



# Memorandum

**TO:** HONORABLE MAYOR AND  
CITY COUNCIL

**FROM:** Planning Commission

**SUBJECT:** SEE BELOW

**DATE:** May 24, 2018

COUNCIL DISTRICT: 3

**SUBJECT: C17-009, SP17-016, T17-015. CONVENTIONAL REZONING FROM THE LI LIGHT INDUSTRIAL AND R-2 TWO-FAMILY RESIDENCE ZONING DISTRICTS TO THE DC DOWNTOWN ZONING DISTRICT ON AN APPROXIMATELY 0.68 GROSS ACRE SITE, SPECIAL USE PERMIT TO ALLOW DEMOLITION OF SEVEN EXISTING STRUCTURES TOTALING APPROXIMATELY 8,193 SQUARE FEET, THE REMOVAL OF TWO ORDINANCE SIZED TREES, THE CONSTRUCTION OF A SIX-STORY PODIUM BUILDING WITH 130 RESIDENTIAL UNITS, TOTALING APPROXIMATELY 135,599 SQUARE FEET, THE UTILIZATION OF TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES TO REDUCE THE PARKING REQUIREMENTS BY 50 PERCENT, AND AN ALTERNATIVE PARKING DESIGN (CARLIFTS), VESTING TENTATIVE MAP TO COMBINE THREE LOTS INTO ONE LOT AND TO RESUBDIVIDE INTO 130 RESIDENTIAL CONDOMINIUM UNITS AND A COMMON AREA ON A 1.05 -GROSS ACRE SITE (425, 433, 435, 437 AUZERAIS AVENUE AND 383 DELMAS AVENUE).**

## RECOMMENDATION

On May 23, 2018, the Planning Commission voted 4-0-3 (Commissioners Abelite, Bit-Badal, and Pham absent) to recommend the following to the City Council:

- a) Adopt a resolution approving the Addendum to the Diridon Station Area Plan Environmental Impact Report, San José Downtown Strategy 2000 Environmental Impact Report, Envision San José 2040 General Plan Environmental Impact Report, Supplemental Environmental Impact Report, and Addenda thereto, and adopting a related Mitigation Monitoring and Reporting Program, all in accordance to the California Environmental Quality Act (CEQA), as amended;
- b) Adopt the Rezoning Ordinance to change the existing zoning of LI Light Industrial and R-2 Two-Family Residence Zoning Districts to the DC Downtown Zoning District;
- c) Adopt a resolution approving a Vesting Tentative Map, subject to conditions, to combine three lots into one lot and to resubdivide the project site into 130 residential condominium units and common area; and
- d) Adopt a resolution approving a Special Use Permit, subject to conditions, to allow the removal of two ordinance sized trees, the demolition of four structures totaling approximately

8,193 square feet, the construction of a six-story, 130 residential unit building totaling approximately 135,599 square feet, the utilization of Transportation Demand Management (TDM) measures to reduce the parking requirements by 50 percent, and an alternative parking design (carlifts).

## **OUTCOME**

Should the City Council approve the Addendum, Rezoning Ordinance, Vesting Tentative Map, and Special Use Permit, the applicant will be able to pursue grading and building permits to construct the proposed 6-story, 130-unit multi-family residential development.

## **BACKGROUND**

On May 23, 2018, the Planning Commission held a Public Hearing to consider the Addendum, proposed Rezoning, Vesting Tentative Map, and Special Use Permit. The Planning Commission recommended approval of the Addendum, proposed Rezoning, Special Use Permit and Vesting Tentative Map.

The item was on the Consent Calendar and was moved to the Public Hearing as the Commission sought clarification and there was community interest to speak on the item.

During staff's presentation, staff summarized how the proposed project is consistent with the General Plan Land Use/Transportation Diagram and Diridon Station Area Plan designation of Downtown and furthers multiple goals and policies of the Envision San José 2040 General Plan and the Diridon Station Area Plan, as explained in the attached Planning Commission Staff Report.

The applicant provided a brief presentation on the project and agreed to remove all Trees of Heaven, build a good neighbor wall, and remove the project site from the Delmas Residential Permit Parking Program (RPP). Staff responded that removing the site from the RPP is subject to a different process and would require separate City Council consideration.

### **Public Testimony**

Public testimony included one member of the public who spoke in favor of the project because the project is strategically placing the common open space between the existing single-family residences and the proposed 6-story building, effectively creating a buffer between the two uses. The member of the public also stated that this project is the type of infill development that is needed in the neighborhood and therefore, is fully supported.

### **Planning Commission Discussion**

Commissioner Yesney asked for further clarification regarding the proposed Transportation Demand Management (TDM) measures and the success of the implemented measures. The applicant stated that the TDM program will be required as part of the development and its associated Covenants, Conditions, and Restrictions (CC&R).

Commissioner Allen asked whether the common open space area would be open to the community. The applicant stated that the common open space will only be available for the on-site residents for liability reasons.

Commissioner Yesney also had a question related to the enforcement of the Mitigation Measure Reporting Program (MMRP). Staff stated the MMRP will be fully enforceable as Condition of Approval (No. 33), which mandates that the project shall conform to all applicable requirements of the MMRP.

Commissioner Vora made a motion, seconded by Commissioner Yesney, to recommend that the City Council adopt a resolution approving the Addendum, adopt the Rezoning Ordinance, adopt a resolution approving the Vesting Tentative Map and adopt a resolution approving a Special Use Permit.

### **ANALYSIS**

A complete analysis of the issues regarding this project are contained in the attached Planning Commission Staff Report.

### **EVALUATION AND FOLLOW-UP**

If the Addendum to the Diridon Station Area Plan Environmental Impact Report, San José Downtown Strategy 2000 Environmental Impact Report, Envision San José 2040 General Plan Environmental Impact Report, Supplemental Environmental Impact Report, and Addenda thereto, Conventional Rezoning, Special Use Permit and Vesting Tentative Map are approved, the applicant will be able to move forward with applications for construction of the proposed project.

### **PUBLIC OUTREACH**

Staff followed Council Policy 6-30: Public Outreach Policy, in that notices for the public hearings for the project were mailed to the owners and tenants of all properties located within 1,000 feet of the project site and a Planning Commission public hearing was held on May 23, 2018. A community meeting was also held on Thursday, March 1, 2018. Approximately 15 members of the public were in attendance. There were concerns raised regarding the reduction in off-street vehicular parking.

An electronic version of this memorandum has been available online, accessible from the City Council Agenda for the June 19, 2018, hearing. Staff has been available to discuss the proposal with members of the public.

## COORDINATION

Preparation of this memorandum has been coordinated with the City Attorney's Office.

## CEQA

An Addendum to the Diridon Station Area Plan Environmental Impact Report (EIR), San José Downtown Strategy 2000 EIR, and Envision San José 2040 General Plan EIR, Supplemental EIR, and Addenda thereto was prepared by the Director of Planning, Building, and Code Enforcement for the subject Rezoning, Vesting Tentative Map, and Special Use Permit. The proposed project is eligible for an Addendum pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15164 and was completed in compliance with CEQA to reflect an independent judgment and analysis of the City.

An Initial Study was prepared in support of the Addendum that provided analysis of the proposed actions. The Initial Study outlined relevant mitigation measures, as identified in the previous EIRs, for air quality and biological resources impacts. Mitigation measures are outlined for both of these resource areas which will reduce any potentially significant project impacts to a less-than-significant level. These mitigation measures include preparing a diesel particulate matter emissions reduction plan for construction equipment and conducting pre-construction bird surveys. The mitigation measures and associated compliance methods are included in the Mitigation Monitoring and Reporting Program.

The Initial Study concluded that the Diridon Station Area Plan EIR, San José Downtown Strategy 2000 EIR, Envision San José 2040 General Plan EIR, Envision San José General Plan Supplement EIR, and Addenda thereto, adequately address the environmental effects of the proposed project with supplemental evaluation, and the project would not result in significant environmental effects that are not already identified in the EIRs. The Addendum, Initial Study, associated appendices, and other related environmental documents are available on the Planning website at: <http://www.sanjoseca.gov/index.aspx?nid=6016>.

/s/  
ROSALYNN HUGHEY, SECRETARY  
Planning Commission

For questions, please contact Sylvia Do, Division Manager, at (408) 535-7907.

Attachment: Planning Commission Staff Report



## PLANNING COMMISSION STAFF REPORT

<b>File No.</b>	C17-009, SP17-016, T17-015
<b>Applicant</b>	Auzerais SJ LLC Et al
<b>Location</b>	425 (APN 264-26-088), 433, 435 437 (APN: 264-26-017) Auzerais Avenue and 383 Delmas Avenue (APN: 264-26-013)
<b>Existing Zoning</b>	R-2 Two-Family Residence and LI Light Industrial
<b>General Plan Designation</b>	Downtown and Residential Neighborhood
<b>Council District</b>	3
<b>Historic Resource</b>	No
<b>Annexation Date</b>	Original City
<b>CEQA</b>	Addendum to the Diridon Station Area Plan Environmental Impact Report, San José Downtown Strategy 2000 Environmental Impact Report, and Envision San José 2040 General Plan Environmental Impact Report, Supplemental Environmental Impact Report, and Addenda thereto

### APPLICATION SUMMARY:

The proposed project is located on several parcels totaling approximately 1.05 gross acres, generally located on the northwest corner of Delmas Avenue and Auzerais Avenue. The file numbers and purpose of each proposed entitlement is described in greater detail below:

- **File No. C17-009:** Conventional Rezoning from the LI Light Industrial and R-2 Two-Family Residence Zoning Districts to the DC Downtown Zoning District;
- **File No. T17-015:** Vesting Tentative Map to combine three lots into one lot and to resubdivide into 130 residential condominium units and a common area; and
- **File No. SP17-016:** Special Use Permit to allow the removal of two ordinance sized trees, the demolition of four structures totaling approximately 8,193 square feet, the construction of a six-story, 130 residential unit building totaling approximately 135,599 square feet, the utilization of Transportation Demand Management (TDM) measures to reduce the parking requirements by 50%, and an alternative parking design (carlifts).

### RECOMMENDATION:

Staff recommends that the Planning Commission recommend the City Council to:

1. Adopt a resolution approving the Addendum to the Diridon Station Area Plan Environmental Impact Report, San José Downtown Strategy 2000 Environmental Impact Report, Envision San José 2040 General Plan Environmental Impact Report, Supplemental Environmental Impact Report, and Addenda thereto, and adopting a related Mitigation Monitoring and Reporting Program, all in accordance to the California Environmental Quality Act (CEQA), as amended.
2. Adopt an ordinance of the City of San José rezoning an approximately 0.68 gross acre parcel site generally located at the northwest corner of Delmas Avenue and Auzerais Avenue (425 Auzerais Avenue; APN: 264-26-088 and 383 Delmas Avenue APN: 264-26-013) from LI Light Industrial and R-2 Two-Family Residential District to DC Downtown Primary Commercial Zoning District.
3. Adopt a resolution approving a Vesting Tentative Map File No. T17-015, subject to conditions, to combine three lots into one lot and to resubdivide into 130 residential condominium units and a common area.
4. Adopt a resolution approving Special Use Permit No. SP17-016, subject to conditions, to allow demolition of four structures totaling approximately 8,193 square feet, the removal of two ordinance sized trees, the construction of a six-story podium building with 130 residential units, totaling approximately 135,599 square feet, the utilization of Transportation Demand Management (TDM) measures to reduce the parking requirements by 50%, and an alternative parking design (carlifts).

**PROJECT DATA**

<b>GENERAL PLAN CONSISTENCY</b>			
<b>General Plan Designation</b>		<b>Downtown and Residential Neighborhood</b>	
		<input checked="" type="checkbox"/> <b>Consistent</b> <input type="checkbox"/> <b>Inconsistent</b>	
<b>Consistent Policies</b>		Major Strategy #8, LU-3.1, IP-1.6, IP-1.7, IP-8.2, and LU-2.1	
<b>SURROUNDING USES</b>			
	<b>General Plan</b>	<b>Zoning</b>	<b>Existing Use</b>
<b>North</b>	Downtown	R-2 Two-Family Residence and LI Light Industrial	Single-family residential uses
<b>South</b>	Residential Neighborhood and Downtown	R-2 Two-Family Residence and CP Commercial Pedestrian	Restaurant, single-family residential use, commercial business
<b>East</b>	Downtown and Neighborhood Community Commercial	LI Light Industrial and CP Commercial Pedestrian	CA-87
<b>West</b>	Residential Neighborhood	R-2 Two-Family Residence and LI Light Industrial	Single-family residential uses

<b>RELATED APPROVALS</b>	
<b>Date</b>	<b>Action</b>
3/27/1950	Annexed into the City of San José (Original City).
6/1/2004	A Director Initiated Conventional Rezoning from LI Light Industrial Zoning District and R-2 Two-Family Residence District to the R-2 Two-Family Residence District and CP Commercial Pedestrian Zoning District to allow residential and commercial uses on a number of parcels totaling 13.48 acres (File no. C04-020).
1/22/2014	A Special Use Permit to allow a nonconforming use involving an industrial art workshop in a residential zone (File no. SP13-066).

