDS

### ALAMEDA COUNTY:

#### Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 09/22/2017  
Date Data Arrived at EDR: 09/22/2017  
Date Made Active in Reports: 10/10/2017  
Number of Days to Update: 18

Source: Alameda County Environmental Health Services  
Telephone: 510-567-6700  
Last EDR Contact: 09/21/2017  
Next Scheduled EDR Contact: 01/22/2018  
Data Release Frequency: Semi-Annually

#### Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 10/11/2017  
Date Data Arrived at EDR: 10/12/2017  
Date Made Active in Reports: 11/08/2017  
Number of Days to Update: 27

Source: Alameda County Environmental Health Services  
Telephone: 510-567-6700  
Last EDR Contact: 10/10/2017  
Next Scheduled EDR Contact: 04/24/2047  
Data Release Frequency: Semi-Annually

### AMADOR COUNTY:

#### CUPA Facility List

Cupa Facility List

Date of Government Version: 09/13/2017  
Date Data Arrived at EDR: 09/15/2017  
Date Made Active in Reports: 11/14/2017  
Number of Days to Update: 60

Source: Amador County Environmental Health  
Telephone: 209-223-6439  
Last EDR Contact: 11/30/2017  
Next Scheduled EDR Contact: 03/19/2018  
Data Release Frequency: Varies

### BUTTE COUNTY:

#### CUPA Facility Listing

Cupa facility list.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 04/21/2017  
Date Data Arrived at EDR: 04/25/2017  
Date Made Active in Reports: 08/09/2017  
Number of Days to Update: 106

Source: Public Health Department  
Telephone: 530-538-7149  
Last EDR Contact: 09/18/2017  
Next Scheduled EDR Contact: 10/23/2017  
Data Release Frequency: No Update Planned

## CALVERAS COUNTY:

CUPA Facility Listing  
Cupa Facility Listing

Date of Government Version: 08/31/2017  
Date Data Arrived at EDR: 09/05/2017  
Date Made Active in Reports: 11/08/2017  
Number of Days to Update: 64

Source: Calveras County Environmental Health  
Telephone: 209-754-6399  
Last EDR Contact: 12/20/2017  
Next Scheduled EDR Contact: 10/09/2017  
Data Release Frequency: Quarterly

## COLUSA COUNTY:

CUPA Facility List  
Cupa facility list.

Date of Government Version: 08/07/2017  
Date Data Arrived at EDR: 08/08/2017  
Date Made Active in Reports: 10/16/2017  
Number of Days to Update: 69

Source: Health & Human Services  
Telephone: 530-458-0396  
Last EDR Contact: 11/01/2017  
Next Scheduled EDR Contact: 02/19/2018  
Data Release Frequency: Semi-Annually

## CONTRA COSTA COUNTY:

Site List

List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 08/17/2017  
Date Data Arrived at EDR: 08/22/2017  
Date Made Active in Reports: 10/25/2017  
Number of Days to Update: 64

Source: Contra Costa Health Services Department  
Telephone: 925-646-2286  
Last EDR Contact: 10/30/2017  
Next Scheduled EDR Contact: 02/12/2018  
Data Release Frequency: Semi-Annually

## DEL NORTE COUNTY:

CUPA Facility List  
Cupa Facility list

Date of Government Version: 10/31/2017  
Date Data Arrived at EDR: 11/01/2017  
Date Made Active in Reports: 11/14/2017  
Number of Days to Update: 13

Source: Del Norte County Environmental Health Division  
Telephone: 707-465-0426  
Last EDR Contact: 10/25/2017  
Next Scheduled EDR Contact: 02/12/2018  
Data Release Frequency: Varies

## EL DORADO COUNTY:

CUPA Facility List  
CUPA facility list.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/18/2017  
Date Data Arrived at EDR: 08/22/2017  
Date Made Active in Reports: 10/24/2017  
Number of Days to Update: 63

Source: El Dorado County Environmental Management Department  
Telephone: 530-621-6623  
Last EDR Contact: 10/30/2017  
Next Scheduled EDR Contact: 02/12/2018  
Data Release Frequency: Varies

## FRESNO COUNTY:

### CUPA Resources List

Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 10/03/2017  
Date Data Arrived at EDR: 10/06/2017  
Date Made Active in Reports: 11/15/2017  
Number of Days to Update: 40

Source: Dept. of Community Health  
Telephone: 559-445-3271  
Last EDR Contact: 09/27/2017  
Next Scheduled EDR Contact: 01/15/2018  
Data Release Frequency: Semi-Annually

## GLENN COUNTY:

### CUPA Facility List

Cupa facility list

Date of Government Version: 10/25/2017  
Date Data Arrived at EDR: 10/27/2017  
Date Made Active in Reports: 11/15/2017  
Number of Days to Update: 19

Source: Glenn County Air Pollution Control District  
Telephone: 830-934-6500  
Last EDR Contact: 10/23/2017  
Next Scheduled EDR Contact: 02/05/2018  
Data Release Frequency: Varies

## HUMBOLDT COUNTY:

### CUPA Facility List

CUPA facility list.

Date of Government Version: 08/03/2017  
Date Data Arrived at EDR: 08/08/2017  
Date Made Active in Reports: 10/16/2017  
Number of Days to Update: 69

Source: Humboldt County Environmental Health  
Telephone: N/A  
Last EDR Contact: 11/14/2017  
Next Scheduled EDR Contact: 03/05/2018  
Data Release Frequency: Semi-Annually

## IMPERIAL COUNTY:

### CUPA Facility List

Cupa facility list.

Date of Government Version: 10/23/2017  
Date Data Arrived at EDR: 10/24/2017  
Date Made Active in Reports: 11/15/2017  
Number of Days to Update: 22

Source: San Diego Border Field Office  
Telephone: 760-339-2777  
Last EDR Contact: 10/23/2017  
Next Scheduled EDR Contact: 02/05/2018  
Data Release Frequency: Varies

## INYO COUNTY:

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## CUPA Facility List

Cupa facility list.

Date of Government Version: 06/08/2017  
Date Data Arrived at EDR: 06/09/2017  
Date Made Active in Reports: 08/04/2017  
Number of Days to Update: 56

Source: Inyo County Environmental Health Services  
Telephone: 760-878-0238  
Last EDR Contact: 11/14/2017  
Next Scheduled EDR Contact: 03/05/2018  
Data Release Frequency: Varies

## KERN COUNTY:

### Underground Storage Tank Sites & Tank Listing Kern County Sites and Tanks Listing.

Date of Government Version: 11/02/2017  
Date Data Arrived at EDR: 11/07/2017  
Date Made Active in Reports: 12/20/2017  
Number of Days to Update: 43

Source: Kern County Environment Health Services Department  
Telephone: 661-862-8700  
Last EDR Contact: 11/01/2017  
Next Scheduled EDR Contact: 02/19/2018  
Data Release Frequency: Quarterly

## KINGS COUNTY:

### CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 11/14/2017  
Date Data Arrived at EDR: 11/17/2017  
Date Made Active in Reports: 12/15/2017  
Number of Days to Update: 28

Source: Kings County Department of Public Health  
Telephone: 559-584-1411  
Last EDR Contact: 11/14/2017  
Next Scheduled EDR Contact: 03/05/2018  
Data Release Frequency: Varies

## LAKE COUNTY:

### CUPA Facility List

Cupa facility list

Date of Government Version: 11/09/2017  
Date Data Arrived at EDR: 11/10/2017  
Date Made Active in Reports: 11/15/2017  
Number of Days to Update: 5

Source: Lake County Environmental Health  
Telephone: 707-263-1164  
Last EDR Contact: 10/16/2017  
Next Scheduled EDR Contact: 01/29/2018  
Data Release Frequency: Varies

## LASSEN COUNTY:

### CUPA Facility List

Cupa facility list

Date of Government Version: 07/24/2017  
Date Data Arrived at EDR: 07/26/2017  
Date Made Active in Reports: 10/16/2017  
Number of Days to Update: 82

Source: Lassen County Environmental Health  
Telephone: 530-251-8528  
Last EDR Contact: 10/23/2017  
Next Scheduled EDR Contact: 02/05/2018  
Data Release Frequency: Varies

## LOS ANGELES COUNTY:



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## San Gabriel Valley Areas of Concern

San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009  
Date Data Arrived at EDR: 03/31/2009  
Date Made Active in Reports: 10/23/2009  
Number of Days to Update: 206

Source: EPA Region 9  
Telephone: 415-972-3178  
Last EDR Contact: 12/13/2017  
Next Scheduled EDR Contact: 04/02/2018  
Data Release Frequency: No Update Planned

## HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 10/11/2017  
Date Data Arrived at EDR: 10/12/2017  
Date Made Active in Reports: 10/17/2017  
Number of Days to Update: 5

Source: Department of Public Works  
Telephone: 626-458-3517  
Last EDR Contact: 10/10/2017  
Next Scheduled EDR Contact: 01/22/2018  
Data Release Frequency: Semi-Annually

## List of Solid Waste Facilities

Solid Waste Facilities in Los Angeles County.

Date of Government Version: 10/16/2017  
Date Data Arrived at EDR: 10/17/2017  
Date Made Active in Reports: 12/07/2017  
Number of Days to Update: 51

Source: La County Department of Public Works  
Telephone: 818-458-5185  
Last EDR Contact: 10/17/2017  
Next Scheduled EDR Contact: 01/29/2018  
Data Release Frequency: Varies

## City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2017  
Date Data Arrived at EDR: 04/21/2017  
Date Made Active in Reports: 10/09/2017  
Number of Days to Update: 171

Source: Engineering & Construction Division  
Telephone: 213-473-7869  
Last EDR Contact: 10/16/2017  
Next Scheduled EDR Contact: 01/29/2018  
Data Release Frequency: Varies

## Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 11/01/2017  
Date Data Arrived at EDR: 11/14/2017  
Date Made Active in Reports: 12/15/2017  
Number of Days to Update: 31

Source: Community Health Services  
Telephone: 323-890-7806  
Last EDR Contact: 11/14/2017  
Next Scheduled EDR Contact: 01/29/2018  
Data Release Frequency: Annually

## City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017  
Date Data Arrived at EDR: 04/19/2017  
Date Made Active in Reports: 05/10/2017  
Number of Days to Update: 21

Source: City of El Segundo Fire Department  
Telephone: 310-524-2236  
Last EDR Contact: 10/16/2017  
Next Scheduled EDR Contact: 01/29/2018  
Data Release Frequency: Semi-Annually

## City of Long Beach Underground Storage Tank

Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 03/09/2017  
Date Data Arrived at EDR: 03/10/2017  
Date Made Active in Reports: 05/03/2017  
Number of Days to Update: 54

Source: City of Long Beach Fire Department  
Telephone: 562-570-2563  
Last EDR Contact: 10/23/2017  
Next Scheduled EDR Contact: 02/05/2018  
Data Release Frequency: Annually

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## City of Torrance Underground Storage Tank

Underground storage tank sites located in the city of Torrance.

Date of Government Version: 07/11/2017  
Date Data Arrived at EDR: 07/14/2017  
Date Made Active in Reports: 09/21/2017  
Number of Days to Update: 69

Source: City of Torrance Fire Department  
Telephone: 310-618-2973  
Last EDR Contact: 10/10/2017  
Next Scheduled EDR Contact: 01/22/2018  
Data Release Frequency: Semi-Annually

## MADERA COUNTY:

### CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 10/26/2017  
Date Data Arrived at EDR: 10/27/2017  
Date Made Active in Reports: 11/06/2017  
Number of Days to Update: 10

Source: Madera County Environmental Health  
Telephone: 559-675-7823  
Last EDR Contact: 11/14/2017  
Next Scheduled EDR Contact: 03/05/2018  
Data Release Frequency: Varies

## MARIN COUNTY:

### Underground Storage Tank Sites

Currently permitted USTs in Marin County.

Date of Government Version: 09/28/2017  
Date Data Arrived at EDR: 10/05/2017  
Date Made Active in Reports: 11/08/2017  
Number of Days to Update: 34

Source: Public Works Department Waste Management  
Telephone: 415-473-6647  
Last EDR Contact: 09/27/2017  
Next Scheduled EDR Contact: 01/15/2018  
Data Release Frequency: Semi-Annually

## MERCED COUNTY:

### CUPA Facility List

CUPA facility list.

Date of Government Version: 10/02/2017  
Date Data Arrived at EDR: 10/03/2017  
Date Made Active in Reports: 10/17/2017  
Number of Days to Update: 14

Source: Merced County Environmental Health  
Telephone: 209-381-1094  
Last EDR Contact: 11/30/2017  
Next Scheduled EDR Contact: 03/05/2018  
Data Release Frequency: Varies

## MONO COUNTY:

### CUPA Facility List

CUPA Facility List

Date of Government Version: 08/08/2017  
Date Data Arrived at EDR: 09/06/2017  
Date Made Active in Reports: 10/16/2017  
Number of Days to Update: 40

Source: Mono County Health Department  
Telephone: 760-932-5580  
Last EDR Contact: 11/21/2017  
Next Scheduled EDR Contact: 03/12/2018  
Data Release Frequency: Varies

## MONTEREY COUNTY:

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## CUPA Facility Listing

CUPA Program listing from the Environmental Health Division.

Date of Government Version: 09/11/2017  
Date Data Arrived at EDR: 09/15/2017  
Date Made Active in Reports: 11/28/2017  
Number of Days to Update: 74

Source: Monterey County Health Department  
Telephone: 831-796-1297  
Last EDR Contact: 11/20/2017  
Next Scheduled EDR Contact: 03/05/2018  
Data Release Frequency: Varies

## NAPA COUNTY:

### Sites With Reported Contamination

A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017  
Date Data Arrived at EDR: 01/11/2017  
Date Made Active in Reports: 03/02/2017  
Number of Days to Update: 50

Source: Napa County Department of Environmental Management  
Telephone: 707-253-4269  
Last EDR Contact: 11/21/2017  
Next Scheduled EDR Contact: 03/12/2018  
Data Release Frequency: No Update Planned

### Closed and Operating Underground Storage Tank Sites

Underground storage tank sites located in Napa county.

Date of Government Version: 11/22/2017  
Date Data Arrived at EDR: 11/27/2017  
Date Made Active in Reports: 12/19/2017  
Number of Days to Update: 22

Source: Napa County Department of Environmental Management  
Telephone: 707-253-4269  
Last EDR Contact: 11/21/2017  
Next Scheduled EDR Contact: 03/12/2018  
Data Release Frequency: No Update Planned

## NEVADA COUNTY:

### CUPA Facility List

CUPA facility list.

Date of Government Version: 11/02/2017  
Date Data Arrived at EDR: 11/07/2017  
Date Made Active in Reports: 11/15/2017  
Number of Days to Update: 8

Source: Community Development Agency  
Telephone: 530-265-1467  
Last EDR Contact: 10/25/2017  
Next Scheduled EDR Contact: 02/12/2018  
Data Release Frequency: Varies

## ORANGE COUNTY:

### List of Industrial Site Cleanups

Petroleum and non-petroleum spills.

Date of Government Version: 11/02/2017  
Date Data Arrived at EDR: 11/09/2017  
Date Made Active in Reports: 12/07/2017  
Number of Days to Update: 28

Source: Health Care Agency  
Telephone: 714-834-3446  
Last EDR Contact: 11/06/2017  
Next Scheduled EDR Contact: 02/19/2018  
Data Release Frequency: Annually

### List of Underground Storage Tank Cleanups

Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 11/02/2017  
Date Data Arrived at EDR: 11/09/2017  
Date Made Active in Reports: 12/15/2017  
Number of Days to Update: 36

Source: Health Care Agency  
Telephone: 714-834-3446  
Last EDR Contact: 11/06/2017  
Next Scheduled EDR Contact: 02/19/2018  
Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## List of Underground Storage Tank Facilities

Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 11/02/2017	Source: Health Care Agency
Date Data Arrived at EDR: 11/07/2017	Telephone: 714-834-3446
Date Made Active in Reports: 12/19/2017	Last EDR Contact: 11/07/2017
Number of Days to Update: 42	Next Scheduled EDR Contact: 02/19/2018
	Data Release Frequency: Quarterly

## PLACER COUNTY:

### Master List of Facilities

List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 09/05/2017	Source: Placer County Health and Human Services
Date Data Arrived at EDR: 09/06/2017	Telephone: 530-745-2363
Date Made Active in Reports: 11/08/2017	Last EDR Contact: 11/30/2017
Number of Days to Update: 63	Next Scheduled EDR Contact: 03/19/2018
	Data Release Frequency: Semi-Annually

## PLUMAS COUNTY:

### CUPA Facility List

Plumas County CUPA Program facilities.

Date of Government Version: 10/23/2017	Source: Plumas County Environmental Health
Date Data Arrived at EDR: 11/03/2017	Telephone: 530-283-6355
Date Made Active in Reports: 11/15/2017	Last EDR Contact: 11/01/2017
Number of Days to Update: 12	Next Scheduled EDR Contact: 02/05/2018
	Data Release Frequency: Varies

## RIVERSIDE COUNTY:

### Listing of Underground Tank Cleanup Sites

Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 10/11/2017	Source: Department of Environmental Health
Date Data Arrived at EDR: 10/12/2017	Telephone: 951-358-5055
Date Made Active in Reports: 11/09/2017	Last EDR Contact: 12/15/2017
Number of Days to Update: 28	Next Scheduled EDR Contact: 04/02/2018
	Data Release Frequency: Quarterly

### Underground Storage Tank Tank List

Underground storage tank sites located in Riverside county.

Date of Government Version: 10/12/2017	Source: Department of Environmental Health
Date Data Arrived at EDR: 10/12/2017	Telephone: 951-358-5055
Date Made Active in Reports: 11/08/2017	Last EDR Contact: 12/15/2017
Number of Days to Update: 27	Next Scheduled EDR Contact: 04/02/2018
	Data Release Frequency: Quarterly

## SACRAMENTO COUNTY:

### Toxic Site Clean-Up List

List of sites where unauthorized releases of potentially hazardous materials have occurred.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/02/2017  
Date Data Arrived at EDR: 10/03/2017  
Date Made Active in Reports: 10/06/2017  
Number of Days to Update: 3

Source: Sacramento County Environmental Management  
Telephone: 916-875-8406  
Last EDR Contact: 10/03/2017  
Next Scheduled EDR Contact: 01/15/2018  
Data Release Frequency: Quarterly

## Master Hazardous Materials Facility List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 08/02/2017  
Date Data Arrived at EDR: 10/03/2017  
Date Made Active in Reports: 11/16/2017  
Number of Days to Update: 44

Source: Sacramento County Environmental Management  
Telephone: 916-875-8406  
Last EDR Contact: 10/03/2017  
Next Scheduled EDR Contact: 01/15/2018  
Data Release Frequency: Quarterly

## SAN BENITO COUNTY:

### CUPA Facility List

Cupa facility list

Date of Government Version: 11/01/2017  
Date Data Arrived at EDR: 11/03/2017  
Date Made Active in Reports: 11/17/2017  
Number of Days to Update: 14

Source: San Benito County Environmental Health  
Telephone: N/A  
Last EDR Contact: 11/01/2017  
Next Scheduled EDR Contact: 02/19/2018  
Data Release Frequency: Varies

## SAN BERNARDINO COUNTY:

### Hazardous Material Permits

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 08/31/2017  
Date Data Arrived at EDR: 09/19/2017  
Date Made Active in Reports: 11/16/2017  
Number of Days to Update: 58

Source: San Bernardino County Fire Department Hazardous Materials Division  
Telephone: 909-387-3041  
Last EDR Contact: 11/06/2017  
Next Scheduled EDR Contact: 02/19/2018  
Data Release Frequency: Quarterly

## SAN DIEGO COUNTY:

### Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 09/05/2017  
Date Data Arrived at EDR: 09/06/2017  
Date Made Active in Reports: 11/08/2017  
Number of Days to Update: 63

Source: Hazardous Materials Management Division  
Telephone: 619-338-2268  
Last EDR Contact: 12/05/2017  
Next Scheduled EDR Contact: 03/19/2018  
Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/31/2015  
Date Data Arrived at EDR: 11/07/2015  
Date Made Active in Reports: 01/04/2016  
Number of Days to Update: 58

Source: Department of Health Services  
Telephone: 619-338-2209  
Last EDR Contact: 10/23/2017  
Next Scheduled EDR Contact: 02/05/2018  
Data Release Frequency: Varies

## Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010  
Date Data Arrived at EDR: 06/15/2010  
Date Made Active in Reports: 07/09/2010  
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health  
Telephone: 619-338-2371  
Last EDR Contact: 11/29/2017  
Next Scheduled EDR Contact: 03/19/2018  
Data Release Frequency: No Update Planned

## SAN FRANCISCO COUNTY:

### Local Oversight Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008  
Date Data Arrived at EDR: 09/19/2008  
Date Made Active in Reports: 09/29/2008  
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County  
Telephone: 415-252-3920  
Last EDR Contact: 11/01/2017  
Next Scheduled EDR Contact: 02/19/2018  
Data Release Frequency: Quarterly

### Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/02/2017  
Date Data Arrived at EDR: 11/07/2017  
Date Made Active in Reports: 12/19/2017  
Number of Days to Update: 42

Source: Department of Public Health  
Telephone: 415-252-3920  
Last EDR Contact: 11/01/2017  
Next Scheduled EDR Contact: 02/19/2018  
Data Release Frequency: Quarterly

## SAN JOAQUIN COUNTY:

### San Joaquin Co. UST

A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 10/03/2017  
Date Data Arrived at EDR: 10/06/2017  
Date Made Active in Reports: 10/10/2017  
Number of Days to Update: 4

Source: Environmental Health Department  
Telephone: N/A  
Last EDR Contact: 12/13/2017  
Next Scheduled EDR Contact: 04/02/2018  
Data Release Frequency: Semi-Annually

## SAN LUIS OBISPO COUNTY:

### CUPA Facility List

Cupa Facility List.

Date of Government Version: 11/16/2017  
Date Data Arrived at EDR: 11/17/2017  
Date Made Active in Reports: 12/18/2017  
Number of Days to Update: 31

Source: San Luis Obispo County Public Health Department  
Telephone: 805-781-5596  
Last EDR Contact: 11/14/2017  
Next Scheduled EDR Contact: 03/05/2018  
Data Release Frequency: Varies

## SAN MATEO COUNTY:

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## Business Inventory

List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 09/15/2017  
Date Data Arrived at EDR: 09/19/2017  
Date Made Active in Reports: 10/17/2017  
Number of Days to Update: 28

Source: San Mateo County Environmental Health Services Division  
Telephone: 650-363-1921  
Last EDR Contact: 12/06/2017  
Next Scheduled EDR Contact: 03/26/2018  
Data Release Frequency: Annually

## Fuel Leak List

A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 09/15/2017  
Date Data Arrived at EDR: 09/19/2017  
Date Made Active in Reports: 11/09/2017  
Number of Days to Update: 51

Source: San Mateo County Environmental Health Services Division  
Telephone: 650-363-1921  
Last EDR Contact: 12/06/2017  
Next Scheduled EDR Contact: 03/26/2018  
Data Release Frequency: Semi-Annually

## SANTA BARBARA COUNTY:

### CUPA Facility Listing

CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011  
Date Data Arrived at EDR: 09/09/2011  
Date Made Active in Reports: 10/07/2011  
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department  
Telephone: 805-686-8167  
Last EDR Contact: 12/13/2017  
Next Scheduled EDR Contact: 03/05/2018  
Data Release Frequency: Varies

## SANTA CLARA COUNTY:

### Cupa Facility List

Cupa facility list

Date of Government Version: 08/07/2017  
Date Data Arrived at EDR: 08/10/2017  
Date Made Active in Reports: 10/16/2017  
Number of Days to Update: 67

Source: Department of Environmental Health  
Telephone: 408-918-1973  
Last EDR Contact: 11/14/2017  
Next Scheduled EDR Contact: 03/05/2018  
Data Release Frequency: Varies

### HIST LUST - Fuel Leak Site Activity Report

A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005  
Date Data Arrived at EDR: 03/30/2005  
Date Made Active in Reports: 04/21/2005  
Number of Days to Update: 22

Source: Santa Clara Valley Water District  
Telephone: 408-265-2600  
Last EDR Contact: 03/23/2009  
Next Scheduled EDR Contact: 06/22/2009  
Data Release Frequency: No Update Planned

### LOP Listing

A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014  
Date Data Arrived at EDR: 03/05/2014  
Date Made Active in Reports: 03/18/2014  
Number of Days to Update: 13

Source: Department of Environmental Health  
Telephone: 408-918-3417  
Last EDR Contact: 11/21/2017  
Next Scheduled EDR Contact: 03/12/2018  
Data Release Frequency: Annually

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 11/01/2017  
Date Data Arrived at EDR: 11/03/2017  
Date Made Active in Reports: 12/07/2017  
Number of Days to Update: 34

Source: City of San Jose Fire Department  
Telephone: 408-535-7694  
Last EDR Contact: 11/01/2017  
Next Scheduled EDR Contact: 02/19/2018  
Data Release Frequency: Annually

## SANTA CRUZ COUNTY:

### CUPA Facility List

CUPA facility listing.

Date of Government Version: 01/21/2017  
Date Data Arrived at EDR: 02/22/2017  
Date Made Active in Reports: 05/23/2017  
Number of Days to Update: 30

Source: Santa Cruz County Environmental Health  
Telephone: 831-464-2761  
Last EDR Contact: 11/14/2017  
Next Scheduled EDR Contact: 03/05/2018  
Data Release Frequency: Varies

## SHASTA COUNTY:

### CUPA Facility List

Cupa Facility List.

Date of Government Version: 06/15/2017  
Date Data Arrived at EDR: 06/19/2017  
Date Made Active in Reports: 08/09/2017  
Number of Days to Update: 51

Source: Shasta County Department of Resource Management  
Telephone: 530-225-5789  
Last EDR Contact: 11/14/2017  
Next Scheduled EDR Contact: 03/05/2018  
Data Release Frequency: Varies

## SOLANO COUNTY:

### Leaking Underground Storage Tanks

A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 09/26/2017  
Date Data Arrived at EDR: 09/27/2017  
Date Made Active in Reports: 11/10/2017  
Number of Days to Update: 44

Source: Solano County Department of Environmental Management  
Telephone: 707-784-6770  
Last EDR Contact: 12/08/2017  
Next Scheduled EDR Contact: 03/19/2018  
Data Release Frequency: Quarterly

### Underground Storage Tanks

Underground storage tank sites located in Solano county.

Date of Government Version: 09/26/2017  
Date Data Arrived at EDR: 09/27/2017  
Date Made Active in Reports: 11/08/2017  
Number of Days to Update: 42

Source: Solano County Department of Environmental Management  
Telephone: 707-784-6770  
Last EDR Contact: 12/08/2017  
Next Scheduled EDR Contact: 03/19/2018  
Data Release Frequency: Quarterly

## SONOMA COUNTY:

### Cupa Facility List

Cupa Facility list



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 09/25/2017  
Date Data Arrived at EDR: 09/27/2017  
Date Made Active in Reports: 11/16/2017  
Number of Days to Update: 50

Source: County of Sonoma Fire & Emergency Services Department  
Telephone: 707-565-1174  
Last EDR Contact: 12/19/2017  
Next Scheduled EDR Contact: 04/09/2018  
Data Release Frequency: Varies

## Leaking Underground Storage Tank Sites

A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 10/03/2017  
Date Data Arrived at EDR: 10/06/2017  
Date Made Active in Reports: 11/10/2017  
Number of Days to Update: 35

Source: Department of Health Services  
Telephone: 707-565-6565  
Last EDR Contact: 12/19/2017  
Next Scheduled EDR Contact: 04/09/2018  
Data Release Frequency: Quarterly

## STANISLAUS COUNTY:

### CUPA Facility List

Cupa facility list

Date of Government Version: 11/01/2017  
Date Data Arrived at EDR: 11/10/2017  
Date Made Active in Reports: 11/16/2017  
Number of Days to Update: 6

Source: Stanislaus County Department of Environmental Protection  
Telephone: 209-525-6751  
Last EDR Contact: 10/16/2017  
Next Scheduled EDR Contact: 01/29/2018  
Data Release Frequency: Varies

## SUTTER COUNTY:

### Underground Storage Tanks

Underground storage tank sites located in Sutter county.

Date of Government Version: 12/01/2017  
Date Data Arrived at EDR: 12/04/2017  
Date Made Active in Reports: 12/19/2017  
Number of Days to Update: 15

Source: Sutter County Department of Agriculture  
Telephone: 530-822-7500  
Last EDR Contact: 12/01/2017  
Next Scheduled EDR Contact: 03/19/2018  
Data Release Frequency: Semi-Annually

## TEHAMA COUNTY:

### CUPA Facility List

Cupa facilities

Date of Government Version: 11/16/2017  
Date Data Arrived at EDR: 11/17/2017  
Date Made Active in Reports: 12/18/2017  
Number of Days to Update: 31

Source: Tehama County Department of Environmental Health  
Telephone: 530-527-8020  
Last EDR Contact: 11/14/2017  
Next Scheduled EDR Contact: 02/19/2018  
Data Release Frequency: Varies

## TRINITY COUNTY:

### CUPA Facility List

Cupa facility list

Date of Government Version: 10/23/2017  
Date Data Arrived at EDR: 10/24/2017  
Date Made Active in Reports: 11/16/2017  
Number of Days to Update: 23

Source: Department of Toxic Substances Control  
Telephone: 760-352-0381  
Last EDR Contact: 10/23/2017  
Next Scheduled EDR Contact: 02/05/2018  
Data Release Frequency: Varies

## TULARE COUNTY:

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## CUPA Facility List

Cupa program facilities

Date of Government Version: 09/27/2017  
Date Data Arrived at EDR: 09/28/2017  
Date Made Active in Reports: 10/16/2017  
Number of Days to Update: 18

Source: Tulare County Environmental Health Services Division  
Telephone: 559-624-7400  
Last EDR Contact: 12/18/2017  
Next Scheduled EDR Contact: 02/19/2018  
Data Release Frequency: Varies

## TUOLUMNE COUNTY:

### CUPA Facility List

Cupa facility list

Date of Government Version: 10/24/2017  
Date Data Arrived at EDR: 10/25/2017  
Date Made Active in Reports: 11/16/2017  
Number of Days to Update: 22

Source: Divison of Environmental Health  
Telephone: 209-533-5633  
Last EDR Contact: 10/23/2017  
Next Scheduled EDR Contact: 02/05/2018  
Data Release Frequency: Varies

## VENTURA COUNTY:

### Business Plan, Hazardous Waste Producers, and Operating Underground Tanks

The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 09/26/2017  
Date Data Arrived at EDR: 10/25/2017  
Date Made Active in Reports: 12/07/2017  
Number of Days to Update: 43

Source: Ventura County Environmental Health Division  
Telephone: 805-654-2813  
Last EDR Contact: 10/23/2017  
Next Scheduled EDR Contact: 02/05/2018  
Data Release Frequency: Quarterly

### Inventory of Illegal Abandoned and Inactive Sites

Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011  
Date Data Arrived at EDR: 12/01/2011  
Date Made Active in Reports: 01/19/2012  
Number of Days to Update: 49

Source: Environmental Health Division  
Telephone: 805-654-2813  
Last EDR Contact: 09/27/2017  
Next Scheduled EDR Contact: 01/15/2018  
Data Release Frequency: Annually

### Listing of Underground Tank Cleanup Sites

Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008  
Date Data Arrived at EDR: 06/24/2008  
Date Made Active in Reports: 07/31/2008  
Number of Days to Update: 37

Source: Environmental Health Division  
Telephone: 805-654-2813  
Last EDR Contact: 11/08/2017  
Next Scheduled EDR Contact: 02/26/2018  
Data Release Frequency: Quarterly

### Medical Waste Program List

To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 09/26/2017  
Date Data Arrived at EDR: 10/25/2017  
Date Made Active in Reports: 12/07/2017  
Number of Days to Update: 43

Source: Ventura County Resource Management Agency  
Telephone: 805-654-2813  
Last EDR Contact: 10/23/2017  
Next Scheduled EDR Contact: 02/05/2018  
Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## Underground Tank Closed Sites List

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 08/28/2017	Source: Environmental Health Division
Date Data Arrived at EDR: 09/12/2017	Telephone: 805-654-2813
Date Made Active in Reports: 09/21/2017	Last EDR Contact: 12/11/2017
Number of Days to Update: 9	Next Scheduled EDR Contact: 03/26/2018
	Data Release Frequency: Quarterly

## YOLO COUNTY:

### Underground Storage Tank Comprehensive Facility Report

Underground storage tank sites located in Yolo county.

Date of Government Version: 09/27/2017	Source: Yolo County Department of Health
Date Data Arrived at EDR: 10/02/2017	Telephone: 530-666-8646
Date Made Active in Reports: 11/14/2017	Last EDR Contact: 09/27/2017
Number of Days to Update: 43	Next Scheduled EDR Contact: 01/15/2018
	Data Release Frequency: Annually

## YUBA COUNTY:

### CUPA Facility List

CUPA facility listing for Yuba County.

Date of Government Version: 11/08/2017	Source: Yuba County Environmental Health Department
Date Data Arrived at EDR: 11/10/2017	Telephone: 530-749-7523
Date Made Active in Reports: 11/16/2017	Last EDR Contact: 10/25/2017
Number of Days to Update: 6	Next Scheduled EDR Contact: 02/12/2018
	Data Release Frequency: Varies

## OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

### CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 11/11/2017	Source: Department of Energy & Environmental Protection
Date Data Arrived at EDR: 11/14/2017	Telephone: 860-424-3375
Date Made Active in Reports: 12/18/2017	Last EDR Contact: 11/14/2017
Number of Days to Update: 34	Next Scheduled EDR Contact: 02/26/2018
	Data Release Frequency: No Update Planned

### NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2016	Source: Department of Environmental Protection
Date Data Arrived at EDR: 04/11/2017	Telephone: N/A
Date Made Active in Reports: 07/27/2017	Last EDR Contact: 10/05/2017
Number of Days to Update: 107	Next Scheduled EDR Contact: 01/22/2018
	Data Release Frequency: Annually

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 10/01/2017  
Date Data Arrived at EDR: 11/01/2017  
Date Made Active in Reports: 11/13/2017  
Number of Days to Update: 12

Source: Department of Environmental Conservation  
Telephone: 518-402-8651  
Last EDR Contact: 11/01/2017  
Next Scheduled EDR Contact: 02/12/2018  
Data Release Frequency: Quarterly

## PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2016  
Date Data Arrived at EDR: 07/25/2017  
Date Made Active in Reports: 09/25/2017  
Number of Days to Update: 62

Source: Department of Environmental Protection  
Telephone: 717-783-8990  
Last EDR Contact: 10/16/2017  
Next Scheduled EDR Contact: 01/29/2018  
Data Release Frequency: Annually

## RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2013  
Date Data Arrived at EDR: 06/19/2015  
Date Made Active in Reports: 07/15/2015  
Number of Days to Update: 26

Source: Department of Environmental Management  
Telephone: 401-222-2797  
Last EDR Contact: 11/16/2017  
Next Scheduled EDR Contact: 03/05/2018  
Data Release Frequency: Annually

## WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2016  
Date Data Arrived at EDR: 04/13/2017  
Date Made Active in Reports: 07/14/2017  
Number of Days to Update: 92

Source: Department of Natural Resources  
Telephone: N/A  
Last EDR Contact: 12/11/2017  
Next Scheduled EDR Contact: 03/26/2018  
Data Release Frequency: Annually

## Oil/Gas Pipelines

Source: PennWell Corporation

Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

## Electric Power Transmission Line Data

Source: PennWell Corporation

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**Sensitive Receptors:** There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

## AHA Hospitals:

Source: American Hospital Association, Inc.  
Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

## Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services  
Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### Nursing Homes

Source: National Institutes of Health

Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States.

### Public Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

### Private Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States.

### Daycare Centers: Licensed Facilities

Source: Department of Social Services

Telephone: 916-657-4041

**Flood Zone Data:** This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.

Source: FEMA

Telephone: 877-336-2627

Date of Government Version: 2003, 2015

**NWI:** National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

### State Wetlands Data: Wetland Inventory

Source: Department of Fish & Game

Telephone: 916-445-0411

### Current USGS 7.5 Minute Topographic Map

Source: U.S. Geological Survey

## **STREET AND ADDRESS INFORMATION**

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## **GEOCHECK<sup>®</sup> - PHYSICAL SETTING SOURCE ADDENDUM**

### **TARGET PROPERTY ADDRESS**

SCDC PARK VICTORIA  
1005 NORTH PARK VICTORIA  
MILPITAS, CA 95035

### **TARGET PROPERTY COORDINATES**

Latitude (North):	37.449804 - 37° 26' 59.29"
Longitude (West):	121.88927 - 121° 53' 21.37"
Universal Transverse Mercator:	Zone 10
UTM X (Meters):	598247.2
UTM Y (Meters):	4145147.2
Elevation:	36 ft. above sea level

### **USGS TOPOGRAPHIC MAP**

Target Property Map:	5640070 MILPITAS, CA
Version Date:	2012
East Map:	5640636 CALAVERAS RESERVOIR, CA
Version Date:	2012

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principal investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

## GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

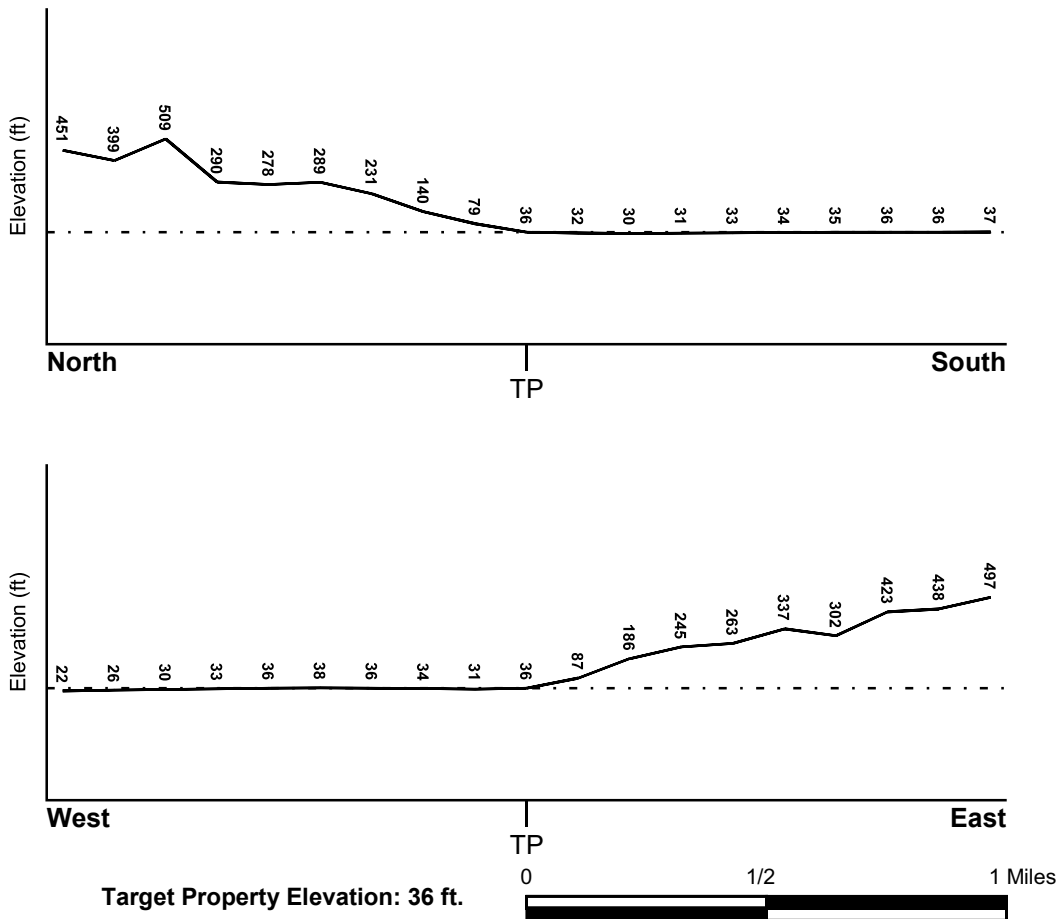
## TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

## TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General SW

## SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

## HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

## **FEMA FLOOD ZONE**

<u>Flood Plain Panel at Target Property</u>	<u>FEMA Source Type</u>
06001C0609G	FEMA FIRM Flood data
<u>Additional Panels in search area:</u>	<u>FEMA Source Type</u>
06001C0650G	FEMA FIRM Flood data
06001C0608G	FEMA FIRM Flood data
06085C0067J	FEMA FIRM Flood data

## **NATIONAL WETLAND INVENTORY**

<u>NWI Quad at Target Property</u>	<u>NWI Electronic Data Coverage</u>
MILPITAS	YES - refer to the Overview Map and Detail Map

## HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

### ***Site-Specific Hydrogeological Data\*:***

Search Radius:	1.25 miles
Status:	Not found

## **AQUIFLOW®**

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

<u>MAP ID</u>	<u>LOCATION FROM TP</u>	<u>GENERAL DIRECTION GROUNDWATER FLOW</u>
Not Reported		



# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

## GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

## GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

### ROCK STRATIGRAPHIC UNIT

Era: Cenozoic  
System: Quaternary  
Series: Quaternary  
Code: Q (*decoded above as Era, System & Series*)

### GEOLOGIC AGE IDENTIFICATION

Category: Stratified Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

## DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name: CLEAR LAKE

Soil Surface Texture: clay

Hydrologic Group: Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.

Soil Drainage Class: Not reported

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: HIGH

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches

## GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Permeability Rate (in/hr)	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
1	0 inches	13 inches	clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit 50% or more), Fat Clay.	Max: 0.20 Min: 0.06	Max: 8.40 Min: 6.10
2	13 inches	60 inches	clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit 50% or more), Fat Clay.	Max: 0.20 Min: 0.06	Max: 8.40 Min: 7.40

### OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures: silty clay loam  
clay loam  
loam  
silt loam

Surficial Soil Types: silty clay loam  
clay loam  
loam  
silt loam

Shallow Soil Types: clay  
gravelly - sandy clay loam  
clay loam  
stratified

Deeper Soil Types: clay loam  
stratified  
silty clay loam  
sandy clay loam  
silty clay loam  
loam  
weathered bedrock

### LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

## WELL SEARCH DISTANCE INFORMATION

<u>DATABASE</u>	<u>SEARCH DISTANCE (miles)</u>
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1.000 miles
State Database	1.000

## **FEDERAL USGS WELL INFORMATION**

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
No Wells Found		

## **FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION**

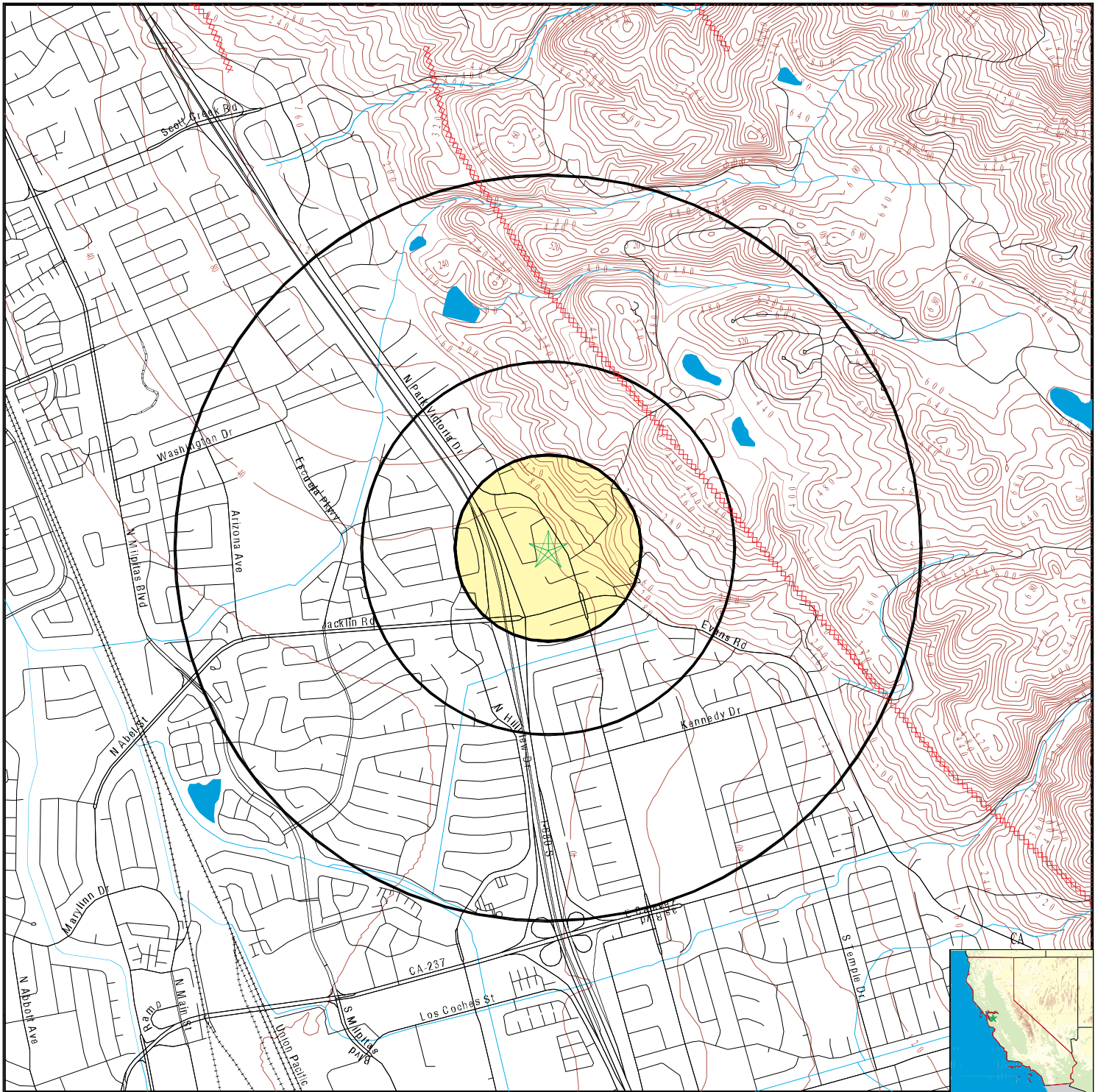
<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
No PWS System Found		

Note: PWS System location is not always the same as well location.

## **STATE DATABASE WELL INFORMATION**

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
No Wells Found		

# PHYSICAL SETTING SOURCE MAP - 05144783.2r



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons

- Groundwater Flow Direction
- Indeterminate Groundwater Flow at Location
- Groundwater Flow Varies at Location
- Closest Hydrogeological Data
- Oil, gas or related wells



SITE NAME: SCDC Park Victoria  
 ADDRESS: 1005 North Park Victoria  
 Milpitas CA 95035  
 LAT/LONG: 37.449804 / 121.88927

CLIENT: Ramboll Environ  
 CONTACT: Jason Kane  
 INQUIRY #: 05144783.2r  
 DATE: December 26, 2017 9:58 am

# GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS RADON

## AREA RADON INFORMATION

State Database: CA Radon

### Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
95035	32	0

Federal EPA Radon Zone for SANTA CLARA County: 2

- Note: Zone 1 indoor average level > 4 pCi/L.  
 : Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.  
 : Zone 3 indoor average level < 2 pCi/L.

---

Federal Area Radon Information for Zip Code: 95035

Number of sites tested: 1

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	0.400 pCi/L	100%	0%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	Not Reported	Not Reported	Not Reported	Not Reported

# PHYSICAL SETTING SOURCE RECORDS SEARCHED

## TOPOGRAPHIC INFORMATION

### USGS 7.5' Digital Elevation Model (DEM)

Source: United States Geologic Survey

EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

### Current USGS 7.5 Minute Topographic Map

Source: U.S. Geological Survey

## HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.

Source: FEMA

Telephone: 877-336-2627

Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

### State Wetlands Data: Wetland Inventory

Source: Department of Fish & Game

Telephone: 916-445-0411

## HYDROGEOLOGIC INFORMATION

### AQUIFLOW<sup>R</sup> Information System

Source: EDR proprietary database of groundwater flow information

EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

## GEOLOGIC INFORMATION

### Geologic Age and Rock Stratigraphic Unit

Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

### STATSGO: State Soil Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)

The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

### SSURGO: Soil Survey Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)

Telephone: 800-672-5559

SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

# PHYSICAL SETTING SOURCE RECORDS SEARCHED

## LOCAL / REGIONAL WATER AGENCY RECORDS

### FEDERAL WATER WELLS

#### PWS: Public Water Systems

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

#### PWS ENF: Public Water Systems Violation and Enforcement Data

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

#### USGS Water Wells: USGS National Water Inventory System (NWIS)

This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

### STATE RECORDS

#### Water Well Database

Source: Department of Water Resources

Telephone: 916-651-9648

#### California Drinking Water Quality Database

Source: Department of Public Health

Telephone: 916-324-2319

The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

## OTHER STATE DATABASE INFORMATION

#### California Oil and Gas Well Locations

Source: Department of Conservation

Telephone: 916-323-1779

Oil and Gas well locations in the state.

### RADON

#### State Database: CA Radon

Source: Department of Health Services

Telephone: 916-324-2208

Radon Database for California

#### Area Radon Information

Source: USGS

Telephone: 703-356-4020

The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

#### EPA Radon Zones

Source: EPA

Telephone: 703-356-4020

Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

## PHYSICAL SETTING SOURCE RECORDS SEARCHED

### OTHER

Airport Landing Facilities: Private and public use landing facilities  
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater  
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

### STREET AND ADDRESS INFORMATION

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## **Appendix C**

### **Historical Research Documentation**

## **Appendix C.1**

### **Aerial Photographs**



**SCDC Park Victoria**

1005 North Park Victoria  
Milpitas, CA 95035

Inquiry Number: 4325114.12  
June 16, 2015

## The EDR Aerial Photo Decade Package



6 Armstrong Road, 4th Floor  
Shelton, Connecticut 06484  
Toll Free: 800.352.0050  
[www.edrnet.com](http://www.edrnet.com)

# EDR Aerial Photo Decade Package

Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

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***Thank you for your business.***  
Please contact EDR at 1-800-352-0050  
with any questions or comments.

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**Date EDR Searched Historical Sources:**

Aerial Photography June 16, 2015

**Target Property:**

1005 North Park Victoria

Milpitas, CA 95035

<u><i>Year</i></u>	<u><i>Scale</i></u>	<u><i>Details</i></u>	<u><i>Source</i></u>
1939	Aerial Photograph. Scale: 1"=500'	Flight Year: 1939	USGS
1940	Aerial Photograph. Scale: 1"=500'	Flight Year: 1940	USGS
1948	Aerial Photograph. Scale: 1"=500'	Flight Year: 1948	USGS
1950	Aerial Photograph. Scale: 1"=500'	Flight Year: 1950	USGS
1956	Aerial Photograph. Scale: 1"=500'	Flight Year: 1956	USGS
1966	Aerial Photograph. Scale: 1"=500'	Flight Year: 1966	USGS
1968	Aerial Photograph. Scale: 1"=500'	Flight Year: 1968	USGS
1974	Aerial Photograph. Scale: 1"=500'	Flight Year: 1974	USGS
1979	Aerial Photograph. Scale: 1"=500'	Flight Year: 1979	USGS
1982	Aerial Photograph. Scale: 1"=500'	Flight Year: 1982	USGS
1993	Aerial Photograph. Scale: 1"=500'	/DOQQ - acquisition dates: 1993	USGS/DOQQ
1998	Aerial Photograph. Scale: 1"=500'	Flight Year: 1998 Best Copy Available from original source	USGS
2005	Aerial Photograph. Scale: 1"=500'	Flight Year: 2005	USDA/NAIP
2006	Aerial Photograph. Scale: 1"=500'	Flight Year: 2006	USDA/NAIP
2009	Aerial Photograph. Scale: 1"=500'	Flight Year: 2009	USDA/NAIP
2010	Aerial Photograph. Scale: 1"=500'	Flight Year: 2010	USDA/NAIP
2012	Aerial Photograph. Scale: 1"=500'	Flight Year: 2012	USDA/NAIP



INQUIRY #: 4325114.12

YEAR: 1939

| = 500'







INQUIRY #: 4325114.12

YEAR: 1940

| = 500'







**INQUIRY #:** 4325114.12

**YEAR:** 1948

**|** = 500'

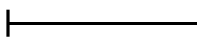






INQUIRY #: 4325114.12

YEAR: 1950

 = 500'







INQUIRY #: 4325114.12

YEAR: 1956

| = 500'

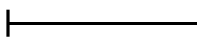






INQUIRY #: 4325114.12

YEAR: 1966

 = 500'







**INQUIRY #:** 4325114.12

**YEAR:** 1968

| = 500'

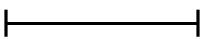






INQUIRY #: 4325114.12

YEAR: 1974

 = 500'







INQUIRY #: 4325114.12

YEAR: 1979

| = 500'







**INQUIRY #:** 4325114.12

**YEAR:** 1982

| = 500'







**INQUIRY #:** 4325114.12

**YEAR:** 1993

| = 500'







**INQUIRY #:** 4325114.12

**YEAR:** 1998

| = 500'







INQUIRY #: 4325114.12

YEAR: 2005

| = 500'







INQUIRY #: 4325114.12

YEAR: 2006

| = 500'







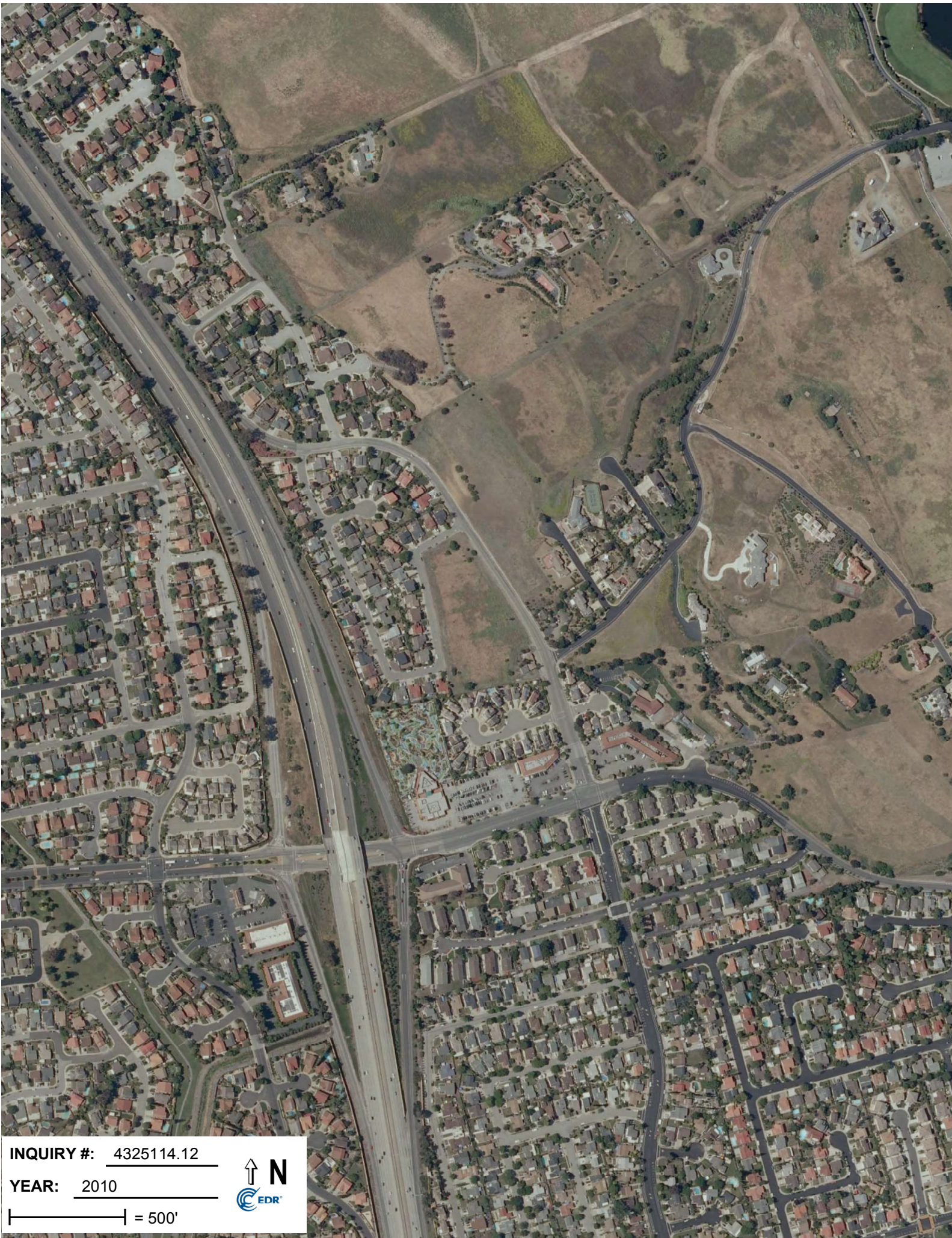
**INQUIRY #:** 4325114.12

**YEAR:** 2009

— = 500'







**INQUIRY #:** 4325114.12

**YEAR:** 2010

— = 500'







INQUIRY #: 4325114.12

YEAR: 2012

| = 500'





## **Appendix C.2**

### **Fire Insurance Maps**



**SCDC Park Victoria**

1005 North Park Victoria  
Milpitas, CA 95035

Inquiry Number: 4325114.3  
June 15, 2015

## Certified Sanborn® Map Report



6 Armstrong Road, 4th Floor  
Shelton, Connecticut 06484  
Toll Free: 800.352.0050  
[www.edrnet.com](http://www.edrnet.com)



# Certified Sanborn® Map Report

6/15/15

**Site Name:**

SCDC Park Victoria  
1005 North Park Victoria  
Milpitas, CA 95035

**Client Name:**

ENVIRON International  
2200 Powell St Suite 700  
Emeryville, CA 94608



EDR Inquiry # 4325114.3

Contact: Jason Kane

The Sanborn Library has been searched by EDR and maps covering the target property location as provided by ENVIRON International Corporation were identified for the years listed below. The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting [www.edrnet.com/sanborn](http://www.edrnet.com/sanborn).

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

## Certified Sanborn Results:

**Site Name:** SCDC Park Victoria  
**Address:** 1005 North Park Victoria  
**City, State, Zip:** Milpitas, CA 95035  
**Cross Street:**  
**P.O. #** 0321676DD  
**Project:** SCDC Park Victoria  
**Certification #** B178-446F-84D3



Sanborn® Library search results  
Certification # B178-446F-84D3

## UNMAPPED PROPERTY

This report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched based on client supplied target property information, and fire insurance maps covering the target property were not found.

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- Library of Congress
- University Publications of America
- EDR Private Collection

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## **Appendix C.3**

### **Topographic Maps**



**SCDC Park Victoria**

1005 North Park Victoria  
Milpitas, CA 95035

Inquiry Number: 4325114.4  
June 15, 2015

# EDR Historical Topographic Map Report



6 Armstrong Road, 4th Floor  
Shelton, Connecticut 06484  
Toll Free: 800.352.0050  
[www.edrnet.com](http://www.edrnet.com)

# EDR Historical Topographic Map Report

Environmental Data Resources, Inc.'s (EDR) Historical Topographic Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDR's Historical Topographic Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the early 1900s.

