

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE APPROVING, SUBJECT TO CONDITIONS, A TENTATIVE MAP TO MERGE EIGHT PARCELS INTO ONE PARCEL ON AN APPROXIMATELY 11.87-GROSS ACRE SITE, LOCATED ON THE NORTHWEST CORNER OF RACE STREET AND PARKMOOR AVENUE (550-570 MERIDIAN AVENUE, 1401 PARKMOOR AVENUE, AND 529, 591, AND 691 RACE STREET)

FILE NO. T20-015

WHEREAS, pursuant to the provisions of Chapter 19.12 of Title 19 of the San José Municipal Code, on June 17, 2020, a concurrent application (File No. T20-015) was filed by the applicant, Stephen Hanon on behalf of Avenues Silicon Valley, LLC., with the City of San José for a Tentative Map to subdivide one parcel into eight parcels on an approximately 11.87-gross acre site, on that certain real property situated in the CIC Combined Industrial/Commercial Zoning District and located on the corner of the Race Street and Parkmoor Avenue intersection (550-570 Meridian Avenue, 1401 Parkmoor Avenue, and 529, 591, and 691 Race Street, San José, which real property is sometimes referred to herein as the “subject property”); and

WHEREAS, the subject property is all that real property more particularly described in Exhibit "A", entitled “Legal Description,” and depicted in Exhibit "B," entitled “Plat Map,” which are attached hereto and made a part hereof by this reference as if fully set forth herein; and

WHEREAS, pursuant to and in accordance with Chapter 20.100 of Title 20 of the San José Municipal Code, the Planning Commission conducted a hearing on said concurrent applications on September 23, 2020, notice of which was duly given; and

WHEREAS, at said hearing, the Planning Commission gave all persons full opportunity to be heard and to present evidence and testimony respecting said matter; and

WHEREAS, at said hearing, the Planning Commission made a recommendation to the City Council respecting said matter based on the evidence and testimony; and

WHEREAS, pursuant to and in accordance with Chapter 20.100 of Title 20 of the San José Municipal Code, this City Council conducted a hearing on said application, notice of which was duly given; and

WHEREAS, at said hearing, this City Council gave all persons full opportunity to be heard and to present evidence and testimony respecting said matter; and

WHEREAS, at said hearing, this City Council received and considered the reports and recommendations of the Planning Commission and the City's Director of Planning, Building and Code Enforcement; and

WHEREAS, at said hearing, this City Council received in evidence a development plan for the subject property entitled "Tentative Parcel Map (To merge eight parcels)", dated March 9, 2020, said plan is on file in the Department of Planning, Building and Code Enforcement and is available for inspection by anyone interested, and is attached hereto and made a part hereof by this reference as if fully set forth herein; and

WHEREAS, said public hearing before the City Council was conducted in all respects as required by the San José Municipal Code and the rules of this City Council.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE THAT:

After considering all of the evidence presented at the Public Hearing, the City Council finds

that the following are the relevant facts regarding this proposed project:

- 1. Site Description and Surrounding Uses.** The project site is located on the northwest corner of Race Street and Parkmoor Avenue and is generally bounded by Race Street, Parkmoor Avenue, Meridian Avenue, and Harmon Avenue. The site is developed with three commercial office buildings totaling approximately 212,806 square feet and warehouses totaling approximately 150,635 square feet, a four-level parking structure with 488 stalls and associated landscaping and surface parking. The approximately 11.87-gross acre site abuts Vocera Communications, a commercial office building on the north and northeast and shares a cul-de-sac with a residential multi-family complex on the northeastern site boundary. Uses surrounding the project site include a commercial shopping center to the west, multi-family residential on the north and east, a motorcycle dealership on the north, a private school on the southeast, and commercial buildings to the north and south. Further south of the site is Interstate 280. The Valley Transportation Authority (VTA) Green Line light rail line is located along the southeast corner of the site.

Site History

On December 4, 2018, the City Council adopted Resolution No. 78904, amending the San José 2040 General Plan to modify the Land Use/Transportation Diagram from Industrial Park to Combined Industrial/Commercial at 550, 570 and 460 Meridian Avenue.

- 2. Project Description.** The project is a Tentative Parcel Map (T20-015) to merge eight parcels into one parcel to allow the phased construction of a private school totaling 458,155 square feet for 2,744 students (toddler through 12th grade, ages 2-18) and 480 faculty and staff on a 11.87-gross acre parcel. The total student population (2,744 students) would include: up to 24 students in the toddler [daycare] program; up to 272 students in the Early Learning Center Program; up to 160 students in the Kindergarten program; up to 880 students in grades 1 through 5; up to 528 students in grades 6 through 8; and up to 880 students in grades 9 through 12.

The project would result in the demolition of one existing 60,000-square foot commercial office building fronting Parkmoor Avenue and three warehouse buildings on the southwest corner of Race Street and Parkmoor Avenue totaling 150,635 square feet, for a total of 210,635 square feet, and the construction of or improvements to a total of seven buildings, including classroom/academic buildings, a theater, a gymnasium and aquatic center, administrative space and a sports field, and the removal of 122 on-site trees, nine of which are ordinance-size trees.

- 3. General Plan Conformance.** The project site has an Envision San José 2040 General Plan designation of Combined Industrial/Commercial.

The Combined Industrial/Commercial designation allows significant flexibility for the development of a varied mixture of compatible commercial and industrial uses, including hospitals and private community gathering facilities. A private school and

daycare are allowed in the Combined Industrial/Commercial designation with a Conditional Use Permit. This designation supports Floor Area Ratios of up to 12:1 and developments up to 24 stories in height.

The project conforms to the following key General Plan policies:

- a. Land Use and Employment Goal, IE-1. Proactively manage land uses to provide and enhance economic development and job growth in San José.
- b. Business Growth and Retention Policy IE-2.9. Partner with public, private, and non-profit organizations, and continue to develop partnerships with San José State University, community colleges and other educational institutions to advance economic development goals, meet the needs of businesses, and resolve constraints to business operations at the local, state and federal levels.
- c. Broad Economic Prosperity Policy IE-6.2. Attract and retain a diverse mix of businesses and industries that can provide jobs for the residents of all skill and education levels to support a thriving community.
- d. Broad Economic Prosperity Policy LU-11.1. Foster development patterns that will achieve a complete community in San José, particularly with respect to increasing jobs and economic development and increasing the City's jobs-to-employed ratio while recognizing the importance of housing and resident workforce.

Analysis (a-d): The overarching goal of Land Use and Employment in the General Plan is to grow San José's economic role within the region. The project involves the construction and operation of a state-of-the-art campus in San José serving 2,744 students in pre-kindergarten through high school. The campus would be part of a network of internationally connected and interdependent campuses located in global cities. The subject project represents the first campus by New-York based Avenues on the West Coast and would advance the economic development goals by generating local jobs for the 458,155-square foot campus and establishing a new school serving families with children in grades daycare through high school. The school would provide additional educational options in the community and contribute to the City's jobs-to-employed resident ratio by providing local jobs.

- e. Private Gathering Facility Policy VN-5.3. Encourage Private Community Gathering Facilities as a primary or secondary dual- or multi-use with other activities. The City should strongly promote the incorporation of spaces suitable for public assembly within new mixed-use development within Urban Villages (e.g., include dual- or multi-use assembly space as a first-floor or second-floor portion of a development that also includes retail, residential or other employment uses.) Support dual- or multiuse of existing facilities, such as schools or Private Community Gathering Facilities, so that these sites, buildings, and parking areas are utilized throughout the week for multiple purposes
- f. Goal ES-1 – Education. Promote the operation of high-quality educational facilities

throughout San José as a vital element to advance the City's Vision and goals for community building, economic development, social equity, and environmental leadership.

- g. Education and Services Policy ES-1.3. Encourage new schools, including public and private, to locate near populations which they serve.
- h. Education and Services Policy ES-1.7. Support efficient use of land through consideration of smaller school sites and alternative school configurations (e.g., multi-story buildings, underground parking, placement of recreation space over parking areas or on rooftops) to support the needs of each community.

Analysis (f-h): The project would include the construction of a state-of-the-art private school campus meeting the green building goals of the City. The new school would serve local students but be part of a global school organization. The school design would include and feature multi-story buildings, underground parking, and placement of recreation space over buildings to maximize the available project site square footage.

- i. Education and Services Policy ES-1.10. Encourage and enable the use of available school facilities for child care, private community gathering facilities, public recreation facilities and other dual- and multi-use purposes.

Analysis: The new school would support private community gathering facilities and encourage the use of its recreation facilities, including indoor and outdoor athletic facilities for on-going and one-time events outside of normal school operating hours and during the summer months.

4. Zoning Conformance.

The site is in the CIC Combined Industrial/Commercial Zoning District which conforms to the Envision San José 2040 General Plan Land Use/Transportation Diagram designation pursuant to Municipal Code Section 20.120.110. Pursuant to Table 20-110 of Municipal Code Section 20.50.100, the CIC Combined Industrial/Commercial Zoning District requires a Conditional Use Permit for private elementary and secondary school uses and day care center uses.

The development would adhere to the development standards enumerated in Section 20.50.200 (Table 20-200, Industrial Zoning Districts Development Standards) as described below.

Minimum lot size. The CIC Combined Industrial/Commercial Zoning District has a minimum lot area of 6,000 square feet.

Front Setback. The minimum front setback is 15 feet.

Side Setback. The minimum side setback is 0 from the property line or 25 from residential district, whichever is greater.

Rear Setback. The minimum side setback is 0 from the property line or 25 from

residential district, whichever is greater.

Maximum Height. The maximum height is 120 feet.

Analysis: The project's Parkmoor Avenue, Race Street, and Meridian Avenue frontages are subject to the front setback requirements and the remaining property line partially along Harmon Avenue would be subject to the rear setback requirements. As described above, the project would conform to the required fifteen-foot setback as Buildings 1, 2, 5, 6 and 7 are all set back from the respective front property line at least fifteen feet. Buildings 3 and 4 are set back approximately 20 feet and 6 feet, respectively, from the rear property line which is in conformance with the zero-minimum rear setback. Buildings 1, 2, 3, 4, 5 and 6 are three stories, three stories, four levels, two and a half stories, three stories, and six stories, respectively, where the six-story building would reach approximately 90 feet from grade to parapet and in conformance with the maximum 120-foot height allowed. Building 7 proposed on the southeast corner near the Race Street and Parkmoor Avenue intersection would be the tallest building at 10 stories (120 feet) in height which is in conformance with the maximum height allowed for the district.

Parking. In accordance with Chapter 20.90 (Parking and Loading), of the City of San José Municipal Code, the project shall provide the following vehicle and bicycle parking required for each use proposed:

- **Day care center:** 1 per 6 children, up to 5 spaces and thereafter 1 per 10 children (includes employee parking). 1 bicycle parking space required per 10 full-time employees and children. The project would require 34 required vehicle parking spaces and 40 bicycle parking spaces.
- **School (K-8):** 1 per teacher, plus 1 per employee. 1 bicycle parking space required per 10 full-time employees and children. The project would require 260 vehicle parking spaces and 416 bicycle parking spaces.
- **School (9-12):** 1 per teacher, plus 1 per employee, plus 1 per 5 students. 1 bicycle parking space required per 10 full-time employees and children. The project would require 324 vehicle parking spaces and 295 bicycle parking spaces.

Analysis: Consistent with the required parking count, the final build-out (Phase 4) of the project would provide 642 parking spaces and 751 bicycle parking spaces. Each phase of the development would also comply with the requirements. Phase 1 would require 280 vehicle parking spaces and 284 bicycle parking spaces; 495 vehicle parking spaces and 284 bicycle parking spaces would be provided. Phase 2 would require 462 vehicle parking spaces and 528 bicycle parking spaces; 495 vehicle parking spaces and 528 bicycle parking spaces would be provided. Phase 3 of the project would require 563 vehicle parking spaces and 750 bicycle parking spaces; consistent with the requirements. At build-out (Phase 4), the project would require 618 parking spaces and 751 bicycle parking spaces and the project would provide 642

vehicle parking spaces and 751 bicycle parking spaces.

Landscaping and Screening.

- 1) All setback areas, exclusive of permitted off-street parking areas and private egress, or circulation, shall be landscaped.
- 2) A four-foot high parking screen is required when residential uses are located across the street. Attractive walls, dense landscaping or depressed parking are acceptable screening solutions.
- 3) All landscaped areas shall be designed and maintained in conformance with City Council Policy NO. 6-29, entitled "City Council Policy on Post Construction Urban Runoff Management," as the same may be amended time to time.