### **SITE LOCATION AND PROJECT DESCRIPTION**

On March 20, 2017, the applicant filed an application with the City of San José for a Conventional Rezoning of a portion of the subject site from the LI Light Industrial Zoning District and the R-2 Two-Family Residence Zoning District to the DC Downtown Primary Commercial Zoning District. The rezoning enables the implementation of the proposed Special Use Permit and Vesting Tentative Map to allow the demolition of four existing structures, removal of two ordinance sized trees, and the construction of a new six-story 130 residential units, the utilization of Transportation Demand Management (TDM) measures to reduce the parking requirements by 50%, and an alternative parking design (i.e., car lifts), and to combine three parcels into one lot, and to resubdivide the lot into 130 residential condominium units and a common area.

The proposed rezoning is for 425 Auzerais Avenue (APN: 264-26-088), which spans between Auzerais and Delmas Avenues and it is also split zoned with LI Light Industrial and R-2 Two-Family Residence Districts and 383 Delmas Avenue (APN: 264-26-013), which is zoned LI Light Industrial. These two sites are proposed to be changed to the DC Downtown Primary Commercial Zoning District. 437 Auzerias Avenue (APN: 264-26-017) is proposed to remain as the R-2 Two-Family Residence District (See Figure 1).

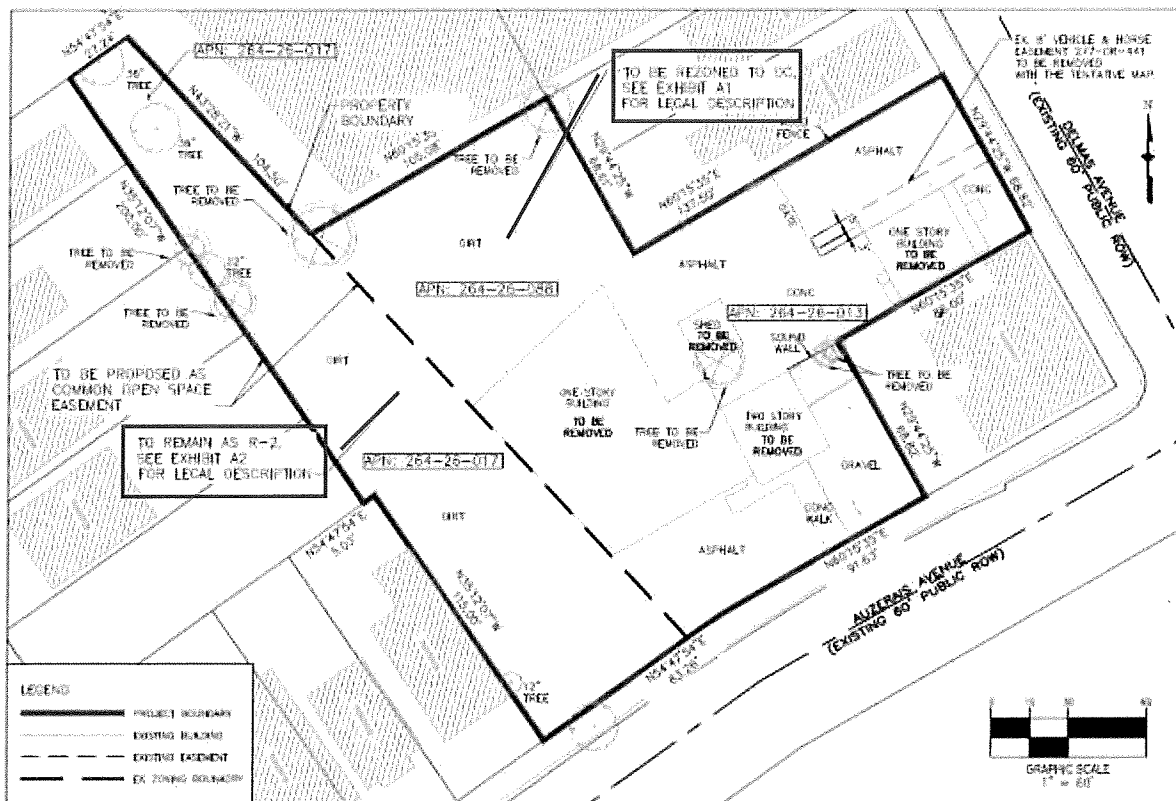
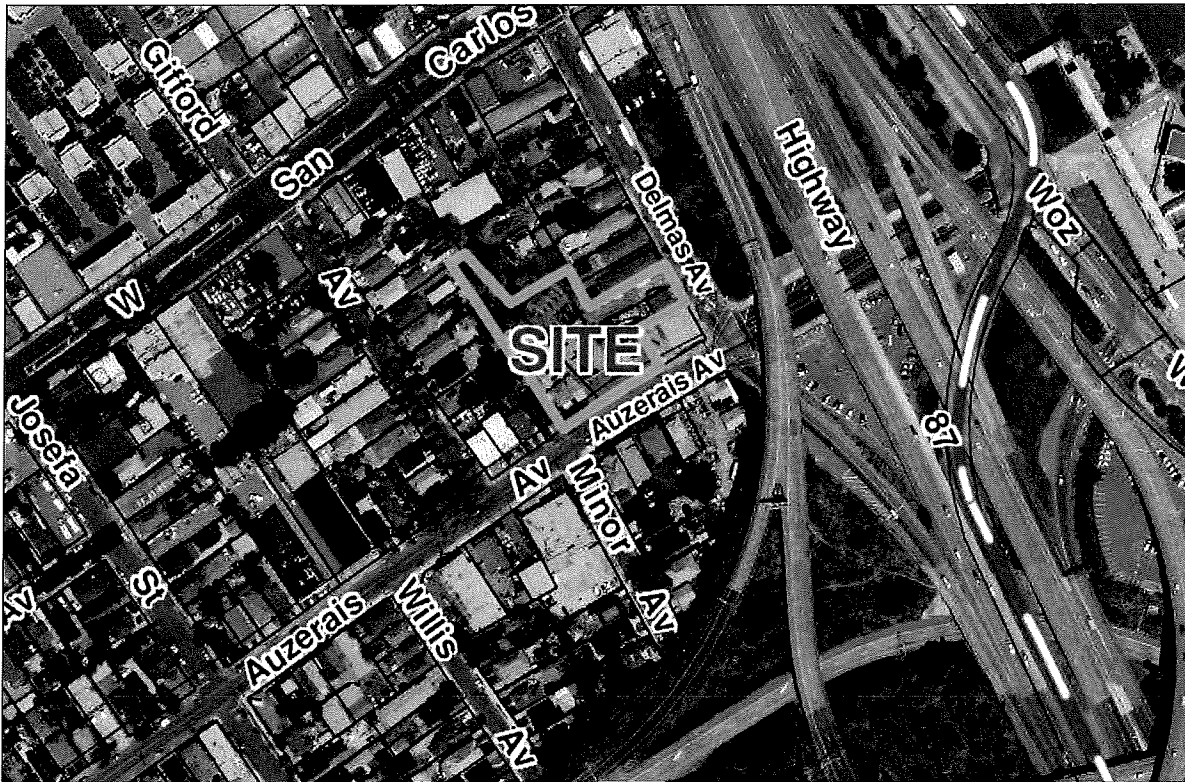


Figure 1: Proposed Rezoning Exhibit

The project site contains two properties located on the westerly side of Delmas Avenue and two properties located on the north side of Auzerais Avenue. The project site consists of three parcels and is currently developed with a single-family residence, and commercial building.

North of the project site are single-family residential uses. South of the project site is an existing restaurant, single-family residential, and a commercial business. East of the project site is CA-87 Guadalupe Freeway and west of the project site are single-family residential uses. The nearby single-family residential uses are primarily one-story structures. The project site is also adjacent to a development project located to the north, approved in 2016 (File Numbers C15-047, H15-046, and T15-058) for a five-story building with 120 residential units.





*Figure 2: Project Location*

## ANALYSIS

The proposed Conforming Rezoning, Special Use Permit and Vesting Tentative Map were analyzed with respect to conformance with: 1) the Envision San José 2040 General Plan; 2) Diridon Station Area Plan; 3) City Council Policies on Public Outreach; 4) the San José Municipal Code; 5) Residential Design Guidelines, and 6) California Environmental Quality Act (CEQA).

### **Envision San José 2040 General Plan Conformance**

The proposed project site has an Envision San José 2040 General Plan Land Use/Transportation Diagram designation of Downtown and Residential Neighborhood (Figure 3). The Downtown designation allows office, retail, service, residential, and entertainment uses in the Downtown. Redevelopment should be at very high intensities, unless incompatibility with other major policies within the General Plan (such as Historic Preservation Policies) indicates otherwise. The Residential Neighborhood designation is applied broadly throughout the City to encompass most of the established, single-family residential neighborhoods, including both the suburban and traditional residential neighborhood areas which comprise the majority of its developed land.

The portion of the project site that has a General Plan land use designation of Residential Neighborhood is proposed to be used as common open space for the proposed project. The General Plan land use designation of Residential Neighborhood envisions lower densities (typically eight dwelling units per acre and/or matching existing neighborhood character) and strictly limits development to closely conform to the existing neighborhood form and pattern. This portion of the project site is also not located in the Diridon Station Area Plan boundary. By utilizing this portion

of the project site as the common open space, the project is providing a transition from the densities allowed in General Plan land use designation of Downtown to the densities and forms allowed in the General Plan land use designation of Residential Neighborhood. The proposed site design allows a buffer between the existing single-family residential uses located along Gifford Avenue and the proposed six-story building.

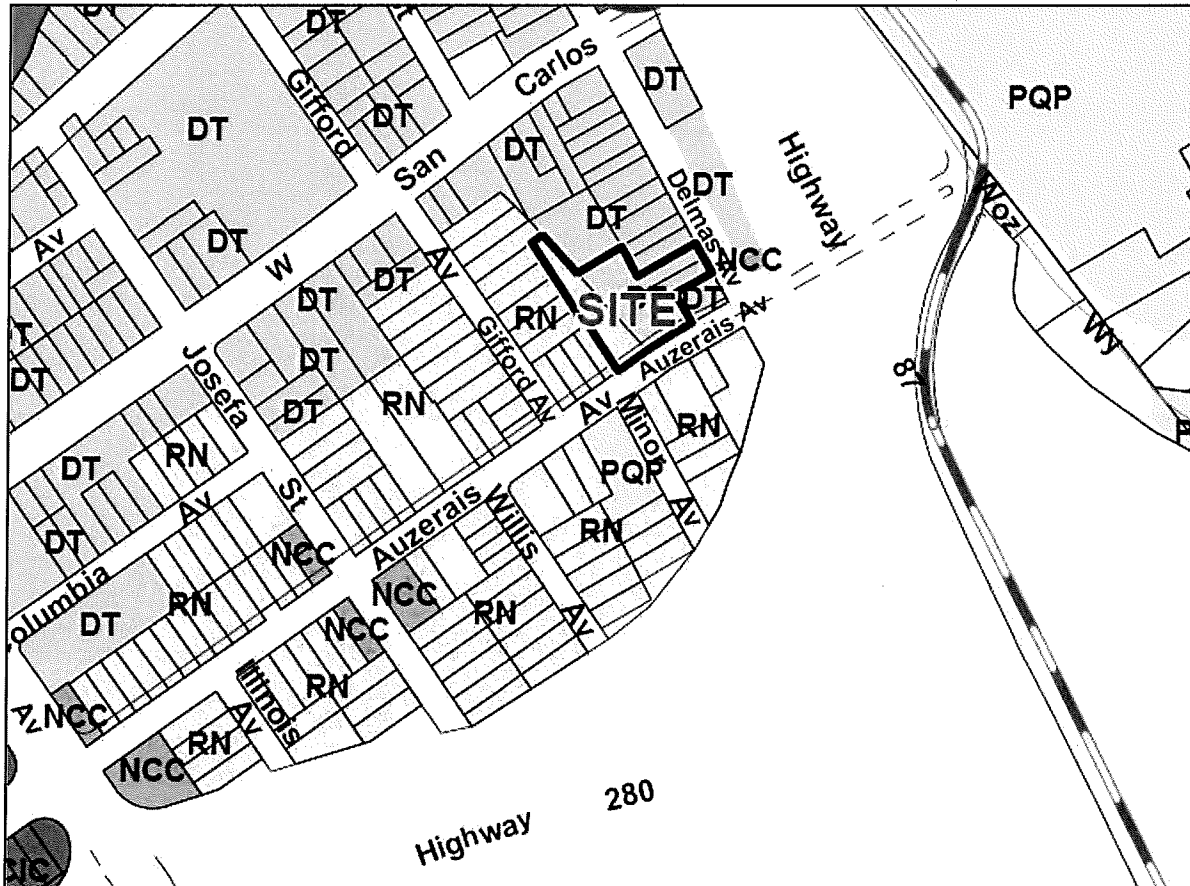


Figure 3: General Plan Land Use Designation

The proposed Conforming Rezoning, Special Use Permit and Vesting Tentative Map are consistent with the following General Plan policies:

**Major Strategy #8- Destination Downtown:** Support continued growth in the Downtown as the City's cultural center and as a unique and important employment and residential neighborhood. Focusing growth within the Downtown will support the Plan's economic, fiscal, environmental, and urban design/placemaking goals.