***Thank you for your business.***  
Please contact EDR at 1-800-352-0050  
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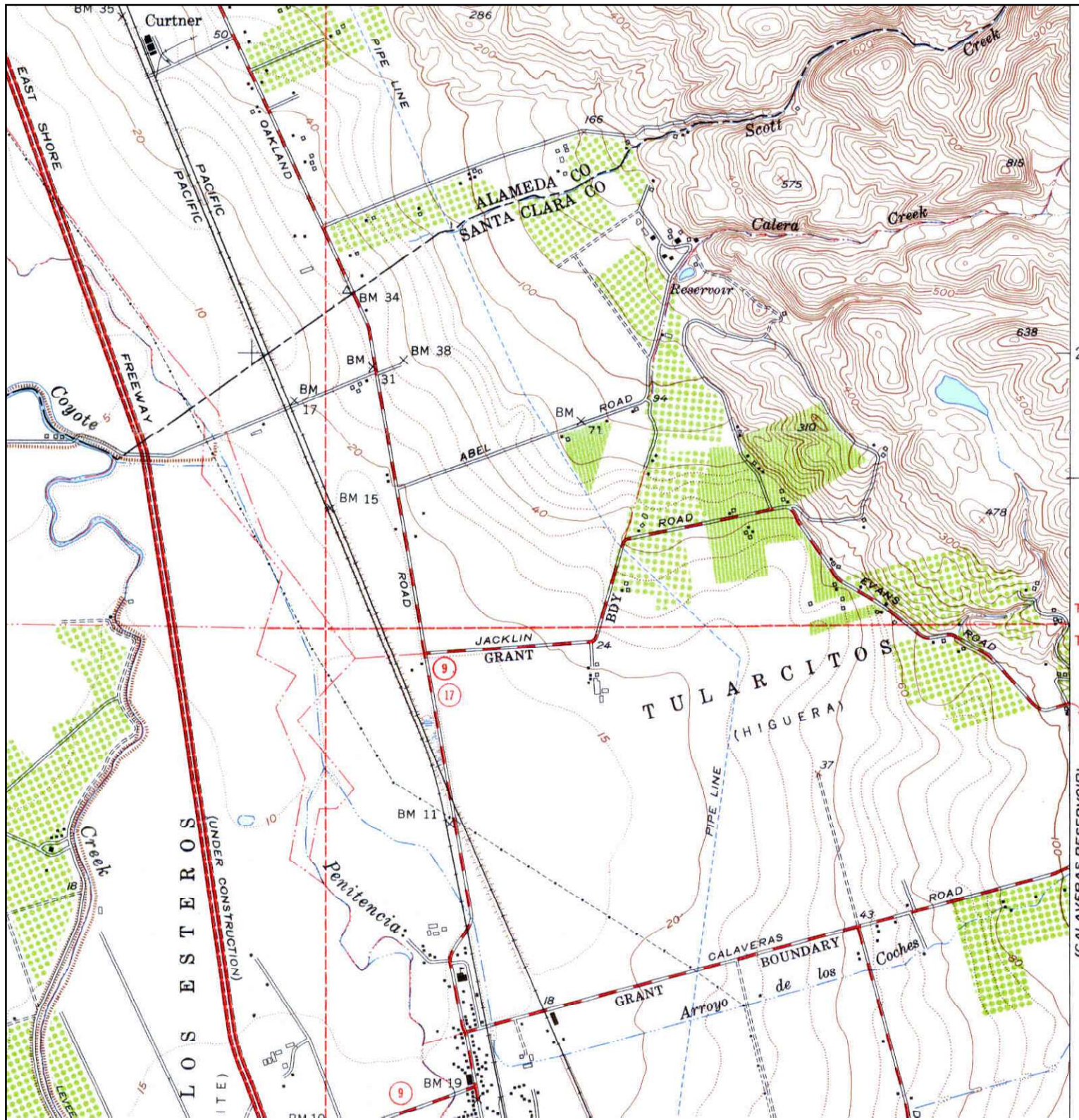
# Historical Topographic Map



	<b>TARGET QUAD</b> NAME: SAN JOSE MAP YEAR: 1899	SITE NAME: SCDC Park Victoria ADDRESS: 1005 North Park Victoria Milpitas, CA 95035 LAT/LONG: 37.4499 / -121.8893	CLIENT: ENVIRON International Corporation CONTACT: Jason Kane INQUIRY#: 4325114.4 RESEARCH DATE: 06/15/2015
	SERIES: 15 SCALE: 1:62500		



# Historical Topographic Map



<p>N ↑</p>	<p><b>TARGET QUAD</b>                  NAME: MILPITAS                  MAP YEAR: 1953</p>	<p><b>SITE NAME:</b> SCDC Park Victoria  <b>ADDRESS:</b> 1005 North Park Victoria                  Milpitas, CA 95035  <b>LAT/LONG:</b> 37.4499 / -121.8893</p>	<p><b>CLIENT:</b> ENVIRON International Corporation  <b>CONTACT:</b> Jason Kane  <b>INQUIRY#:</b> 4325114.4  <b>RESEARCH DATE:</b> 06/15/2015</p>
	<p>SERIES: 7.5                  SCALE: 1:24000</p>		



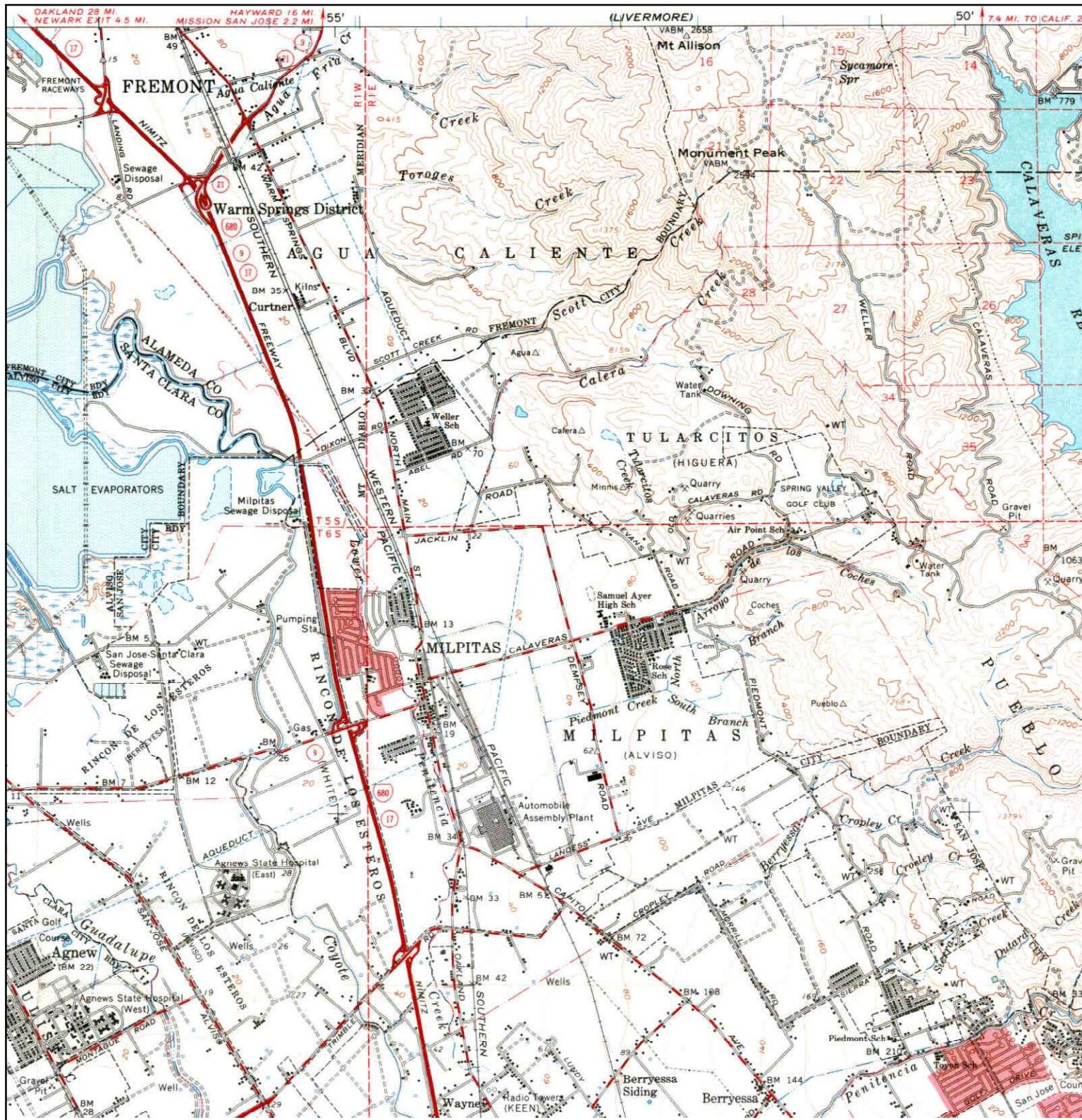
# Historical Topographic Map



	<b>TARGET QUAD</b>	<b>SITE NAME:</b> SCDC Park Victoria	<b>CLIENT:</b> ENVIRON International Corporation
	<b>NAME:</b> SAN JOSE	<b>ADDRESS:</b> 1005 North Park Victoria	<b>CONTACT:</b> Jason Kane
	<b>MAP YEAR:</b> 1953	Milpitas, CA 95035	<b>INQUIRY#:</b> 4325114.4
	<b>SERIES:</b> 15	<b>LAT/LONG:</b> 37.4499 / -121.8893	<b>RESEARCH DATE:</b> 06/15/2015
	<b>SCALE:</b> 1:62500		



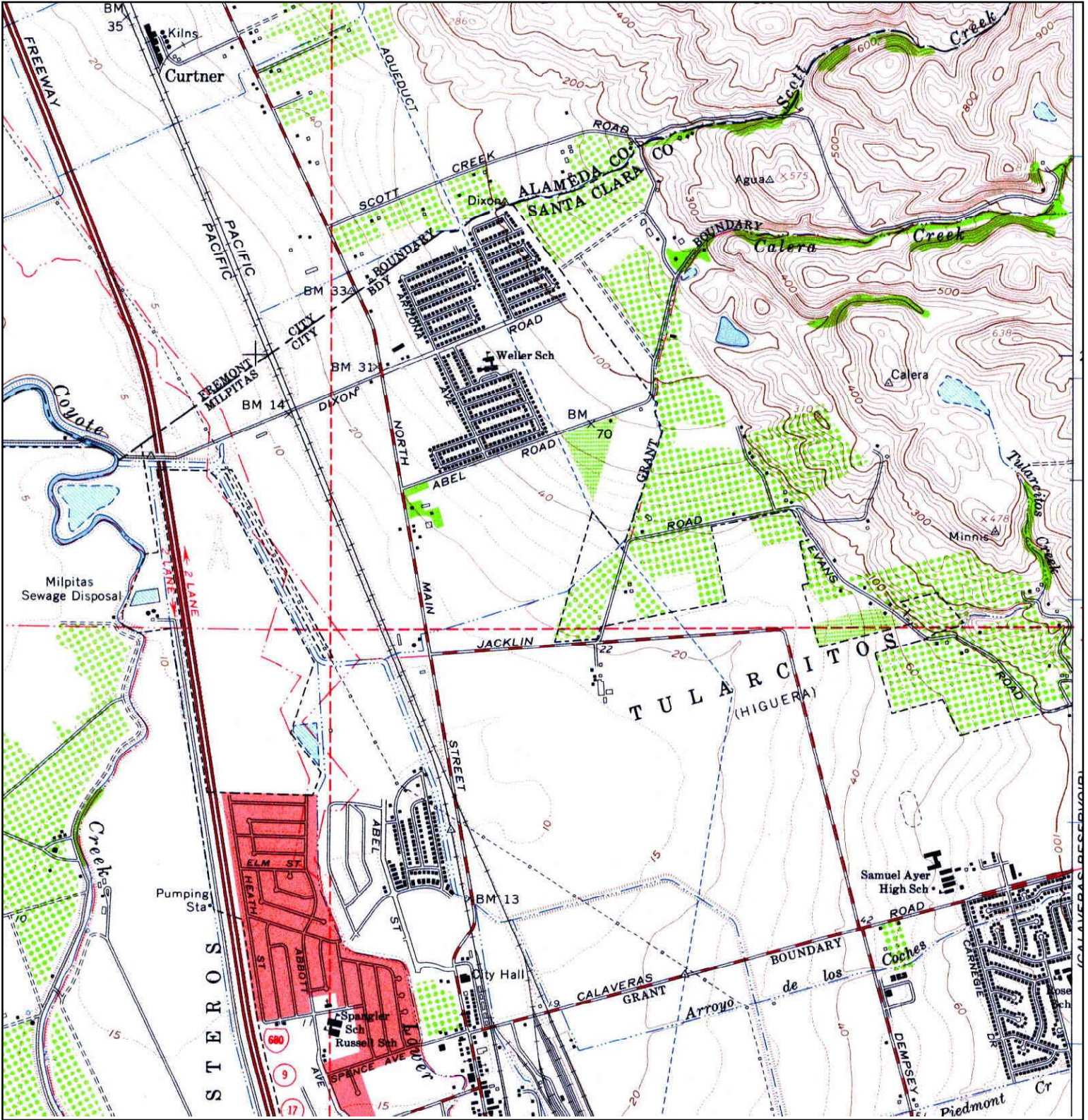
# Historical Topographic Map



<p>N ↑</p>	<p><b>TARGET QUAD</b>                  NAME: SAN JOSE                  MAP YEAR: 1961</p>	<p><b>SITE NAME:</b> SCDC Park Victoria  <b>ADDRESS:</b> 1005 North Park Victoria                  Milpitas, CA 95035  <b>LAT/LONG:</b> 37.4499 / -121.8893</p>	<p><b>CLIENT:</b> ENVIRON International Corporation  <b>CONTACT:</b> Jason Kane  <b>INQUIRY#:</b> 4325114.4  <b>RESEARCH DATE:</b> 06/15/2015</p>
	<p>SERIES: 15                  SCALE: 1:62500</p>		



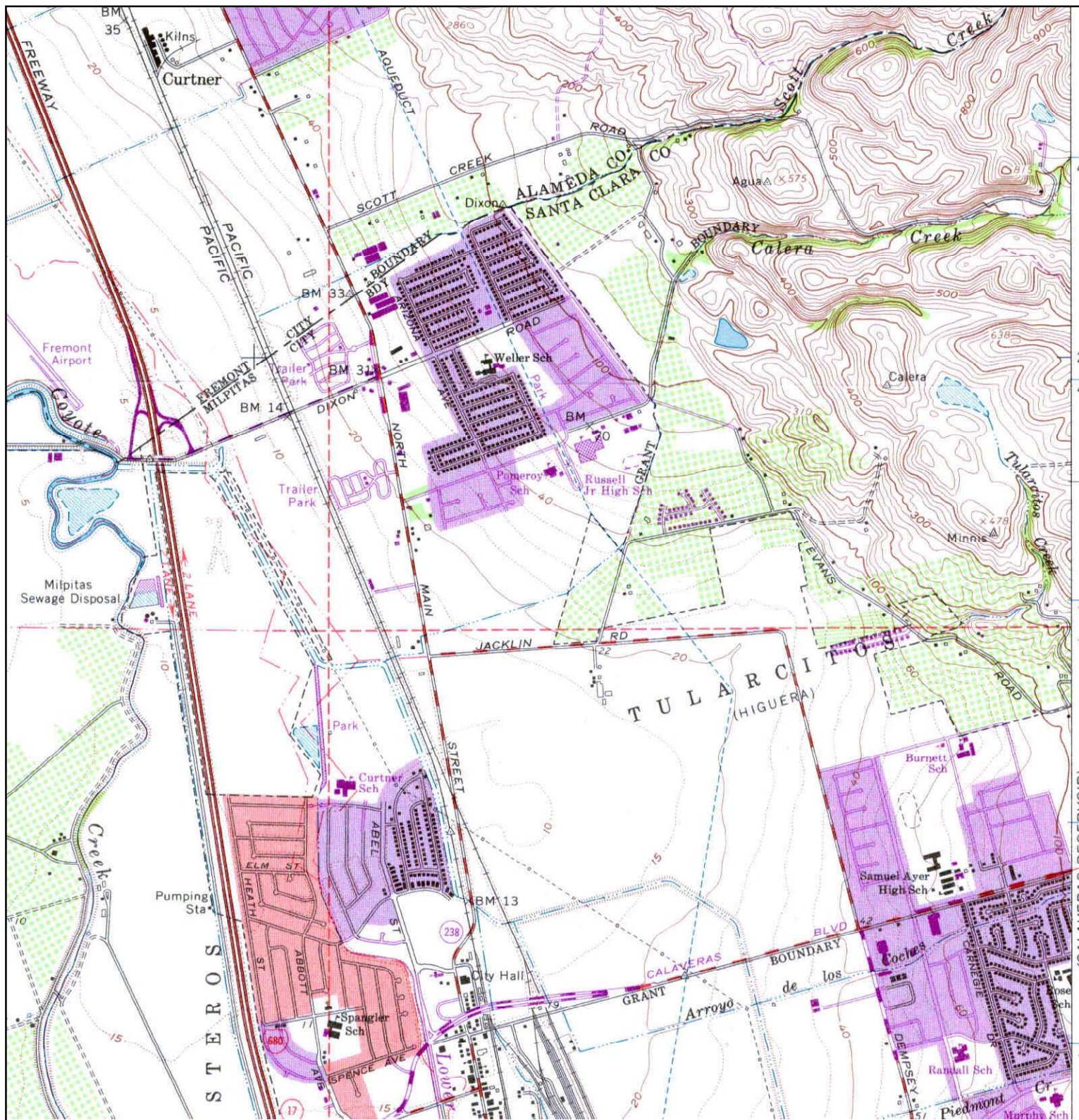
# Historical Topographic Map



<p>N ↑</p>	<p><b>TARGET QUAD</b>                  NAME: MILPITAS                  MAP YEAR: 1961</p>	<p><b>SITE NAME:</b> SCDC Park Victoria  <b>ADDRESS:</b> 1005 North Park Victoria                  Milpitas, CA 95035  <b>LAT/LONG:</b> 37.4499 / -121.8893</p>	<p><b>CLIENT:</b> ENVIRON International Corporation  <b>CONTACT:</b> Jason Kane  <b>INQUIRY#:</b> 4325114.4  <b>RESEARCH DATE:</b> 06/15/2015</p>
	<p>SERIES: 7.5                  SCALE: 1:24000</p>		



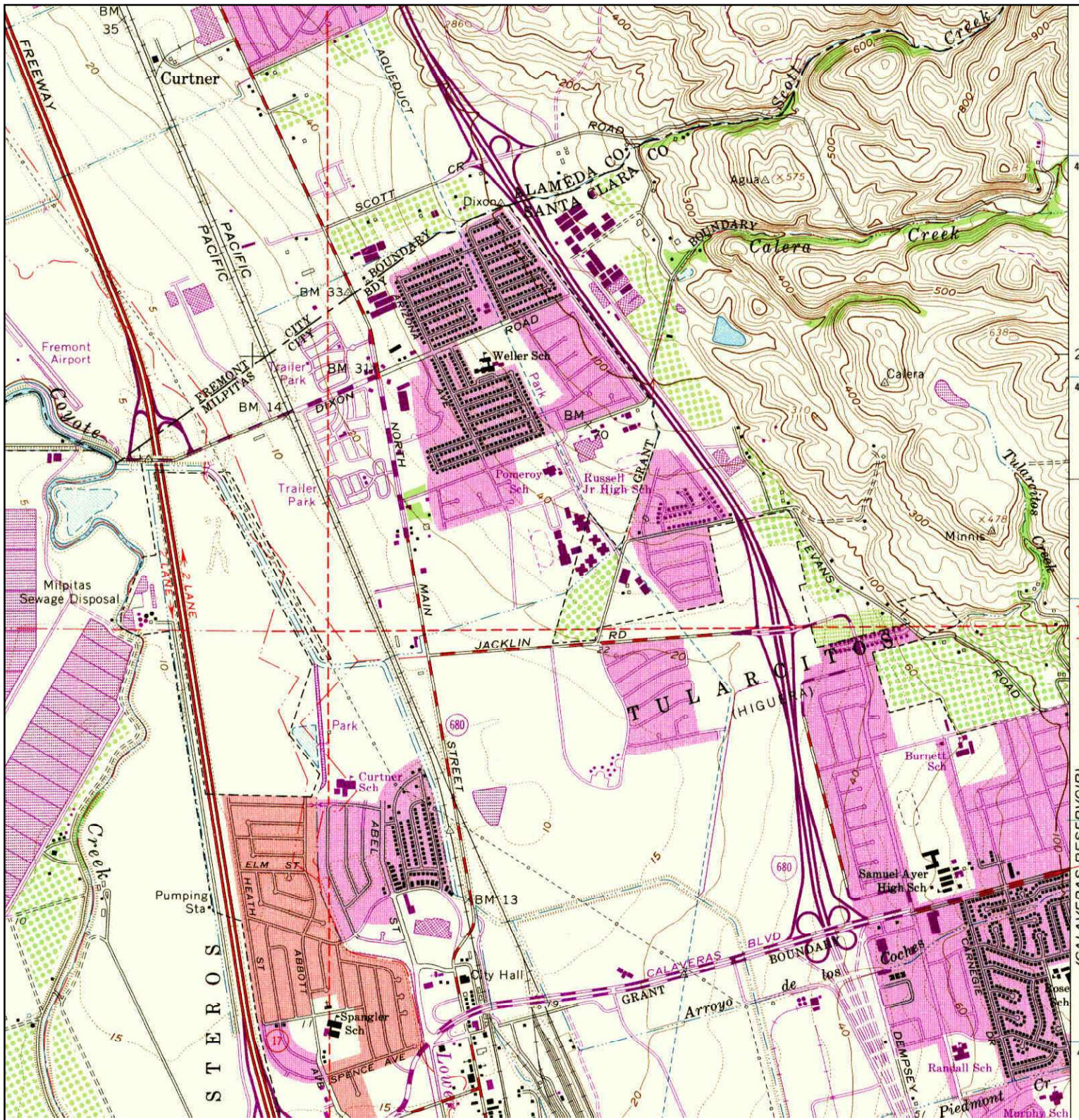
# Historical Topographic Map



<p>N ↑</p>	<p><b>TARGET QUAD</b>                  NAME: MILPITAS                  MAP YEAR: 1968                  PHOTOREVISED FROM :1961                  SERIES: 7.5                  SCALE: 1:24000</p>	<p><b>SITE NAME:</b> SCDC Park Victoria  <b>ADDRESS:</b> 1005 North Park Victoria                  Milpitas, CA 95035  <b>LAT/LONG:</b> 37.4499 / -121.8893</p>	<p><b>CLIENT:</b> ENVIRON International Corporation  <b>CONTACT:</b> Jason Kane  <b>INQUIRY#:</b> 4325114.4  <b>RESEARCH DATE:</b> 06/15/2015</p>
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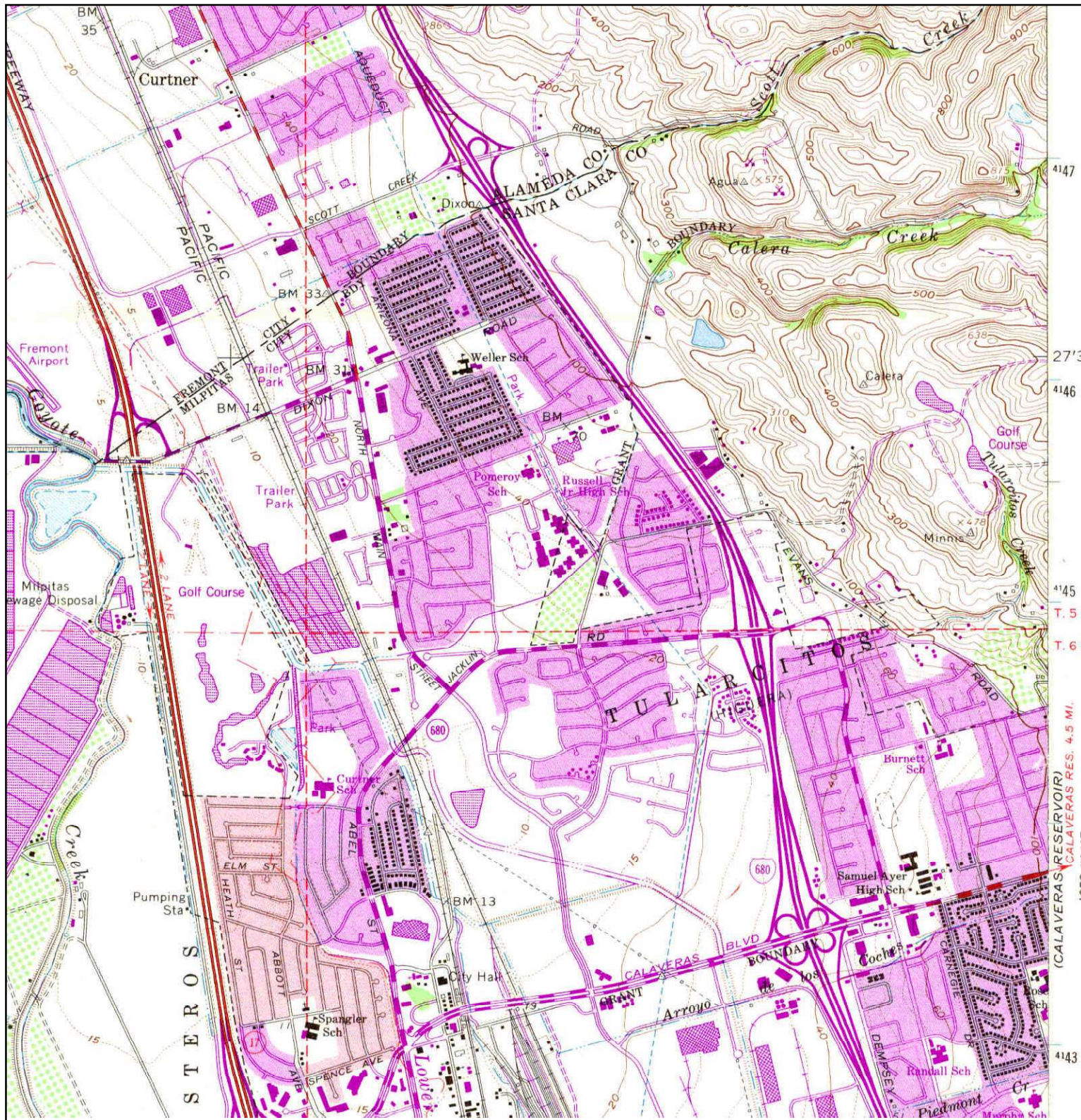
# Historical Topographic Map




<p>N ↑</p>	<b>TARGET QUAD</b>	<b>SITE NAME:</b> SCDC Park Victoria	<b>CLIENT:</b> ENVIRON International Corporation
	<b>NAME:</b> MILPITAS	<b>ADDRESS:</b> 1005 North Park Victoria	<b>CONTACT:</b> Jason Kane
	<b>MAP YEAR:</b> 1973	<b>Milpitas, CA 95035</b>	<b>INQUIRY#:</b> 4325114.4
	<b>PHOTOREVISED FROM :</b> 1961	<b>LAT/LONG:</b> 37.4499 / -121.8893	<b>RESEARCH DATE:</b> 06/15/2015
	<b>SERIES:</b> 7.5		
	<b>SCALE:</b> 1:24000		



# Historical Topographic Map



	<b>TARGET QUAD</b>	<b>SITE NAME:</b> SCDC Park Victoria	<b>CLIENT:</b> ENVIRON International Corporation
	NAME: MILPITAS	<b>ADDRESS:</b> 1005 North Park Victoria	<b>CONTACT:</b> Jason Kane
	MAP YEAR: 1980	Milpitas, CA 95035	<b>INQUIRY#:</b> 4325114.4
	PHOTOREVISED FROM :1961	<b>LAT/LONG:</b> 37.4499 / -121.8893	<b>RESEARCH DATE:</b> 06/15/2015
	SERIES: 7.5		
	SCALE: 1:24000		



## **Appendix C.4**

### **Abstract of City Directories**

**SCDC Park Victoria**

1005 North Park Victoria  
Milpitas, CA 95035

Inquiry Number: 4325114.5  
June 29, 2015

# The EDR-City Directory Abstract

## TABLE OF CONTENTS

### SECTION

Executive Summary

Findings

City Directory Images

*Thank you for your business.*  
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## EXECUTIVE SUMMARY

### DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Abstract is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Abstract includes a search and abstract of available city directory data. For each address, the directory lists the name of the corresponding occupant at five year intervals.

Business directories including city, cross reference and telephone directories were reviewed, if available, at approximately five year intervals for the years spanning 1922 through 2013. This report compiles information gathered in this review by geocoding the latitude and longitude of properties identified and gathering information about properties within 660 feet of the target property.

A summary of the information obtained is provided in the text of this report.

### RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. An "X" indicates where information was identified in the source and provided in this report.

<u>Year</u>	<u>Source</u>	<u>TP</u>	<u>Adjoining</u>	<u>Text Abstract</u>	<u>Source Image</u>
2013	Cole Information Services	-	-	-	-
2008	Cole Information Services	-	X	X	-
2006	Haines Company, Inc.	-	X	X	-
	Haines Company, Inc.	X	X	X	-
2001	Haines Company, Inc.	-	-	-	-
2000	Haines & Company	-	X	X	-
	Haines & Company	X	X	X	-
1996	Pacific Bell	-	X	X	-
	Pacific Bell	X	X	X	-
1991	PACIFIC BELL WHITE PAGES	-	X	X	-
	PACIFIC BELL WHITE PAGES	X	X	X	-
1986	Pacific Bell	-	X	X	-
1985	Pacific Bell	-	X	X	-
	Pacific Bell	X	X	X	-
1982	Pacific Telephone	-	X	X	-
1980	Pacific Telephone	-	X	X	-
1978	R. L. Polk & Co.	-	-	-	-
1975	Pacific Telephone	-	X	X	-
1974	R. L. Polk Co.	-	-	-	-
1970	R. L. Polk Co.	-	-	-	-
1968	R. L. Polk Co.	-	-	-	-
1966	R. L. POLK	-	-	-	-
1965	R. L. Polk Co.	-	-	-	-
1964	R. L. Polk & Co.	-	-	-	-
1963	Pacific Telephone	-	-	-	-

## EXECUTIVE SUMMARY

<u>Year</u>	<u>Source</u>	<u>TP</u>	<u>Adjoining</u>	<u>Text Abstract</u>	<u>Source Image</u>
1962	R. L. Polk & Co.	-	-	-	-
1960	R. L. Polk Co.	-	-	-	-
1957	R. L. Polk Co.	-	-	-	-
1955	R. L. Polk Co.	-	-	-	-
1950	R. L. Polk Co.	-	-	-	-
1946	R. L. Polk Co.	-	-	-	-
1945	R. L. Polk & Co.	-	-	-	-
1942	R.L. Polk	-	-	-	-
1940	R. L. Polk Co.	-	-	-	-
1936	R. L. Polk Co.	-	-	-	-
1935	R. L. Polk Co.	-	-	-	-
1931	R. L. Polk Co.	-	-	-	-
1930	R. L. Polk Co.	-	-	-	-
1926	R. L. Polk Co.	-	-	-	-
1925	R. L. Polk Co. of California	-	-	-	-
1922	R. L. Polk Co.	-	-	-	-

# FINDINGS

## TARGET PROPERTY INFORMATION

### ADDRESS

1005 North Park Victoria  
Milpitas, CA 95035

### FINDINGS DETAIL

Target Property research detail.

### N PARK VICTORIA DR

#### 1005 N PARK VICTORIA DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	No Current Listing	Haines Company, Inc.
1991	COURTESY FENCE	PACIFIC BELL WHITE PAGES
1985	ROBINSON JOHN E	Pacific Bell

### PARK VICTORIA DR N

#### 1005 PARK VICTORIA DR N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	MULLER Larry	Haines & Company
1996	Muller Larry	Pacific Bell

# FINDINGS

## ADJOINING PROPERTY DETAIL

The following Adjoining Property addresses were researched for this report. Detailed findings are provided for each address.

### BLALOCK

#### 1025 BLALOCK

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	Purewal Mani	Pacific Bell

#### 1049 BLALOCK

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	Lin James C S	Pacific Bell

#### 1061 BLALOCK

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1996	Jamilano Emil	Pacific Bell

### BLALOCK ST

#### 1025 BLALOCK ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	a PUREWAL Kawaljt	Haines Company, Inc.
2000	PUREWAL Amar	Haines & Company

#### 1037 BLALOCK ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	MACIAS Raymond	Haines Company, Inc.
2000	MACIAS Raymond	Haines & Company

#### 1048 BLALOCK ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	LIN James	Haines & Company

#### 1049 BLALOCK ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	RANGEL Eric	Haines Company, Inc.
	LIN James	Haines Company, Inc.
1991	Li Un James CS	PACIFIC BELL WHITE PAGES
	LI UN JAMES CS	PACIFIC BELL WHITE PAGES
1985	LIN JAMES CS	Pacific Bell

## FINDINGS

### 1061 BLALOCK ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	ALAPANLeo	Haines Company, Inc.
2000	ALAPAN Leo	Haines & Company
	DYE Matthew	Haines & Company

### 1073 BLALOCK ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	a NGUYEN Hue Kim	Haines Company, Inc.
2000	NGUYEN Hue Kim	Haines & Company
1991	Chapin Alan	PACIFIC BELL WHITE PAGES
	CHAPIN ALAN	PACIFIC BELL WHITE PAGES

### CAMARILLO CT

#### 1033 CAMARILLO CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2008	ABLE ELDERLY SERVICES	Cole Information Services
2006	CHOW George	Haines Company, Inc.
	ABLE ELDERLY	Haines Company, Inc.
	SERVICES	Haines Company, Inc.
2000	CHOW George	Haines & Company
1996	Chow George	Pacific Bell

#### 1035 CAMARILLO CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2008	ELECTROTEST	Cole Information Services
2006	NGUYEN Long	Haines Company, Inc.
2000	ONGUYEN Long	Haines & Company

#### 1037 CAMARILLO CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	a CHANGYen	Haines Company, Inc.
2000	HIHT COMMUNICATIONS	Haines & Company
	CHANG Yen	Haines & Company
1996	Chang Yen	Pacific Bell

#### 1039 CAMARILLO CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	No Current Listing	Haines Company, Inc.
2000	FARSI Rostam	Haines & Company

## FINDINGS

### **CERVANTEZ CT**

#### **1017 CERVANTEZ CT**

<b><u>Year</u></b>	<b><u>Uses</u></b>	<b><u>Source</u></b>
2006	o SERTIC Darko	Haines Company, Inc.
2000	SETIC Darko	Haines & Company

#### **1019 CERVANTEZ CT**

<b><u>Year</u></b>	<b><u>Uses</u></b>	<b><u>Source</u></b>
2006	ITCHHAPORIA Jaynadan	Haines Company, Inc. Haines Company, Inc.
2000	ITCHHAPORIAJ	Haines & Company

#### **1025 CERVANTEZ CT**

<b><u>Year</u></b>	<b><u>Uses</u></b>	<b><u>Source</u></b>
2006	E LEd Joseph	Haines Company, Inc.
2000	REINKEGay PI	Haines & Company

#### **1027 CERVANTEZ CT**

<b><u>Year</u></b>	<b><u>Uses</u></b>	<b><u>Source</u></b>
2008	MULTI TASKS SERVICES INC	Cole Information Services
2006	e TORIBIO Rhea	Haines Company, Inc.
2000	TANOThi LEDinh NGUYENDiem	Haines & Company Haines & Company

#### **1029 CERVANTEZ CT**

<b><u>Year</u></b>	<b><u>Uses</u></b>	<b><u>Source</u></b>
2006	FRACHDamon	Haines Company, Inc.
2000	SYUJohn	Haines & Company

#### **1031 CERVANTEZ CT**

<b><u>Year</u></b>	<b><u>Uses</u></b>	<b><u>Source</u></b>
2006	o SANIDADNico las	Haines Company, Inc.
2000	YEEPhilip	Haines & Company

### **COUNTRY CLUB DR**

#### **1200 COUNTRY CLUB DR**

<b><u>Year</u></b>	<b><u>Uses</u></b>	<b><u>Source</u></b>
1991	Summltpointe Golf Club	PACIFIC BELL WHITE PAGES
1985	NAN S OF TULARCITOS	Pacific Bell

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1985	TULARCITOS GOLF AND COUNTRY CLUB	Pacific Bell
	TULARCITOS GOLF AND COUNTRY CLUB	Pacific Bell
	TULARCITOS GOLF AND COUNTRY CLUB	Pacific Bell
	NAN S OF TULARCITOS	Pacific Bell
	NAN S LIQUOR CATERING	Pacific Bell
1980	Pro Shop	Pacific Telephone
	TULARCITOS GOLF AND COUNTRY CLUB	Pacific Telephone

### 1220 COUNTRY CLUB DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2008	ENGEOTECH INC	Cole Information Services
2006	ENGEOTECH INC	Haines Company, Inc.
	HUSSAI N Muhammad	Haines Company, Inc.

### CREED

#### 1090 CREED

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1980	boo Giang T & Dung	Pacific Telephone
	Danzos Jesus	Pacific Telephone

#### 1114 CREED

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1980	Montello Steven R	Pacific Telephone

### CREED AVE

#### 1081 CREED AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1975	GUPTA VEERENDRA	Pacific Telephone

#### 1105 CREED AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1975	Erickson Roger A	Pacific Telephone

#### 1119 CREED AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1975	Pihl C	Pacific Telephone



## FINDINGS

### 1129 CREED AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1982	Aguilar Helen M	Pacific Telephone

### CREED ST

#### 1090 CREED ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	NGUYEN Hanh Van a DAOGiang	Haines Company, Inc. Haines Company, Inc.
2000	SHIREY Elizabeth A DAO Giang	Haines & Company Haines & Company
	MIZOBUCHI Toshikazu	Haines & Company
1985	DAO GIANG T & DUNG	Pacific Bell

#### 1096 CREED ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	a RAMIREZ Evelyn NAGAYAMA Brar	Haines Company, Inc. Haines Company, Inc.
2000	RAMIREZ Evelyn	Haines & Company
1985	CONSTANTINO LORNA	Pacific Bell

#### 1102 CREED ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	YIP Kevin	Haines Company, Inc.
2000	VIP Kevin	Haines & Company

#### 1108 CREED ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	MABUTAS Benito Panay a VALDEZ Prudencio	Haines Company, Inc. Haines Company, Inc. Haines Company, Inc.
2000	MABUTAS Bendo Panay VALDEZ Prudencio	Haines & Company Haines & Company

#### 1114 CREED ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	a PHAMLaurant	Haines Company, Inc.
2000	KUNZ Wilbert C Jr	Haines & Company

## FINDINGS

### **FOX HOLLOW CT**

#### **1101 FOX HOLLOW CT**

<b><u>Year</u></b>	<b><u>Uses</u></b>	<b><u>Source</u></b>
2006	TRAN Billy	Haines Company, Inc.

#### **1102 FOX HOLLOW CT**

<b><u>Year</u></b>	<b><u>Uses</u></b>	<b><u>Source</u></b>
2006	9 BARIANA Jagdev	Haines Company, Inc.
1996	Parmar Kirti	Pacific Bell
1991	PARMAR KIRTI Parmar Kirti	PACIFIC BELL WHITE PAGES PACIFIC BELL WHITE PAGES

#### **1109 FOX HOLLOW CT**

<b><u>Year</u></b>	<b><u>Uses</u></b>	<b><u>Source</u></b>
2006	NGUYEN H	Haines Company, Inc.
1996	Nguyen H	Pacific Bell
1991	NGUYEN H Nguyen H	PACIFIC BELL WHITE PAGES PACIFIC BELL WHITE PAGES

#### **1110 FOX HOLLOW CT**

<b><u>Year</u></b>	<b><u>Uses</u></b>	<b><u>Source</u></b>
2008	QUALITY HARDWARE SOFTWARE SERVICE	Cole Information Services
2006	BARFOROSHI Khalil	Haines Company, Inc.
1991	PRINCE WILLIAM Prince William	PACIFIC BELL WHITE PAGES PACIFIC BELL WHITE PAGES

#### **1117 FOX HOLLOW CT**

<b><u>Year</u></b>	<b><u>Uses</u></b>	<b><u>Source</u></b>
2006	e LEHuy PHAM Trn I	Haines Company, Inc. Haines Company, Inc.
1991	Nguyen Hoa NGUYEN HOA	PACIFIC BELL WHITE PAGES PACIFIC BELL WHITE PAGES

#### **1118 FOX HOLLOW CT**

<b><u>Year</u></b>	<b><u>Uses</u></b>	<b><u>Source</u></b>
2006	e LEJerry	Haines Company, Inc.

#### **1125 FOX HOLLOW CT**

<b><u>Year</u></b>	<b><u>Uses</u></b>	<b><u>Source</u></b>
2006	a NOBLE Lou	Haines Company, Inc.

## FINDINGS

### 1126 FOX HOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	WALJIKarim	Haines Company, Inc.

### 1133 FOX HOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	o TRAJANOCh In	Haines Company, Inc.

### 1134 FOX HOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	WALJIKarim	Haines Company, Inc.

### 1141 FOX HOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	TRUONG Daniel	Haines Company, Inc.

### 1142 FOX HOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	NGUYEN Hong	Haines Company, Inc.

### 1149 FOX HOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	VALLIANIAzcz	Haines Company, Inc.

### 1150 FOX HOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	GHOSH NIrmalya	Haines Company, Inc.

### 1157 FOX HOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	e ANDERSON Mark J	Haines Company, Inc.
1996	Anderson Mark J	Pacific Bell

### 1158 FOX HOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	SELVANESAN	Haines Company, Inc.
	Rajeshwaren	Haines Company, Inc.

### 1165 FOX HOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	e PIAM Iep	Haines Company, Inc.

## FINDINGS

### 1166 FOX HOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	VANKAYALAPATI Venkata	Haines Company, Inc. Haines Company, Inc.

### 1173 FOX HOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	No Current Listing	Haines Company, Inc.

### 1174 FOX HOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	NGUYEN Loc	Haines Company, Inc.

### 1181 FOX HOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	LUOLuen jyh	Haines Company, Inc.

### 1182 FOX HOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	e TRANBa	Haines Company, Inc.

### 1189 FOX HOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	QUACH Sylvia	Haines Company, Inc.

### 1190 FOX HOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	DOANTEac	Haines Company, Inc.

### 1197 FOX HOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	e CHUNG Peter	Haines Company, Inc.

### 1198 FOX HOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	a NGOVIinh	Haines Company, Inc.

### FOXHOLLOW CT

#### 1101 FOXHOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	IRACE Bien	Haines & Company

## FINDINGS

### 1102 FOXHOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	BARIANA Jagdev	Haines & Company

### 1109 FOXHOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	NGUYEN H	Haines & Company

### 1110 FOXHOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	BARFOROSHI Khaill	Haines & Company

### 1117 FOXHOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	CHAUDHARI Sunil	Haines & Company

### 1125 FOXHOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	MEDEL Ricardo	Haines & Company
	GEVARGIESS Helen	Haines & Company

### 1126 FOXHOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	NGUYEN Cuong	Haines & Company

### 1133 FOXHOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	TRAJANO Enrico	Haines & Company

### 1134 FOXHOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	WALJI Karim	Haines & Company

### 1141 FOXHOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	TRUONG Daniel	Haines & Company

### 1142 FOXHOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	NGUYEN Hong	Haines & Company

## FINDINGS

### 1149 FOXHOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	VALLIANI Aziz	Haines & Company

### 1150 FOXHOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	HOSSEINZADEH K	Haines & Company

### 1157 FOXHOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	ANDERSON Mark J	Haines & Company

### 1158 FOXHOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	TSAO Wen	Haines & Company

### 1165 FOXHOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	PHAM Hiep	Haines & Company

### 1166 FOXHOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	VANKAYALAPATV	Haines & Company

### 1173 FOXHOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	NGUYEN Rang	Haines & Company

### 1174 FOXHOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	NGUYEN Loc	Haines & Company

### 1181 FOXHOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	LUO Luen	Haines & Company

### 1189 FOXHOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	NGO Tri	Haines & Company

### 1190 FOXHOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	NGUYEN Duy	Haines & Company

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	BLUE SKY POOL SERVICE	Haines & Company

### 1197 FOXHOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	CHUNG Peter	Haines & Company

### 1198 FOXHOLLOW CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	NGO Vinh	Haines & Company

### N PARK VICTORIA DR

#### 1015 N PARK VICTORIA DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	Rakitin Dimitri M	Pacific Bell

#### 1020 N PARK VICTORIA DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	PEDRO Jerry	Haines Company, Inc.
1991	PEDRO FRANK M	PACIFIC BELL WHITE PAGES
	Pedro Frank M	PACIFIC BELL WHITE PAGES
1986	Pedro Frank M	Pacific Bell
1985	PEDRO FRANK M	Pacific Bell

#### 930 N PARK VICTORIA DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	CHEUNG Lizzie	Haines Company, Inc.

### NICKLAUS AVE

#### 1009 NICKLAUS AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	OJOLLEYChas R	Haines Company, Inc.
2000	JOLLEY Chas R	Haines & Company
	JOLLEY Chas R	Haines & Company
	JOLLEY Charles	Haines & Company
1996	Jolley Chas R	Pacific Bell
	Jolley Charles	Pacific Bell
	Jolley Chas R	Pacific Bell
1986	Jolley Charles	Pacific Bell
	Jolley Chas R	Pacific Bell



## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1985	JOLLEY CHARLES	Pacific Bell
	JOLLEY CHAS R	Pacific Bell

### 1017 NICKLAUS AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	ABUAN Bonifacio	Haines Company, Inc.
2000	ABUAN Bonifacio	Haines & Company
1996	Abuan Bonifacio	Pacific Bell
1986	Abuan Bonifacio	Pacific Bell
1985	ABUAN BONIFACIO	Pacific Bell
1980	Abuen Bonifacio	Pacific Telephone

### PARK VICTORIA DR

#### 1045 PARK VICTORIA DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1980	Rice D	Pacific Telephone

### PARK VICTORIA DR N

#### 1015 PARK VICTORIA DR N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	NO CURRENT LISTING	Haines & Company

#### 1020 PARK VICTORIA DR N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	OPE德罗Je Iry	Haines & Company

### RANKIN DR

#### 1013 RANKIN DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	o BALJoginder	Haines Company, Inc.
	REGHMINDER Bal	Haines Company, Inc.
2000	BERCHEM James	Haines & Company

#### 1025 RANKIN DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	a NGOHoang	Haines Company, Inc.
2000	NGO Hoang	Haines & Company
1986	Palla Mohammed Yousuf	Pacific Bell

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1985	PALLS MOHAMMED YOUSUF	Pacific Bell
1980	Palla Mohammed Yousuf	Pacific Telephone

### 1037 RANKIN DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	VEGA Humberto	Haines Company, Inc.
2000	BROWN Ronald	Haines & Company

### 1049 RANKIN DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	EVANS Frank	Haines Company, Inc.
2000	EVANS Nelda	Haines & Company
	EVANS Frank	Haines & Company
1996	Evans Frank & Nelda	Pacific Bell
1986	Evans Frank	Pacific Bell
1985	EVANS FRANK	Pacific Bell
1980	Evans Frank	Pacific Telephone

### 1057 RANKIN DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	FONG Steven a	Haines Company, Inc.
2000	FONG Steven	Haines & Company

### 1065 RANKIN DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	TURNER John	Haines Company, Inc.
2000	TURNER Jonn	Haines & Company
1986	Peoples J M & H P	Pacific Bell
1985	PEOPLES J M & H P	Pacific Bell

### 1077 RANKIN DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	ODJHACHander M	Haines Company, Inc.
2000	OJHA Chander M	Haines & Company
1991	OHA CHANDER M	PACIFIC BELL WHITE PAGES
	O ha Chander M	PACIFIC BELL WHITE PAGES
1986	Ojha Chander M	Pacific Bell
1985	OJHA CHANDER M	Pacific Bell

## FINDINGS

### 1089 RANKIN DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	o LAUMan	Haines Company, Inc.
2000	LAU Man	Haines & Company

### SAINT JOSEPH CT

#### 1200 SAINT JOSEPH CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	MC DANIEL JAS R	Pacific Bell

#### 1201 SAINT JOSEPH CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	COOMBES G	Pacific Bell

#### 1208 SAINT JOSEPH CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	DUNKEL ROBT D	Pacific Bell

#### 1211 SAINT JOSEPH CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	GULICK ED	Pacific Bell

#### 1214 SAINT JOSEPH CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	HACKER RUSSELL P	Pacific Bell

#### 1230 SAINT JOSEPH CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	FERRIANS OSCAR J JR	Pacific Bell

#### 1240 SAINT JOSEPH CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	SCHMITZ GEO L	Pacific Bell

#### 1250 SAINT JOSEPH CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	ROBLES ELAINE	Pacific Bell

#### 1271 SAINT JOSEPH CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	TAYLOR ROBERT H	Pacific Bell

## FINDINGS

### 1291 SAINT JOSEPH CT

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	LANES EART V CDR RET	Pacific Bell

## FINDINGS

### TARGET PROPERTY: ADDRESS NOT IDENTIFIED IN RESEARCH SOURCE

The following Target Property addresses were researched for this report, and the addresses were not identified in the research source.

#### Address Researched

1005 North Park Victoria

#### Address Not Identified in Research Source

2013, 2008, 2001, 1986, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

### ADJOINING PROPERTY: ADDRESSES NOT IDENTIFIED IN RESEARCH SOURCE

The following Adjoining Property addresses were researched for this report, and the addresses were not identified in research source.

#### Address Researched

1009 NICKLAUS AVE

#### Address Not Identified in Research Source

2013, 2008, 2001, 1991, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

1013 RANKIN DR

2013, 2008, 2001, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

1015 N PARK VICTORIA DR

2013, 2008, 2006, 2001, 2000, 1996, 1991, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

1015 PARK VICTORIA DR N

2013, 2008, 2006, 2001, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

1017 CERVANTEZ CT

2013, 2008, 2001, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

1017 NICKLAUS AVE

2013, 2008, 2001, 1991, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

1019 CERVANTEZ CT

2013, 2008, 2001, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

1020 N PARK VICTORIA DR

2013, 2008, 2001, 2000, 1996, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

1020 PARK VICTORIA DR N

2013, 2008, 2006, 2001, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

1025 BLALOCK

2013, 2008, 2006, 2001, 2000, 1996, 1991, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

1025 BLALOCK ST

2013, 2008, 2001, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922















## **Appendix C.5**

### **Environmental Lien Search**

**SCDC Park Victoria**

1005 North Park Victoria  
Milpitas, CA 95035

Inquiry Number: 5144783.5  
December 27, 2017

# EDR Environmental Lien and AUL Search

## EDR Environmental Lien and AUL Search

The EDR Environmental Lien and AUL Search Report provides results from a search of available current land title records for environmental cleanup liens and other activity and use limitations, such as engineering controls and institutional controls.

A network of professional, trained researchers, following established procedures, uses client supplied address information to:

- search for parcel information and/or legal description;
- search for ownership information;
- research official land title documents recorded at jurisdictional agencies such as recorders' offices, registries of deeds, county clerks' offices, etc.;
- access a copy of the deed;
- search for environmental encumbering instrument(s) associated with the deed;
- provide a copy of any environmental encumbrance(s) based upon a review of key words in the instrument(s) (title, parties involved, and description); and
- provide a copy of the deed or cite documents reviewed.

***Thank you for your business.***

Please contact EDR at 1-800-352-0050  
with any questions or comments.

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## EDR Environmental Lien and AUL Search

### TARGET PROPERTY INFORMATION

#### ADDRESS

1005 North Park Victoria  
SCDC Park Victoria  
Milpitas, CA 95035

#### RESEARCH SOURCE

##### Source 1:

Santa Clara county recorder  
Santa Clara, CA

### PROPERTY INFORMATION

#### Deed 1:

Type of Deed: Deed  
Title is vested in: Hooshang N Salem  
Title received from: Ciema INC  
Deed Dated: 5/17/2016  
Deed Recorded: 1/11/2017  
Book: NA  
Page: na  
Volume: na  
Instrument: na  
Docket: NA  
Land Record Comments: see exhibit  
Miscellaneous Comments: na

**Legal Description:** see exhibit

**Legal Current Owner:** Hooshang N Salem

**Parcel # / Property Identifier:** 02904040

**Comments:** see exhibit

### ENVIRONMENTAL LIEN

Environmental Lien: Found  Not Found

### OTHER ACTIVITY AND USE LIMITATIONS (AULs)

AULs: Found  Not Found

## **Deed Exhibit 1**

23555338

Regina Alcomendras  
Santa Clara County - Clerk-Recorder

01/11/2017 11:13 AM

Titles: 1 Pages: 4

Fees: \$34.00

Taxes: \$0.00

Total: \$34.00



**RECORDING REQUESTED BY**  
First American Title Insurance Company  
National Commercial Services

**AND WHEN RECORDED MAIL TO:**

Robson Homes, LLC  
2185 The Alameda, Suite 150  
San Jose, CA 95126-1432  
Attn: Pamela Gulsvig

Space Above This Line for Recorder's Use Only

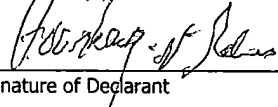
A.P.N.: 029-04-040

File No.: \_\_\_\_\_

**GRANT DEED**

The Undersigned Grantor(s) Declare(s):  
DOCUMENTARY TRANSFER TAX \$  
CITY TRANSFER TAX \$  
SURVEY MONUMENT FEE \$

- ] computed on the consideration or full value of property conveyed, OR
- ] computed on the consideration or full value less value of liens and/or encumbrances remaining at time of sale,
- ] unincorporated area;  City of **Milpitas**, and
- ] Exempt from transfer tax, reason: **R&TC 11925(d)** (this conveyance results in a change in the method of holding title to the realty and in which proportional ownership interests in the realty remain the same immediately after the transfer pursuant to R&TC 11925(d))

  
\_\_\_\_\_  
Signature of Declarant

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, **CIEMA, INC., a California corporation (successor by name change to Cymer Inc., a California corporation)** hereby GRANTS to **HOOSHANG N. SALEM, a married man, as his sole and separate property\*** the following described property in the City of **Milpitas**, County of **Santa Clara**, State of **California**:

**SEE LEGAL DESCRIPTION ATTACHED HERETO AS EXHIBIT A AND INCORPORATED HEREIN BY THIS REFERENCE.**

**\*It is the intent of this conveyance to evidence an August 13, 1984 unrecorded conveyance of the Property to HOOSHANG N. SALEM.**

Dated: \_\_\_\_\_

**GRANTOR:**

CIEMA, INC., a California corporation

By: *[Handwritten Signature]*

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California  
County of Santa Clara

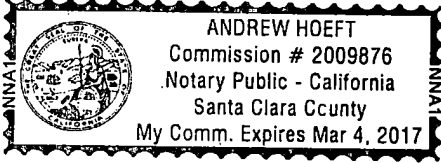
On 5/17/2016 before me, Andrew Hoeft, Notary Public personally appeared Howang Salem, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct

WITNESS my hand and official seal.

Signature *[Handwritten Signature]*

(Seal)



**Exhibit "A"****Legal Description**

Real property in the City of Milpitas, County of Santa Clara, State of California, described as follows:

## PARCEL ONE:

BEGINNING AT A ONE INCH PIPE AT THE POINT OF INTERSECTION OF THE SOUTHWESTERLY LINE OF EVANS ROAD, 50 FEET WIDE, AS CONVEYED BY JOSEPH G. SANTOS, ET UX, TO THE COUNTY OF SANTA CLARA, AS RECORDED IN VOLUME 284 OF OFFICIAL RECORDS, AT PAGE 156, RECORDS OF SANTA CLARA COUNTY, CALIFORNIA, WITH THE SOUTHERLY LINE OF THAT CERTAIN 39.56 ACRE TRACT OF LAND CONVEYED BY JOSEPH G. SANTOS, ET UX, TO HENRY THOLE, ET UX, BY DEED DATED FEBRUARY 21, 1944 AND RECORDED ON FEBRUARY 24, 1944 IN BOOK 1191 OF OFFICIAL RECORDS, PAGE 58 AND  
 RUNNING THENCE ALONG THE SOUTHERLY LINE OF SAID 39.56 ACRE TRACT OF LAND, SOUTH 79° 36' WEST 470.76 FEET TO A ONE INCH PIPE;  
 THENCE RUNNING NORTH 10° 16' WEST 656.76 FEET TO A ONE INCH PIPE;  
 THENCE NORTH 79° 49' EAST 197.72 FEET TO A ONE INCH PIPE IN THE SOUTHWESTERLY LINE OF SAID EVANS ROAD;  
 THENCE ALONG THE SOUTHWESTERLY LINE OF EVANS ROAD, SOUTH 32° 32' EAST 649.20 FEET;  
 THENCE CONTINUING ALONG SAID LINE OF EVANS ROAD ON A CURVE TO THE LEFT, WITH A RADIUS OF 425 FEET, THROUGH A CENTRAL ANGLE OF 8° 13' 15" FOR A DISTANCE OF 60.97 FEET TO THE PLACE OF BEGINNING; SITUATED IN THE TULARCITOS RANCHO, SANTA CLARA COUNTY, CALIFORNIA.

## EXCEPTING THEREFROM THE FOLLOWING:

BEGINNING AT THE NORTHWESTERN CORNER OF THAT CERTAIN PARCEL OF LAND DESCRIBED AS PARCEL ONE IN THE DEED FROM HENRY THOLE TO LOUIE R. GOMES RECORDED MARCH 09, 1949 IN BOOK 1756, PAGE 76 OF SANTA CLARA COUNTY OFFICIAL RECORDS;  
 THENCE ALONG SAID NORTHWESTERLY LINE NORTH 79° 40' 08" EAST, 92.78 FEET;  
 THENCE LEAVING LAST NAMED LINE SOUTH 60° 15' 00" WEST 98.30 FEET TO A POINT ON THE WESTERLY LINE OF SAID PARCEL ONE (BOOK 1756 PAGE 76);  
 THENCE NORTH 10° 27' 28" WEST 32.68 FEET TO THE POINT OF BEGINNING.

## ALSO EXCEPTING THEREFROM THE FOLLOWING:

BEGINNING AT THE NORTHEASTERLY CORNER OF TRACT NO. 8112, "FOX HOLLOW" AS SAID TRACT IS SHOWN ON THAT MAP RECORDED IN BOOK 586 OF MAPS AT PAGES 8 & 9. SAID POINT OF BEGINNING ALSO BEING IN THE SOUTHWESTERLY LINE OF EVANS ROAD (50.00 FEET WIDE);  
 THENCE SOUTHWESTERLY ALONG THE NORTHERN BOUNDARY OF SAID TRACT, SOUTH 79° 32' 29" WEST 58.50 FEET TO A POINT OF CUSP;  
 THENCE ALONG A NON-TANGENT CURVE TO THE LEFT WHOSE RADIUS BEARS SOUTH 73° 00' 24" WEST 1325.00 FEET, THROUGH A CENTRAL ANGLE OF 15° 45' 06" AN ARC LENGTH OF 364.27 FEET TO A POINT OF TANGENCY WITH THE SOUTHWESTERLY LINE OF EVANS ROAD (50.00 FEET WIDE);  
 THENCE SOUTHEASTERLY ALONG SAID LINE SOUTH 32° 44' 43" EAST 321.09 FEET TO A POINT OF CURVATURE;  
 THENCE ALONG A TANGENT CURVE TO THE LEFT WHOSE RADIUS IS 425.00 FEET, THROUGH A CENTRAL ANGLE OF 8° 13' 25", AN ARC LENGTH OF 61.00 FEET TO THE POINT OF BEGINNING.

## PARCEL TWO:

ALL THAT PORTION OF LAND BEING WITHIN THE BOUNDARIES OF EVANS ROAD, LYING BETWEEN THE NORTHEASTERLY LINE OF THE ABOVE MENTIONED 39.56 ACRE TRACT OF LAND, AND THE SOUTHWESTERLY LINE OF SAID EVANS ROAD AND BETWEEN THE NORTHEASTERLY PROLONGATIONS OF THE NORTHWESTERLY AND SOUTHEASTERLY LINES OF THE HEREIN DESCRIBED 5 ACRE TRACT OF LAND.

## PARCEL THREE:

BEGINNING AT A FOUND ONE-INCH IRON PIPE IN THE SOUTHWESTERLY LINE OF EVANS ROAD, 50 FEET WIDE, AS CONVEYED BY JOSEPH G. SANTOS ET UX TO THE COUNTY OF SANTA CLARA, RECORDED IN VOLUME 284 OF OFFICIAL RECORDS, PAGE 156, SANTA CLARA COUNTY RECORDS; SAID POINT ALSO BEING THE MOST NORTHEASTERLY CORNER OF THE PARCEL OF LAND DESCRIBED AS PARCEL ONE IN THE DEED FROM HENRY V. THOLE TO LOUIE R. GOMES, RECORDED MARCH 09, 1949 IN BOOK 1756, PAGE 76, SANTA CLARA COUNTY RECORDS;  
THENCE ALONG SAID SOUTHWESTERN LINE OF SAID EVANS ROAD NORTH 32° 45' 34" WEST, 35.00 FEET;  
THENCE LEAVING SAID SOUTHWESTERN LINE OF SAID EVANS ROAD SOUTH 60° 15' 00" WEST, 97.31 FEET TO A POINT IN THE NORTHWESTERN LINE OF SAID PARCEL ONE (BOOK 1756, PAGE 76);  
THENCE ALONG LAST NAMED LINE NORTH 79° 40' 08" EAST 105.13 FEET TO THE POINT OF BEGINNING.

APN: 029-04-040

**Appendix D**  
**Ramboll Environ 2015 Phase I Report**





**Phase I Environmental  
Site Assessment  
and Surface Soil Investigation**

1005 North Park Victoria Drive  
APN 029-04-040  
Milpitas, California

Prepared for:

**Robson Homes, LLC  
San Jose, CA**

Prepared by:

**Ramboll Environ US Corporation  
Emeryville, CA**

Date:

**August 18, 2015**

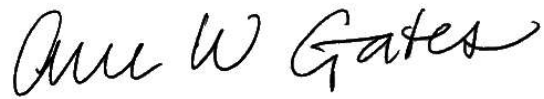
Project Number:

**03-21676DD**

## Signature and Environmental Professional Statement

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in 40 CFR §312.10.

Further, I have the specific qualifications based on education, training, and experience to assess a property of the nature, history and setting of the subject property. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.



---

Anne W. Gates, P.E.

Ramboll Environ US Corporation  
2200 Powell Street, Suite 700  
Emeryville, CA

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# 1 Summary of Conclusions

Ramboll Environ US Corporation (Environ) was retained by Robson Homes, LLC (“Robson Homes”) to perform a Phase I Environmental Site Assessment (ESA) and surface soil investigation of the property located at 1005 North Park Victoria Drive in Milpitas, California (herein referred to as the “site” or “property”). Environ’s assessment was conducted in connection with the purchase of the property. The ESA described in this report was performed in general conformance with the scope and limitations of the ASTM International’s *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* E-1527-13 (the “ASTM Standard”), as stated in Chapter 2.0 (Introduction). Any exceptions to, or deletions from, this practice are described in Section 7.3 of this report.

## 1.1 Recognized Environmental Conditions

Environ did not identify any “recognized environmental condition[s]” (REC[s]), as defined by ASTM (see Chapter 2.0), in connection with unrestricted residential use of the property. No further investigation of the site is warranted at this time.

## 1.2 Other Findings

Although not considered a REC based on currently available information, Environ identified the following other finding:

- **Former Agricultural Use.** Between at least 1939 and the purchase of the site by the current site owner in 1978, the site was used for agricultural purposes including as an apricot orchard. Pesticides may have been used during the period of agricultural use at the site. Shallow soil sampling was conducted by Environ at the site to identify impacts from potential pesticide use. All concentrations of pesticides and metals were less than residential regulatory screening levels (RSLs) with the exception of the sample from location SB04 that reported a concentration of the pesticide dichlorodiphenylethylene (p,p-DDE) slightly above the residential RSL. The low concentration and localized presence of p,p-DDE at location SB04 is not a concern for the site.

*De minimis* conditions, as defined in Chapter 2.0, along with other site conditions observed during the site visits, are discussed within relevant sections of this report and are summarized in Chapter 7.0.

## 2 Introduction

### 2.1 Purpose

Environ was retained by Robson Homes to conduct a Phase I ESA and surface soil investigation of the property located at 1005 North Park Victoria Drive in Milpitas, California (Assessor's Parcel Number [APN] 029-04-040). Environ's assessment was conducted in connection with the purchase of the property. The purpose of the assessment was to identify RECs, which are defined in the ASTM Standard as:

"The presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. *De minimis* conditions are not recognized environmental conditions."

### 2.2 Scope of the Phase I ESA

Environ completed the following tasks, consistent with the ASTM Standard, during its Phase I ESA of the property:

- Visits to the site by Jason Kane of Environ on June 16 and July 2, 2015 to observe the features of the site and to identify the uses and conditions specified in the ASTM Standard. During the site visit, Environ observed the adjoining properties from the site or adjacent public thoroughfares. Photographs taken during the site visits are presented in Appendix A.
- An interview on June 23, 2015 with Ciema Salem, the daughter of the owner of the site since approximately 1978. Ms. Salem is herein referred to as the "site personnel". The site personnel interviewed by Environ were identified as having good knowledge of the current and historical uses and physical characteristics of the site.
- A review of information contained in federal and state environmental databases, as obtained from the sources noted below:
  - A radius report prepared by Environmental Data Resources, Inc. (EDR) on June 15, 2015 for the site and off-site properties in the vicinity of the site. A copy of the EDR radius report is included as Appendix B. The databases and the radius searched for each database were selected in accordance with the ASTM Standard and are identified in the EDR database report. The dates of the most recent updates of the environmental databases are also listed in the database report.
  - The United States Environmental Protection Agency's (USEPA's) Envirofacts database, which provides site information contained in multiple USEPA regulatory databases.
  - The USEPA's Enforcement and Compliance History Online (ECHO) database, which provides information on sites' enforcement and compliance history.

- The State of California's Regional Water Quality Control Board (RWQCB) Geotracker online database and the California Environmental Protection Agency (Cal/EPA) Department of Toxic Substances Control (DTSC) Envirostor online database.
- A review of the EDR Environmental Lien Search Report dated June 19, 2015 to identify environmental liens or activity use limitations (AULs) imposed by judicial authorities with respect to the property.
- A review of standard historical sources (included as Appendix C) and local agency inquiries, as defined in the ASTM Standard. The following resources were reviewed:
  - Readily available historical sources, including (where available) historical topographic maps and aerial photographs, city directories, and Sanborn Maps, to develop a history of the previous uses of the site and surrounding area.
  - Historical and site-specific information obtained from the following local agencies: Santa Clara County Assessor's Office (Assessor), the City of Milpitas Fire Prevention (Fire Prevention), and the City of Milpitas Building Department (Building Department). Environ also requested files from Santa Clara County Environmental Health Department (SCCDEH), Santa Clara Valley Water District (SCVWD), and the City of Milpitas Department of Public Works.
  - A review of electronic files was performed by Environ on June 16, 2015 at the Building Department office.
- A review of physical setting sources, as defined in the ASTM Standard, including:
  - The current USGS 7.5-minute topographic map that shows the area on which the site is located.
  - Geologic, hydrogeologic, or hydrologic sources as provided in the EDR report.
- A review of the *ALTA/ASCM Land Title Survey, 1005 North Park Victoria Drive, Milpitas, California*, prepared by Civil Engineering Associates (CEA), dated July 22, 2015.
- A review of the geophysical survey report for the site titled *Magnetic Investigation at 1005 North Park Victoria Drive in Milpitas, California*, prepared by JR Associates, June 11, 2015 (included as Appendix D).
- A review of the *Alquist Priolo Special Studies Zone Investigation, 1005 North Park Victoria Drive, Milpitas, California*, prepared by Geo-Logic Associates, dated July 16, 2015.
- The collection of surface soil samples during the site visit on June 16, 2015.
- ENVIRON provided Robson Homes with a User Questionnaire consistent with Appendix X3 of the ASTM Standard. Pertinent responses, if any, are discussed in the appropriate sections of this report.

This assessment was conducted in accordance with ASTM Standard E1527-13, as agreed upon by Environ and Robson Homes in June 2015. Certain "non-scope considerations," as defined in the ASTM Standard (i.e., asbestos-containing materials [ACM], radon, lead-based paint, mold) are not directly addressed in this Phase I ESA.



## 2.3 Significant Assumptions

In conducting this review, no significant assumptions were made, except for the following:

- Site-specific field measurements of groundwater gradient are not available. Groundwater flow directions at nearby sites (available in closure documentation for leaking underground storage tank [LUST] cases posted to the RWQCB Geotracker website) indicated a range of groundwater flow directions in the area, ranging from west to south. Based on these measurements and the local topographic gradient (generally to the west-southwest), Environ has assumed that the groundwater flow direction beneath the site is approximately to the southwest. In evaluating potential on-site impacts from off-site sources, those off-site facilities not located adjacent to or within one-quarter mile upgradient of the subject site are not considered to represent a significant concern to the subject site. This interpretation is based on the assumption that a hazardous material released to the subsurface generally does not migrate laterally within the unsaturated soil for a significant distance, although a hazardous material can migrate in the groundwater in a generally downgradient direction.

## 2.4 Reliance and General Limitations

This environmental review has been prepared exclusively without limitation for use by Robson Homes, LLC and affiliated entities including Santa Clara Development Company, Sun Lakes Construction Company of California, and Vesta Real Estate Company Inc., and such other persons or entities whose reliance is explicitly authorized in writing by Environ.

The report is considered current only for a period of 180 days from Environ's most recent site visit which was conducted on July 2, 2015. The conclusions presented in this report represent Environ's best professional judgment based upon the information available and conditions existing as of the date of the review. In performing its assignment, Environ must rely upon publicly available information, information provided by the client, and information provided by third parties. Accordingly, the conclusions in this report are valid only to the extent that the information provided to Environ was accurate and complete. This review is not intended as legal advice, nor is it an exhaustive review of site conditions or facility compliance.

The scope of work for this assessment did not include an asbestos survey or inspection. According to federal OSHA regulations (29 CFR §1910.1001) and the Model Accreditation Plan (MAP; 40 CFR Part 763, Subpart E, Appendix C), the inspection, testing, evaluation, and/or sampling of suspect asbestos-containing materials must be conducted by an accredited inspector; these activities were not performed as part of this environmental review. Comments in this report regarding the condition of building materials at the site, including presumed or suspect ACM, represent only Environ's observations at the time of the site visit and are not intended to be consistent with definitions regarding ACM condition in the Asbestos Hazard Emergency Response Act (AHERA) or in other federal or state asbestos regulations or industry standards.

Other issues considered outside the scope of the ASTM Standard and this review include radon, lead-based paint, lead in drinking water, wetlands, PCBs in building materials, cultural and historic resources, ecological resources, endangered species, and high voltage power lines.

### 3 Site Description

#### 3.1 Site Setting

The property is approximately 4.85 acres in area and is located in Milpitas, Santa Clara County, California (the “site” or “property”). According to the Santa Clara County Assessor’s Office, the APN for the site is 029-04-040. The site is located approximately 1.2 miles northeast of the City of Milpitas Civic Center (Figure 1).

The site is developed with a one-story house and one-story garage. The remaining portion of the site is an open field with scattered trees. An asphalt and gravel driveway connects the site to North Park Victoria Drive in the southeastern portion of the site. There are no on-site surface water bodies.

Table A provides an overview of physical setting and utility information for the site.

<b>Table A: Physical Setting and Utility Information</b>		
<b>Conditions</b>	<b>Source</b>	<b>Description</b>
<b>Topography</b>		
Elevation (above mean sea level)	USGS topographic map; Google Earth	Ranging from approximately 32 to 50 feet across the site.
Topographic Gradient	USGS topographic map; visual observations	Gently sloping downward to the west across the site. Regional topography slopes gently downward to the west-southwest toward San Francisco Bay.
<b>Hydrology</b>		
Surface Water Runoff	Visual observations	Storm water from impervious surfaces at and in the vicinity of the house flows to the west and infiltrates into the on-site open field.
Nearest Surface Water Body	USGS topographic map; visual observations	An engineered channel is located approximately 400 feet to the west of the site. Tularcitos Creek is located approximately 0.4 mile east-southeast of site. The engineered channel and Tularcitos Creek joins with other channels and creeks in the San Jose area and ultimately drains to San Francisco Bay, located approximately 8.0 miles west of the site.
Flood Plain	FEMA*; site personnel	Site personnel reported no historical flooding at the site. The site is not located within a 500-year flood zone.
Wetlands	NWI*	There are no federally-designated wetlands on-site or within 0.5 mile of the site.

**Table A: Physical Setting and Utility Information**

Conditions	Source	Description
<b>Geology and Hydrogeology</b>		
Presumed Direction of Shallow Groundwater Flow	LUST case closure documentation for sites within approximately 1.0 mile of the site, reviewed on RWQCB Geotracker online database	Site-specific field measurements of groundwater gradient are not available. Groundwater flow directions at nearby sites (available in closure documentation for LUST cases posted to the RWQCB Geotracker website) indicated a range of groundwater flow directions in the area, ranging from west to south. Based on these measurements and the local topographic gradient (generally to the west-southwest), Environ has assumed that the groundwater flow direction beneath the site is approximately to the southwest.
Depth to Groundwater	1984 geotechnical investigation conducted adjacent to the south of the site and 2006 groundwater monitoring report for a site located approximately 0.2 mile southwest of the site, reviewed on RWQCB Geotracker online database	A 1984 geotechnical investigation conducted adjacent to the south of the site reported depth to groundwater to be approximately 14 feet below ground surface (bgs). Groundwater monitoring reports for a former LUST cleanup site located approximately 0.2 mile from the site indicate historical groundwater levels ranged between approximately 18 and 20 feet above mean sea level. Based on the site ground surface elevations ranging between approximately 32 to 50 feet above mean sea level across the site, depth to groundwater at the site likely ranges between 12 and 30 feet bgs.
On-site Wells	Site personnel; visual observations	There are no on-site monitoring wells.
Nearest Groundwater Supply Wells	EDR database report	No state-registered, federally-registered, and/or public water-supply wells are present within one mile of the site.
Geologic Conditions	2015 geotechnical investigation at the site; EDR database report	Environ observed the sidewalls of an approximately 3-foot wide, 12-foot deep trench during a geotechnical investigation conducted at the site in June 2015 by Geo-Logic Associates on behalf of Robson Homes. Silts and clays were observed on the sidewalls of the trench down to a depth of approximately 12 feet bgs. The EDR physical setting report indicates that surface soil types in the area consist of silty clays. Underlying sediments are reported to be silty clay loams and weathered bedrock.
<b>Site Utility Information</b>		
Electricity Supplier	Site personnel	Pacific Gas & Electric (PG&E)
Natural Gas Supplier	Site personnel	PG&E
Use of Fuel Oil for Building Heat	Site owner; site personnel	No current or former use of fuel oil reported.
Water Supplier	Site personnel	City of Milpitas Public Works Department

Conditions	Source	Description
Sanitary Sewer	Site personnel	City of Milpitas Public Works Department
Septic Systems	Site owner; site personnel	Site personnel reported there may be an out-of service wooden septic tank at an unknown location at the property.
Notes: FEMA = Federal Emergency Management Agency; NCCS = National Cooperative Soil Survey ; NWI = National Wetlands Inventory * - Source was provided in the EDR database report.		

### 3.2 Current Use of Property

The property is approximately 4.85 acres and developed with a one-story house and one-story garage. Both the on-site house and garage have been abandoned with boarded windows and doors since approximately 1995. The remaining portion of the site is open field with scattered trees.

### 3.3 Current Uses of Adjoining Properties

The site is located in a residential land use area. Based on discussions with site personnel, Environ’s visual observations from the property boundary and public rights-of-way, and a limited review of publicly available information, a general determination of the current use of adjacent properties was developed, as described in Table B.

Direction	Property/Land Use	Environ’s Observations
North, west, and south	Residential, located across Creed and Rankin Streets.	No apparent exterior manufacturing or chemical storage operations were observed. Residential areas consist of single family homes. No concerns were noted.
East	Residential and vacant lot located across North Park Victoria Drive.	No apparent exterior manufacturing or chemical storage operations were observed. Residential areas consist of single family homes. No concerns were noted.
Notes: During the site visit, Environ walked or drove by the borders of these properties that are shared with the subject site. Environ did not enter the neighboring properties.		

## 4 Review of Public Records and Other Information Sources

### 4.1 Environmental Regulatory Database Review

Environ contracted with EDR to prepare a summary of listings in federal and state agency databases within applicable radii of the site as specified by the ASTM standard.<sup>1</sup> A copy of the EDR report, dated June 15, 2015, is presented in Appendix B.

#### 4.1.1 Database Review for Site

Environ reviewed the results of the state and federal environmental database searches performed by EDR (see Appendix B) and also searched the Geotracker and Envirostor databases. The site was not listed on any of the databases searched.

#### 4.1.2 Database Review for Adjoining Properties

Environ's analysis of adjoining properties was based on observations made during the site reconnaissance (as discussed in Table B) and location information for off-site listings as presented in the EDR report. The discussion of adjoining sites does not include listings for certain databases that are (by themselves) not necessarily indicative of a contamination concern (e.g., compliance listings beyond those specified in Section 8.2.1 of the ASTM Standard). Also, for purposes of this analysis, Environ considers "adjoining" properties to be immediately adjacent, even if separated by a road or other physical barrier.