Analysis: As shown on the approved plan set, the project includes a comprehensive Landscape Plan where all setback areas, exclusive of permitted off-street parking areas and private egress, or circulation, would be landscaped. The trash pad/loading dock along Harmon Avenue would be screened with dense vegetation; the building façade (Building 3) for the trash enclosure would be treated with a living wall to soften the look of the parking structure.

Lighting. Pursuant to Section 20.50.260, all lighting or illumination shall: 1) Conform with any lighting policy adopted by the city council, 2) Light fixtures heights should not exceed eight feet when adjacent to residential uses unless the setback of the fixture from property line is twice the height of the fixture. No ground mounted light fixture shall exceed twenty-five feet in height, and 3) Any lighting located adjacent to riparian areas shall be directed downward and away from riparian areas.

Analysis: The project is in conformance with City Council Policy 4-3 (Outdoor Lighting on Private Developments) and other city council adopted lighting policies. The project would include a sports field set back approximately 500 feet from the center of the turf to the nearest residential use, with dark-sky compliant field light fixtures erected on poles not exceeding twenty-five feet. A photometric study prepared by the project architect Efficiency Lab for Architecture (Efficiency Lab for Architecture PLLC, 2019) and referenced in the environmental document (Page 43-44 of the Avenues: World School EIR, March 2020) specifically analyzed the sports field lighting and illustrates the primary source of new nighttime lighting from the project would result from the pole-mounted sports lights at the sports field adjacent to Parkmoor Avenue; however, the lights would be fully shielded and designed to focus the beam onto the playing field and minimize the amount of light escaping into the sky or onto adjacent uses. The sports field (turf grass, lighting, bleachers) would be installed during Phase 1B and the activity and field lighting would be buffered by the construction of Building 6 (east of sports field) at Phase 2. As stated in the photometric study, after completion of project Phases II and III, Buildings 5 and 6, being substantially taller than the field lights would shield the existing multifamily residences on Race Street from exposure to nighttime lighting created by the field lights. Further, the lights would be shielded

and directed downward so as not to create glare for adjacent traffic or create unsafe driving conditions on the surrounding roadways. Use of the sports field, including the lighting, would be limited to 4 p.m. to 10 p.m., Monday through Friday and 4 p.m. to 9 p.m. on Saturday and Sunday.

All exterior lighting proposed near Harmon Avenue (nearest to residential use) are bollards to light the walkways and do not exceed eight feet. The project site is not located adjacent to any riparian areas.

Noise. Pursuant to Section 20.50.300 of the Municipal Code, the sound pressure level generated by any use or combination of uses shall not exceed the decibel level at any property line as shown in Table 20-135, except upon issuance and in compliance with a special use permit as provided in Chapter 20.100. Maximum noise level in decibels at property line for industrial use adjacent to a property used or zoned for residential purposes is 55 dBA DNL; 60 dBA DNL for industrial use adjacent to a property used or zoned for commercial purposes; and 70 dBA DNL for industrial use adjacent to a property used or zoned for industrial or use other than commercial or residential purposes.

Analysis: As described above, the project site is adjacent to residential uses (northwest, Harmon Avenue) and commercial uses (northeast, property line abutting commercial office building). The project applicant would be required to prepare a Construction Noise Logistics Plan and adhere to best management practices for noise reduction during construction activities and utilize mechanical equipment designed to reduce excessive noise levels at the surrounding uses to meet the City's 55 dBA DNL adjacent to residential uses and 60 dBA DNL adjacent to commercial uses for the school's operation. In addition, construction hours shall be limited to 7:00 a.m. to 7:00 p.m. Monday through Friday for any on-site or off-site work within 500 feet of any residential unit.

Outdoor/exterior learning activity noise levels were analyzed in a Noise and Vibration Assessment Report prepared by Illingworth and Rodkin, Inc. dated October 16, 2019. The outdoor/exterior activity area would be located approximately 220 feet from the nearest residence to the northwest and 250 feet from the nearest residence northeast of the site. The Noise and Vibration Report concluded that the outdoor play and activity areas' activities would produce noise levels ranging from 54 to 55 DBA DNL at the nearest residential properties, consistent with the Municipal Code Noise Standards in Section 20.50.130. Additionally, the noise levels produced by the outdoor activities would typically be lower than the noise produced by traffic along Meridian Avenue. The project's turf fields, located centrally on the campus would generate the most noise. However, the nearest residences would be located over 500 feet from the turf fields and would experience noise levels up to 54 dBA DNL consistent with the noise limits set forth in the Municipal Code.

Finally, the design of the project also considered ways to reduce the impact of the existing noise environment on the future students using the playgrounds north of

Building 1, consistent with the General Plan acceptable noise levels. In order to reduce the ambient noise levels existing on-site due to traffic, the playgrounds would incorporate 5-foot-high earthen berms in the playground design as shown on the approved plan set to lower the ambient noise from 62 to 63 DBA DNL on-site to less than 60 DBA DNL on-site.

5. City Council Policies.

City Council Policy 6-30: Public Outreach Policy for Pending Land Use Development Proposals

Under City Council Policy 6-30, the project is a large development proposal project. Council Policy 6-30 specifies the public outreach and communication required regarding development projects including posting a notice of development application on the project site, hosting a community meeting which is appropriately advertised to the community, and providing Public Hearing Notices to the public in a timely manner to an appropriate project radius. Under City Council Policy 6-30, a large project requires notification to property owners and tenants within 1,000 feet of the project site.

Analysis: Following City Council Policy 6-30, the project applicant posted on-site signs in May 2019 to inform the surrounding neighborhood of the project. On July 18, 2019, the City hosted a community meeting in conformance with the Public Outreach Policy 6-30. Comments at the community meeting were made with respect to timeline for permits, school operation and traffic circulation, and traffic impacts to the general community. Staff received an additional comment after the community meeting regarding queuing of vehicles on Parkmoor Avenue affecting Northup Street vehicle egress. As discussed above, the school project would be completed in four main phases, serving approximately 2,744 students from pre-Kindergarten to 12th grade, ages 2 to 18 with approximately 480 faculty and staff. The total student population (2,744 students) would include: up to 24 students in the toddler [daycare] program; up to 272 students in the Early Learning Center Program; up to 160 students in the Kindergarten program; up to 880 students in grades 1 through 5; up to 528 students in grades 6 through 8; and up to 880 students in grades 9 through 12. Potential traffic impacts have been analyzed in the environmental document and found to be less than significant with mitigation measures incorporated. Specifically, the project would be required to implement a Transportation Demand Management (TDM) Plan to ensure the project reduces per-student Vehicle Miles Traveled (VMT) by 17 percent. The hearing and community meeting notices were sent to all owners and tenants within 1,000 feet of the project site. Staff contact information was published on the posted Notice of Development sign located on the project frontage and available on the mailing notices. The staff report is also posted on the City's website. Staff has been available to respond to questions from the public.

City Council Policy 6-14: Guidelines for Child Care

The City Council Policy 6-14: Guidelines for Child care are intended to:

1. Create safe environments for all children in child care facilities in San José
2. Ensure that child care facilities are good neighbors, and are compatible with their surroundings
3. Provide guidance to child care providers on how to successfully design and operate facilities with greater certainty; and
4. Consolidate the guidelines for use by child care providers, decision-makers, and City staff on the location, design, and operation of child care facilities.

The Guidelines focus on the following categories:

- 1) Facility and Location: New childcare facilities should be located in conjunction with church uses or school sites or in non-residential areas to provide support for surrounding employment uses or in residential areas on major collector and arterial streets. In non-residential areas the uses should not be located near any facilities that would impact the health and safety of children. New childcare facilities are discouraged on residential streets with limited access.
- 2) Traffic and Circulation: Child care pick-up and drop-off should not cause on-street stacking. The on-site circulation should be designed to accommodate pick-up and drop-off on-site with adequate driveways and turn-around areas.
- 3) Parking and Drop-off: Parking should be provided in accordance with the Municipal Code requirements and located out of the front and side setback areas. Child care centers should provide short term parking for drop-off and pick-up.
- 4) Site Design: The child care center should conform to Zoning Code setback and height standards and should be on sites that can adequately support on-site circulation, parking, play areas and setbacks (typically at least 10,000 square feet). The outdoor play areas should be located away from adjacent residences, as feasible and a minimum of five feet perimeter landscaping should be provided to buffer the active play areas and 10 feet to buffer the parking areas from any residential uses. Proposed buildings or additions should be architecturally compatible with other development on-site and the surrounding neighborhood character. Roof equipment should be screened from public streets and located away from adjacent residential uses.
- 5) Number of Children: The maximum number of children shall not exceed that allowed by the State Community Care Licensing requirements.
- 6) Operation: Child care centers adjacent to residential neighborhoods should operate from 6:00 a.m. to 7:00 p.m. The center should meet the General Plan and Zoning General Plan noise standards.

Analysis: Pursuant to the Guidelines (1 through 4, above), a child care center is defined as any child care facility, including a preschool, other than a Family Care Home, which provides non-medical care to children under eighteen (18) years of age in need of personal services, supervision, or assistance for sustaining the activities of daily living or for the protection of the individual on less than a 24-hour basis. Thus, as defined in the Guidelines for Child Care, the subject project includes a child care center (pre-school/day care). The Guidelines focus on the following categories: 1) Facility and Location, 2) Traffic and Circulation, 3) Parking and Drop-off, 4) Site Design, 5) Number of Children, and 6) Operation, as described above.

The day care center would operate as an incidental use to the school and is an allowed use in the CIC Combined/Industrial Commercial Zoning District with a Conditional Use Permit. Access to the school generally and the day care center specifically would not negatively impact off-site traffic flow as the school construction and operation would be phased. The school and day care operations would queue vehicles on-site via two internal drop-off lanes/loading zones accessed from Harmon Avenue and Race Street which could accommodate up to 39 vehicles. Per the Traffic Analysis prepared by Hexagon in a report dated March 12, 2020, with the implementation of the Transportation Demand Management (TDM) program (e.g., trip cap, commute trip reduction marketing/educational campaign, school carpool program, bicycle storage), the project impact on Vehicle Miles Traveled (VMT) would be less than significant. Furthermore, the project would be required to contribute to off-site improvements, including traffic-calming measures to address expected increases in the volume of traffic. In addition, arrival and dismissal times for the school campus would be staggered in order to mitigate traffic and circulation congestion during pick-up and drop-off times. According to the Traffic Analysis prepared by Hexagon Transportation Consultants dated March 12, 2020, the project would stagger start times between the lower grades and high school students by 15 to 90 minutes in order to achieve reasonable drop-off operations in the morning. Parents would have a drop-off span of approximately 30 minutes for the lower grades and 60 minutes for the high school before the first bell. Toddlers would not participate in after-school programs; therefore, pick-up time for toddlers would occur between 3:00 p.m. and 3:40 p.m.

As described above, parking for the school project at full build-out would require 618 vehicle parking spaces in accordance with Chapter 20.90 of the Zoning Ordinance and 642 spaces would be provided. With respect to site design, the school site would meet all setback requirements and is of a lot size (11.87-gross acres) capable of accommodating typical school operation and activities, including on-site circulation, parking, classroom buildings and active outdoor play areas. The outdoor play areas are located with a minimum five feet of perimeter landscaping to buffer the activity and noise from the residential use on Harmon Avenue. As discussed above, the overall design of the school campus was

reviewed in conformance with the Commercial Design Guidelines and the Industrial Design Guidelines to ensure compatibility with surrounding buildings. All roof equipment, trash enclosures, and mechanical equipment would be screened from view from public streets and located away from the edge of the roofs to minimize potential for nuisances to any adjacent residences. The number of day care students, including toddlers and the Early Learning Center Program students, is estimated to include 296 students (of the total school enrollment of 2,744) under the subject Conditional Use Permit where the child day care center use would be incidental to the school. Pursuant to the Guidelines on Child Care, operating hours of the child care use would be limited to 6 a.m. to 7 p.m., Monday through Friday. The incidental daycare would comply with State laws on child care.

Outdoor/exterior learning activity was analyzed in a Noise and Vibration Assessment Report prepared by Illingworth and Rodkin, Inc. dated October 16, 2019. According to the report, the City's acceptable exterior noise level objective is 60 dBA DNL or less for the school use and 65 dBA DNL for outdoor sports and recreational uses. Although outdoor learning activities and outdoor play would occur north of Building 1 (nearest the residential use) and have the potential to increase ambient noise levels, a minimum five-foot noise barrier – which is shown as a berm on the approved plan set – would provide the necessary noise level reduction to meet the normally acceptable exterior noise level threshold.