**Land Use Policy LU-3.1:** Provide maximum flexibility in mixing uses throughout the Downtown Area. Support intensive employment, entertainment, cultural, public/quasi-public, and residential uses in compact, intensive forms to maximize social interaction; to serve as a focal point for residents, businesses, and visitors; and to further the Vision of the Envision General Plan.

*Analysis for Major Strategy #8 and LU-3.1:* The General Plan land use designation for the project site is Downtown, which supports significant intensification of underutilized sites. The proposed project is a 130-unit residential project which will contribute to the growing critical population

*mass of the downtown in support of economic, fiscal, environmental, and urban design/placemaking goals and act as a transition to lower intensity residential uses.*

Implementation Policy IP-1.6: Ensure that proposals to rezone and prezone properties conform to the Land Use/Transportation Diagram and advance Envision General Plan vision, goals, and policies.

Implementation Policy IP-1.7: Use standard Zoning Districts to promote consistent development patterns when implementing new land use entitlements. Limit use of the Planned Development Zoning process to unique types of development or land uses which cannot be implemented through standard Zoning Districts, or to sites with unusual physical characteristics that require special consideration due to those constraints.

Implementation Policy IP-8.2: Use the City's conventional zoning districts, contained in its Zoning Ordinance, to implement the Envision General Plan Land Use/Transportation Diagram. These districts include a range of allowed land uses, development intensities, and standards within major land use categories (residential, commercial and industrial) together with zoning districts for other land uses such as mixed-use and open space. The various ranges of allowed use and development intensity correspond generally to the respective Envision General Plan land use designations, while providing greater detail as to the appropriate land uses and form of development.

*Analysis for IP-1.6, IP-1.7, and IP-8.2: The proposed rezoning would change the zoning for two parcels on the site from the LI Light Industrial and R-2 Two-Family Residential District to the DC Downtown Primary Commercial Zoning District. The DC Downtown Primary Commercial District is consistent with the General Plan land use designation and Diridon Station Area Plan of Downtown and is a conventional district. One of the properties that are part of the project (fronting Auzerais Avenue) is proposed to remain as the R-2 Two-Family Residential District, consistent with the project site's General Plan land use designation of Residential Neighborhood.*

Land Use Policy LU-2.1: Provide significant job and housing growth capacity within strategically identified "Growth Areas" in order to maximize use of existing or planned infrastructure (including fixed transit facilities), minimize the environmental impacts of new development, provide for more efficient delivery of City services, and foster the development of more vibrant, walkable urban settings.

*Analysis for LU-2.1: The proposed project is providing an additional 130 residential units to contribute to the critical population mass of the Downtown area in support of vibrant, walkable urban settings. The Downtown is considered a Growth Area as stated in the General Plan. The project site is also in support of existing and planned transit facilities located approximately 0.7 mile away from the Diridon Station, within approximately 0.4 mile from the Valley Transportation Authority (VTA) San Fernando Light Rail station and within approximately 0.2 mile from a VTA bus stop (routes 23 and 81).*

### **Diridon Station Area Plan Conformance**

A portion of the project is located in the Diridon Station Area Plan (DSAP) boundary (Figure 4). The Diridon Station Area Plan has a designation of Downtown for the project site and the project site is located in the Southern Zone, subarea F (Park/San Carlos) (Figure 5). The Diridon Station Area Plan land use classification of Downtown supports residential uses as well as non-residential uses, including office, retail, service, hotel, medical, and entertainment uses.

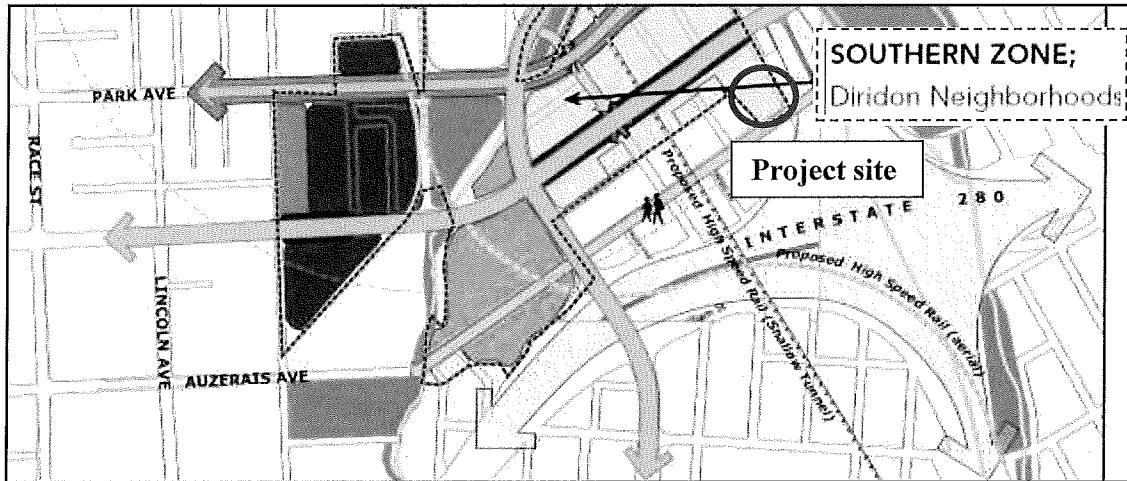


Figure 4: DSAP Boundary

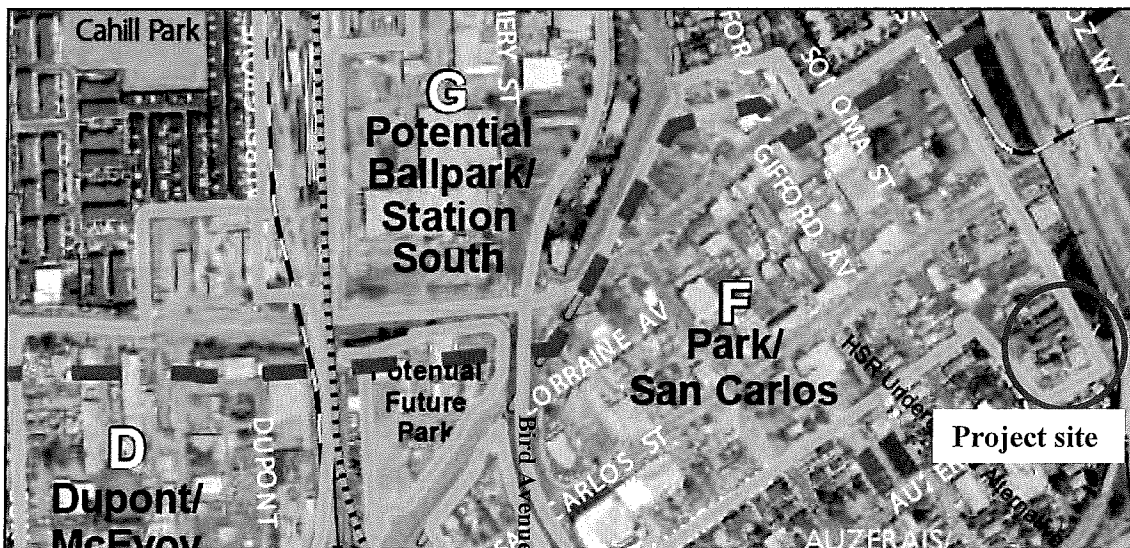


Figure 5: Diridon Station Area Plan areas

A portion of the site is in the Park/San Carlos (Area F) area (see Figure 4). The Park/San Carlos area is a mix of new and existing uses neighborhood with a mix of older, newer, smaller and large properties.

*Design Guidelines*

The Diridon Station Area Plan’s Design Guidelines represent a long-term vision for the area. Various design aspects are discussed in detail below.

### Maximum Build-Out

The Diridon Station Area Plan anticipates the eventual build-out for the area, establishing the maximum theoretical development that could occur. This site allows a maximum of 154 residential units, up to 15,000 square feet of retail (although not required as the site does not have a required retail frontage requirement, as shown as the thick dark purple line on Figure 4), and a maximum of eight stories tall. The project is in conformance with these requirements.

### Height

Guidelines are provided on the maximum height of buildings in the Diridon Station Area. These guidelines are consistent with the Federal Aviation Administration's (FAA) Part 77 Airport Approach Zone height limits and with the Santa Clara County Airport Land Use Commission's (ALUC) Comprehensive Land Use Plan (CLUP). The building height guidelines in the Southern Zone (Figure 4), as stated in the Diridon Station Area Plan, are intended to ensure the compatibility of new development with the surrounding relatively low density residential neighborhoods. The height guidelines in the Diridon Station Area Plan discourage taller buildings adjacent to areas with existing single-family homes and must be set back from the established single-family areas. The maximum height proposed is approximately 73 feet. The project provides an outdoor recreational area between the existing single-family residences and the building. The proposed outdoor recreational area acts as a buffer and a setback from the existing single-family residences and the proposed building. This buffer and setback area ranges from 30 feet to 70 feet.

### Setbacks

The Diridon Station Area Plan requires that residential buildings should be set back up to 15 feet from the street-facing property line to allow a transition zone between the public and private realm. This project has a setback of 15 feet and five inches off of Delmas Avenue and a varying setback of 10 feet and five inches to 17 feet and 4 inches off of Auzerais Avenue. The project complies with the set back from the street-facing property line off of Delmas Avenue of 15 feet, however, does not comply with the set back from the street-facing property line off of Auzerais Avenue. The extra two feet and four inches is intended to provide additional depths in the wall plane to create an interesting architectural expression and aesthetic, consistent with the Residential Design Guidelines.

### Parking Design

The Diridon Station Area Plan requires minimization of the visual impact of non-active spaces by placing them behind active uses and landscaping. The only non-active use along the Auzerais Avenue frontage is the parking garage entrance, which is articulated with an aluminum and frosted glass door, and the fire riser room (Figure 6). The landscaping located in front of the fire riser room includes a variety of shrubs that will provide screening of the blank wall. The garage entrance is approximately 20 feet wide, which is the minimum in which the San José Municipal Code will allow for a two-direction drive aisle. The rest of the frontage includes active spaces with large, transparent windows including a lobby, bicycle parking and community room.



*Figure 6: Elevation facing Auzerais Avenue*

## **Zoning Ordinance Conformance**

### *Land Use*

The current General Plan designation of Downtown and the proposed DC Downtown Primary Commercial Zoning District are not included in the list of General Plan designations and zonings districts in Table 20-70 that would allow the rezoning to be considered directly by the City Council without a recommendation by the Planning Commission as authorized by Section 20.120.100 and 20.120.110 of the San José Municipal Code. Therefore, the rezoning must be heard before the Planning Commission for recommendation to the City Council. The rezoning of two parcels (425 Auzerais Avenue and 383 Delmas Avenue) to DC Downtown Primary Commercial Zoning District is the appropriate zoning designation for land designated as Downtown in the General Plan Land Use/Transportation Diagram in that this proposal implements the General Plan by providing additional housing stock in a growth area in a compact urban form.

As noted above, 425 Auzerais Avenue (APN: 264-26-088) is located partly in the LI Light Industrial Zoning District and the R-2 Two-Family Residence Zoning District (split zoned) and 383 Delmas (APN: 264-26-013) is zoned LI Light Industrial (Figure 7). Both parcels would be rezoned to DC Downtown Primary Commercial Zoning District. 437 Auzerias Avenue (APN: 264-26-017) is proposed to remain as the R-2 Two-Family Residence District. The project does not propose any structures on this property and this property will be utilized for common open space.