- **Fox Hollow Development.** The Fox Hollow residential development is located adjacent to the south of the site and is listed on the Fuel Leak Site Activity Report (HIST LUST), Geotracker's Leaking Underground Fuel Tank Report (LUST), and Hazardous Waste & Substance Site List (HIST CORTESE) databases. According to documentation reviewed on the RWQCB Geotracker online database, two 500-gallon gasoline USTs were removed from the Fox Hollow development in May 1988. The USTs were reportedly used for the refuelling of farm equipment, as the Fox Hollow development was historically used for agricultural purposes. One of the Fox Hollow USTs was approximately located southeast of the site under what is currently the intersection of Fox Hollow Court and North Park Victoria Drive. The second Fox Hollow UST was approximately located in the lot of the current off-site residence that is adjacent to the on-site garage structure. The removal of the USTs and associated piping was conducted under the oversight of the Milpitas Fire Department. The USTs were observed to be in good condition upon removal with no holes or corrosion reported. No odor or visual indication of a release was observed in the bottom of the tank excavation pits. Soil samples were collected from the bottoms of the excavation pits at a depth of approximately 6 feet bgs and analyzed for total petroleum hydrocarbons in the gasoline range (TPH-g) and benzene, toluene, ethylbenzene, and xylene (BTEX). All concentrations were less than laboratory reporting limits with the exception of TPH-g and xylene, reported to be 5.9 and 0.15 parts per million (ppm), respectively, in a base confirmation sample from the former UST located in the lot of the

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<sup>1</sup> EDR uses the term "radii" to refer to the ASTM terminology "approximate minimum search distance" in the environmental database report.

current off-site residence that is adjacent to the on-site garage structure. Based on the very low concentrations of TPH-g and xylene reported in only one of the confirmation samples and the presence of silty clay between the base of the former UST and underlying groundwater (reportedly 14 feet bgs), the case was recommended for closure by SCVWD on May 7, 1991 and granted closure by RWQCB on May 29, 1991. The Fox Hollow Development is not of concern to the subject site.

#### 4.1.3 Database Review for Non-Adjoining Properties

There are several listings in the EDR database report for off-site non-adjoining properties. A summary of the pertinent listings is provided below. As noted in Table A, shallow groundwater beneath the site likely flows to the southwest. Within this section, Environ did not discuss certain listings for off-site non-adjoining properties that are (by themselves) not necessarily indicative of a contamination concern (e.g., hazardous waste generators, registered storage tanks, compliance listings). Also, Environ did not discuss herein any off-site non-adjoining property that is listed on a database indicative of a contamination concern but for which regulatory closure has been issued, as the issuance of regulatory closure suggests that impacts to the subject site from the noted off-site property are unlikely. Finally, Environ did not discuss herein any off-site non-adjoining property that is presumed to be downgradient or crossgradient of the subject site. This analysis was based on the assumption that a hazardous material released to the subsurface generally does not migrate laterally within the unsaturated soil for a significant distance, but a hazardous material can migrate in the groundwater in a generally downgradient direction; however, the direction of groundwater flow may be affected by localized topographic, hydraulic, and hydrogeologic conditions.

- **Summitpointe Golf Club.** The Summitpointe Golf Club, also known as the Tularcitos Golf and Country Club, is located at 1200 Country Club Drive in Milpitas, California, approximately 0.5 mile to the east-northeast of the site. The property is listed on the Historical Substance Storage Container Database (HIST UST), Facility Inventory Database (CA FID UST), HIST CORTESE, LUST, Fuel Leak Lists (LUST REG 2), LUST SANTA CLARA, Fuel Leak Site Activity Report (HIST LUST SANTA CLARA), CUPA Facility List (CUPA SANTA CLARA), and Statewide Environmental Evaluation and Planning System Listing System (SWEEPS UST) databases. The listings refer to a closed underground fuel leak case. In April 1994, a 6,000-gallon gasoline UST, 2,000-gallon gasoline UST, 1,000-gallon diesel UST, and associated piping were removed from the property. Soil and groundwater sampling in the vicinity of the removed USTs indicated gasoline and diesel contamination. Approximately 200 cubic yards of soil was over-excavated and confirmation samples of the excavation reported concentrations of 38 ppm as TPH-g in soil and 250 parts per billion (ppb) as TPH in the diesel range (TPH-d) in grab groundwater. In December 2002, a monitoring well located adjacent to the former USTs was sampled by Environ and analyzed for TPH-g and BTEX. No constituents were reported above laboratory reporting limits. The Golf Club property was granted case closure by SCCDEH in July 2008 and is not of concern to the subject site.



## 4.2 Historical Uses of the Site and Adjacent Sites

### 4.2.1 Past Uses of the Site

The site was historically used for agricultural purposes, including as an apricot orchard. The residence was constructed at the site in approximately 1953. The current owner, Hooshang Salem, purchased the site in 1978, at which time agricultural operations ceased. Mr. Salem rented the site to various tenants who used the site for residential purposes until approximately 1995, when the house and adjacent garage were boarded to prevent vandalism.

A summary of Environ’s key observations from the available historical sources is presented in Table C.

<b>Historical Source</b>	<b>Key Observations Regarding Site History</b>
Aerial Photographs and Satellite Imagery <sup>1</sup> (1939, 1940, 1948, 1950, 1956, 1966, 1968, 1974, 1979, 1982, 1993, 1998, 2000, 2002 – 2014)	Early photographs show the site as an orchard until the 1982 photograph, at which time the orchard has been converted to open field. The current residence first appears in the 1966 photograph. The current garage and an additional structure that is no longer present at the site first appear in the 1974 photograph. No concerns are noted.
Topographic Maps (1899, 1953, 1961, 1968, 1973, 1980)	Development is first depicted in the vicinity of the site in 1961. No concerns are noted.
City Directory Abstracts (1985, 1991, 1996, 2000, 2006)	The occupant of 1005 North Park Victoria Drive is listed as John Robinson in 1985, Courtesy Fence in 1991, Larry Muller in 1996 and 2000, and vacant in 2006.
<sup>1</sup> In addition to aerial photographs provided by EDR, Environ viewed historical satellite imagery provided via Google Earth. Printed copies were not obtained, and imagery dates were not independently verified. EDR reported that Sanborn fire insurance coverage is not available for the site.	

### 4.2.2 Past Uses of Adjacent Sites

The adjacent properties were used for agricultural purposes, including orchards, dating back to at least 1939. Based on a review of aerial photographs, residential development first appears adjacent to west of the site in 1979. In the 1993 aerial photograph, residential development is present to the south and east of the site.

## 4.3 Review of Local and State Agency Information

Environ visited or otherwise contacted local governmental agencies and regulatory bodies for information relating to the site. An overview of the findings of this review is presented in Table D.

<b>Agency Contacted / Document Reviewed</b>	<b>Information Obtained</b>
Santa Clara County Tax Assessor	Documents reviewed online using the Santa Clara County Tax Assessor's website included assessment roll information and a tax map. The map indicates that the APN for the site is 029-04-040.
City of Milpitas Fire Prevention	Environ attempted to review available public records maintained in an online database by the City of Milpitas Fire Prevention. No files were available for the site.
City of Milpitas Building Department	Environ reviewed one available file through the City of Milpitas Building Department online database related to the removal of an on-site structure in 2008 that had been destroyed by a fire.
Santa Clara County Department of Environmental Health (SCCDEH)	Environ requested records from SCCDEH for information regarding soil or groundwater investigations, USTs, LUSTs, hazardous materials inspections, or violations/permits for the property. Environ was informed that no records were found for the site. Environ also searched SCCDEH's online database of LUST, solvent release, and cleanup cases. The database contained no records for the site.
Santa Clara Valley Water District (SCVWD)	Environ requested records from the Santa Clara Valley Water District and was referred to the SCVWD online database of solvent files prior to 2004, at which time local agency oversight was transferred to the Department of Environmental Health. No records related to the site address were found on the online database.

#### **4.3.1 Interviews with Site Owner and Site Personnel**

Environ conducted an interview on June 23, 2015 with Ciema Salem, the daughter of the owner of the site, Hooshang Salem. Mr. Salem has owned the site since approximately 1978, although he has never lived at the site. At the time the site was purchased, the field was planted with an apricot orchard. Agricultural operations ceased upon Mr. Salem's purchase of the site and the residence was subsequently rented by various tenants and used for residential purposes until approximately 1995. From approximately 1995 to the present, the site has remained vacant and has been the subject of multiple vandalism events including graffiti and fires. Due to repeated events of vandalism, the windows and doors of the residence and garage at the site are currently boarded to prevent further vandalism.

#### **4.4 Environmental Lien Record Search**

A review of EDR Environmental Lien Search Report dated June 19, 2015 to identify environmental liens or activity use limitations (AULs) imposed by judicial authorities with respect to the property. No environmental liens or AULs were found.

#### **4.5 Previous Environmental Assessments and Activities**

Environ and site personnel are not aware of any previous environmental site assessments conducted at the site.

#### **4.6 User-Provided Information**

Environ provided Robson Homes with a User Questionnaire (consistent with Appendix X3 of the ASTM Standard) that requested information relating to environmental liens, AULs, specialized knowledge of the property, property value diminution, chain-of-title, or any other commonly known or obvious indications of site contamination, that was not otherwise provided to Environ. Pertinent responses, if any, are discussed in the appropriate sections of this report.

## 5 Site Reconnaissance

### 5.1 Methodology and Limiting Conditions

Jason Kane of Environ conducted site reconnaissance visits on June 16 and July 2, 2015. During the site visits, observations of the site were made to evaluate if any RECs, as defined in Chapter 2, are present.

### 5.2 General Site Setting and Observations

Environ made observations during the site visits concerning all of the interior and exterior issues specified in Sections 9.4.2 through 9.4.4 of the ASTM E1527-13 Standard. The presence or absence of each issue of environmental interest or concern is noted in Table E. Only those areas of environmental interest or concern that were observed at the site are discussed further in the text below.

<b>Table E: Summary of Site Reconnaissance Observations</b>		
<b>Issue</b>	<b>ASTM Section</b>	<b>Observation</b>
<b>Interior and Exterior Issues</b>		
Current use(s) of the property	9.4.2.1	See Section 3.2
Past use(s) of the property	9.4.2.2	See Section 3.2 and 4.2
Hazardous substances and petroleum products used, treated, stored, disposed of, or generated on the property in connection with identified present or past uses	9.4.2.3	<b>Historically Present</b> (see Section 5.2.1)
Storage tanks: Underground storage tanks (fill ports, vent pipes, manholes) Aboveground storage tanks (ASTs)	9.4.2.4	<b>Present</b> (see Section 5.2.2)
Odors (strong, pungent or noxious)	9.4.2.5	Absent
Pools of liquid, standing surface water or sumps	9.4.2.6	Absent
Drums of hazardous substances or petroleum products (for example, five-gallon, 55-gallon or totes)	9.4.2.7	Absent
Hazardous substance and petroleum product containers (not necessarily in connection with identified uses)	9.4.2.8	Absent
Unidentified substance containers suspected of containing hazardous substances or petroleum products	9.4.2.9	Absent
Polychlorinated biphenyls (PCBs) Electrical equipment on-site (e.g., transformers, capacitors) Electrical equipment known or likely to contain PCBs Hydraulic equipment on-site (e.g., elevators, truck dock lifts) Hydraulic equipment known or likely to contain PCBs	9.4.2.10	Absent

<b>Table E: Summary of Site Reconnaissance Observations</b>		
<b>Issue</b>	<b>ASTM Section</b>	<b>Observation</b>
<b>Interior Issues</b>		
Heating/cooling systems	9.4.3.1	Absent
Stains or corrosion on interior floors, walls or ceilings (except for staining from water)	9.4.3.2	Absent
Floor drains and interior sumps	9.4.3.3	Absent
<b>Exterior Issues</b>		
Pits, ponds or lagoons on property or adjacent sites	9.4.4.1	Absent
Stained soil or pavement	9.4.4.2	Absent
Stressed vegetation (from other than insufficient water)	9.4.4.3	Absent
On-site solid waste disposal; areas apparently filled or graded by non-natural causes; or mounds or depressions suggesting solid waste disposal	9.4.4.4	Absent
Wastewater or other liquid (including storm water) or any discharge into a drain, ditch, underground injection system or stream on or adjacent to the property	9.4.4.5	Absent
Wells (including dry wells, irrigation wells, injection wells, abandoned wells, or other wells)	9.4.4.6	Absent
Septic systems or cesspools	9.4.4.7	<b>Potentially Present</b> (see Section 5.2.3)
<p>Notes:            Observations noted in this table and discussed further below are based on information obtained during the site visits and from a review of the sources summarized in Chapter 4.            See the ASTM Standard for a detailed description of the issues included in each referenced ASTM section.            Per the ASTM Standard, fluorescent light ballasts likely to contain PCBs do not need to be noted.</p>		

### 5.2.1 Hazardous Substances and Petroleum Products

From at least 1939 until the site was purchased by the current site owner in 1978, the site was used for agricultural purposes including as an apricot orchard. Pesticides may have been used during the period of agricultural use at the site. Surface soil sampling was conducted at the site to identify impacts from potential pesticide use at the site, as discussed in Section 6.

### 5.2.2 Aboveground Storage Tank

An abandoned aboveground storage tank is located on the eastern portion of the site. The metal tank is approximately 400 gallons in volume and appears to be a former hot water storage tank. Site personnel did not report knowing of the use or origin of the tank. No staining or indication of a release was observed in the vicinity of the tank. Shallow soil sampling was conducted in the immediate vicinity of the tank to identify any potential impacts from the tank, as discussed in Section 6. The abandoned tank is not considered to be a concern for the site.

### **5.2.3 Septic Tank**

Site personnel reported an underground wooden septic tank formerly used by the site may be located in the vicinity of the house. The exact location of the septic tank is not known. The wooden underground septic tank is not considered to be a concern for the site.

## 6 Soil Sampling and Analysis

Environ conducted surface soil sampling at the site on June 16, 2015. Figure 2 shows the locations of the soil samples and Tables 1 through 4 summarize the results of soil sample analyses.

### 6.1 Pre-Field Activities

Environ prepared a site-specific health and safety plan (HASP) and contracted with McCampbell Analytical Inc (MAI) to perform laboratory analytical services.

### 6.2 Collection of Soil Samples for Chemical Analysis

On June 16, 2015, soil samples were collected for chemical analyses at locations SB01 through SB08 (see Figure 2). At all locations a soil boring was advanced to a depth of approximately 6 inches bgs using a hand auger. Soil borings SB01, SB06, SB07, and SB08 were located in the open field to identify potential impacts from former agricultural operations at the site. Soil borings SB02, SB03, and SB04 were located in the vicinity of the residence and garage. Soil boring SB05 was located adjacent to the abandoned aboveground storage tank located on the eastern portion of the site. As discussed in Section 5.2.2, the tank was likely used as a hot water storage tank.

All soil samples were collected in laboratory-provided glass jars, labeled, placed in doubled zip-closure bags, and stored on ice in an insulated cooler. Samples were transported to McCampbell Analytical Inc. with chain-of-custody documentation for chemical analysis on a five-day turnaround. All soil samples were analyzed for CAM17 metals by Environmental Protection Agency (EPA) Method 6020, OCPs by EPA Method 8081A, and PCBs by EPA Method 8082. Sample SB05 was also analyzed for TPH (gasoline, diesel, motor oil ranges) by EPA Method 8015B.

### 6.3 Collection of Samples for Naturally Occurring Asbestos Analysis

Samples were also collected from gravel baserock at locations SB02, SB03, and SB04. The samples were placed in double zip-closure bags and transported to MAI with chain-of-custody documentation for chemical analysis on a standard 5-day turnaround where they were composited into one three-point composite sample and analyzed for naturally-occurring asbestos (NOA) by California Air Resources Board (CARB) Method 435.

### 6.4 Soil Analytical Results – Chemical Analyses

Sample analytical results for metals indicated that metal concentrations in all samples are below Cal-Modified or USEPA Regional Screening Levels (RSLs) for residential land use or, in the case of arsenic, consistent with typical naturally-occurring concentrations. Analytical results for metals are summarized in Table 1. The laboratory analytical report is provided in Appendix E.

Sample analytical results for OCPs indicated that low concentrations of pesticides are present at the site. Only the sample collected from SB04 reported a pesticide concentration above the residential RSL. The concentration of dichlorodiphenylethylene (p,p-DDE) at SB04 was 1.9 milligrams per kilogram (mg/kg), slightly above the residential RSL of 1.6 mg/kg. The low



concentration and localized presence of p,p-DDE at location SB04 is not considered a concern for the site. Concentrations of PCBs were not detected above laboratory screening levels. Analytical results for OCPs are summarized in Table 2. The laboratory analytical report is provided in Appendix E.

Concentrations of TPH as gasoline, diesel, and motor oil in sample SB05 were slightly above laboratory reporting limits but well below residential RSLs. Analytical results of TPH are summarized in Table 3. The laboratory analytical report is provided in Appendix E.

### **6.5 Soil Analytical Results – NOA Analyses**

One (1) three-point composite soil sample was collected and submitted for NOA analysis, as described in Section 6.3. The results of the analysis indicated asbestos was not detected in the composite sample. Analytical results for NOA are provided in Table 4. The laboratory analytical report is provided in Appendix E.

### **6.6 Geophysical Investigation and Potholing Activities**

A geophysical survey of the site was performed by JR Associates Inc. in June 2015. The purpose of the investigation was to look for geophysical indications of buried metal objects. The results of the survey indicated multiple locations across the site had subsurface metallic anomalies. On June 16, 2015 Robson Homes' contractor, Geo-Logic Associates, used an excavator to uncover the subsurface metallic anomalies. All anomalies were observed by Environ to be remnants of former fence posts and barb wire. Due to the benign nature of the uncovered fencing materials, Environ did not collect any soil samples associated with the metallic anomalies.

## 7 Findings, Opinion, and Conclusions

Environ has performed a Phase I Environmental Site Assessment in general conformance with the scope and limitations of ASTM Practice E1527-13, as well as a shallow soil investigation, at the property located at 1005 North Park Victoria Drive in Milpitas, California. Any exceptions to, or deletions from, this practice are described in Section 7.3.

### 7.1 Findings and Opinion

#### 7.1.1 Recognized Environmental Conditions

Environ did not identify any “recognized environmental condition[s]” (REC[s]), as defined by ASTM (see Chapter 2.0), in connection with unrestricted residential use of the property. No further investigation of the site is warranted at this time.

#### 7.1.2 Other Findings

Environ identified the following additional finding that is not considered RECs based on available information:

- **Former Agricultural Use.** Between at least 1939 and the purchase of the site by the current site owner in 1978, the site was used for agricultural purposes including as an apricot orchard. Pesticides may have been used during the period of agricultural use at the site. Shallow soil sampling was conducted by Environ at the site to identify impacts from potential pesticide use. All concentrations of pesticides and metals were less than residential RSLs with the exception of the sample from location SB04 that reported a concentration of the pesticide p,p-DDE slightly above the residential RSL. The low concentration and localized presence of p,p-DDE at location SB04 is not a concern for the site.

#### 7.1.3 *De Minimis* Conditions

*De minimis* conditions are those that do not represent a material risk of harm to public health or the environment and that generally would not be the subject of enforcement action if brought to the attention of appropriate governmental agencies. Environ did not identify any *de minimis* conditions during the course of this assessment.

### 7.2 Conclusions

Environ has performed this Phase I Environmental Site Assessment in general conformance with the scope and limitations of ASTM Practice E 1527-13, of the property located at 1005 North Park Victoria Drive in Milpitas, California. Any exceptions to, or deletions from, this practice are described in Section 7.3 of this report. This assessment has revealed evidence of no recognized environmental conditions at the site.

### 7.3 Analysis of Data Gaps

The ASTM Standard defines a data gap as “a lack of or inability to obtain information required by the practice despite good faith efforts by the environmental professional to gather such information.” A data gap is only significant if other information obtained during the ESA, or professional experience, raises reasonable concerns and affects the ability of the environmental

professional to identify whether a given issue is a REC. The ASTM Standard requires that the ESA report identify and comment on significant data gaps. Limiting conditions and deviations to the ASTM Standard for the assessment are discussed below.

- Due to the extended age of the site, it was not possible to interview representatives who have detailed knowledge of the agricultural operations at the site prior to 1978 when the site was purchased by the current owner.

None of the exceptions, deletions, deviations, or site reconnaissance limitations noted above are considered to represent significant data gaps.

## 8 References

### 8.1 Documents

- Civil Engineering Associates (CEA). 2015. *ALTA/ACSM Land Title Survey, 1005 N. Park Victoria, Milpitas, California*. July 22.
- EDR. 2015. *Aerial Photo Decade Package: Inquiry Number 4325114.12*. June 16.
- EDR. 2015. *City Directory, Abstract, Inquiry Number 4325114.5*. June 29.
- EDR. 2015. *Environmental Lien Search, Inquiry Number 4325114.7R*. June 19.
- EDR. 2015. *Historical Topographic Map Report, Inquiry Number 4325114.4*. June 15.
- EDR. 2015. *Radius Map, Inquiry Number: 04325114.2r*. June 15.
- EDR. 2015. *Sanborn® Map Report, Inquiry Number 4325114.3*. June 15.
- First American Title Company. 2015. *Property Report, 1005 North Park Victoria Drive, Milpitas, California*. May 27.
- Geo-Logic Associates. 2015. *Alquist Priolo Special Studies Zone Investigation, 1005 North Park Victoria Drive, Milpitas, California*. July 16.
- JR Associates. 2015. *Magnetic Investigation at 1005 North Park Victoria Drive, Milpitas, California*. June 11.

### 8.2 Interviews

- Ciema Salem. Site Personnel. 2015. Telephone interview. June 23.

## Tables

Table 1: Metals in Soil Samples  
 Results of Soil Sampling  
 1005 North Park Victoria, Milpitas, California

Sample ID	Sample Depth (feet bgs)	Sample Date	Antimony	Arsenic*	Barium	Beryllium	Cadmium	Chromium	Cobalt	Copper	Lead	Mercury	Molybdenum	Nickel	Selenium	Silver	Thallium	Vanadium	Zinc
SB01_0.5	0.5	6/16/2015	0.58	5.5	170	0.53	0.26	37	9.8	26	17	0.078	1.3	37	ND<0.50	ND<0.50	ND<0.50	45	59
SB02_0.5	0.5	6/16/2015	0.70	6.4	190	0.6	0.50	51	10	42	22	0.10	1.1	52	ND<0.50	ND<0.50	ND<0.50	51	87
SB03_0.5	0.5	6/16/2015	0.81	8.4	250	0.59	0.36	56	12	55	19	0.050	4.0	63	ND<0.50	ND<0.50	ND<0.50	63	77
SB04_0.5	0.5	6/16/2015	1.1	7.4	230	0.61	1.1	56	13	79	57	0.23	1.4	81	ND<0.50	ND<0.50	ND<0.50	58	130
SB05_0.5	0.5	6/16/2015	0.76	9.0	220	0.59	0.48	47	12	98	33	0.071	1.3	46	ND<0.50	ND<0.50	ND<0.50	58	69
SB06_0.5	0.5	6/16/2015	ND<0.50	5.5	150	ND<0.50	ND<0.25	33	11	27	13	ND<0.050	1.3	31	ND<0.50	ND<0.50	ND<0.50	44	37
SB07_0.5	0.5	6/16/2015	0.59	6.5	210	0.52	0.31	43	12	50	18	0.078	1.3	43	ND<0.50	ND<0.50	ND<0.50	56	50
SB08_0.5	0.5	6/16/2015	0.63	6.3	210	0.59	0.31	51	13	29	18	0.093	0.98	51	ND<0.50	ND<0.50	ND<0.50	58	55
<b>Industrial/Commercial RSL</b>			470	3.0	220,000	180 <sup>1</sup>	6.4 <sup>1</sup>	1,800,000 <sup>2</sup>	350	47,000	320 <sup>1</sup>	40	5,800	22,000	5,800	5,800	12	5,800	350,000
<b>Residential RSL</b>			31	0.67	15,000	15 <sup>1</sup>	4.6 <sup>1</sup>	120,000 <sup>2</sup>	23	3,100	80 <sup>1</sup>	9.4	390	1,500	390	390	0.78	390	23,000

Notes:

Detected compounds are shown in **bold**.

All data are reported in milligrams per kilogram (mg/kg), unless noted otherwise  
 \*Arsenic is naturally-occurring in soil at concentrations up to 20 mg/kg.

California Assessment Manual 17 (CAM17) metals analyzed by EPA Method 6020

<sup>1</sup> DTSC HHRA Note 3 value, July 14, 2014

<sup>2</sup> RSLs reported for chromium(III), insoluble salts

bgs = below ground surface

DTSC = Department of Toxic Substances Control

HHRA = Human Health Risk Assessment

ND = not detected at or above the laboratory reporting limit shown

RSL = regional screening level

Source : USEPA Screening Levels for Chemical Contaminants, January 2015 update. Regional Screening Level (RSL) Summary Table (TR=1E-6, HQ=1).

**Table 2: Organochlorine Pesticides Detected in Soil Samples**  
**Results of Soil Sampling**  
**1005 North Park Victoria, Milpitas, California**

Sample ID	Sample Depth (feet bgs)	Sample Date	Chlordane (technical)	a-Chlordane	g-Chlordane	p,p-DDD	p,p-DDE	p,p-DDT	Dieldrin
SB01_0.5	0.5	6/16/2015	ND<0.025	<b>0.0011</b>	ND<0.0010	<b>0.0027</b>	<b>0.16</b>	<b>0.0092</b>	ND<0.0010
SB02_0.5	0.5	6/16/2015	ND<1.2	ND<0.050	ND<0.050	<b>0.051</b>	<b>0.40</b>	<b>0.19</b>	ND<0.050
SB03_0.5	0.5	6/16/2015	ND<0.25	<b>0.0042</b>	<b>0.0019</b>	<b>0.0083</b>	<b>0.41</b>	<b>0.045</b>	ND<0.0010
SB04_0.5	0.5	6/16/2015	<b>0.58</b>	<b>0.072</b>	<b>0.063</b>	<b>0.16</b>	<b>1.9</b>	<b>1.4</b>	ND<0.020
SB05_0.5	0.5	6/16/2015	<b>0.69</b>	<b>0.097</b>	<b>0.064</b>	<b>0.031</b>	<b>1.2</b>	<b>0.25</b>	ND<0.010
SB06_0.5	0.5	6/16/2015	ND<0.025	ND<0.0010	ND<0.0010	<b>0.0025</b>	<b>0.12</b>	<b>0.0042</b>	ND<0.0010
SB07_0.5	0.5	6/16/2015	<b>0.052</b>	<b>0.011</b>	<b>0.0035</b>	<b>0.013</b>	<b>0.59</b>	<b>0.050</b>	<b>0.0015</b>
SB08_0.5	0.5	6/16/2015	ND<0.25	ND<0.010	ND<0.010	ND<0.010	<b>0.051</b>	ND<0.010	ND<0.010
<b>Industrial/Commercial RSL</b>			8.0	8.0	8.0	9.6	6.8	8.6	0.14
<b>Residential RSL</b>			1.8	1.8	1.8	2.2	1.6	1.9	0.033

*Notes:*

\*Analysis for PCBs reported no concentrations above analytical reporting limits.

Only compounds detected above the laboratory reporting limit are included in the table.

Detected compounds are shown in **bold**.

All data are reported in milligrams per kilogram (mg/kg).

Blue shading denotes detection above regulatory screening criteria or typical background concentration.

Organochlorine pesticides (OCPs) analyzed by EPA Method 8081A

Polychlorinated biphenyls (PCBs) analyzed by EPA Method 8082

bgs = below ground surface

DDD = dichlorodiphenyldichloroethane

DDE = dichlorodiphenylethylene

DDT = dichlorodiphenyltrichloroethane

EPA = Environmental Protection Agency

ND = not detected at or above the laboratory reporting limit shown

PCB = polychlorinated biphenyls

RSL = regional screening level

Source : USEPA Screening Levels for Chemical Contaminants, January 2015 update. Regional Screening Level (RSL) Summary Table (TR=1E-6, HQ=1).



**Table 3: Total Petroleum Hydrocarbons in Soil Samples  
Results of Soil Sampling  
1005 North Park Victoria, Milpitas, California**

Sample ID	Sample Depth (feet bgs)	Sample Date	TPH-G	TPH-D	TPH-MO
SB05_0.5	0.5	6/16/2015	<b>2.3</b>	<b>1.6</b>	<b>7.4</b>
<b>Commercial/Industrial RSL</b>			420	440	33,000
<b>Residential RSL</b>			82	96	2,500

*Notes:*

Detected compounds are shown in **bold**.

All data are reported in milligrams per kilogram (mg/kg).

Total Petroleum Hydrocarbons analyzed by EPA Method 8015B

bgs = below ground surface

EPA = Environmental Protection Agency

RSL = regional screening level

*Source* : USEPA Screening Levels for Chemical Contaminants, January 2015 update. Regional Screening Level (RSL) Summary Table (TR=1E-6, HQ=1).

ND = not detected at or above the laboratory reporting limit shown

TPH-G = Total Petroleum Hydrocarbons as Gasoline (C6-C12)

TPH-D = Total Petroleum Hydrocarbons as Diesel (C10-C23)

TPH-MO = Total Petroleum Hydrocarbons as Motor Oil (C18-C36)

**Table 4: Natural Occurring Asbestos in Soil Samples  
Results of Soil Sampling  
1005 North Park Victoria, Milpitas, California**

Location ID	Composite Sample ID	Sample Date	Percent Estimate in Matrix	Asbestos Type(s) Detected
SB02	SB020304_NOA	6/16/2015	ND	ND
SB03				
SB04				

*Notes:*

NOA analyzed by CARB Method 435

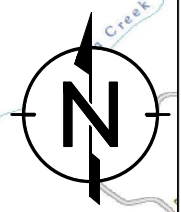
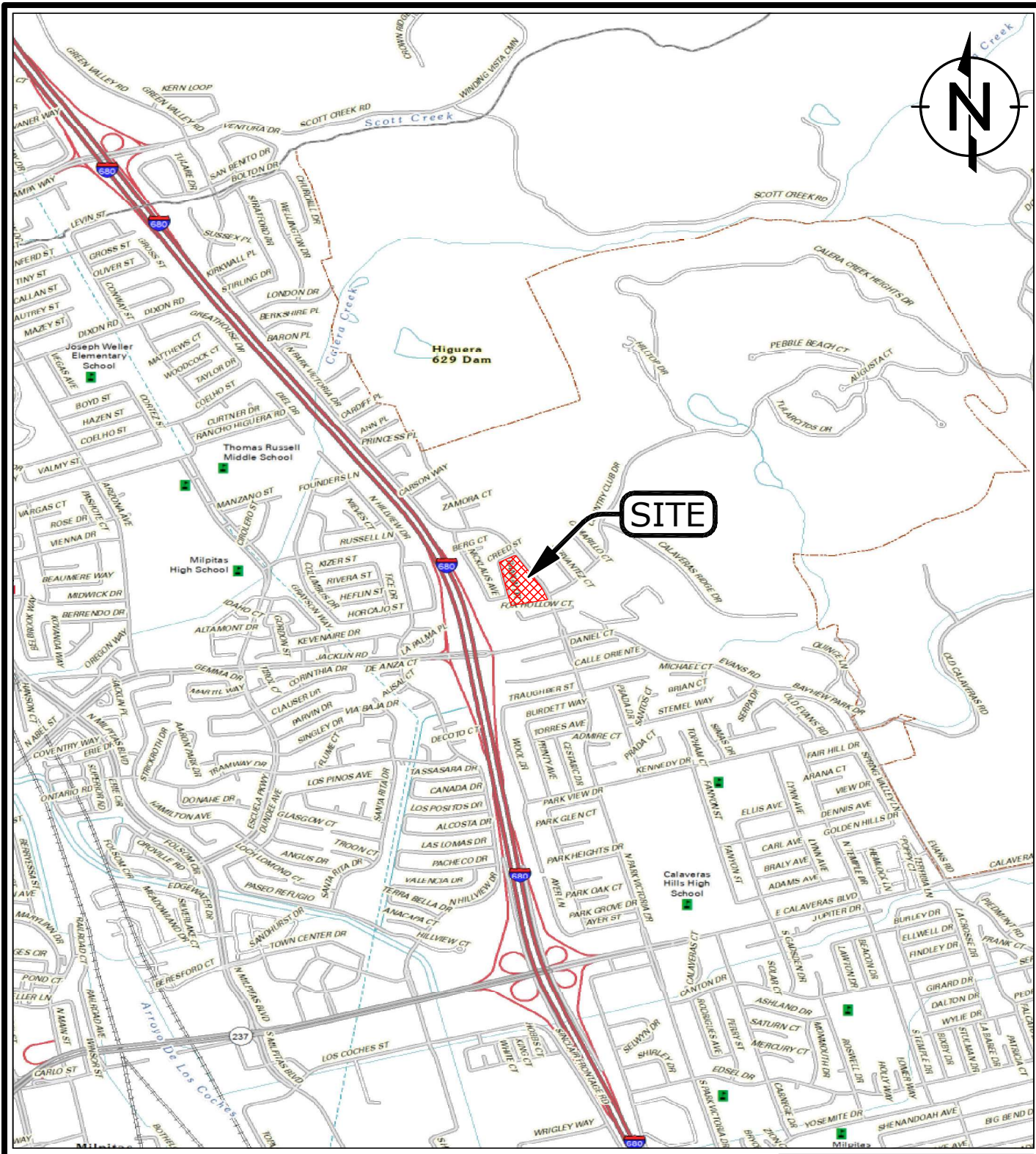
CARB 435 = California Air Resources Board Method 435; June 6, 1991.

ID = identification

ND = not detected

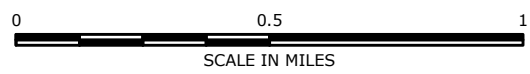
NOA = naturally occurring asbestos

## Figures



**LEGEND:**

PROPERTY BOUNDARY



**NOTES:**  
CONTOUR INTERVAL 20 FEET



**SOURCE:** USGS TNM - National Structures Dataset; USGS TNM - National Transportation Dataset; TomTom Commercial Roads; U.S. Census Bureau - TIGER/Line; USGS TNM - National Boundaries Dataset; USGS TNM - Geographic Names Information System; USGS TNM - National Hydrography Dataset



QUADRANGLE KEY MAP



**Site Layout**  
1005 North Park Victoria Drive  
Milpitas, California

**FIGURE**  
**1**

DRAFTED BY: RS



DATE: 6/29/2015

PROJECT: 03-21676DD

Q:\DRAWINGS\0321676dd\0321676dd-hocmap.mxd




**Legend**

-  Approximate Site Boundary
-  Soil Boring Locations



bing™ Service Layer Credits: © 2015 Microsoft Corporation

Q:\DRAWINGS\0321676dd\0321676dd-layout2.mxd

	<p><b>Site Layout</b> 1005 North Park Victoria Drive Milpitas, California</p>	<p><b>FIGURE</b> <b>2</b></p>
DRAFTED BY: RS	DATE: 6/29/2015	03-21676DD

**Appendix E**  
**JR Associates Magnetic Investigation Report**

**J R ASSOCIATES**

Engineering Geophysics  
1886 Emory Street  
San Jose, CA 95126  
(408) 293-7390

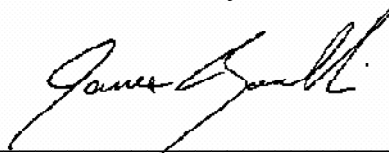
MAGNETIC INVESTIGATION AT  
1005 NORTH PARK VICTORIA DRIVE  
MILPITAS, CALIFORNIA

June 11, 2015

For

Robson Homes, LLC  
2185 The Alameda  
San Jose, California 95126

By

A handwritten signature in black ink, appearing to read "James Rezowalli", is written over a light gray rectangular background.

---

James Rezowalli, GP-921



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## LIST OF ILLUSTRATIONS

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Drawing 1 Vicinity Map

Drawing 2 Magnetic Contour Map

## I INTRODUCTION

This report presents the results of a geophysical investigation performed at 1005 North Victoria Drive in Milpitas, California. The investigation was performed for Robson Homes, LLC, by J R Associates. The purpose of the investigation was to look for geophysical indications of buried metal objects. James Rezowalli, Principal Geophysicist, and Brian Rezowalli, Technician, of J R Associates performed the field work in June of 2015.

### A. Site

The site is at the corner of North Park Victoria Drive and Creed Street in Milpitas, California (Drawing 1). The site is approximately 4.85 acres and consists of a large dirt lot with a small house in one corner. Fences surround two sides of the site and we saw an abandoned fuel storage tank filled with concrete laying on the ground surface under a tree. The purpose of our magnetic investigation was to look for geophysical indications of buried metal objects. Encountering buried objects like old tanks, buried trash, and old wells can hinder future redevelopment. Encountering unexpected buried objects can slow reconstruction and add to its cost.

## II METHODS

We performed a magnetic investigation at the property. A magnetic investigation maps the earth's vertical magnetic gradient. The magnetic gradient is uniform throughout a site free of metal. The magnetic gradient at a site that contains ferrous metal is not uniform. Metal objects produce magnetic anomalies with characteristic shapes and magnitudes. For example, an anomaly caused by a buried fuel storage tank is characterized by a strong magnetic low just south of the center of the tank and a weaker magnetic high just north of the tank. This type of anomaly is what we use to locate buried fuel storage tanks.

### A. Magnetic Instrumentation

We used a Geometrics model 858 cesium vapor magnetometer to collect magnetic data at the site. The magnetometer had two sensors and an electronics package. The magnetometer collected both total field data and vertical gradient data. The magnetometer can discriminate to 0.1 gammas in a total field of 40,000 to 60,000 gammas. Magnetic readings were stored in memory with the time of day, station numbers and line numbers of the readings.

### B. Magnetic Field Procedures

Magnetic data were collected at half second intervals along lines spaced 10 feet apart in the area investigated. At the end of the field day the magnetic data were downloaded and contoured. An anomaly is indicated by one or more concentric magnetic contours.

### III RESULTS

#### A. Magnetic Anomalies

Drawing 2 shows the contour map of the magnetic data. There were many magnetic anomalies at the site. Some were caused by surface metal. The surface metal included a cyclone fence, the house, and cars parked along Creed Street. We found 23 anomalies that needed further investigation. The 23 anomalies are marked on Drawing 2. We revisited the site and looked at each of the 23 anomalies. Table 1 lists the anomalies and what we found at each anomaly location.

Table 1. Magnetic anomalies, locations, and comments.

Number	X	Y	Flagged	Comment
1	-10	145		Metal bar on surface.
2	-11	9		Metal bar on surface.
3	-11	245	X	Small buried object, possibly concrete debris.
4	-20	93		Metal bar on surface.
5	-20	300	X	Unknown buried object.
6	-60	31	X	Small fill pile.
7	-80	231	X	Unknown buried object, possibly a metal bar.
8	-115	80	X	Unknown buried object.
9	-117	333		Concrete with metal on surface
10	-149	321	X	Small buried object.
11	-150	241		Pipe on surface.
12	-160	282	X	Small buried object.
13	-199	154	X	Very small buried object.
14	-203	270		Pipe on surface.

15	-253	252		Debris pile on surface.
16	-270	321		Nothing.
17	-380	155	X	Very small buried object.
18	-559	38	X	Debris pile.
19	-578	168	X	Small buried object.
20	-610	105		Concrete with metal on surface
21	-620	187		Concrete with metal on surface
22	-628	36		Sign
23	-639	72		Light

Of the 23 anomalies 12 turned out to be caused by surface metal. The surface metal consisted mostly of short sections of steel bar, metal reinforced concrete chunks, and short sections of pipe.

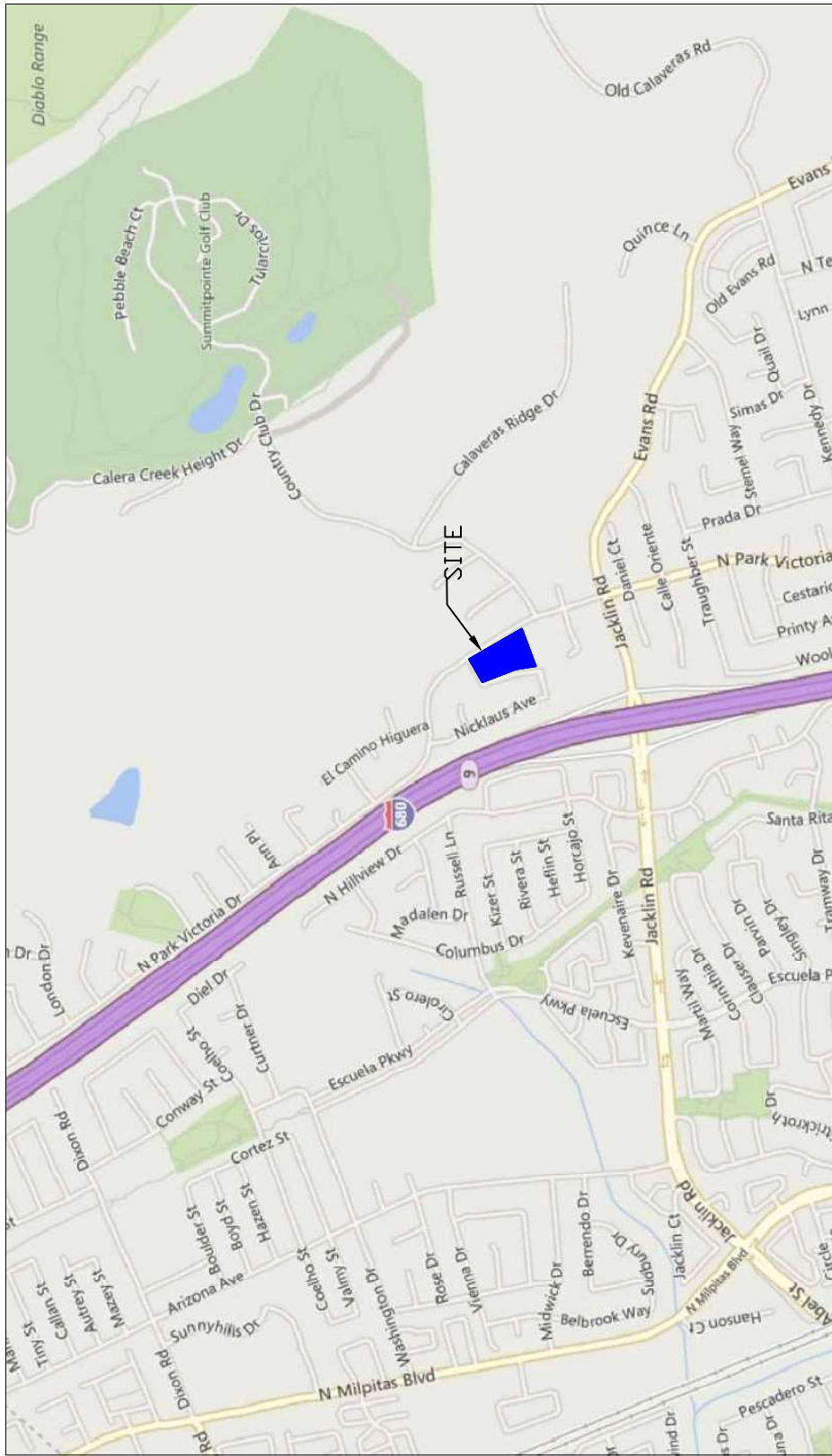
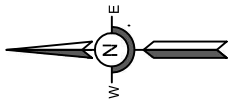
We flagged in the field eleven anomalies that appeared to be caused by buried metal. All the objects appeared to be buried within three feet of the ground surface. The size and magnitude of the eleven anomalies suggest they are probably caused by objects similar to what we found on the surface, i.e. pieces of metal, reinforced concrete, or sections of pipe. We recommend potholing the anomalies to determine their cause.

## B. Limitations

Magnetic methods locate ferrous objects from the anomalies they produce in the earth's magnetic field. It is possible some ferrous objects will not produce an anomaly. Some possible reasons are that the object is buried too deep, the object is too small, the object is buried under or near another metal object, or an object is buried near a utility. It is possible there are materials buried at the site that were not detected by the magnetometer. We recommend rerunning part of the magnetic survey after the building is removed.

## **IV DRAWINGS**





**Vicinity Map**  
1005 North Park Victoria  
Milpitas, California

SCALE: No Scale

DATE: 6-10-2015

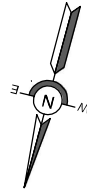
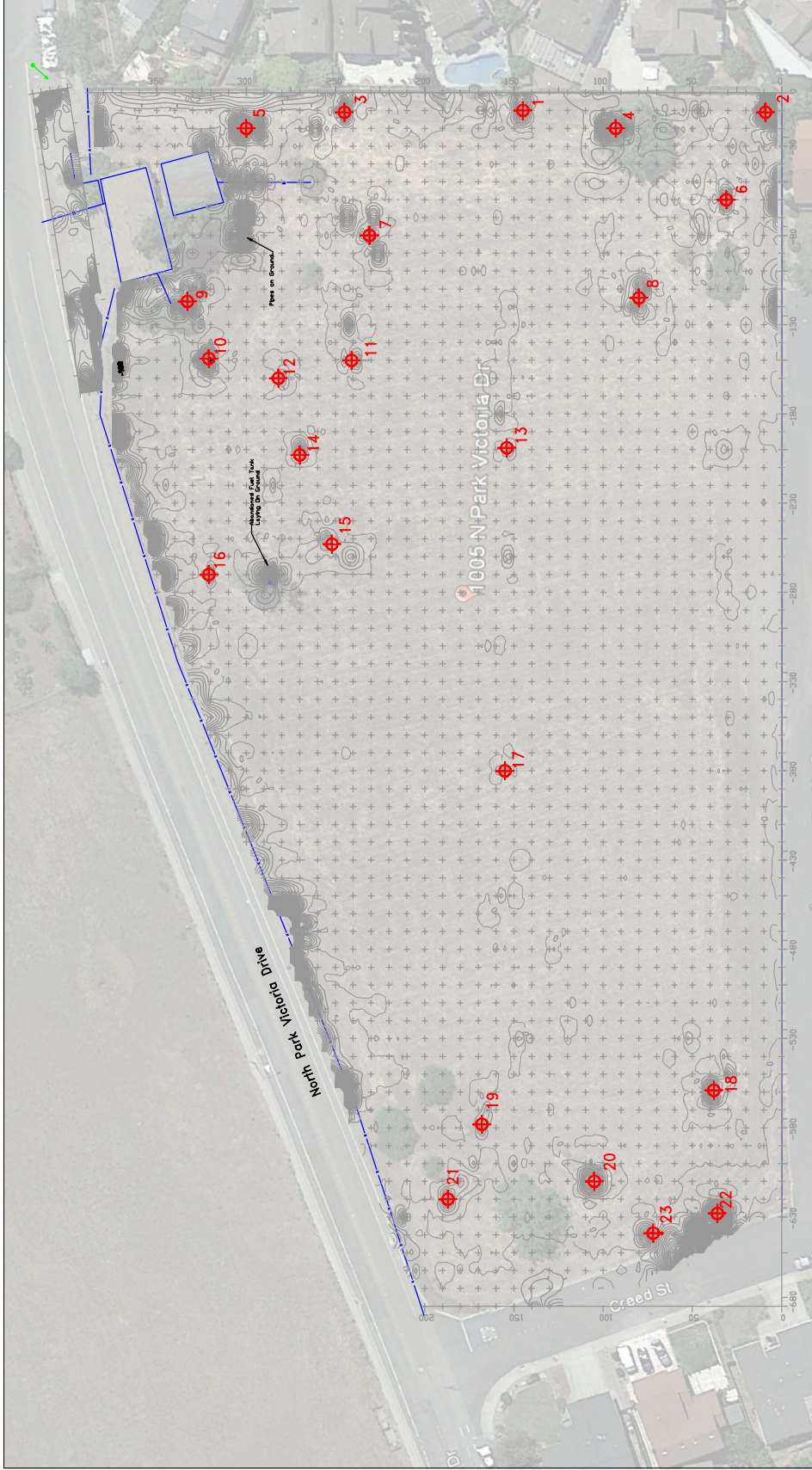
JOB NUMBER: 127-209-15

DRAWN BY: J.J.R.

REVISED:

**J R Associates** Civil and Environmental Geophysics  
1886 Emory Street, San Jose, CA (408) 293-7390

DRAWING NUMBER: 1



◆ Magnetic Anomaly

**Magnetic Contour Map**  
 1005 North Park Victoria  
 Milpitas, California

SCALE: 1" = 60'

DRAWN BY: J.J.R.

DATE: 6-10-2015

REVISED:

JOB NUMBER: 127-209-15

127-209-15

**JR Associates** Civil and Environmental Geophysics

1886 Emory Street, San Jose, CA (408) 293-7390

DRAWING NUMBER: 2

## **Appendix F**

### **Qualifications of Environmental Professionals**

# ANNE W GATES, PE

## Senior Manager

Anne Gates has been a licensed professional engineer in California since 1987, with over 25 years of experience in consulting engineering related to environmental investigations, feasibility study analyses, civil/environmental design and remediation construction. For both private- and public-sector clients, she provides overall technical management related to investigation and remediation of contaminated property. She has prepared feasibility studies, engineering evaluations/cost analysis (EE/CA) reports and remedial action plans (RAPs) to analyze and select alternatives for site remediation. The alternatives evaluated in these reports have included innovative technologies, risk management strategies and traditional remedies. For the past 10 years, Anne’s environmental engineering work has focused on remediation of sites for the purposes of redevelopment. These projects have included preparation of detailed cost estimates for the design, construction and monitoring of environmental remediation alternatives. She has also provided expert testimony on projects involving environmental investigation and remediation.

### EDUCATION

- 1988 **MS, Civil Engineering (Oceans and Hydraulics),**  
University of California at Berkeley
- 1984 **BS, Civil Engineering,** Stanford University

### LITIGATION EXPERIENCE

Ms. Gates experience has provided litigation support in cases involving the responsibility, extent and remediation costs of soil and ground water contamination, consistency of remedial investigations and remedial/removal actions with the NCP, and Superfund cost allocation. Representative project examples are as follows:

- Served as an expert witness (included deposition and trial testimony) for Valley Industrial Services in Ameripride Services, Inc. versus Valley Industrial Services, Inc., US District Court, Eastern District of California, 2011 to March 2012. The case involved an assessment of the source of impacts from a wastewater system operated by a former dry cleaner and industrial laundry.
- Served as an expert witness (included deposition and trial testimony) for Chevron USA in Panetta versus Chevron USA, Superior Court of California, San Joaquin County, 2010 to present. The case involves an assessment of the source of hydrocarbon impacts to property owned by the Panetta family.

### CONTACT INFORMATION

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+1 (510) 420 2524

Ramboll Environ  
2200 Powell Street  
Suite 700  
Emeryville, CA 94608  
United States of America



- Served as an expert witness (included deposition and pending trial testimony) for Chevron USA, in GCM Air Group versus Chevron USA, US District Court, Nevada, 2007 to present. The case involves an assessment of Chevron remediation activities at a site in Incline Village, Nevada.
- Served as an expert witness (included deposition and pending trial testimony) for Universal Paragon Corp. versus Ingersoll-Rand- US District Court, Northern District, 2006 to present. The case involves environmental remediation costs related to redevelopment of property in San Francisco, California.
- Served as an expert witness (included deposition and trial testimony) for Bay Street Partners versus Kemper Surplus Lines- US District Court, Northern District in 2004. The case involved environmental remediation and cost allocation related to redevelopment of property in Emeryville, California.
- Prepared and evaluated the potential cost differentials related to the presence of residual contamination associated with a condemnation valuation of a property acquired by the NAPA County Flood Control District.
- Provided litigation support regarding the extent and source of petroleum releases at a site adjacent to San Diego Bay.
- Provided litigation support regarding the extent and source of contamination and the allocation of remedial costs among various PRPs at a former foundry and wood-stove manufacturing site in Alameda County, California
- Prepared a cost allocation analysis for litigation involving remediation of hydrocarbons at the San Francisco airport.
- Prepared a cost analysis of various cleanup alternatives for cadmium contaminated ground water at a State NPL site in South Carolina.

## PROJECTS

### Bay Street, Emeryville

- Worked closely with a private developer, the City of Emeryville Redevelopment Agency and the California DTSC to negotiate closure and redevelopment of a 20-acre former industrial site contaminated with heavy metals, benzene and pesticides /PCBs.
- Closure of the site was contingent upon implementation of deed restrictions and a risk management plan and Anne worked closely with the relevant agencies and the private developer to finalize the risk management plan and obtain site closure.
- Implemented the risk management plan during site construction and development activities. Additional contamination was found during development and Anne worked closely with the developer and DTSC to ensure the additional contamination was remediated. She is currently working with the developer on several cost recovery actions with respect to the additional contamination that was identified during development.

### Bay Area Research and Extension Center (BAREC) in Santa Clara

- Assisting the State of California in investigating and remediating a former pesticide research and testing facility in Santa Clara, California. The 17-acre parcel is slated for redevelopment into single- and multi- family homes and a small park. Responsibilities include preparation of a Site Characterization Report and Remedial Action Workplan to obtain site closure from DTSC.

### Mission Bay in San Francisco

- Assisted with Catellus's redevelopment of the one of the largest "Brownfields" developments in Northern California.
- Analyzed different remediation scenarios for petroleum hydrocarbons in soil and ground water and the potential impact of these remedies on future development activities.
- In addition, provided technical assistance with respect to risk communication and environmental risk management procedures to be performed during site redevelopment and construction.

### San Quentin Prison

- Assisted the State of California in preparation of a study of alternatives for redevelopment of the roughly 200-acre San Quentin Prison. Responsible for identifying the redevelopment issues and costs related to potential releases of chemicals from current/former prison industries, the gas chamber and former waste disposal areas, assuming different land use scenarios.

**City of Emeryville, Emeryvillage Project**

- Successfully negotiated site closure with the California RWQCB for a former industrial site that was contaminated with petroleum hydrocarbons and VOCs in soil and ground water.
- Integral to negotiating this site closure was communication of potential environmental risks and risk management procedures to be followed during construction and redevelopment.

**Comprehensive Engineering Design Packages**

- Prepared comprehensive engineering design packages for implementation of selected remediation alternatives. The design packages typically include detailed plans and specifications; a cost estimate and schedule; a Basis of Design Report; Operation and Maintenance Plan; Waste Management Plan; System Monitoring and Sampling Plan; and Health and Safety Plan. She has prepared design packages which have involved the following:
  - Excavation and treatment of contaminated soil (hydrocarbons, solvents, PCBs, metals);
  - Ground-water pump and treat systems;
  - Dual phase extraction of ground-water and free-phase fuel hydrocarbons;
  - Vapor extraction for chlorinated VOCs and hydrocarbons; and
  - Landfill capping and containment systems.
- Examples of this experience include her work as project manager for closure of two solid waste landfills. Both projects involved preparation of an EE/CA to evaluate different closure alternatives, preparation of plans and specifications, and preparation of construction and environmental monitoring plans. Anne was instrumental in negotiating with EPA Region IX to accept closure of one of the landfills, which was located in a remote area using locally available materials. Although these materials did not directly meet the requirements of RCRA Subtitle D, Anne was able to demonstrate that they were adequate for protection of potentially-exposed populations and environmental receptors.

**Additional Representative Project Examples**

- Managed preparation of design plans and specifications for a vapor extraction system to remediate explosive levels of gasoline vapors and methane gas.
- Managed a remediation project for an active gas station and fuel oil recovery facility. Project involved implementation of a pilot-scale ground-water remediation system, site characterization sampling, collection of tidal monitoring data, aquifer-testing and use of ground-watering flow model to determine location and spacing of ground-water extraction wells and trenches to collect and extract floating hydrocarbons. Also evaluated different free phase hydrocarbon recovery system alternatives, developed plans and specifications for implementation of the selected remedial alternative, provided construction oversight during implementation, and provided operation, maintenance and performance monitoring of the final remedial alternative.
- Managed a remediation project for cleanup of diesel and fuel oil from a former power plant. Project involved site characterization sampling, collection of tidal monitoring data, aquifer-testing and use of a ground-watering flow model to determine location and spacing of ground-water extraction wells and trenches to collect and extract floating hydrocarbons. Also evaluated different free phase hydrocarbon recovery system alternatives, developed plans and specifications for implementation of the selected remedial alternative, provided construction oversight during implementation, and provided operation, maintenance and performance monitoring of the final remedial alternative.
- Managed an investigation and remediation of PCE-, TCE- and vinyl chloride-containing vapors at a laundry facility and adjacent elementary school. Project involved: investigating the extent of the vapor plume in soil gas and ambient air; performing a risk assessment and fate and transport

modeling to determine whether adjacent school children were at risk; performing fate and transport modeling to determine whether potential marine ecological receptors were potentially impacted; performing a vapor extraction pilot-test to analyze remedial alternatives; evaluating removal action alternatives for cost, effectiveness and implementability; preparing plans and specifications for design of a horizontal and vertical vapor extraction system with a catalytic oxidation treatment system; and construction, operation and maintenance of the selected removal action alternative.

- Assisted with design, implementation and construction oversight of a remediation system for hydrocarbon contaminated soil at a former military base in Alaska. Project involved installation and operation of a soil vapor extraction system.
- Managed the design/analysis of an electrokinetic remediation system for cleanup of a former battery acid pit contaminated with lead. Project involved analysis of site-specific data to determine the applicability of the technology for the site and detailed comparisons of other technologies in terms of cost, effectiveness and implementability.
- Managed the preparation of a Removal Action Site Evaluation Report, Engineering Evaluation/Cost Analysis and engineering design package for closure of a landfill. Project involved collection/analysis of additional site data, evaluation of different landfill capping alternatives performance of a streamlined risk assessment and development of a ground-water monitoring plan. Project also involved assessing engineering risks with future development of the closed landfill. Successfully negotiated with USEPA to obtain an exemption from RCRA Subtitle D landfill closure requirements because it was demonstrated that the selected alternative was effective in minimizing risks associated with the former landfill.
- Managed preparation of an Engineering Evaluation/Cost Analysis and plans and specifications for closure of an oily waste pit. Project included analysis and design of alternatives for remediating oily contaminated soil and design of a protective cap to prevent the migration of gases to the ground surface.
- Provided litigation support in cases involving the responsibility, extent and remediation costs of soil and ground water contamination, consistency of remedial investigations and remedial/removal actions with the NCP, and Superfund cost allocation.
  - Provided litigation support regarding the extent and source of petroleum releases at a site adjacent to San Diego Bay.
  - Provided litigation support regarding the extent and source of contamination and the allocation of remedial costs among various PRPs at a former foundry and wood-stove manufacturing site in Alameda County, California
  - Prepared a cost allocation analysis for litigation involving remediation of hydrocarbons at the San Francisco airport.
  - Prepared a cost analysis of various cleanup alternatives for cadmium contaminated ground water at a State NPL site in South Carolina.

**Other Environmental Projects**

- Assisted with preparation and development of a ground-water monitoring plan for a hazardous waste landfill. Assisted with vadose zone and ground-water modeling to simulate leaks from waste management units (WMUs) and for determination of the location and spacing of ground-water monitoring wells. Designed a vadose zone monitoring system using an additional model to simulate releases of moisture from a newly constructed WMU due to consolidation of the WMUs clay liner. The project also included design and installation of the vadose zone and ground-water monitoring system and additional ground-water modeling studies to determine if a deep (>800 feet) water supply well had a hydraulic effect on the shallow ground-water monitoring well system.
- Assisted in investigation and characterization of solid waste management units and report preparation as part of a RCRA Facility Investigation.



- Prepared a solid waste management permit application for nonhazardous waste disposal units at a waste disposal facility.
- Assisted in chemical characterization of waste disposed in landfill for modeling air emission rates from active hazardous waste landfill. Results of model were basis for air permit application for hazardous waste landfill.
- Performed environmental assessments of several solid waste/sanitary landfills in Michigan, Indiana, Oklahoma for possible conversion to hazardous waste facilities. Project involved assessing engineering feasibility for landfill unit conversion and expansion, review of historical regulatory compliance, and potential for release of contaminants from landfill wastes.
- Performed environmental compliance audits, due diligence reviews and site assessments of more than 50 facilities to identify environmental liabilities associated with federal, state and local regulations (e.g., CERCLA, RCRA, wastewater, Federal Safe Drinking Water Act, air emissions, underground storage tanks, California's Proposition 65, and other hazardous waste regulations, asbestos). The types of facilities included motor and pump repair facilities in Ohio, West Virginia, Florida, Alabama, California, and Mexico; computer and electronics-related manufacturing facilities in California, chemical processing facilities in Michigan and California; wood treatment facilities in Wisconsin; hazardous and nonhazardous waste treatment, storage, and disposal facilities in Indiana, Alabama, Louisiana, Arizona, and California; a garment manufacturing facility in Texas; a newspaper printing facility in California; a metal tubing manufacturer in Canada; pump manufacturing facilities in the United Kingdom, Germany, and Nebraska; and an industrial port facility in California.
- Assisted with design, implementation and construction oversight of a remediation system for hydrocarbon contaminated soil and ground water from an oil recovery facility in Louisiana. Project involved excavation of a former hydrocarbon waste pit and installation of ground water "pump and treat" remediation system. "Pump and treat" remediation system design involved application of a ground water flow model to determine and locate extraction wells.
- Assisted with implementation of the Superfund selected remedial alternative for a former asbestos mine in California. Project involved preparation of preliminary design documents for sediment retention ponds and diversion channels which included review and application of hydrogeologic and sediment transport flow models.
- Developed and prepared a ground-water monitoring plan for cleanup of hydrocarbon contaminated ground water via an extraction trench for an auto manufacturing facility.
- Assisted with preparation of a Remedial Investigation/Feasibility Study (RI/FS) of chlorinated-solvent contamination from an electronics manufacturer. Project responsibilities involved application of a ground-water model to determine contaminant transport between two aquifers.
- Managed preparation of NPDES storm water permit applications for discharges from construction sites, hazardous waste storage facilities, and fuel recovery facilities in California, Hawaii and Louisiana.
- Directed study to determine compliance with California's Proposition No. 65 for numerous food manufacturing plants. Project involved use of USEPA air emissions models to estimate potential air exposure to contaminants and development of a vadose model to estimate concentrations of ground-water contaminants.
- Managed closure and removal of several petroleum-containing USTs in California and New York. Projects involved oversight of tank removals, soil sampling, installation of ground-water monitoring wells, coordination with regulatory agencies and preparation of site investigation and closure reports.
- Managed closure of a microchip and metal plating facility. Project involved coordination and oversight of a subcontractor to remove and decontaminate all equipment, sampling to verify if residual contamination remained, preparation of a closure plan and final closure report, and coordination with regulatory agencies.

### PREVIOUS EXPERIENCE

#### **Manager of Remediation and Design Engineering, Ogden Environmental Energy Services**

Managed numerous hazardous waste and petroleum hydrocarbon investigation and remediation projects in California, Alaska, Hawaii and Guam. Provided technical management for environmental engineering and remedial design projects on a \$210 million dollar CLEAN Contract with the US Navy in Hawaii.

#### **Associate Engineer, McGill-Martin-Self**

Designed and managed land development projects. Performed hydraulic and hydrogeologic analysis of floods, landslides, and land development projects. Designed and implemented grading, drainage, and erosion control plans for various engineering projects. Conducted numerous investigations on the causes and remediation measures for seepage in hillsides and various types of engineering excavations. Audited and assessed residential developments for compliance with building codes and other regulations.