- 6. Design Guidelines.** The project was reviewed in conformance with the Commercial Design Guidelines and the Industrial Design Guidelines given the site's CIC Combined Industrial/Commercial Zoning District.

Analysis: With respect to building form and scale, the Commercial Design Guidelines recommend the scale of new buildings be compatible with, although not necessarily the same as, adjacent buildings with special care to achieve compatibility next to small scale buildings. The project site is surrounded by one- and two-story commercial buildings and a mix of two-story and four- to five-story multi-family residential buildings. As such, the new buildings located along a shared property line follow the form and scale of the nearest buildings. Except for Building 7, no new buildings on the northern half of the campus are taller than three stories. Building 7, which would be located on the southeast corner near the intersection of Race Street and Parkmoor Avenue, would be the tallest building at 10 stories (120 feet) in height; Building 6, east of the sports field, and west of Building 7 would be six stories. Buildings closest to the main street frontages are on the southern half of the project site and include Buildings 2, 6, and 7; buildings on the northern half of the project site include Buildings 1, 3 (parking structure), 4, and 5. The project site would be accessible via Race Street (east), Parkmoor Avenue (south), and Harmon Avenue (north).

Colors and materials would be varied to provide architectural interest; buildings and outdoor spaces would be sited and organized around a central-axial pedestrian campus walk that would link the functional and programmatic components of the

school reflective of the institutional nature.

The project landscaping follows the Industrial Design Guidelines in that all areas not covered by structures, walkways, driveways and parking spaces are landscaped and the unity of the landscape design is achieved repeating certain plant varieties. Specifically, the school's western perimeter would be buffered by an oak savannah landscape, dense vegetation, and complementary bio-retention areas; living green walls would also be included on the northern façades of Building 4 and Building 3.

- 7. Environmental Review.** The City of San José, as the lead agency for the proposed project, prepared a Draft Environmental Impact Report (DEIR), which was circulated for public review and comment from March 27, 2020 to May 10, 2020. A First Amendment to the DEIR was prepared that provided responses to public comments submitted during the public circulation period and revisions to the text of the DEIR. The First Amendment together with the DEIR constitute the Final Environmental Impact Report (FEIR) for the proposed project. Potential environmental impacts to Air Quality, Biological Resources, Cultural Resources, Hazardous Materials, Noise, Transportation and Traffic are found to be less than significant with mitigations incorporated.

The DEIR analyzed four project alternatives that could lessen the significant effects of the project and achieve the project objectives, in accordance with CEQA Guidelines Section 15126.6. The alternatives included:

- **No Project/No Development Alternative-** This alternative considers what would reasonably be expected to occur in the foreseeable future if no project were approved and no new development would occur. Since the site is developed with three office buildings (two of which are vacant), it was anticipated the buildings would all be occupied increasing traffic generated from the currently single-occupied office building on-site. The project would avoid most of the environmental impacts of the project including construction and operational impacts to neighboring residential uses; however, none of the project objectives would be satisfied.
- **No Project/Existing General Plan/Zoning Development Alternative-** This alternative considered the re-development of the site consistent with the current IP Industrial Park Zoning District. The alternative considered the development of approximately 500,000 square feet of commercial and light industrial space with building between three and five stories in height, consistent with the Zoning District and General Plan Land Use Designation. This alternative would have a similar building footprint to the proposed project and similar impacts would result from the alternative's construction. The majority of the project's goals pertaining to the establishment of a private school would not be satisfied.
- **Reduced Intensity Alternative-** This alternative would develop a private school with a smaller enrollment, staff, and school size. The alternative analyzed 2,244

students, 390 staff members, and the reduction of approximately 20 to 25 classrooms (approximately 76,000 square feet). While the reduced alternative would reduce trips generated to the site, the private school could still generate vehicle miles travelled impacts (VMT) with students and staff traveling throughout the region to attend the school and therefore the reduced alternative would continue to require mitigation to reduce VMT impacts. Additionally, construction of the reduced size school would result in lessened yet similar air quality impacts requiring mitigation. Operational and construction noise impacts would also continue to result from the reduced alternative. While this alternative would meet most of the project objectives, it could result in the loss of the Kindergarten/Day Care use of the school.

- **Adjusted Design Alternative-** This alternative would reduce the building footprints and would require re-design of additional on-site buildings. While this alternative could meet most of the project alternatives and would avoid hazardous materials impacts it could result in demolition of the parking structure and Building 1 which could increase energy and GHG impacts.

The DEIR identified that the environmentally superior alternative would be the No Project-No Development Alternative, which would avoid all project impacts, however it would achieve none of the project objectives. Beyond the No Project – No Development Alternative, the Reduced Intensity Alternative would be the environmentally superior alternative.

The DEIR was circulated for public review and comment from March 27, 2020 to May 10, 2020. Six comments were received during public circulation including five from regional and local agencies and one from a member of the public. The comments included:

- Clarifications from the Norman Y. Mineta Airport to the Airports and Airport Hazards discussion in the DEIR
- A request for traffic analysis of certain County intersections by the Santa Clara County Roads and Airports Department
- Concerns from the Bay Area Air Quality Management District regarding the Health Risk Assessment analysis, construction phasing analysis, and requirements for potential for asbestos demolition. The commenter also provided clarification on Air District permitting regulations.
- Santa Clara Valley Water District clarified the watershed, dam, and sub basin terms and discussion in the DEIR and noted no encroachment permit would be required for the project.
- Santa Clara Valley Transportation Authority acknowledged the inter-agency coordination between the City, VTA, Federal Railroad Administration, and California Public Utilities Commission to resolve any conflicts with the Race

Street Light Rail Station and Route 64b along Meridian Avenue. The comment identified concerns with the pedestrian and bus stop improvements near the light rail station and requested clarification on the site access and circulation plans for the project. Clarifications regarding the bicycle share program were noted and the commenter requested additional information regarding the Quiet Zone for the Vasona Rail Corridor. A safety study for the school and additional information regarding the TDM plan were requested.

- A member of the public, Gavin Lohry requested the contact information for the project developer.

DEIR Recirculation Unnecessary

The public circulation comments, and comments received leading up to the Planning Commission hearing, in addition to testimony during the hearing, did not identify inadequacies in the DEIR nor present new previously unidentified significant impacts that require recirculation. The recirculation of an EIR is required when significant new information is added to the EIR after public notice is given of the availability of the DEIR for public review but before certification. "Information" can include changes in the project or environmental setting as well as additional data or other information. New information added to a Draft EIR is not "significant" unless the DEIR is changed in a way that deprives the public of meaningful opportunity to comment on a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (CEQA Guidelines Section 15088.5). No new significant information has been added to the DEIR since publication of the DEIR; therefore, it does not need to be recirculated.

FINDINGS

The City Council concludes and finds, based on the analysis of the above facts, that:

1. **Conformance with the Subdivision Ordinance and the Subdivision Map Act.** In accordance with San José Municipal Code (SJMC) Section 19.12.130, the City Council may approve the tentative map if the City Council cannot make any of the findings for denial in Government Code Section 66474, and the City Council has reviewed and considered the information relating to compliance of the project with the California Environmental Quality Act and determines the environmental review to be adequate. Additionally, the City Council may approve the project if the City Council does not make any of the findings for denial in San José Municipal Code Section 19.12.220. San José Municipal Code Section 19.12.130 incorporates the findings for denial in Section 66474 of the Government Code, as set forth below.
 - a. The City Council finds that the proposed subdivision shown on the Tentative Map, subject to the conditions listed below and the requirements for project design and improvements is consistent with applicable General and Specific Plans of the City of San José, in that:

Analysis: As discussed in detail above, the project is consistent with the General Plan.

- b. The City Council has considered the proposed subdivision shown on the Tentative Map, with the imposed conditions, to determine whether to make any of the findings set forth in the subsections of Section 66474 of the Government Code of the State of California which states “A legislative body of a city or county shall deny approval of a tentative map, or a parcel map for which a tentative map was not required, if it makes any of the following findings:”
 - a) That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.
 - b) That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.
 - c) That the site is not physically suitable for the type of development.
 - d) That the site is not physically suitable for the proposed density of development.
 - e) That the design of the subdivision or the proposed improvements is likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
 - f) That the design of the subdivision or type of improvements is likely to cause serious public health problems.
 - g) That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision.

Analysis: The City Council of the City of San José does not make any such findings to deny the subject subdivision. The tentative map and the development’s design are consistent with the Envision San José 2040 General Plan, as discussed above. The site is physically suitable for the project development in that the site meets the minimum 6,000 square foot lot area as prescribed by the Industrial Zoning Districts Development Standards in Section 20.50.200 of the Municipal Code. The property is in Flood Zone D which is not a designated 100-year floodplain. Flood Zone D is an unstudied area where flood hazards are undetermined, but flooding is possible.

There are no City floodplain requirements for Flood Zone D. The project site is not located near a creek or water body and therefore, will not have an adverse impact on fish and fauna or their habitat. Mitigation measures for the project require tree removal and construction activity to not occur during the general avian nesting season (February 1 through August 31, inclusive); trees will be replaced according to the City's tree replacement ratios. The project site is in a developed area and serviced by all required utilities and public services. Additionally, the project would adhere to the conditions of approval in the Conditional Use Permit (CP19-013) which includes best management practices during construction and conformance to the Mitigation, Monitoring, and Reporting Program (MMRP) to mitigate identified impacts to a less than significant level and therefore would not likely cause serious public health problems. The project site does not have public easements that would cause conflict with the project.

In accordance with the findings set forth above, a Tentative Map to use the subject property for said purpose specified above and subject to each and all of the conditions hereinafter set forth is hereby **approved**. This City Council expressly declares that it would not have granted this permit and determination except upon and subject to each and all of said conditions, each and all of which conditions shall run with the land and be binding upon the owner and all subsequent owners of the subject property, and all persons who use the subject property for the use permitted hereby.

APPROVED SUBJECT TO THE FOLLOWING CONDITIONS:

1. **Acceptance of Tentative Map.** Per Section 19.12.230, should the Subdivider fail to file a timely and valid appeal of this Tentative Map within the applicable appeal period, such inaction by the Subdivider shall be deemed to constitute all of the following on behalf of the Subdivider:
 - a. Acceptance of the Tentative Map by the Subdivider; and
 - b. Agreement by the Subdivider to be bound by, to comply with, and to do all things required of or by the Subdivider pursuant to all of the terms, provisions, and conditions of this permit or other approval and the provisions of Title 19 applicable to such Tentative Map.
2. **Expiration of the Tentative Map.** This Tentative Map shall automatically expire 30 months from and after the date of issuance hereof by the Director of Planning of the City of San José. The date of issuance is the date this Tentative Map is approved by the City Council.
3. **Conformance to Plans.** Development shall conform to the approved Tentative Map plans entitled "Tentative Map (To merge 8 parcels)" dated March 9, 2020, on file with the Department of Planning, Building and Code Enforcement, as may be amended subject to City's approval, and to the San José Building Code (San José Municipal Code, Title 24), as amended. The plans are referred to herein as the "Approved

Tentative Map Plan Set.”