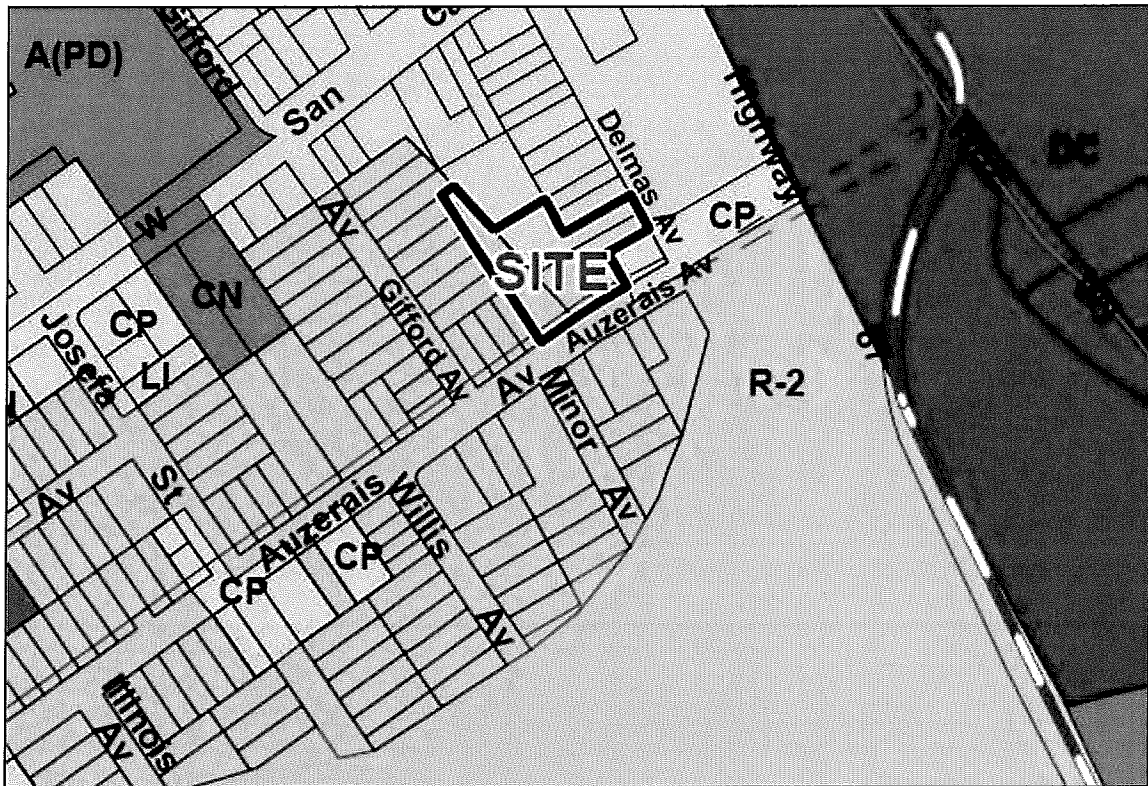


Figure 7: LI Light Industrial Zoning District and R-2 Two-Family Residence Zoning District

### *Setbacks*

Properties located in the DC Downtown Primary Commercial Zoning District are not subject to any minimum setback requirements. However, there are setback requirements for the R-2 Two-Family Residence Zoning District. These setback requirements are as follows:

- Front: 15 feet
- Side, interior: 5 feet
- Rear, interior: 25 feet

The parcel proposed to remain as R-2 Two-Family Residence would be common open space without any structures. A seven foot and six inch tall fence would be installed along the Auzerais Avenue frontage located 15 feet from the front property line on Auzerais Avenue. The fence will be approximately 73 feet long. The project would have a setback of 15 feet and five inches off of Delmas Avenue and a varying setback of 10 feet and five inches to 17 feet and 4 inches off of Auzerias Avenue. Therefore, the setback requirements are met.

### *Height*

Pursuant to Section 20.70.200 (Height, DC Districts) of the San José Municipal Code, properties located in the downtown zoning districts shall only be subject to the height limitations necessary for the safe operation of San José International Airport. The R-2 Zoning District allows a maximum height of 35 feet. The project does not propose any structures on the portion of the

project that contains an R-2 Zoning District. The proposed building has a maximum height of 73 feet. Therefore, the project complies with the height requirements.

#### *Off-Street Vehicle Parking*

Section 20.70.100 (Allowed Uses and Permit Requirements) of the San José Municipal Code sets forth the off-street vehicle parking requirements. A residential multiple dwelling requires one off-street vehicle parking space per unit. Based on 130 units, 130 off-street vehicle parking spaces are required. The project is proposing 65 parking spaces. Section 20.70.330 allows for the Director of Planning to grant up to a 15 percent parking reduction if the following findings can be made:

- a. The project has developed a Transportation Demand Management (TDM) program that provides evidence that a TDM program will reduce parking demand and identifies the percentage of parking demand that will be reduced through the TDM program. The TDM program will incorporate one or more elements of TDM including, but not limited to measures such as SmartPass transit card, parking cash-out, alternative work schedules, ride sharing, transit support, carpool/vanpools, shared parking, or any other reasonable measures; and
- b. The project demonstrates that it can maintain the TDM program for the life of the project and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use.

The project is proposing a TDM plan. The TDM plan provides the following elements for reducing the demand for parking for the life of the project:

- Provide two free Valley Transportation Authority (VTA) SmartPass (or equivalent) per unit;
- Provide two free car share (Zipcar or equivalent) memberships per unit;
- Provide one free Bay Area Bike Share (or equivalent) membership per unit;
- Provide on-site cargo bicycle share program available to all residents;
- Provide 100 percent unbundled parking; and
- Provide a designated on-site TDM Coordinator and services.

The Homeowners Association, property manager, or property owner shall include and maintain the TDM measures for the life of the project.

In addition to the 15% parking reductions allowed in Section 20.70.330, Section 20.90.220 allows up to an additional 50 percent parking reduction (to be applied after the application of the 15% reduction allowed in Section 20.70.330) if the following is able to be met:

- The structure/use is located within 2,000 feet of a proposed or an existing rail station, or bus rapid transit station,
- The project is providing all the bicycle parking required by Section 20.90.060,
- The project is proposing at least one of the following TDM measures: (1) Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc., and assign carpool,



vanpool and car-share parking at the most desirable on-site locations at the ratio set forth in the development permit or development exception considering type of use; or (2) Develop a transit use incentive program for employees and tenants, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the region wide Clipper Card or VTA EcoPass system will satisfy this requirement),

- And the project is proposing at least two of the following measures:
  - (1) Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc., and assign carpool, vanpool and car-share parking at the most desirable on-site locations; or
  - (2) Develop a transit use incentive program for employees, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the regionwide Clipper Card or VTA EcoPass system will satisfy this requirement); or
  - (3) Provide preferential parking with charging station for electric or alternatively-fueled vehicles; or
  - (4) Provide a guaranteed ride home program; or
  - (5) Implement telecommuting and flexible work schedules; or
  - (6) Implement parking cash-out program for employees (non-driving employees receive transportation allowance equivalent to the value of subsidized parking); or
  - (7) Implement public information elements such as designation of an on-site TDM manager and education of employees regarding alternative transportation options; or
  - (8) Make available transportation during the day for emergency use by employees who commute on alternate transportation (this service may be provided by access to company vehicles for private errands during the workday and/or combined with contractual or pre-paid use of taxicabs, shuttles, or other privately provided transportation); or
  - (9) Provide shuttle access to Caltrain stations; or
  - (10) Provide or contract for on-site or nearby child-care services; or
  - (11) Incorporate on-site support services (food service, ATM, drycleaner, gymnasium, etc. where permitted in zoning districts); or
  - (12) Provide on-site showers and lockers; or
  - (13) Provide a bicycle-share program or free use of bicycles on-site that is available to all tenants of the site; or
  - (14) Unbundled parking;

The project is located approximately 1,000 feet to Children's Discovery Museum Light Rail Station and approximately 1,900 feet of the San Fernando Light Rail Station and therefore, is located within 2,000 of two existing rail stations. The project is also providing 156 bicycle parking spaces when 130 bicycle parking spaces are required, therefore, the project complies with the bicycle parking requirement. As mentioned above, the project is providing six TDM measures. Because the project is located within 2,000 feet of two existing Light Rail Stations, is providing above the minimum bicycle parking requirement and is proposing three TDM

measures, the project is able to utilize additional parking reductions pursuant to Section 20.90.220. The in the required off-street parking with the implementation of three of the listed Transportation Demand Management (TDM) measures (which are included in the conditions of approval). The project is proposing a 50% reduction in the off-street vehicle parking requirements.

Transportation Demand Management (TDM) Findings. Chapter 20.90.220.A.1.e. requires any project that utilizes a TDM program to make the following findings:

- a. The decision maker for the project application shall first find in addition to other required findings that the project applicant has demonstrated that it can maintain the TDM program for the life of the project, and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use; and

*Based upon the TDM plan provided, the applicant can maintain the reduced parking through aggressive programs which encourage reduced car usage. Also, parking is unbundled, which requires the residents to rent parking spaces. The project's close proximity to the Diridon Station, VTA bus lines, Light Rail, and bicycle facilities will incentive the residents to utilize the TDM program features instead of using an automobile.*

- b. The decision maker for the project application also shall first find that the project applicant will provide replacement parking either on-site or off-site within reasonable walking distance for the parking required if the project fails to maintain a TDM program.

*If the TDM program fails, the site is located within 500 feet to a public parking lot, and 2,000 feet to the Diridon Station parking. If the project is unable to maintain the TDM program, a Special Use Permit Amendment is required to proceed in order to satisfy the increased parking demand through adjustments to the TDM program or the use of off-site parking facilities.*

#### Alternative Parking Arrangement

The project will provide 65 spaces with 22 spaces accommodated by an automated parking lift system manufactured by Klaus Multiparking, Model GmbH trend vario 2400 series (<https://www.multiparking.com/index.php?KLAUS-TrendVario-parking-automat-parking-solution>) or equivalent brand and model. The lift allows the desired car to be called to the bottom row without requiring another car to be moved by a different resident. The lift works independently and does not rely on other cars to be moved to bring the car in question forward. This will be accomplished through an Alternative Parking Arrangement per Municipal Code Section 20.90.200:

- a. In addition to any other findings required for a Special Use Permit, the City Council may approve such off-street parking facilities arrangements only upon making the following findings:
  - i. The number of off-street parking spaces provided in such parking facilities adequately meets the parking requirements of the individual buildings and uses as specified in this Chapter 20.90 of this title; in that, 130 parking spaces are required under the Code and 65 are provided.

- ii. It is reasonably certain that the parking facility shall continue to be provided and maintained at the same location for the service of the building or use for which such facility is required, during the life of the building or use; in that, the lifts are conditioned to maintain their operation for the life of the project.
- iii. The parking facility is reasonably convenient and accessible to the buildings or uses to be served; in that, the lifts are located in the ground floor of the building and the lift allows the desired car to be called to the bottom row without requiring another car to be moved by a different resident.

### *Bicycle Parking*

Table 20-140 in Section 20.70.100 of the SJMC requires one bicycle parking space per unit. Based on 130 residential units, 130 bicycle parking spaces are required. Bicycle parking is located in the lobby areas and in the parking garage. The project complies with the bicycle parking requirement by providing 156 bicycle parking spaces and one cargo bicycle parking space (to be shared among the building's tenants) exceeding the required 130 bicycle parking spaces.

### **Residential Design Guidelines Conformance**

The project complies with the Residential Design Guidelines by being designed for the pedestrian at the ground level and providing an interesting architectural aesthetic. This project is pedestrian scaled by providing a 12-foot setback from the sidewalk, an awning and entry element at the ground floor, and a dark plaster finish material that provides a distinctive base. Furthermore, reduced building setbacks are appropriate to higher density housing types in areas near downtown to reinforce the planned urban character of the neighborhood.

The proposed project features a varied roof line with varying heights from approximately 65 feet to approximately 73 feet, which helps reduce the mass of the building and provides architectural interest. The project is incorporating a variety of materials, ranging from swiss pearl for the ground floor and entry way element and plaster for the body of the building. The proposed project also includes a varied building façade, recessed windows and protruding balconies, which all contribute to an interesting aesthetic (Figure 7).



*Figure 7: Auzerais Avenue Elevation*

The proposed project includes an outdoor landscaped area, approximately 15,077 square feet, complete with picnic tables and barbeque facilities. This outdoor landscaped area is located on the western property line to provide a setback from the existing single-family residences. The proposed project includes a community room on the ground floor, and landscaped interior courtyards (Figure 8).

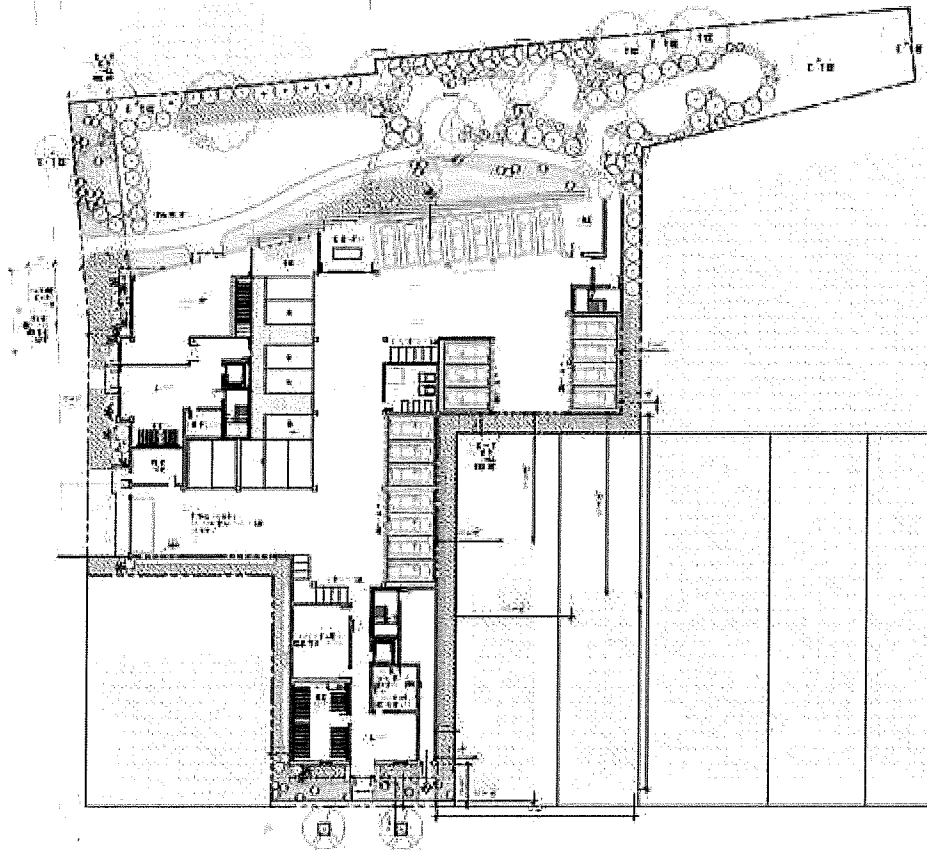


Figure 8: Site Plan

### Special Use Permit Findings

Chapter 20.90 of the San José Municipal Code establishes required Findings for issuance of a permit for an alternative parking arrangement. These criteria are applied to the project based on the above-stated findings related to General Plan, Zoning and CEQA conformance and for the reasons stated below, and subject to the conditions set forth in the permit. In order to make the Special Use Permit findings pursuant to Section 20.90.200 of the San José Municipal Code and recommend approval to the City Council, the Planning Commission must determine that:

1. The Special Use Permit, as approved, is consistent with and will further the policies of the General Plan and applicable Specific Plans and Area Development Policies; and

*Analysis: As described above, the project is consistent with and will further the policies of the General Plan and Diridon Station Area Plan.*

2. The Special Use Permit, as approved, conforms with the Zoning Code and all other provisions of the San José Municipal Code applicable to the project; and

*Analysis: As described above, the project conforms with the Zoning Ordinance and all other provisions of the San José Municipal Code that are applicable to the project.*

3. The Special Use Permit, as approved, is consistent with applicable City Council policies, or counterbalancing considerations justify the inconsistency; and

*Analysis: As described in the Public Hearing Notification section below, the project is consistent with the City Council Policies on Public Outreach. The project also has been evaluated with City Council Policy number 6-29 Post-Construction Urban Runoff Management and has been found in compliance. The project is proposing 11 treatment areas, comprised of flow-through planters and self-retaining areas. Additionally, the proposed project would connect the trash area to the sanitary sewer, utilizing water efficient irrigation systems, providing beneficial landscaping and providing storm drain labeling. All these source control measures assist in preventing polluted runoff.*

4. The proposed use at the location requested will not:
- Adversely affect the peace, health, safety, morals or welfare of persons residing or working in the surrounding area; or
  - Impair the utility or value of property of other persons located in the vicinity of the site; or
  - Be detrimental to public health, safety, or general welfare; and

*Analysis: The alternative parking arrangement will not adversely affect the peace, health, safety, morals or welfare of persons residing or working in the surrounding area or impair the utility or value of property of other persons located in the vicinity of the site or to be detrimental to public health, safety, or general welfare because the proposed parking lifts operate as a unit and is not dependent on the owner of the car. Essentially, the desired car can be called to the bottom row without requiring another car to be moved by a different resident. The proposed car lifts will be fully contained and shielded inside the parking garage and will not affect the peace, health, safety, morals or welfare of persons residing or working in the surrounding areas nor impact the utility or value of property of other persons located in the vicinity.*

5. The proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this title, or as is otherwise required in order to integrate the use with existing and planned uses in the surrounding area; and

*Analysis: The alternative parking arrangement is fully contained and shielded inside the parking garage.*

6. The proposed site is adequately served:
- By highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate; or by other forms of transit adequate to carry the kind and quantity of individuals such use would generate; and
  - By other public or private service facilities as are required.

*Analysis: The project site is currently served by Delmas Avenue and Auzerais Avenue. The project site has street frontages on both these streets. The project only has vehicular access*

on Auzerais Avenue and does not have vehicular access on Delmas Avenue. The existing streets and utilities are of sufficient capacity to serve the proposed residential use.

7. The environmental impacts of the project, including but not limited to noise, vibration, dust, drainage, erosion, storm water runoff, and odor which, even if insignificant for purposes of the California Environmental Quality Act (CEQA), will not have an unacceptable negative affect on adjacent property or properties.

*Analysis: The alternative parking arrangement is not anticipated to create impacts associated with noise, vibration, dust, drainage, erosion, storm water runoff and odor as it will be fully contained and fully shielded in the parking garage. The operation of the car lift system will not generate any vibrations, dust, drainage issues, erosion, storm water runoff and odor because the car lift system is merely shifting cars around.*

### Site Development Permit Findings

Chapter 20.100 of the San José Municipal Code establishes required Findings for issuance of a permit to allow the erection, construction enlargement, placement or installation of a building or structure on the project site. These criteria are applied to the project based on the above-stated findings related to General Plan, Zoning and CEQA conformance and for the reasons stated below, and subject to the conditions set forth in the permit. In order to make the Site Development Permit findings pursuant to Section 20.100.720 of the San José Municipal Code and recommend approval to the City Council, Planning Commission must determine that:

1. The Site Development Permit, as approved, is consistent with and will further the policies of the General Plan and applicable Specific Plans and Area Development Policies.

*Analysis: As described above, the project is consistent with and will further the policies of the General Plan and Diridon Station Area Plan.*

2. The Site Development Permit, as approved, conforms with the Zoning Code and all other provisions of the San José Municipal Code applicable to the project.

*Analysis: As described above, the project conforms with the Zoning Ordinance and all other provisions of the San José Municipal Code that are applicable to the project.*

3. The Site Development Permit, as approved, is consistent with applicable City Council policies, or counterbalancing considerations justify the inconsistency.

*Analysis: As described in the Public Hearing Notification section below, the project is consistent with the City Council Policies on Public Outreach. The project also has been evaluated with City Council Policy number 6-29 Post-Construction Urban Runoff Management and has been found in compliance. The proposed project includes 11 treatment areas, comprised of flow-through planters and self-retaining areas. Additionally, the project would connect the trash area to the sanitary sewer, utilizing water efficient irrigation systems, providing beneficial landscaping and providing storm drain labeling. All these source control measures assist in preventing polluted runoff.*

4. The interrelationship between the orientation, location, and elevations of proposed buildings and structures and other uses on-site are mutually compatible and aesthetically harmonious.

*Analysis: The project site will contain the single-use of a multi-family residential use, which is contained solely in one building. There are no other buildings proposed on-site.*

5. The orientation, location and elevation of the proposed buildings and structures and other uses on the site are compatible with and are aesthetically harmonious with adjacent development or the character of the neighborhood.

*Analysis: The project is compatible with a previously approved adjacent development project (Planning File No. H15-046) in that the height, massing and architectural style is similar. H15-046 is approved with building heights up to 75 feet to the top of the elevator and approximately 65 feet tall to the top of the parapet. Additionally, the H15-046 project is approved with a modern aesthetic, utilizing clean lines and similar materials as the proposed project. The previously approved development project is located north of the project site and is located on the same block as the proposed project. While the proposed project is not physically compatible with the existing surrounding uses (i.e., single-story single-family residential uses and single-story commercial uses), the project is of a scale that the Diridon Station Area Plan and the General Plan envisions for redevelopment.*

6. The environmental impacts of the project, including but not limited to noise, vibration, dust, drainage, erosion, storm water runoff, and odor which, even if insignificant for purposes of the California Environmental Quality Act (CEQA), will not have an unacceptable negative affect on adjacent property or properties.

*Analysis: The demolition of existing buildings and the construction of a new 130-unit residential building will not have an unacceptable negative affect on adjacent property or properties. In addition to the Addendum prepared pursuant to the California Environmental Quality Act (CEQA), the project was also evaluated per adopted stormwater requirements and has been found in compliance by providing eleven biotreatment areas on the project site. Additionally, the proposed residential use is not anticipated to create odor as much of the activity occurs indoors. Lastly, noise and ground vibration related to construction and demolition are the only anticipated temporary noise sources.*

7. Landscaping, irrigation systems, walls and fences, features to conceal outdoor activities, exterior heating, ventilating, plumbing, utility and trash facilities are sufficient to maintain or upgrade the appearance of the neighborhood.

*Analysis: The proposed project includes new landscaping, irrigation systems, walls and fences, trash facilities that will upgrade the appearance of the neighborhood. The proposed project includes nine new trees and a new decorative metal fence that encloses the common open space. The proposed trash enclosure is located inside the garage and therefore, is screened from the public right-of-way.*

8. Traffic access, pedestrian access and parking are adequate.

*Analysis: The project includes vehicular access off of Auzerais Avenue only and does not propose vehicular access on Delmas Avenue. The project features pedestrian access on Delmas Avenue and Auzerais Avenue. As discussed on the Zoning Conformance section above, the project includes a 50% reduction in the required parking and an alternative parking arrangement (i.e., car lifts). As part of the 50% reduction in parking, the project is required to implement the Transportation Demand Management (TDM) measures for the life of the project. These TDM measures include, free SmartPass, free car share (e.g., Zipcar) memberships, free bike share memberships, an on-site cargo bicycle share program, unbundled parking, and an on-site TDM coordinator.*

### **Evaluation Criteria for Demolition**

Chapter 20.80 of the San José Municipal Code establishes evaluation criteria for issuance of a permit to allow for demolition. These criteria are made for the Project based on the above-stated findings related to General Plan, Zoning and CEQA conformance and for the reasons stated below, and subject to the conditions set forth in the Resolution.

1. The failure to approve the permit would result in the creation or continued existence of a nuisance, blight or dangerous condition;
2. The failure to approve the permit would jeopardize public health, safety or welfare;
3. The approval of the permit should facilitate a project which is compatible with the surrounding neighborhood;
4. The approval of the permit should maintain the supply of existing housing stock in the City of San José;
5. Both inventoried and non-inventoried buildings, sites and districts of historical significance should be preserved to the maximum extent feasible;
6. Rehabilitation or reuse of the existing building would not be feasible; and
7. The demolition, removal or relocation of the building without an approved replacement building should not have an adverse impact on the surrounding neighborhood.

*The demolition of the existing buildings will facilitate the construction of a six-story building that will enhance the area and is compatible with the surrounding neighborhood. The surrounding neighborhood is comprised of residential uses. While there is an existing single-family house located on the project site, the project will not reduce the supply of housing as it is proposing 130 residential units. Reusing the existing buildings is not feasible as it is likely that the project site would not be able to accommodate the parking and open space requirements.*

*As part of the environmental review process, a historic evaluation was completed for the project and it was found to not rise to the level of a local, state, or federal designation. The existing buildings on the project site are not historically significant under the City's historic preservation ordinance, the California Register of Historic Resources or the National Register of Historic Places.*

### **Tree Removal Findings**

Chapter 13.32 of the San José Municipal Code establishes required findings for a Tree Removals which findings are made for the Project based on the above-stated findings related to General Plan, Zoning and CEQA conformance and for the reasons stated below, and subject to the conditions set forth in this Permit. In order to make the Tree Removal findings pursuant to Section 13.32.100 of the San José Municipal Code and recommend approval to the City Council, Planning Commission must determine that:

1. That the condition of the tree with respect to disease, danger of falling, proximity to an existing or proposed structure, and/or interference with utility services, is such that preservation of the public health or safety requires its removal.

*Analysis: The proposed project includes removal of two ordinance sized trees that are on the project site, one that is approximately 104 inches and the other 70 inches in circumference. The trees are identified as number 189 and number 193 in the tree evaluation table on Sheet A1.0a of the attached plan set and are presently located in the areas of improvement and grading. Not only*



*are these species deemed unsuitable by the City Council (City Council Resolution No. 76526) as they are Trees of Heaven, they also have poor form and structure, as per the Tree Evaluation Survey performed by HortScience, Inc. As a condition of approval, the project is required to abide by the City of San José standard tree replacement ratios, which requires replacement for ordinance sized trees, non-ordinance sized trees, native trees, non-native trees and orchards. The project is proposing a total of nine new trees to be planted in the common open space area and therefore, satisfies the standard replacement ratio of four trees.*

### **Subdivision Map Act Findings**

In accordance with Section 66474 of the Government Code of the State of California, the Director of Planning of the City of San José, in consideration of the proposed subdivision shown on the Vesting Tentative Map with the imposed conditions, shall deny approval of a Vesting Tentative Map, if it makes any of the following findings:

1. That the proposed map is not consistent with applicable General and Specific Plans as specified in Section 65451.
2. That the design or improvement of the proposed subdivision is not consistent with applicable General and Specific Plans.
3. That the site is not physically suitable for the type of development.
4. That the site is not physically suitable for the proposed density of development.
5. That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
6. That the design of the subdivision or type of improvements is likely to cause serious public health problems.
7. 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.

*Based on review of the proposed subdivision, the Director of Planning of the City of San José does not make any such findings to deny the subject subdivision. The project is consistent with the General Plan goals, policies and land use designation. The project complies with the General Plan goals and policies related to Downtown design, growth areas, among others. General Plan land use designation of Downtown allows for high-density residential projects. The project site is physically suitable for the project and proposed density in that it the development intensity is encouraged and expected within the Downtown. Furthermore, the project site does not contain any historic resources or sensitive habitats or wildlife. The project is required to improve the public sidewalks on Delmas Avenue, and Auzerais Avenue.*

### **Subdivision Ordinance Findings**

In accordance with San José Municipal Code (SJMC) section 19.12.130, the Director may approve the Tentative Map if the Director cannot make any of the findings for denial in Government Code section 66474 and the Director 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 Director may approve the project if the Director does not make any of the findings for denial in San José Municipal Code Section 19.12.220.