### CREDENTIALS

Registered Professional Engineer, State of California, 1988

Registered Professional Engineer, State of Hawaii, 1992

Registered Professional Engineer, State of Alaska, 1997

Registered Professional Engineer, State of Washington, 1997

Member, American Society of Civil Engineer

### PUBLICATIONS

1990

#### **Comparison of Modeled to Estimated Emissions Rates at Active Hazardous Waste Landfill.**

Presented at the Air and Waste Management Association, annual conference

Authors: Gates, A.W., Suder, D. Suder and C. Schmidt

1993

#### **Estimation of Hydraulic Conductivity for a Tidally-influenced Unconfined Aquifer**

Presented at 1993 Joint CSCE-ASCE National Conference of Environmental Engineering, July 1993

Authors: Gates, A.W. and J. Colter



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## **APPENDIX D**

# **NOISE MEASUREMENT FIELDWORK SHEETS**

## Noise Measurement Survey – 24 HR

Project Number: MLP1901

Project Name: Milpitas N Park Victoria

Test Personnel: J.T. Stephens

Equipment: Spark 706RC 18904

Site Number: LT-1 Date: 4/24/2019

Time: From 10:00 AM To 10:00 AM

Site Location: Intersection of Ranking and Blalock at front yard of 1073 Blalock

Primary Noise Sources: Traffic on the I-680 Freeway, North Park Victoria and birds

Location Photo:





# Noise Measurement Survey – 24 HR

Project Number: MLP1901

Test Personnel: J.T. Stephens

Project Name: Milpitas N Park Victoria

Equipment: Spark 706RC 18903

Site Number: LT-2 Date: 4/24/2019

Time: From 10:00 AM To 10:00 AM

Site Location: Next to abandoned house on southeast corner of project site

Primary Noise Sources: Traffic on North Park Victoria

Location Photo:



# Noise Measurement Survey

Project Number: MLP1901

Test Personnel: JT Stephens

Project Name: 1005 N. Park Victoria

Equipment: Larson Davis LXT

Site Number: ST-1 Date: 4/25/2019

Time: From 8:41 AM To 8:46 AM

Site Location: Northeast corner of project site near the intersection of Creed and North Park Victoria

Primary Noise Sources: Traffic on North Park Victoria

Comments: \_\_\_\_\_

File:	154
$L_{eq}$	62.0
$L_{max}$	76.1
$L_{min}$	45.7
$L_{50}$	53.9
$L_{99}$	47.9

Atmospheric Conditions	
Average Wind Velocity (mph)	0.4 – 0.7
Maximum Wind Velocity (mph)	0.6 – 2.6
Temperature (F)	78
Relative Humidity (%)	59

Location Photo:





# Noise Measurement Survey

Project Number: MLP1901  
Project Name: 1005 N. Park Victoria

Test Personnel: JT Stephens  
Equipment: Larson Davis LXT

Site Number: ST-2 Date: 4/25/2019

Time: From 9:12 AM To 9:28 AM

Site Location: Across from 1049 Rankin Drive along western property line of project site

Primary Noise Sources: Traffic on I-680 and North Park Victoria  
Comments: \_\_\_\_\_

File:	155
$L_{eq}$	52.3
$L_{max}$	67.5
$L_{min}$	44.6
$L_{50}$	49.5
$L_{99}$	47.6

Location Photo:





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## **APPENDIX E**

### **FHWA NOISE MODEL PRINTOUTS**

TABLE Existing-01  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019  
ROADWAY SEGMENT: Creed Street west of N. Park Victoria Drive  
NOTES: Milpitas N. Victoria - Existing

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 250      SPEED (MPH): 25      GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
	---	-----
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 44.30

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE Existing-02  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019  
ROADWAY SEGMENT: N. Park Victoria north of Creed Street  
NOTES: Milpitas N. Victoria - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 2630      SPEED (MPH): 35      GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	
DAY	NIGHT
---	-----
AUTOS	
88.08	9.34
M-TRUCKS	
1.65	0.19
H-TRUCKS	
0.66	0.08

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
-----	-----	-----	-----
0.0	0.0	0.0	87.7

TABLE Existing-03  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019  
ROADWAY SEGMENT: N. Park Victoria Creed Street to Country Club Drive  
NOTES: Milpitas N. Victoria - Existing

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 2850      SPEED (MPH): 35      GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
	---	-----
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.30

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
-----	-----	-----	-----
0.0	0.0	0.0	92.5

TABLE Existing-04  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019  
ROADWAY SEGMENT: N. Park Victoria Country Club Drive to Jacklin Road  
NOTES: Milpitas N. Victoria - Existing

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4180      SPEED (MPH): 35      GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	
DAY	NIGHT
---	-----
AUTOS	
88.08	9.34
M-TRUCKS	
1.65	0.19
H-TRUCKS	
0.66	0.08

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
-----	-----	-----	-----
0.0	0.0	55.6	119.3

---



TABLE Existing-05  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019  
ROADWAY SEGMENT: N. Park Victoria south of Jacklin Road  
NOTES: Milpitas N. Victoria - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7120      SPEED (MPH): 35      GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	
DAY	NIGHT
---	-----
AUTOS	
88.08	9.34
M-TRUCKS	
1.65	0.19
H-TRUCKS	
0.66	0.08

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.69

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
-----	-----	-----	-----
0.0	0.0	79.8	170.3

TABLE Existing-06  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019  
ROADWAY SEGMENT: Jacklin Road east of N. Park Victoria  
NOTES: Milpitas N. Victoria - Existing

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6890      SPEED (MPH): 35      GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
	---	-----
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
-----	-----	-----	-----
0.0	0.0	80.7	167.7

TABLE Existing-07  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019  
ROADWAY SEGMENT: Jacklin Road west of N. Park Victoria  
NOTES: Milpitas N. Victoria - Existing

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 14270      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES	
	DAY	NIGHT
	---	-----
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.79

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
-----	-----	-----	-----
0.0	62.9	127.4	270.7

---

TABLE Existing with Project-01  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019

ROADWAY SEGMENT: Creed Street west of N. Park Victoria Drive

NOTES: Milpitas N. Victoria - Existing with Project

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 620      SPEED (MPH): 25      GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	NIGHT -----
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 48.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn -----	65 Ldn -----	60 Ldn -----	55 Ldn -----
0.0	0.0	0.0	0.0

TABLE Existing with Project-02  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019  
ROADWAY SEGMENT: N. Park Victoria north of Creed Street  
NOTES: Milpitas N. Victoria - Existing with Project

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 2648      SPEED (MPH): 35      GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
	---	-----
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.98

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
-----	-----	-----	-----
0.0	0.0	0.0	88.1

TABLE Existing with Project-03  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019

ROADWAY SEGMENT: N. Park Victoria Creed Street to Country Club Drive

NOTES: Milpitas N. Victoria - Existing with Project

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 3188      SPEED (MPH): 35      GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	NIGHT -----
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.78

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn -----	65 Ldn -----	60 Ldn -----	55 Ldn -----
0.0	0.0	0.0	99.7

TABLE Existing with Project-04  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019  
ROADWAY SEGMENT: N. Park Victoria Country Club Drive to Jacklin Road  
NOTES: Milpitas N. Victoria - Existing with Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4512      SPEED (MPH): 35      GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	
DAY	NIGHT
---	-----
AUTOS	
88.08	9.34
M-TRUCKS	
1.65	0.19
H-TRUCKS	
0.66	0.08

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.29

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
-----	-----	-----	-----
0.0	0.0	58.5	125.5



TABLE Existing with Project-05  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019  
ROADWAY SEGMENT: N. Park Victoria south of Jacklin Road  
NOTES: Milpitas N. Victoria - Existing with Project

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7230      SPEED (MPH): 35      GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
	---	-----
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
-----	-----	-----	-----
0.0	0.0	80.6	172.0

TABLE Existing with Project-06  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019  
ROADWAY SEGMENT: Jacklin Road east of N. Park Victoria  
NOTES: Milpitas N. Victoria - Existing with Project

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6920      SPEED (MPH): 35      GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	
DAY	NIGHT
---	-----
AUTOS	
88.08	9.34
M-TRUCKS	
1.65	0.19
H-TRUCKS	
0.66	0.08

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.65

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
-----	-----	-----	-----
0.0	0.0	80.9	168.2

---

TABLE Existing with Project-07  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019  
ROADWAY SEGMENT: Jacklin Road west of N. Park Victoria  
NOTES: Milpitas N. Victoria - Existing with Project

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 14480      SPEED (MPH): 35      GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	NIGHT -----
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn -----	65 Ldn -----	60 Ldn -----	55 Ldn -----
0.0	63.4	128.6	273.3

TABLE Cumulative w/o Project-01  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019

ROADWAY SEGMENT: Creed Street west of N. Park Victoria Drive

NOTES: Milpitas N. Victoria - Cumulative w/o Project

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 260      SPEED (MPH): 25      GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	NIGHT -----
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 44.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn -----	65 Ldn -----	60 Ldn -----	55 Ldn -----
0.0	0.0	0.0	0.0

TABLE Cumulative w/o Project-02  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019  
ROADWAY SEGMENT: N. Park Victoria north of Creed Street  
NOTES: Milpitas N. Victoria - Cumulative w/o Project

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 2750      SPEED (MPH): 35      GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
	---	-----
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
-----	-----	-----	-----
0.0	0.0	0.0	90.4

---

TABLE Cumulative w/o Project-03  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019  
ROADWAY SEGMENT: N. Park Victoria Creed Street to Country Club Drive  
NOTES: Milpitas N. Victoria - Cumulative w/o Project

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 2990      SPEED (MPH): 35      GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	NIGHT -----
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn -----	65 Ldn -----	60 Ldn -----	55 Ldn -----
0.0	0.0	0.0	95.5

---

TABLE Cumulative w/o Project-04  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019

ROADWAY SEGMENT: N. Park Victoria Country Club Drive to Jacklin Road

NOTES: Milpitas N. Victoria - Cumulative w/o Project

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4390      SPEED (MPH): 35      GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
	---	-----
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
-----	-----	-----	-----
0.0	0.0	57.5	123.3



TABLE Cumulative w/o Project-05  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019  
ROADWAY SEGMENT: N. Park Victoria south of Jacklin Road  
NOTES: Milpitas N. Victoria - Cumulative w/o Project

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7470      SPEED (MPH): 35      GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	
DAY	NIGHT
---	-----
AUTOS	
88.08	9.34
M-TRUCKS	
1.65	0.19
H-TRUCKS	
0.66	0.08

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.90

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
-----	-----	-----	-----
0.0	0.0	82.3	175.8

---

TABLE Cumulative w/o Project-06  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019  
ROADWAY SEGMENT: Jacklin Road east of N. Park Victoria  
NOTES: Milpitas N. Victoria - Cumulative w/o Project

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7240      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES	
	DAY	NIGHT
	---	-----
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
-----	-----	-----	-----
0.0	0.0	83.2	173.2

---

TABLE Cumulative w/o Project-07  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019  
ROADWAY SEGMENT: Jacklin Road west of N. Park Victoria  
NOTES: Milpitas N. Victoria - Cumulative w/o Project

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 14980      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES	
	DAY	NIGHT
	---	-----
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.00

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
-----	-----	-----	-----
0.0	64.6	131.5	279.5

---

TABLE Cumulative with Project-01  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019

ROADWAY SEGMENT: Creed Street west of N. Park Victoria Drive

NOTES: Milpitas N. Victoria - Cumulative with Project

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 630      SPEED (MPH): 25      GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	NIGHT -----
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 48.31

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn -----	65 Ldn -----	60 Ldn -----	55 Ldn -----
0.0	0.0	0.0	0.0

TABLE Cumulative with Project-02  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019  
ROADWAY SEGMENT: N. Park Victoria north of Creed Street  
NOTES: Milpitas N. Victoria - Cumulative with Project

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 2780      SPEED (MPH): 35      GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	NIGHT -----
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.19

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn -----	65 Ldn -----	60 Ldn -----	55 Ldn -----
0.0	0.0	0.0	91.0

---

TABLE Cumulative with Project-03  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019  
ROADWAY SEGMENT: N. Park Victoria Creed Street to Country Club Drive  
NOTES: Milpitas N. Victoria - Cumulative with Project

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 3340      SPEED (MPH): 35      GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	
DAY	NIGHT
---	-----
AUTOS	
88.08	9.34
M-TRUCKS	
1.65	0.19
H-TRUCKS	
0.66	0.08

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
-----	-----	-----	-----
0.0	0.0	0.0	102.8

---

TABLE Cumulative with Project-04  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019

ROADWAY SEGMENT: N. Park Victoria Country Club Drive to Jacklin Road

NOTES: Milpitas N. Victoria - Cumulative with Project

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4740      SPEED (MPH): 35      GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
	---	-----
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.51

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
-----	-----	-----	-----
0.0	0.0	60.5	129.7



TABLE Cumulative with Project-05  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019  
ROADWAY SEGMENT: N. Park Victoria south of Jacklin Road  
NOTES: Milpitas N. Victoria - Cumulative with Project

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7580      SPEED (MPH): 35      GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
	---	-----
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
-----	-----	-----	-----
0.0	0.0	83.1	177.5

TABLE Cumulative with Project-06  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019  
ROADWAY SEGMENT: Jacklin Road east of N. Park Victoria  
NOTES: Milpitas N. Victoria - Cumulative with Project

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7270      SPEED (MPH): 35      GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	
DAY	NIGHT
---	-----
AUTOS	
88.08	9.34
M-TRUCKS	
1.65	0.19
H-TRUCKS	
0.66	0.08

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.86

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
-----	-----	-----	-----
0.0	0.0	83.4	173.7

---

TABLE Cumulative with Project-07  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 06/10/2019  
ROADWAY SEGMENT: Jacklin Road west of N. Park Victoria  
NOTES: Milpitas N. Victoria - Cumulative with Project

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 15190      SPEED (MPH): 35      GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
	---	-----
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
-----	-----	-----	-----
0.0	65.2	132.7	282.1



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## **APPENDIX F**

# **INTERIOR NOISE CALCULATION**

**INTERIOR NOISE REDUCTIONS**

Project Name: Milpitas Victoria

Job Number: MLP1901

Floor Plan: 1

Analyst: J.T. Stephens

Room: Bedroom

**(1) Transmission Loss Calculations (Exterior Wall)**

Exterior Wall Assembly	Source	Wall Area	STC	Transmission Loss (dB) by Frequency (Hz)						Fractional Area S/(10^(TL/10))						
				125	250	500	1000	2000	4000	125	250	500	1000	2000	4000	dB
Stucco	David Harris p. 371	82.5	46	27	42	44	46	49	54	0.1646	0.0052	0.0033	0.0021	0.0010	0.0003	
	ABC	30.0	27	17	20	23	31	31	29	0.5986	0.3000	0.1504	0.0238	0.0238	0.0378	
Windows/Doors		0.0	0	0	0	0	0	0	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
		0.0	0	0	0	0	0	0	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
		0.0	0	0	0	0	0	0	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Totals		112.5								0.0068	0.0027	0.0014	0.0002	0.0002	0.0003	
Composite Exterior Wall Sound Transmission Loss 10*LOG(1/t)										21.69	25.67	28.65	36.38	36.56	34.70	33.38

**(2) Room Effects (Absorption)**

Room Surface/ Material	Source	Area	NRC	Absorption Coefficients by Frequency (Hz)						Absorption (Sabins)						
				125	250	500	1000	2000	4000	125	250	500	1000	2000	4000	
Floor - Carpet	David Harris p. 347	187.5	0.30	0.15	0.17	0.12	0.32	0.52	0.30	28.13	31.88	22.50	60.00	97.50	56.25	
Floor - Vinyl	David Harris p. 347	0.0	0.05	0.02	0.03	0.05	0.03	0.03	0.02	0.00	0.00	0.00	0.00	0.00	0.00	
Ceiling - Drywall	David Harris p. 348	187.5	0.50	0.10	0.08	0.05	0.03	0.03	0.03	18.75	15.00	9.38	5.63	5.63	5.63	
Walls - Drywall	David Harris p. 348	495.0	0.50	0.10	0.08	0.05	0.03	0.03	0.03	49.50	39.60	24.75	14.85	14.85	14.85	
Totals		870								96.375	86.475	56.625	80.475	117.975	76.725	110.23
Room Effect	10*log (Room Absorption in Sabins)/(Exterior Wall Area)									-0.67	-1.14	-2.98	-1.45	0.21	-1.66	-0.09

**(3) Adjustment Factor**

Sound Source Adjustment Factor	-6.00	-6.00	-6.00	-6.00	-6.00	-6.00	-6.00
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**(4) Calculated Interior Noise Reduction (dBA)**

	125	250	500	1000	2000	4000	dBA
(Transmission Loss + Room Effects + Adjustment Factor)	15.01	18.52	19.67	28.92	30.76	27.04	
Octave Band Frequency Correction Factors for A-Weighted Sound Levels	16.10	8.60	3.20	0.00	-1.20	-1.00	
A-Weighted Sound Levels	31.11	27.12	22.87	28.92	29.56	26.04	
Noise Reduction (dBA)	30.99	27.00	22.74	28.80	29.44	25.92	<b>28.2</b>



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## **APPENDIX G**

# **TRAFFIC OPERATIONS REPORT**



## **Memorandum**

Date: June 4, 2019  
To: Mr. Steve Chan, T.E., City of Milpitas  
From: Brett Walinski, T.E.  
Subject: Traffic Operations Report for 1005 North Park Victoria Drive Single Family Residences

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Hexagon Transportation Consultants, Inc. has completed this traffic operations report for the proposed residential development located at 1005 North Park Victoria Drive in Milpitas, California. The subject site is currently occupied by a vacant single-family residence. The project proposes a community of 37 single-family detached units.<sup>1</sup> Access to the project site would be provided via two proposed driveways on the west side of the development, on Rankin Drive, which is connected to North Park Victoria Drive via Creed Street. The site location is shown on Figure 1.

## **Scope of Study**

This study includes an analysis of weekday AM and PM peak hour traffic conditions at three intersections and two site driveways. The analysis was conducted in accordance with the standards and methodologies prescribed by the City of Milpitas. The study intersections are identified below and shown on Figure 2.

- North Park Victoria Drive and Jacklin Road
- North Park Victoria Drive and Country Club Drive (unsignalized)
- North Park Victoria Drive and Creed Street (unsignalized)
- Rankin Drive and North Site Driveway
- Rankin Drive and South Site Driveway

The impacts of the project were evaluated during the weekday AM and PM peak hours. The AM peak hour of traffic is typically between 7:00 AM and 9:00 AM and the PM peak hour is typically between 4:00 PM and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average weekday. Traffic conditions were evaluated for the following scenarios:

- Scenario 1: *Existing Conditions.* Existing conditions are represented by existing peak hour traffic volumes on the existing roadway network. Existing traffic volumes were obtained from recent traffic counts conducted in April 2019 (see appendix).
- Scenario 2: *Existing Plus Project Conditions.* Project-generated traffic volumes were added to existing traffic volumes to estimate existing plus project traffic volumes. Existing plus project conditions were evaluated relative to existing conditions in order to determine potential project impacts.
- Scenario 3: *Cumulative Conditions.* Cumulative conditions (without the project) were estimated by applying growth factors derived from the City of Milpitas Travel Demand Forecast Model. No improvements to the study intersections were assumed under this scenario.
- Scenario 4: *Cumulative Plus Project Conditions.* Project trips from the site were added to Cumulative traffic volumes to estimate Cumulative Plus Project conditions. Cumulative Plus Project conditions were evaluated relative to Cumulative conditions (without the project) in order to determine potential project impacts.

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<sup>1</sup> After this analysis was completed, the project size was reduced to 36 residential units. Thus, the analysis presented in this document represents a slightly conservative estimate of project traffic conditions.

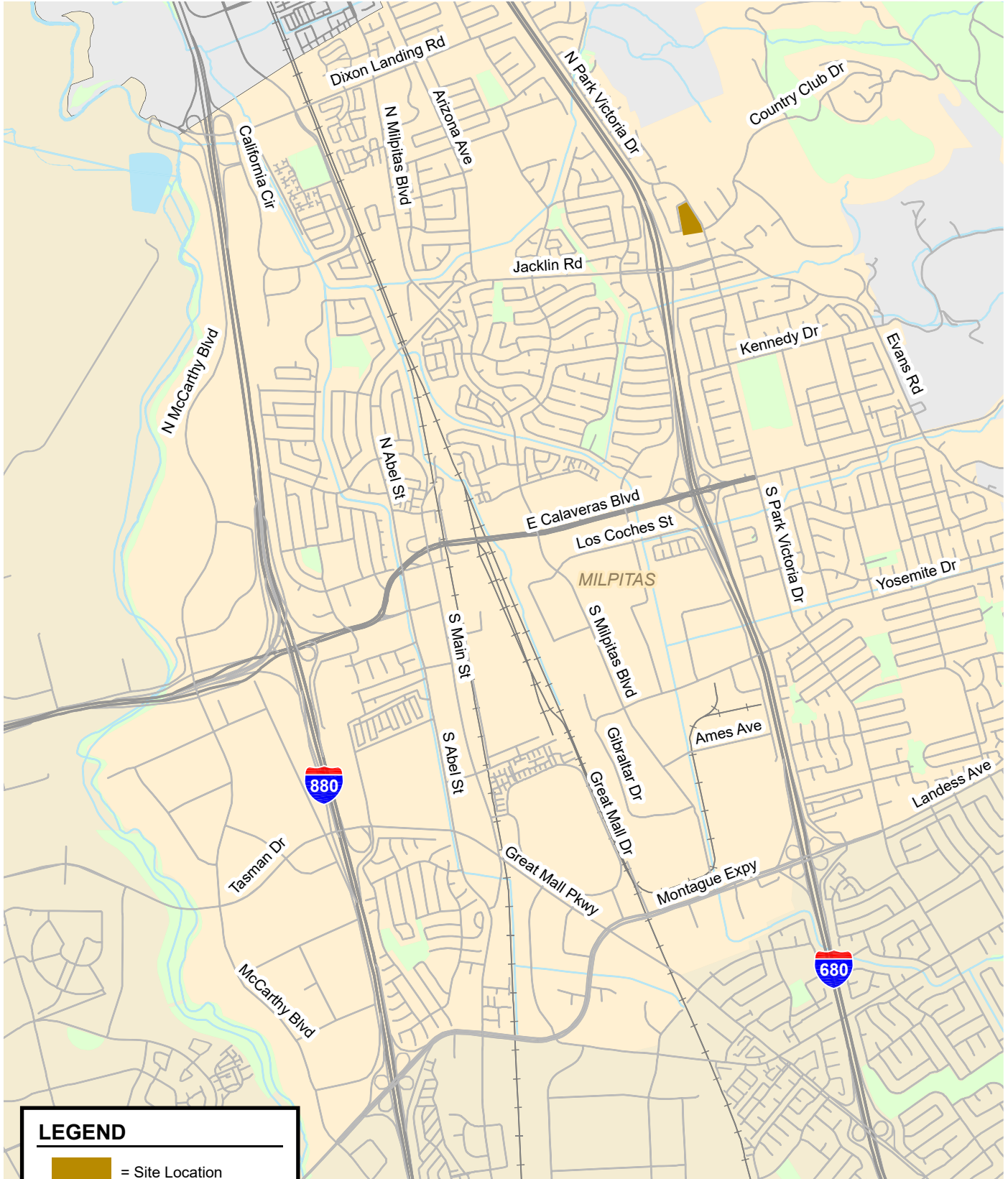
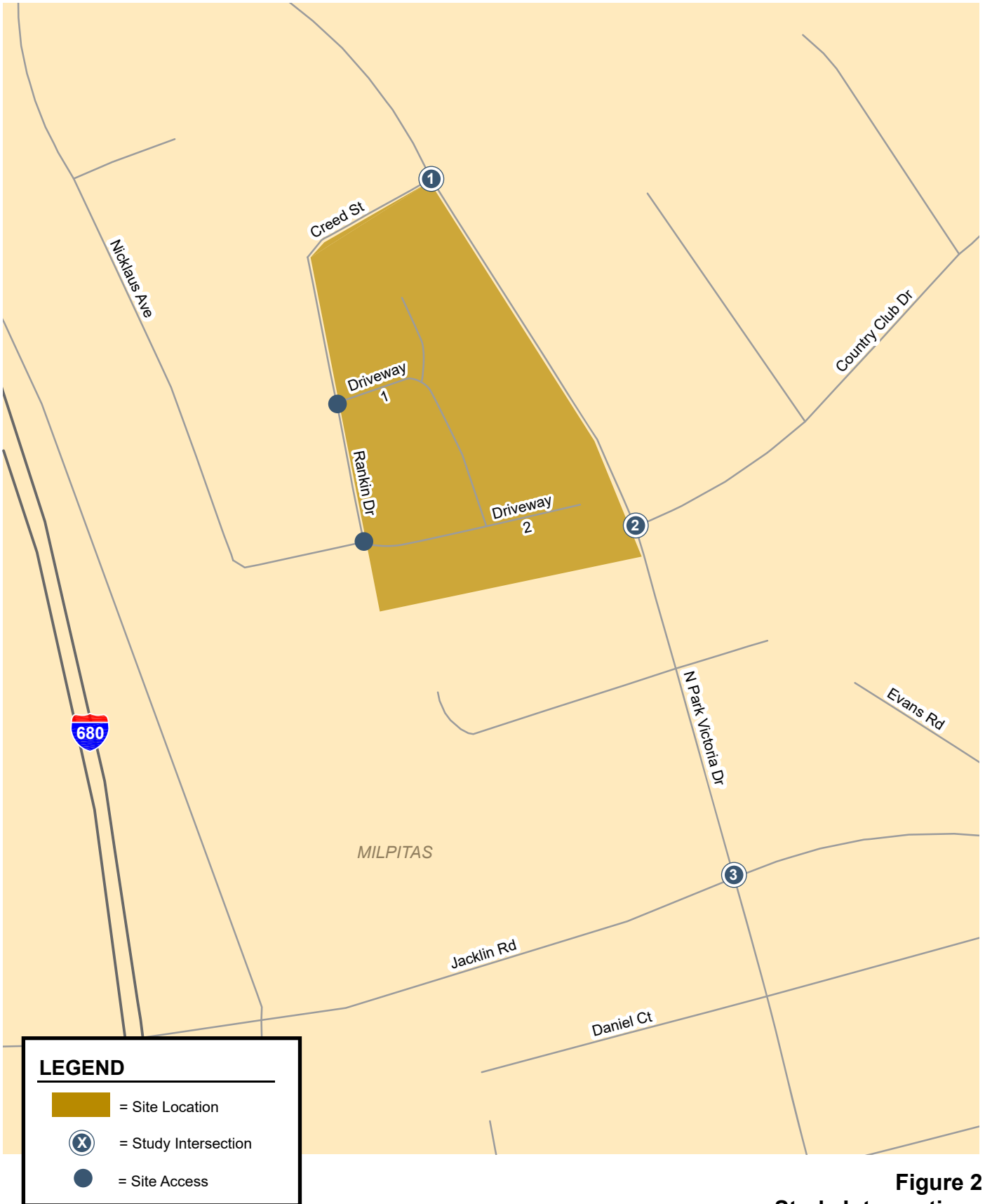


Figure 1  
Site Location



**Figure 2**  
**Study Intersections**



A background conditions scenario was not included in this analysis because there are no approved but not yet constructed developments that would add traffic to the study intersections. In addition, a Congestion Management Program (CMP) analysis was not required because the project is estimated to generate fewer than 100 peak-hour trips. Intersection operations were evaluated using TRAFFIX, based on the Highway Capacity (HCM) level of service methodology for signalized and unsignalized intersections during peak hours. This report also includes an evaluation of project site access and circulation.

## Existing Transportation Setting

Regional access to the project site is provided via Interstate 680 (I-680). Local access to the site is provided via Jacklin Road, North Park Victoria Drive, Creed Street, and Rankin Drive. These roadways are described below.

**I-680** is a north-south freeway which extends from I-280 in San Jose in the south and ends at I-80 near Green Valley in the north. Within the project vicinity, I-680 primarily has three northbound lanes and three southbound mixed flow lanes as well as an HOV lane in the southbound direction. The closest access to the project site is provided by the interchange at Jacklin Road.

**Jacklin Road** is a four lane, east-west, arterial street that extends from Milpitas Boulevard in the west to North Park Victoria Drive in the east. At its west end, Jacklin Road becomes north Abel Street west of North Milpitas Boulevard and curves south to intersect with East Calaveras Boulevard. East of North Park Victoria Drive, Jacklin Road becomes two-lane Evans Road and continues south to the foothills on the east side of Milpitas. Jacklin Road provides direct access to I-680 south of the project site via North Park Victoria Drive. It has a two-way left turn lane in the project vicinity, between I-680 and North Park Victoria Drive.

**North Park Victoria Drive** is generally a two-lane, north-south, collector street that begins just south of Scott Creek Road in the north and terminates at East Calaveras Boulevard in the south.

**Creed Street** is an east-west residential street extending from North Park Victoria Drive at the east end to Rankin Drive at the west end. On-street parking is permitted on Creed Street.

**Rankin Drive** is a north-south residential street extending from Creed Street at the north end to Nicklaus Avenue at the south end. On-street parking is permitted on Rankin Drive. It would provide direct site access via two driveways.

Existing bicycle access to the project vicinity is provided primarily via a network of nearby Class II bike lanes and Class III bike routes which are shared with vehicular traffic. There are existing Class II bike lanes on Jacklin Road except a section between I-680 and North Park Victoria Drive, which is a bicycle route. North Park Victoria Drive has Class II bike lanes from the city border with Fremont, along the eastern border of the site, to Jacklin Road, south of which North Park Victoria Drive serves as a Class III bicycle route.

In the future, the *City of Milpitas General Plan* shows future upgraded Class II bike lanes on existing bike lane gaps on Jacklin Road (between the southbound I-680 on/off ramps and North Park Victoria Drive) and on North Park Victoria Drive south of Jacklin Road. Country Club Drive is planned to serve as a Class III bicycle route.

Sidewalks are generally found along all previously-described roadways in the study area and along the streets near the site, with a few exceptions. There are no sidewalks along the project frontages on North Park Victoria Drive, Creed Street, or Rankin Drive. There are also no sidewalks on the south side of Country Club Drive. All nearby signalized study intersections provide crosswalks.



Existing transit service in the project vicinity is provided by the Valley Transportation Authority (VTA). The nearest bus route is Line 46. Line 46 connects the Great Mall Transit Center with Milpitas High School via Great Mall Parkway, Montague Expressway/Landess Avenue, Park Victoria Drive, and Jacklin Road. In addition, Line 46 provides connections to the VTA light rail service at the Great Mall Transit Center. The bus operates between 6:00 AM and 7:00 PM on weekdays, with 30-minute headways in the AM and PM peak periods. The closest bus stops are located on North Park Victoria Drive south of Jacklin Road, approximately 1,000 feet south of the project site.

An extension of BART from South Fremont to North San Jose/Berryessa is currently under construction along the existing Union Pacific rail line. A new Milpitas station, tentatively scheduled to open in late 2019, will be located approximately 3.5 miles from the project site at the Montague Expressway/Great Mall Parkway intersection.

### **Existing Traffic Observations**

Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection level of service, and (2) to identify any locations where the level of service calculation does not accurately reflect level of service in the field. The field observations revealed that the level of service analysis generally reflects actual existing traffic conditions. Notable observations are summarized below.

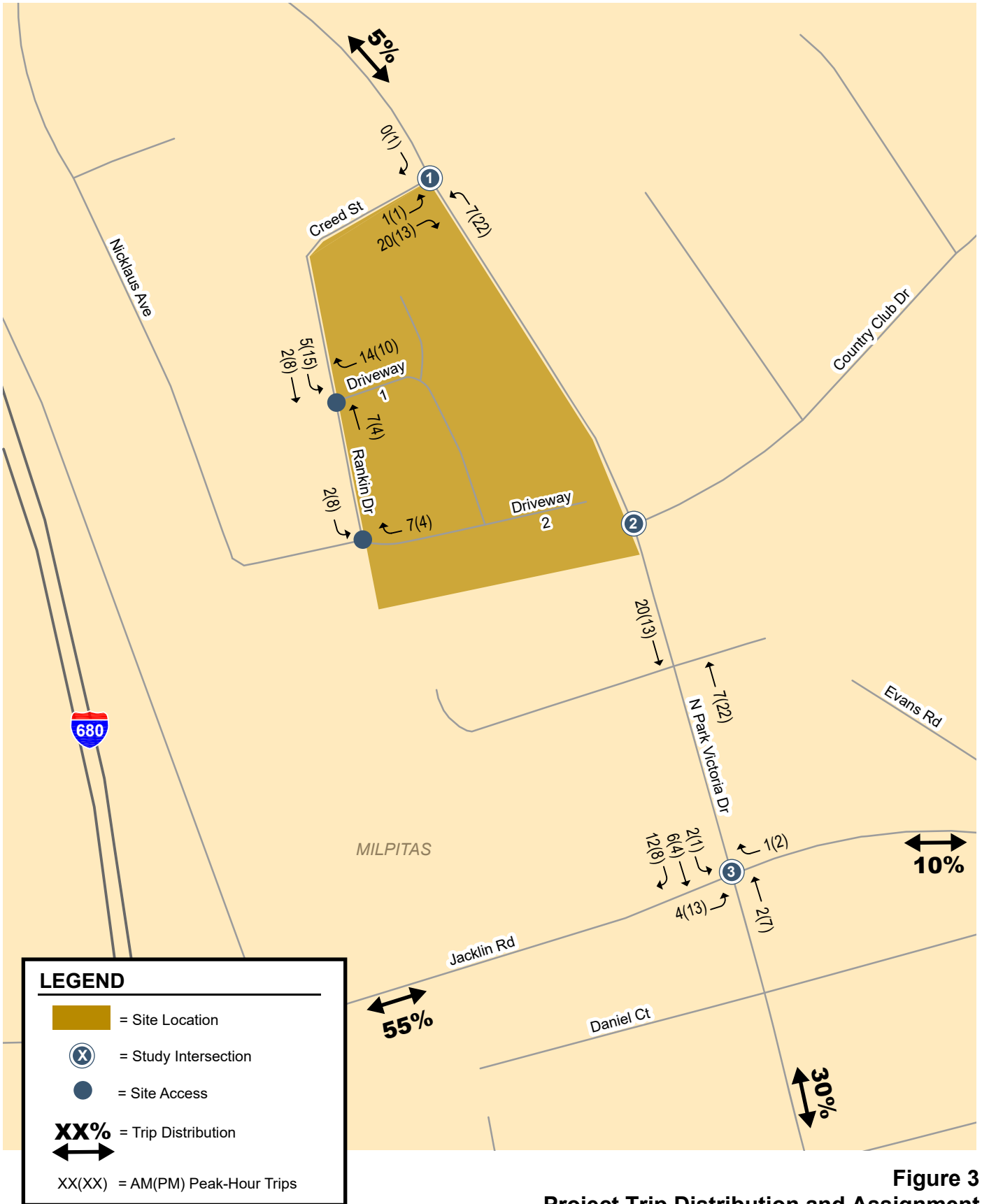
**North Park Victoria Drive and Jacklin Road.** During the AM peak hour, the northbound left turn queue on North Park Victoria Drive onto westbound Jacklin Road frequently spills out of the turn pocket and into the adjacent northbound through lane. This was also observed to occur during the PM peak hour, though less frequently. It should be noted that the project is not expected to add any traffic to this movement.

### **Project Traffic Estimates**

The magnitude of traffic produced by a new development, and the locations where that traffic would appear, are typically estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site was estimated for the weekday AM and PM peak hours. As part of the project trip distribution step, an estimate was made of the directions to and from which the project trips would travel. In the project trip assignment step, the project trips were assigned to specific streets and intersections in the study area. These procedures are described further in the following sections.

Through empirical research, data have been collected that correlate common land uses to their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. Project trip generation was estimated by applying to the size and uses of the development the appropriate trip generation rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation, 10th Edition*. Based on ITE's trip generation rates for single family detached housing (ITE code 210), the project would generate 349 daily vehicle trips, with 28 trips occurring during the AM peak hour and 37 trips occurring during the PM peak hour. Because the existing single family home has been vacant for a long period of time and the site does not currently generate any traffic, no trip credit was applied (see also Table 1).

The trip distribution pattern for the proposed use was estimated based on neighboring land uses and local traffic patterns in consultation with City staff. Trips were assigned to the roadway network in accordance with the trip distribution. The trip distribution and project trip assignment are shown on Figure 3.



**Figure 3**  
Project Trip Distribution and Assignment





**Table 1  
 Project Trip Generation Estimates**

Land Use	Size	Daily Rate	Daily Trips	AM Peak Hour				PM Peak Hour			
				Rate	Total Trips	In	Out	Rate	Total Trips	In	Out
Detached Single Family Units <sup>1</sup>	37 units	9.44	349	0.74	28	7	21	0.99	37	23	14

<sup>1</sup> Rates based on ITE Trip Generation, 10th Edition for Single Family Detached Housing (ITE 210).

### Traffic Volumes and Roadway Network

Traffic volumes for existing conditions were determined from existing traffic counts conducted in April 2019. Existing volumes are shown on Figure 4. Existing plus project traffic conditions are represented by existing traffic volumes plus project trips on the existing roadway network. Existing plus Project volumes are shown on Figure 5. The count data are included in Appendix A.

Cumulative (no project) traffic volumes were estimated based on forecasts from the City of Milpitas Travel Demand Forecast Model. From the forecasts an annual growth rate was established and applied to existing volume five years into the future. Traffic volumes for Cumulative plus Project conditions are represented by adding to the cumulative no project volumes the traffic generated by the project. Cumulative and Cumulative plus Project traffic volumes are shown on Figures 6 and 7, respectively.

Under cumulative and cumulative plus project conditions, the roadway network was assumed unchanged from existing conditions.

### Intersection Level of Service Methodology

Traffic conditions at the signalized and unsignalized study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The City of Milpitas utilizes TRAFFIX software and the Highway Capacity Manual (HCM) methodology to evaluate intersection operations. The HCM methodology evaluates intersection operations on the basis of average delay time for all vehicles at the intersection. For side-street-stop-controlled (SSSC) intersections, HCM also provides the level of service and delay for operations on the worst approach. The delay can then be correlated to a level of service.

### Signalized Intersection Significant Impact Criteria

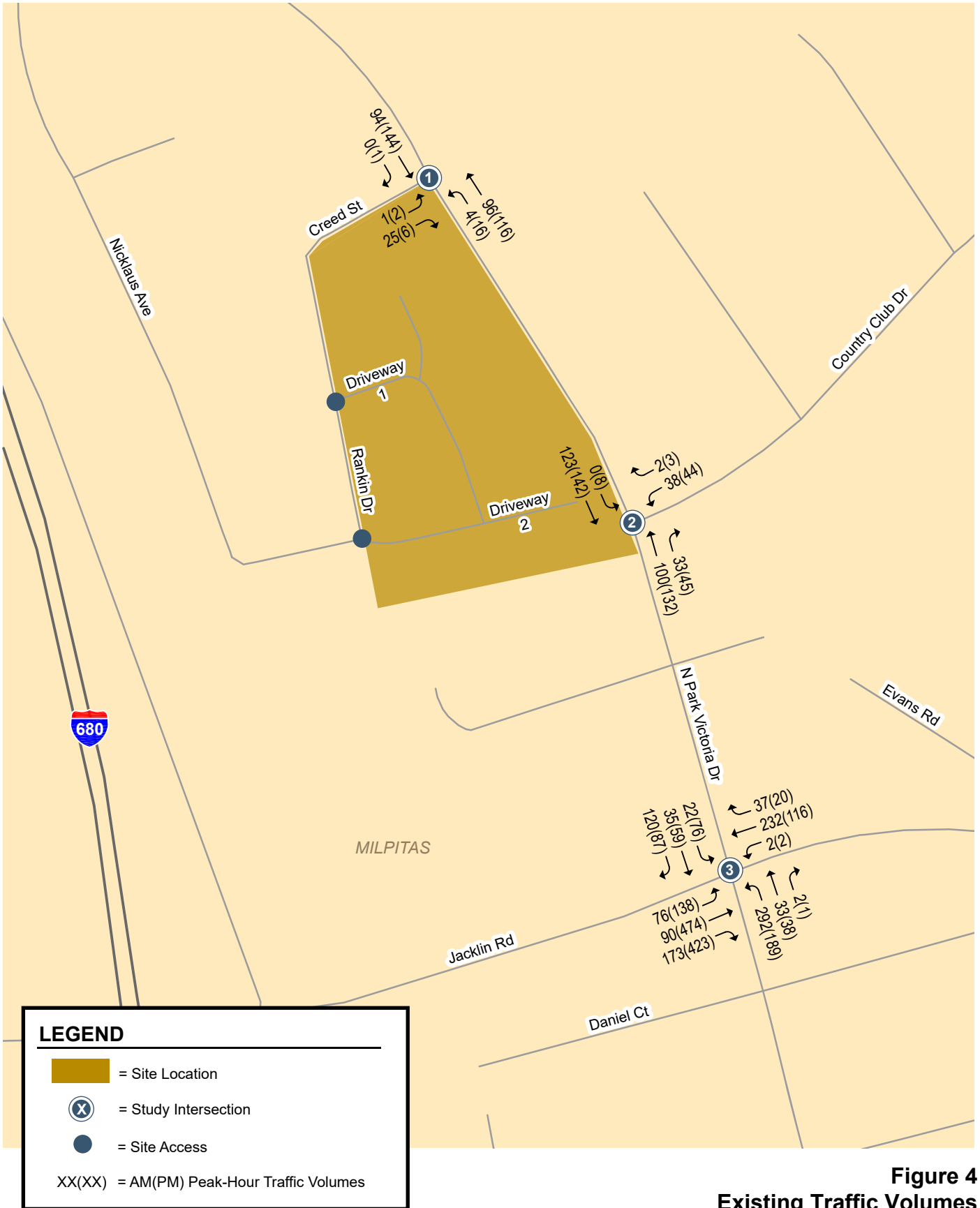
At signalized intersections in Milpitas, the minimum acceptable level of service is LOS D. According to the City of Milpitas, project impacts at signalized intersections occur when:

1. The level of service at an intersection drops below its LOS standard when project traffic is added; or
2. An intersection that is operating worse than its level of service standard under no project conditions has an increase in critical delay of four or more seconds AND the demand-to-capacity ratio (V/C) is increased by more than 0.01 when project traffic is added.

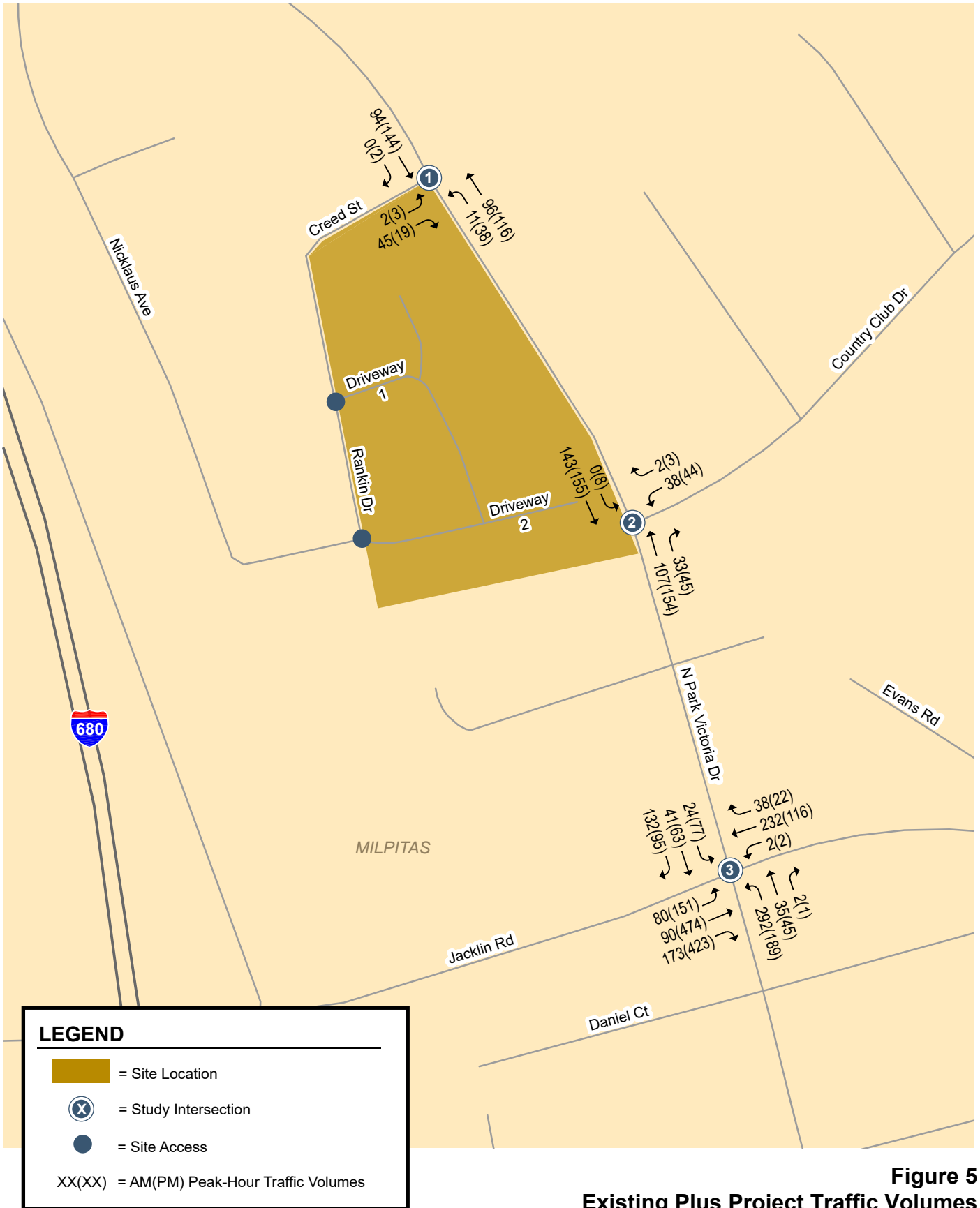
The exception to this threshold is when the addition of project traffic reduces the amount of average delay for critical movements (i.e. the change in average delay for critical movements is negative). In that case, the threshold is when the project increases the critical V/C value by 0.01 or more.

A significant impact at a signalized intersection is said to be satisfactorily mitigated when measures are implemented that would restore intersection levels of service to an acceptable LOS or restore the intersection to operating levels that are better than no project conditions.

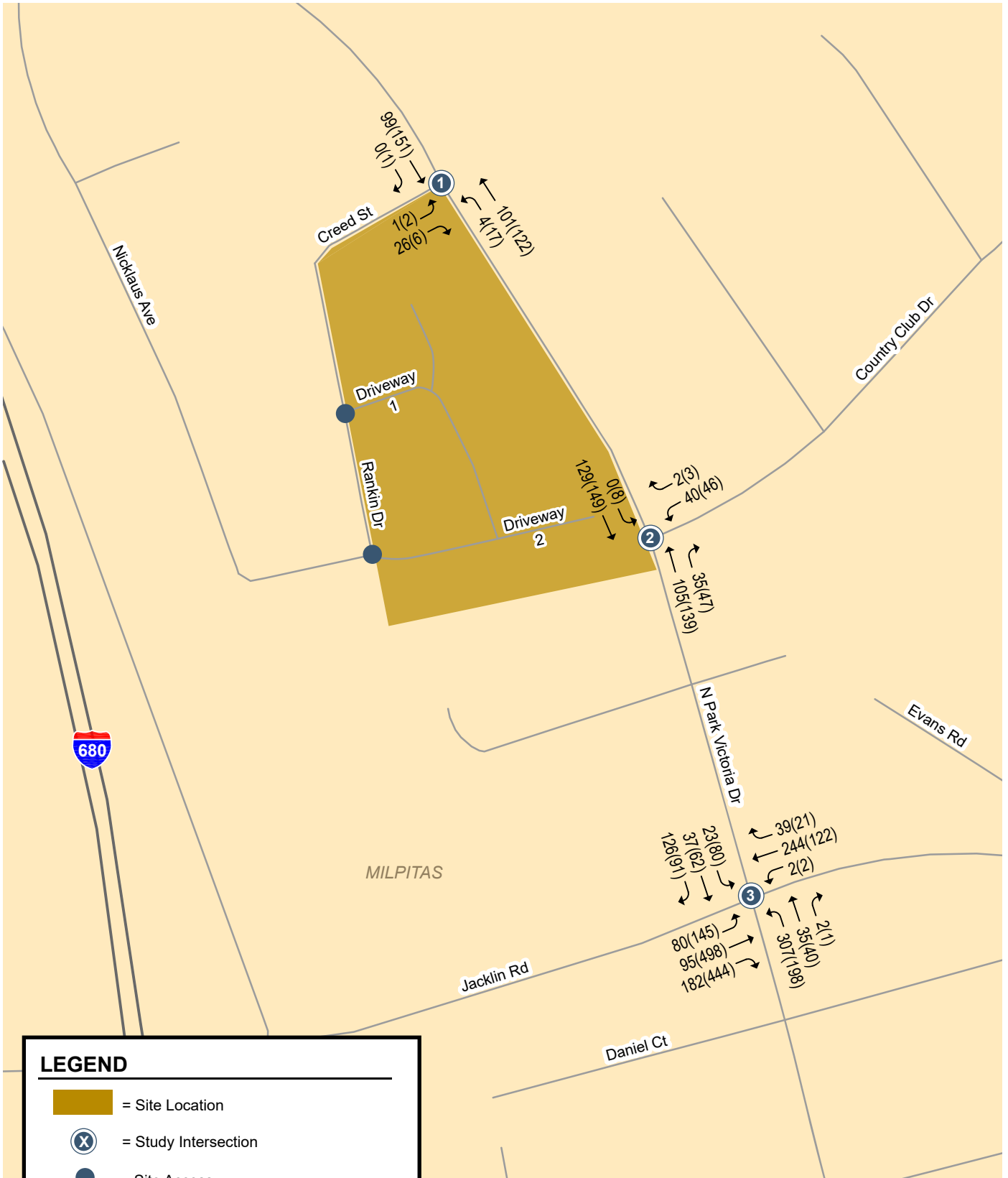




**Figure 4**  
Existing Traffic Volumes



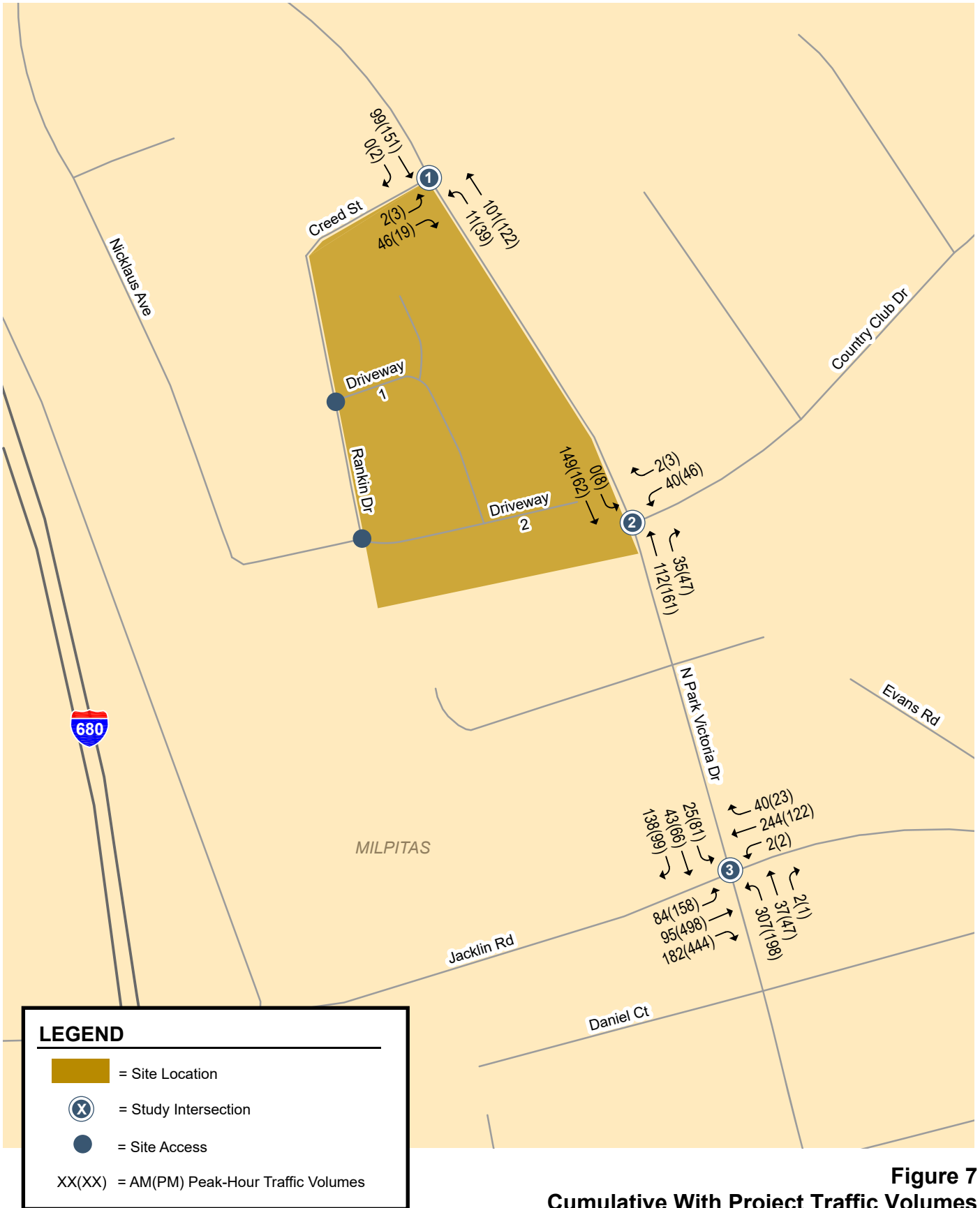
**Figure 5**  
Existing Plus Project Traffic Volumes



**LEGEND**

- = Site Location
- X = Study Intersection
- = Site Access
- XX(XX) = AM(PM) Peak-Hour Traffic Volumes

**Figure 6**  
**Cumulative No Project Traffic Volumes**



**Figure 7**  
Cumulative With Project Traffic Volumes



### **Signalized Intersection Level of Service Analysis**

Intersection levels of service were calculated for existing, existing plus project, cumulative and cumulative plus project conditions. The results of the signalized intersection level of service analysis under existing and existing plus project conditions are summarized in Table 2. The results of the signalized intersection level of service analysis under cumulative conditions without and with the project are summarized in Table 3.

The results show that the signalized study intersection of North Park Victoria Drive and Jacklin Road currently operates at an acceptable LOS C under existing conditions and would continue to operate at an acceptable LOS C under existing conditions with the project. Under Cumulative conditions, the intersection of North Park Victoria Drive and Jacklin Road would operate at an acceptable LOS C during both peak hours, both with and without the project. According to the City of Milpitas level of service standards, the project would therefore have no impact on the signalized intersection level of service. The level of service calculation sheets are included in Appendix B.

### **Unsignalized Intersection Operations Analysis**

Unlike signalized intersections, which typically represent constraint points for the roadway network, unsignalized intersections rarely limit the potential capacity of a roadway. The determination of appropriate improvements to unsignalized intersections typically includes a qualitative and quantitative analysis of movement delay, traffic signal warrants, movement traffic volumes, availability of alternate routes, and intersection safety. For this reason, improvements to unsignalized intersections are frequently determined on the basis of professional engineering judgment. The City of Milpitas does not apply significance thresholds to unsignalized intersections.

Both unsignalized study intersections are side-street-stop-controlled (SSSC). For SSSC intersections, levels of service and delays are calculated for both the overall average delay for the intersection, and for the approach with highest delay.

The results of the unsignalized level of service analysis under existing and existing plus project conditions are summarized in Table 2. The results of the unsignalized intersection level of service analysis under cumulative conditions without and with the project are summarized in Table 3. The results show that, for overall intersection operations and for operations on the worst approach, both unsignalized study intersections currently and in the future would operate at an acceptable LOS B or better under all study scenarios. The unsignalized intersection level of service calculation sheets are included in Appendix B.

### **Signal Warrant Analysis**

The level of service analysis for the unsignalized intersections was supplemented with an assessment of the need for signalization of the intersections. For this study, the need for signalization was assessed on the basis of the peak-hour volume signal warrant – warrant #3 – described in the *California Manual on Uniform Traffic Control Devices* (MUTCD). This method provides an indication of whether traffic conditions and peak-hour traffic levels are, or would be, sufficient to justify installation of a traffic signal.

The peak-hour volume signal warrant analysis was conducted for the two unsignalized, SSSC, intersections under existing and existing plus project conditions, and cumulative conditions without and with the project. The results show that the signal warrant would not be met under any of the scenarios during either peak hour. All signal warrant calculation sheets are included in Appendix C.



**Table 2**  
**Intersection Levels of Service under Existing and Existing Plus Project Conditions**

Intersection	Traffic Control	Peak Hour	LOS Standard <sup>1</sup>	Existing		Existing + Project			
				Avg. Delay	LOS	Avg. Delay	LOS	Increase in:	
								Delay <sup>2</sup>	V/C
N. Park Victoria Dr & Creed St	SSSC	AM	n/a	1.2 / 8.9	A / A	2.0 / 9.0	A / A	0.8 / 0.1	n/a
		PM	n/a	0.7 / 9.3	A / A	1.5 / 9.3	A / A	0.8 / 0.0	n/a
N. Park Victoria Dr & Country Club Dr	SSSC	AM	n/a	1.3 / 10.0	A / A	1.3 / 10.2	A / B	0.0 / 0.2	n/a
		PM	n/a	1.5 / 10.4	A / B	1.5 / 10.7	A / B	0.0 / 0.3	n/a
N. Park Victoria Dr & Jacklin Rd	signal	AM	D	24.1	C	24.3	C	0.3	0.011
		PM	D	20.8	C	21.0	C	0.1	0.006

Note: Signalized and unsignalized intersection levels of service are based on the Highway Capacity Manual (HCM) methodology. Signalized intersection levels of service and delays reported are for average control delay per vehicle. The intersection levels of service and delays for SSSC intersections are reported for both the overall average delay / the approach with highest delay.

<sup>1</sup> There is no LOS standard for unsignalized (SSSC) intersections.

<sup>2</sup> For signalized intersections, the increase in delay shown here represents increase in critical delay. For unsignalized intersections, the increase in delay represents the increase in average delay / the approach with highest delay.

**Table 3**  
**Intersection Levels of Service under Cumulative Conditions Without and With the Project**

Intersection	Traffic Control	Peak Hour	LOS Standard <sup>1</sup>	Cumulative					
				No Project		With Project			
				Avg. Delay	LOS	Avg. Delay	LOS	Increase in:	
								Delay <sup>2</sup>	V/C
N. Park Victoria Dr & Creed St	SSSC	AM	n/a	1.2 / 8.9	A / A	2.0 / 9.0	A / A	0.8 / 0.1	n/a
		PM	n/a	0.7 / 9.4	A / A	1.5 / 9.4	A / A	0.8 / 0.0	n/a
N. Park Victoria Dr & Country Club Dr	SSSC	AM	n/a	1.4 / 10.1	A / B	1.4 / 10.3	A / B	0.0 / 0.2	n/a
		PM	n/a	1.5 / 10.5	A / B	1.5 / 10.8	A / B	0.0 / 0.3	n/a
N. Park Victoria Dr & Jacklin Rd	signal	AM	D	24.4	C	24.6	C	0.3	0.011
		PM	D	21.2	C	21.4	C	0.1	0.005

Note: Signalized and unsignalized intersection levels of service are based on the Highway Capacity Manual (HCM) methodology. Signalized intersection levels of service and delays reported are for average control delay per vehicle. The intersection levels of service and delays for SSSC intersections are reported for both the overall average delay / the approach with highest delay.

<sup>1</sup> There is no LOS standard for unsignalized (SSSC) intersections.

<sup>2</sup> For signalized intersections, the increase in delay shown here represents increase in critical delay. For unsignalized intersections, the increase in delay represents the increase in average delay / the approach with highest delay.



## Impacts to Pedestrians, Bicycles, and Transit

The potential impacts of the project on pedestrian, bicycle and transit are described below.

**Pedestrian Facilities.** Existing observations at the study intersections showed minimal pedestrian activity at the study intersections. The most pedestrian activity was observed at the intersection of North Park Victoria Drive and Jacklin Road, with 8 pedestrian crossings in the AM peak hour and 14 pedestrian crossings in the PM peak hour for all approaches combined.

According to the U.S. Census, pedestrian trips comprise approximately one percent of the total commute mode share in the City of Milpitas. For the proposed project, assuming one percent of total commute trips would be walking trips, there would be approximately one pedestrian trip during each of the AM and PM peak hours. The proposed project also would generate pedestrian trips to/from transit stops, recreation areas, and employment centers. The volume of pedestrian trips generated by the project would not exceed the carrying capacity of the sidewalks and crosswalks nearby.

As described previously, there are currently no sidewalks along any of the project frontages, including the frontage along North Park Victoria Drive. Although very few pedestrian trips are anticipated to and from the site, the City's General Plan policies encourage non-motorized travel, including walking, bicycling and transit. The relevant *Pedestrian and Bicycle Circulation Principles and Policies* of the Milpitas General Plan are described below.

Implementing Policy 3.d.I.9:

Require developers to make new projects as bicycle and pedestrian "friendly" as feasible, especially through facilitating pedestrian and bicycle movements within sites and between surrounding civic, recreation, education, work, and retail centers.

Sidewalk Policy 3.d.I.29:

Require sidewalks on both sides of the street as a condition of development approval, where appropriate with local conditions.

Consistent with existing City policies, the proposed project would provide a continuous sidewalk connection along its frontages on North Park Victoria Drive, Creed Street, and Rankin Drive.

**Bicycle Facilities.** U.S. Census data indicate that bicycle trips comprise less than one percent of the total commute mode share in the City of Milpitas. For the proposed project, this would equate to approximately one new bike trip during each of the AM and PM peak hours. The low volume of bicycle trips generated by the project would not exceed the bicycle-carrying capacity of streets surrounding the site, and the increase in bicycle trips would not by itself require new off-site bicycle facilities. The existing bike lanes on North Park Victoria Drive would be unaffected by the proposed on-street parking along the project frontage.

According to the CMP Transportation Impact Analysis Technical Guidelines, a project would create an impact on pedestrian and bike circulation if: (1) it would reduce, sever or eliminate existing or planned bike/pedestrian access and circulation in the area; (2) it would preclude, modify, or otherwise affect proposed bicycle and pedestrian projects and/or policies identified in the Lead Agency's adopted bicycle/pedestrian plan or the plans of other agencies such as the County's bicycle plan or adjacent Cities' bicycle/pedestrian plans; or (3) it would cause a change to existing bike paths such as alignment, width of the trail ROW, or length of the trail. Construction of the proposed project would not cause any of these criteria to be met. Consequently, the proposed project would not create an adverse impact to pedestrian or bicycle facilities in the area.

**Transit Service.** According to the U.S. Census, transit trips comprise approximately 3 percent of the total commute mode share in the City of Milpitas. For the proposed project, assuming 3 percent of total commute trips would be transit trips, there would be approximately one transit trip during each of the AM and PM peak hours. In addition to commute trips, there would be additional transit trips to nearby schools,



parcs, and shopping areas. The low volume of transit trips generated by the project would not exceed the carrying capacity of the existing transit service to the site.

According to the VTA TIA Technical Guidelines, a project would create an impact on transit if: (1) it would generate a demand for additional transit services; or (2) it would cause a permanent or temporary reduction of transit availability or interference with existing transit users, e.g., relocation/closure of a transit stop or vacation of a roadway utilized by transit. The project, by itself, would not require additional transit service to the area or improvements to existing transit service frequencies. The project would not preclude, modify or otherwise affect existing or proposed transit projects or policies identified by the VTA. Consequently, the proposed project would not create an adverse impact to transit service in the area.

### **Site Access**

The project site plan, by Robert Hidey Architects, dated April 25, 2019, is shown on Figure 8. The site would have access via two driveways on Rankin Drive, which is accessible to North Park Victoria Drive by way of Creed Street. Rankin Drive is a two-lane residential street approximately 27-feet wide with on-street parking on the west side. Rankin Drive forms the western border of the site. The site would have no access on North Park Victoria Drive. According to the site plan, the project proposes to construct along the North Park Victoria Drive frontage a sidewalk and provide on-street parking recessed from the alignment of the existing southbound bike lane. The setback of on-street parking would be facilitated by a bulbout at the Creed Street intersection and a curb taper at the south end of the site. As described previously, the on-street parking and attendant design features would not affect the existing southbound bike lane. This design is consistent with the existing cross-section of N. Park Victoria north of the project site, which allows for vehicular parking adjacent to a bike lane. According to the Statewide Integrated Traffic Records System (SWITRS), there have been no vehicular accidents on N. Park Victoria Drive north of Country Club Drive in the past three years.

The north driveway is shown on the site plan to be 28 feet wide, located approximately 200 feet south of Creed Street. The south driveway is shown on the site plan to be 26 feet wide, located approximately 250 feet south of the north driveway, opposite Nicklaus Avenue.

Vehicle queuing was assessed for the two site driveways, in particular, the inbound left turns into the driveways and the outbound right turns out of the driveways. The inbound left turns from southbound Rankin Drive into the driveways are assessed in terms of potential for creating backups on southbound Rankin Drive as a result of waiting to turn into the site. With Rankin Drive having one lane in each of the northbound and southbound directions, any stoppage of vehicles on Rankin Drive at the driveways could create a backup on Rankin Drive. The volume of peak-hour traffic on the section of Rankin Drive fronting the site is currently very low, equating to one car every two minutes, on average. With this low volume of traffic, gaps in traffic would be of sufficient frequency and duration as to provide relatively free and unimpeded left-turn access into the driveways.

The outbound turns out of the site driveways are assessed in terms of potential for creating backups on site, specifically, the potential for westbound vehicle queues to back up from Rankin Drive and block one of the residence's driveways on site. At both driveways, the distance from Rankin Drive back to the first driveway is about 35 feet- sufficient for one car length. The outbound volumes would be highest in the AM peak hour. As shown on Figure 3, the AM peak-hour volume of outbound vehicles is 14 cars at the north driveway and 7 cars at the south driveway. As stated above, the volume of traffic on the section of Rankin Drive fronting the site would be low enough that any on-site vehicle queues exceeding one car would be infrequent and brief in duration.



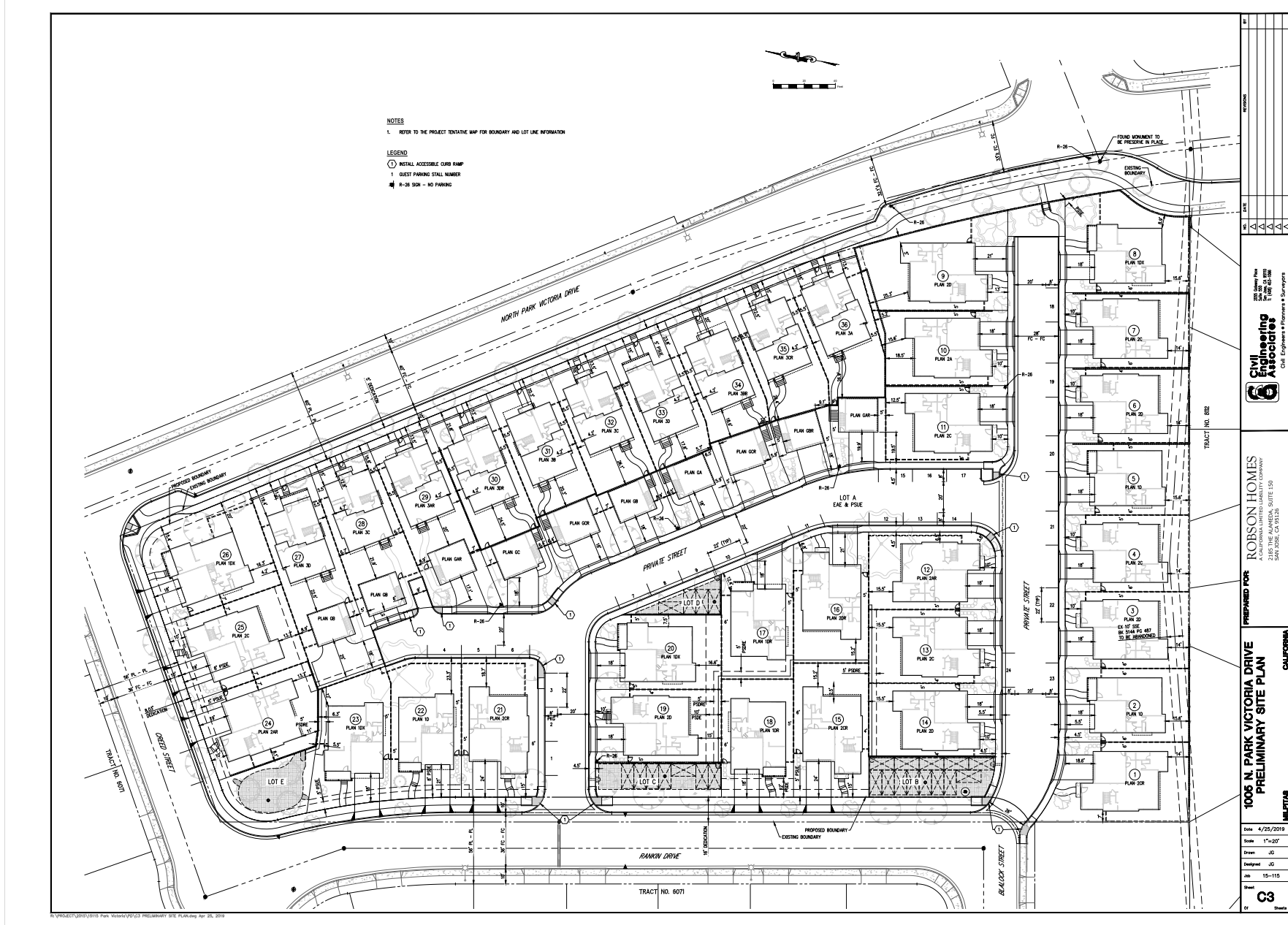


Figure 8  
Site Plan



Vehicular sight distance was evaluated for each proposed project driveway. Given the existing conditions on Rankin Drive- the 25-mile-per-hour speed limit, the low volume of traffic, and the absence of physical obstructions, the sight distance at both driveways would be adequate. The only factors potentially affecting sight distance are on-street parking and any new physical obstructions that would accompany development of the site. The site plan does not show any on-street parking proposed on Rankin Drive.

Recommendation 1: The final design of the site should be reviewed by City staff to ensure that adequate sight distance is provided at the site driveways.

### **Site Circulation**

The on-site circulation system consists of a semi-rectangular loop connecting the North and South Driveways. From the northern end of the loop extends a 105-foot, north-south cul-de-sac parallel to Rankin Drive. From the southern end of the loop extends a 150-foot, east-west, cul-de-sac.

The streets on-site are shown to be two-lanes wide with parking on-street. The northern half of the north-south street, the east-west street at the north, and the two cul-de-sacs are shown to be 28-feet wide with parking on one side. The southern half of the north-south street and the east-west street at the south are shown to be 36-feet wide with parking on both sides. The curb radii at the intersecting streets are not specified, but they appear to be adequate, measuring a minimum of 20 feet. With sidewalks along each on-site street, the building setbacks, and the low vehicle speeds and volumes, the sight distances at the intersections on site would be satisfactory.

The two cul-de-sacs are, by definition, dead-end streets. Neither provide space for a turnaround. However, since the streets are private streets used only by residents or their guests, all vehicles entering the cul-de-sacs would likely be assured a place to park or place to turn around. Therefore, the dead ends are not inappropriate for the project use.

The on-site street circulation- street alignments, widths and corner radii- is adequate to accommodate the circulation of trucks, garbage collection, and emergency vehicles. The length of the cul-de-sacs should be short enough (105 feet and 150 feet) to accommodate fire department services. Loading would be provided on street or in private driveways.

Pedestrian circulation on-site, and pedestrian access to off-site pedestrian facilities, appears adequate. All streets on-site are shown to have sidewalks on both sides, and sidewalks are shown to be provided along all public streets fronting the site- North Park Victoria Drive, Creed Street and Rankin Drive, none of which currently have sidewalks. At the east end of the east-west street on south side of the site, the sidewalk is shown extended to the proposed new sidewalk on North Park Victoria Drive. This would provide residents with convenient pedestrian access to pedestrian facilities off site.

The site plan does not indicate any provisions for bicycle parking. The Milpitas city code requires bicycle parking be provided in an amount equal to or greater than 5 percent of the total vehicle parking required. It is common, however, that for residential units with garages, bike parking would presumably be provided within private garages.

Recommendation 2: The number, type and location of bicycle facilities provided by the project will be subject to review by city staff.



## **Conclusions**

The impacts of the proposed project were evaluated in accordance with the procedures and guidelines specified by the City of Milpitas. The analysis resulted in the following key findings:

- The proposed project would not result in any level of service impacts to the study intersections.
- Signal warrants are not and would not be met under existing or cumulative conditions without or with the addition of project traffic during either peak hour.
- The project would not create any impacts on pedestrian, bike, or transit facilities.

In addition, the analysis also produced the following recommendations with regard to site circulation and access:

1. The final design of the site should be reviewed by City staff to ensure that adequate sight distance is provided at the site driveways.
2. The number, type and location of bicycle facilities provided by the project will be subject to review by city staff.