4. **Compliance with Subdivision Ordinance.** The final map shall comply with all of the requirements for final maps in Chapter 19.16 of the San José Municipal Code and shall show and contain all of the data required by San José Municipal Code Section 19.16.110.
5. **Conformance with Other Permits.** The subject Tentative Map conforms to and complies in all respects with the Conditional Use Permit File No. CP19-013 on which such Tentative Map is based. Approval of said Tentative Map shall automatically expire with respect to any portion of the lands covered by such Tentative Map on which a Final Map or Tract Map has not yet been recorded if, prior to recordation of a Final Map or Tract Map thereon, the Conditional Use Permit for such lands automatically expires or for any reason ceases to be operative.
6. **Improvements.** Pursuant to the Subdivision Agreement (hereinafter referred to as "Agreement"), the Subdivider shall, before approval and recording of the Final Map, improve or agree to improve all land within the subdivision and all land outside, but appurtenant to, the Subdivision shown on the Tentative Map for public or private streets, alleys, pedestrian ways and easements to the satisfaction of the Director of Public Works.
7. **Improvement Contract.** In the event Subdivider has not completed the improvements required for the subdivision at the time the final map is presented for approval, Subdivider shall enter into a subdivision improvement agreement with the City of San José, in accordance with Section 19.32.130 of the San José Municipal Code, and provide the improvement security and insurance required therein.
8. **Conveyance of Easements.** Subdivider shall convey or cause to be conveyed to the City of San José, easements in and upon all areas as shown on the Tentative Map outside the boundaries of, but appurtenant to, the subdivision. Should a separate instrument be required for the conveyance of the easement(s), it shall be recorded prior to the recordation of the Final Map. Such easements so conveyed shall be shown on the Final Map, together with reference to the Book and Page in the Official Recorder of Santa Clara County, where each instrument conveying such easements is recorded.
9. **Final Map.** No Final Map or Tract Map shall be approved by City Council unless and until the appeal period for the development permit, City File No. PD19-018 has expired and all appeals have been exhausted.
10. **Sewage Treatment Demand.** Pursuant to Chapter 15.12 of Title 15 of the San José Municipal Code, acceptance of this Permit by Subdivider shall constitute acknowledgement of receipt of notice by Subdivider that (1) no vested right to a Building Permit shall accrue as the result of the granting of this Permit when and if the City Manager makes a determination that the cumulative sewage treatment demand of the San José - Santa Clara Regional Wastewater Facility represented by approved land uses in the area served by said Facility will cause the total sewage treatment demand to

meet or exceed the capacity of San José Santa Clara Regional Wastewater Facility to treat such sewage adequately and within the discharge standards imposed on the City by the State of California Regional Water Quality Control Board for the San Francisco Bay Region; (2) substantive conditions designed to decrease sanitary sewage associated with any land use approval may be imposed by the approval authority; (3) issuance of a Building Permit to implement this Permit may be suspended, conditioned or denied where the City Manager is necessary to remain within the aggregate operational capacity of the sanitary sewer system available to the City of San José or to meet the discharge standards of the sanitary sewer system imposed on the City by the State of California Regional Water Quality Control Board for the San Francisco Bay Region.

11. **Sewage Fees:** In accordance with City Ordinance, all storm sewer area fees, sanitary sewer connection fees, and sewage treatment plant connection fees, less previous credits, are due and payable prior to issuance of Public Works clearance.
12. **Compliance with Local and State Laws.** The subject use shall be conducted in full compliance with all local and state laws. No part of this approval shall be construed to permit a violation of any part of the San José Municipal Code. The Tentative Map shall be subject to revocation if the subject use is conducted in such a manner as to cause a nuisance.
13. **Public Works Clearance for Building Permit(s) or Map Approval:** Prior to the approval of the Tract by the Director of Public Works, or the issuance of Building permits, whichever occurs first, the Subdivider will be required to have satisfied all of the following Public Works conditions as described in the Conditional Use Permit (CP19-013).
14. **Conformance to Mitigation Monitoring and Reporting Program.** This Project shall conform to all applicable requirements of the Mitigation Monitoring and Reporting Program (MMRP) approved for this development by City Council Resolution No. _____.
15. **Revocation, Suspension, Modification.** This Tentative Map is subject to revocation, suspension or modification for violation of any of its provisions or condition.

In accordance with the findings set forth above, a Tentative Map Permit to use the subject property for said purpose specified above, subject to conditions, is hereby **approved**.

EFFECTIVE DATE

The effective date of this Tentative Map shall be the same effective date of the Conforming Rezoning Ordinance for File No. C19-013 passed for publication on _____, 2020 (and shall be no earlier than the effective date of said Rezoning Ordinance).

APPROVED and issued this _____ day of _____, 2020, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

SAM LICCARDO
Mayor

ATTEST:

TONI J. TABER, CMC
City Clerk

NOTICE TO PARTIES

The time within which judicial review must be sought to review this decision is governed by the provisions of the California Code of Civil Procedure Section 1094.6.

LEGAL DESCRIPTION

Real property in the City of San Jose, County of Santa Clara, State of California, described as follows:

TRACT A:

PARCEL ONE:

COMMENCING AT THE INTERSECTION OF THE NORTHERLY LINE OF MOORPARK AVENUE, FORMERLY SPLIVADO STREET, WITH THE SOUTHWESTERLY CORNER OF THE HAMILTON SUBDIVISION, A MAP OF WHICH WAS FILED FOR RECORD IN THE OFFICE OF THE RECORDER OF THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA ON APRIL 1, 1890 IN [BOOK D OF MAPS, AT PAGE 177](#); THENCE ALONG THE NORTHERLY LINE OF SAID MOORPARK AVENUE SOUTH 85° 30' WEST 215.00 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE FROM SAID POINT OF BEGINNING AND LEAVING LAST SAID LINE AND PARALLEL WITH THE WESTERLY LINE OF SAID HAMILTON SUBDIVISION, NORTH 2° WEST 399.60 FEET TO A POINT OF THE SOUTHERLY LINE OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN THE DEED FROM ANN GAVIN, A WIDOW, TO PETER N. BATINICH, DATED MARCH 14, 1911 AND RECORDED MARCH 18, 1911 IN [BOOK 360 OF DEEDS, AT PAGE 316](#), SANTA CLARA COUNTY RECORDS; THENCE ALONG THE SOUTHERLY LINE OF SAID LAND DEEDED TO PETER N. BATINICH SOUTH 85° 25' WEST 142.24 FEET, MORE OR LESS, TO THE INTERSECTION THEREOF WITH THE NORTHEASTERLY CORNER OF PARCEL NO. 1, AS DESCRIBED IN THE DEED OF RIGHT OF WAY FROM GASPAR G. KRALYEVICH, ET AL, TO THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA DATED AUGUST 12, 1960 AND RECORDED NOVEMBER 21, 1960 IN BOOK 4987 OF OFFICIAL RECORDS, PAGE 525, SANTA CLARA COUNTY RECORDS; THENCE ALONG THE EASTERLY LINE OF PARCEL NO. 1, PARCEL NO. 2 AND PARCEL NO. 3, AS DESCRIBED IN SAID DEED TO THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA THE FOUR FOLLOWING COURSES AND DISTANCES: SOUTH 0° 36' EAST 332.66 FEET TO THE BEGINNING OF A TANGENT CURVE TO THE LEFT; THENCE ALONG LAST SAID CURVE, HAVING A RADIUS OF 35.00 FEET, THROUGH A CENTRAL ANGLE OF 84° 55' 18" FOR AN ARC DISTANCE OF 52.15 FEET TO A POINT OF TANGENCY; THENCE SOUTH 85° 31' 18" EAST 106.18 FEET TO A POINT; THENCE SOUTH 4° 30' EAST 15.00 FEET TO A POINT ON THE NORTHERLY LINE OF SAID MOORPARK AVENUE; THENCE ALONG THE NORTHERLY LINE OF SAID MOORPARK AVENUE NORTH 85° 30' EAST 12.65 FEET TO THE TRUE POINT OF BEGINNING, AND BEING A PORTION OF LOT 95 OF THE LOS COCHES RANCHO, SANTA CLARA COUNTY, CALIFORNIA.

EXCEPTING FROM PARCEL ONE ABOVE DESCRIBED, ALL THAT PORTION CONDEMNED TO THE STATE OF CALIFORNIA, BY JUDGMENT IN CONDEMNATION ENTERED IN THE SUPERIOR COURT OF THE STATE OF CALIFORNIA, COUNTY OF SANTA CLARA, ON MARCH 7, 1975; A CERTIFIED COPY OF WHICH WAS RECORDED MARCH 12, 1975 IN [BOOK B315, PAGE 719](#), SANTA CLARA COUNTY OFFICIAL RECORDS.

PARCEL TWO:

A PORTION OF THAT PARCEL OF LAND CONVEYED AS PARCEL 1 TO THE STATE OF CALIFORNIA BY DEED RECORDED JULY 16, 1969 IN [BOOK 8607, PAGE 93](#) OF OFFICIAL RECORDS OF SANTA CLARA COUNTY, DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE WESTERLY LINE OF THAT PORTION OF MERIDIAN AVENUE VACATED BY THE CITY OF SAN JOSE, BY RESOLUTION NO. 46345, RECORDED MARCH 24, 1975 IN [VOLUME B330, PAGE 483](#) OF OFFICIAL RECORDS OF SANTA CLARA COUNTY, WITH THE COURSE SHOWN WITH THE LENGTH OF 131.93 FEET ON THE GENERAL EASTERLY LINE OF PARCEL 4, AS SAID PARCEL 4 IS SHOWN ON THAT CERTAIN SET OF MAP OF 11 SHEETS ENTITLED, "RELINQUISHMENT IN THE COUNTY OF SANTA CLARA," FILED JULY 16, 1973 IN STATE HIGHWAY MAP [BOOK NO. 7, PAGES 70 TO 80](#) INCLUSIVE, IN THE OFFICE OF THE RECORDER OF THE COUNTY OF SANTA CLARA; THENCE ALONG SAID GENERAL EASTERLY LINE SOUTH 23° 08' 48" WEST 19.93 FEET

ALONG A TANGENT CURVE TO THE LEFT WITH A RADIUS OF 384.00 FEET, THROUGH AN ANGLE OF 10° 11' 23" AN ARC LENGTH OF 68.29 FEET, AND ALONG A COMPOUND CURVE TO THE LEFT, WITH A RADIUS OF 67.00 FEET, THROUGH AN ANGLE OF 61° 44' 22" AN ARC LENGTH OF 72.20 FEET TO SAID WESTERLY LINE; THENCE ALONG LAST SAID LINE FROM A TANGENT THAT BEARS NORTH 31° 21' 51" EAST ALONG A CURVE TO THE LEFT, WITH A RADIUS OF 45.00 FEET, THROUGH AN ANGLE OF 30° 47' 39" AN ARC LENGTH OF 24.19 FEET AND NORTH 0° 34' 12" EAST 125.63 FEET TO THE POINT OF COMMENCEMENT.

PARCEL THREE:

COMMENCING AT A POINT IN THE EASTERLY LINE OF MERIDIAN AVENUE (86 FEET WIDE) AT THE NORTHEASTERLY CORNER OF THAT CERTAIN PARCEL OF LAND DESIGNATED AS PARCEL NO. 1 AS DESCRIBED IN THAT DEED OF RIGHT OF WAY TO COUNTY OF SANTA CLARA FILED FOR RECORD IN THE OFFICE OF THE COUNTY RECORDER, SANTA CLARA COUNTY, CALIFORNIA ON NOVEMBER 21, 1960 IN BOOK 4987 OF OFFICIAL RECORDS, AT PAGE 525; THENCE LEAVING SAID POINT OF COMMENCEMENT ALONG THE FOLLOWING COURSES: SOUTH 86° 31' 27" WEST 22.66 FEET; SOUTH 12° 57' 12" WEST 95.12 FEET TO A POINT IN THE CENTER LINE OF SAID MERIDIAN AVENUE (86 FEET WIDE) AND THE TRUE POINT OF BEGINNING; THENCE LEAVING SAID TRUE POINT OF BEGINNING ALONG SAID CENTER LINE OF MERIDIAN AVENUE SOUTH 0° 34' 12" WEST 274.76 FEET TO A POINT IN A NON-TANGENT CURVE WITH A RADIUS OF 104.00 FEET; THENCE LEAVING SAID CENTER LINE WESTERLY ALONG SAID NONTANGENT CURVE TO THE RIGHT FROM A TANGENT WHICH BEARS NORTH 79° 54' 12" WEST THROUGH A CENTRAL ANGLE OF 28° 44' 08" FOR AN ARC DISTANT OF 52.16 FEET TO A POINT OF COMPOUND CURVATURE; THENCE WESTERLY ALONG A TANGENT CURVE TO THE RIGHT WITH A RADIUS OF 67.00 FEET, THROUGH A CENTRAL ANGLE OF 2° 23' 04" FOR AN ARC DISTANCE OF 2.78 FEET TO A POINT IN THE WESTERLY LINE OF SAID MERIDIAN AVENUE (86 FEET WIDE); THENCE NORTHERLY ALONG SAID WESTERLY LINE AND ALONG A CURVE TO THE LEFT, FROM A TANGENT WHICH BEARS NORTH 31° 21' 51" EAST WITH A RADIUS OF 45.00 FEET, THROUGH A CENTRAL ANGLE OF 30° 47' 39" FOR AN ARC DISTANCE OF 24.19 FEET; THENCE CONTINUING ALONG SAID WESTERLY LINE NORTH 0° 34' 12" EAST 125.63 FEET TO A POINT IN THE SOUTHEASTERLY LINE OF THE NEW ALIGNMENT OF MERIDIAN AVENUE; THENCE ALONG SAID SOUTHEASTERLY LINE NORTH 23° 08' 48" EAST 112.00 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL FOUR:

THOSE PORTIONS OF MERIDIAN AVENUE AND PARKMOOR AVENUE, FORMERLY MOORPARK AVENUE, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING ON THE EASTERLY LINE OF MERIDIAN AVENUE (86 FEET WIDE) AT THE NORTHEASTERLY CORNER OF PARCEL NO. 1, AS SAID PARCEL IS DESCRIBED IN THE DEED OF RIGHT OF WAY TO THE COUNTY OF SANTA CLARA, RECORDED ON NOVEMBER 21, 1960 IN BOOK 4987, PAGE 525, OFFICIAL RECORDS OF SAID COUNTY; THENCE ALONG THE EASTERLY LINES OF PARCELS NO. 1, NO. 2 AND NO. 3 OF SAID DEED SOUTH 0° 34' 12" WEST 332.40 FEET ALONG A TANGENT CURVE TO THE LEFT, WITH A RADIUS OF 35.00 FEET, THROUGH AN ANGLE OF 84° 57' 48" AN ARC LENGTH OF 51.90 FEET AND SOUTH 84° 23' 36" EAST 96.79 FEET; THENCE SOUTH 87° 26' 09" WEST 17.22 FEET; THENCE ALONG A TANGENT CURVE TO THE RIGHT, WITH A RADIUS OF 752.00 FEET, THROUGH AN ANGLE OF 11° 38' 14" AN ARC LENGTH OF 152.74 FEET TO A POINT OF COMPOUND CURVATURE; THENCE ALONG A TANGENT CURVE TO THE RIGHT WITH A RADIUS OF 104.00 FEET, THROUGH AN ANGLE OF 29° 45' 36" AN ARC LENGTH OF 54.02 FEET TO A POINT OF COMPOUND CURVATURE; THENCE ALONG A TANGENT CURVE TO THE RIGHT, WITH A RADIUS OF 67.00 FEET, THROUGH AN ANGLE OF 2° 23' 04" AN ARC LENGTH OF 2.79 FEET TO THE WESTERLY LINE OF SAID MERIDIAN AVENUE; THENCE ALONG LAST SAID LINE FROM A TANGENT THAT BEARS NORTH 31° 21' 51" EAST ALONG A CURVE TO THE LEFT, WITH A RADIUS OF 45.00 FEET, THROUGH AN ANGLE OF 30° 47' 39" AN ARC LENGTH OF 24.19 FEET AND NORTH 0° 34' 12" EAST 125.63 FEET; THENCE NORTH 23° 08' 48" EAST 112.00 FEET; THENCE NORTH 12° 57' 12" EAST 95.12 FEET; THENCE NORTH 86° 31' 27" EAST 22.66 FEET TO THE POINT OF COMMENCEMENT.

EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITHIN PARCEL THREE ABOVE.

ALSO EXCEPTING THEREFROM ALL THAT PORTION CONDEMNED FOR STATE HIGHWAY PURPOSES, BY THE STATE OF CALIFORNIA BY FINAL ORDER OF CONDEMNATION, A CERTIFIED COPY OF WHICH WAS RECORDED ON APRIL 24, 1983 IN [BOOK H 837, PAGE 57](#) OF OFFICIAL RECORDS.

PARCEL FIVE:

A NON-EXCLUSIVE EASEMENT FOR PASSENGER VEHICULAR AND PEDESTRIAN INGRESS AND EGRESS ACROSS THE FEE PARCEL DESCRIBED THEREIN FOR ACCESS TO A PARKING STRUCTURE FOR PARKING, AND THE NON-EXCLUSIVE RIGHT TO PARK, AS CONVEYED BY EASEMENT AGREEMENT RECORDED MARCH 14, 2001 AS DOCUMENT NO. [15591430](#) OF OFFICIAL RECORDS; AND AS MODIFIED BY AMENDMENT RECORDED DECEMBER 27, 2001 AS DOCUMENT NO. [16031863](#) OF OFFICIAL RECORDS.

PARCEL SIX:

NON-EXCLUSIVE EASEMENT FOR INGRESS, INGRESS AND PARKING, AS SET FORTH IN THAT CERTAIN EASEMENT RECORDED MARCH 14, 2001 AS INSTRUMENT NO. [15591430](#) OF OFFICIAL RECORDS, AS AMENDED BY THAT CERTAIN AMENDMENT TO EASEMENT RECORDED DECEMBER 27, 2001 AS INSTRUMENT NO. [16031863](#) OF OFFICIAL RECORDS AND BY THAT CERTAIN SECOND AMENDMENT TO EASEMENT AGREEMENT RECORDED DECEMBER 28, 2012 AS INSTRUMENT NO. [22028428](#) OF OFFICIAL RECORDS.

PARCEL SEVEN:

NON-EXCLUSIVE EASEMENTS FOR INGRESS AND EGRESS, STORM DRAIN AND LANDSCAPE MAINTENANCE, AS SET FORTH IN THAT CERTAIN "NONEXCLUSIVE RECIPROCAL EASEMENT AGREEMENT" RECORDED DECEMBER 28, 2012 AS INSTRUMENT NO. [22028427](#) OF OFFICIAL RECORDS.

TRACT B:

BEGINNING AT THE MOST NORTHEASTERLY CORNER OF THAT CERTAIN 1.581 ACRE PARCEL, AS SHOWN UPON A RECORD OF SURVEY RECORDED IN [BOOK 212 OF MAPS PAGE 54](#), RECORDS OF SAID SANTA CLARA COUNTY;

THENCE SOUTH 0° 09' 11" EAST ALONG THE EASTERLY LINE OF SAID 1.581 ACRE PARCEL A DISTANCE OF 277.74 FEET TO AN ANGLE POINT THEREIN;

THENCE CONTINUING ALONG THE BOUNDARY LINE OF SAID 1.581 ACRE PARCEL THE FOLLOWING BEARING AND DISTANCES, SOUTH 85° 50' 15" WEST A DISTANCE OF 8.35 FEET;

SOUTH 1° 33' 30" EAST A DISTANCE OF 151.86 FEET TO THE SOUTHEASTERLY CORNER OF SAID 1.581 ACRE PARCEL;

THENCE SOUTH 85° 51' 20" WEST ALONG THE SOUTHERLY LINE OF SAID 1.581 ACRE PARCEL A DISTANCE OF 368.65 FEET TO A POINT IN THE EASTERLY LINE OF MERIDIAN AVENUE;

THENCE NORTH 0° 04' 00" WEST ALONG LAST MENTIONED EASTERLY LINE A DISTANCE OF 389.72 FEET;

THENCE NORTH 86° 06' 00" EAST A DISTANCE OF 10.16 FEET TO A POINT IN A NON TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 957.00 FEET;

THENCE NORTHERLY ALONG LAST MENTIONED CURVE FROM WHICH A RADIAL BEARS NORTH 89° 05' 55" WEST THROUGH A CENTRAL ANGLE OF 1° 25' 56" AN ARC DISTANCE OF 23.92 FEET TO THE BEGINNING OF A COMPOUND CURVE, HAVING A RADIUS OF 20.00 FEET;

THENCE NORTHERLY AND EASTERLY ALONG LAST MENTIONED CURVE THROUGH A CENTRAL ANGLE OF 83° 46' 05" AN ARC DISTANCE OF 29.24 FEET TO A POINT IN THE SOUTHERLY LINE OF HARMON COURT;

THENCE NORTH 86° 06' 00" EAST ALONG LAST MENTIONED SOUTHERLY LINE A DISTANCE OF 342.96 FEET TO THE POINT OF BEGINNING.

TRACT C:

LOTS 3 AND 4, AS SHOWN ON THAT CERTAIN MAP ENTITLED, "HAMILTON SUB. OF THE E. 1/2 OF LOT 93 OF LOS COCHES", WHICH MAP WAS FILED FOR RECORD IN THE OFFICE OF THE RECORDER OF THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA ON APRIL 01, 1890, IN BOOK "D" OF MAPS, PAGE(S) 177.

EXCEPTING THEREFROM THAT PORTION GRANTED TO THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA), BY GRANT DEED RECORDED JUNE 28, 2001, AS DOCUMENT NO. [15746243](#), OFFICIAL RECORDS, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

ALL THAT REAL PROPERTY SITUATE IN THE CITY OF SAN JOSE, COUNTY OF SANTA CLARA, STATE OF CALIFORNIA, BEING A PORTION OF THE PARCEL DESCRIBED IN THAT CERTAIN DEED RECORDED ON AUGUST 28, 1979 IN [BOOK E 754 OF OFFICIAL RECORDS, AT PAGE 393](#), SANTA CLARA COUNTY RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS;

BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF SAID PARCEL WITH THE WESTERLY RIGHT OF WAY LINE OF RACE STREET (60 FEET WIDE);

THENCE ALONG SAID SOUTHERLY LINE, SOUTH 86° 28' 57" WEST, 7.280 METERS;

THENCE LEAVING LAST SAID LINE, NORTH 0° 00' 05" EAST, 10.551 METERS;

THENCE NORTH 0° 57' 44" EAST, 37.973 METERS TO THE NORTHERLY LINE OF SAID PARCEL, SAID LINE ALSO BEING THE SOUTHERLY LINE OF THE PARCEL DESCRIBED IN THAT CERTAIN DEED RECORDED ON JANUARY 18, 1994 IN [BOOK N 253 OF OFFICIAL RECORDS, AT PAGE 0563](#), SAID COUNTY RECORDS;

THENCE ALONG LAST SAID LINES, NORTH 86° 28' 57" EAST, 4.722 METERS TO THE NORTHEAST CORNER OF SAID PARCEL DESCRIBED IN [BOOK E 754 OF OFFICIAL RECORDS, AT PAGE 393](#) AND THE SAID WESTERLY RIGHT OF WAY LINE OF RACE STREET;

THENCE ALONG THE EASTERLY LINE OF LAST SAID PARCEL AND THE SAID WESTERLY RIGHT OF WAY LINE, SOUTH 2° 16' 03" EAST, 48.400 METERS TO THE POINT OF BEGINNING.

TRACT D:

PARCEL ONE:

LOT 1, AS SHOWN ON THAT CERTAIN MAP ENTITLED MAP OF THE HAMILTON SUBDIVISION OF THE EAST 1/2 OF LOT 95 OF THE LOS COCHES RANCHO, WHICH MAP WAS FILED FOR RECORD IN THE OFFICE OF THE RECORDER OF THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA ON APRIL 1, 1890 IN [BOOK D OF MAPS, PAGE 177](#).

PARCEL TWO:

BEGINNING AT A POINT ON THE WESTERLY LINE OF RACE STREET, AT THE INTERSECTION OF SAID WESTERLY LINE OF RACE STREET WITH THE DIVIDING LINE BETWEEN LOTS 1 AND 2 OF THE HAMILTON SUBDIVISION, RUNNING THENCE SOUTHERLY ALONG THE SAID WESTERLY LINE OF RACE STREET, 22 FEET; RUNNING THENCE WESTERLY PARALLEL WITH THE SAID DIVIDING LINE BETWEEN LOTS 1 AND 2, 366 FEET, MORE OR LESS TO THE WESTERLY LINE OF LOT 2; THENCE NORTHERLY ALONG SAID LINE, 22 FEET TO THE NORTHWESTERLY CORNER OF SAID LOT; THENCE EASTERLY ALONG THE DIVIDING LINE BETWEEN LOTS 1 AND 2, 365.90 FEET TO THE POINT OF BEGINNING, BEING THE NORTHERLY 22 FEET OF LOT 2, AS SHOWN UPON THAT CERTAIN MAP ENTITLED, MAP OF HAMILTON SUBDIVISION OF THE EAST 1/2 OF LOT 95 OF THE LOS COCHES RANCHO, WHICH MAP WAS FILED FOR RECORD IN THE OFFICE OF THE RECORDER OF THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA ON APRIL 1, 1890 IN [BOOK D OF MAPS, AT PAGE 177](#).