Section 19.12.130 incorporates the findings for denial in Section 66474 of the Government Code specified in Findings Section 1 herein.

*As described above, based on review of the proposed subdivision, the Director of Planning of the City of San José does not make any such findings to deny the subject subdivision. Additionally, the Addendum prepared for the project does not identify any significant environmental impacts.*

#### **CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

An Addendum to the Diridon Station Area Plan Environmental Impact Report (EIR), San José Downtown Strategy 2000 EIR, and Envision San José 2040 General Plan EIR, Supplemental EIR, and Addenda thereto was prepared by the Director of Planning, Building, and Code Enforcement for the subject Rezoning, Special Use Permit, and Vesting Tentative Map. The Diridon Station Area Plan and San José Downtown Strategy 2000 EIRs contain sufficient information to provide project-level environmental clearance for certain impacts by including standard measures that apply to all projects in San José. The proposed project is eligible for an Addendum pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15164 and was completed in compliance with CEQA to reflect an independent judgment and analysis of the project.

An Initial Study was prepared in support of the Addendum that provided analysis of the proposed actions. The Initial Study outlined relevant mitigation measures, as identified in the previous EIRs, for air quality and biological resources impacts. Mitigation measures are outlined for both of these resource areas which will reduce any potentially significant project impacts to a less-than-significant level. These mitigation measures include preparing a diesel particulate matter emissions reduction plan for construction equipment and conducting pre-construction bird surveys. The mitigation measures and associated compliance methods are included in the Mitigation Monitoring and Reporting Program.

Additionally technical reports were complete for the project, including a historic evaluation. Due to the age of the structures on site, more than 45 years, historic evaluations were completed for the structures at 383 Delmas Avenue and 425 Auzerais Avenue to determine if the buildings are eligible to be listed on historic registers at the national, state, and local level. The historic evaluation determined that the structures are not associated with significant events or historically significant persons, not a significant example of the architectural style, and does not appear to have the potential to yield information important to history. Based on the conclusion of the evaluation, both the structures are not considered eligible for listing on the National Register, California Register, or the City's Historic Resources Inventory and are, therefore, not considered historic resources.

The Initial Study concluded that the Diridon Station Area Plan EIR, San José Downtown Strategy 2000 EIR, and Envision San José 2040 General Plan EIRs adequately address the environmental effects of the proposed project with supplemental evaluation, and the project would not result in significant environmental effects that are not already identified in the EIRs.

The City must consider this Addendum, along with the Diridon Station Area Plan EIR, San José Downtown Strategy 2000 EIR, and Envision San José 2040 General Plan EIRs, prior to making a decision on the project. The Addendum identified that the implementation of the project would not result in any significant effects on the environment. The Addendum, Initial Study, associated appendices, and other related environmental documents are available on the Planning website at: <http://www.sanjoseca.gov/index.aspx?nid=6016>.

**PUBLIC HEARING NOTIFICATION**

In order to inform the public of the proposed project, staff followed Council Policy 6-30: Public Outreach Policy. A community meeting was held on Thursday, March 1, 2018. There were approximately 15 people in attendance at the community meeting. There were concerns and questions raised regarding the reduction in off-street vehicular parking.

A notice of the public hearing was distributed to the owners and tenants of all properties located within 1,000 feet of the project site. The staff report is also posted on the City's website. Staff has been available to respond to questions from the public.

**Project Manager:** Tracy Tam

**Approved by:** *[Signature]* FOR, Rosalynn Hughey,  
Director of Planning, Building & Code Enforcement

**Date:** 5/15/18

<b>Attachments:</b>
Attachment A: Draft CEQA Resolution
Attachment B: City Council Draft Rezoning Ordinance
Attachment C: Draft Vesting Tentative Map Resolution
Attachment D: Draft Special Use Permit Resolution
Attachment E: Special Use Permit Plan Set and Vesting Tentative Map Plan Set
Attachment F: Transportation Demand Management Plan

<b>Owner:</b>	<b>Applicant:</b>
Auzerais SJ LLC Et al PO Box 391737 Mountain View, CA 94039	Salvatore Caruso Salvatore Caruso Design Corporation 980 El Camino Real, Suite 200 Santa Clara, CA 95050

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE ADOPTING THE AUZERAI AVENUE RESIDENTIAL PROJECT ADDENDUM TO THE DIRIDON STATION AREA PLAN ENVIRONMENTAL IMPACT REPORT, DOWNTOWN STRATEGY 2000 ENVIRONMENTAL IMPACT REPORT, AND THE ENVISION SAN JOSE 2040 GENERAL PLAN ENVIRONMENTAL IMPACT REPORT, THE GENERAL PLAN SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT, AND ADDENDA THERETO ALL IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AS AMENDED, AND ADOPTING A RELATED MITIGATION MONITORING AND REPORTING PROGRAM**

**WHEREAS**, the City of San José (“City”) acting as lead agency under the California Environmental Quality Act of 1970, together with state and local guidelines implementing said Act, all as amended to date (collectively “CEQA”), prepared the Final Program Environmental Impact Report for the Diridon Station Area Plan (“DSAP FEIR”), which analyzed the environmental impacts of future development as established in the Diridon Station Area Plan; and

**WHEREAS**, the Planning Commission of the City certified said DSAP FEIR, which certification was not appealed; and

**WHEREAS**, in connection with the adoption of a resolution approving said Diridon Station Area Plan (Planning File No. PP09-163), the City Council adopted Resolution No. 77096 on July 14, 2014, setting forth certain findings pertaining to the DSAP FEIR and adopting a mitigation monitoring and reporting program, all pursuant to the provisions of CEQA; and

**WHEREAS**, the City prepared, completed, and adopted in accordance with CEQA the Final Program Environmental Impact Report for the Downtown Strategy 2000 ("Downtown Strategy FPEIR"), which analyzed the environmental impacts of future development in the expanded Greater Downtown Area as established by the Downtown Strategy 2000 long-range program to allow high density infill development and the expansion of the Greater Downtown Area; and

**WHEREAS**, the Planning Commission of the City certified said Downtown Strategy FPEIR, which certification was not appealed; and

**WHEREAS**, in connection with the adoption of a resolution approving said Downtown Strategy 2000 Plan (Planning File No. PP03-123), the City Council adopted Resolution No. 72767 on June 21, 2005, setting forth certain findings pertaining to the Downtown Strategy FPEIR and adopting a mitigation monitoring and reporting program, all pursuant to the provisions of CEQA; and

**WHEREAS**, the City prepared, completed, and adopted in accordance with CEQA the Final Program Environmental Impact Report for the Envision San José 2040 General Plan ("General Plan FPEIR"), which analyzed the environmental impacts set forth from the land use and development assumptions of the Envision San José 2040 General Plan; and

**WHEREAS**, the Planning Commission of the City certified said General Plan FPEIR, which certification was not appealed; and

**WHEREAS**, in connection with the adoption of a resolution approving said Envision San José 2040 General Plan (Planning File No. PP09-011), the City Council adopted Resolution No. 76041 on November 1, 2011, setting forth certain findings pertaining to

the General Plan FPEIR and adopting a mitigation monitoring and reporting program, all pursuant to the provisions of CEQA; and

**WHEREAS**, subsequent to said actions on the General Plan FPEIR, the City prepared, completed, and adopted in accordance with CEQA the Supplemental EIR (“SEIR”) for the Envision San José 2040 General Plan, Greenhouse Gas Reduction Strategy (Planning File No. PP15-060); and

**WHEREAS**, the Planning Commission of the City certified said SEIR, which certification was not appealed; and

**WHEREAS**, the City Council adopted Resolution No. 77617 on December 15, 2015 setting forth certain findings pertaining to the SEIR, all pursuant to the provisions of CEQA; and

**WHEREAS**, prior to the adoption of this Resolution, the Planning Director of the City of San José prepared and approved an Addendum to the DSAP FEIR, Downtown Strategy FPEIR, and the General Plan FPEIR, SEIR and Addenda thereto for the Auzerais Avenue Residential Project under Planning File Nos. C17-009, SP17-016, and T17-015 (the “Addendum”), all in accordance with CEQA; and

**WHEREAS**, the Auzerais Avenue Residential Project (the “Project”) analyzed under the Addendum consists of a conventional rezoning from the LI Light Industrial and R-2 Two-Family Residence District Zoning Districts to the DC Downtown Zoning District to allow residential uses; a Special Use Permit to demolish the existing buildings and allow the construction of a six-story residential building including podium parking and up to 130 attached residential units; and a Tentative Map to combine three lots into two lots and create 130 condominium units, on a 1.05 gross acre site located on the north side of

Auzerais Avenue (425 & 433 Auzerais) and west side of Delmas Avenue (383 Delmas) in San José, California; and

**WHEREAS**, as further described in the Addendum, the implementation of the Project would not result in new significant effects on the environment beyond those already identified in the previously approved DSAP FEIR, Downtown Strategy FPEIR, General Plan FPEIR, and SEIR, nor will the Project result in an increase in the severity of significant effects identified in the DSAP FEIR, Downtown Strategy FPEIR, General Plan FPEIR, and SEIR, and identified mitigation measures, as amended, would continue to reduce each of those significant effects to a less-than significant level; and

**WHEREAS**, although the Project will not result in any new significant effect or increase in the severity of an existing significant effect on the environment, revisions to standard measures and mitigation measures are being made to reflect current General Plan policies and current protocols, which have been updated to incorporate applicable mitigations from the DSAP FEIR, Downtown Strategy FPEIR, General Plan FPEIR, and SEIR into the Project; and

**WHEREAS**, the related mitigation measures are described in the Addendum; and

**WHEREAS**, a related Mitigation Monitoring and Reporting Program ("Mitigation Monitoring and Reporting Program") was prepared that incorporates certain mitigation measures from the previously certified DSAP FEIR, Downtown Strategy FPEIR, General Plan FPEIR and SEIR, which have been updated and refined to reflect the current regulatory context; and

**WHEREAS**, the City of San José is the lead agency on the Project, and the City Council is the decision-making body for the proposed approval to undertake the Project; and

**WHEREAS**, the City Council has reviewed and considered the DSAP FEIR, Downtown Strategy FPEIR, General Plan FPEIR, SEIR and the Addendum, including the related Mitigation Monitoring and Reporting Program for the Project and intends to take actions on the Project in compliance with CEQA and state and local guidelines implementing CEQA; and

**WHEREAS**, the DSAP FEIR, Downtown FPEIR, General Plan FPEIR, SEIR and the Addendum thereto and related Mitigation Monitoring and Reporting Program for the Project are on file in the Office of the Director of Planning, located at 200 East Santa Clara Street, 3rd Floor Tower, San José California, 95113, are available for inspection by any interested person at that location and are, by this reference, incorporated into this Resolution as if fully set forth herein;

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

**THAT THE CITY COUNCIL** does hereby make the following findings: (1) it has independently reviewed and analyzed the DSAP FEIR, Downtown Strategy FPEIR, General Plan FPEIR, and SEIR, as all modified by the Addendum, as well as other information in the record and has considered the information contained therein, prior to acting upon or approving the Project, (2) the Addendum modifying the DSAP FEIR, Downtown Strategy FPEIR, General Plan FPEIR, and SEIR prepared for the Project has been completed in compliance with CEQA and is consistent with state and local guidelines implementing CEQA, and (3) the Addendum modifying the DSAP FEIR, Downtown Strategy FPEIR, General Plan FPEIR, and SEIR represents the independent judgment and analysis of the City of San José, as lead agency for the Project. The City Council designates the Director of Planning at the Director's Office at 200 East Santa



Clara Street, 3rd Floor Tower, San José, California, 95113, as the custodian of documents and records of proceedings on which this decision is based.

**THAT THE CITY COUNCIL** does hereby find that based upon the entire record of proceedings before it and all information received that there is no substantial evidence that the Project will have a significant effect on the environment and does hereby adopt the Addendum and related Mitigation Monitoring and Reporting Program prepared for the Project (Planning File Nos. C17-009, SP17-016, and T17-015). The Mitigation Monitoring and Reporting Program is attached hereto as Exhibit A and is fully incorporated herein by this reference. The DSAP FEIR, Downtown Strategy FPEIR, General Plan FPEIR, SEIR and the Addendum and Mitigation Monitoring and Reporting Program are: (1) on file in the Office of the Director of Planning, located at 200 East Santa Clara Street, 3rd Floor Tower, San José, California, 95113, and (2) available for inspection by any interested person.