# Technical Appendices

# Appendix A

## Traffic Counts



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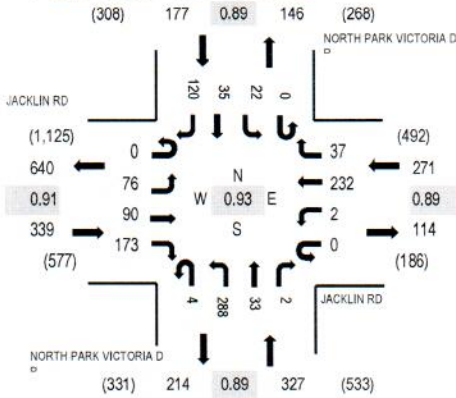
Location: 1 NORTH PARK VICTORIA DR & JACKLIN RD AM

Date: Tuesday, April 23, 2019

Peak Hour: 07:30 AM - 08:30 AM

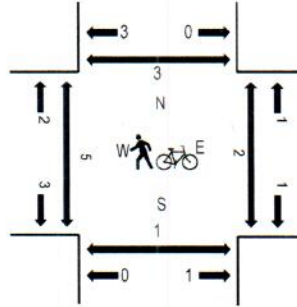
Peak 15-Minutes: 08:00 AM - 08:15 AM

**Peak Hour - All Vehicles**



Note: Total study counts contained in parentheses.

**Peak Hour - Pedestrians/Bicycles in Crosswalk**



**Traffic Counts**

Interval Start Time	JACKLIN RD Eastbound				JACKLIN RD Westbound				NORTH PARK VICTORIA DR Northbound				NORTH PARK VICTORIA DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	23	7	13	0	0	38	5	1	33	3	0	0	3	1	29	156	885	0	1	0	0
7:15 AM	0	14	13	27	0	0	50	3	0	59	4	1	0	2	5	21	199	1,030	1	0	1	0
7:30 AM	0	19	12	40	0	1	57	11	0	66	10	2	0	5	7	37	267	1,114	1	1	0	0
7:45 AM	0	16	28	49	0	0	51	6	2	68	6	0	0	3	14	20	263	1,055	0	0	0	0
8:00 AM	0	19	21	43	0	1	62	13	1	83	8	0	0	5	10	35	301	1,025	0	1	0	0
8:15 AM	0	22	29	41	0	0	62	7	1	71	9	0	0	9	4	28	283		0	0	1	0
8:30 AM	0	22	14	33	0	0	47	10	0	47	7	2	0	0	5	21	208		0	0	3	1
8:45 AM	0	20	22	30	0	0	61	7	0	42	4	3	0	5	2	37	233		0	0	1	1

**Peak Rolling Hour Flow Rates**

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	75	90	167	0	2	230	37	4	285	33	2	0	22	35	119	1,101
Mediums	0	1	0	5	0	0	2	0	0	3	0	0	0	0	0	1	12
<b>Total</b>	0	76	90	173	0	2	232	37	4	288	33	2	0	22	35	120	1,114





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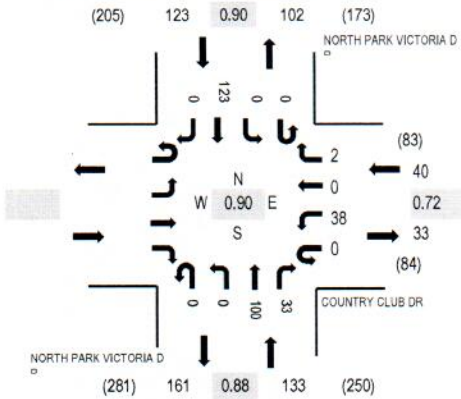
Location: 2 NORTH PARK VICTORIA DR & COUNTRY CLUB DR AM

Date: Tuesday, April 23, 2019

Peak Hour: 07:30 AM - 08:30 AM

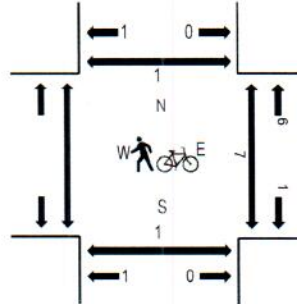
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COUNTRY CLUB DR				NORTH PARK VICTORIA DR NORTH				NORTH PARK VICTORIA DR SOUTH				Total	Rolling Hour	Pedestrian Crossings						
	Eastbound		Westbound		Northbound		Southbound		Eastbound		Westbound				West	East	South	North			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right									
7:00 AM					0	6	0	0	0	0	19	13	0	0	23	0	61	255	3	0	0
7:15 AM					0	10	0	0	0	0	10	12	0	0	18	0	50	268	0	0	0
7:30 AM					0	12	0	0	0	0	28	8	0	0	34	0	82	296	1	0	0
7:45 AM					0	6	0	0	0	0	20	8	0	0	28	0	62	275	1	0	0
8:00 AM					0	11	0	0	0	0	24	7	0	0	32	0	74	283	3	0	0
8:15 AM					0	9	0	2	0	0	28	10	0	0	29	0	78		2	1	0
8:30 AM					0	9	0	1	0	0	23	12	0	1	15	0	61		1	0	0
8:45 AM					0	15	0	2	0	0	16	12	0	1	24	0	70		0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	38	0	2	0	0	99	33	0	0	122	0	294
Mediums					0	0	0	0	0	0	1	0	0	0	1	0	2
Total					0	38	0	2	0	0	100	33	0	0	123	0	296



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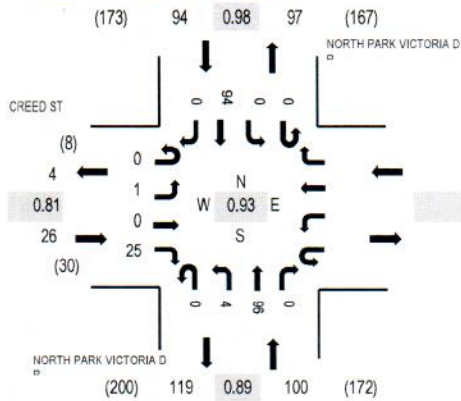
Location: 3 NORTH PARK VICTORIA DR & CREED ST AM

Date: Tuesday, April 23, 2019

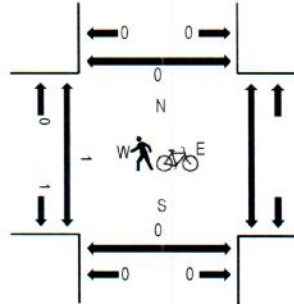
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	CREED ST Eastbound				Westbound				NORTH PARK VICTORIA DR Northbound				NORTH PARK VICTORIA DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0					0	0	18	0	0	0	23	0	41	174	0	0	0	
7:15 AM	0	0	0	0					0	0	10	0	0	0	17	0	27	189	0	0	0	
7:30 AM	0	0	0	8					0	0	27	0	0	0	24	0	59	220	1	0	0	
7:45 AM	0	0	0	5					0	0	20	0	0	0	22	0	47	206	0	0	0	
8:00 AM	0	0	0	7					0	3	22	0	0	0	24	0	56	201	0	0	0	
8:15 AM	0	1	0	5					0	1	27	0	0	0	24	0	58	0	0	0	0	
8:30 AM	0	2	0	0					1	2	23	0	0	0	16	1	45	1	0	0	0	
8:45 AM	0	0	0	2					0	1	17	0	0	0	22	0	42	0	0	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0					0	0	0	0	0	0	0	0	0
Lights	0	1	0	25					0	4	95	0	0	0	93	0	218
Mediums	0	0	0	0					0	0	1	0	0	0	1	0	2
Total	0	1	0	25					0	4	96	0	0	0	94	0	220





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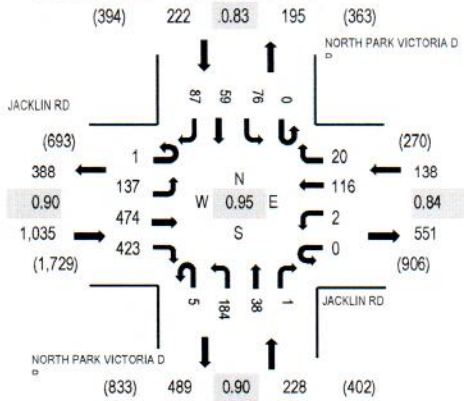
Location: 1 NORTH PARK VICTORIA DR & JACKLIN RD PM

Date: Tuesday, April 23, 2019

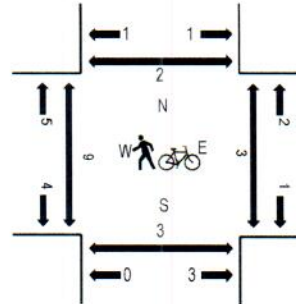
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	JACKLIN RD Eastbound				JACKLIN RD Westbound				NORTH PARK VICTORIA DR Northbound				NORTH PARK VICTORIA DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	32	57	69	0	1	30	5	1	34	9	1	0	17	10	17	283	1,172	0	0	0	0
4:15 PM	0	26	60	67	0	1	21	7	3	29	11	1	0	17	13	13	269	1,275	0	1	0	1
4:30 PM	0	32	75	73	0	0	27	4	1	36	6	1	0	11	10	19	295	1,405	0	0	0	0
4:45 PM	0	30	93	80	0	3	29	4	0	39	2	0	0	22	12	11	325	1,536	0	0	0	0
5:00 PM	0	35	109	98	0	1	25	5	2	38	8	1	0	28	16	20	386	1,623	0	2	1	2
5:15 PM	0	38	121	105	0	0	26	4	1	49	4	0	0	16	11	24	399		1	0	0	0
5:30 PM	0	32	132	123	0	1	32	3	0	53	10	0	0	14	14	12	426		5	1	0	0
5:45 PM	1	32	112	97	0	0	33	8	2	44	16	0	0	18	18	31	412		2	0	0	0

**Peak Rolling Hour Flow Rates**

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	137	472	420	0	2	115	20	5	182	37	1	0	76	59	85	1,612
Mediums	0	0	2	3	0	0	1	0	0	2	1	0	0	0	0	1	10
Total	1	137	474	423	0	2	116	20	5	184	38	1	0	76	59	87	1,623



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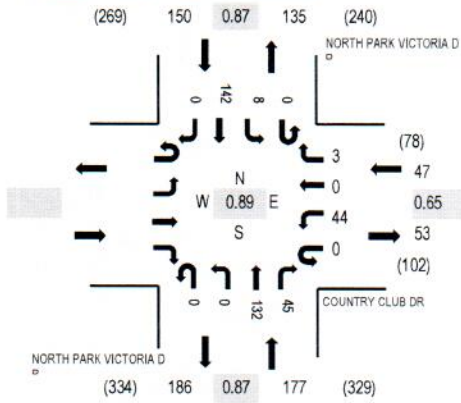
Location: 2 NORTH PARK VICTORIA DR & COUNTRY CLUB DR PM

Date: Tuesday, April 23, 2019

Peak Hour: 05:00 PM - 06:00 PM

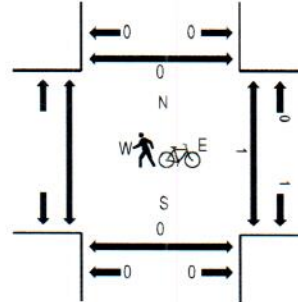
Peak 15-Minutes: 05:45 PM - 06:00 PM

**Peak Hour - All Vehicles**



Note: Total study counts contained in parentheses.

**Peak Hour - Pedestrians/Bicycles in Crosswalk**



**Traffic Counts**

Interval Start Time	COUNTRY CLUB DR				NORTH PARK VICTORIA DR				NORTH PARK VICTORIA DR				Total	Rolling Hour	Pedestrian Crossings						
	Eastbound		Westbound		Northbound		Southbound		Eastbound		Westbound				West	East	South	North			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right					
4:00 PM					0	6	0	0	0	0	28	13	0	1	30	0	78	302	0	0	0
4:15 PM					0	10	0	1	0	0	30	9	0	0	30	0	80	317	1	0	1
4:30 PM					0	3	0	0	0	0	27	13	0	0	29	0	72	334	1	0	0
4:45 PM					0	11	0	0	0	0	19	13	0	0	29	0	72	341	0	0	0
5:00 PM					0	16	0	0	0	0	29	13	0	0	35	0	93	374	0	0	0
5:15 PM					0	8	0	2	0	0	31	13	0	3	40	0	97		0	0	0
5:30 PM					0	3	0	0	0	0	29	11	0	3	33	0	79		0	0	0
5:45 PM					0	17	0	1	0	0	43	8	0	2	34	0	105		1	0	0

**Peak Rolling Hour Flow Rates**

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	1	0	0	0	0	0	1	0	0	0	0	2
Bicycles on Road					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	42	0	3	0	0	131	43	0	8	142	0	369
Mediums					0	1	0	0	0	0	1	1	0	0	0	0	3
Total					0	44	0	3	0	0	132	45	0	8	142	0	374



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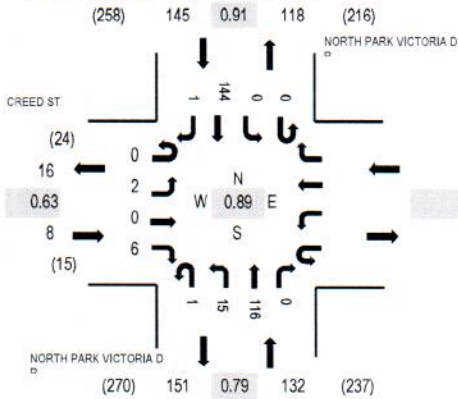
Location: 3 NORTH PARK VICTORIA DR & CREED ST PM

Date: Tuesday, April 23, 2019

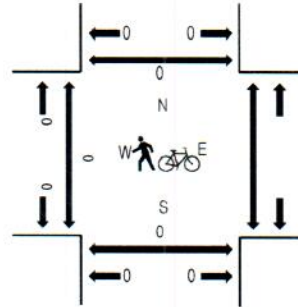
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:45 PM - 06:00 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	CREED ST				NORTH PARK VICTORIA DR				NORTH PARK VICTORIA DR				Total	Rolling Hour	Pedestrian Crossings						
	Eastbound				Westbound				Northbound						Southbound				West	East	South
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right					
4:00 PM	0	0	0	1					0	3	23	0	0	0	30	0	57	225	0	0	0
4:15 PM	0	0	0	1					0	1	31	0	0	0	28	1	62	232	0	0	0
4:30 PM	0	0	0	3					0	1	27	0	0	0	28	0	59	244	0	0	0
4:45 PM	0	0	0	2					0	2	17	0	0	0	26	0	47	252	0	0	0
5:00 PM	0	0	0	1					0	2	27	0	0	0	34	0	64	285	0	0	0
5:15 PM	0	1	0	3					0	4	26	0	0	0	40	0	74		0	0	0
5:30 PM	0	0	0	1					0	3	28	0	0	0	35	0	67		0	0	0
5:45 PM	0	1	0	1					1	6	35	0	0	0	35	1	80		0	0	0

**Peak Rolling Hour Flow Rates**

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right					
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	0	0	0				
Bicycles on Road	0	0	0	0					0	0	0	0	0	0	0	0	0				
Lights	0	1	0	6					1	15	115	0	0	0	144	1	283				
Mediums	0	1	0	0					0	0	1	0	0	0	0	0	2				
Total	0	2	0	6					1	15	116	0	0	0	144	1	285				

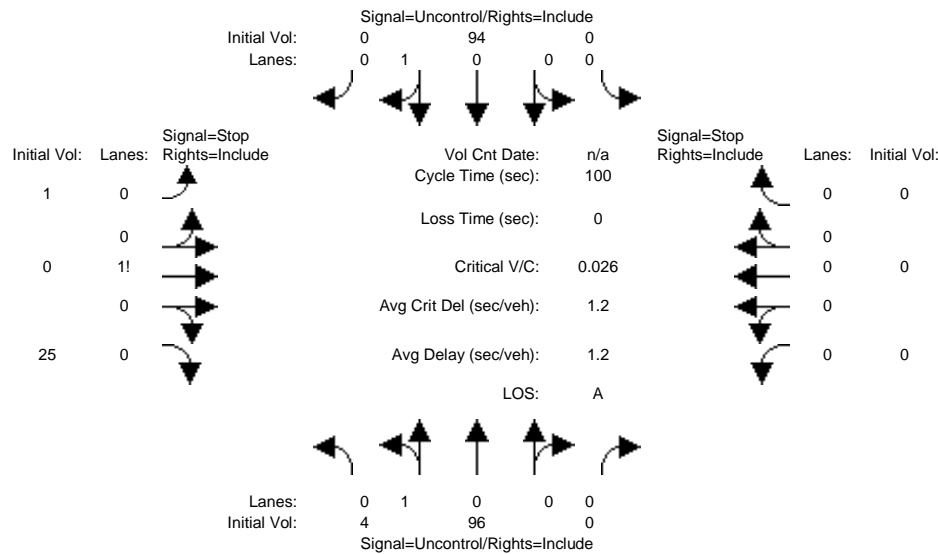
## **Appendix B**

### **Intersection Level of Service Calculations**

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Existing AM

Intersection #1: North Park Victoria Drive & Creed Street



Street Name: North Park Victoria Drive Creed Street  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	4	96	0	0	94	0	1	0	25	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	96	0	0	94	0	1	0	25	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	96	0	0	94	0	1	0	25	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	4	96	0	0	94	0	1	0	25	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	95	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	199	199	95	xxxx	xxxx	xxxxxx
Potent Cap.:	1512	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	794	700	967	xxxx	xxxx	xxxxxx
Move Cap.:	1510	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	792	698	966	xxxx	xxxx	xxxxxx
Volume/Cap:	0.00	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.00	0.00	0.03	xxxx	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	958	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	8.9	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				8.9		xxxxxx		
ApproachLOS:	*			*				A		*		*

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

Peak Hour Delay Signal Warrant Report

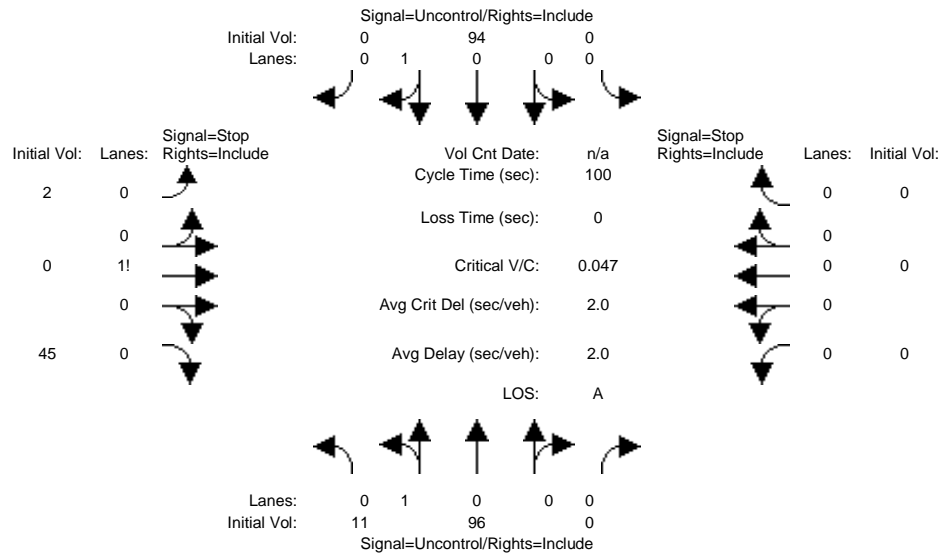
\*\*\*\*\*  
 Intersection #1 North Park Victoria Drive & Creed Street  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Existing + Project AM

Intersection #1: North Park Victoria Drive & Creed Street



Street Name: North Park Victoria Drive Creed Street  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	11	96	0	0	94	0	2	0	45	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	96	0	0	94	0	2	0	45	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	96	0	0	94	0	2	0	45	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	96	0	0	94	0	2	0	45	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	95	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	213	213	95	xxxx	xxxx	xxxxxx
Potent Cap.:	1512	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	780	688	967	xxxx	xxxx	xxxxxx
Move Cap.:	1510	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	775	682	966	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.05	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	956	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.0	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx				9.0		xxxxxxx		
ApproachLOS:		*			*			A			*	

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #1 North Park Victoria Drive & Creed Street  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant NOT Met

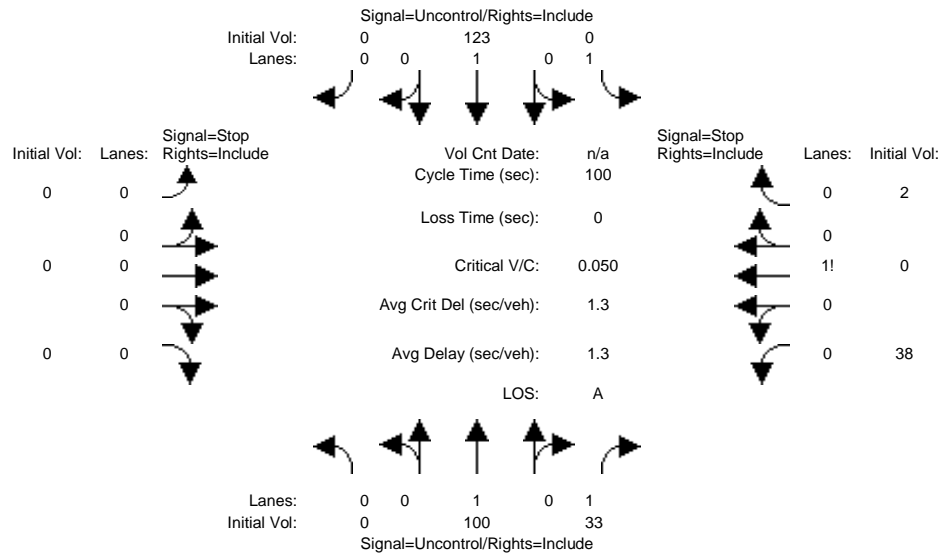
Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R



North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Existing AM

Intersection #2: North Park Victoria Drive & Country Club Drive



Street Name: North Park Victoria Drive Country Club Drive  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	100	33	0	123	0	0	0	0	38	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	100	33	0	123	0	0	0	0	38	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	100	33	0	123	0	0	0	0	38	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	100	33	0	123	0	0	0	0	38	0	2

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	231	230	108
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	762	673	951
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	757	669	945
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.00

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	764	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx				10.0	
ApproachLOS:	*			*			*				A	

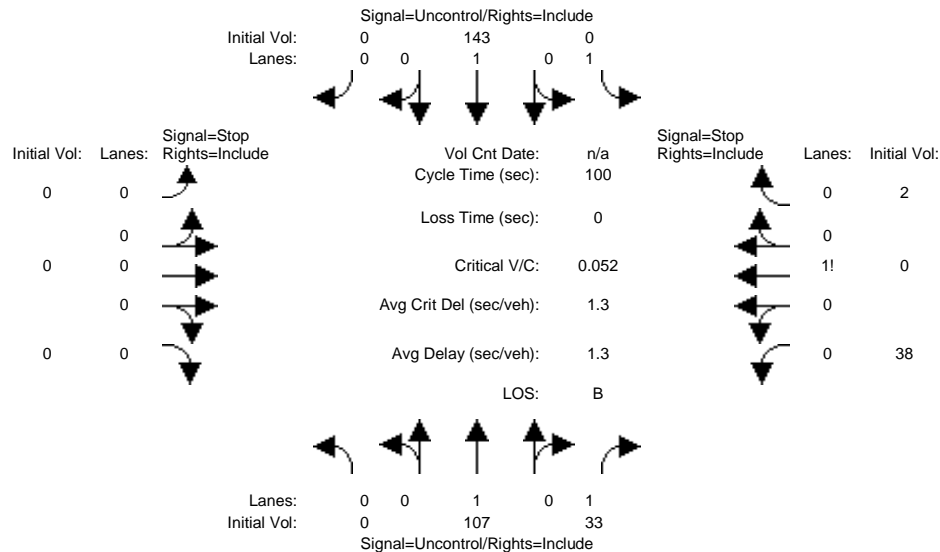
Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #2 North Park Victoria Drive & Country Club Drive  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Existing + Project AM

Intersection #2: North Park Victoria Drive & Country Club Drive



Street Name: North Park Victoria Drive Country Club Drive  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	107	33	0	143	0	0	0	0	38	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	107	33	0	143	0	0	0	0	38	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	107	33	0	143	0	0	0	0	38	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	107	33	0	143	0	0	0	0	38	0	2

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	258	257	115
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	735	651	943
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	730	647	937
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.00

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	738	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx				10.2	
ApproachLOS:	*			*			*				B	

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #2 North Park Victoria Drive & Country Club Drive  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant NOT Met

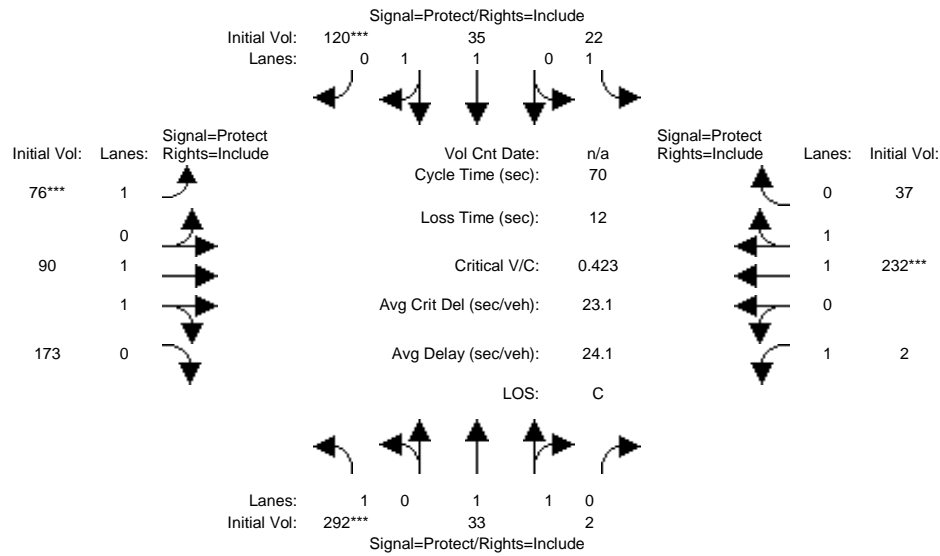
Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R



North Park Victoria Residential

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

Intersection #3: North Park Victoria Drive & Jacklin Road



Street Name:	North Park Victoria Drive						Jacklin Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	292	33	2	22	35	120	76	90	173	2	232	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	33	2	22	35	120	76	90	173	2	232	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	292	33	2	22	35	120	76	90	173	2	232	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	33	2	22	35	120	76	90	173	2	232	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	292	33	2	22	35	120	76	90	173	2	232	37

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.70	0.30
Final Sat.:	1750	3565	216	1750	1900	1750	1750	1900	1750	1750	3239	517

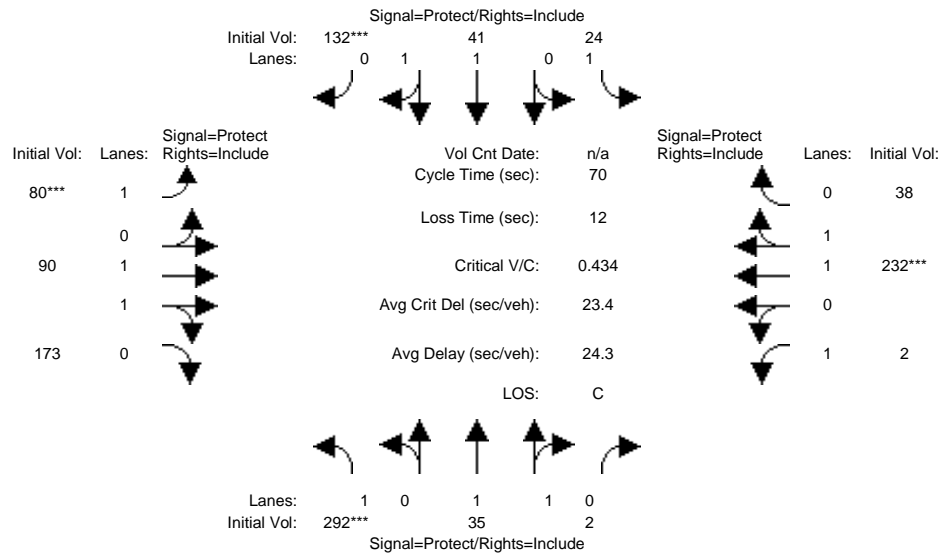
Capacity Analysis Module:												
Vol/Sat:	0.17	0.01	0.01	0.01	0.02	0.07	0.04	0.05	0.10	0.00	0.07	0.07
Crit Moves:	****					****	****			****		
Green Time:	27.6	22.9	22.9	16.0	11.3	11.3	7.2	11.2	11.2	7.8	11.9	11.9
Volume/Cap:	0.42	0.03	0.03	0.05	0.11	0.42	0.42	0.30	0.62	0.01	0.42	0.42
Delay/Veh:	15.8	16.0	16.0	21.1	25.1	27.2	31.1	26.1	30.2	27.7	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.8	16.0	16.0	21.1	25.1	27.2	31.1	26.1	30.2	27.7	26.5	26.5
LOS by Move:	B	B	B	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	10	1	1	1	1	6	4	4	10	0	6	6

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

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Operations (Base Volume Alternative)  
Existing + Project AM

Intersection #3: North Park Victoria Drive & Jacklin Road



Street Name:	North Park Victoria Drive						Jacklin Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	292	35	2	24	41	132	80	90	173	2	232	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	35	2	24	41	132	80	90	173	2	232	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	292	35	2	24	41	132	80	90	173	2	232	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	35	2	24	41	132	80	90	173	2	232	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	292	35	2	24	41	132	80	90	173	2	232	38

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.70	0.30
Final Sat.:	1750	3578	204	1750	1900	1750	1750	1900	1750	1750	3226	528

Capacity Analysis Module:

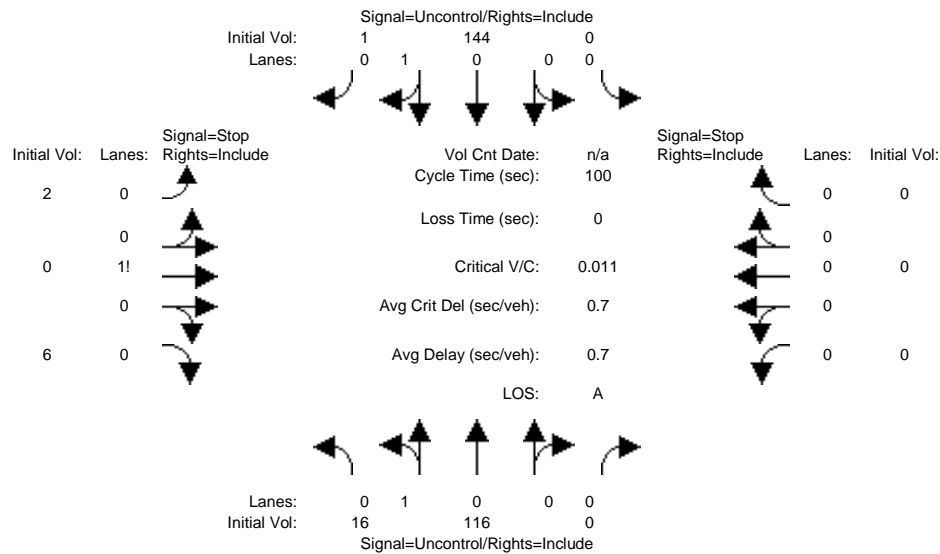
Vol/Sat:	0.17	0.01	0.01	0.01	0.02	0.08	0.05	0.05	0.10	0.00	0.07	0.07
Crit Moves:	****					****	****			****		
Green Time:	26.9	23.0	23.0	16.1	12.2	12.2	7.4	11.2	11.2	7.8	11.6	11.6
Volume/Cap:	0.43	0.03	0.03	0.06	0.12	0.43	0.43	0.30	0.62	0.01	0.43	0.43
Delay/Veh:	16.4	16.0	16.0	21.1	24.5	26.6	31.0	26.2	30.3	27.7	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.4	16.0	16.0	21.1	24.5	26.6	31.0	26.2	30.3	27.7	26.7	26.7
LOS by Move:	B	B	B	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	10	1	1	1	2	6	5	4	10	0	6	6

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

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Existing PM

Intersection #1: North Park Victoria Drive & Creed Street



Street Name: North Park Victoria Drive Creed Street

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	16	116	0	0	144	1	2	0	6	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	116	0	0	144	1	2	0	6	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	116	0	0	144	1	2	0	6	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	16	116	0	0	144	1	2	0	6	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	145	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	293	293	145	xxxx	xxxx	xxxxxx
Potent Cap.:	1450	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	703	622	908	xxxx	xxxx	xxxxxx
Move Cap.:	1450	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	697	615	908	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.00	0.00	0.01	xxxx	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	844	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.0	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				9.3		xxxxxx		
ApproachLOS:	*			*				A		*		

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

Peak Hour Delay Signal Warrant Report

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Intersection #1 North Park Victoria Drive & Creed Street

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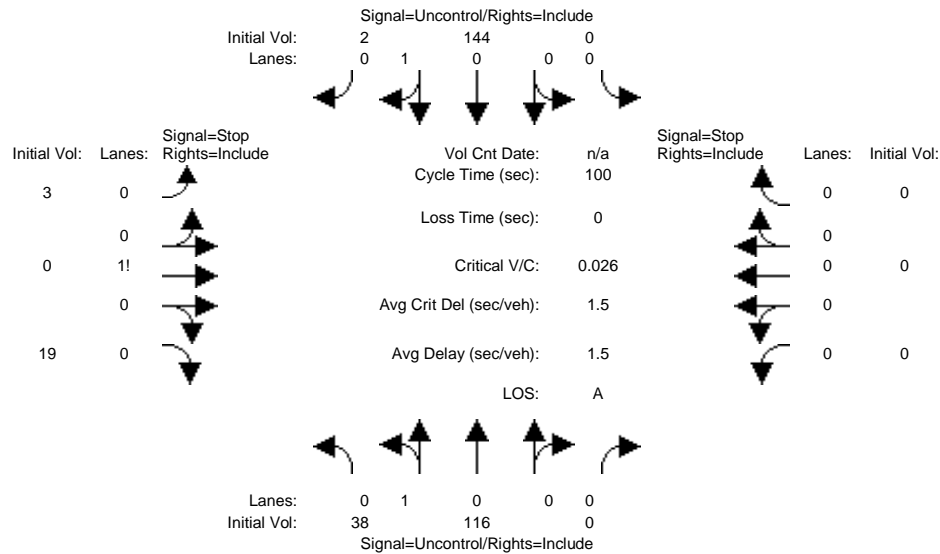
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Existing + Project PM

Intersection #1: North Park Victoria Drive & Creed Street



Street Name: North Park Victoria Drive Creed Street  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	38	116	0	0	144	2	3	0	19	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	116	0	0	144	2	3	0	19	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	116	0	0	144	2	3	0	19	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	38	116	0	0	144	2	3	0	19	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	146	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	337	337	145	xxxx	xxxx	xxxxxx
Potent Cap.:	1448	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	663	587	908	xxxx	xxxx	xxxxxx
Move Cap.:	1448	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	649	571	908	xxxx	xxxx	xxxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.02	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	861	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx				9.3		xxxxxxx		
ApproachLOS:		*			*			A			*	

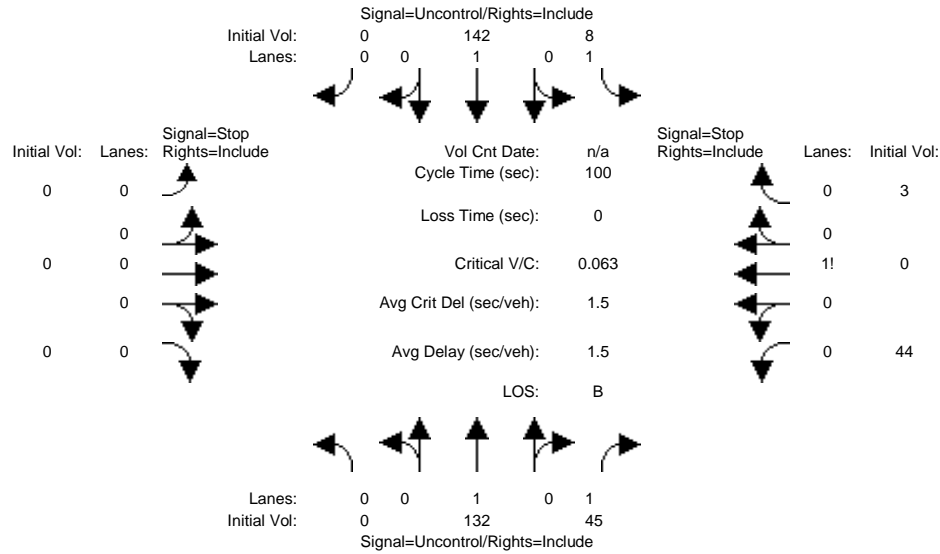
Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #1 North Park Victoria Drive & Creed Street  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Existing PM

Intersection #2: North Park Victoria Drive & Country Club Drive



Street Name: North Park Victoria Drive Country Club Drive  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	132	45	8	142	0	0	0	0	44	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	132	45	8	142	0	0	0	0	44	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	132	45	8	142	0	0	0	0	44	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	132	45	8	142	0	0	0	0	44	0	3

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	178	xxxx	xxxxx	xxxx	xxxx	xxxxx	291	291	133
Potent Cap.:	xxxx	xxxx	xxxxx	1410	xxxx	xxxxx	xxxx	xxxx	xxxxx	704	623	922
Move Cap.:	xxxx	xxxx	xxxxx	1409	xxxx	xxxxx	xxxx	xxxx	xxxxx	700	619	921
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.00

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	711	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxxx		xxxxxxx			xxxxxxx			xxxxxxx		10.4	
ApproachLOS:	*		*			*			*		B	

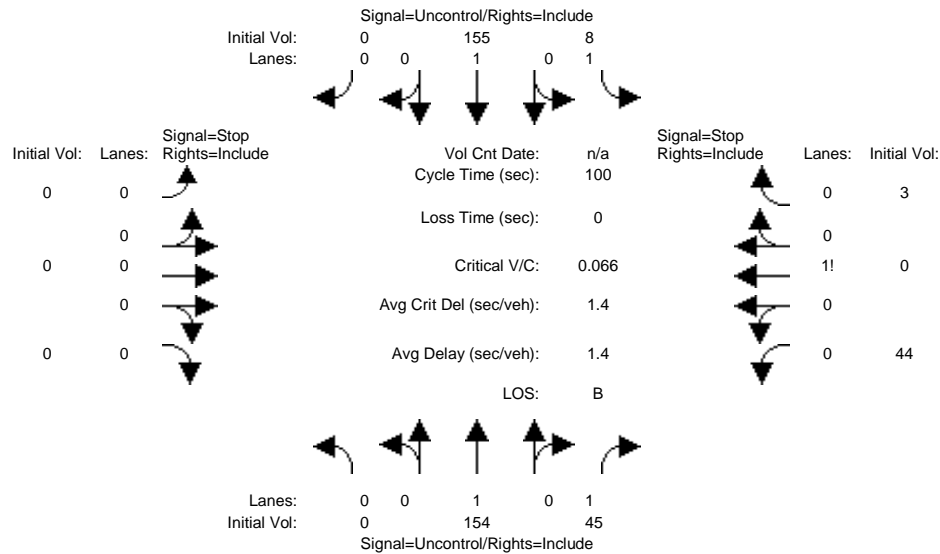
Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #2 North Park Victoria Drive & Country Club Drive  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Existing + Project PM

Intersection #2: North Park Victoria Drive & Country Club Drive



Street Name: North Park Victoria Drive Country Club Drive  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	154	45	8	155	0	0	0	0	44	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	154	45	8	155	0	0	0	0	44	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	154	45	8	155	0	0	0	0	44	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	154	45	8	155	0	0	0	0	44	0	3

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	200	xxxx	xxxxx	xxxx	xxxx	xxxxx	326	326	155
Potent Cap.:	xxxx	xxxx	xxxxx	1384	xxxx	xxxxx	xxxx	xxxx	xxxxx	672	596	896
Move Cap.:	xxxx	xxxx	xxxxx	1383	xxxx	xxxxx	xxxx	xxxx	xxxxx	669	592	895
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.00

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	680	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	10.7	xxxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	B	*

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

Peak Hour Delay Signal Warrant Report

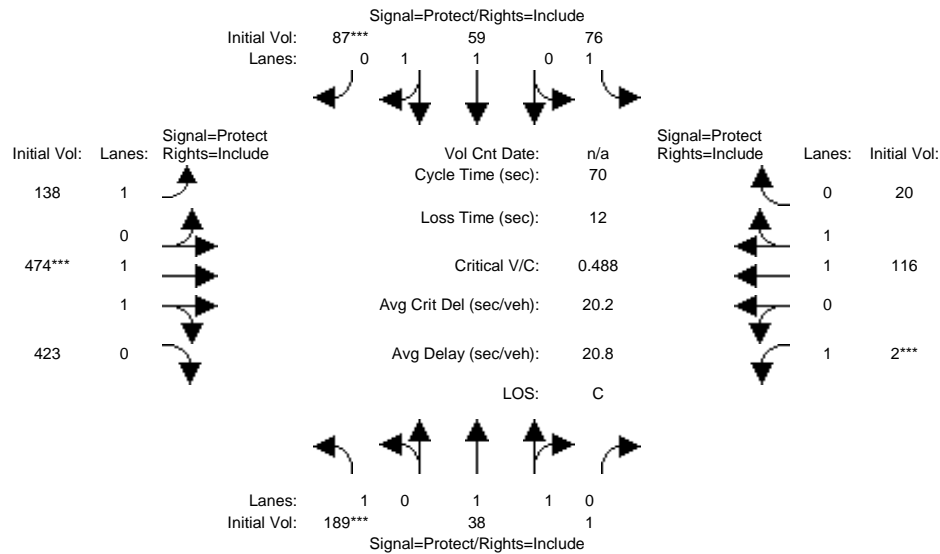
\*\*\*\*\*  
 Intersection #2 North Park Victoria Drive & Country Club Drive  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

North Park Victoria Residential

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

Intersection #3: North Park Victoria Drive & Jacklin Road



Street Name:	North Park Victoria Drive						Jacklin Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	189	38	1	76	59	87	138	474	423	2	116	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	38	1	76	59	87	138	474	423	2	116	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	38	1	76	59	87	138	474	423	2	116	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	38	1	76	59	87	138	474	423	2	116	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	189	38	1	76	59	87	138	474	423	2	116	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.94	0.06	1.00	1.00	1.00	1.00	1.02	0.98	1.00	1.68	0.32
Final Sat.:	1750	3694	97	1750	1900	1750	1750	1930	1722	1750	3201	552

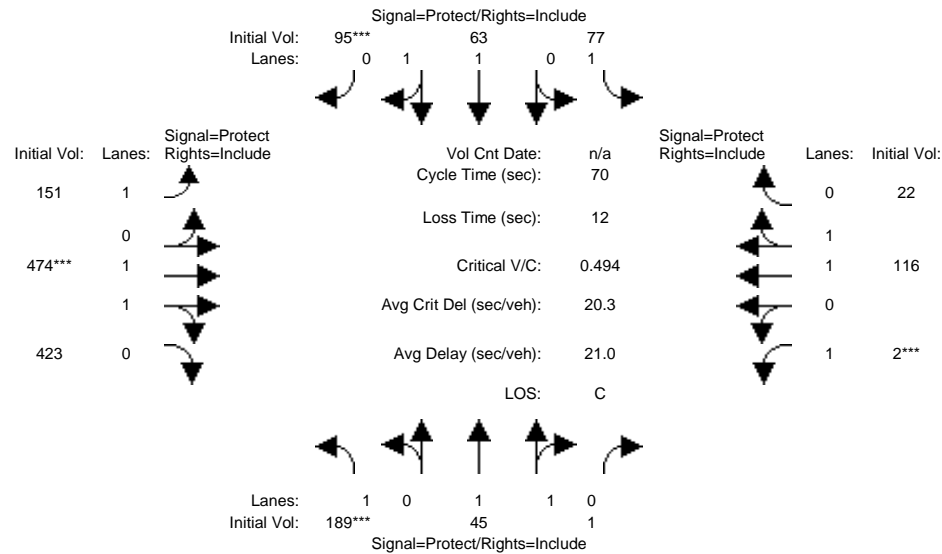
Capacity Analysis Module:												
Vol/Sat:	0.11	0.01	0.01	0.04	0.03	0.05	0.08	0.25	0.25	0.00	0.04	0.04
Crit Moves:	****					****	****			****		
Green Time:	12.5	13.2	13.2	9.3	10.0	10.0	14.6	28.5	28.5	7.0	20.9	20.9
Volume/Cap:	0.60	0.05	0.05	0.33	0.22	0.35	0.38	0.60	0.60	0.01	0.12	0.12
Delay/Veh:	29.8	23.3	23.3	28.4	26.7	27.6	24.4	17.0	17.0	28.4	17.9	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	23.3	23.3	28.4	26.7	27.6	24.4	17.0	17.0	28.4	17.9	17.9
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	10	1	1	4	3	4	6	16	16	0	2	2

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

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Operations (Base Volume Alternative)  
Existing + Project PM

Intersection #3: North Park Victoria Drive & Jacklin Road



Street Name:	North Park Victoria Drive						Jacklin Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	189	45	1	77	63	95	151	474	423	2	116	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	45	1	77	63	95	151	474	423	2	116	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	45	1	77	63	95	151	474	423	2	116	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	45	1	77	63	95	151	474	423	2	116	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	189	45	1	77	63	95	151	474	423	2	116	22

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.95	0.05	1.00	1.00	1.00	1.00	1.02	0.98	1.00	1.66	0.34
Final Sat.:	1750	3710	82	1750	1900	1750	1750	1930	1722	1750	3151	598

Capacity Analysis Module:

Vol/Sat:	0.11	0.01	0.01	0.04	0.03	0.05	0.09	0.25	0.25	0.00	0.04	0.04
Crit Moves:	****					****	****			****		
Green Time:	12.5	13.2	13.2	9.3	10.0	10.0	14.6	28.5	28.5	7.0	20.9	20.9
Volume/Cap:	0.60	0.06	0.06	0.33	0.23	0.38	0.41	0.60	0.60	0.01	0.12	0.12
Delay/Veh:	29.8	23.3	23.3	28.4	26.8	27.8	24.7	17.0	17.0	28.4	18.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	23.3	23.3	28.4	26.8	27.8	24.7	17.0	17.0	28.4	18.0	18.0
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	10	1	1	4	3	5	7	16	16	0	2	2

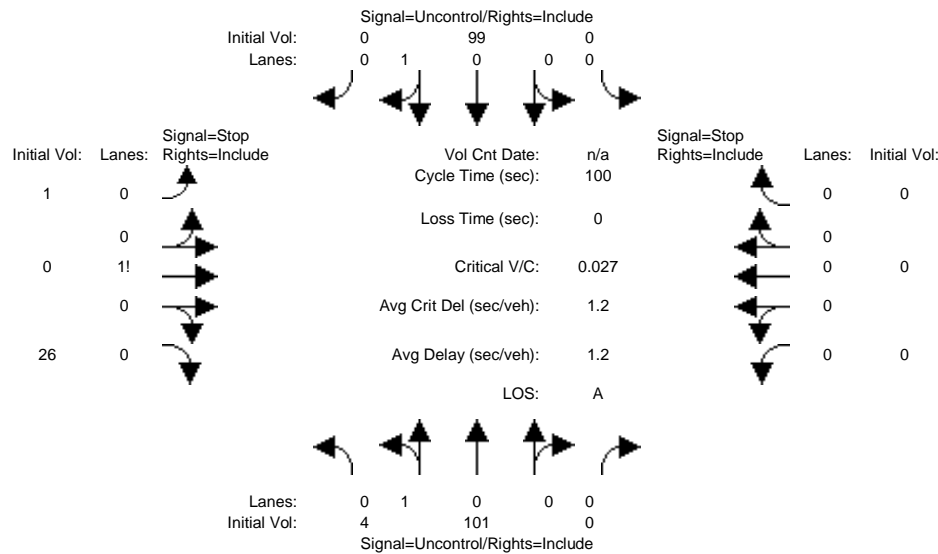
Note: Queue reported is the number of cars per lane.



North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Cumulative AM

Intersection #1: North Park Victoria Drive & Creed Street



Street Name: North Park Victoria Drive Creed Street  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	4	101	0	0	99	0	1	0	26	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	101	0	0	99	0	1	0	26	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	101	0	0	99	0	1	0	26	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	4	101	0	0	99	0	1	0	26	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	100	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	209	209	100	xxxx	xxxx	xxxxxx
Potent Cap.:	1505	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	784	692	961	xxxx	xxxx	xxxxxx
Move Cap.:	1504	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	782	689	960	xxxx	xxxx	xxxxxx
Volume/Cap:	0.00	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.00	0.00	0.03	xxxx	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	952	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	8.9	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				8.9		xxxxxx		
ApproachLOS:	*			*				A		*		*

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
Intersection #1 North Park Victoria Drive & Creed Street  
\*\*\*\*\*

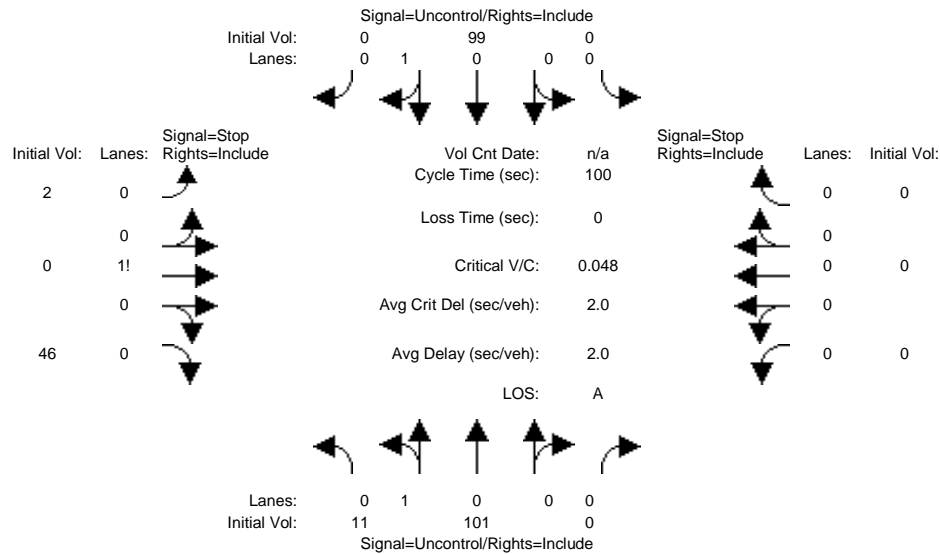
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Cumulative + Project AM

Intersection #1: North Park Victoria Drive & Creed Street



Street Name: North Park Victoria Drive Creed Street  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	11	101	0	0	99	0	2	0	46	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	101	0	0	99	0	2	0	46	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	101	0	0	99	0	2	0	46	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	101	0	0	99	0	2	0	46	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	100	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	223	223	100	xxxx	xxxx	xxxxxx
Potent Cap.:	1505	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	770	679	961	xxxx	xxxx	xxxxxx
Move Cap.:	1504	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	765	674	960	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.05	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	950	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.0	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx				9.0		xxxxxxx		
ApproachLOS:		*			*			A			*	

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

Peak Hour Delay Signal Warrant Report

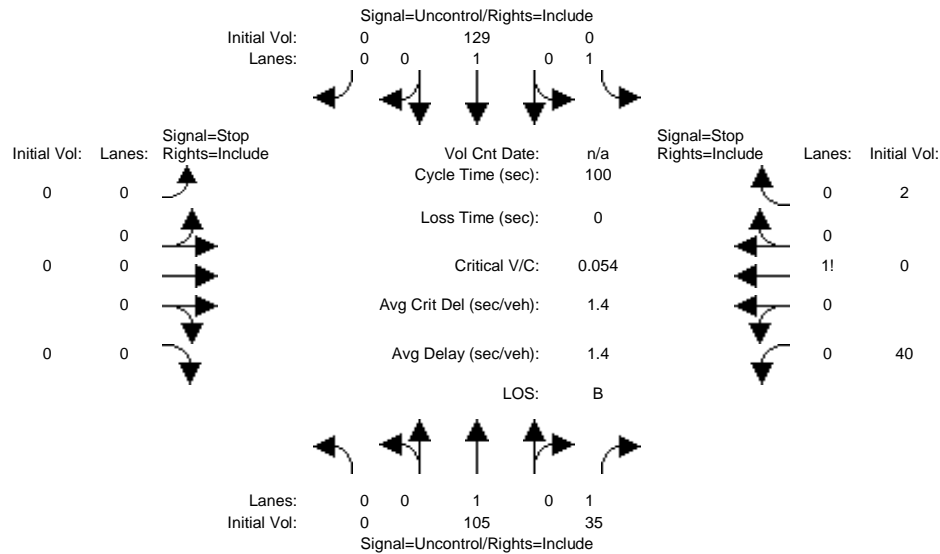
\*\*\*\*\*  
 Intersection #1 North Park Victoria Drive & Creed Street  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Cumulative AM

Intersection #2: North Park Victoria Drive & Country Club Drive



Street Name: North Park Victoria Drive Country Club Drive  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	105	35	0	129	0	0	0	0	40	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	105	35	0	129	0	0	0	0	40	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	105	35	0	129	0	0	0	0	40	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	105	35	0	129	0	0	0	0	40	0	2

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	242	241	113
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	751	664	945
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	746	660	939
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.00

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	753	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxxx		xxxxxxx		xxxxxxx		xxxxxxx		xxxxxxx		10.1	
ApproachLOS:	*		*		*		*		*		B	

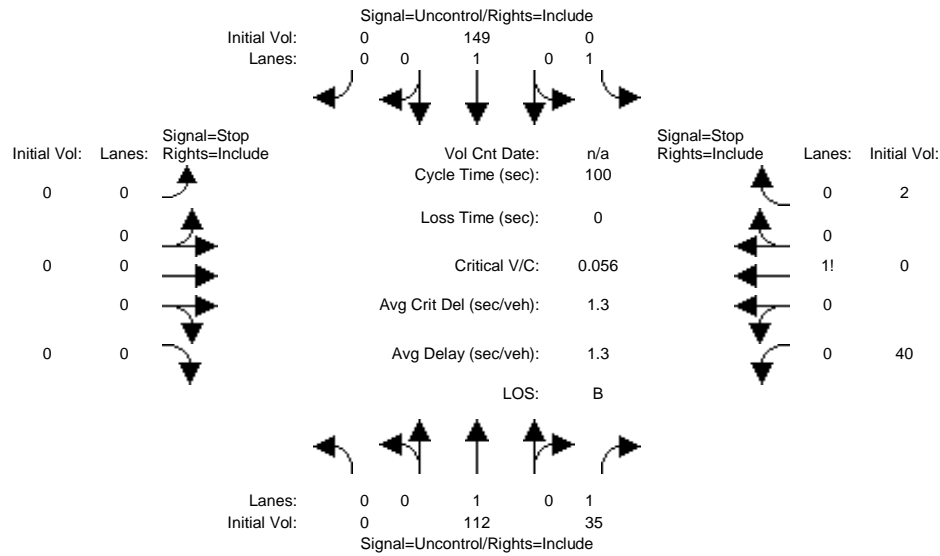
Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #2 North Park Victoria Drive & Country Club Drive  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Cumulative + Project AM

Intersection #2: North Park Victoria Drive & Country Club Drive



Street Name: North Park Victoria Drive Country Club Drive  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	112	35	0	149	0	0	0	0	40	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	112	35	0	149	0	0	0	0	40	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	112	35	0	149	0	0	0	0	40	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	112	35	0	149	0	0	0	0	40	0	2

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	269	268	120
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	725	641	937
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	720	638	931
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.00

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	728	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx				10.3	
ApproachLOS:	*			*			*				B	

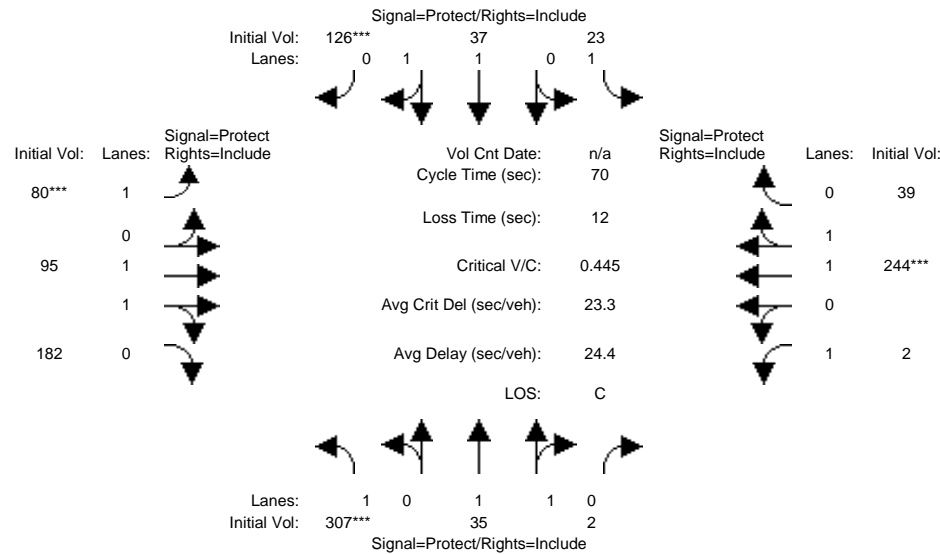
Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #2 North Park Victoria Drive & Country Club Drive  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Operations (Base Volume Alternative)  
Cumulative AM

Intersection #3: North Park Victoria Drive & Jacklin Road



Street Name:	North Park Victoria Drive						Jacklin Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	307	35	2	23	37	126	80	95	182	2	244	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	307	35	2	23	37	126	80	95	182	2	244	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	307	35	2	23	37	126	80	95	182	2	244	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	35	2	23	37	126	80	95	182	2	244	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	307	35	2	23	37	126	80	95	182	2	244	39

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.70	0.30
Final Sat.:	1750	3578	204	1750	1900	1750	1750	1900	1750	1750	3238	518

Capacity Analysis Module:

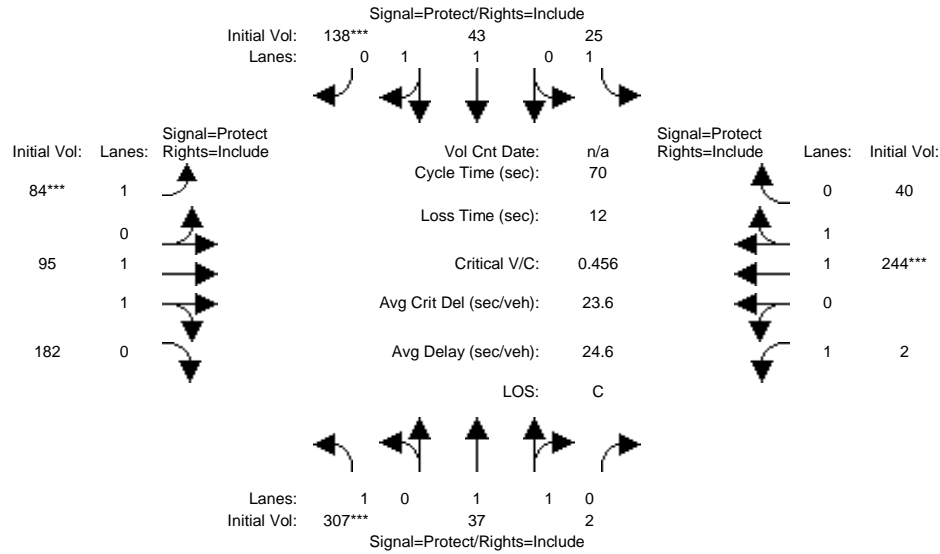
Vol/Sat:	0.18	0.01	0.01	0.01	0.02	0.07	0.05	0.05	0.10	0.00	0.08	0.08
Crit Moves:	****					****	****			****		
Green Time:	27.6	22.9	22.9	16.0	11.3	11.3	7.2	11.2	11.2	7.8	11.9	11.9
Volume/Cap:	0.44	0.03	0.03	0.06	0.12	0.44	0.44	0.31	0.65	0.01	0.44	0.44
Delay/Veh:	16.0	16.0	16.0	21.1	25.1	27.4	31.3	26.2	31.1	27.6	26.6	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.0	16.0	16.0	21.1	25.1	27.4	31.3	26.2	31.1	27.6	26.6	26.6
LOS by Move:	B	B	B	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	11	1	1	1	2	6	5	4	10	0	7	7

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

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Operations (Base Volume Alternative)  
Cumulative + Project AM

Intersection #3: North Park Victoria Drive & Jacklin Road



Street Name:	North Park Victoria Drive						Jacklin Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	307	37	2	25	43	138	84	95	182	2	244	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	307	37	2	25	43	138	84	95	182	2	244	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	307	37	2	25	43	138	84	95	182	2	244	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	37	2	25	43	138	84	95	182	2	244	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	307	37	2	25	43	138	84	95	182	2	244	40

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.70	0.30
Final Sat.:	1750	3589	194	1750	1900	1750	1750	1900	1750	1750	3226	529

Capacity Analysis Module:

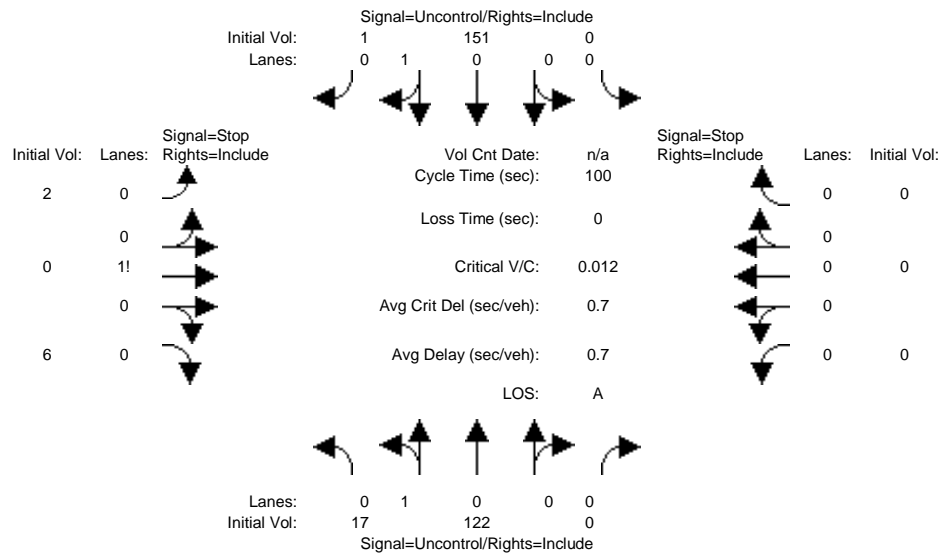
Vol/Sat:	0.18	0.01	0.01	0.01	0.02	0.08	0.05	0.05	0.10	0.00	0.08	0.08
Crit Moves:	****					****	****			****		
Green Time:	26.9	23.0	23.0	16.1	12.1	12.1	7.4	11.2	11.2	7.8	11.6	11.6
Volume/Cap:	0.46	0.03	0.03	0.06	0.13	0.46	0.46	0.31	0.65	0.01	0.46	0.46
Delay/Veh:	16.6	16.0	16.0	21.1	24.5	26.8	31.2	26.2	31.2	27.7	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.6	16.0	16.0	21.1	24.5	26.8	31.2	26.2	31.2	27.7	26.9	26.9
LOS by Move:	B	B	B	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	11	1	1	1	2	7	5	4	10	0	7	7

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

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Cumulative PM

Intersection #1: North Park Victoria Drive & Creed Street



Street Name: North Park Victoria Drive Creed Street  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	17	122	0	0	151	1	2	0	6	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	122	0	0	151	1	2	0	6	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	122	0	0	151	1	2	0	6	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	17	122	0	0	151	1	2	0	6	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	152	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	308	308	152	xxxx	xxxx	xxxxxx
Potent Cap.:	1441	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	689	610	900	xxxx	xxxx	xxxxxx
Move Cap.:	1441	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	683	603	900	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.00	0.00	0.01	xxxx	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	834	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.0	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.4	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				9.4		xxxxxx		
ApproachLOS:	*			*				A		*		

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

Peak Hour Delay Signal Warrant Report

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Intersection #1 North Park Victoria Drive & Creed Street

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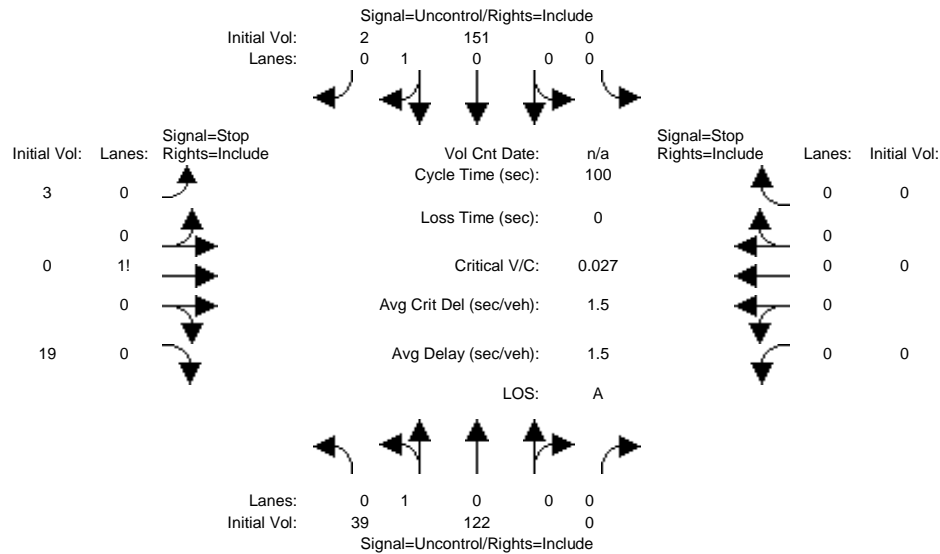
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Cumulative + Project PM

Intersection #1: North Park Victoria Drive & Creed Street



Street Name: North Park Victoria Drive Creed Street  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	39	122	0	0	151	2	3	0	19	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	122	0	0	151	2	3	0	19	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	122	0	0	151	2	3	0	19	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	39	122	0	0	151	2	3	0	19	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	153	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	352	352	152	xxxx	xxxx	xxxxxx
Potent Cap.:	1440	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	650	576	900	xxxx	xxxx	xxxxxx
Move Cap.:	1440	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	636	560	900	xxxx	xxxx	xxxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.02	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	851	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx				9.3		xxxxxxx		
ApproachLOS:		*			*			A			*	

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #1 North Park Victoria Drive & Creed Street  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant NOT Met

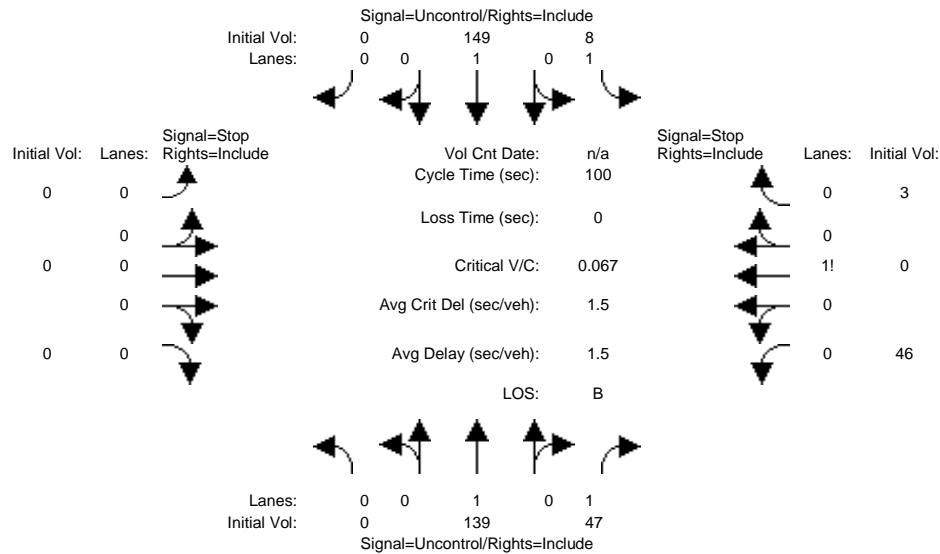
Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R