PARCEL THREE:

PORTION OF LOT 2, AS SHOWN ON THAT CERTAIN MAP ENTITLED MAP OF THE HAMILTON SUBDIVISION OF THE EAST 1/2 OF LOT 95 OF THE LOS COCHES RANCHO WHICH MAP WAS FILED FOR RECORD IN THE OFFICE OF THE RECORDER OF THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA ON APRIL 1, 1890 IN [BOOK D OF MAPS, PAGE 177](#) AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE WESTERLY LINE OF RACE STREET, WHERE THE SAME IS INTERSECTED BY THE DIVIDING LINE BETWEEN LOTS 2 AND 3 OF THE HAMILTON SUBDIVISION, AS SHOWN ON THE MAP HEREIN ABOVE REFERRED TO; RUNNING THENCE SOUTH 85 1/2° WEST ALONG SAID DIVIDING LINE, 368.40 FEET TO THE WESTERLY LINE OF SAID LOT 2; THENCE NORTH 1° 50' WEST, ALONG SAID WESTERLY LINE OF SAID LOT 75.25 FEET TO A POINT ON SAID WESTERLY LINE DISTANT 22 FEET SOUTHERLY FROM THE COMMON CORNER FOR LOTS 1 AND 2 OF SAID SUBDIVISION; THENCE NORTH 85 1/2° EAST AND PARALLEL WITH FIRST MENTIONED DIVIDING LINE, 366.38 FEET TO THE WESTERLY LINE OF RACE STREET; THENCE SOUTH 3 1/4° EAST 75.25 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM A PORTION OF LAND CONVEYED THROUGH "FINAL ORDER OF CONDEMNATION" TO SANTA CLARA VALLEY TRANSPORTATION AUTHORITY RECORDED ON MAY 14, 2003 AS DOCUMENT NO. [17036848](#) OF OFFICIAL RECORDS AND LATER CONVEYED TO CITY OF SAN JOSE, A MUNICIPAL CORPORATION OF THE STATE OF CALIFORNIA BY DOCUMENT RECORDED ON MARCH 19, 2009 AS DOCUMENT NO. [20175442](#) OF OFFICIAL RECORDS.

TRACT E:

ALL OF LOTS 5 AND 6, AS SHOWN UPON THAT CERTAIN MAP ENTITLED, "MAP OF THE HAMILTON SUBDIVISION OF THE EAST 1/2 OF LOT 95 OF THE LOS COCHES RANCH", RECORDED IN BOOK "D" OF MAPS, PAGE 177, SANTA CLARA COUNTY RECORDS; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE WESTERLY LINE OF SAID HAMILTON SUBDIVISION WITH THE NORTHERLY LINE OF MOORPARK AVENUE, SHOWN AS SPLIVALO STREET ON SAID MAP; THENCE FROM SAID POINT OF BEGINNING ALONG SAID WESTERLY LINE OF HAMILTON SUBDIVISION, NORTH 01° 50' 00" WEST 196.32 FEET TO THE NORTHWESTERLY CORNER OF SAID LOT 5; NORTH 85° 30' 00" EAST 372.28 FEET TO THE INTERSECTION THEREOF WITH THE WESTERLY LINE OF RACE STREET, AS SHOWN ON SAID MAP; THENCE ALONG SAID WESTERLY LINE RACE STREET; SOUTH 03° 15' 00" EAST 111.92 FEET TO THE INTERSECTION THEREOF WITH THE NORTHWESTERLY LINE OF THE LANDS OF SOUTHERN PACIFIC RAILROAD COMPANY; THENCE RUNNING ALONG THE LAST-NAMED LINE IN A SOUTHWESTERLY DIRECTION 121 FEET MORE OR LESS TO THE INTERSECTION THEREOF WITH SAID NORTHERLY LINE OF MOORPARK AVENUE; THENCE ALONG THE LAST-NAMED LINE, SOUTH 85° 30' 00"

WEST 291.90 FEET MORE OR LESS TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT CERTAIN PARCEL OF LAND CONVEYED BY LOUIS J. DEVISH, ET AL TO THE STATE OF CALIFORNIA BY DEED DATED AUGUST 06, 1971 AND RECORDED FEBRUARY 08, 1972 IN [BOOK 9695 OF OFFICIAL RECORDS, PAGE 294](#), DESCRIBED AS FOLLOWS:

COMMENCING ON THE NORTHERLY LINE OF MOORPARK AVENUE AT THE SOUTHWESTERN CORNER OF LOT 6, AS SHOWN ON THAT CERTAIN MAP ENTITLED, "MAP OF THE HAMILTON SUBDIVISION IN THE EAST 1/2 OF LOT 95 OF THE LOS COCHES RANCHO", WHICH MAP WAS FILED FOR RECORD IN THE OFFICE OF THE RECORDER OF SANTA CLARA COUNTY ON APRIL 01, 1890 IN BOOK "D" OF MAPS, AT PAGE 177; THENCE ALONG THE WESTERLY LINE OF SAID LOT NORTH 0° 44' 03" WEST 7.87 FEET; THENCE NORTH 87° 26' 09" EAST, 132.55 FEET; THENCE SOUTH 3° 11' 03" EAST, 6.03 FEET TO SAID NORTHERLY LINE OF MOORPARK AVENUE; THENCE ALONG LAST LINE SOUTH 86° 38' 38" WEST, 132.88 FEET TO THE POINT OF COMMENCEMENT.

ALSO EXCEPTING THEREFROM THAT PORTION THEREOF CONDEMNED TO THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY BY FINAL ORDER OF CONDEMNATION RECORDED APRIL 24, 2003 IN DOCUMENT NO. [16988337](#), OFFICIAL RECORDS.

TRACT F:

PARCEL ONE:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY LINE OF MOORPARK AVENUE, FORMERLY SPLIVALO STREET WITH THE SOUTHWESTERLY CORNER OF THE HAMILTON SUBDIVISION, A MAP OF WHICH WAS FILED FOR RECORD IN THE OFFICE OF THE RECORDER OF THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA ON APRIL 01, 1890 IN BOOK "D" OF MAPS, AT PAGE 177; THENCE ALONG THE NORTHERLY LINE OF SAID MOORPARK AVENUE SOUTH 85° 30' WEST 195.00 FEET TO A POINT THEREON; THENCE LEAVING LAST SAID LINE AND PARALLEL WITH THE WESTERLY LINE OF SAID HAMILTON SUBDIVISION NORTH 2° WEST 230.00 FEET TO A POINT; THENCE PARALLEL WITH THE NORTHERLY LINE OF SAID MOORPARK AVENUE NORTH 85° 30' EAST 195.00 FEET TO A POINT ON THE WESTERLY LINE OF SAID HAMILTON SUBDIVISION; THENCE ALONG LAST SAID LINE SOUTH 2° EAST 230.00 FEET TO THE POINT OF BEGINNING AND BEING A PORTION OF LOT 95 OF THE LOS COCHES RANCHO, SANTA CLARA COUNTY, CALIFORNIA.

EXCEPTING THEREFROM ALL THAT PORTION CONDEMNED BY THE STATE OF CALIFORNIA BY FINAL ORDER OF CONDEMNATION, A CERTIFIED COPY OF WHICH WAS RECORDED ON AUGUST 24, 1983 IN [BOOK H 837, PAGE 57](#) OF OFFICIAL RECORDS AND BEING MORE PARTICULARLY DESCRIBED THEREIN AS FOLLOWS:

FOR STATE HIGHWAY PURPOSES, THAT REAL PROPERTY DESCRIBED AS FOLLOWS:

COMMENCING ON THE NORTHERLY LINE OF MOORPARK AVENUE AT THE SOUTHWEST CORNER OF THE HAMILTON SUBDIVISION, A MAP OF WHICH WAS FILED FOR RECORD IN THE OFFICE OF THE RECORDER OF SANTA CLARA COUNTY ON APRIL 01, 1890 IN BOOK "D" OF MAPS, AT PAGE 177; THENCE ALONG THE WESTERLY LINE OF SAID SUBDIVISION NORTH 0° 44' 03" WEST 7.87 FEET; THENCE SOUTH 87° 26' 09" WEST 229.21 FEET TO THE GENERAL EASTERLY LINE OF LAND CONVEYED TO THE COUNTY OF SANTA CLARA BY DEED RECORDED NOVEMBER 21, 1960 IN [BOOK 4987, AT PAGE 525](#), OFFICIAL RECORDS OF SANTA CLARA COUNTY; THENCE ALONG LAST SAID GENERAL EASTERLY LINE SOUTH 3° 21' 22" EAST 11.03 FEET TO SAID NORTHERLY LINE OF MOORPARK AVENUE; THENCE ALONG SAID LAST SAID LINE NORTH 86° 38' 38" EAST 228.83 FEET TO THE POINT OF COMMENCEMENT.

PARCEL TWO:

COMMENCING AT THE INTERSECTION OF THE NORTHERLY LINE OF MOORPARK AVENUE, FORMERLY SPLIVALO STREET WITH THE SOUTHWESTERLY CORNER OF THE HAMILTON SUBDIVISION, A MAP OF WHICH WAS FILED FOR RECORD IN THE OFFICE OF THE RECORDER OF THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA ON APRIL 01, 1890 IN BOOK "D" OF MAPS, AT PAGE 177; THENCE ALONG THE NORTHERLY LINE OF SAID MOORPARK AVENUE SOUTH 85° 30' WEST 195.00 FEET TO A POINT THEREON; THENCE LEAVING LAST SAID LINE AND PARALLEL WITH THE WESTERLY LINE OF SAID HAMILTON SUBDIVISION NORTH 2° WEST 230.00 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE FROM SAID TRUE POINT OF BEGINNING AND CONTINUING ALONG LAST SAID PARALLEL LINE NORTH 2° WEST 169.60 FEET, MORE OR LESS, TO A POINT ON THE SOUTHERLY LINE OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN THE DEED FROM ANN GAVIN, A WIDOW, TO PETER N. BATINICH, DATED MARCH 14, 1911 AND RECORDED MARCH 18, 1911 IN [BOOK 360 OF DEEDS, PAGE 316](#), SANTA CLARA COUNTY RECORDS; THENCE ALONG THE SOUTHERLY LINE OF SAID LAND DEEDED TO PETER N. BATINICH NORTH 84° 25' EAST 195.00 FEET, MORE OR LESS, TO THE SOUTHEASTERLY CORNER THEREOF ON THE WESTERLY LINE OF SAID HAMILTON SUBDIVISION; THENCE ALONG THE WESTERLY LINE OF SAID HAMILTON SUBDIVISION SOUTH 2° EAST 169.60 FEET TO A POINT DISTANT THEREON NORTH 2° WEST 230.00 FEET FROM THE NORTHERLY LINE OF SAID MOORPARK AVENUE; THENCE LEAVING LAST SAID LINE AND PARALLEL WITH THE NORTHERLY LINE OF SAID MOORPARK AVENUE SOUTH 85° 30' WEST 195.00 FEET TO THE TRUE POINT OF BEGINNING, AND BEING A PORTION OF LOT 95 OF THE LOS CONCHES RANCHO, SANTA CLARA COUNTY, CALIFORNIA.

PARCEL THREE:

COMMENCING AT THE INTERSECTION OF THE NORTHERLY LINE OF MOORPARK AVENUE, FORMERLY SPLIVALO STREET WITH THE SOUTHWESTERLY CORNER OF THE HAMILTON SUBDIVISION A MAP OF WHICH WAS FILED FOR RECORD IN THE OFFICE OF THE RECORDER OF THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA ON APRIL 01, 1890 IN BOOK "D" OF MAPS, AT PAGE 177; THENCE ALONG THE NORTHERLY LINE OF SAID MOORPARK AVENUE SOUTH 85° 30' WEST 195.00 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE FROM SAID POINT OF BEGINNING AND CONTINUING ALONG THE NORTHERLY LINE OF SAID MOORPARK AVENUE SOUTH 85° 30' WEST 20.00 FEET TO A POINT THEREON; THENCE LEAVING LAST SAID LINE AND PARALLEL WITH THE WESTERLY LINE OF SAID HAMILTON SUBDIVISION NORTH 2° WEST 399.60 FEET, MORE OR LESS, TO A POINT ON THE SOUTHERLY LINE OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN THE DEED FROM ANN GAVIN, A WIDOW, TO PETER N. BATINICH, DATED MARCH 14, 1911, AND RECORDED MARCH 18, 1911 IN [BOOK 360 OF DEEDS, PAGE 316](#), SANTA CLARA COUNTY RECORDS; THENCE ALONG THE SOUTHERLY LINE OF SAID LAND DEEDED TO PETER N. BATINICH NORTH 85° 25' EAST 20.00 FEET, MORE OR LESS, TO A POINT ON A LINE WHICH IS A PARALLEL WITH THE WESTERLY LINE OF SAID HAMILTON SUBDIVISION AND BEARS NORTH 2° WEST FROM THE TRUE POINT OF BEGINNING; THENCE ALONG LAST SAID PARALLEL LINE SOUTH 2° EAST 399.60 FEET, MORE OR LESS, TO THE POINT OF BEGINNING AND BEING A PORTION OF LOT 95 OF THE LOS COCHES RANCHO, SANTA CLARA COUNTY, CALIFORNIA.