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ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2018, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

\_\_\_\_\_  
SAM LICCARDO  
Mayor

ATTEST:

\_\_\_\_\_  
TONI J. TABER, CMC  
City Clerk

DRAFT

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE OF THE CITY OF SAN JOSÉ REZONING CERTAIN REAL PROPERTIES OF APPROXIMATELY 0.68 ACRES GENERALLY SITUATED AT THE NORTHWEST CORNER OF DELMAS AVENUE AND AUZERAIS AVENUE (425 AZURAS AVENUE; APN: 264-26-088 AND 383 DELMAS AVENUE; APN: 264-26-013) FROM THE LI LIGHT INDUSTRIAL ZONING DISTRICT AND THE R-2 TWO-FAMILY RESIDENCE ZONING DISTRICT TO THE DC DOWNTOWN PRIMARY COMMERCIAL ZONING DISTRICT.**

**WHEREAS**, all rezoning proceedings required under the provisions of Chapter 20.120 of Title 20 of the San José Municipal Code have been duly had and taken with respect to the real property hereinafter described; and

**WHEREAS**, pursuant to Section 15164 of the CEQA Guidelines, the City of San José has prepared an Addendum to the Diridon Station Area Plan Environmental Impact Report, San José Downtown Strategy 2000 Environmental Impact Report, Envision San José 2040 General Plan Environmental Impact Report, Supplemental Environmental Impact Report, and Addenda thereto, and determined that the proposed rezoning is pursuant to or in furtherance of the Diridon Station Area Plan Final Program Environmental Impact Report, for which findings were adopted by City Council through its Resolution No. 77096 on June 15, 2014, the Downtown Strategy 2000 Final Program Environmental Impact Report, for which findings were adopted by City Council through its Resolution No. 72767 on June 21, 2005, Envision San José 2040 General Plan Final Program Environmental Impact Report, for which findings were adopted by City Council through its Resolution No. 76041 on November 2, 2011, and Supplemental Environmental Impact Report to the Envision San José 2040 General Plan Final Program Environmental Impact Report, for which findings were adopted by City Council through its Resolution No. 77617 on December 15, 2015; and

**WHEREAS**, the City Council of the City of San José is the decision-making body for the proposed subject rezoning to the DC Downtown Primary Commercial Zoning District; and

**NOW, THEREFORE**, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF SAN JOSÉ:

**SECTION 1.** All that real property hereinafter described in this section, hereinafter referred to as "subject site," is hereby rezoned as DC Downtown Primary Commercial Zoning District.

The subject property referred to in this section is all that real property situated in the County of Santa Clara, State of California, described in Exhibit "A" and depicted in Exhibit "B" attached hereto and incorporated herein by this reference.

**SECTION 2.** The district map of the City is hereby amended accordingly.

**SECTION 3.** The land development approval that is the subject of City File No. C17-009 is subject to the operation of Part 2.75 of Chapter 15.12 of Title 15 of the San José Municipal Code. The applicant for or recipient of such land use approval hereby acknowledges receipt of notice that the issuance of a building permit to implement such land development approval may be suspended, conditioned or denied where the City Manager has determined that such action 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 by the California Regional Water Quality Control Board for the San Francisco Bay Region.

**PASSED FOR PUBLICATION** of title this 19<sup>th</sup> day of June, 2018 by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

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SAM LICCARDO  
Mayor

ATTEST:

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TONI J. TABER, CMC  
City Clerk

RESOLUTION NO. \_\_\_\_

**A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE APPROVING A VESTING TENTATIVE MAP, SUBJECT TO CONDITIONS, TO COMBINE THREE PARCELS INTO ONE LOT AND TO SUBDIVIDE INTO 130 RESIDENTIAL CONDOMINIUMS AND COMMON AREA ON A 1.05 GROSS ACRE SITE, GENERALLY LOCATED AT THE NORTHSIDE OF AUZERAIS AVENUE (425 AUZERAIS; APN: 264-26-088, 433, 435, AND 437 AUZERAIS AVENUE; APN: 264-26-017) AND THE WESTSIDE OF DELMAS AVENUE (383 DELMAS AVENUE; APN: 264-26-013)**

**FILE NO. T17-015**

**WHEREAS**, pursuant to the provisions of Chapter 19.13 of Title 19 of the San José Municipal Code, on March 21, 2018, an application (File No. T17-015) was filed by the contact person, Salvatore Caruso on behalf of Auzerais SJ LLC Et Al, the owner, with the City of San José for a Vesting Tentative Map to combine three lots into one lot and to subdivide into 130 residential condominium units and a common area, on that certain real property situated in the DC Downtown Primary Commercial Zoning District located on the northside of Auzerais Avenue and the west side of Delmas Avenue (383 Delmas Avenue; APN: 264-26-013, 425 Auzerais Avenue; APN: 264-26-088, 433, 435, and 437 Auzerais Avenue, APN: 264-26-017), 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" which is 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 application on May 23, 2018, notice of which was duly given; and

**WHEREAS**, at said hearing on May 23, 2018, 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 this Planning Commission received and considered the reports and recommendations of the City's Director of Planning, Building and Code Enforcement; 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 on June 19, 2018, notice of which was duly given. Per Municipal Code Section 20.100.140, whenever applications for the same site have been filed for one or more development permits or approvals required by this title, such development permit or approvals may be reviewed and acted on in a unified process. The unified process shall use the procedures required for the highest level permit or approval, in this case, the Conventional Rezoning (File No. C17-009); 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 "Vesting Tentative Map," dated received on April 16, 2018, said plan is on file in the Department of Planning, Building and Code Enforcement and is available for inspection by anyone interested herein, and said development plan is incorporated herein by this reference, the same as if it were 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 consists of three parcels and is currently developed with a single-family residence, and commercial building. North of the project site are single-family residential uses. South of the project site is an existing restaurant, single-family residential, and a commercial business. East of the project site is CA-87 Guadalupe Freeway and west of the project site are single-family residential uses. The nearby single-family residential uses are primarily one-story structures. The project site is also adjacent to a development project located to the north, approved in 2016 (File Numbers C15-047, H15-046, and T15-058) for a five-story building with 120 residential units.
2. **Project Description.** On March 20, 2017, the applicant filed an application with the City of San José for a Conventional Rezoning of a portion of the subject site from the LI Light Industrial Zoning District and the R-2 Two-Family Residence Zoning District to the DC Downtown Primary Commercial Zoning District. The rezoning enables the implementation of the proposed Special Use Permit and Vesting Tentative Map to allow the demolition of four existing structures, removal of two ordinance sized trees, and the construction of a new six-story 130 residential units, the utilization of Transportation Demand Management (TDM) measures to reduce the parking requirements by 50%, and an alternative parking design (i.e., car lifts), and to combine three parcels into one lot, and to resubdivide the lot into 130 residential condominium units and a common area. The proposed rezoning is for 425 Auzerais Avenue (APN: 264-26-088), which spans between Auzerais and Delmas Avenues and it is also split zoned with LI Light Industrial and R-2 Two-Family Residence Districts and 383 Delmas Avenue (APN: 264-26-013), which is zoned LI Light Industrial. These two sites are proposed to be changed to the DC Downtown Primary Commercial Zoning District. 437 Auzerais Avenue (APN: 264-26-017) is proposed to remain as the R-2 Two-



Family Residence District. The project site contains two properties located on the westerly side of Delmas Avenue and two properties located on the north side of Auzerais Avenue.

- 3. General Plan Conformance.** The proposed project site has an Envision San José 2040 General Plan Land Use/Transportation Diagram designation of Downtown and Residential Neighborhood (Figure 3). The Downtown designation allows office, retail, service, residential, and entertainment uses in the Downtown. Redevelopment should be at very high intensities, unless incompatibility with other major policies within the General Plan (such as Historic Preservation Policies) indicates otherwise. The Residential Neighborhood designation is applied broadly throughout the City to encompass most of the established, single-family residential neighborhoods, including both the suburban and traditional residential neighborhood areas which comprise the majority of its developed land. The portion of the project site that has a General Plan land use designation of Residential Neighborhood is proposed to be used as common open space for the proposed project. The General Plan land use designation of Residential Neighborhood envisions lower densities (typically eight dwelling units per acre and/or matching existing neighborhood character) and strictly limits development to closely conform to the existing neighborhood form and pattern. This portion of the project site is also not located in the Diridon Station Area Plan boundary. By utilizing this portion of the project site as the common open space, the project is providing a transition from the densities allowed in General Plan land use designation of Downtown to the densities and forms allowed in the General Plan land use designation of Residential Neighborhood. The proposed site design allows a buffer between the existing single-family residential uses located along Gifford Avenue and the proposed six-story building.

The proposed Conforming Rezoning, Special Use Permit and Vesting Tentative Map are consistent with the following General Plan policies:

Major Strategy #8- Destination Downtown: Support continued growth in the Downtown as the City's cultural center and as a unique and important employment and residential neighborhood. Focusing growth within the Downtown will support the Plan's economic, fiscal, environmental, and urban design/placemaking goals.

Land Use Policy LU-3.1: Provide maximum flexibility in mixing uses throughout the Downtown Area. Support intensive employment, entertainment, cultural, public/quasi-public, and residential uses in compact, intensive forms to maximize social interaction; to serve as a focal point for residents, businesses, and visitors; and to further the Vision of the Envision General Plan.

*Analysis for Major Strategy #8 and LU-3.1: The General Plan land use designation for the project site is Downtown, which supports significant intensification of underutilized sites. The proposed project is a 130-unit residential project which will contribute to the growing critical population mass of the downtown in support of economic, fiscal, environmental, and urban design/placemaking goals and act as a transition to lower intensity residential uses.*

Implementation Policy IP-1.6: Ensure that proposals to rezone and prezone properties conform to the Land Use/Transportation Diagram and advance Envision General Plan vision, goals, and policies.

Implementation Policy IP-1.7: Use standard Zoning Districts to promote consistent development patterns when implementing new land use entitlements. Limit use of the Planned Development Zoning process to unique types of development or land uses which cannot be implemented through standard Zoning Districts, or to sites with unusual physical characteristics that require special consideration due to those constraints.

Implementation Policy IP-8.2: Use the City's conventional zoning districts, contained in its Zoning Ordinance, to implement the Envision General Plan Land Use/Transportation Diagram. These districts include a range of allowed land uses, development intensities, and standards within major land use categories (residential, commercial and industrial) together with zoning districts for other land uses such as mixed-use and open space. The various ranges of allowed use and development intensity correspond generally to the respective Envision General Plan land use designations, while providing greater detail as to the appropriate land uses and form of development.

*Analysis for IP-1.6, IP-1.7, and IP-8.2: The proposed rezoning would change the zoning for two parcels on the site from the LI Light Industrial and R-2 Two-Family Residential District to the DC Downtown Primary Commercial Zoning District. The DC Downtown Primary Commercial District is consistent with the General Plan land use designation and Diridon Station Area Plan of Downtown and is a conventional district. One of the properties that are part of the project (fronting Auzerais Avenue) is proposed to remain as the R-2 Two-Family Residential District, consistent with the project site's General Plan land use designation of Residential Neighborhood.*

Land Use Policy LU-2.1: Provide significant job and housing growth capacity within strategically identified "Growth Areas" in order to maximize use of existing or planned infrastructure (including fixed transit facilities), minimize the environmental impacts of new development, provide for more efficient delivery of City services, and foster the development of more vibrant, walkable urban settings.

*Analysis for LU-2.1: The proposed project is providing an additional 130 residential units to contribute to the critical population mass of the Downtown area in support of vibrant, walkable urban settings. The Downtown is considered a Growth Area as stated in the General Plan. The project site is also in support of existing and planned transit facilities located approximately 0.7 mile away from the Diridon Station, within approximately 0.4 mile from the Valléy Transportation Authority (VTA) San Fernando Light Rail station and within approximately 0.2 mile from a VTA bus stop (routes 23 and 81).*

- 4. Diridon Station Area Plan Conformance.** A portion of the project is located in the Diridon Station Area Plan (DSAP) boundary. The Diridon Station Area Plan has a designation of Downtown for the project site and the project site is located in the Southern Zone, subarea F (Park/San Carlos). The Diridon Station Area Plan land use

classification of Downtown supports residential uses as well as non-residential uses, including office, retail, service, hotel, medical, and entertainment uses. A portion of the site is in the Park/San Carlos (Area F) area (see Figure 4). The Park/San Carlos area is a mix of new and existing uses neighborhood with a mix of older, newer, smaller and large properties.

### *Design Guidelines*

The Diridon Station Area Plan's Design Guidelines represent a long-term vision for the area. Various design aspects are discussed in detail below.

### Maximum Build-Out

The Diridon Station Area Plan anticipates the eventual build-out for the area, establishing the maximum theoretical development that could occur. This site allows a maximum of 154 residential units, up to 15,000 square feet of retail (although not required as the site does not have a required retail frontage requirement, as shown as the thick dark purple line on Figure 4), and a maximum of eight stories tall. The project is in conformance with these requirements.

### Height

Guidelines are provided on the maximum height of buildings in the Diridon Station Area. These guidelines are consistent with the Federal Aviation Administration's (FAA) Part 77 Airport Approach Zone height limits and with the Santa Clara County Airport Land Use Commission's (ALUC) Comprehensive Land Use Plan (CLUP). The building height guidelines in the Southern Zone (Figure 4), as stated in the Diridon Station Area Plan, are intended to ensure the compatibility of new development with the surrounding relatively low density residential neighborhoods. The height guidelines in the Diridon Station Area Plan discourage taller buildings adjacent to areas with existing single-family homes and must be set back from the established single-family areas. The maximum height proposed is approximately 73 feet. The project provides an outdoor recreational area between the existing single-family residences and the building. The proposed outdoor recreational area acts as a buffer and a setback from the existing single-family residences and the proposed building. This buffer and setback area ranges from 30 feet to 70 feet.