North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Cumulative PM

Intersection #2: North Park Victoria Drive & Country Club Drive



Street Name: North Park Victoria Drive Country Club Drive  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	139	47	8	149	0	0	0	0	46	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	139	47	8	149	0	0	0	0	46	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	139	47	8	149	0	0	0	0	46	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	139	47	8	149	0	0	0	0	46	0	3

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	187	xxxx	xxxxx	xxxx	xxxx	xxxxx	305	305	140
Potent Cap.:	xxxx	xxxx	xxxxx	1399	xxxx	xxxxx	xxxx	xxxx	xxxxx	691	612	913
Move Cap.:	xxxx	xxxx	xxxxx	1398	xxxx	xxxxx	xxxx	xxxx	xxxxx	688	608	913
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.00

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	698	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	10.5	xxxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	B	*

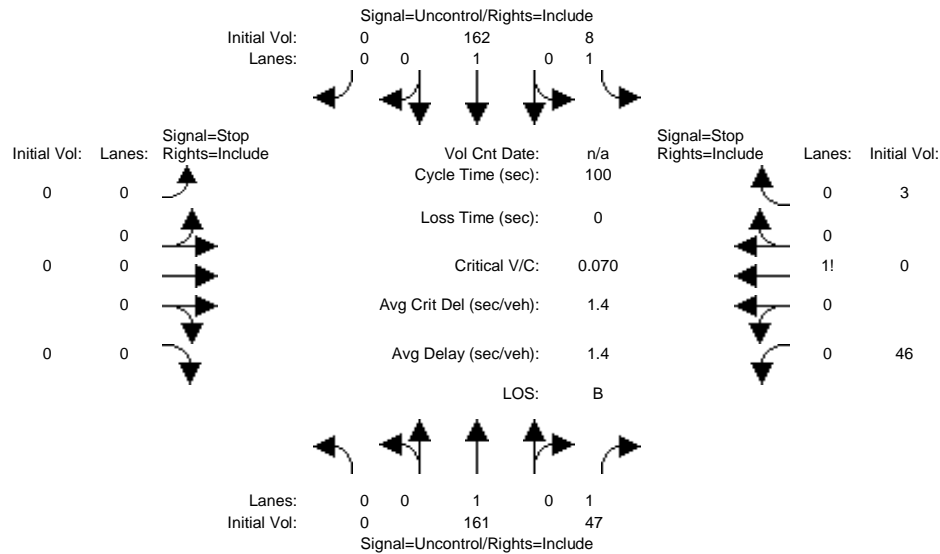
Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #2 North Park Victoria Drive & Country Club Drive  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Cumulative + Project PM

Intersection #2: North Park Victoria Drive & Country Club Drive



Street Name: North Park Victoria Drive Country Club Drive  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	161	47	8	162	0	0	0	0	46	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	161	47	8	162	0	0	0	0	46	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	161	47	8	162	0	0	0	0	46	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	161	47	8	162	0	0	0	0	46	0	3

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	209	xxxx	xxxxx	xxxx	xxxx	xxxxx	340	340	162
Potent Cap.:	xxxx	xxxx	xxxxx	1374	xxxx	xxxxx	xxxx	xxxx	xxxxx	660	585	888
Move Cap.:	xxxx	xxxx	xxxxx	1373	xxxx	xxxxx	xxxx	xxxx	xxxxx	656	581	887
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.00

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	667	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx				10.8	
ApproachLOS:	*			*			*				B	

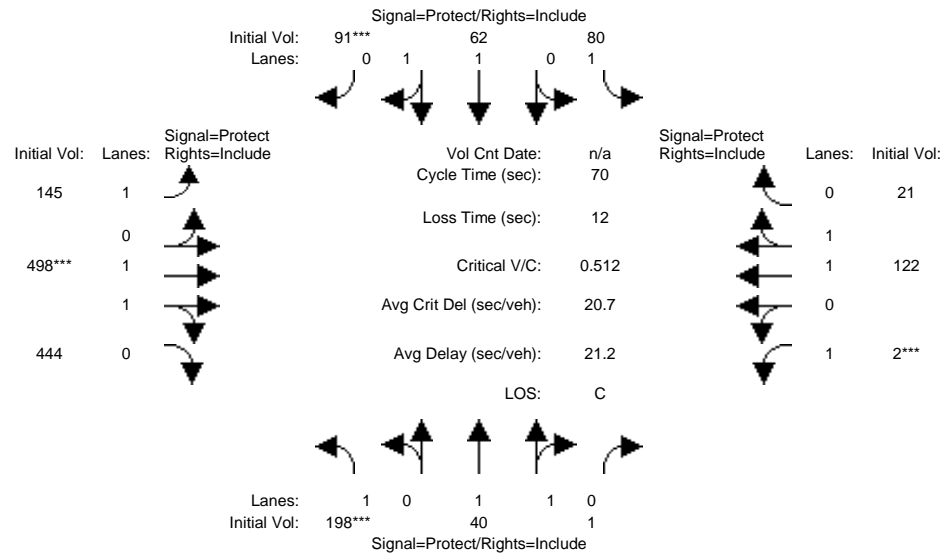
Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #2 North Park Victoria Drive & Country Club Drive  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Operations (Base Volume Alternative)  
Cumulative PM

Intersection #3: North Park Victoria Drive & Jacklin Road



Street Name:	North Park Victoria Drive						Jacklin Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	198	40	1	80	62	91	145	498	444	2	122	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	40	1	80	62	91	145	498	444	2	122	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	40	1	80	62	91	145	498	444	2	122	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	40	1	80	62	91	145	498	444	2	122	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	198	40	1	80	62	91	145	498	444	2	122	21

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.95	0.05	1.00	1.00	1.00	1.00	1.02	0.98	1.00	1.69	0.31
Final Sat.:	1750	3700	92	1750	1900	1750	1750	1931	1722	1750	3202	551

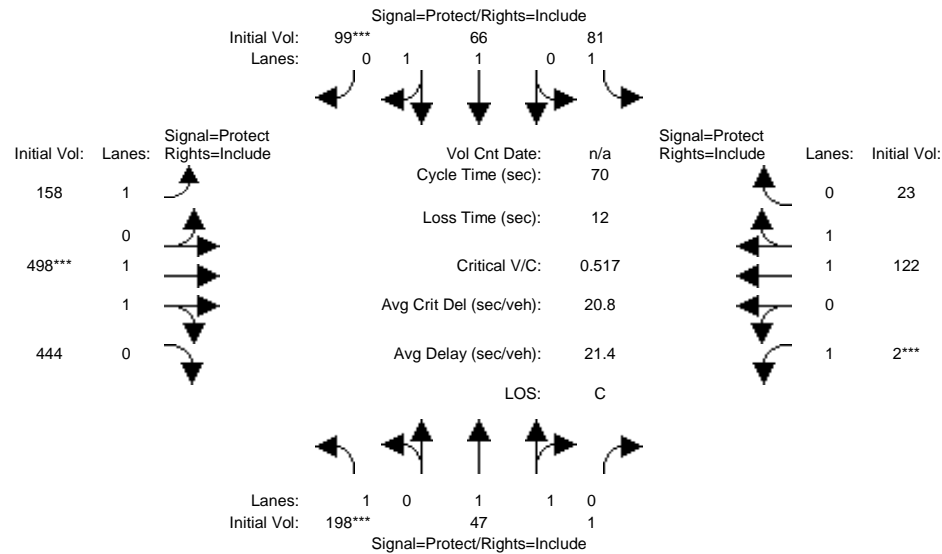
Capacity Analysis Module:												
Vol/Sat:	0.11	0.01	0.01	0.05	0.03	0.05	0.08	0.26	0.26	0.00	0.04	0.04
Crit Moves:	****					****	****			****		
Green Time:	12.5	13.2	13.2	9.3	10.0	10.0	14.6	28.5	28.5	7.0	20.9	20.9
Volume/Cap:	0.63	0.06	0.06	0.35	0.23	0.36	0.40	0.63	0.63	0.01	0.13	0.13
Delay/Veh:	30.8	23.3	23.3	28.5	26.8	27.7	24.6	17.5	17.5	28.4	18.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	23.3	23.3	28.5	26.8	27.7	24.6	17.5	17.5	28.4	18.0	18.0
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	11	1	1	4	3	5	7	17	17	0	2	2

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

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Operations (Base Volume Alternative)  
Cumulative + Project PM

Intersection #3: North Park Victoria Drive & Jacklin Road



Street Name:	North Park Victoria Drive						Jacklin Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	198	47	1	81	66	99	158	498	444	2	122	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	47	1	81	66	99	158	498	444	2	122	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	47	1	81	66	99	158	498	444	2	122	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	47	1	81	66	99	158	498	444	2	122	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	198	47	1	81	66	99	158	498	444	2	122	23

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.95	0.05	1.00	1.00	1.00	1.00	1.02	0.98	1.00	1.66	0.34
Final Sat.:	1750	3714	79	1750	1900	1750	1750	1931	1722	1750	3154	595

Capacity Analysis Module:

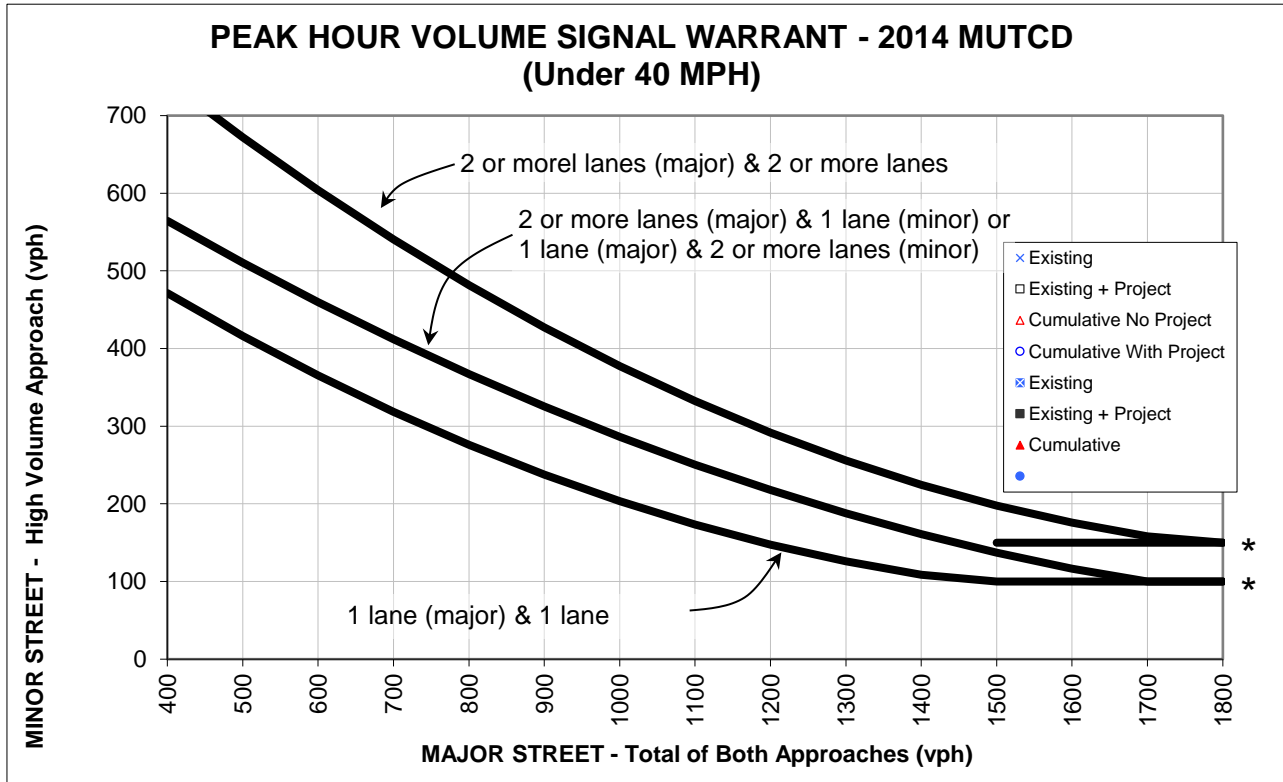
Vol/Sat:	0.11	0.01	0.01	0.05	0.03	0.06	0.09	0.26	0.26	0.00	0.04	0.04
Crit Moves:	****					****	****			****		
Green Time:	12.5	13.2	13.2	9.3	10.0	10.0	14.6	28.5	28.5	7.0	20.9	20.9
Volume/Cap:	0.63	0.07	0.07	0.35	0.24	0.40	0.43	0.63	0.63	0.01	0.13	0.13
Delay/Veh:	30.8	23.3	23.3	28.5	26.8	27.9	24.9	17.5	17.5	28.4	18.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	23.3	23.3	28.5	26.8	27.9	24.9	17.5	17.5	28.4	18.0	18.0
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	11	1	1	4	3	5	7	17	17	0	2	2

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

# Appendix C

## Traffic Signal Warrants

**1 North Park Victoria Drive & Creed Street**



\* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with 1 lane.

**Peak Hour Volume Warrant Per 2012 MUTCD- Under 40 MPH**

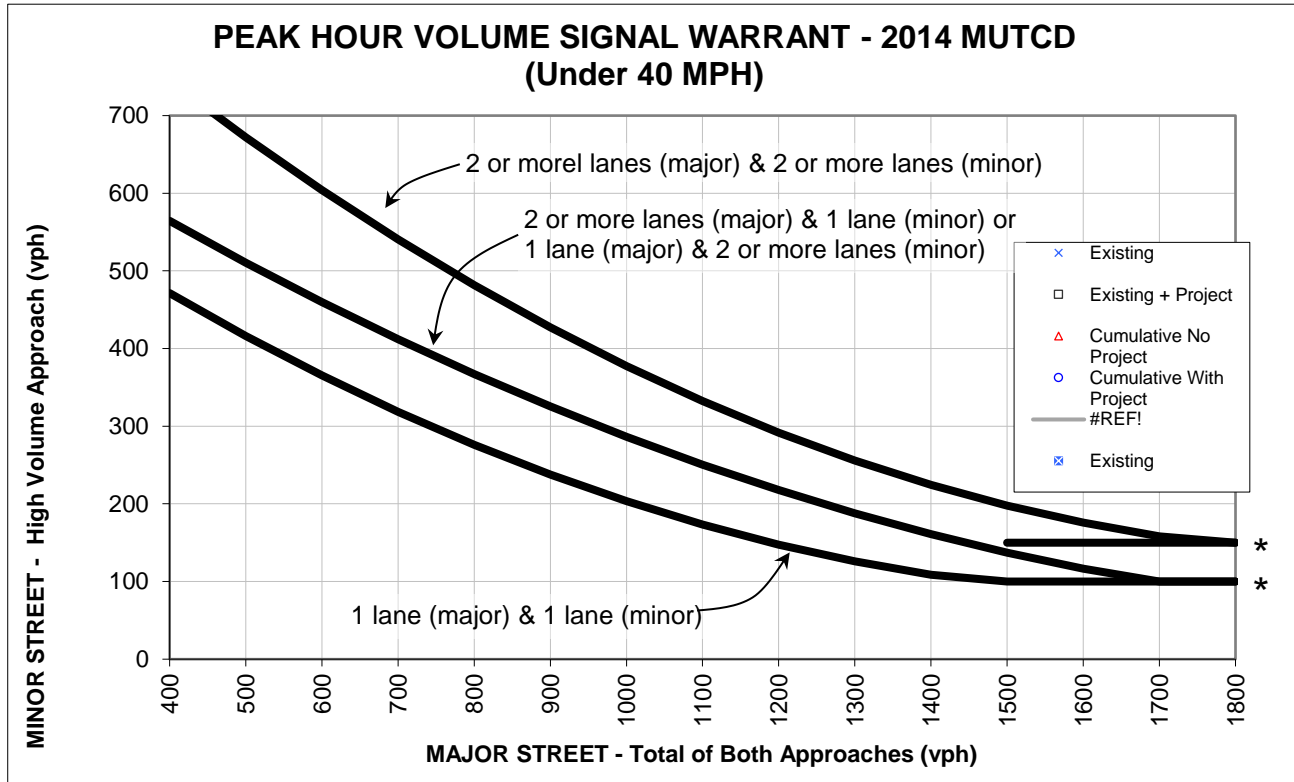
AM Peak Hour Volumes

		Approach Lanes		Existing	Existing + Project	Cumulative	
		One	2 or More			No Project	With Project
Major Street - Both Approaches	N Park Victoria	x		194	201	204	211
Minor Street - Highest Approach	Creed St	x		26	47	27	48
Warrant Met?				N	N	N	N

PM Peak Hour Volumes

		Approach Lanes		Existing	Existing + Project	Cumulative	
		One	2 or More			No Project	With Project
Major Street - Both Approaches	N Park Victoria	x		277	300	291	314
Minor Street - Highest Approach	Creed St	x		8	22	8	22
Warrant Met?				N	N	N	N

**2 North Park Victoria Dr & Country Club Dr**



\* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with 1 lane.

**Peak Hour Volume Warrant Per 2012 MUTCD- Under 40 MPH**

AM Peak Hour Volumes

		Approach Lanes		Existing	Existing + Project	Cumulative	
		One	2 or More			No Project	With Project
Major Street - Both Approaches	N Park Victoria	x		256	283	269	296
Minor Street - Highest Approach	Country Club	x		40	40	42	42
Warrant Met?				N	N	N	N

PM Peak Hour Volumes

		Approach Lanes		Existing	Existing + Project	Cumulative	
		One	2 or More			No Project	With Project
Major Street - Both Approaches	N Park Victoria	x		327	362	343	378
Minor Street - Highest Approach	Country Club	x		47	47	49	49
Warrant Met?				N	N	N	N



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## MEMORANDUM

**DATE:** October 18, 2019

**To:** Adrienne Smith, Associate Planner, City of Milpitas

**FROM:** Theresa Wallace, AICP, Principal  
Matthew Wiswell, Planner/Project Manager

**SUBJECT:** 1005 North Park Victoria Project Initial Study/Mitigated Negative Declaration – Response to Comments

In accordance with Section 15074 of the CEQA Guidelines, prior to approving a project, the decision-making body of the lead agency shall consider the proposed environmental document together with any comments received during the public review process. Although there is no legal requirement to formally respond to comments on a proposed Mitigated Negative Declaration (MND) as there is for an Environmental Impact Report (EIR), this memorandum provides a response to the written comments received on the 1005 North Park Victoria Project Draft Initial Study/Mitigated Negative Declaration (IS/MND) to aid the City of Milpitas decision-makers in their review of the project.

The Draft IS/MND was available for public review and comment from August 9, 2019 to September 9, 2019. A public hearing was also held before the City of Milpitas Planning Commission on August 28, 2019, to receive comments on the IS/MND. Eight comment letters were received on the Draft IS/MND in addition to the verbal comments received at the public hearing. Copies of the comment letters are provided in this memorandum and responses to the substantive issues raised by the commenters are provided on the page following the letters. The comments and responses are enumerated to allow for cross-referencing of CEQA-related comments. As noted above, CEQA does not require or provide guidance on responding to comments on MNDs; therefore, this memorandum follows CEQA Guidelines Section 15088, applicable to responses to comments on EIRs, which requires that agencies respond only to significant environmental issues raised in connection with the project. Therefore, this document focuses primarily on responding to comments that relate to the adequacy of the information and environmental analysis provided in the IS/MND. In addition, this document presents specific changes to the text of the Draft IS/MND that are being made to clarify any errors, omissions, or misinterpretation of materials in the Draft IS/MND in response to comments received during the public review period.

### COMMENT LETTERS

This memorandum includes a reproduction of each comment letter received on the IS/MND. Each comment letter is assigned a letter (A, B, C, etc.), and individual comments within each letter and meeting minutes are numbered consecutively. For instance, comment A-1 is the first numbered comment in Letter A.

The following comment letters on the IS/MND were submitted to the City:

LETTER A  
Phiha Pham  
August 22, 2019

LETTER B  
James Luo  
August 25, 2019

LETTER C  
Steve Fong  
August 27, 2019

LETTER D  
Connie Fong  
August 27, 2019

LETTER E  
Stacy Brobst  
August 28, 2019

LETTER F  
Oanh Phi  
August 29, 2019

LETTER G  
Laurent Pham  
August 29, 2019

LETTER H  
B. Frank Evans, Nelda Evans, Steven Fong, Connie Fong, Jerald Samsun, Giang Dao, Evelyn Ramirez, Jose Roasario, Kevin Yip, Prudencio Valdez, Mila Valdez, Michael Valdez, Laurent Pham, Katelyn Thai, Kevin Croussore, Dolores Luciaui, Laily Biswas, Reghminder Bal, Uyen Nguyen, and Joseph Mal  
September 5, 2019

## RESPONSES

Written responses to all written comments on the IS/MND are provided in this section. Letters received on the IS/MND are provided in their entirety in Attachment A. Responses keyed to the specific comments in each letter are provided below. Please note that text that does not raise environmental issues or relate to the adequacy of the information or analysis within the IS/MND has not been enumerated as no response is required, per CEQA Guidelines Section 15132.

**Letter A**

Phiha Pham  
August 22, 2019

Response A-1: As noted on pages 4-81 through 4-82 of the IS/MND, intersections within the vicinity of the project site operate at Level of Service (LOS) C or better during the AM and PM peak hours under both Existing and Cumulative Conditions. Under Existing plus Project and Cumulative plus Project conditions, intersections within the vicinity of the project site would continue to operate at LOS C or better. Based on the significance criteria established by the City of Milpitas, which establishes the minimum acceptable LOS to be D as noted on page 4-79 of the IS/MND, the proposed project would not cause a significant impact on the adjacent street network.

The Transportation Impact Report (TIA) prepared for the proposed project has since been revised to include an analysis of the 10 accessory dwelling units (ADUs) that are a part of the proposed project. As noted in the Draft IS/MND Text Revisions, below, the revised TIA concluded that intersections within the vicinity of the project site would continue to operate at LOS C or better with the addition of the 10 ADUs. Therefore, revisions to the TIA and Draft IS/MND would not result in any new or more significant impacts. The revised TIA is included as Attachment B.

**Letter B**

James Luo  
August 25, 2019

Response B-1: This introductory comment is noted.

Response B-2: Please refer to Response A-1 that addresses the commenter's general concern related to traffic in the area.

Response B-3: As noted on page 4-74 of the Draft IS/MND, the project sponsor would be required to pay a school impact fee of \$4.34 per square foot of residential development. In accordance with State law, any impact to schools that could result from the proposed project would be offset by development fees and reduced to a less-than-significant level.

Response B-4: As noted on pages 4-73 through 4-75 of the IS/MND, the project site is already served by public services, including police and fire protection. The proposed project would marginally increase the demand for public services; however, this increase is not expected to require the construction or renovation of existing facilities. Therefore, impacts related to police and fire protection would be less than significant.

Response B-5: This comment states that higher density homes will reduce the value of nearby homes. This comment does not relate to the adequacy of the information or analysis in the Draft IS/MND. No further response is required.

**Letter C**

Steve Fong  
August 27, 2019

Response C-1: This introductory comment is noted.

Response C-2: This comment states that more parking should be provided on the project site. This comment does not relate to the adequacy of the information or analysis in the Draft IS/MND. No further response is required.

Response C-3: As noted on page 4-10 of the Draft IS/MND, construction associated with the proposed project would be lower than the Bay Area Air Quality Management District's (BAAQMD) construction emissions thresholds. Additionally, with implementation of Mitigation Measure AIR-1, described on pages 4-10 and 4-11, construction fugitive dust impacts would be reduced to a less-than-significant level.

**Letter D**

Connie Fong  
August 27, 2019

Response D-1: This introductory comment is noted.

Response D-2: Please refer to Response C-2 that addresses the commenter's general concern related to parking.

Response D-3: Please refer to Response C-3 that addresses the commenter's general concern related to construction-period air quality.

**Letter E**

Stacy Brobst  
August 28, 2019

Response E-1: This comment states that more affordable housing should be built within the City. This comment does not relate to the adequacy of the information or analysis in the Draft IS/MND. No further response is required.

Response E-2: Please refer to Response C-2 that addresses the commenter's general concern related to parking. Additionally, please refer to Response A-1 that addresses the commenter's general concern related to traffic in the area.

**Letter F**

Oanh Phi  
August 29, 2019

- Response F-1: This introductory comment is noted.
- Response F-2: Please refer to Response A-1 that addresses the commenter's general concern related to traffic in the area.
- Response F-3: This comment concerns the merits of the project and does not relate to the adequacy of the information or analysis in the Draft IS/MND. No further response is required.

**Letter G**

Laurent Pham  
August 29-30, 2019

- Response E-1: This introductory comment is noted. Please refer to Response E-2.
- Response E-2: As noted on pages 4-90 through 4-91 of the Draft IS/MND, the proposed project would not substantially increase hazards due to geometric design features or incompatible uses based on the existing conditions on Rankin Drive – the 25 mile-per-hour speed limit, the low volume of traffic, and the absence of physical obstructions.
- Response E-3: This comment requests a direct entrance to the project site from North Park Victoria Drive. This comment does not relate to the adequacy of the information or analysis within the Draft IS/MND. No further response is required. However, it should be noted that the City constantly evaluates street networks, and aims to limit driveways or street intersections on existing roads to avoid crashes and maintain flow of traffic.
- Response E-4: Please refer to Response E-3.

**Letter H**

B. Frank Evans, Nelda Evans, Steven Fong, Connie Fong, Jerald Samsun, Giang Dao, Evelyn Ramirez, Jose Roasario, Kevin Yip, Prudencio Valdez, Mila Valdez, Michael Valdez, Laurent Pham, Katelyn Thai, Kevin Croussore, Dolores Luciaui, Laily Biswas, Reghminder Bal, Uyen Nguyen, and Joseph Mal  
September 5, 2019

Letter H is a form letter signed by the individuals identified above. Because the text of the letter is the same for each signatory, only the first letter is reproduced in Attachment A, and only one response is required.

- Response H-1: This introductory comment is noted.
- Response H-2: Please refer to Response A-1 that addresses the commenter's general concern related to traffic in the area.
- Response H-3: Please refer to Response B-3 that addresses the commenter's general concern related to impacts to schools.
- Response H-4: This comment states that traffic in and out of Country Club Drive seems to be underestimated and underreported. As noted on page 4-78 of the Draft IS/MND, existing traffic volumes, including at the intersection of Country Club Drive and North Park Victoria Drive, were obtained from traffic counts conducted in April 2019. In addition, as noted on page 5 of Appendix G to the Draft IS/MND, traffic conditions were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service.
- Response H-5: This comment states that two houses are being developed near Country Club Drive. Additionally, the comment states that more houses are likely to be developed near Country Club Drive in the future. Consistent with guidance from the Valley Transportation Authority (VTA), who administers the Congestion Management Program (CMP) for Santa Clara County, and the City, individual single-family residential units that are planned, approved, or under construction are not specifically referenced in the TIA, as they would fall well within the margin of error for the traffic counts and analysis.
- Please refer to Response A-1 that addresses the commenter's concern related to level of service impacts at the intersection of Country Club Drive and North Park Victoria Drive. As noted above, the proposed project would not result in any significant impacts at this intersection. In addition, any new development proposed in this area that the City or the VTA determine to have potential transportation impacts would be required to prepare a transportation impact analysis and provide appropriate mitigation, as needed.

- Response H-6: This comment concerns the merits of the project and does not relate to the adequacy of the information or analysis in the Draft IS/MND. No further response is required.
- Response H-7: Please refer to Response E-2 that addresses the commenter's concern regarding site access and circulation.
- Response H-8: This comment concerns the merits of the project and does not relate to the adequacy of the information or analysis in the Draft IS/MND. No further response is required.
- Response H-9: As noted on page 4-91 of the Draft IS/MND, the length of the cul-de-sacs should be short enough (105 feet and 150 feet) to accommodate fire department services. In addition, as noted on page 4-73, the Milpitas Fire Department would review the site plans and Fire Access Plan for the proposed project to ensure that adequate emergency access is provided prior to issuance of a building permit.
- Response H-10: Please refer to Response E-3 that addresses the commenter's request for a driveway along North Park Victoria Drive.
- Response H-11: This comment relates to the public comment period for the Draft IS/MND. Consistent with CEQA and the City's standard practices, the Draft IS/MND was posted online and hard copies were made available for public review at the City of Milpitas Planning Department from August 9, 2019 through September 9, 2019. In addition, the City accepted written comments on the Draft IS/MND from August 9, 2019 through September 9, 2019, as well as verbal comments at a Planning Commission meeting on August 28, 2019. This comment does not relate to the adequacy of the information or analysis in the Draft IS/MND. No further response is required.
- Response H-12: This comment generally suggests greater clarity of the title of the document. This comment does not relate to the adequacy of the information or analysis in the Draft IS/MND. No further response is required.
- Response H-13: This comment concerns the merits of the proposed project and does not relate to the adequacy of the information or analysis within the Draft IS/MND. No further response is required.

## DRAFT IS/MND TEXT REVISIONS

This section presents specific changes to the text of the Draft IS/MND that are being made to clarify any errors, omissions, or misinterpretation of materials in the Draft IS/MND in response to comments received during the public review period, or as determined by staff. In no case do these revisions result in a greater number of impacts or impacts of a greater severity than those set forth in the Draft IS/MND. Where revisions to the main text are called for, the page and paragraph are set forth, followed by the appropriate revision. Added text is indicated with double underlined text, and deleted text is shown in ~~strikeout~~.

The following text revision is made to page 1-1 of the Draft IS/MND:

The proposed project would include a General Plan Amendment to change the land use designation from SFL to Single-Family Medium Density, and a Rezone from R1-6 to ~~R2 (One and Two Family Residential)~~ R1-3 (Single-Family Residential) to allow development of the proposed project.

The following text revision is made to page 2-5 of the Draft IS/MND:

The proposed project would include a General Plan Amendment to change the land use designation from SFL to Single-Family Medium Density, and a Rezone from R1-6 to ~~R2 (One and Two Family Residential)~~ R1-3 (Single-Family Residential) to allow development of the proposed project.

The following text revision is made to page 4-2 of the Draft IS/MND:

However, the proposed project would include a rezone of the project site from R1-6 to ~~R1-3R2~~. Single-family residential units are a permitted use within the ~~R1-3R2~~ district, which has a maximum density of ~~3 to 157 to 11~~ units per gross acre and a maximum height for principal buildings of ~~2.5 stories (30 feet) and 1.5 stories (15 feet)~~ for accessory buildings. The proposed project would have a density of ~~7.473~~ dwelling units per gross acre, and a maximum building height of approximately 22 feet.

The following text revision is made to page 4-53 of the Draft IS/MND:

As noted in Section 2.0, Project Description, the proposed project would include a General Plan Amendment to change the land use designation from SFL to Single-Family Medium Density and a Rezone from R1-6 to ~~R1-3R2~~.

The following text revision is made to page 4-80 of the Draft IS/MND:

Project trip generation was estimated by applying to the size and uses of the development the appropriate trip generation rates published by the Institute of Transportation Engineers (ITE) in Trip Generation, 10th Edition. Based on ITE's trip generation rates for single family detached housing (ITE code 210) and multi-family housing (ITE code 220), the project would generate ~~413349~~ daily vehicle trips, with ~~3228~~ trips occurring during the AM peak hour and ~~4237~~ trips occurring during the PM peak hour, as shown in Table 4.P.



**Table 4.P: Project Trip Generation Estimates**

Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total
<b>Proposed Uses</b>											
Detached Single Family Units <sup>1</sup>	<del>3637</del> units	9.44	<del>340</del> 349	0.74	<del>27</del> 28	7	<del>20</del> 21	0.99	<del>36</del> 37	<del>22</del> 23	14
Apartment <sup>2</sup>	10 units	7.32	73	0.46	5	1	4	0.56	6	4	2
<b>Total Project Trips</b>			<b>413</b>		<b>32</b>	<b>8</b>	<b>24</b>		<b>42</b>	<b>26</b>	<b>16</b>

Source: *Traffic Operations Report for 1005 North Park Victoria Drive Single Family Residences* (Hexagon Transportation Consultants, Inc. 2019)

Note: The proposed project has since been revised to include 1 fewer unit (36 units are proposed). Therefore, the analysis of potential impacts is conservative and is slightly overestimated.

<sup>1</sup> Rates based on ITE Trip Generation, 10th Edition for Single Family Detached Housing (ITE 210).

<sup>2</sup> ADUs. Based on rates for multi-family low-rise housing, ITE code 220.

The following text revision is made to page 4-81 of the Draft IS/MND:

**Table 4.Q: Existing Plus Project Level of Service Summary**

Intersection	Traffic Control	Peak Hour	LOS Standard <sup>1</sup>	No Project		With Project			
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Increase in Avg. Delay <sup>2</sup>	Increase in V/C
North Park Victoria Drive and Creed Street	SSSC	AM	N/A	1.2/8.9	A/A	<del>2.12-9/</del> 9.0	A/A	<del>0.90-8/</del> 0.1	N/A
		PM	N/A	0.7/9.3	A/A	<del>1.61-5/</del> 9.3	A/A	<del>0.90-8/</del> 0.0	N/A
North Park Victoria Drive and Country Club Drive	SSSC	AM	N/A	1.3/10.0	A/A	1.3/10.2	A/B	0.0/0.2	N/A
		PM	N/A	1.5/10.4	A/B	1.5/10.7	A/B	0.0/0.3	N/A
North Park Victoria Drive and Jacklin Road	Signal	AM	D	24.1	C	<del>24.424.3</del>	C	<del>0.40-3</del>	<del>0.013</del> 0.011
		PM	D	20.8	C	21.0	C	<del>0.20-1</del>	0.006

Source: *Traffic Operations Report for 1005 North Park Victoria Drive Single Family Residences* (Hexagon Transportation Consultants, Inc. 2019)

Note: Signalized and unsignalized intersection levels of service are based on the Highway Capacity Manual methodology. Signalized intersections levels of service and delays reported are for average control delay per vehicle. The intersection levels of service and delays for SSSC intersection are reported for both the overall average delay/the approach with the highest delay.

<sup>1</sup> There is no LOS standard for unsignalized intersections.

<sup>2</sup> For signalized intersections, the increase in delay shown here represents increase in critical delay. For unsignalized intersections, the increase in delay represents the increase in average delay/the approach with the highest delay.

The following text revision is made to page 4-82 of the Draft IS/MND:

**Table 4.R: Cumulative Plus Project Level of Service Summary**

Intersection	Traffic Control	Peak Hour	LOS Standard <sup>1</sup>	No Project		With Project			
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Increase in Avg. Delay <sup>2</sup>	Increase in V/C
North Park Victoria Drive and Creed Street	SSSC	AM	N/A	1.2/8.9	A/A	<del>2.12-0/</del> 9.0	A/A	<del>0.90-8/</del> 0.1	N/A
		PM	N/A	0.7/9.4	A/A	<del>1.61-5/</del> 9.4	A/A	<del>0.90-8/</del> 0.0	N/A
North Park Victoria Drive and Country Club Drive	SSSC	AM	N/A	1.4/10.1	A/B	1.4/10.3	A/B	0.0/0.2	N/A
		PM	N/A	1.5/10.5	A/B	1.5/ <del>10.910.8</del>	A/B	0.0/ <del>0.40-3</del>	N/A
North Park Victoria Drive and Jacklin Road	Signal	AM	D	24.4	C	24.6	C	0.3	0.011
		PM	D	21.2	C	21.4	C	0.1	0.005

Source: *Traffic Operations Report for 1005 North Park Victoria Drive Single Family Residences* (Hexagon Transportation Consultants, Inc., 2019)

Note: Signalized and unsignalized intersection levels of service are based on the Highway Capacity Manual methodology. Signalized intersections levels of service and delays reported are for average control delay per vehicle. The intersection levels of service and delays for SSSC intersection are reported for both the overall average delay/the approach with the highest delay.

<sup>1</sup> There is no LOS standard for unsignalized intersections.

<sup>2</sup> For signalized intersections, the increase in delay shown here represents increase in critical delay. For unsignalized intersections, the increase in delay represents the increase in average delay/the approach with the highest delay.

Figure 4-2, Trip Distribution and Assignment, on page 4-83 of the Draft IS/MND has been revised to replace the figure with an updated figure from the revised TIA, which is included as Attachment A. The revised figure is shown on page 11 of this document.

Figure 4-4, Existing Plus Project Traffic Volumes, on page 4-85 of the Draft IS/MND has been revised to replace the figure with an updated figure from the revised TIA. The revised figure is shown on page 12 of this document.

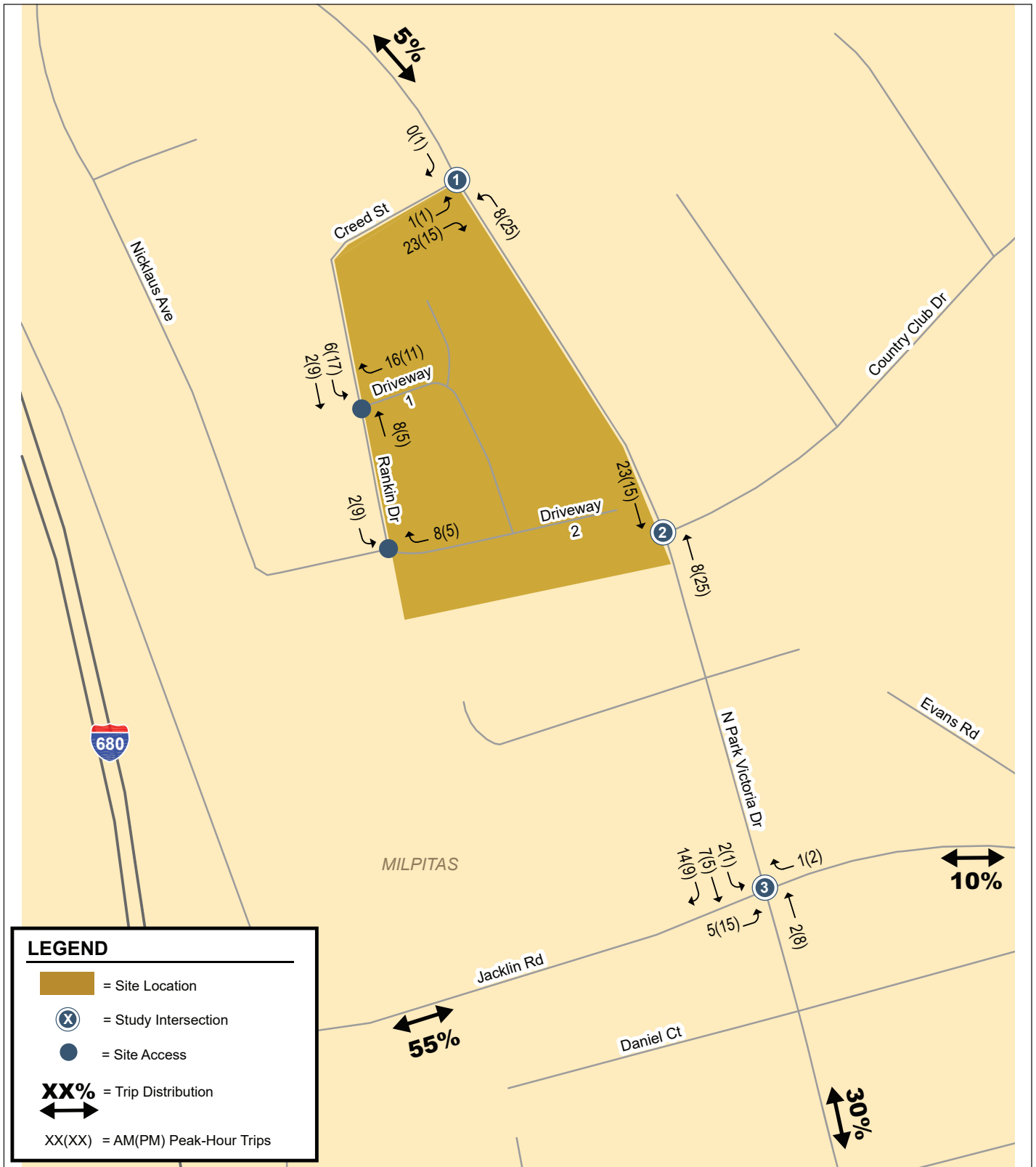
Figure 4-6, Cumulative With Project Traffic Volumes, on page 4-87 of the Draft IS/MND has been revised to replace the figure with an updated figure from the revised TIA. The revised figure is shown on page 13 of this document.

The following text revision is made to page 4-90 of the Draft IS/MND:

At both driveways, the distance from Rankin Drive back to the first driveway is about 35 feet-sufficient for one car length. The outbound volumes would be highest in the AM peak hour. The AM peak-hour volume of outbound vehicles is ~~16~~14 cars at the north driveway and ~~8~~7 cars at the south driveway.

Attachment A: Comment Letters

Attachment B: Revised Transportation Impact Analysis



Revised - FIGURE 4-2

LSA

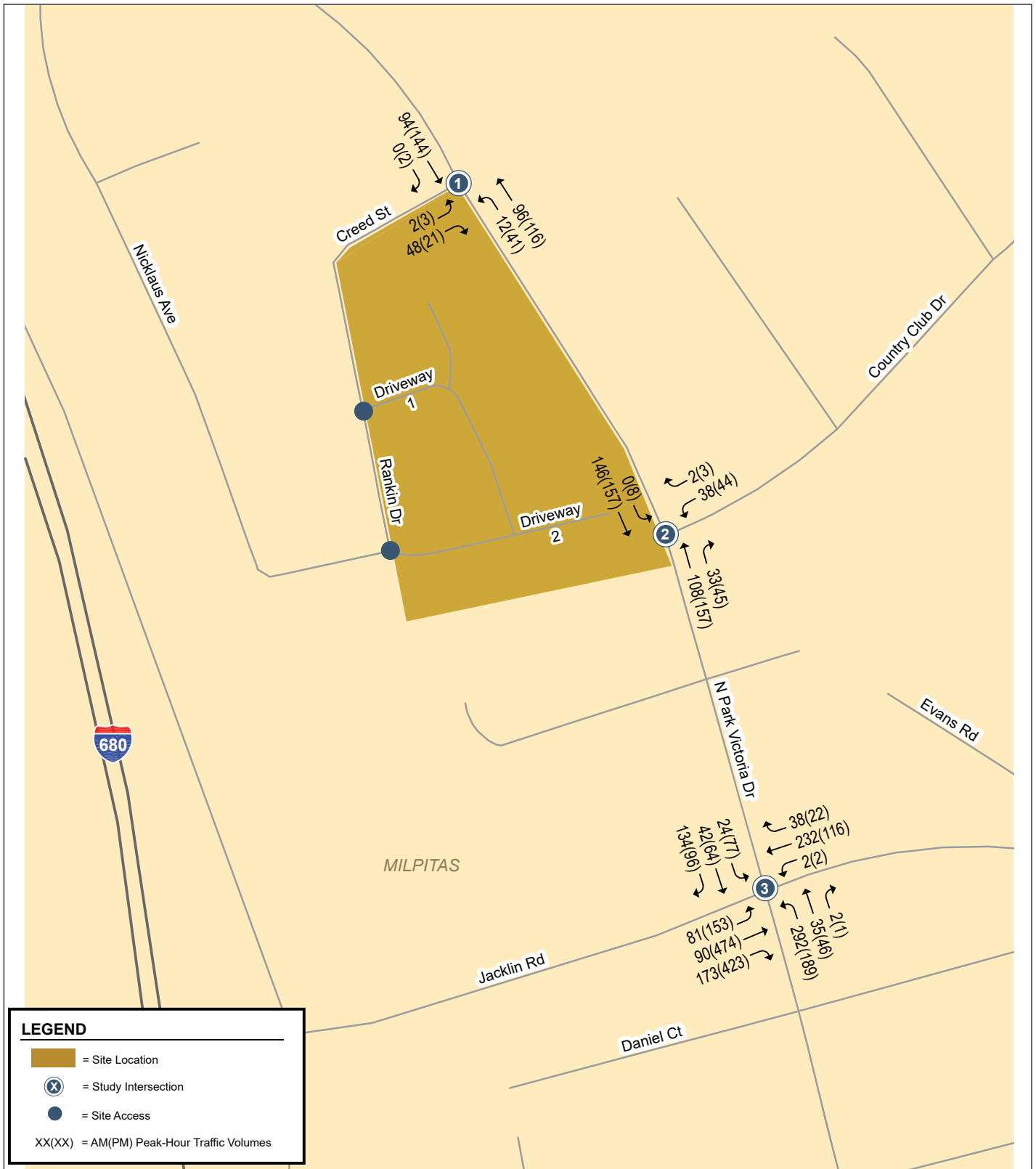


NOT TO SCALE

SOURCE: HEXAGON, SEPTEMBER 2019.

P:\MLP1901 1005 N Park Victoria\PRODUCTS\RTC\Figures\Revised-Fig\_4-2.ai (10/9/19)

1005 North Park Victoria Project IS/MND  
Project Trip Distribution and Assignment



Revised - FIGURE 4-4

LSA

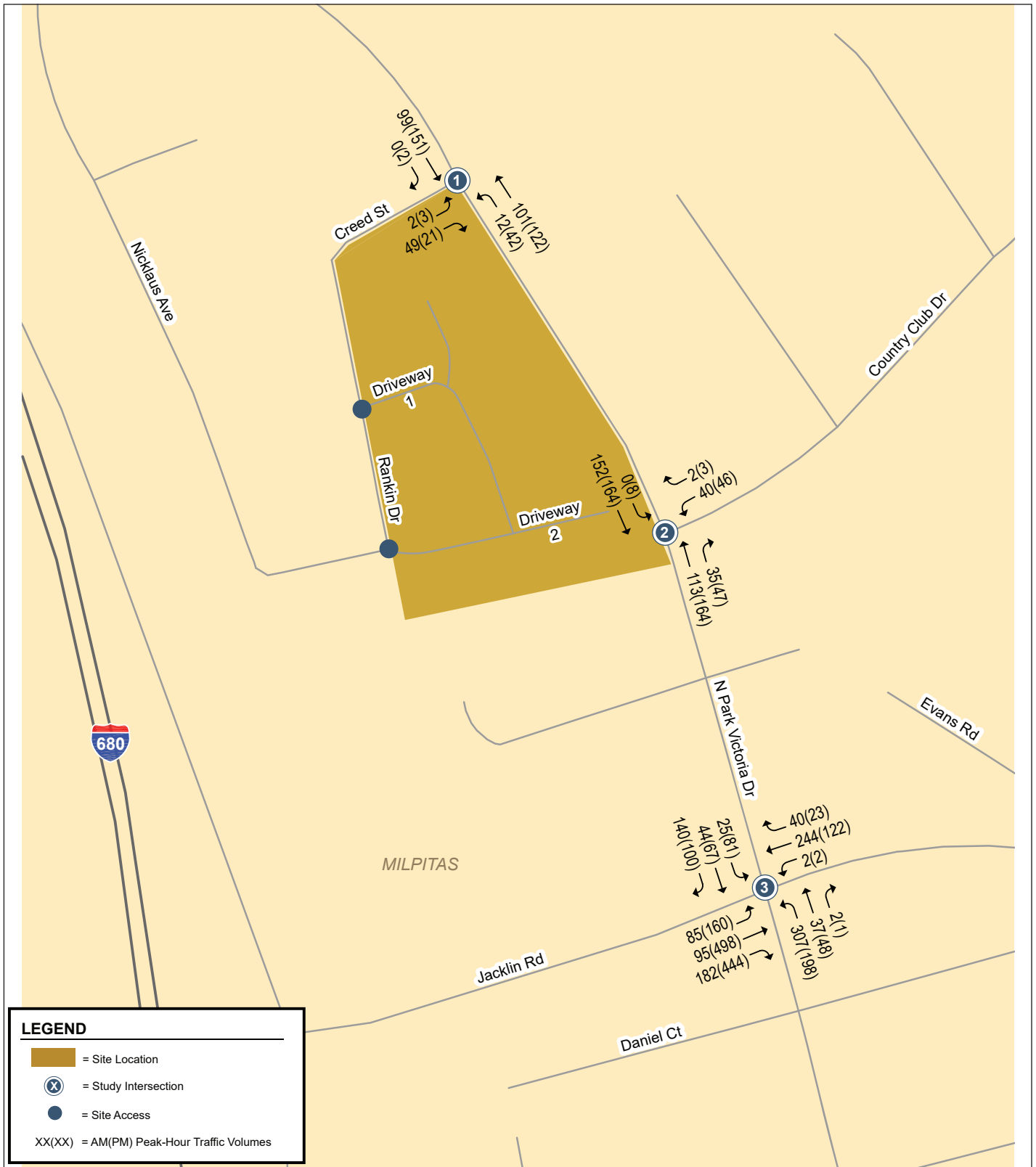


NOT TO SCALE

SOURCE: HEXAGON, SEPTEMBER 2019.

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1005 North Park Victoria Project IS/MND  
Existing Plus Project Traffic Volumes



Revised - FIGURE 4-6

LSA



NOT TO SCALE

SOURCE: HEXAGON, SEPTEMBER 2019.

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1005 North Park Victoria Project IS/MND  
Cumulative With Project Traffic Volumes

**ATTACHMENT A**

**COMMENT LETTERS**

**From:** Phiha Pham  
**Sent:** Thursday, August 22, 2019 12:11 PM  
**To:** Adrienne Smith  
**Cc:** Phiha Pham  
**Subject:** ROBSON HOMES SINGLE-FAMILY DEVELOPMENT - 1005 N PARK VICTORIA, MILPITAS

Hello Adrienne,

My name is Phiha Pham. I reside at 1220 North Park Victoria Drive, Milpitas, CA 95035.

This letter is in regards to the Robson Homes Single-Family Development on 1005 N Park Victoria drive. As a property owner living within 1000 ft. of this proposed development, I would like to officially voice my opinion against the building of this development. The roads here are already extremely congested in the mornings and creates backups. Without these issues being addressed first, we would be displeased to say the least if the development were to proceed.

1

Thank you for taking the time to read this.

The Pham Residence.

**From:** James Luo  
**Sent:** Sunday, August 25, 2019 5:16 PM  
**To:** Adrienne Smith  
**Subject:** Comments Against Robson Homes' Proposed Changes to Allow the Development of A Single Family Residential Subdivision with 36 Two-Story Homes at 1005 N Park Victoria Drive

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Adrienne,

How are you?

I am writing to give me comments against Robson Homes' planned changed to allow the development of a single family residential subdivision with 36 two-story homes at 1005 N Park Victoria Drive.

When Fox Hollow Court was developed and designated as the transitional division from low density to commercial and high density properties, the 1005 N Park Victoria was approved to build 24 low density houses. There is no reason to change it from low density division to media to high density with the following reasons.

1. The negative traffic impacts: The vicinity area to 1005 N Park Victoria Drive is very crowded already. The morning traffic at both N Park Victoria Drive and Jacklin Road has been very bad, especially when schools start. Sometimes the traffic was jam-packed and barely moved on these streets. We really don't want to make it worse by allowing more new residents/ cars into this bad traffic situation than it supposed to be.

2. Milpitas schools are already over-crowded and some classed are much bigger than desired. Other than if some schools can take any more new students, more new residents/ students will definitely impact the quality of the classes and the sized. So we don't need those extra amount of new residents.

3. The increased burdens to public services, such as polices, fire-fighters and other city resources, due to the increased residents. The city has limited resources to serve the current residents already. We don't want to increase unnecessary amount of residents to burden the city resources.

4. The added higher density homes will reduce the value of the nearby houses.

Would you please forward my written comments to the Milpitas Planning Division against the increase from 24 houses to 36 houses in at the lot of 1005 N Park Victoria Drive? Thanks very much for your kind help.

All the best,

James Luo

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**From:** Steve Fong  
**Sent:** Tuesday, August 27, 2019 2:42 PM  
**To:** Adrienne Smith  
**Cc:** Steve Fong  
**Subject:** Robson Homes Single-Family Development

Hi Adrienne,

I have some concerns about the new homes are building just in front of my house, I am the owner at lot 50 on Rankin Drive. Please make sure there are stop signs for the new houses entrances/access, and with limited speed. More greens/trees on the streets. More parking spaces inside the new development area and don't force many new home owner cars park on Creed/Rankin Drive. Both streets will need to be much wider if you allow parking on both sides of streets, and also incoming cars from both directions, so the streets should be wide enough for 4 cars side by side. Make sure the air pollution is clean under constructions.

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Thanks.

Steve Fong

**From:** Steve Fong  
**Sent:** Tuesday, August 27, 2019 2:42 PM  
**To:** Adrienne Smith  
**Cc:** Steve Fong  
**Subject:** Robson Homes Single-Family Development

Hi Adrienne,

I have some concerns about the new homes are building just in front of my house, I am the owner at lot 50 on Rankin Drive. Please make sure there are stop signs for the new houses entrances/access, and with limited speed. More greens/trees on the streets. More parking spaces inside the new development area and don't force many new home owner cars park on Creed/Rankin Drive. Both streets will need to be much wider if you allow parking on both sides of streets, and also incoming cars from both directions, so the streets should be wide enough for 4 cars side by side. Make sure the air pollution is clean under constructions.

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Thanks.

Steve Fong

**From:** Connie Fong  
**Sent:** Tuesday, August 27, 2019 3:15 PM  
**To:** Adrienne Smith  
**Subject:** Robson Homes Development

Hi Adrienne,

I have some concerns about the new homes are building just in front of my house, I am the owner at lot 50 on Rankin Drive. Please make sure there are stop signs for the new houses entrances/access, and with limited speed. More greens/trees on the streets. More parking spaces inside the new development area and don't force many new home owner cars park on Creed/Rankin Drive. Both streets will need to be much wider if you allow parking on both sides of streets, and also incoming cars from both directions, so the streets should be wide enough for 4 cars side by side. Make sure the air pollution is clean under constructions.

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Thanks,  
Connie Fong

-----Original Message-----

From: Stacy Brobst  
Sent: Wednesday, August 28, 2019 8:07 AM  
To: Ned Thomas  
Subject: 40 single family homes

Dear planning commission,

I strongly object to the 40 unit housing development that contains no affordable housing.

Our city is woefully behind in creating affordable housing. Every new development must be made to contain their share of affordable housing. This should be non-negotiable.

Also, this development doesn't have enough street parking. These are large houses that will encourage multiple generations to live together so there will be a greater parking need. Also, the ADUs will encourage more cars.

Please do not approve this development as presented.

Thank you,  
Stacy Brobst

Sent from my iPhone

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**From:** oanh phi  
**Sent:** Thursday, August 29, 2019 3:55 PM  
**To:** Adrienne Smith  
**Cc:** oanh phi  
**Subject:** ROBSON HOMME SINGLE-FAMILY DEVELOPMENT - 1005 N.PARK VICTORIA, MILPITAS

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

HELLO ADRIENNE,

Mi name is OANH PHI. I reside at 1142 Fox Hollow Court, Milpitas 95035

This letter is in regards to the Robson Homme Single-Family Development on 1005 N. Park Victoria Drive. As a property owner living 500ft of this proposed development, I would like to officially voice my opinion against the building of this development. The roads here are already extremely congested in the mornings and creates backups. Without these issues being addressed first, we would be displeased to say the least if the development were to proceed.

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Thank you for taking the time to read this.

The PHI residence.

**From:** Laurent Pham  
**Sent:** Thursday, August 29, 2019 12:39 AM  
**To:** Adrienne Smith  
**Subject:** 1005 N. Park Victoria

Dear Adrienne,

I'd like to reiterate my concern about traffic and safety on Creed St and Rankin St, with having almost all new residents having to go through those two streets. | 1

Living on Creed St and having 2 young kids playing sometimes in front of my house, I am concerned about those ~100 new potential cars. That goes along with the gentlemen who lives on Rankin St, with 3 young kids, also expressing his concerns about his kids playing in front yard. | 2

Would it be possible to have a direct entrance to the new homes on N. Park Victoria? It could be for example located towards the middle of the set of homes facing Park Victoria. Or on the south side close the Country club drive. That would make one entrance in the front of the development, and one entrance in the back of the development, instead of having two entrances in the back of the development. | 3

Thanks in advance and best regards,

Laurent Pham

**From:** Laurent Pham  
**Sent:** Thursday, August 29, 2019 2:53 PM  
**To:** Adrienne Smith  
**Subject:** Re: 1005 N. Park Victoria

Hi Adrienne,

Thanks for getting back to me.  
I agree with you about the lack of visibility for an entrance near Country Club, so yes, that's not a good idea. About the other suggestion, with an entrance towards the middle of NPV stretch, is it possible to still entertain that idea? | 4  
NPV has a lot of intersections with other streets. If you look on the north side of NPV, you will see many intersections with streets on the east side going to the hills.  
I am not sure how that really adds traffic conflicts.

Thank you,

Laurent



**Comments on Proposed PUD Project**

B. FRANK EVANS + NELDA G. EVANS  
*B Frank Evans*  
*Nelda G Evans*  
1049 RANKIN DRIVE, MILPITAS  
neldaevans@earthlink.net  
SEPTEMBER 5, 2019

The Milpitas Planning Commission and the Milpitas City Council and the Mayor are currently considering a proposal from Robson Homes to construct 36 two story homes on a 4.88 acre parcel between North Park Victoria Drive, Creed Street, and Rankin Drive in northeast Milpitas. It would require rezoning the property from R-6 to R-3 or R-4 and rezoning it from single family low density to one and two family medium density. We who live in the neighborhood strongly and urgently request the Commission and the Council to NOT approve the zoning changes which would allow the project to proceed. We feel the houses would be too crowded and would bring too many cars into the neighborhood.

There are many reasons why we feel this way. The 65 Citation homes directly west of the planned project are all on 6000 square foot lots (R-6) and all of the homes east of the project up Country Club Drive are all on at least 10,000 square foot lots. All of the many homes north of the project along North Park Victory Drive and the tributary streets are built on 10,000 square foot lots as far as the Fremont border. Admittedly there is a small group of 26 homes on the west side of North Park Victoria on Fox Hollow Ct. and 8 more on the east side which are built on 4000 square foot lots, but they are on short public cul-de-sacs with 3 very large turn around areas which gives them a feeling of spaciousness which is not present in the Robson project.

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We have heard a lot about the housing shortage in the Bay Area and a lack of affordable housing in California and the Bay Area. Milpitas has already done a great deal to provide additional housing, especially near the new BART station which will be opening soon. There are many new 3 and 4 story condominium homes and new very large 5 and 6 story buildings near BART and the Great Mall and a very large building across the street from the BART station. Milpitas has done more than its share to address a housing shortage in the region. The city

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CITY OF MILPITAS  
PLANNING DIVISION

has removed commercial buildings in order to accomodate residential buildings, reducing job availability. This project would have a negligibly small effect on the regional housing problems, but would have a significantly detrimental effect on the local neighborhood.

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cont.

As everyone knows, traffic in the region is terrible and has been getting worse. Specifically Freeway 680 is often bumper to bumper in each direction, especially during rush hours. Sometimes drivers exit the freeway and use North Park Victoria as an alternate route to try to bypass the freeway congestion. Most residential homes in the area have at least two cars per home and often three or more. The proposed project would add 36 two story homes including 10 with an Accessory Dwelling Unit (ADU) above a detached garage. That amounts to at least  $36 \times 2 + 10 = 82$  additional cars and more likely  $36 \times 3 = 108$  or more additional cars added to the local traffic. Since there is no entrance from North Park Victoria all the additional traffic would have to enter or exit the project by Creed Street and Rankin Drive.

2

The traffic in morning and afternoon rush hours is already heavy for parents driving their students to and from school or high school students driving themselves to and from Milpitas' only high school. Since Pomeroy Elementary School close to the high school is already overcrowded, students are diverted to the Burnett School and it has become more crowded. Two problems to which this project contributes are the overcrowded schools and the increased traffic to and from the schools.

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The issue of traffic in and out of Country Club Drive seems to be underestimated and under reported. The intersection of Country Club Drive at North Park Victoria Drive has had several accidents and is probably the steepest in all of Milpitas. Country Club Drive ends at a stop sign at the bottom of a very steep hill coming down from the Summit Pointe Golf Club and many homes. There are approximately 44 homes with access before the golf club and approximately 89 more in the gated community beyond the golf club. That is a total of about 133 homes whose only access in and out is through the intersection of Country Club

4



Drive and North Park Victoria. That is about 266 cars or more. The Golf Club itself has a large parking lot with more than 100 spaces with often more than half filled. So potentially there are 200 or 300 cars which could make two or more trips per day principally in the morning and afternoon rush hours. When you turn into Country Club Drive from North Park Victoria there is a large sign which says "No Outlet". There is no alternative route in or out. Additionally the project plan states "there are no planned or approved developments which can affect any of the intersections in this proposal". That is false, there are at least two projects by Country Club Estates being developed on Country Club Drive, and there are probably more to come. This intersection is dangerous and could be made safer by changing the project plan.

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The Planned Unit Development (PUD) has several shortcomings itself. The homes along North Park Victoria are lined up like New York Tenements with very little space between them, virtually no space between them, and with on street parking in front of them. Access to their garages and driveways requires the owners to drive around to the back of the project by way of Creed Street and Rankin Drive to get to the driveway and detached garage with an Accessory Dwelling Unit (ADU) above. This may be an attempt to pay lip service to requirements for affordable housing, but at 2500 to 2900 square foot homes and potential prices of \$2 million or more, this is hardly affordable housing. The streets and the utilities are private, not public, so the city will not be maintaining the streets or utilities. The streets are narrower than public streets and will be difficult to negotiate for fire trucks, garbage trucks, and any other delivery or service trucks. Technically the two dead end streets in the project are legal because they are 150 feet long or shorter. Nevertheless, there is no turnaround space and there should be. The private street which extends Blalock Street from Rankin Drive could be extended to North Park Victoria but is not. The city Traffic Engineer did not want an offset intersection where opposite streets do not face each other. A standard intersection could be achieved by extending a standard public street and curving it to face Country Club Drive, making both of them safer.

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The report about this proposed project was supplied by an email and consisted of

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a 602 page PDF document with a great deal of technical jargon and legalese. The traffic engineer from Hexagon Transportation Consultants in Pleasanton refused to speak to residents, willing only to deal with staff from the city. These things hinder adequate questions and comments from the public. Imposing a 3 minute comment limit from residents about a 602 page document is not reasonable.

11  
cont.

The very title of the report is obfuscating: "Notice of Intent to Adopt a Mitigating Declaration" is not likely to attract the attention of a typical resident. We suggest greater clarity in these documents. A similar comment applies to the plans to build a La Quinta Motel on the other side of 680 and Jacklin, next to the Shell Gas Station. That construction may well be a surprise to nearby residents.

12

We strongly request that the Planning Commission and the City Council do NOT approve the zoning changes required for this project to proceed. We suggest that if Mr. Robson and his company Robson Homes cannot or will not abide by the current zoning regulations, that he sell the property to someone who can or will.

13

**ATTACHMENT B**

**REVISED TRANSPORTATION IMPACT ANALYSIS**



## **Memorandum**

Date: September 20, 2019  
To: Mr. Steve Chan, T.E., City of Milpitas  
From: Brett Walinski, T.E.  
Subject: Traffic Operations Report for 1005 North Park Victoria Drive Single Family Residences

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Hexagon Transportation Consultants, Inc. has completed this traffic operations report for the proposed residential development located at 1005 North Park Victoria Drive in Milpitas, California. The subject site is currently occupied by a vacant single-family residence. The project proposes a community of 36 single-family detached units and 10 ADUs. Access to the project site would be provided via two proposed driveways on the west side of the development, on Rankin Drive, which is connected to North Park Victoria Drive via Creed Street. The site location is shown on Figure 1.

## **Scope of Study**

This study includes an analysis of weekday AM and PM peak hour traffic conditions at three intersections and two site driveways. The analysis was conducted in accordance with the standards and methodologies prescribed by the City of Milpitas. The study intersections are identified below and shown on Figure 2.

- North Park Victoria Drive and Jacklin Road
- North Park Victoria Drive and Country Club Drive (unsignalized)
- North Park Victoria Drive and Creed Street (unsignalized)
- Rankin Drive and North Site Driveway
- Rankin Drive and South Site Driveway

The impacts of the project were evaluated during the weekday AM and PM peak hours. The AM peak hour of traffic is typically between 7:00 AM and 9:00 AM and the PM peak hour is typically between 4:00 PM and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average weekday. Traffic conditions were evaluated for the following scenarios:

- Scenario 1: *Existing Conditions.* Existing conditions are represented by existing peak hour traffic volumes on the existing roadway network. Existing traffic volumes were obtained from recent traffic counts conducted in April 2019 (see appendix).
- Scenario 2: *Existing Plus Project Conditions.* Project-generated traffic volumes were added to existing traffic volumes to estimate existing plus project traffic volumes. Existing plus project conditions were evaluated relative to existing conditions in order to determine potential project impacts.
- Scenario 3: *Cumulative Conditions.* Cumulative conditions (without the project) were estimated by applying growth factors derived from the City of Milpitas Travel Demand Forecast Model. No improvements to the study intersections were assumed under this scenario.
- Scenario 4: *Cumulative Plus Project Conditions.* Project trips from the site were added to Cumulative traffic volumes to estimate Cumulative Plus Project conditions. Cumulative Plus Project conditions were evaluated relative to Cumulative conditions (without the project) in order to determine potential project impacts.