EXCEPTING THEREFROM ALL THAT PORTION CONDEMNED BY THE STATE OF CALIFORNIA BY FINAL ORDER OF CONDEMNATION, A CERTIFIED COPY OF WHICH WAS RECORDED ON AUGUST 24, 1983 IN [BOOK H 837, PAGE 57](#) OF OFFICIAL RECORDS AND BEING MORE PARTICULARLY DESCRIBED THEREIN AS FOLLOW:

FOR STATE HIGHWAY PURPOSES, THAT REAL PROPERTY DESCRIBED AS FOLLOWS:

COMMENCING ON THE NORTHERLY LINE OF MOORPARK AVENUE AT THE SOUTHWEST CORNER OF THE HAMILTON SUBDIVISION, A MAP OF WHICH WAS FILED FOR RECORD IN THE OFFICE OF THE RECORDER OF SANTA CLARA COUNTY ON APRIL 01, 1890 IN BOOK "D" OF MAPS, AT PAGE 177; THENCE ALONG THE WESTERLY LINE OF SAID SUBDIVISION NORTH 0° 44' 03" WEST 7.87 FEET; THENCE SOUTH 87° 26' 09" WEST 229.21 FEET TO THE GENERAL EASTERLY LINE OF LAND CONVEYED TO THE COUNTY OF SANTA CLARA BY DEED RECORDED NOVEMBER 21, 1960 IN BOOK 4987, AT PAGE

525, OFFICIAL RECORDS OF SANTA CLARA COUNTY; THENCE ALONG LAST SAID GENERAL EASTERLY LINE SOUTH 3° 21' 22" EAST 11.03 FEET TO SAID NORTHERLY LINE OF MOORPARK AVENUE; THENCE ALONG LAST SAID LINE NORTH 86° 38' 38" EAST 228.83 FEET TO THE POINT OF COMMENCEMENT.

PARCEL FOUR:

A NON-EXCLUSIVE EASEMENT FOR PASSENGER VEHICULAR AND PEDESTRIAN INGRESS AND EGRESS ACROSS THE FEE PARCEL DESCRIBED THEREIN FOR ACCESS TO A PARKING STRUCTURE FOR PARKING, AND THE NON-EXCLUSIVE RIGHT TO PARK, AS CONVEYED BY EASEMENT AGREEMENT RECORDED MARCH 14, 2001 AS DOCUMENT NO. [15591430](#) OF OFFICIAL RECORDS; AND AS MODIFIED BY AMENDMENT RECORDED DECEMBER 27, 2001 AS DOCUMENT NO. [16031863](#) OF OFFICIAL RECORDS; AND AS MODIFIED BY THAT CERTAIN SECOND AMENDMENT TO EASEMENT AGREEMENT RECORDED DECEMBER 28, 2012 AS INSTRUMENT NO. [22028428](#) OF OFFICIAL RECORDS.

PARCEL FIVE:

NON-EXCLUSIVE EASEMENTS FOR VEHICULAR INGRESS AND EGRESS AND FOR STORM DRAIN PURPOSES, AS SET FORTH IN THAT CERTAIN NONEXCLUSIVE RECIPROCAL EASEMENT AGREEMENT RECORDED DECEMBER 28, 2012 AS INSTRUMENT NO. [22028427](#) OF OFFICIAL RECORDS.

APN: 264-08-060, 264-08-066 AND 264-08-067 (TRACT A), 264-08-071 (TRACT B), 264-08-072 (TRACT C), 264-08-077 (TRACT D), 264-08-078 (TRACT E), AND 264-08-063 (TRACT F)

LEGAL DESCRIPTION

Real property in the City of San Jose, County of Santa Clara, State of California, described as follows:

PARCEL A:

LOT 1, AS SHOWN ON THAT CERTAIN MAP ENTITLED MAP OF THE HAMILTON SUBDIVISION OF THE EAST 1/2 OF LOT 95 OF THE LOS COCHES RANCHO, WHICH MAP WAS FILED FOR RECORD IN THE OFFICE OF THE RECORDER OF THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA ON APRIL 1, 1890 IN [BOOK D OF MAPS, PAGE 177](#).

PARCEL B:

BEGINNING AT A POINT ON THE WESTERLY LINE OF RACE STREET, AT THE INTERSECTION OF SAID WESTERLY LINE OF RACE STREET WITH THE DIVIDING LINE BETWEEN LOTS 1 AND 2 OF THE HAMILTON SUBDIVISION, RUNNING THENCE SOUTHERLY ALONG THE SAID WESTERLY LINE OF RACE STREET, 22 FEET; RUNNING THENCE WESTERLY PARALLEL WITH THE SAID DIVIDING LINE BETWEEN LOTS 1 AND 2, 366 FEET, MORE OR LESS TO THE WESTERLY LINE OF LOT 2; THENCE NORTHERLY ALONG SAID LINE, 22 FEET TO THE NORTHWESTERLY CORNER OF SAID LOT; THENCE EASTERLY ALONG THE DIVIDING LINE BETWEEN LOTS 1 AND 2, 365.90 FEET TO THE POINT OF BEGINNING, BEING THE NORTHERLY 22 FEET OF LOT 2, AS SHOWN UPON THAT CERTAIN MAP ENTITLED, MAP OF HAMILTON SUBDIVISION OF THE EAST 1/2 OF LOT 95 OF THE LOS COCHES RANCHO, WHICH MAP WAS FILED FOR RECORD IN THE OFFICE OF THE RECORDER OF THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA ON APRIL 1, 1890 IN [BOOK D OF MAPS, AT PAGE 177](#).

PARCEL C:

PORTION OF LOT 2, AS SHOWN ON THAT CERTAIN MAP ENTITLED MAP OF THE HAMILTON SUBDIVISION OF THE EAST 1/2 OF LOT 95 OF THE LOS COCHES RANCHO WHICH MAP WAS FILED FOR RECORD IN THE OFFICE OF THE RECORDER OF THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA ON APRIL 1, 1890 IN [BOOK D OF MAPS, PAGE 177](#) AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE WESTERLY LINE OF RACE STREET, WHERE THE SAME IS INTERSECTED BY THE DIVIDING LINE BETWEEN LOTS 2 AND 3 OF THE HAMILTON SUBDIVISION, AS SHOWN ON THE MAP HEREIN ABOVE REFERRED TO; RUNNING THENCE S. 85 1/2° W. ALONG SAID DIVIDING LINE, 368.40 FEET TO THE WESTERLY LINE OF SAID LOT 2; THENCE N. 1° 50' W., ALONG SAID WESTERLY LINE OF SAID LOT 75.25 FEET TO A POINT ON SAID WESTERLY LINE DISTANT 22 FEET SOUTHERLY FROM THE COMMON CORNER FOR LOTS 1 AND 2 OF SAID SUBDIVISION; THENCE N. 85 1/2° E. AND PARALLEL WITH FIRST MENTIONED DIVIDING LINE, 366.38 FEET TO THE WESTERLY LINE OF RACE STREET; THENCE S. 3 1/4° E. 75.25 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM A PORTION OF LAND CONVEYED THROUGH "FINAL ORDER OF CONDEMNATION" TO SANTA CLARA VALLEY TRANSPORTATION AUTHORITY RECORDED ON MAY 14, 2003 AS DOCUMENT NO. [17036848](#) OF OFFICIAL RECORDS AND LATER CONVEYED TO CITY OF SAN JOSE, A MUNICIPAL CORPORATION OF THE STATE OF CALIFORNIA BY DOCUMENT RECORDED ON MARCH 19, 2009 AS DOCUMENT NO. [20175442](#) OF OFFICIAL RECORDS.

APN: 264-08-077

LEGAL DESCRIPTION

Real property in the City of San Jose, County of Santa Clara, State of California, described as follows:

LOTS 3 AND 4, AS SHOWN ON THAT CERTAIN MAP ENTITLED, "HAMILTON SUB. OF THE E. 1/2 OF LOT 93 OF LOS COCHES", WHICH MAP WAS FILED FOR RECORD IN THE OFFICE OF THE RECORDER OF THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA ON APRIL 01, 1890, IN [BOOK "D" OF MAPS, PAGE\(S\) 177.](#)

EXCEPTING THEREFROM THAT PORTION GRANTED TO THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA), BY GRANT DEED RECORDED JUNE 28, 2001, AS DOCUMENT NO. [15746243](#), OFFICIAL RECORDS, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

ALL THAT REAL PROPERTY SITUATE IN THE CITY OF SAN JOSE, COUNTY OF SANTA CLARA, STATE OF CALIFORNIA, BEING A PORTION OF THE PARCEL DESCRIBED IN THAT CERTAIN DEED RECORDED ON AUGUST 28, 1979 IN [BOOK E 754 OF OFFICIAL RECORDS, AT PAGE 393](#), SANTA CLARA COUNTY RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS;

BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF SAID PARCEL WITH THE WESTERLY RIGHT OF WAY LINE OF RACE STREET (60 FEET WIDE);

TENCE ALONG SAID SOUTHERLY LINE, SOUTH 86° 28' 57" WEST, 7.280 METERS;

TENCE LEAVING LAST SAID LINE, NORTH 0° 00' 05" EAST, 10.551 METERS;

TENCE NORTH 0° 57' 44" EAST, 37.973 METERS TO THE NORTHERLY LINE OF SAID PARCEL, SAID LINE ALSO BEING THE SOUTHERLY LINE OF THE PARCEL DESCRIBED IN THAT CERTAIN DEED RECORDED ON JANUARY 18, 1994 IN [BOOK N 253 OF OFFICIAL RECORDS, AT PAGE 0563](#), SAID COUNTY RECORDS;

TENCE ALONG LAST SAID LINES, NORTH 86° 28' 57" EAST, 4.722 METERS TO THE NORTHEAST CORNER OF SAID PARCEL DESCRIBED IN [BOOK E 754 OF OFFICIAL RECORDS, AT PAGE 393](#) AND THE SAID WESTERLY RIGHT OF WAY LINE OF RACE STREET;

TENCE ALONG THE EASTERLY LINE OF LAST SAID PARCEL AND THE SAID WESTERLY RIGHT OF WAY LINE, SOUTH 2° 16' 03" EAST, 48.400 METERS TO THE POINT OF BEGINNING.

APN: 264-08-072

LEGAL DESCRIPTION

Real property in the City of San Jose, County of Santa Clara, State of California, described as follows:

ALL OF LOTS 5 AND 6, AS SHOWN UPON THAT CERTAIN MAP ENTITLED, "MAP OF THE HAMILTON SUBDIVISION OF THE EAST 1/2 OF LOT 95 OF THE LOS COCHES RANCH", RECORDED IN [BOOK "D" OF MAPS, PAGE 177](#), SANTA CLARA COUNTY RECORDS; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE WESTERLY LINE OF SAID HAMILTON SUBDIVISION WITH THE NORTHERLY LINE OF MOORPARK AVENUE, SHOWN AS SPLIVALO STREET ON SAID MAP; THENCE FROM SAID POINT OF BEGINNING ALONG SAID WESTERLY LINE OF HAMILTON SUBDIVISION, NORTH 01° 50' 00" WEST 196.32 FEET TO THE NORTHWESTERLY CORNER OF SAID LOT 5; NORTH 85° 30' 00" EAST 372.28 FEET TO THE INTERSECTION THEREOF WITH THE WESTERLY LINE OF RACE STREET, AS SHOWN ON SAID MAP; THENCE ALONG SAID WESTERLY LINE RACE STREET; SOUTH 03° 15' 00" EAST 111.92 FEET TO THE INTERSECTION THEREOF WITH THE NORTHWESTERLY LINE OF THE LANDS OF SOUTHERN PACIFIC RAILROAD COMPANY; THENCE RUNNING ALONG THE LAST-NAMED LINE IN A SOUTHWESTERLY DIRECTION 121 FEET MORE OR LESS TO THE INTERSECTION THEREOF WITH SAID NORTHERLY LINE OF MOORPARK AVENUE; THENCE ALONG THE LAST-NAMED LINE, SOUTH 85° 30' 00" WEST 291.90 FEET MORE OR LESS TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT CERTAIN PARCEL OF LAND CONVEYED BY LOUIS J. DEVISH, ET AL TO THE STATE OF CALIFORNIA BY DEED DATED AUGUST 06, 1971 AND RECORDED FEBRUARY 08, 1972 IN [BOOK 9695 OF OFFICIAL RECORDS, PAGE 294](#), DESCRIBED AS FOLLOWS:

COMMENCING ON THE NORTHERLY LINE OF MOORPARK AVENUE AT THE SOUTHWESTERN CORNER OF LOT 6, AS SHOWN ON THAT CERTAIN MAP ENTITLED, "MAP OF THE HAMILTON SUBDIVISION IN THE EAST 1/2 OF LOT 95 OF THE LOS COCHES RANCHO", WHICH MAP WAS FILED FOR RECORD IN THE OFFICE OF THE RECORDER OF SANTA CLARA COUNTY ON APRIL 01, 1890 IN [BOOK "D" OF MAPS, AT PAGE 177](#); THENCE ALONG THE WESTERLY LINE OF SAID LOT N. 0° 44' 03" W. 7.87 FEET; THENCE N. 87° 26' 09" E., 132.55 FEET; THENCE S. 3° 11' 03" E., 6.03 FEET TO SAID NORTHERLY LINE OF MOORPARK AVENUE; THENCE ALONG LAST LINE S. 86° 38' 38" W., 132.88 FEET TO THE POINT OF COMMENCEMENT.