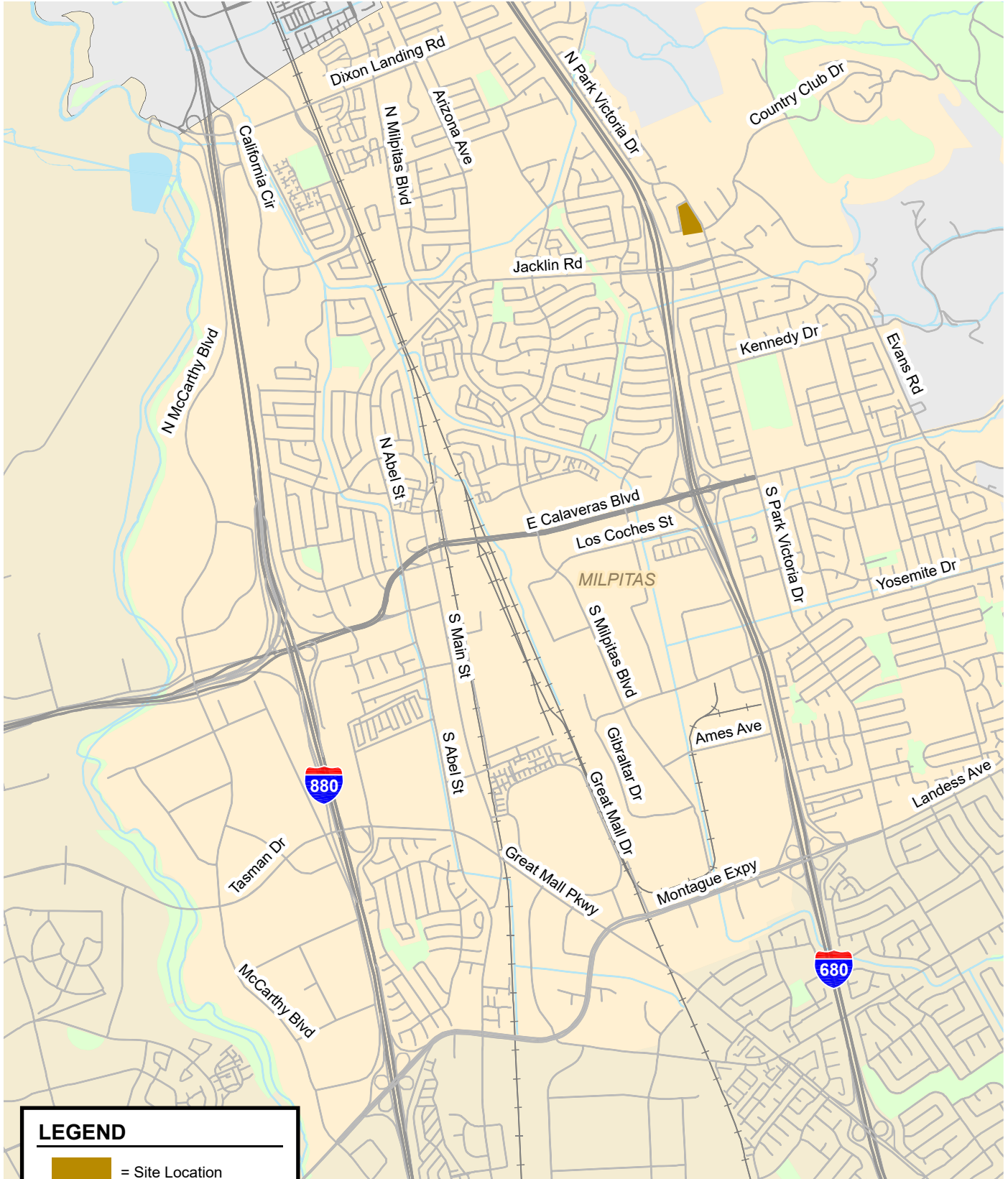
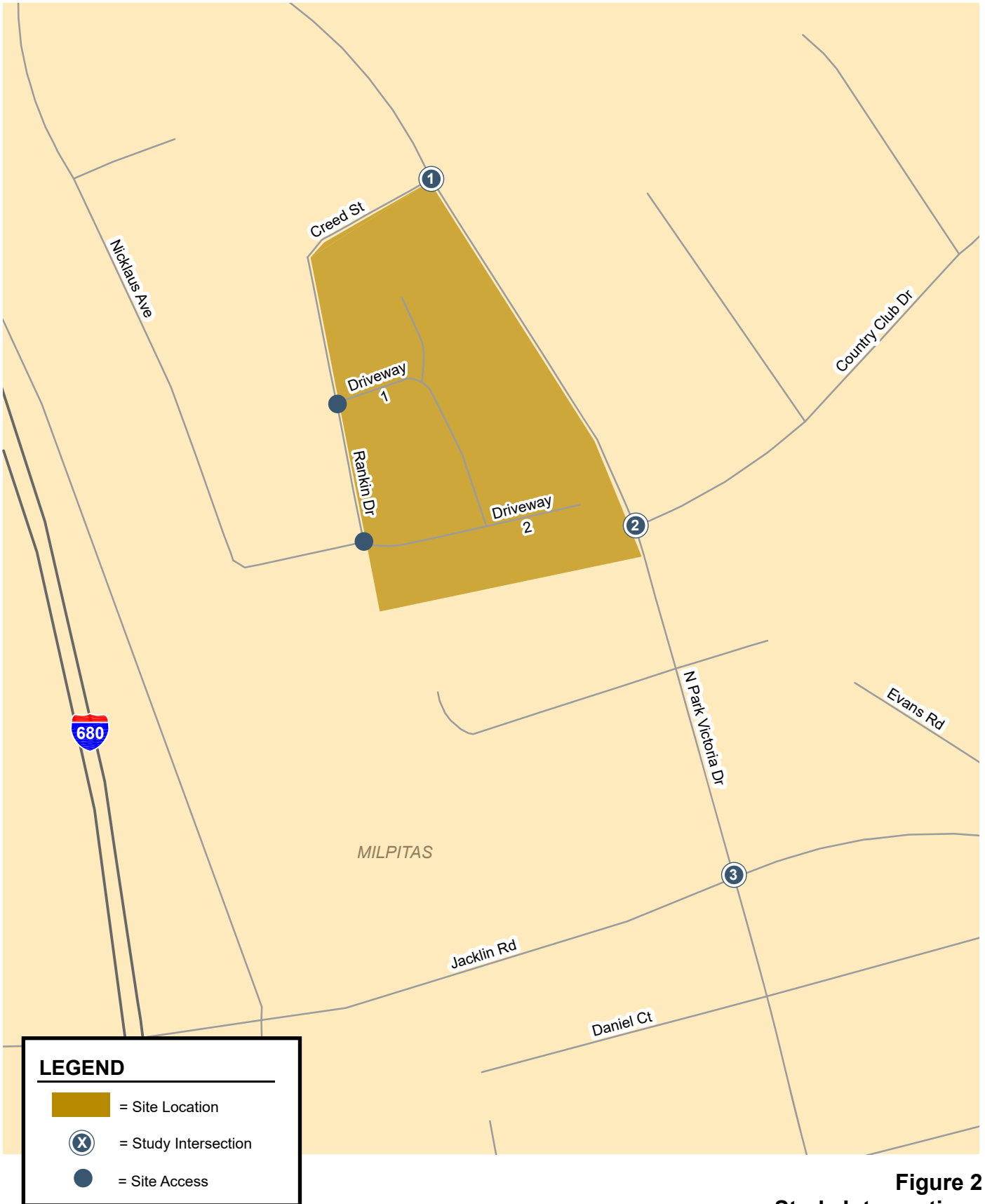


Figure 1  
Site Location



**Figure 2**  
**Study Intersections**



A background conditions scenario was not included in this analysis because there are no approved but not yet constructed developments that would add traffic to the study intersections. In addition, a Congestion Management Program (CMP) analysis was not required because the project is estimated to generate fewer than 100 peak-hour trips. Intersection operations were evaluated using TRAFFIX, based on the Highway Capacity (HCM) level of service methodology for signalized and unsignalized intersections during peak hours. This report also includes an evaluation of project site access and circulation.

## Existing Transportation Setting

Regional access to the project site is provided via Interstate 680 (I-680). Local access to the site is provided via Jacklin Road, North Park Victoria Drive, Creed Street, and Rankin Drive. These roadways are described below.

**I-680** is a north-south freeway which extends from I-280 in San Jose in the south and ends at I-80 near Green Valley in the north. Within the project vicinity, I-680 primarily has three northbound lanes and three southbound mixed flow lanes as well as an HOV lane in the southbound direction. The closest access to the project site is provided by the interchange at Jacklin Road.

**Jacklin Road** is a four lane, east-west, arterial street that extends from Milpitas Boulevard in the west to North Park Victoria Drive in the east. At its west end, Jacklin Road becomes north Abel Street west of North Milpitas Boulevard and curves south to intersect with East Calaveras Boulevard. East of North Park Victoria Drive, Jacklin Road becomes two-lane Evans Road and continues south to the foothills on the east side of Milpitas. Jacklin Road provides direct access to I-680 south of the project site via North Park Victoria Drive. It has a two-way left turn lane in the project vicinity, between I-680 and North Park Victoria Drive.

**North Park Victoria Drive** is generally a two-lane, north-south, collector street that begins just south of Scott Creek Road in the north and terminates at East Calaveras Boulevard in the south.

**Creed Street** is an east-west residential street extending from North Park Victoria Drive at the east end to Rankin Drive at the west end. On-street parking is permitted on Creed Street.

**Rankin Drive** is a north-south residential street extending from Creed Street at the north end to Nicklaus Avenue at the south end. On-street parking is permitted on Rankin Drive. It would provide direct site access via two driveways.

Existing bicycle access to the project vicinity is provided primarily via a network of nearby Class II bike lanes and Class III bike routes which are shared with vehicular traffic. There are existing Class II bike lanes on Jacklin Road except a section between I-680 and North Park Victoria Drive, which is a bicycle route. North Park Victoria Drive has Class II bike lanes from the city border with Fremont, along the eastern border of the site, to Jacklin Road, south of which North Park Victoria Drive serves as a Class III bicycle route.

In the future, the *City of Milpitas General Plan* shows future upgraded Class II bike lanes on existing bike lane gaps on Jacklin Road (between the southbound I-680 on/off ramps and North Park Victoria Drive) and on North Park Victoria Drive south of Jacklin Road. Country Club Drive is planned to serve as a Class III bicycle route.

Sidewalks are generally found along all previously-described roadways in the study area and along the streets near the site, with a few exceptions. There are no sidewalks along the project frontages on North Park Victoria Drive, Creed Street, or Rankin Drive. There are also no sidewalks on the south side of Country Club Drive. All nearby signalized study intersections provide crosswalks.



Existing transit service in the project vicinity is provided by the Valley Transportation Authority (VTA). The nearest bus route is Line 46. Line 46 connects the Great Mall Transit Center with Milpitas High School via Great Mall Parkway, Montague Expressway/Landess Avenue, Park Victoria Drive, and Jacklin Road. In addition, Line 46 provides connections to the VTA light rail service at the Great Mall Transit Center. The bus operates between 6:00 AM and 7:00 PM on weekdays, with 30-minute headways in the AM and PM peak periods. The closest bus stops are located on North Park Victoria Drive south of Jacklin Road, approximately 1,000 feet south of the project site.

An extension of BART from South Fremont to North San Jose/Berryessa is currently under construction along the existing Union Pacific rail line. A new Milpitas station, tentatively scheduled to open in late 2019, will be located approximately 3.5 miles from the project site at the Montague Expressway/Great Mall Parkway intersection.

### **Existing Traffic Observations**

Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection level of service, and (2) to identify any locations where the level of service calculation does not accurately reflect level of service in the field. The field observations revealed that the level of service analysis generally reflects actual existing traffic conditions. Notable observations are summarized below.

**North Park Victoria Drive and Jacklin Road.** During the AM peak hour, the northbound left turn queue on North Park Victoria Drive onto westbound Jacklin Road frequently spills out of the turn pocket and into the adjacent northbound through lane. This was also observed to occur during the PM peak hour, though less frequently. It should be noted that the project is not expected to add any traffic to this movement.

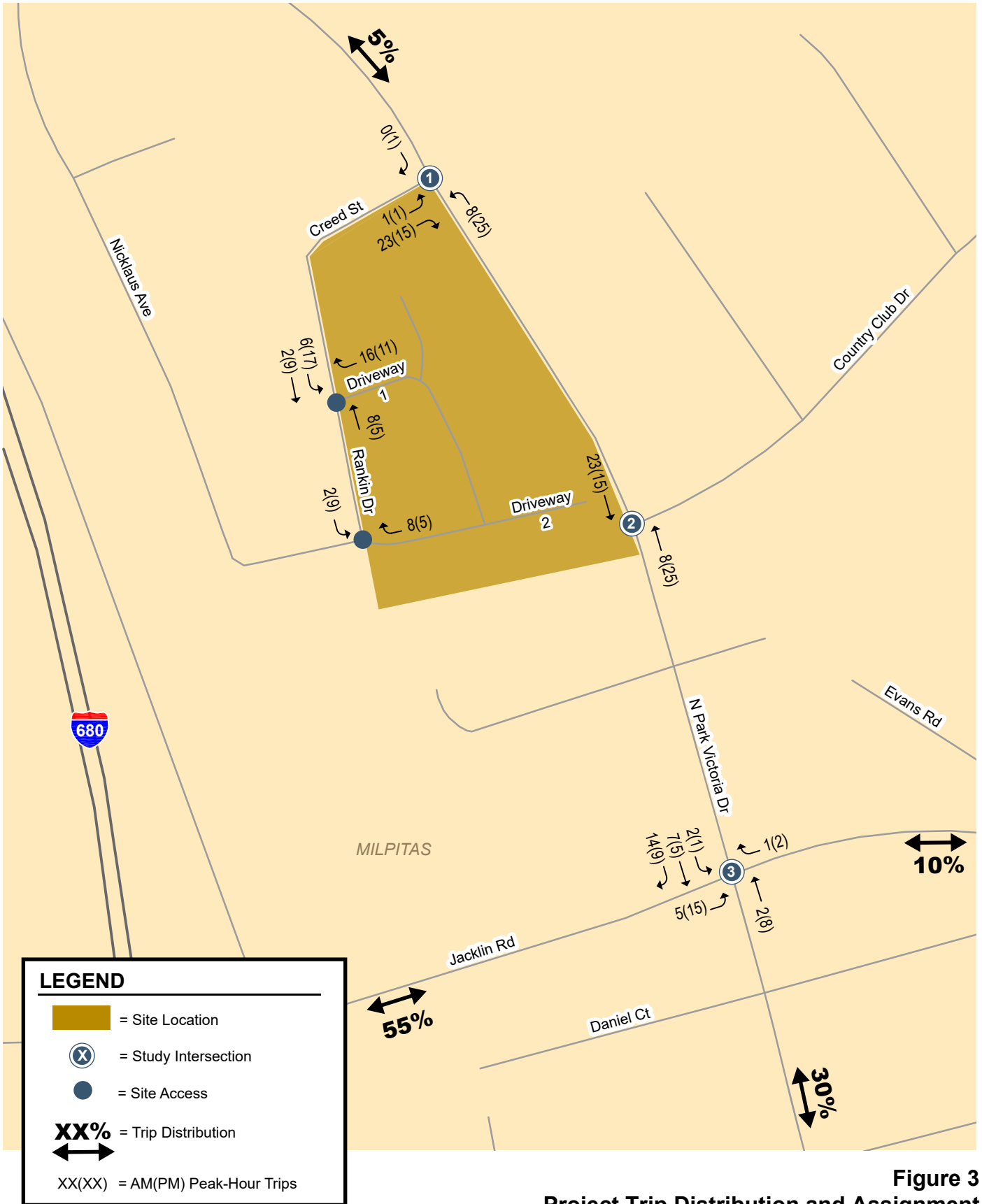
### **Project Traffic Estimates**

The magnitude of traffic produced by a new development, and the locations where that traffic would appear, are typically estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site was estimated for the weekday AM and PM peak hours. As part of the project trip distribution step, an estimate was made of the directions to and from which the project trips would travel. In the project trip assignment step, the project trips were assigned to specific streets and intersections in the study area. These procedures are described further in the following sections.

Through empirical research, data have been collected that correlate common land uses to their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. Project trip generation was estimated by applying to the size and uses of the development the appropriate trip generation rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation, 10th Edition*. Based on ITE's trip generation rates for single family detached housing (ITE code 210) and multi-family housing (ITE code 220), the project would generate 413 daily vehicle trips, with 32 trips occurring during the AM peak hour and 42 trips occurring during the PM peak hour. Because the existing single family home has been vacant for a long period of time and the site does not currently generate any traffic, no trip credit was applied (see also Table 1).

The trip distribution pattern for the proposed use was estimated based on neighboring land uses and local traffic patterns in consultation with City staff. Trips were assigned to the roadway network in accordance with the trip distribution. The trip distribution and project trip assignment are shown on Figure 3.





**Figure 3**  
Project Trip Distribution and Assignment



**Table 1  
 Project Trip Generation Estimates**

Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Total		Total		Total		Total	
				Rate	Trips	In	Out	Rate	Trips	In	Out
Detached Single Family Units <sup>1</sup>	36 units	9.44	340	0.74	27	7	20	0.99	36	22	14
Apartments <sup>2</sup>	10 units	7.32	73	0.46	5	1	4	0.56	6	4	2
Total Project Trips			413	32	8	24	42	26	16		

<sup>1</sup> Rates based on ITE Trip Generation, 10th Edition for Single Family Detached Housing (ITE 210).  
<sup>2</sup> ADUs. Based on rates for multi-family low-rise housing, ITE code 220.

### Traffic Volumes and Roadway Network

Traffic volumes for existing conditions were determined from existing traffic counts conducted in April 2019. Existing volumes are shown on Figure 4. Existing plus project traffic conditions are represented by existing traffic volumes plus project trips on the existing roadway network. Existing plus Project volumes are shown on Figure 5. The count data are included in Appendix A.

Cumulative (no project) traffic volumes were estimated based on forecasts from the City of Milpitas Travel Demand Forecast Model. From the forecasts an annual growth rate was established and applied to existing volume five years into the future. Traffic volumes for Cumulative plus Project conditions are represented by adding to the cumulative no project volumes the traffic generated by the project. Cumulative and Cumulative plus Project traffic volumes are shown on Figures 6 and 7, respectively.

Under cumulative and cumulative plus project conditions, the roadway network was assumed unchanged from existing conditions.

### Intersection Level of Service Methodology

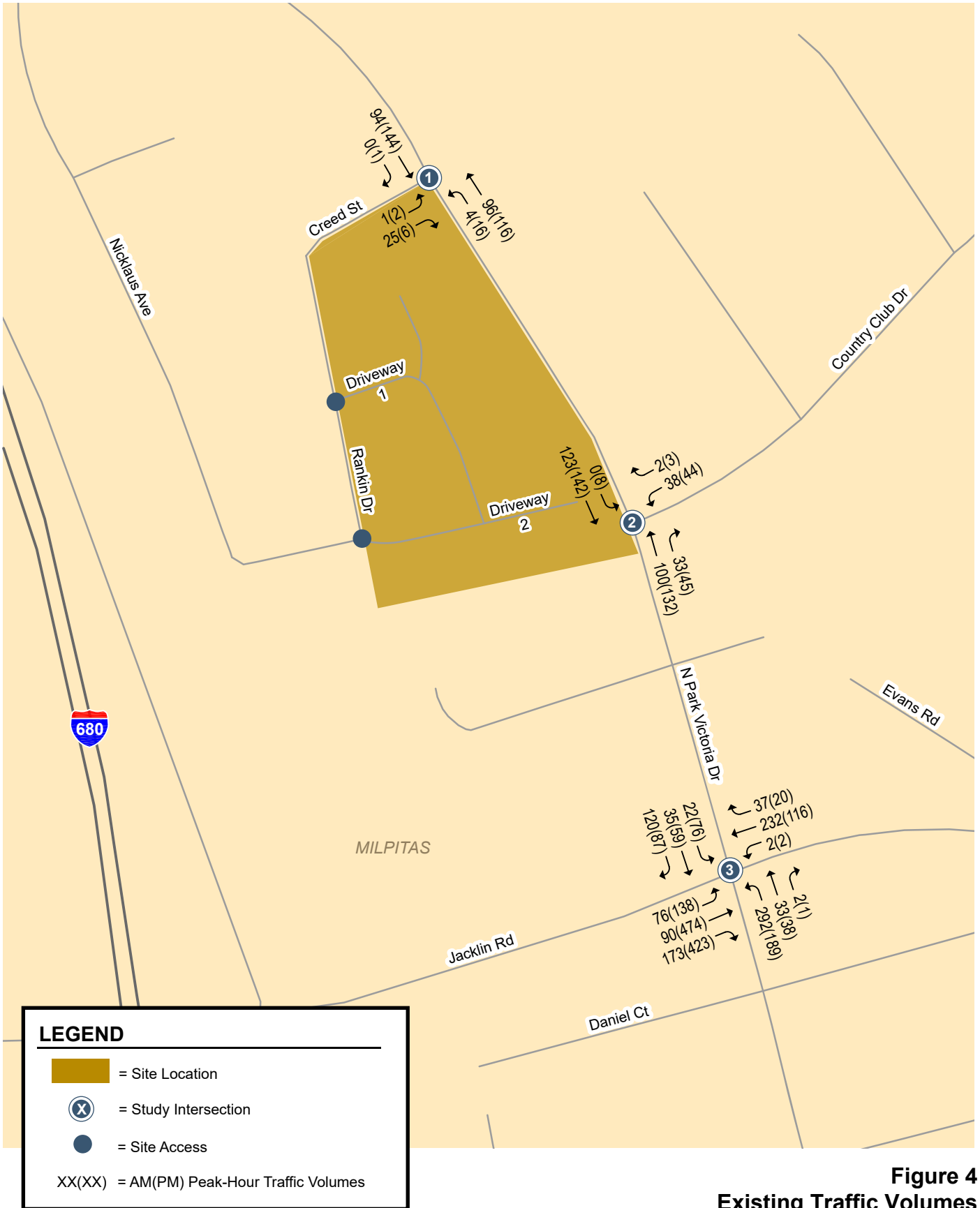
Traffic conditions at the signalized and unsignalized study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The City of Milpitas utilizes TRAFFIX software and the Highway Capacity Manual (HCM) methodology to evaluate intersection operations. The HCM methodology evaluates intersection operations on the basis of average delay time for all vehicles at the intersection. For side-street-stop-controlled (SSSC) intersections, HCM also provides the level of service and delay for operations on the worst approach. The delay can then be correlated to a level of service.

### Signalized Intersection Significant Impact Criteria

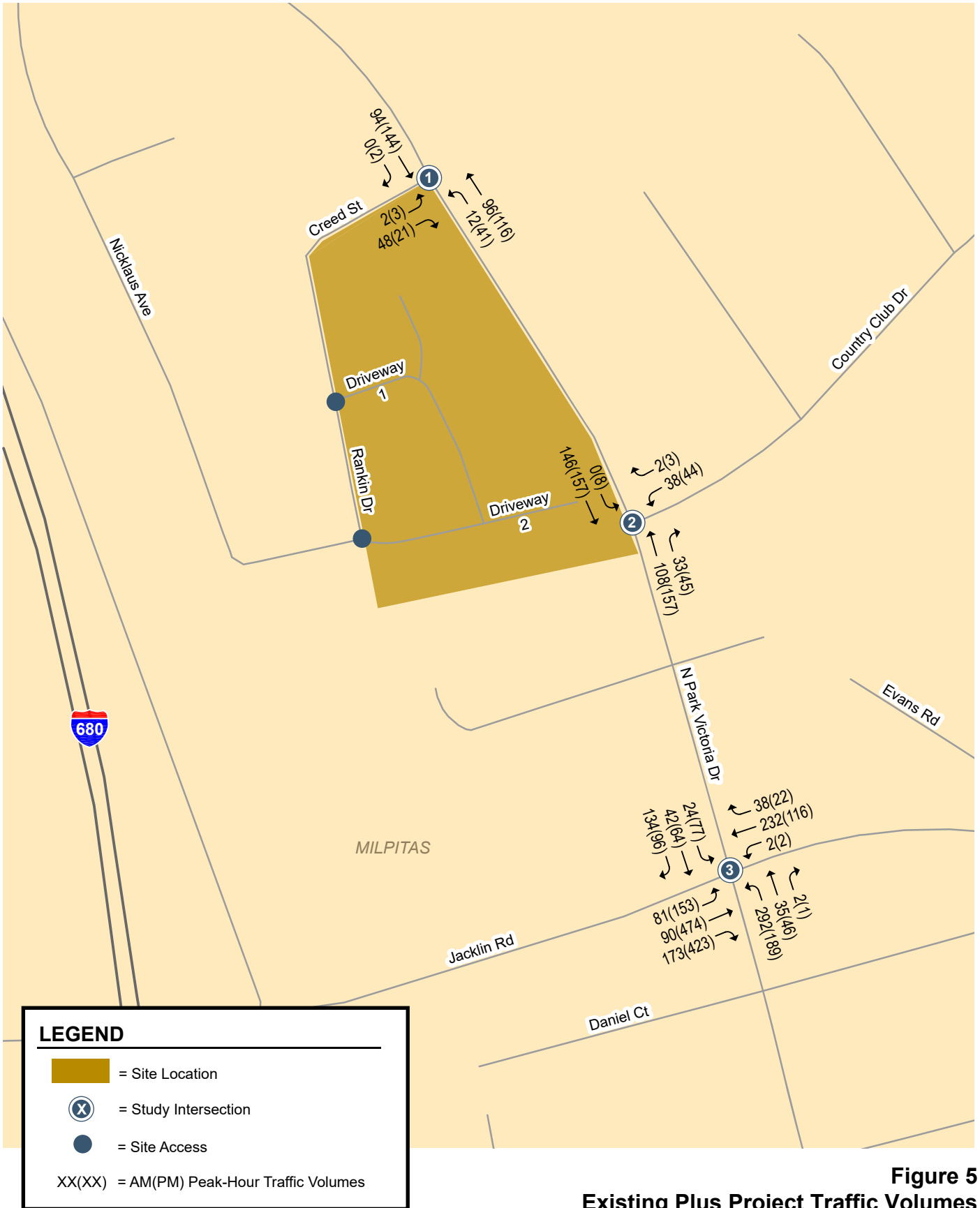
At signalized intersections in Milpitas, the minimum acceptable level of service is LOS D. According to the City of Milpitas, project impacts at signalized intersections occur when:

1. The level of service at an intersection drops below its LOS standard when project traffic is added; or
2. An intersection that is operating worse than its level of service standard under no project conditions has an increase in critical delay of four or more seconds AND the demand-to-capacity ratio (V/C) is increased by more than 0.01 when project traffic is added.

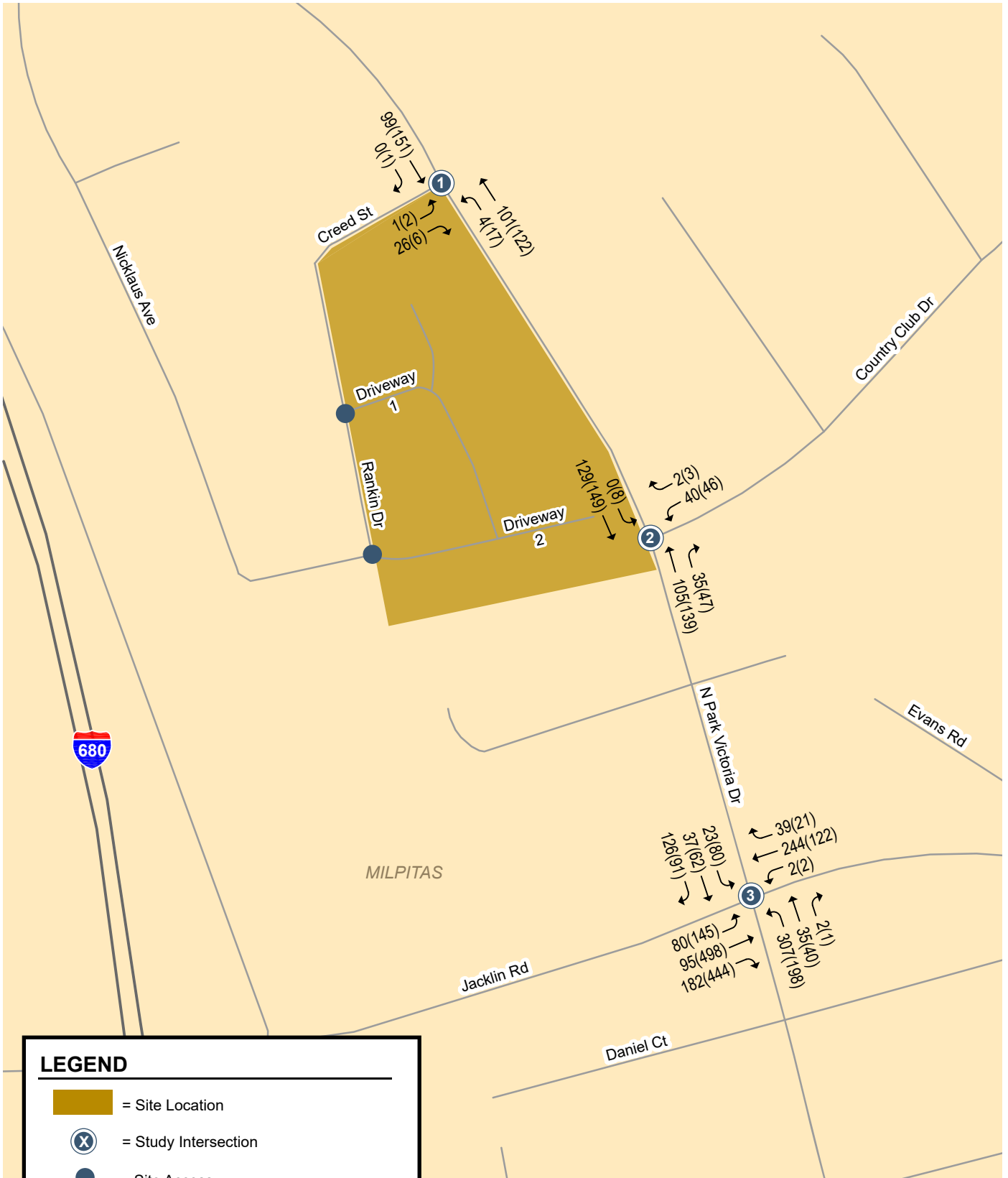
The exception to this threshold is when the addition of project traffic reduces the amount of average delay for critical movements (i.e. the change in average delay for critical movements is negative). In that case, the threshold is when the project increases the critical V/C value by 0.01 or more.



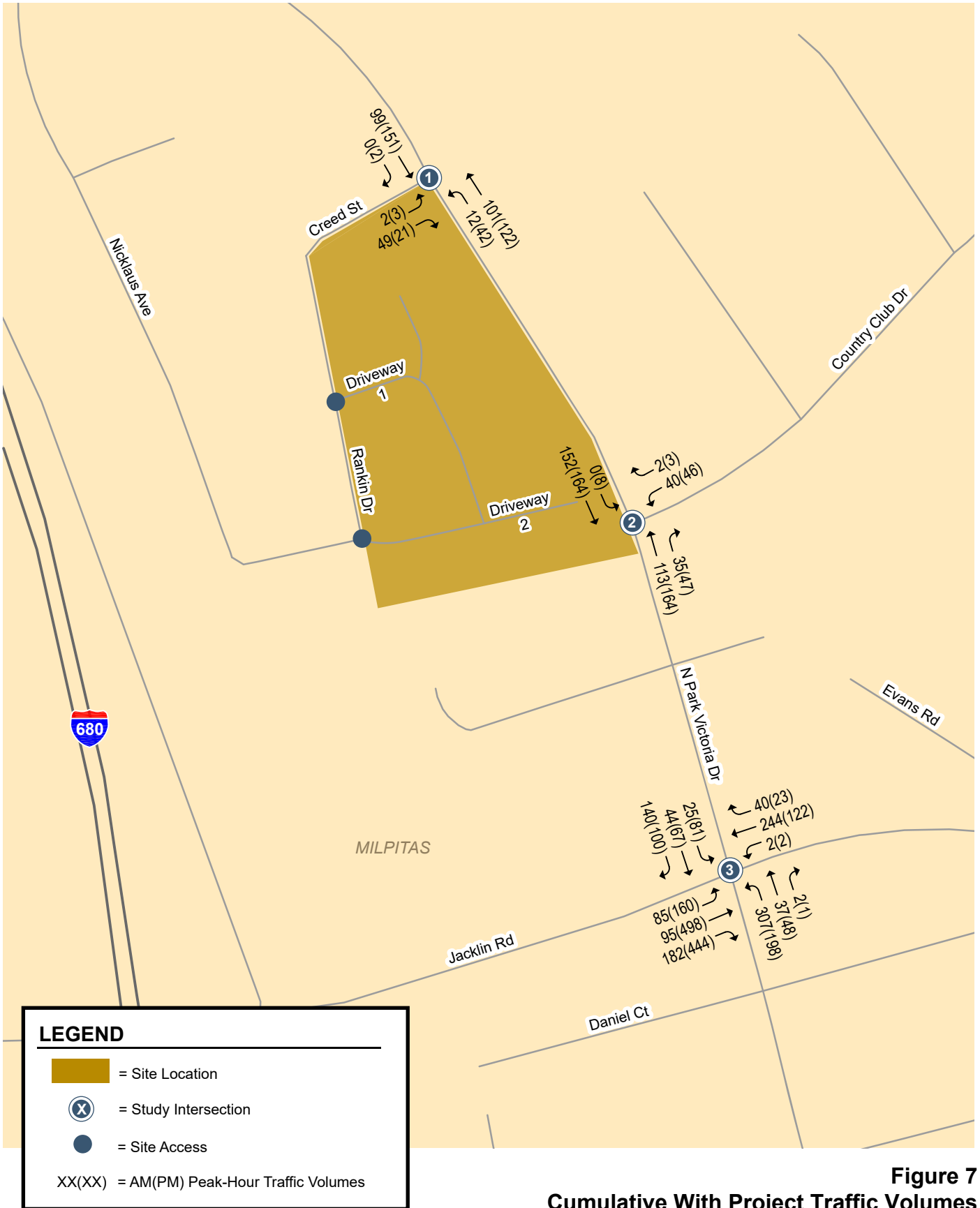
**Figure 4**  
Existing Traffic Volumes



**Figure 5**  
Existing Plus Project Traffic Volumes



**Figure 6**  
Cumulative No Project Traffic Volumes



**Figure 7**  
Cumulative With Project Traffic Volumes



A significant impact at a signalized intersection is said to be satisfactorily mitigated when measures are implemented that would restore intersection levels of service to an acceptable LOS or restore the intersection to operating levels that are better than no project conditions.

### **Signalized Intersection Level of Service Analysis**

Intersection levels of service were calculated for existing, existing plus project, cumulative and cumulative plus project conditions. The results of the signalized intersection level of service analysis under existing and existing plus project conditions are summarized in Table 2. The results of the signalized intersection level of service analysis under cumulative conditions without and with the project are summarized in Table 3.

The results show that the signalized study intersection of North Park Victoria Drive and Jacklin Road currently operates at an acceptable LOS C under existing conditions and would continue to operate at an acceptable LOS C under existing conditions with the project. Under Cumulative conditions, the intersection of North Park Victoria Drive and Jacklin Road would operate at an acceptable LOS C during both peak hours, both with and without the project. According to the City of Milpitas level of service standards, the project would therefore have no impact on the signalized intersection level of service. The level of service calculation sheets are included in Appendix B.

### **Unsignalized Intersection Operations Analysis**

Unlike signalized intersections, which typically represent constraint points for the roadway network, unsignalized intersections rarely limit the potential capacity of a roadway. The determination of appropriate improvements to unsignalized intersections typically includes a qualitative and quantitative analysis of movement delay, traffic signal warrants, movement traffic volumes, availability of alternate routes, and intersection safety. For this reason, improvements to unsignalized intersections are frequently determined on the basis of professional engineering judgment. The City of Milpitas does not apply significance thresholds to unsignalized intersections.

Both unsignalized study intersections are side-street-stop-controlled (SSSC). For SSSC intersections, levels of service and delays are calculated for both the overall average delay for the intersection, and for the approach with highest delay.

The results of the unsignalized level of service analysis under existing and existing plus project conditions are summarized in Table 2. The results of the unsignalized intersection level of service analysis under cumulative conditions without and with the project are summarized in Table 3. The results show that, for overall intersection operations and for operations on the worst approach, both unsignalized study intersections currently and in the future would operate at an acceptable LOS B or better under all study scenarios. The unsignalized intersection level of service calculation sheets are included in Appendix B.

### **Signal Warrant Analysis**

The level of service analysis for the unsignalized intersections was supplemented with an assessment of the need for signalization of the intersections. For this study, the need for signalization was assessed on the basis of the peak-hour volume signal warrant – warrant #3 – described in the *California Manual on Uniform Traffic Control Devices* (MUTCD). This method provides an indication of whether traffic conditions and peak-hour traffic levels are, or would be, sufficient to justify installation of a traffic signal.

The peak-hour volume signal warrant analysis was conducted for the two unsignalized, SSSC, intersections under existing and existing plus project conditions, and cumulative conditions without and with the project. The results show that the signal warrant would not be met under any of the scenarios during either peak hour. All signal warrant calculation sheets are included in Appendix C.



**Table 2**  
**Intersection Levels of Service under Existing and Existing Plus Project Conditions**

Intersection	Traffic Control	Peak Hour	LOS Standard <sup>1</sup>	Existing		Existing + Project			
				Avg. Delay	LOS	Avg. Delay	LOS	Increase in:	
								Delay <sup>2</sup>	V/C
N. Park Victoria Dr & Creed St	SSSC	AM	n/a	1.2 / 8.9	A / A	2.1 / 9.0	A / A	0.9 / 0.1	n/a
		PM	n/a	0.7 / 9.3	A / A	1.6 / 9.3	A / A	0.9 / 0.0	n/a
N. Park Victoria Dr & Country Club Dr	SSSC	AM	n/a	1.3 / 10.0	A / A	1.3 / 10.2	A / B	0.0 / 0.2	n/a
		PM	n/a	1.5 / 10.4	A / B	1.5 / 10.7	A / B	0.0 / 0.3	n/a
N. Park Victoria Dr & Jacklin Rd	signal	AM	D	24.1	C	24.4	C	0.4	0.013
		PM	D	20.8	C	21.0	C	0.2	0.006

Note: Signalized and unsignalized intersection levels of service are based on the Highway Capacity Manual (HCM) methodology. Signalized intersection levels of service and delays reported are for average control delay per vehicle. The intersection levels of service and delays for SSSC intersections are reported for both the overall average delay / the approach with highest delay.

<sup>1</sup> There is no LOS standard for unsignalized (SSSC) intersections.

<sup>2</sup> For signalized intersections, the increase in delay shown here represents increase in critical delay. For unsignalized intersections, the increase in delay represents the increase in average delay / the approach with highest delay.

**Table 3**  
**Intersection Levels of Service under Cumulative Conditions Without and With the Project**

Intersection	Traffic Control	Peak Hour	LOS Standard <sup>1</sup>	Cumulative					
				No Project		With Project			
				Avg. Delay	LOS	Avg. Delay	LOS	Increase in:	
								Delay <sup>2</sup>	V/C
N. Park Victoria Dr & Creed St	SSSC	AM	n/a	1.2 / 8.9	A / A	2.1 / 9.0	A / A	0.9 / 0.1	n/a
		PM	n/a	0.7 / 9.4	A / A	1.6 / 9.4	A / A	0.9 / 0.0	n/a
N. Park Victoria Dr & Country Club Dr	SSSC	AM	n/a	1.4 / 10.1	A / B	1.4 / 10.3	A / B	0.0 / 0.2	n/a
		PM	n/a	1.5 / 10.5	A / B	1.5 / 10.9	A / B	0.0 / 0.4	n/a
N. Park Victoria Dr & Jacklin Rd	signal	AM	D	24.4	C	24.6	C	0.3	0.013
		PM	D	21.2	C	21.4	C	0.1	0.006

Note: Signalized and unsignalized intersection levels of service are based on the Highway Capacity Manual (HCM) methodology. Signalized intersection levels of service and delays reported are for average control delay per vehicle. The intersection levels of service and delays for SSSC intersections are reported for both the overall average delay / the approach with highest delay.

<sup>1</sup> There is no LOS standard for unsignalized (SSSC) intersections.

<sup>2</sup> For signalized intersections, the increase in delay shown here represents increase in critical delay. For unsignalized intersections, the increase in delay represents the increase in average delay / the approach with highest delay.





## Impacts to Pedestrians, Bicycles, and Transit

The potential impacts of the project on pedestrian, bicycle and transit are described below.

**Pedestrian Facilities.** Existing observations at the study intersections showed minimal pedestrian activity at the study intersections. The most pedestrian activity was observed at the intersection of North Park Victoria Drive and Jacklin Road, with 8 pedestrian crossings in the AM peak hour and 14 pedestrian crossings in the PM peak hour for all approaches combined.

According to the U.S. Census, pedestrian trips comprise approximately one percent of the total commute mode share in the City of Milpitas. For the proposed project, assuming one percent of total commute trips would be walking trips, there would be approximately one pedestrian trip during each of the AM and PM peak hours. The proposed project also would generate pedestrian trips to/from transit stops, recreation areas, and employment centers. The volume of pedestrian trips generated by the project would not exceed the carrying capacity of the sidewalks and crosswalks nearby.

As described previously, there are currently no sidewalks along any of the project frontages, including the frontage along North Park Victoria Drive. Although very few pedestrian trips are anticipated to and from the site, the City's General Plan policies encourage non-motorized travel, including walking, bicycling and transit. The relevant *Pedestrian and Bicycle Circulation Principles and Policies* of the Milpitas General Plan are described below.

Implementing Policy 3.d.I.9:

Require developers to make new projects as bicycle and pedestrian "friendly" as feasible, especially through facilitating pedestrian and bicycle movements within sites and between surrounding civic, recreation, education, work, and retail centers.

Sidewalk Policy 3.d.I.29:

Require sidewalks on both sides of the street as a condition of development approval, where appropriate with local conditions.

Consistent with existing City policies, the proposed project would provide a continuous sidewalk connection along its frontages on North Park Victoria Drive, Creed Street, and Rankin Drive.

**Bicycle Facilities.** U.S. Census data indicate that bicycle trips comprise less than one percent of the total commute mode share in the City of Milpitas. For the proposed project, this would equate to approximately one new bike trip during each of the AM and PM peak hours. The low volume of bicycle trips generated by the project would not exceed the bicycle-carrying capacity of streets surrounding the site, and the increase in bicycle trips would not by itself require new off-site bicycle facilities. The existing bike lanes on North Park Victoria Drive would be unaffected by the proposed on-street parking along the project frontage.

According to the CMP Transportation Impact Analysis Technical Guidelines, a project would create an impact on pedestrian and bike circulation if: (1) it would reduce, sever or eliminate existing or planned bike/pedestrian access and circulation in the area; (2) it would preclude, modify, or otherwise affect proposed bicycle and pedestrian projects and/or policies identified in the Lead Agency's adopted bicycle/pedestrian plan or the plans of other agencies such as the County's bicycle plan or adjacent Cities' bicycle/pedestrian plans; or (3) it would cause a change to existing bike paths such as alignment, width of the trail ROW, or length of the trail. Construction of the proposed project would not cause any of these criteria to be met. Consequently, the proposed project would not create an adverse impact to pedestrian or bicycle facilities in the area.

**Transit Service.** According to the U.S. Census, transit trips comprise approximately 3 percent of the total commute mode share in the City of Milpitas. For the proposed project, assuming 3 percent of total commute trips would be transit trips, there would be approximately one transit trip during each of the AM and PM peak hours. In addition to commute trips, there would be additional transit trips to nearby schools,



parcs, and shopping areas. The low volume of transit trips generated by the project would not exceed the carrying capacity of the existing transit service to the site.

According to the VTA TIA Technical Guidelines, a project would create an impact on transit if: (1) it would generate a demand for additional transit services; or (2) it would cause a permanent or temporary reduction of transit availability or interference with existing transit users, e.g., relocation/closure of a transit stop or vacation of a roadway utilized by transit. The project, by itself, would not require additional transit service to the area or improvements to existing transit service frequencies. The project would not preclude, modify or otherwise affect existing or proposed transit projects or policies identified by the VTA. Consequently, the proposed project would not create an adverse impact to transit service in the area.

### **Site Access**

The project site plan, by Robert Hidey Architects, dated April 25, 2019, is shown on Figure 8. The site would have access via two driveways on Rankin Drive, which is accessible to North Park Victoria Drive by way of Creed Street. Rankin Drive forms the western border of the site. The site would have no access on North Park Victoria Drive. According to the site plan, the project proposes to construct along the North Park Victoria Drive frontage a sidewalk and provide on-street parking recessed from the alignment of the existing southbound bike lane. The setback of on-street parking would be facilitated by a bulbout at the Creed Street intersection and a curb taper at the south end of the site. As described previously, the on-street parking and attendant design features would not affect the existing southbound bike lane. This design is consistent with the existing cross-section of N. Park Victoria north of the project site, which allows for vehicular parking adjacent to a bike lane. According to the Statewide Integrated Traffic Records System (SWITRS), there have been no vehicular accidents on N. Park Victoria Drive north of Country Club Drive in the past three years.

The north driveway is shown on the site plan to be 28 feet wide, located approximately 200 feet south of Creed Street. The south driveway is shown on the site plan to be 26 feet wide, located approximately 250 feet south of the north driveway, opposite Nicklaus Avenue.

Vehicle queuing was assessed for the two site driveways, in particular, the inbound left turns into the driveways and the outbound right turns out of the driveways. The inbound left turns from southbound Rankin Drive into the driveways are assessed in terms of potential for creating backups on southbound Rankin Drive as a result of waiting to turn into the site. With Rankin Drive having one lane in each of the northbound and southbound directions, any stoppage of vehicles on Rankin Drive at the driveways could create a backup on Rankin Drive. The volume of peak-hour traffic on the section of Rankin Drive fronting the site is currently very low, equating to one car every two minutes, on average. With this low volume of traffic, gaps in traffic would be of sufficient frequency and duration as to provide relatively free and unimpeded left-turn access into the driveways.

The outbound turns out of the site driveways are assessed in terms of potential for creating backups on site, specifically, the potential for westbound vehicle queues to back up from Rankin Drive and block one of the residence's driveways on site. At both driveways, the distance from Rankin Drive back to the first driveway is about 35 feet- sufficient for one car length. The outbound volumes would be highest in the AM peak hour. As shown on Figure 3, the AM peak-hour volume of outbound vehicles is 16 cars at the north driveway and 8 cars at the south driveway. As stated above, the volume of traffic on the section of Rankin Drive fronting the site would be low enough that any on-site vehicle queues exceeding one car would be infrequent and brief in duration.

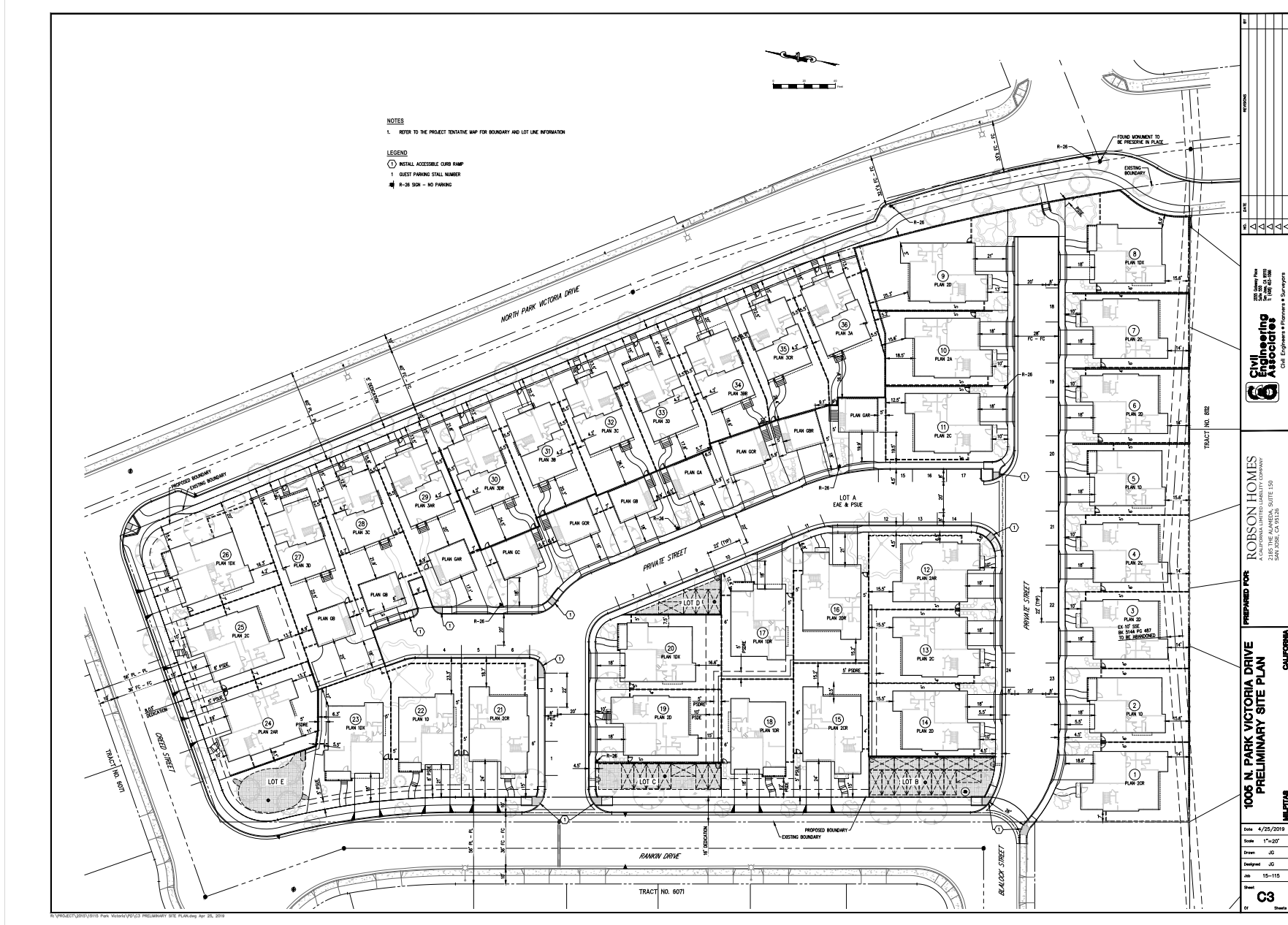


Figure 8  
Site Plan



Vehicular sight distance was evaluated for each proposed project driveway. Given the existing conditions on Rankin Drive- the 25-mile-per-hour speed limit, the low volume of traffic, and the absence of physical obstructions, the sight distance at both driveways would be adequate. The only factors potentially affecting sight distance are on-street parking and any new physical obstructions that would accompany development of the site.

Recommendation 1: The final design of the site should be reviewed by City staff to ensure that adequate sight distance is provided at the site driveways.

### **Site Circulation**

The on-site circulation system consists of a semi-rectangular loop connecting the North and South Driveways. From the northern end of the loop extends a 105-foot, north-south cul-de-sac parallel to Rankin Drive. From the southern end of the loop extends a 150-foot, east-west, cul-de-sac.

The streets on-site are shown to be two-lanes wide with parking on-street. The northern half of the north-south street, the east-west street at the north, and the two cul-de-sacs are shown to be 28-feet wide with parking on one side. The southern half of the north-south street and the east-west street at the south are shown to be 36-feet wide with parking on both sides. The curb radii at the intersecting streets are not specified, but they appear to be adequate, measuring a minimum of 20 feet. With sidewalks along each on-site street, the building setbacks, and the low vehicle speeds and volumes, the sight distances at the intersections on site would be satisfactory.

The two cul-de-sacs are, by definition, dead-end streets. Neither provide space for a turnaround. However, since the streets are private streets used only by residents or their guests, all vehicles entering the cul-de-sacs would likely be assured a place to park or place to turn around. Therefore, the dead ends are not inappropriate for the project use.

The on-site street circulation- street alignments, widths and corner radii- is adequate to accommodate the circulation of trucks, garbage collection, and emergency vehicles. The length of the cul-de-sacs should be short enough (105 feet and 150 feet) to accommodate fire department services. Loading would be provided on street or in private driveways.

Pedestrian circulation on-site, and pedestrian access to off-site pedestrian facilities, appears adequate. All streets on-site are shown to have sidewalks on both sides, and sidewalks are shown to be provided along all public streets fronting the site- North Park Victoria Drive, Creed Street and Rankin Drive, none of which currently have sidewalks. At the east end of the east-west street on south side of the site, the sidewalk is shown extended to the proposed new sidewalk on North Park Victoria Drive. This would provide residents with convenient pedestrian access to pedestrian facilities off site.

The site plan does not indicate any provisions for bicycle parking. The Milpitas city code requires bicycle parking be provided in an amount equal to or greater than 5 percent of the total vehicle parking required. It is common, however, that for residential units with garages, bike parking would presumably be provided within private garages.

Recommendation 2: The number, type and location of bicycle facilities provided by the project will be subject to review by city staff.



## **Conclusions**

The impacts of the proposed project were evaluated in accordance with the procedures and guidelines specified by the City of Milpitas. The analysis resulted in the following key findings:

- The proposed project would not result in any level of service impacts to the study intersections.
- Signal warrants are not and would not be met under existing or cumulative conditions without or with the addition of project traffic during either peak hour.
- The project would not create any impacts on pedestrian, bike, or transit facilities.

In addition, the analysis also produced the following recommendations with regard to site circulation and access:

1. The final design of the site should be reviewed by City staff to ensure that adequate sight distance is provided at the site driveways.
2. The number, type and location of bicycle facilities provided by the project will be subject to review by city staff.

# Technical Appendices

# Appendix A

## Traffic Counts





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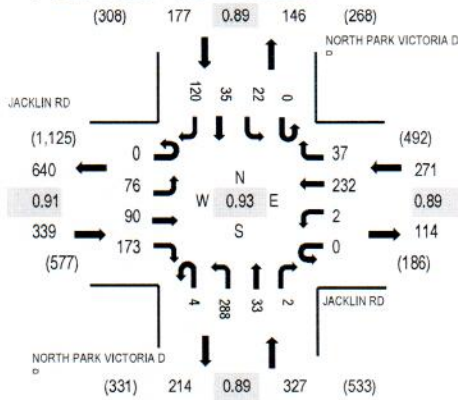
Location: 1 NORTH PARK VICTORIA DR & JACKLIN RD AM

Date: Tuesday, April 23, 2019

Peak Hour: 07:30 AM - 08:30 AM

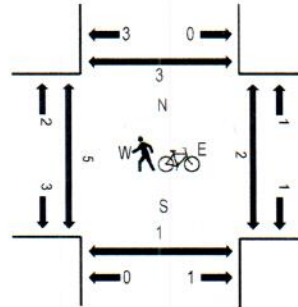
Peak 15-Minutes: 08:00 AM - 08:15 AM

**Peak Hour - All Vehicles**



Note: Total study counts contained in parentheses.

**Peak Hour - Pedestrians/Bicycles in Crosswalk**



**Traffic Counts**

Interval Start Time	JACKLIN RD Eastbound				JACKLIN RD Westbound				NORTH PARK VICTORIA DR Northbound				NORTH PARK VICTORIA DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	23	7	13	0	0	38	5	1	33	3	0	0	3	1	29	156	885	0	1	0	0
7:15 AM	0	14	13	27	0	0	50	3	0	59	4	1	0	2	5	21	199	1,030	1	0	1	0
7:30 AM	0	19	12	40	0	1	57	11	0	66	10	2	0	5	7	37	267	1,114	1	1	0	0
7:45 AM	0	16	28	49	0	0	51	6	2	68	6	0	0	3	14	20	263	1,055	0	0	0	0
8:00 AM	0	19	21	43	0	1	62	13	1	83	8	0	0	5	10	35	301	1,025	0	1	0	0
8:15 AM	0	22	29	41	0	0	62	7	1	71	9	0	0	9	4	28	283		0	0	1	0
8:30 AM	0	22	14	33	0	0	47	10	0	47	7	2	0	0	5	21	208		0	0	3	1
8:45 AM	0	20	22	30	0	0	61	7	0	42	4	3	0	5	2	37	233		0	0	1	1

**Peak Rolling Hour Flow Rates**

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	75	90	167	0	2	230	37	4	285	33	2	0	22	35	119	1,101
Mediums	0	1	0	5	0	0	2	0	0	3	0	0	0	0	0	1	12
<b>Total</b>	0	76	90	173	0	2	232	37	4	288	33	2	0	22	35	120	1,114





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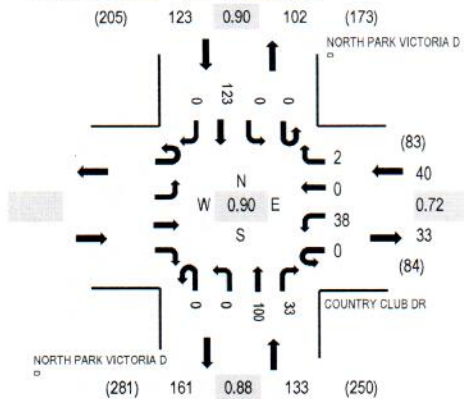
Location: 2 NORTH PARK VICTORIA DR & COUNTRY CLUB DR AM

Date: Tuesday, April 23, 2019

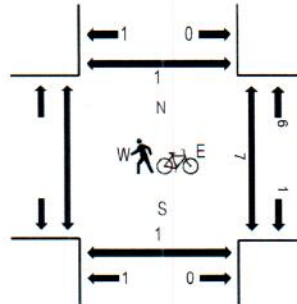
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	COUNTRY CLUB DR				NORTH PARK VICTORIA DR NORTH				NORTH PARK VICTORIA DR SOUTH				Total	Rolling Hour	Pedestrian Crossings						
	Eastbound		Westbound		Northbound		Southbound		Eastbound		Westbound				West	East	South	North			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right									
7:00 AM					0	6	0	0	0	0	19	13	0	0	23	0	61	255	3	0	0
7:15 AM					0	10	0	0	0	0	10	12	0	0	18	0	50	268	0	0	0
7:30 AM					0	12	0	0	0	0	28	8	0	0	34	0	82	296	1	0	0
7:45 AM					0	6	0	0	0	0	20	8	0	0	28	0	62	275	1	0	0
8:00 AM					0	11	0	0	0	0	24	7	0	0	32	0	74	283	3	0	0
8:15 AM					0	9	0	2	0	0	28	10	0	0	29	0	78		2	1	0
8:30 AM					0	9	0	1	0	0	23	12	0	1	15	0	61		1	0	0
8:45 AM					0	15	0	2	0	0	16	12	0	1	24	0	70		0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	38	0	2	0	0	99	33	0	0	122	0	294
Mediums					0	0	0	0	0	0	1	0	0	0	1	0	2
Total					0	38	0	2	0	0	100	33	0	0	123	0	296



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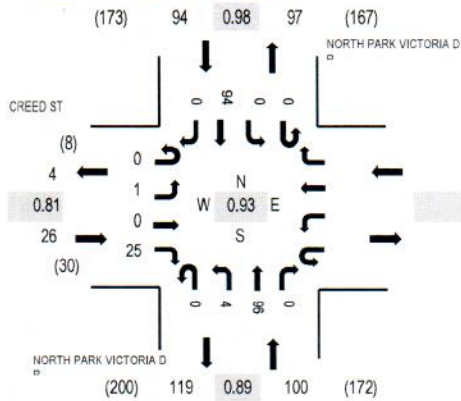
Location: 3 NORTH PARK VICTORIA DR & CREED ST AM

Date: Tuesday, April 23, 2019

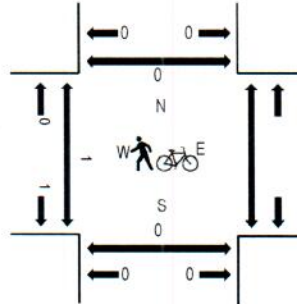
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	CREED ST Eastbound				Westbound				NORTH PARK VICTORIA DR Northbound				NORTH PARK VICTORIA DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0					0	0	18	0	0	0	0	23	0	41	174	0	0	0
7:15 AM	0	0	0	0					0	0	10	0	0	0	0	17	0	27	189	0	0	0
7:30 AM	0	0	0	8					0	0	27	0	0	0	0	24	0	59	220	1	0	0
7:45 AM	0	0	0	5					0	0	20	0	0	0	0	22	0	47	206	0	0	0
8:00 AM	0	0	0	7					0	3	22	0	0	0	0	24	0	56	201	0	0	0
8:15 AM	0	1	0	5					0	1	27	0	0	0	0	24	0	58	0	0	0	0
8:30 AM	0	2	0	0					1	2	23	0	0	0	0	16	1	45	1	0	0	0
8:45 AM	0	0	0	2					0	1	17	0	0	0	0	22	0	42	0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0					0	0	0	0	0	0	0	0	0
Lights	0	1	0	25					0	4	95	0	0	0	0	93	0
Mediums	0	0	0	0					0	0	1	0	0	0	0	1	0
Total	0	1	0	25					0	4	96	0	0	0	0	94	0



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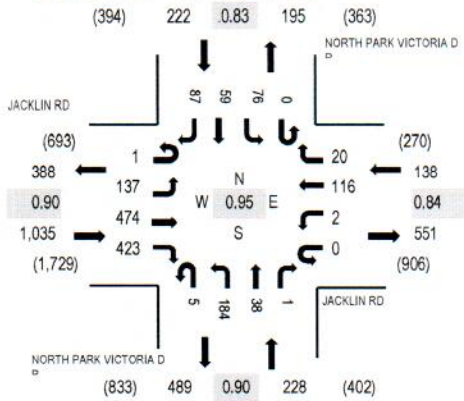
Location: 1 NORTH PARK VICTORIA DR & JACKLIN RD PM

Date: Tuesday, April 23, 2019

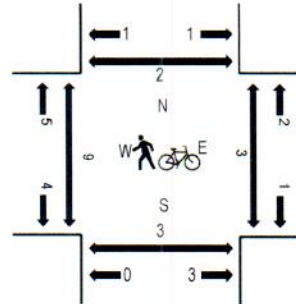
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	JACKLIN RD Eastbound				JACKLIN RD Westbound				NORTH PARK VICTORIA DR Northbound				NORTH PARK VICTORIA DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	32	57	69	0	1	30	5	1	34	9	1	0	17	10	17	283	1,172	0	0	0	0
4:15 PM	0	26	60	67	0	1	21	7	3	29	11	1	0	17	13	13	269	1,275	0	1	0	1
4:30 PM	0	32	75	73	0	0	27	4	1	36	6	1	0	11	10	19	295	1,405	0	0	0	0
4:45 PM	0	30	93	80	0	3	29	4	0	39	2	0	0	22	12	11	325	1,536	0	0	0	0
5:00 PM	0	35	109	98	0	1	25	5	2	38	8	1	0	28	16	20	386	1,623	0	2	1	2
5:15 PM	0	38	121	105	0	0	26	4	1	49	4	0	0	16	11	24	399		1	0	0	0
5:30 PM	0	32	132	123	0	1	32	3	0	53	10	0	0	14	14	12	426		5	1	0	0
5:45 PM	1	32	112	97	0	0	33	8	2	44	16	0	0	18	18	31	412		2	0	0	0

**Peak Rolling Hour Flow Rates**

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	137	472	420	0	2	115	20	5	182	37	1	0	76	59	85	1,612
Mediums	0	0	2	3	0	0	1	0	0	2	1	0	0	0	0	1	10
<b>Total</b>	<b>1</b>	<b>137</b>	<b>474</b>	<b>423</b>	<b>0</b>	<b>2</b>	<b>116</b>	<b>20</b>	<b>5</b>	<b>184</b>	<b>38</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>59</b>	<b>87</b>	<b>1,623</b>





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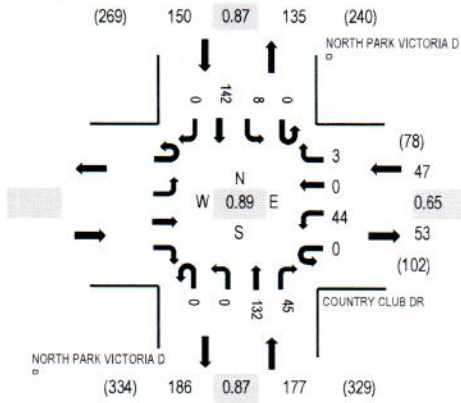
Location: 2 NORTH PARK VICTORIA DR & COUNTRY CLUB DR PM

Date: Tuesday, April 23, 2019

Peak Hour: 05:00 PM - 06:00 PM

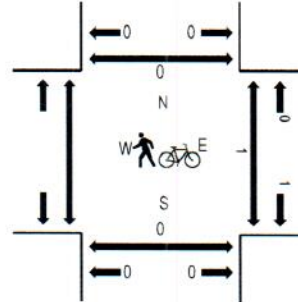
Peak 15-Minutes: 05:45 PM - 06:00 PM

**Peak Hour - All Vehicles**



Note: Total study counts contained in parentheses.

**Peak Hour - Pedestrians/Bicycles in Crosswalk**



**Traffic Counts**

Interval Start Time	COUNTRY CLUB DR				NORTH PARK VICTORIA DR				NORTH PARK VICTORIA DR				Total	Rolling Hour	Pedestrian Crossings						
	Eastbound		Westbound		Northbound		Southbound		Eastbound		Westbound				West	East	South	North			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right					
4:00 PM					0	6	0	0	0	0	28	13	0	1	30	0	78	302	0	0	0
4:15 PM					0	10	0	1	0	0	30	9	0	0	30	0	80	317	1	0	1
4:30 PM					0	3	0	0	0	0	27	13	0	0	29	0	72	334	1	0	0
4:45 PM					0	11	0	0	0	0	19	13	0	0	29	0	72	341	0	0	0
5:00 PM					0	16	0	0	0	0	29	13	0	0	35	0	93	374	0	0	0
5:15 PM					0	8	0	2	0	0	31	13	0	3	40	0	97		0	0	0
5:30 PM					0	3	0	0	0	0	29	11	0	3	33	0	79		0	0	0
5:45 PM					0	17	0	1	0	0	43	8	0	2	34	0	105		1	0	0

**Peak Rolling Hour Flow Rates**

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	1	0	0	0	0	0	1	0	0	0	0	2
Bicycles on Road					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	42	0	3	0	0	131	43	0	8	142	0	369
Mediums					0	1	0	0	0	0	1	1	0	0	0	0	3
Total					0	44	0	3	0	0	132	45	0	8	142	0	374



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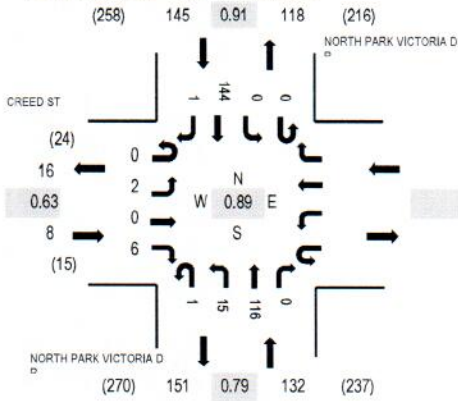
Location: 3 NORTH PARK VICTORIA DR & CREED ST PM

Date: Tuesday, April 23, 2019

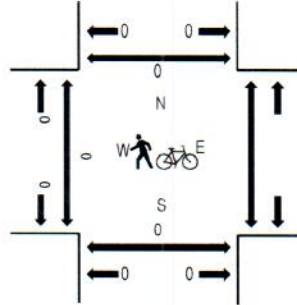
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:45 PM - 06:00 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	CREED ST Eastbound				Westbound				NORTH PARK VICTORIA DR Northbound				NORTH PARK VICTORIA DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	1					0	3	23	0	0	0	30	0	57	225	0	0	0	0
4:15 PM	0	0	0	1					0	1	31	0	0	0	28	1	62	232	0	0	0	0
4:30 PM	0	0	0	3					0	1	27	0	0	0	28	0	59	244	0	0	0	0
4:45 PM	0	0	0	2					0	2	17	0	0	0	26	0	47	252	0	0	0	0
5:00 PM	0	0	0	1					0	2	27	0	0	0	34	0	64	285	0	0	0	0
5:15 PM	0	1	0	3					0	4	26	0	0	0	40	0	74		0	0	0	0
5:30 PM	0	0	0	1					0	3	28	0	0	0	35	0	67		0	0	0	0
5:45 PM	0	1	0	1					1	6	35	0	0	0	35	1	80		0	0	0	0

**Peak Rolling Hour Flow Rates**

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	0	0	0					0
Bicycles on Road	0	0	0	0					0	0	0	0	0	0	0	0	0					0
Lights	0	1	0	6					1	15	115	0	0	0	144	1	283					
Mediums	0	1	0	0					0	0	1	0	0	0	0	0	2					
Total	0	2	0	6					1	15	116	0	0	0	144	1	285					

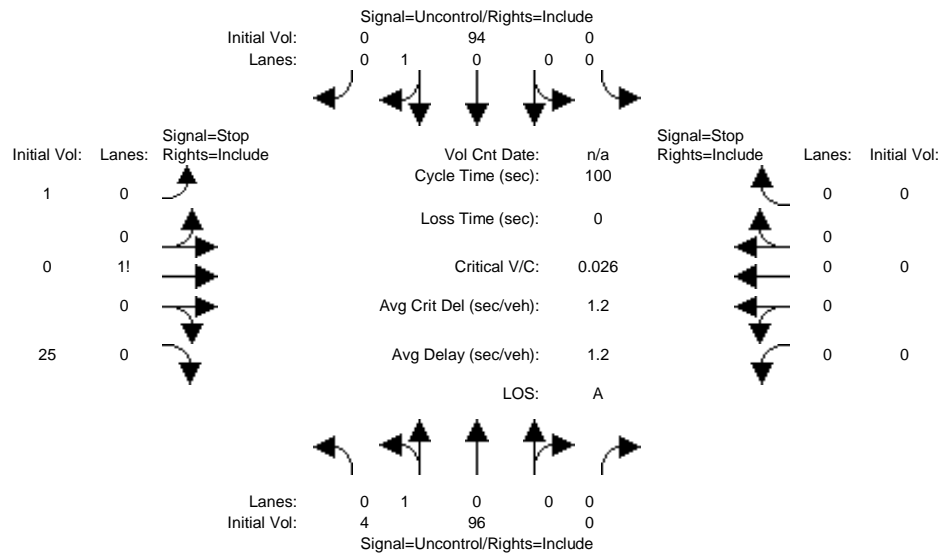
## **Appendix B**

### **Intersection Level of Service Calculations**

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Existing AM

Intersection #1: North Park Victoria Drive & Creed Street



Street Name: North Park Victoria Drive Creed Street  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	4	96	0	0	94	0	1	0	25	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	96	0	0	94	0	1	0	25	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	96	0	0	94	0	1	0	25	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	4	96	0	0	94	0	1	0	25	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	95	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	199	199	95	xxxx	xxxx	xxxxxx
Potent Cap.:	1512	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	794	700	967	xxxx	xxxx	xxxxxx
Move Cap.:	1510	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	792	698	966	xxxx	xxxx	xxxxxx
Volume/Cap:	0.00	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.00	0.00	0.03	xxxx	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	958	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	8.9	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				8.9			xxxxxx	
ApproachLOS:	*			*				A			*	

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #1 North Park Victoria Drive & Creed Street

\*\*\*\*\*

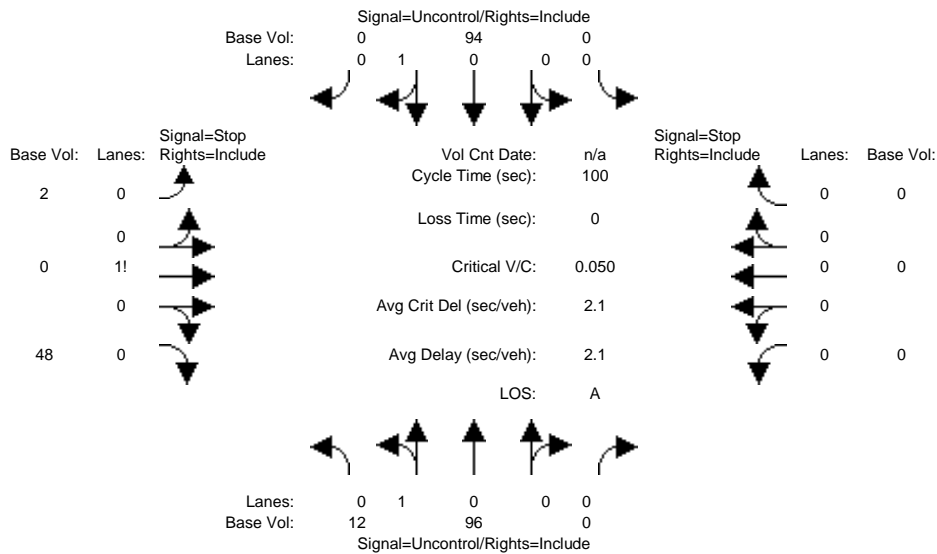
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Existing + Project AM

Intersection #1: North Park Victoria Drive & Creed Street



Street Name: North Park Victoria Drive Creed Street  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	12	96	0	0	94	0	2	0	48	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	96	0	0	94	0	2	0	48	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	96	0	0	94	0	2	0	48	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	12	96	0	0	94	0	2	0	48	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	95	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	215	215	95	xxxx	xxxx	xxxxxx
Potent Cap.:	1512	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	778	686	967	xxxx	xxxx	xxxxxx
Move Cap.:	1510	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	772	680	966	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.00	0.00	0.05	xxxx	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	957	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.0	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				9.0		xxxxxx		
ApproachLOS:	*			*				A		*		

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

Peak Hour Delay Signal Warrant Report

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Intersection #1 North Park Victoria Drive & Creed Street

\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

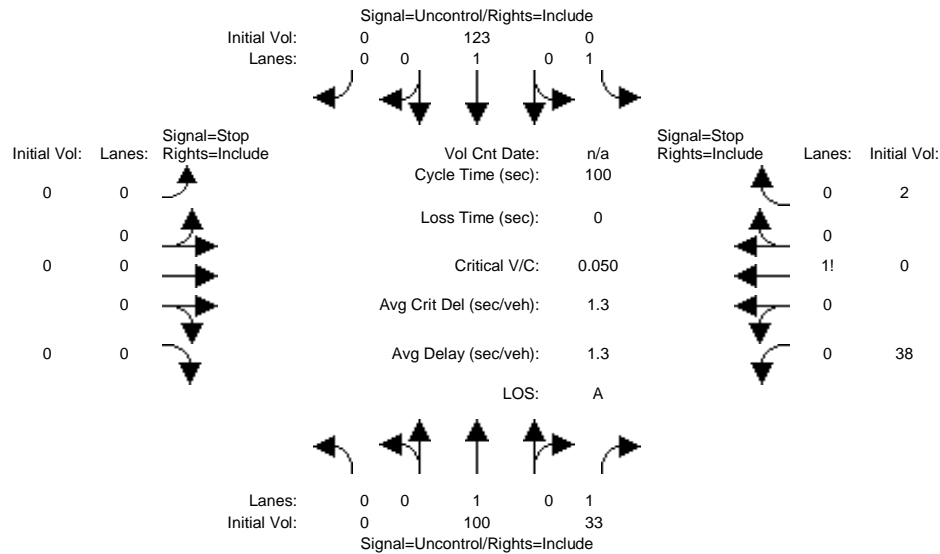
Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R



North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Existing AM

Intersection #2: North Park Victoria Drive & Country Club Drive



Street Name: North Park Victoria Drive Country Club Drive  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	100	33	0	123	0	0	0	0	38	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	100	33	0	123	0	0	0	0	38	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	100	33	0	123	0	0	0	0	38	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	100	33	0	123	0	0	0	0	38	0	2

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	231	230	108
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	762	673	951
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	757	669	945
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.00

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	764	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx				10.0	
ApproachLOS:	*			*			*				A	

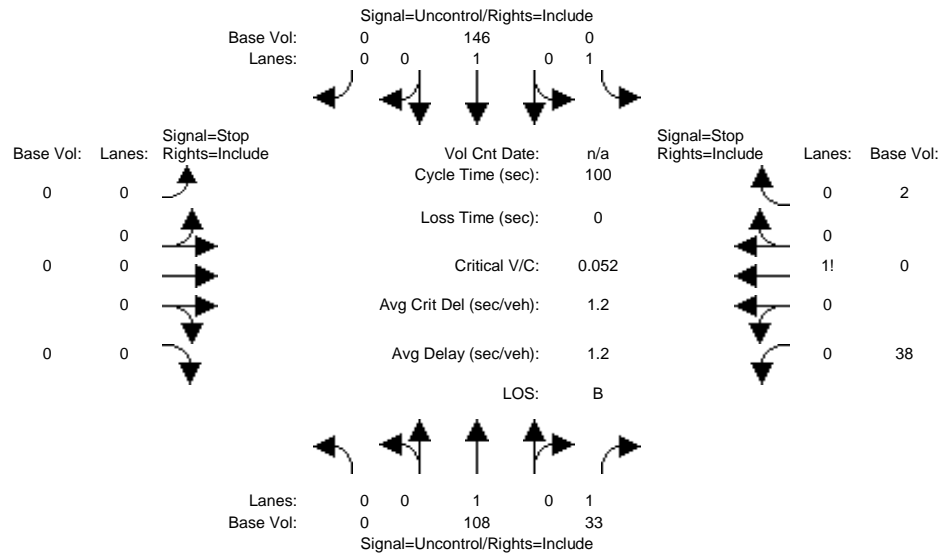
Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #2 North Park Victoria Drive & Country Club Drive  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Existing + Project AM

Intersection #2: North Park Victoria Drive & Country Club Drive



Street Name: North Park Victoria Drive Country Club Drive  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	108	33	0	146	0	0	0	0	38	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	108	33	0	146	0	0	0	0	38	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	108	33	0	146	0	0	0	0	38	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	108	33	0	146	0	0	0	0	38	0	2

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	262	261	116
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	731	647	942
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	726	643	935
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.00

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	735	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx				10.2	
ApproachLOS:	*			*			*			*	B	

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

Peak Hour Delay Signal Warrant Report

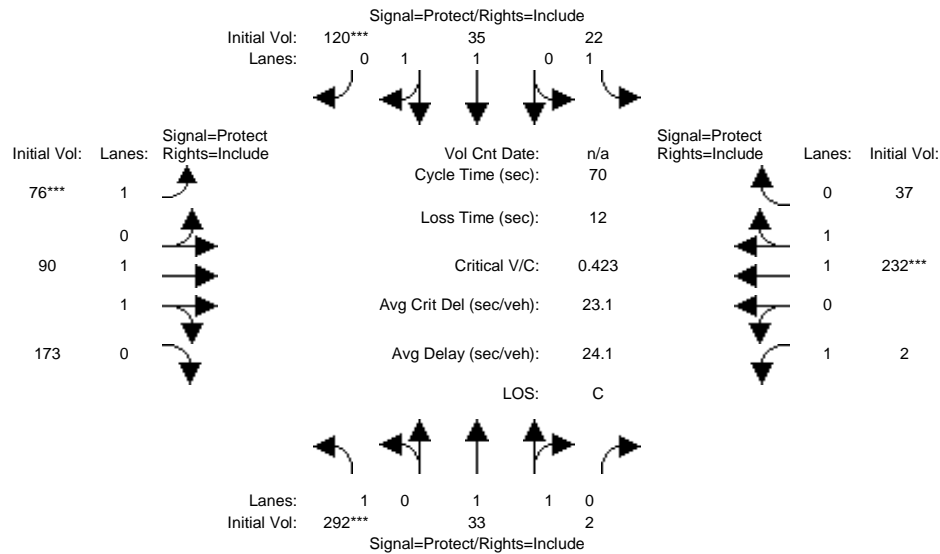
\*\*\*\*\*  
 Intersection #2 North Park Victoria Drive & Country Club Drive  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

North Park Victoria Residential

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

Intersection #3: North Park Victoria Drive & Jacklin Road



Street Name:	North Park Victoria Drive						Jacklin Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	292	33	2	22	35	120	76	90	173	2	232	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	33	2	22	35	120	76	90	173	2	232	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	292	33	2	22	35	120	76	90	173	2	232	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	33	2	22	35	120	76	90	173	2	232	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	292	33	2	22	35	120	76	90	173	2	232	37

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.70	0.30
Final Sat.:	1750	3565	216	1750	1900	1750	1750	1900	1750	1750	3239	517

Capacity Analysis Module:

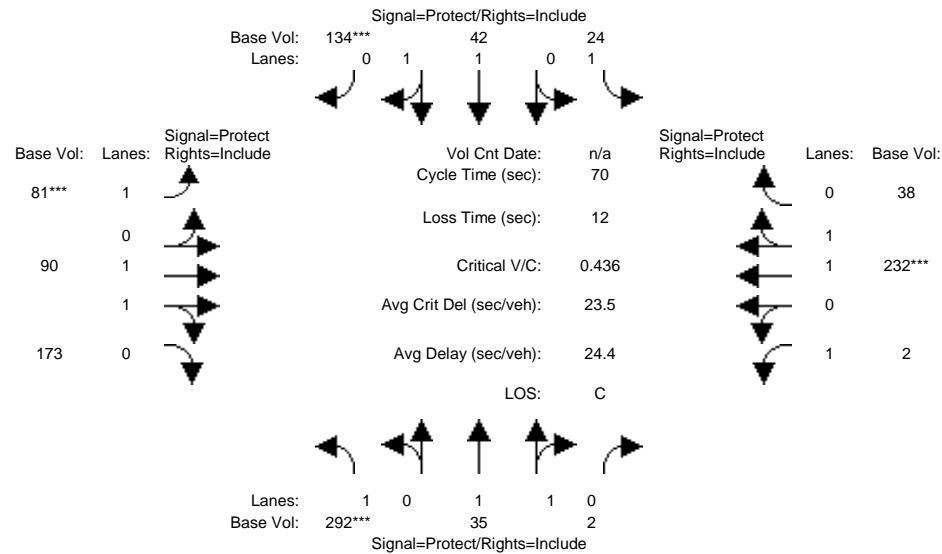
Vol/Sat:	0.17	0.01	0.01	0.01	0.02	0.07	0.04	0.05	0.10	0.00	0.07	0.07
Crit Moves:	****					****	****			****		
Green Time:	27.6	22.9	22.9	16.0	11.3	11.3	7.2	11.2	11.2	7.8	11.9	11.9
Volume/Cap:	0.42	0.03	0.03	0.05	0.11	0.42	0.42	0.30	0.62	0.01	0.42	0.42
Delay/Veh:	15.8	16.0	16.0	21.1	25.1	27.2	31.1	26.1	30.2	27.7	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.8	16.0	16.0	21.1	25.1	27.2	31.1	26.1	30.2	27.7	26.5	26.5
LOS by Move:	B	B	B	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	10	1	1	1	1	6	4	4	10	0	6	6

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

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Operations (Base Volume Alternative)  
Existing + Project AM

Intersection #3: North Park Victoria Drive & Jacklin Road



Street Name:	North Park Victoria Drive						Jacklin Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	292	35	2	24	42	134	81	90	173	2	232	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	35	2	24	42	134	81	90	173	2	232	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	292	35	2	24	42	134	81	90	173	2	232	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	35	2	24	42	134	81	90	173	2	232	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	292	35	2	24	42	134	81	90	173	2	232	38

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.70	0.30
Final Sat.:	1750	3578	204	1750	1900	1750	1750	1900	1750	1750	3226	528

Capacity Analysis Module:

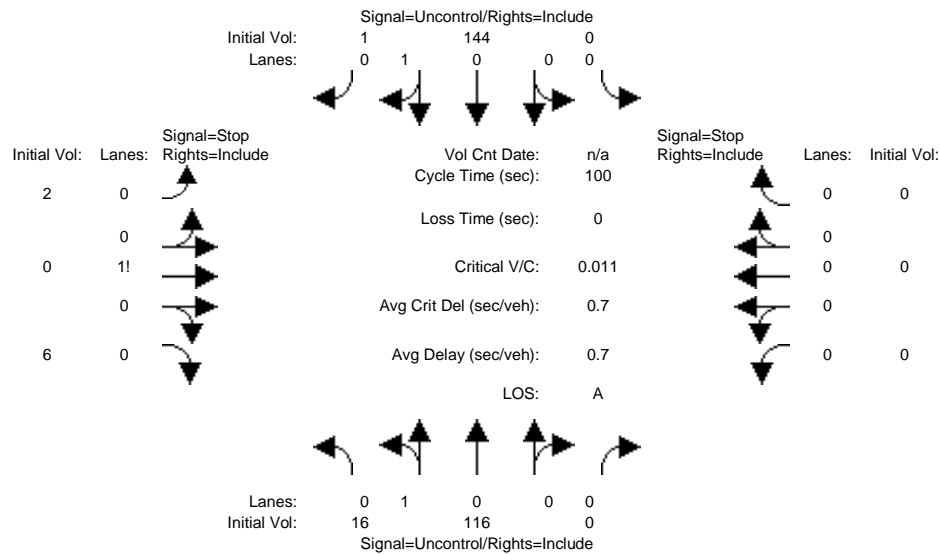
Vol/Sat:	0.17	0.01	0.01	0.01	0.02	0.08	0.05	0.05	0.10	0.00	0.07	0.07
Crit Moves:	****					****	****			****		
Green Time:	26.8	23.0	23.0	16.1	12.3	12.3	7.4	11.2	11.2	7.8	11.5	11.5
Volume/Cap:	0.44	0.03	0.03	0.06	0.13	0.44	0.44	0.30	0.62	0.01	0.44	0.44
Delay/Veh:	16.5	16.0	16.0	21.1	24.4	26.5	31.0	26.2	30.3	27.7	26.8	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.5	16.0	16.0	21.1	24.4	26.5	31.0	26.2	30.3	27.7	26.8	26.8
LOS by Move:	B	B	B	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	10	1	1	1	2	7	5	4	10	0	6	6

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

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Existing PM

Intersection #1: North Park Victoria Drive & Creed Street



Street Name: North Park Victoria Drive Creed Street

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	16	116	0	0	144	1	2	0	6	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	116	0	0	144	1	2	0	6	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	116	0	0	144	1	2	0	6	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	16	116	0	0	144	1	2	0	6	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	145	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	293	293	145	xxxx	xxxx	xxxxxx
Potent Cap.:	1450	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	703	622	908	xxxx	xxxx	xxxxxx
Move Cap.:	1450	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	697	615	908	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.00	0.00	0.01	xxxx	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	844	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.0	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				9.3		xxxxxx		
ApproachLOS:	*			*				A		*		

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

Peak Hour Delay Signal Warrant Report

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Intersection #1 North Park Victoria Drive & Creed Street

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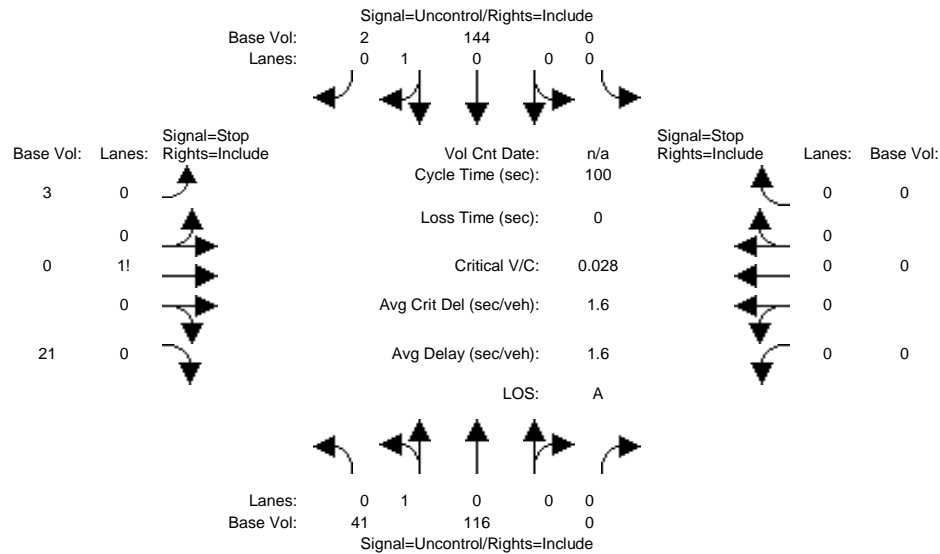
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Existing + Project PM

Intersection #1: North Park Victoria Drive & Creed Street



Street Name: North Park Victoria Drive Creed Street  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	41	116	0	0	144	2	3	0	21	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	116	0	0	144	2	3	0	21	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	116	0	0	144	2	3	0	21	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	41	116	0	0	144	2	3	0	21	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	146	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	343	343	145	xxxx	xxxx	xxxxxx
Potent Cap.:	1448	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	657	583	908	xxxx	xxxx	xxxxxx
Move Cap.:	1448	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	643	566	908	xxxx	xxxx	xxxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.02	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	863	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				9.3		xxxxxx		
ApproachLOS:		*			*			A			*	

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

Peak Hour Delay Signal Warrant Report  
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Intersection #1 North Park Victoria Drive & Creed Street  
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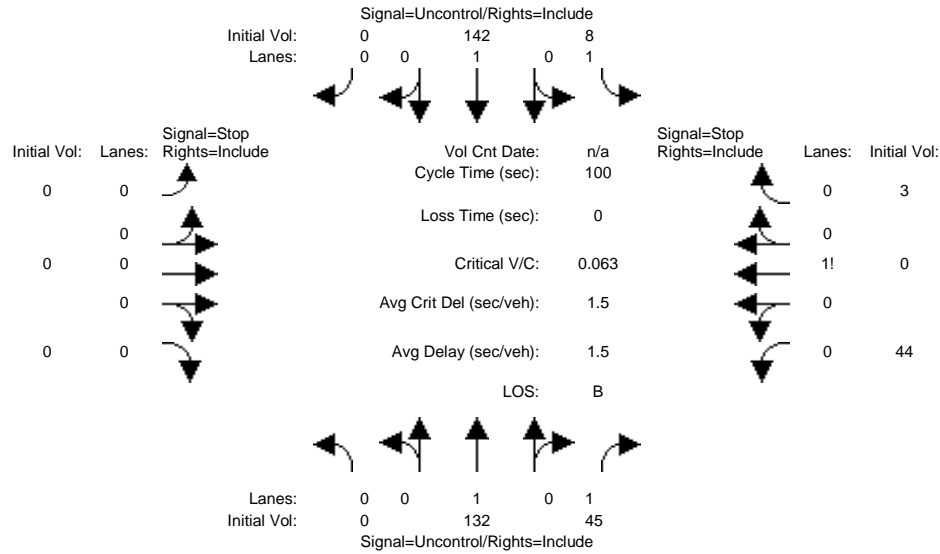
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Existing PM

Intersection #2: North Park Victoria Drive & Country Club Drive



Street Name: North Park Victoria Drive Country Club Drive  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	132	45	8	142	0	0	0	0	44	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	132	45	8	142	0	0	0	0	44	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	132	45	8	142	0	0	0	0	44	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	132	45	8	142	0	0	0	0	44	0	3

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	178	xxxx	xxxxx	xxxx	xxxx	xxxxx	291	291	133
Potent Cap.:	xxxx	xxxx	xxxxx	1410	xxxx	xxxxx	xxxx	xxxx	xxxxx	704	623	922
Move Cap.:	xxxx	xxxx	xxxxx	1409	xxxx	xxxxx	xxxx	xxxx	xxxxx	700	619	921
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.00

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	711	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxxx		xxxxxxx		xxxxxxx		xxxxxxx		xxxxxxx		10.4	
ApproachLOS:	*		*		*		*		*		B	

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

Peak Hour Delay Signal Warrant Report

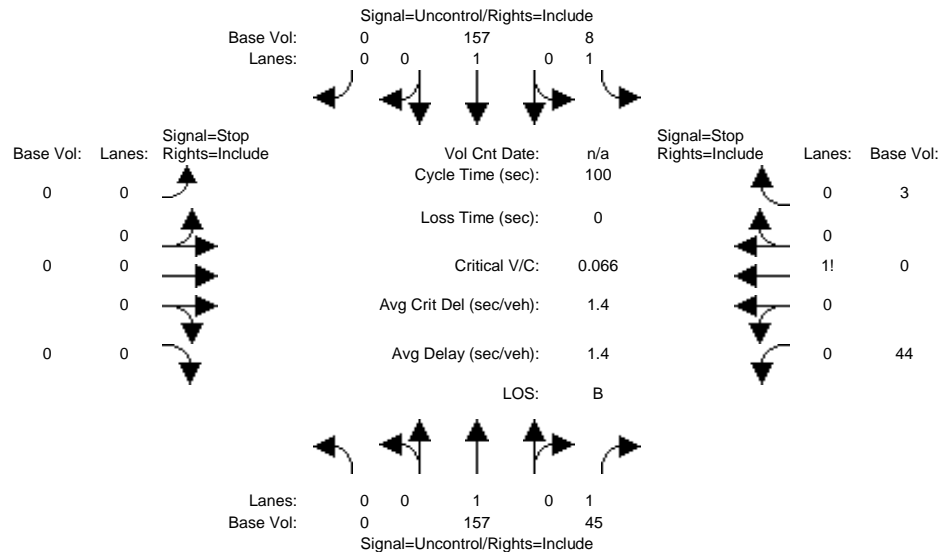
\*\*\*\*\*  
 Intersection #2 North Park Victoria Drive & Country Club Drive  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Existing + Project PM

Intersection #2: North Park Victoria Drive & Country Club Drive



Street Name: North Park Victoria Drive Country Club Drive  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	157	45	8	157	0	0	0	0	44	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	157	45	8	157	0	0	0	0	44	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	157	45	8	157	0	0	0	0	44	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	157	45	8	157	0	0	0	0	44	0	3

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	203	xxxx	xxxxx	xxxx	xxxx	xxxxx	331	331	158
Potent Cap.:	xxxx	xxxx	xxxxx	1381	xxxx	xxxxx	xxxx	xxxx	xxxxx	668	592	893
Move Cap.:	xxxx	xxxx	xxxxx	1380	xxxx	xxxxx	xxxx	xxxx	xxxxx	664	588	892
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.00

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	675	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx				10.7	
ApproachLOS:	*			*			*				B	

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #2 North Park Victoria Drive & Country Club Drive  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant NOT Met

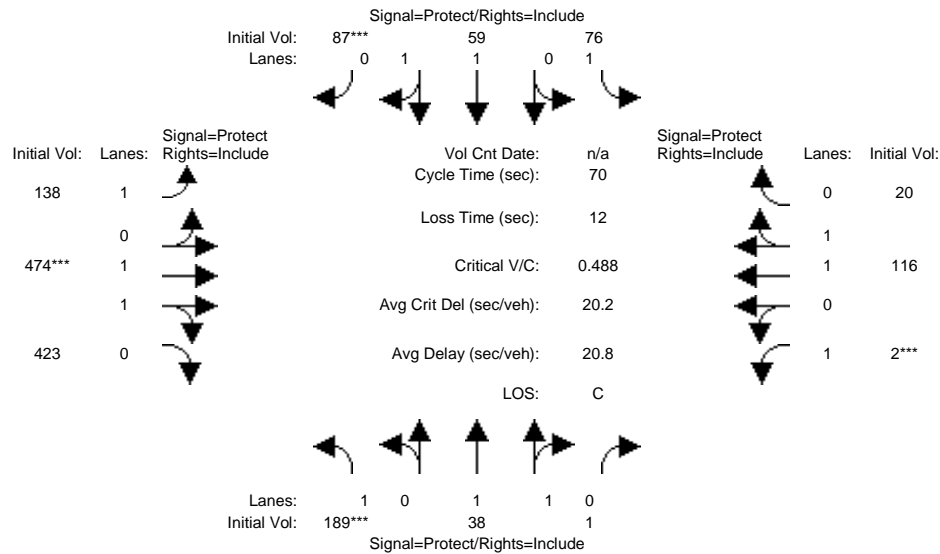
Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R



North Park Victoria Residential

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

Intersection #3: North Park Victoria Drive & Jacklin Road



Street Name:	North Park Victoria Drive						Jacklin Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	189	38	1	76	59	87	138	474	423	2	116	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	38	1	76	59	87	138	474	423	2	116	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	38	1	76	59	87	138	474	423	2	116	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	38	1	76	59	87	138	474	423	2	116	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	189	38	1	76	59	87	138	474	423	2	116	20

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.94	0.06	1.00	1.00	1.00	1.00	1.02	0.98	1.00	1.68	0.32
Final Sat.:	1750	3694	97	1750	1900	1750	1750	1930	1722	1750	3201	552

Capacity Analysis Module:

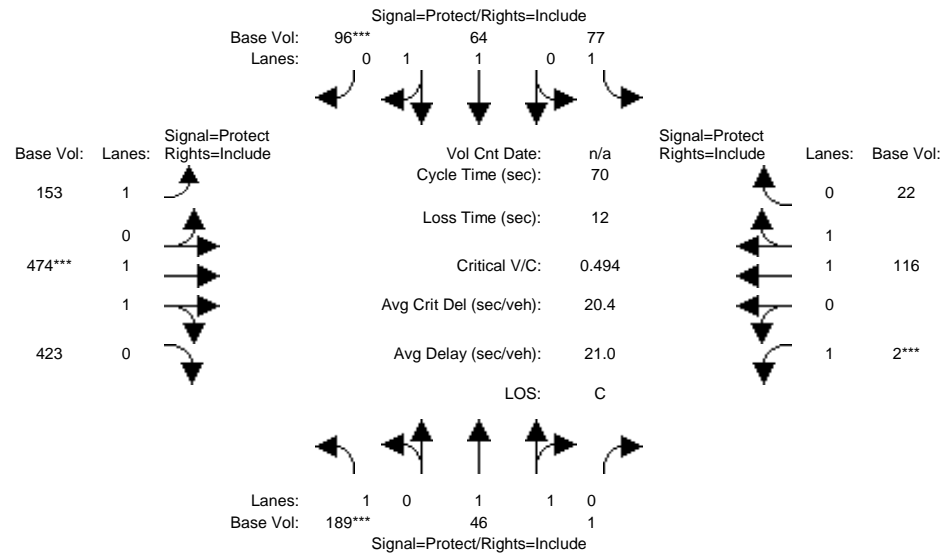
Vol/Sat:	0.11	0.01	0.01	0.04	0.03	0.05	0.08	0.25	0.25	0.00	0.04	0.04
Crit Moves:	****					****	****			****		
Green Time:	12.5	13.2	13.2	9.3	10.0	10.0	14.6	28.5	28.5	7.0	20.9	20.9
Volume/Cap:	0.60	0.05	0.05	0.33	0.22	0.35	0.38	0.60	0.60	0.01	0.12	0.12
Delay/Veh:	29.8	23.3	23.3	28.4	26.7	27.6	24.4	17.0	17.0	28.4	17.9	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	23.3	23.3	28.4	26.7	27.6	24.4	17.0	17.0	28.4	17.9	17.9
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	10	1	1	4	3	4	6	16	16	0	2	2

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

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Operations (Base Volume Alternative)  
Existing + Project PM

Intersection #3: North Park Victoria Drive & Jacklin Road



Street Name:	North Park Victoria Drive						Jacklin Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	189	46	1	77	64	96	153	474	423	2	116	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	46	1	77	64	96	153	474	423	2	116	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	46	1	77	64	96	153	474	423	2	116	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	46	1	77	64	96	153	474	423	2	116	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	189	46	1	77	64	96	153	474	423	2	116	22

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.95	0.05	1.00	1.00	1.00	1.00	1.02	0.98	1.00	1.66	0.34
Final Sat.:	1750	3712	81	1750	1900	1750	1750	1930	1722	1750	3151	598

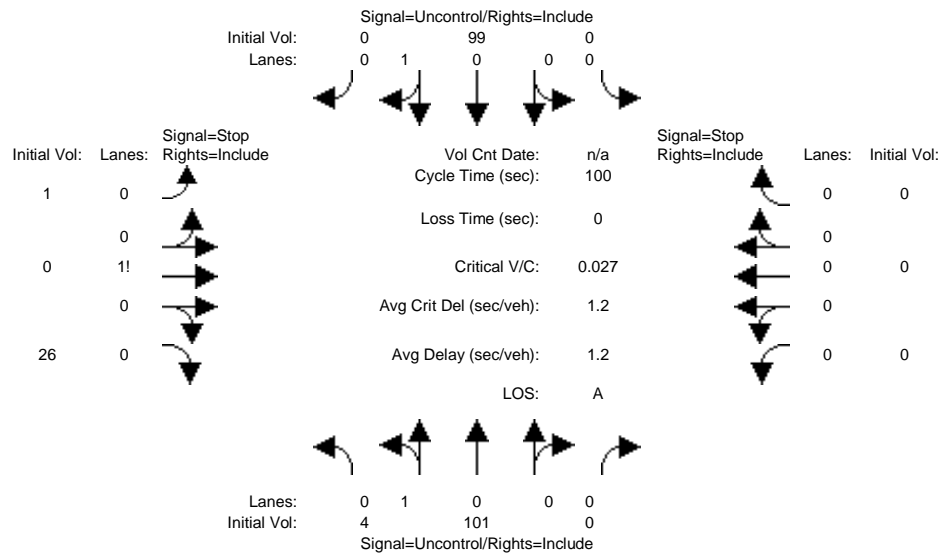
Capacity Analysis Module:												
Vol/Sat:	0.11	0.01	0.01	0.04	0.03	0.05	0.09	0.25	0.25	0.00	0.04	0.04
Crit Moves:	****					****	****			****		
Green Time:	12.5	13.2	13.2	9.3	10.0	10.0	14.6	28.5	28.5	7.0	20.9	20.9
Volume/Cap:	0.60	0.07	0.07	0.33	0.24	0.38	0.42	0.60	0.60	0.01	0.12	0.12
Delay/Veh:	29.8	23.3	23.3	28.4	26.8	27.8	24.8	17.0	17.0	28.4	18.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	23.3	23.3	28.4	26.8	27.8	24.8	17.0	17.0	28.4	18.0	18.0
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	10	1	1	4	3	5	7	16	16	0	2	2

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

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Cumulative AM

Intersection #1: North Park Victoria Drive & Creed Street



Street Name: North Park Victoria Drive Creed Street  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	4	101	0	0	99	0	1	0	26	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	101	0	0	99	0	1	0	26	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	101	0	0	99	0	1	0	26	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	4	101	0	0	99	0	1	0	26	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	100	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	209	209	100	xxxx	xxxx	xxxxxx
Potent Cap.:	1505	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	784	692	961	xxxx	xxxx	xxxxxx
Move Cap.:	1504	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	782	689	960	xxxx	xxxx	xxxxxx
Volume/Cap:	0.00	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.00	0.00	0.03	xxxx	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	952	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	8.9	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				8.9		xxxxxx		
ApproachLOS:	*			*				A		*		*

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

Peak Hour Delay Signal Warrant Report

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Intersection #1 North Park Victoria Drive & Creed Street

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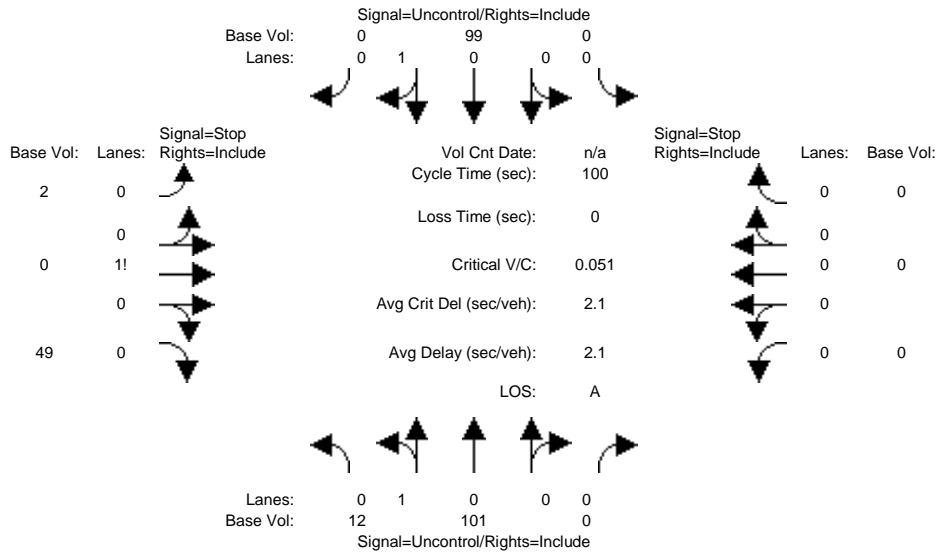
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Cumulative + Project AM

Intersection #1: North Park Victoria Drive & Creed Street



Street Name: North Park Victoria Drive Creed Street

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	12	101	0	0	99	0	2	0	49	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	101	0	0	99	0	2	0	49	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	101	0	0	99	0	2	0	49	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	12	101	0	0	99	0	2	0	49	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	100	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	225	225	100	xxxx	xxxx	xxxxxx
Potent Cap.:	1505	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	768	678	961	xxxx	xxxx	xxxxxx
Move Cap.:	1504	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	762	672	960	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.00	0.00	0.05	xxxx	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	951	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.0	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				9.0		xxxxxx		
ApproachLOS:	*			*				A		*		

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

Peak Hour Delay Signal Warrant Report

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Intersection #1 North Park Victoria Drive & Creed Street

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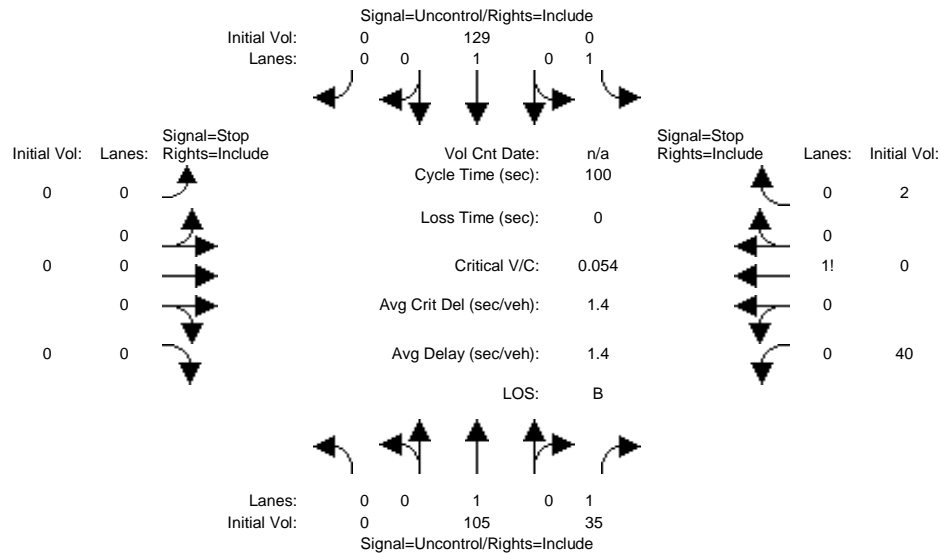
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Cumulative AM

Intersection #2: North Park Victoria Drive & Country Club Drive



Street Name: North Park Victoria Drive Country Club Drive  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	105	35	0	129	0	0	0	0	40	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	105	35	0	129	0	0	0	0	40	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	105	35	0	129	0	0	0	0	40	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	105	35	0	129	0	0	0	0	40	0	2

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	242	241	113
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	751	664	945
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	746	660	939
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.00

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	753	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx				10.1	
ApproachLOS:	*			*			*				B	

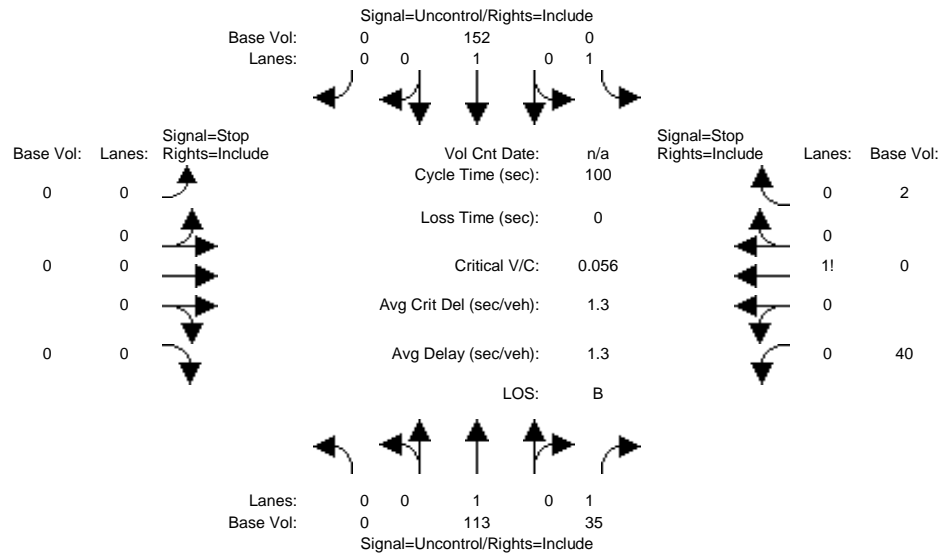
Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #2 North Park Victoria Drive & Country Club Drive  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Cumulative + Project AM

Intersection #2: North Park Victoria Drive & Country Club Drive



Street Name: North Park Victoria Drive Country Club Drive  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	113	35	0	152	0	0	0	0	40	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	113	35	0	152	0	0	0	0	40	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	113	35	0	152	0	0	0	0	40	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	113	35	0	152	0	0	0	0	40	0	2

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	273	272	121
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	721	638	936
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	716	634	929
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.00

Level Of Service Module:

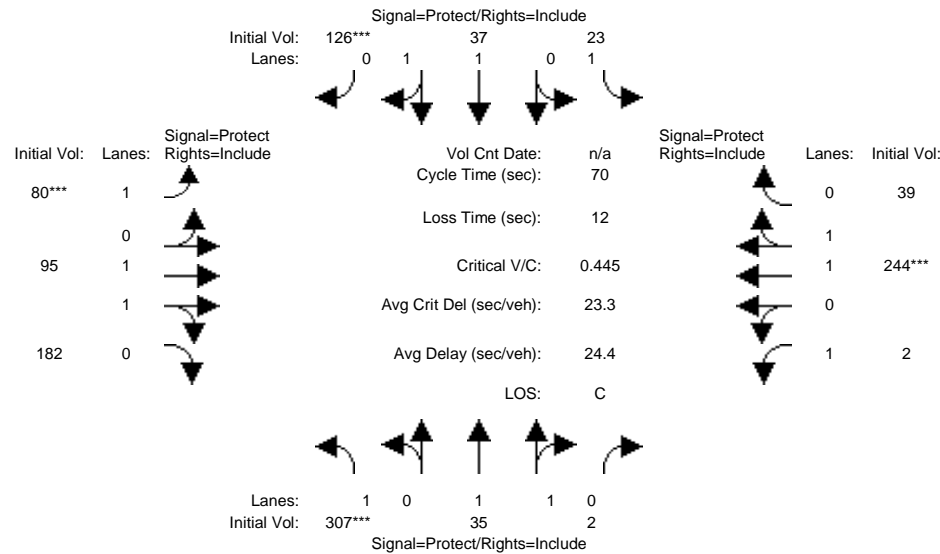
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	724	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx				10.3	
ApproachLOS:	*			*			*				B	

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #2 North Park Victoria Drive & Country Club Drive  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant NOT Met  
 -----  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Operations (Base Volume Alternative)  
Cumulative AM

Intersection #3: North Park Victoria Drive & Jacklin Road



Street Name:	North Park Victoria Drive						Jacklin Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	307	35	2	23	37	126	80	95	182	2	244	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	307	35	2	23	37	126	80	95	182	2	244	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	307	35	2	23	37	126	80	95	182	2	244	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	35	2	23	37	126	80	95	182	2	244	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	307	35	2	23	37	126	80	95	182	2	244	39

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.70	0.30
Final Sat.:	1750	3578	204	1750	1900	1750	1750	1900	1750	1750	3238	518

Capacity Analysis Module:

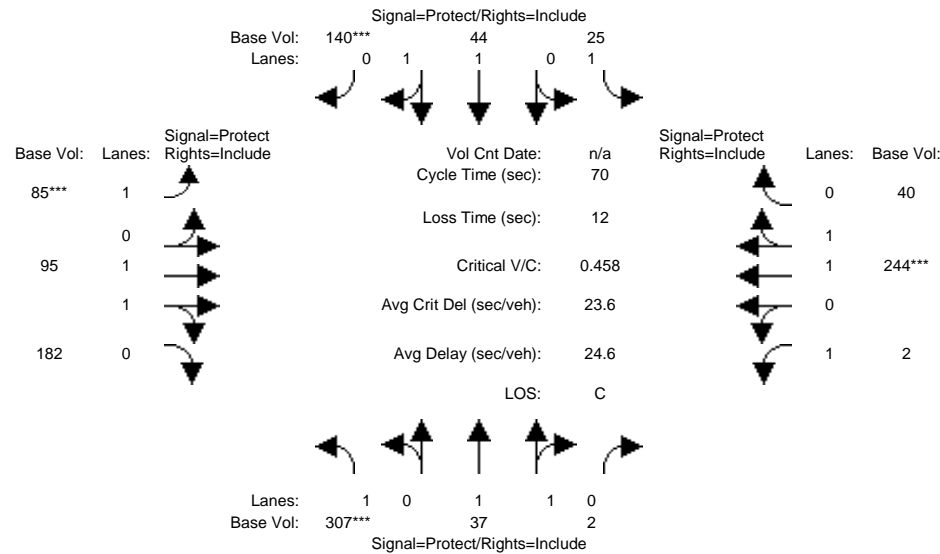
Vol/Sat:	0.18	0.01	0.01	0.01	0.02	0.07	0.05	0.05	0.10	0.00	0.08	0.08
Crit Moves:	****					****	****			****		
Green Time:	27.6	22.9	22.9	16.0	11.3	11.3	7.2	11.2	11.2	7.8	11.9	11.9
Volume/Cap:	0.44	0.03	0.03	0.06	0.12	0.44	0.44	0.31	0.65	0.01	0.44	0.44
Delay/Veh:	16.0	16.0	16.0	21.1	25.1	27.4	31.3	26.2	31.1	27.6	26.6	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.0	16.0	16.0	21.1	25.1	27.4	31.3	26.2	31.1	27.6	26.6	26.6
LOS by Move:	B	B	B	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	11	1	1	1	2	6	5	4	10	0	7	7

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

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Operations (Base Volume Alternative)  
Cumulative + Project AM

Intersection #3: North Park Victoria Drive & Jacklin Road



Street Name:	North Park Victoria Drive						Jacklin Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	307	37	2	25	44	140	85	95	182	2	244	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	307	37	2	25	44	140	85	95	182	2	244	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	307	37	2	25	44	140	85	95	182	2	244	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	37	2	25	44	140	85	95	182	2	244	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	307	37	2	25	44	140	85	95	182	2	244	40

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.70	0.30
Final Sat.:	1750	3589	194	1750	1900	1750	1750	1900	1750	1750	3226	529

Capacity Analysis Module:

Vol/Sat:	0.18	0.01	0.01	0.01	0.02	0.08	0.05	0.05	0.10	0.00	0.08	0.08
Crit Moves:	****					****	****			****		
Green Time:	26.8	23.0	23.0	16.1	12.2	12.2	7.4	11.2	11.2	7.8	11.6	11.6
Volume/Cap:	0.46	0.03	0.03	0.06	0.13	0.46	0.46	0.31	0.65	0.01	0.46	0.46
Delay/Veh:	16.7	16.0	16.0	21.1	24.5	26.7	31.2	26.2	31.2	27.7	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.7	16.0	16.0	21.1	24.5	26.7	31.2	26.2	31.2	27.7	26.9	26.9
LOS by Move:	B	B	B	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	11	1	1	1	2	7	5	4	10	0	7	7

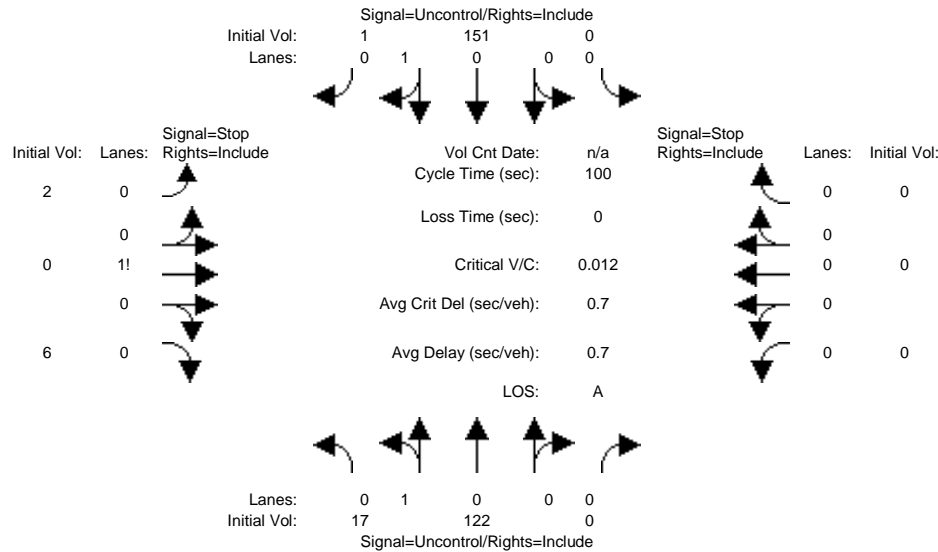
Note: Queue reported is the number of cars per lane.



North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Cumulative PM

Intersection #1: North Park Victoria Drive & Creed Street



Street Name: North Park Victoria Drive Creed Street  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	17	122	0	0	151	1	2	0	6	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	122	0	0	151	1	2	0	6	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	122	0	0	151	1	2	0	6	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	17	122	0	0	151	1	2	0	6	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	152	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	308	308	152	xxxx	xxxx	xxxxxx
Potent Cap.:	1441	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	689	610	900	xxxx	xxxx	xxxxxx
Move Cap.:	1441	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	683	603	900	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.00	0.00	0.01	xxxx	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	834	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.0	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.4	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				9.4		xxxxxx		
ApproachLOS:	*			*				A		*		

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

Peak Hour Delay Signal Warrant Report

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Intersection #1 North Park Victoria Drive & Creed Street

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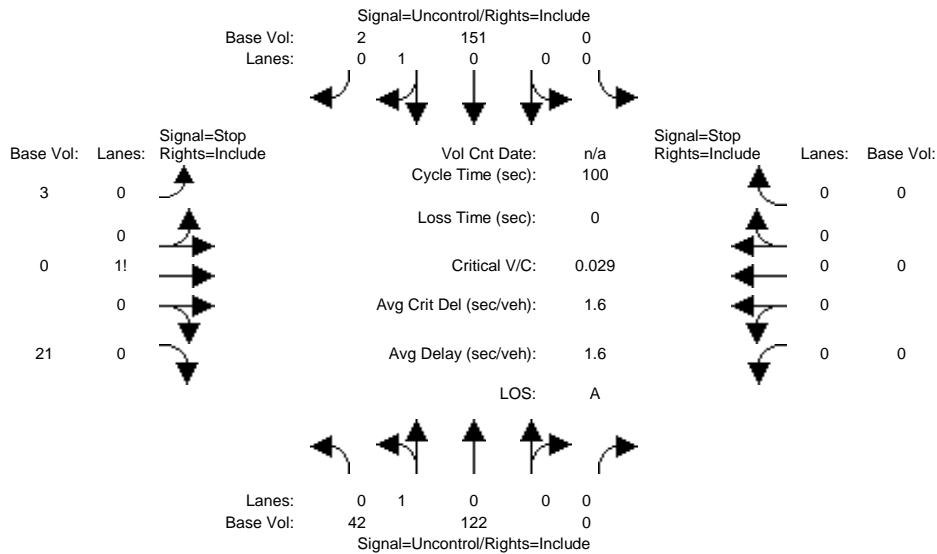
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Cumulative + Project PM

Intersection #1: North Park Victoria Drive & Creed Street



Street Name: North Park Victoria Drive Creed Street  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	42	122	0	0	151	2	3	0	21	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	122	0	0	151	2	3	0	21	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	122	0	0	151	2	3	0	21	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	42	122	0	0	151	2	3	0	21	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	153	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	358	358	152	xxxx	xxxx	xxxxxx
Potent Cap.:	1440	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	644	572	900	xxxx	xxxx	xxxxxx
Move Cap.:	1440	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	630	554	900	xxxx	xxxx	xxxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.02	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	854	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx				9.3		xxxxxxx		
ApproachLOS:		*			*			A			*	

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

Peak Hour Delay Signal Warrant Report

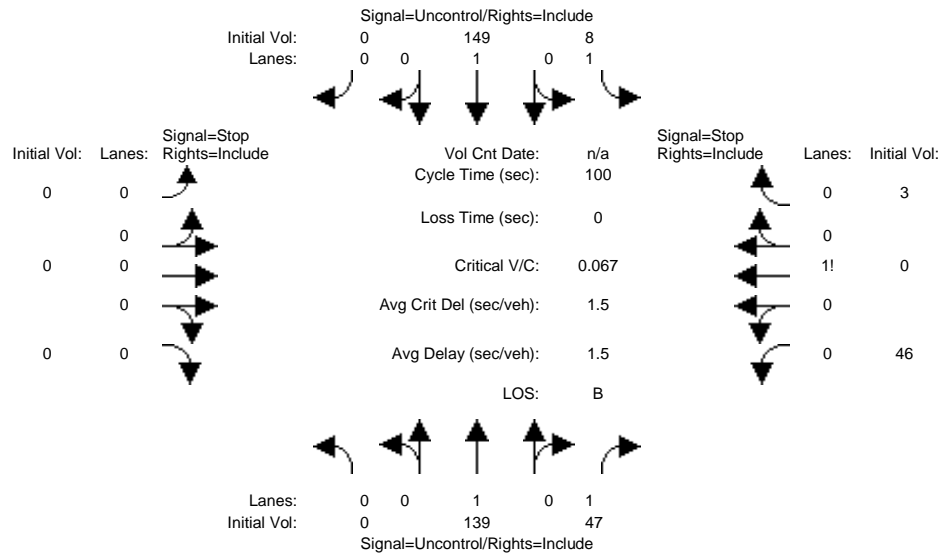
\*\*\*\*\*  
 Intersection #1 North Park Victoria Drive & Creed Street  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Cumulative PM

Intersection #2: North Park Victoria Drive & Country Club Drive



Street Name: North Park Victoria Drive Country Club Drive  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	139	47	8	149	0	0	0	0	46	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	139	47	8	149	0	0	0	0	46	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	139	47	8	149	0	0	0	0	46	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	139	47	8	149	0	0	0	0	46	0	3

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	187	xxxx	xxxxx	xxxx	xxxx	xxxxx	305	305	140
Potent Cap.:	xxxx	xxxx	xxxxx	1399	xxxx	xxxxx	xxxx	xxxx	xxxxx	691	612	913
Move Cap.:	xxxx	xxxx	xxxxx	1398	xxxx	xxxxx	xxxx	xxxx	xxxxx	688	608	913
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.00

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	698	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxxx		xxxxxxx		xxxxxxx		xxxxxxx		xxxxxxx		10.5	
ApproachLOS:	*		*		*		*		*		B	

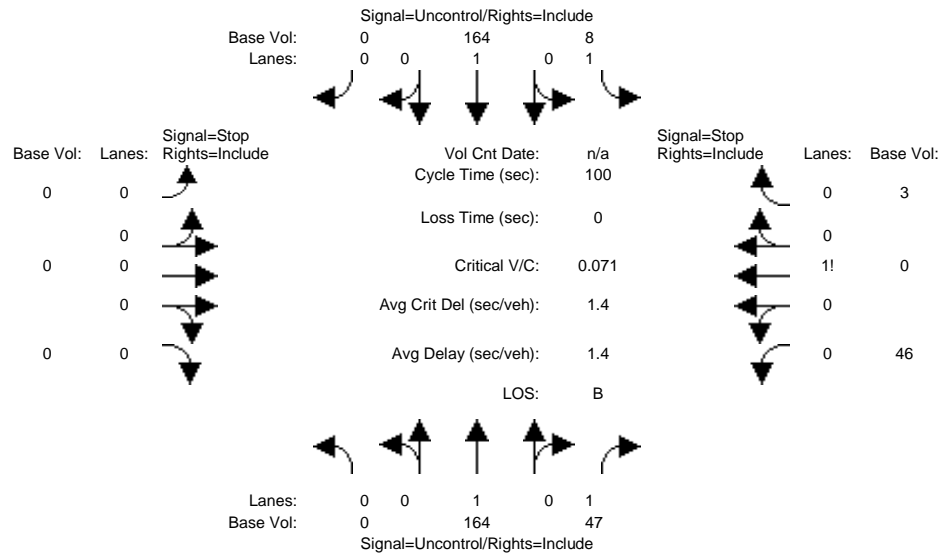
Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #2 North Park Victoria Drive & Country Club Drive  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Cumulative + Project PM

Intersection #2: North Park Victoria Drive & Country Club Drive



Street Name: North Park Victoria Drive Country Club Drive  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	164	47	8	164	0	0	0	0	46	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	164	47	8	164	0	0	0	0	46	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	164	47	8	164	0	0	0	0	46	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	164	47	8	164	0	0	0	0	46	0	3

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	212	xxxx	xxxxx	xxxx	xxxx	xxxxx	345	345	165
Potent Cap.:	xxxx	xxxx	xxxxx	1370	xxxx	xxxxx	xxxx	xxxx	xxxxx	656	581	885
Move Cap.:	xxxx	xxxx	xxxxx	1369	xxxx	xxxxx	xxxx	xxxx	xxxxx	652	577	884
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.00

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	663	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx				10.9	
ApproachLOS:	*			*			*				B	

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

Peak Hour Delay Signal Warrant Report

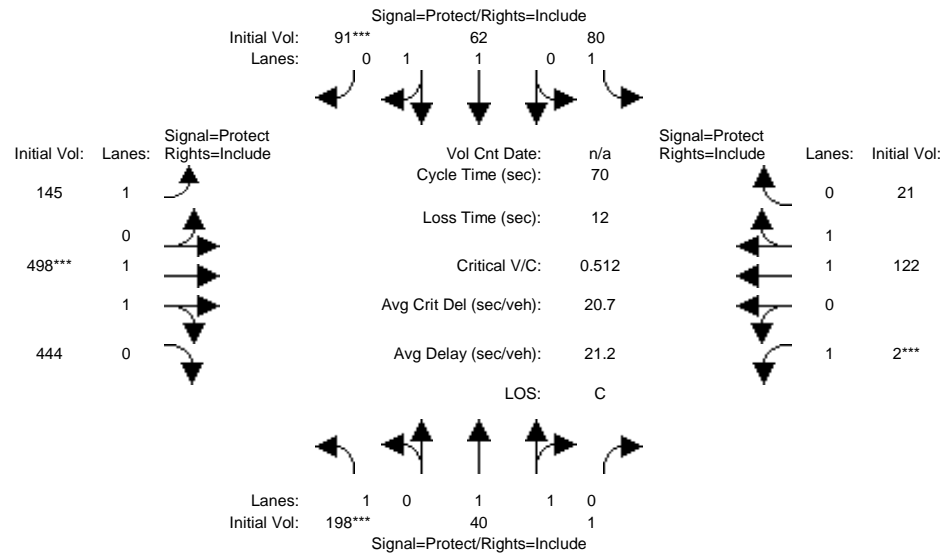
\*\*\*\*\*  
 Intersection #2 North Park Victoria Drive & Country Club Drive  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Operations (Base Volume Alternative)  
Cumulative PM

Intersection #3: North Park Victoria Drive & Jacklin Road



Street Name:	North Park Victoria Drive						Jacklin Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	198	40	1	80	62	91	145	498	444	2	122	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	40	1	80	62	91	145	498	444	2	122	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	40	1	80	62	91	145	498	444	2	122	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	40	1	80	62	91	145	498	444	2	122	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	198	40	1	80	62	91	145	498	444	2	122	21

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.95	0.05	1.00	1.00	1.00	1.00	1.02	0.98	1.00	1.69	0.31
Final Sat.:	1750	3700	92	1750	1900	1750	1750	1931	1722	1750	3202	551

Capacity Analysis Module:

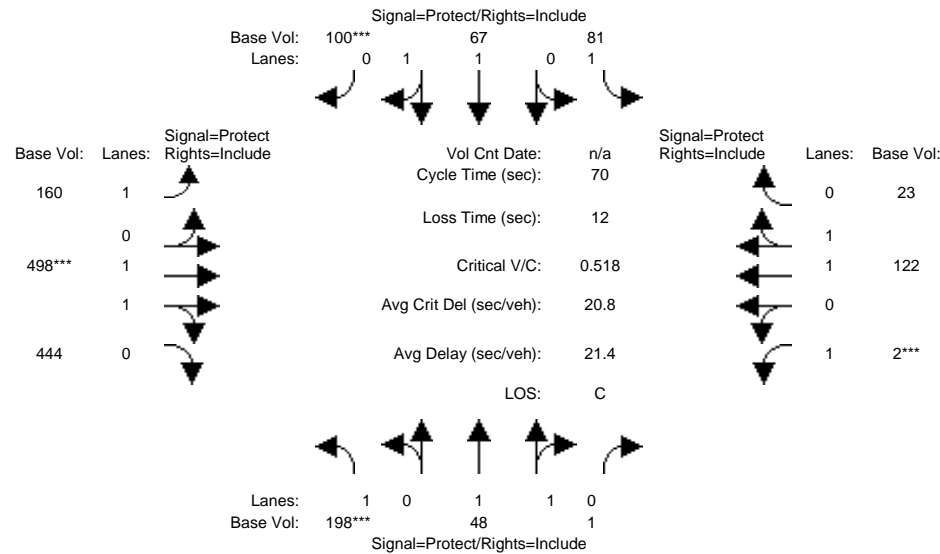
Vol/Sat:	0.11	0.01	0.01	0.05	0.03	0.05	0.08	0.26	0.26	0.00	0.04	0.04
Crit Moves:	****					****		****		****		
Green Time:	12.5	13.2	13.2	9.3	10.0	10.0	14.6	28.5	28.5	7.0	20.9	20.9
Volume/Cap:	0.63	0.06	0.06	0.35	0.23	0.36	0.40	0.63	0.63	0.01	0.13	0.13
Delay/Veh:	30.8	23.3	23.3	28.5	26.8	27.7	24.6	17.5	17.5	28.4	18.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	23.3	23.3	28.5	26.8	27.7	24.6	17.5	17.5	28.4	18.0	18.0
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	11	1	1	4	3	5	7	17	17	0	2	2

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

North Park Victoria Residential

Level Of Service Computation Report  
2000 HCM Operations (Base Volume Alternative)  
Cumulative + Project PM

Intersection #3: North Park Victoria Drive & Jacklin Road



Street Name:	North Park Victoria Drive						Jacklin Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	198	48	1	81	67	100	160	498	444	2	122	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	48	1	81	67	100	160	498	444	2	122	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	48	1	81	67	100	160	498	444	2	122	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	48	1	81	67	100	160	498	444	2	122	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	198	48	1	81	67	100	160	498	444	2	122	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	1.00	1.00	1.00	1.02	0.98	1.00	1.66	0.34
Final Sat.:	1750	3716	77	1750	1900	1750	1750	1931	1722	1750	3154	595

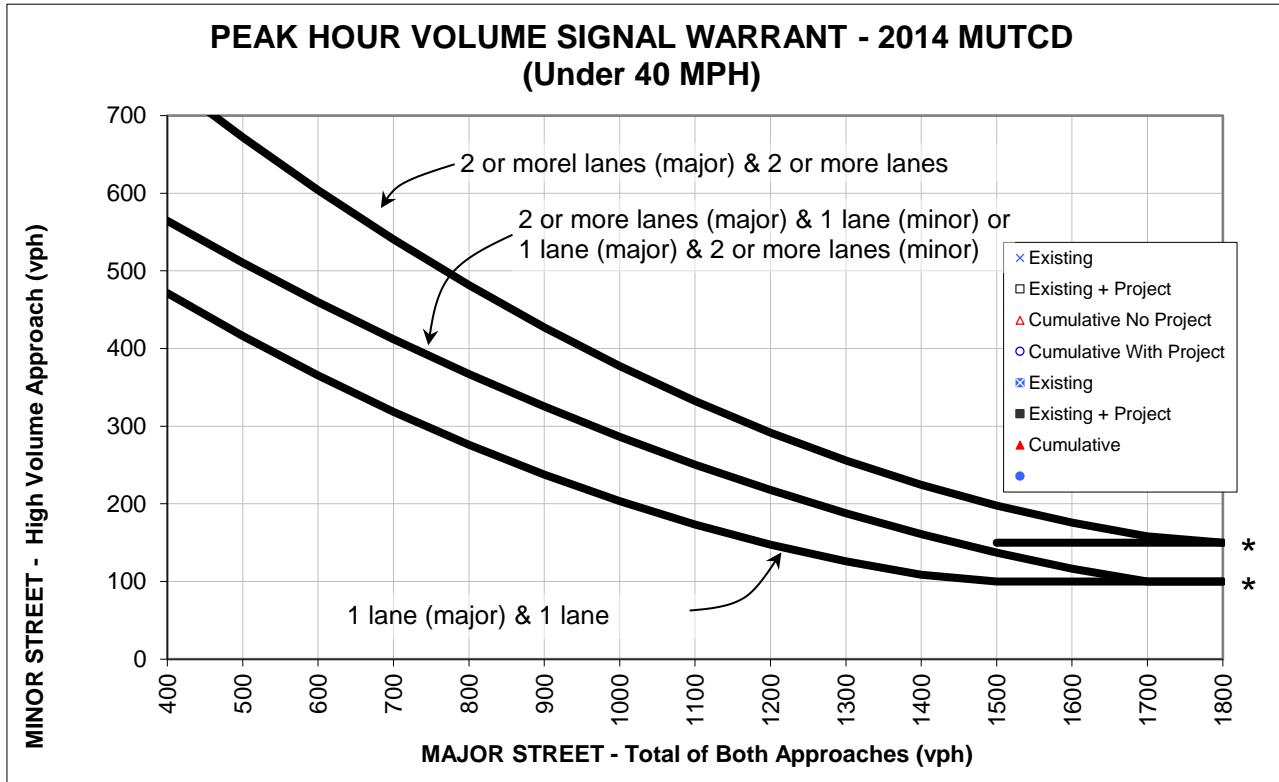
Capacity Analysis Module:												
Vol/Sat:	0.11	0.01	0.01	0.05	0.04	0.06	0.09	0.26	0.26	0.00	0.04	0.04
Crit Moves:	****					****	****			****		
Green Time:	12.5	13.2	13.2	9.3	10.0	10.0	14.6	28.5	28.5	7.0	20.9	20.9
Volume/Cap:	0.63	0.07	0.07	0.35	0.25	0.40	0.44	0.63	0.63	0.01	0.13	0.13
Delay/Veh:	30.8	23.4	23.4	28.5	26.8	27.9	25.0	17.5	17.5	28.4	18.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	23.4	23.4	28.5	26.8	27.9	25.0	17.5	17.5	28.4	18.0	18.0
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	11	1	1	4	3	5	7	17	17	0	2	2

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

# Appendix C

## Traffic Signal Warrants

**1 North Park Victoria Drive & Creed Street**



\* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with 1 lane.

**Peak Hour Volume Warrant Per 2012 MUTCD- Under 40 MPH**

AM Peak Hour Volumes

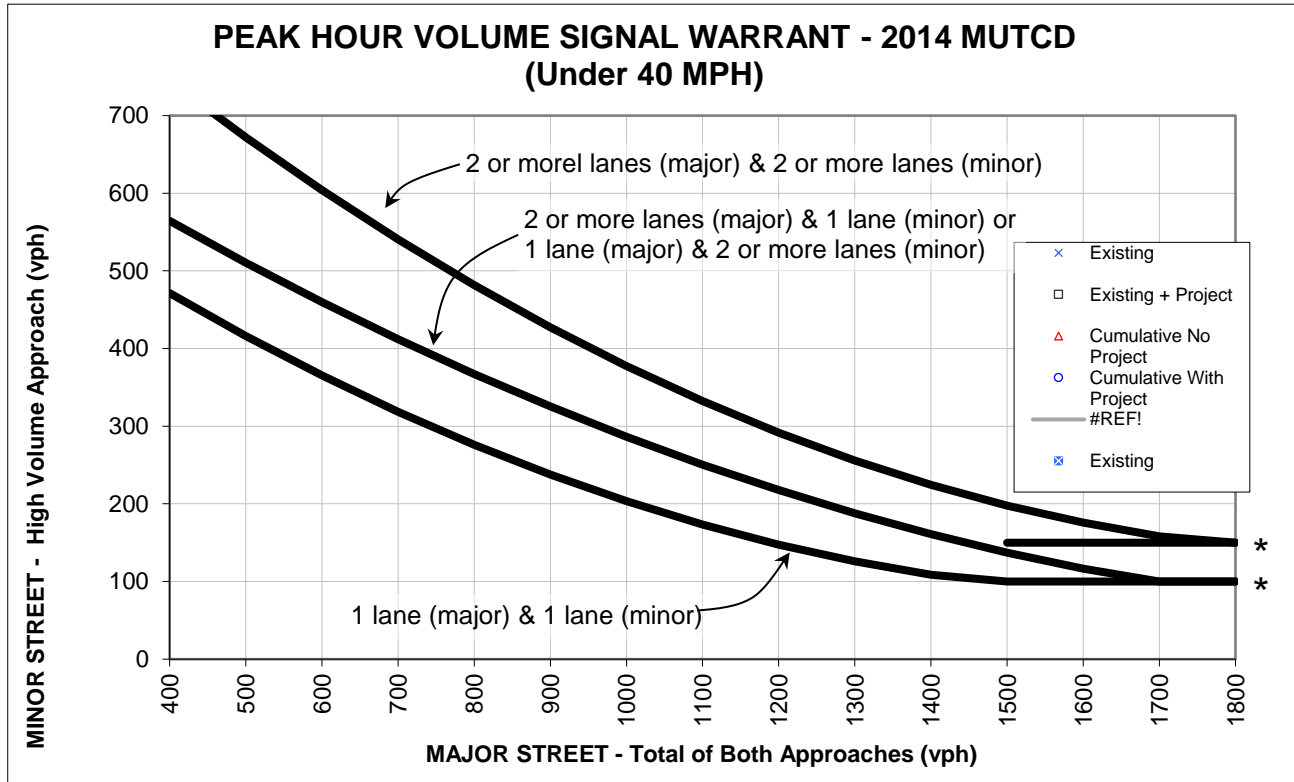
		Approach Lanes		Existing	Existing + Project	Cumulative	
		One	2 or More			No Project	With Project
Major Street - Both Approaches	N Park Victoria	x		194	202	204	212
Minor Street - Highest Approach	Creed St	x		26	50	27	51
Warrant Met?				N	N	N	N

PM Peak Hour Volumes

		Approach Lanes		Existing	Existing + Project	Cumulative	
		One	2 or More			No Project	With Project
Major Street - Both Approaches	N Park Victoria	x		277	303	291	317
Minor Street - Highest Approach	Creed St	x		8	24	8	24
Warrant Met?				N	N	N	N



**2 North Park Victoria Dr & Country Club Dr**



\* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with 1 lane.

**Peak Hour Volume Warrant Per 2012 MUTCD- Under 40 MPH**

AM Peak Hour Volumes

		Approach Lanes		Existing	Existing + Project	Cumulative	
		One	2 or More			No Project	With Project
Major Street - Both Approaches	N Park Victoria	x		256	287	269	300
Minor Street - Highest Approach	Country Club	x		40	40	42	42
Warrant Met?				N	N	N	N

PM Peak Hour Volumes

		Approach Lanes		Existing	Existing + Project	Cumulative	
		One	2 or More			No Project	With Project
Major Street - Both Approaches	N Park Victoria	x		327	367	343	383
Minor Street - Highest Approach	Country Club	x		47	47	49	49
Warrant Met?				N	N	N	N