ALSO EXCEPTING THEREFROM THAT PORTION THEREOF CONDEMNED TO THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY BY FINAL ORDER OF CONDEMNATION RECORDED APRIL 24, 2003 IN DOCUMENT NO. [16988337](#), OFFICIAL RECORDS.

APN: 264-08-078

EXHIBIT B

Kimley»Horn

100 W SAN FERNANDO STREET, SUITE 250, SAN JOSE, CA 95113





PHONE: 619-234-9411

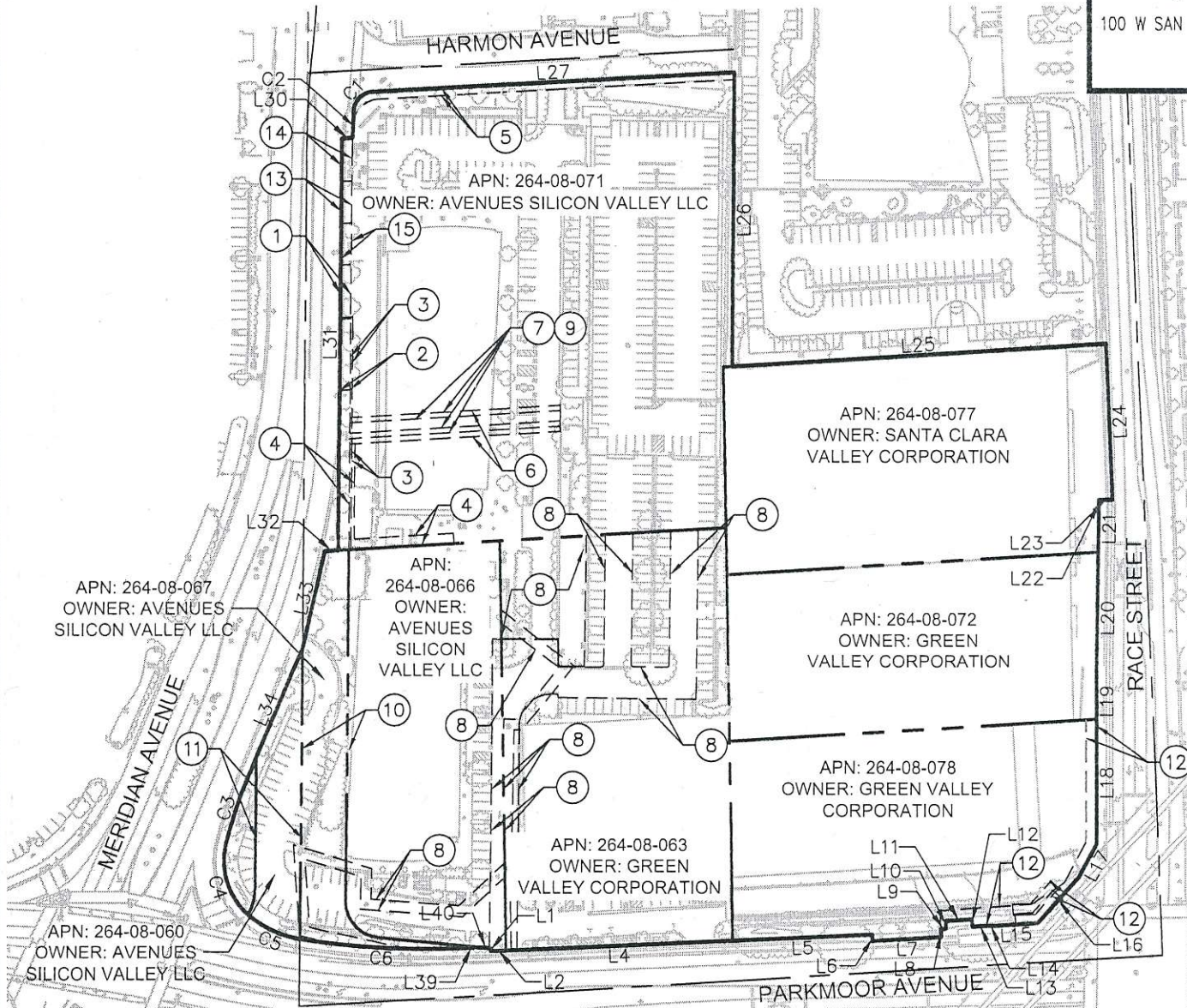
WWW.KIMLEY-HORN.COM

NOTES

THE PROPERTY LINE AND BOUNDARY INFORMATION SHOWN ON THIS MAP IS PER ALTA/NPSP LAND TITLE SURVEY PREPARED BY BOCK AND CLARK DATED AUGUST 8, 9 AND 14, 2018. KIMLEY-HORN DOES NOT ACCEPT RESPONSIBILITY FOR THE ACCURACY OF THE PROPERTY LINE/BOUNDARY INFORMATION. THE INFORMATION SHALL NOT BE USED FOR RECORDATION PURPOSES UNTIL VERIFIED BY A LICENSED CALIFORNIA SURVEYOR PER THE REQUIREMENTS OF THE CALIFORNIA PROFESSIONAL LAND SURVEYORS ACT.

LEGEND

-  PROPERTY LINE
-  SUBJECT PROPERTY
-  EASEMENT LINE
-  EASEMENT NOTES SEE SHEET 3

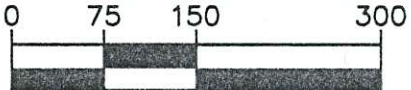


AVENUES - SILICON VALLEY
550/570 MERIDIAN AVENUE

DATED: 04/02/2019



GRAPHIC SCALE IN FEET



CITY OF SAN JOSE

SHEET 1 OF 3

EXHIBIT "B"

(File Nos. C19-013, CP19-013, T20-015)

EXHIBIT B

Kimley»Horn

100 W SAN FERNANDO STREET, SUITE 250, SAN JOSE, CA 95113
 PHONE: 619-234-9411
 WWW.KIMLEY-HORN.COM

LINE TABLE

LINE	LENGTH	BEARING
L1	2.78	S3°21'04"E
L2	14.31	N87°26'27"E
L4	214.89	N87°26'27"E
L5	132.64	N87°26'26"E
L6	6.03	S3°10'45"E
L7	65.21	N86°38'56"E
L8	7.63	N3°27'09"W
L9	5.00	N86°32'51"E
L10	7.49	N3°27'09"W
L11	25.00	N86°32'51"E
L12	6.99	S3°27'09"E
L13	15.00	N86°32'51"E
L14	4.95	S87°44'58"E
L15	42.21	N86°01'16"E
L16	58.17	N42°10'48"E
L17	35.21	N27°56'56"E
L18	118.17	N0°00'05"E
L19	34.62	N0°00'05"E
L20	124.54	N0°57'48"E
L21	43.58	N0°57'40"E

LINE TABLE

LINE	LENGTH	BEARING
L22	5.90	N2°14'47"W
L23	13.03	N87°43'57"E
L24	147.52	N2°16'05"W
L25	355.19	S86°28'58"W
L26	277.74	N0°33'16"E
L27	343.04	S86°48'27"W
L30	10.16	S86°48'27"W
L31	389.69	S0°34'37"W
L32	12.63	S86°33'47"W
L33	95.15	S12°57'37"W
L34	131.92	S23°09'13"W
L39	17.22	N87°26'34"E
L40	9.81	S84°23'11"E

CURVE TABLE

CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA
C1	20.00'	29.24'	S44°55'31"W	26.71'	83°46'05"
C2	957.00'	23.92'	S2°19'30"W	23.92'	1°25'56"
C3	384.00'	68.29'	S18°03'31"W	68.20'	10°11'23"
C4	67.00'	74.98'	S19°05'53"E	71.13'	64°07'26"
C5	104.00'	54.02'	S66°02'24"E	53.41'	29°45'36"
C6	752.00'	152.74'	S86°44'19"E	152.47'	11°38'14"



AVENUES - SILICON VALLEY
 550/570 MERIDIAN AVENUE
 DATED: 04/02/2019

CITY OF SAN JOSE

SHEET 2 OF 3

EXHIBIT "B"

(File Nos. C18 012; C18 013; T20 015)

EXHIBIT B

Kimley»Horn

100 W SAN FERNANDO STREET, SUITE 250, SAN JOSE, CA 95113

PHONE: 619-234-9411

WWW.KIMLEY-HORN.COM

EASEMENT NOTES

- ① EASEMENT FOR PUBLIC STREET/ROAD PER DOCUMENT RECORDED APRIL 07, 1960 IN BOOK 4755, PAGE 275 OF OFFICIAL RECORDS.
- ② EASEMENT FOR PUBLIC STREET/ROAD PER DOCUMENT RECORDED SEPTEMBER 08, 1959 AS BOOK 4537, PAGE 492 OF OFFICIAL RECORDS.
- ③ EASEMENT FOR PUBLIC STREET/ROAD PER DOCUMENT RECORDED NOVEMBER 17, 1982 AS BOOK H150, PAGE 48 OF OFFICIAL RECORDS.
- ④ EASEMENT FOR INGRESS AND EGRESS AND UNDERGROUND CONDUITS RECORDED JUNE 14, 1982 AS BOOK G841, PAGE 198 OF OFFICIAL RECORDS.
- ⑤ EASEMENT FOR STREET PER DOCUMENT RECORDED OCTOBER 27, 200 AS INSTRUMENT NO. 15437233 OF OFFICIAL RECORDS.
- ⑥ EASEMENT FOR POLE LINE PER DOCUMENT RECORDED JANUARY 22, 1965 AS BOOK 6823, PAGE 393 OF OFFICIAL RECORDS.
- ⑦ EASEMENT FOR INGRESS AND EGRESS, AND SANITARY SEWER DEDICATED ON THE MAP OF RECORD OF SURVEY PER DOCUMENT RECORDED OCTOBER 08, 1964 IN BOOK 186, PAGE 13 OF RECORD MAPS.
- ⑧ NONEXCLUSIVE RECIPROCAL EASEMENT AGREEMENT PER DOCUMENT RECORDED DECEMBER 28, 2012 AS INSTRUMENT NO. 22028427 OF OFFICIAL RECORDS.
- ⑨ EASEMENT FOR INGRESS AND EGRESS, SANITARY SEWER PER DOCUMENT RECORDED OCTOBER 08, 1964 AND ON FILE IN BOOK 186, PAGE 13, OF RECORD MAPS.
- ⑩ EASEMENT FOR PUBLIC UTILITIES PER DOCUMENT RECORDED MARCH 03, 1975 IN BOOK B302, PAGE 688 OF OFFICIAL RECORDS.
- ⑪ EASEMENT FOR PUBLIC UTILITIES PER DOCUMENT RECORDED MARCH 24, 1975 IN BOOK B330, PAGE 483 OF OFFICIAL RECORDS.
- ⑫ EASEMENT FOR TEMPORARY CONSTRUCTION PER DOCUMENT RECORDED APRIL 24, 2003 AS DOCUMENT NO. 16988337 OF OFFICIAL RECORDS.
- ⑬ EASEMENT FOR PUBLIC STREET/ROAD PER DOCUMENT RECORDED JULY 13, 1959 IN BOOK 4479, PAGE 324 OF OFFICIAL RECORDS.
- ⑭ EASEMENT FOR PUBLIC STREET/ROAD PER DOCUMENT RECORDED JULY 13, 1959 IN BOOK 4479, PAGE 377 OF OFFICIAL RECORDS.
- ⑮ EASEMENT FOR PUBLIC STREET/ROAD PER DOCUMENT RECORDED DECEMBER 15, 1959 IN BOOK 4637, PAGE 562 OF OFFICIAL RECORDS.



AVENUES - SILICON VALLEY
550/570 MERIDIAN AVENUE

DATED: 04/02/2019

CITY OF SAN JOSE

SHEET 3 OF 3

EXHIBIT "B"

(File Nos. C48 042; C48 043; T20 045)