### Setbacks

The Diridon Station Area Plan requires that residential buildings should be set back up to 15 feet from the street-facing property line to allow a transition zone between the public and private realm. This project has a setback of 15 feet and five inches off of Delmas Avenue and a varying setback of 10 feet and five inches to 17 feet and 4 inches off of Auzerias Avenue. The project complies with the set back from the street-facing property line off of Delmas Avenue of 15 feet, however, does not comply with the set back from the street-facing property line off of Auzerias Avenue. The extra two feet and four inches is intended to provide additional depths in the wall plane to create an interesting architectural expression and aesthetic, consistent with the Residential Design Guidelines.

### Parking Design

The Diridon Station Area Plan requires minimization of the visual impacts of non-active spaces by placing them behind active uses and landscaping. The only non-active use along the Auzerais Avenue frontage is the parking garage entrance, which is articulated with an aluminum and frosted glass door, and the fire riser room (Figure 6). The landscaping located in front of the fire riser room includes a variety of shrubs that will provide screening of the blank wall. The garage entrance is approximately 20 feet wide, which is the minimum in which the San José Municipal Code will allow for a two-direction drive aisle. The rest of the frontage includes active spaces with large, transparent windows including a lobby, bicycle parking and community room.

5. **Zoning Ordinance Compliance.** The current General Plan designation of Downtown and the proposed DC Downtown Primary Commercial Zoning District are not included in the list of General Plan designations and zonings districts in Table 20-70 that would allow the rezoning to be considered directly by the City Council without a recommendation by the Planning Commission as authorized by Section 20.120.100 and 20.120.110 of the San José Municipal Code. Therefore, the rezoning must be heard before the Planning Commission for recommendation to the City Council. The rezoning of two parcels (425 Auzerais Avenue and 383 Delmas Avenue) to DC Downtown Primary Commercial Zoning District is the appropriate zoning designation for land designated as Downtown in the General Plan Land Use/Transportation Diagram in that this proposal implements the General Plan by providing additional housing stock in a growth area in a compact urban form.

As noted above, 425 Auzerais Avenue (APN: 264-26-088) is located partly in the LI Light Industrial Zoning District and the R-2 Two-Family Residence Zoning District (split zoned) and 383 Delmas (APN: 264-26-013) is zoned LI Light Industrial. Both parcels would be rezoned to DC Downtown Primary Commercial Zoning District. 437 Auzerais Avenue (APN: 264-26-017) is proposed to remain as the R-2 Two-Family Residence District. The project does not propose any structures on this property and this property will be utilized for common open space.

### *Setbacks*

Properties located in the DC Downtown Primary Commercial Zoning District are not subject to any minimum setback requirements. However, there are setback requirements for the R-2 Two-Family Residence Zoning District. These setback requirements are as follows:

- Front: 15 feet
- Side, interior: 5 feet
- Rear, interior: 25 feet

The parcel proposed to remain as R-2 Two-Family Residence would be common open

space without any structures. A seven foot and six inch tall fence would be installed along the Auzerais Avenue frontage located 15 feet from the front property line on Auzerais Avenue. The fence will be approximately 73 feet long. The project would have a setback of 15 feet and five inches off of Delmas Avenue and a varying setback of 10 feet and five inches to 17 feet and 4 inches off of Auzerias Avenue. Therefore, the setback requirements are met.

### *Height*

Pursuant to Section 20.70.200 (Height, DC Districts) of the San José Municipal Code, properties located in the downtown zoning districts shall only be subject to the height limitations necessary for the safe operation of San José International Airport. The R-2 Zoning District allows a maximum height of 35 feet. The project does not propose any structures on the portion of the project that contains an R-2 Zoning District. The proposed building has a maximum height of 73 feet. Therefore, the project complies with the height requirements.

### *Off-Street Vehicle Parking*

Section 20.70.100 (Allowed Uses and Permit Requirements) of the San José Municipal Code sets forth the off-street vehicle parking requirements. A residential multiple dwelling requires one off-street vehicle parking space per unit. Based on 130 units, 130 off-street vehicle parking spaces are required. The project is proposing 65 parking spaces. Section 20.70.330 allows for the Director of Planning to grant up to a 15 percent parking reduction if the following findings can be made:

- a. The project has developed a Transportation Demand Management (TDM) program that provides evidence that a TDM program will reduce parking demand and identifies the percentage of parking demand that will be reduced through the TDM program. The TDM program will incorporate one or more elements of TDM including, but not limited to measures such as SmartPass transit card, parking cash-out, alternative work schedules, ride sharing, transit support, carpool/vanpools, shared parking, or any other reasonable measures; and
- b. The project demonstrates that it can maintain the TDM program for the life of the project and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use.

The project is proposing a TDM plan. The TDM plan provides the following elements for reducing the demand for parking for the life of the project:

- Provide two free Valley Transportation Authority (VTA) SmartPass (or equivalent) per unit;
- Provide two free car share (Zipcar or equivalent) memberships per unit;

- Provide one free Bay Area Bike Share (or equivalent) membership per unit;
- Provide on-site cargo bicycle share program available to all residents;
- Provide 100 percent unbundled parking; and
- Provide a designated on-site TDM Coordinator and services.

The Homeowners Association, property manager, or property owner shall include and maintain the TDM measures for the life of the project.

In addition to the 15% parking reductions allowed in Section 20.70.330, Section 20.90.220 allows up to an additional 50 percent parking reduction (to be applied after the application of the 15% reduction allowed in Section 20.70.330) if the following is able to be met:

- The structure/use is located within 2,000 feet of a proposed or an existing rail station, or bus rapid transit station,
- The project is providing all the bicycle parking required by Section 20.90.060,
- The project is proposing at least one of the following TDM measures: (1) Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc., and assign carpool, vanpool and car-share parking at the most desirable on-site locations at the ratio set forth in the development permit or development exception considering type of use; or (2) Develop a transit use incentive program for employees and tenants, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the region wide Clipper Card or VTA EcoPass system will satisfy this requirement),
- And the project is proposing at least two of the following measures:
  - (1) Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc., and assign carpool, vanpool and car-share parking at the most desirable on-site locations; or
  - (2) Develop a transit use incentive program for employees, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the regionwide Clipper Card or VTA EcoPass system will satisfy this requirement); or
  - (3) Provide preferential parking with charging station for electric or alternatively-fueled vehicles; or
  - (4) Provide a guaranteed ride home program; or
  - (5) Implement telecommuting and flexible work schedules; or

- (6) Implement parking cash-out program for employees (non-driving employees receive transportation allowance equivalent to the value of subsidized parking); or
- (7) Implement public information elements such as designation of an on-site TDM manager and education of employees regarding alternative transportation options; or
- (8) Make available transportation during the day for emergency use by employees who commute on alternate transportation (this service may be provided by access to company vehicles for private errands during the workday and/or combined with contractual or pre-paid use of taxicabs, shuttles, or other privately provided transportation); or
- (9) Provide shuttle access to Caltrain stations; or
- (10) Provide or contract for on-site or nearby child-care services; or
- (11) Incorporate on-site support services (food service, ATM, drycleaner, gymnasium, etc. where permitted in zoning districts); or
- (12) Provide on-site showers and lockers; or
- (13) Provide a bicycle-share program or free use of bicycles on-site that is available to all tenants of the site; or
- (14) Unbundled parking;

The project is located approximately 1,000 feet to Children's Discovery Museum Light Rail Station and approximately 1,900 feet of the San Fernando Light Rail Station and therefore, is located within 2,000 of two existing rail stations. The project is also providing 156 bicycle parking spaces when 130 bicycle parking spaces are required, therefore, the project complies with the bicycle parking requirement. As mentioned above, the project is providing six TDM measures. Because the project is located within 2,000 feet of two existing Light Rail Stations, is providing above the minimum bicycle parking requirement and is proposing three TDM measures, the project is able to utilize additional parking reductions pursuant to Section 20.90.220. The in the required off-street parking with the implementation of three of the listed Transportation Demand Management (TDM) measures (which are included in the conditions of approval). The project is proposing a 50% reduction in the off-street vehicle parking requirements.

Transportation Demand Management (TDM) Findings. Chapter 20.90.220.A.1.e. requires any project that utilizes a TDM program to make the following findings:

- a. The decision maker for the project application shall first find in addition to other required findings that the project applicant has demonstrated that it can maintain the TDM program for the life of the project, and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the

services of the building or use for which such parking is required, during the life of the building or use; and

*Based upon the TDM plan provided, the applicant can maintain the reduced parking through aggressive programs which encourage reduced car usage. Also, parking is unbundled, which requires the residents to rent parking spaces. The project's close proximity to the Diridon Station, VTA bus lines, Light Rail, and bicycle facilities will incentive the residents to utilize the TDM program features instead of using an automobile.*

- b. The decision maker for the project application also shall first find that the project applicant will provide replacement parking either on-site or off-site within reasonable walking distance for the parking required if the project fails to maintain a TDM program.

*If the TDM program fails, the site is located within 500 feet to a public parking lot, and 2,000 feet to the Diridon Station parking. If the project is unable to maintain the TDM program, a Special Use Permit Amendment is required to proceed in order to satisfy the increased parking demand through adjustments to the TDM program or the use of off-site parking facilities.*

#### Alternative Parking Arrangement

The project will provide 65 spaces with 22 spaces accommodated by an automated parking lift system manufactured by Klaus Multiparking, Model GmbH trend vario 2400 series (<https://www.multiparking.com/index.php?KLAUS-TrendVario-parking-automat-parking-solution>) or equivalent brand and model. The lift allows the desired car to be called to the bottom row without requiring another car to be moved by a different resident. The lift works independently and does not rely on other cars to be moved to bring the car in question forward. This will be accomplished through an Alternative Parking Arrangement per Municipal Code Section 20.90.200:

- a. In addition to any other findings required for a Special Use Permit, the City Council may approve such off-street parking facilities arrangements only upon making the following findings:
- i. The number of off-street parking spaces provided in such parking facilities adequately meets the parking requirements of the individual buildings and uses as specified in this Chapter 20.90 of this title; in that, 130 parking spaces are required under the Code and 65 are provided.
  - ii. It is reasonably certain that the parking facility shall continue to be provided and maintained at the same location for the service of the building or use for which such facility is required, during the life of the building or use; in that, the lifts are conditioned to maintain their operation for the life of the project.



The parking facility is reasonably convenient and accessible to the buildings or uses to be served; in that, the lifts are located in the ground floor of the building and the lift allows the desired car to be called to the bottom row without requiring another car to be moved by a different resident.

#### *Bicycle Parking*

Table 20-140 in Section 20.70.100 of the SJMC requires one bicycle parking space per unit. Based on 130 residential units, 130 bicycle parking spaces are required. Bicycle parking is located in the lobby areas and in the parking garage. The project complies with the bicycle parking requirement by providing 156 bicycle parking spaces and one cargo bicycle parking space (to be shared among the building's tenants) exceeding the required 130 bicycle parking spaces.

6. **Residential Design Guidelines Conformance.** The project complies with the Residential Design Guidelines by being designed for the pedestrian at the ground level and providing an interesting architectural aesthetic. This project is pedestrian scaled by providing a 12-foot setback from the sidewalk, an awning and entry element at the ground floor, and a dark plaster finish material that provides a distinctive base. Furthermore, reduced building setbacks are appropriate to higher density housing types in areas near downtown to reinforce the planned urban character of the neighborhood.

The proposed project features a varied roof line with varying heights from approximately 65 feet to approximately 73 feet, which helps reduce the mass of the building and provides architectural interest. The project is incorporating a variety of materials, ranging from swiss pearl for the ground floor and entry way element and plaster for the body of the building. The proposed project also includes a varied building façade, recessed windows and protruding balconies, which all contribute to an interesting aesthetic. The proposed project includes an outdoor landscaped area, approximately 15,077 square feet, complete with picnic tables and barbeque facilities. This outdoor landscaped area is located on the western property line to provide a setback from the existing single-family residences. The proposed project includes a community room on the ground floor, and landscaped interior courtyards.

7. **Environmental Review.** An Addendum to the Diridon Station Area Plan Environmental Impact Report (EIR), San José Downtown Strategy 2000 EIR, and Envision San José 2040 General Plan EIR, Supplemental EIR, and Addenda thereto was prepared by the Director of Planning, Building, and Code Enforcement for the subject Rezoning, Special Use Permit, and Vesting Tentative Map. The Diridon Station Area Plan and San José Downtown Strategy 2000 EIRs contain sufficient information to provide project-level environmental clearance for certain impacts by including standard measures that apply to all projects in San José. The proposed project is eligible for an Addendum pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15164 and was completed in compliance with CEQA to reflect an independent judgment and analysis of the project.

An Initial Study was prepared in support of the Addendum that provided analysis of the proposed actions. The Initial Study outlined relevant mitigation measures, as identified in the previous EIRs, for air quality and biological resources impacts. Mitigation measures are outlined for both of these resource areas which will reduce any potentially significant project impacts to a less-than-significant level. These mitigation measures include preparing a diesel particulate matter emissions reduction plan for construction equipment and conducting pre-construction bird surveys. The mitigation measures and associated compliance methods are included in the Mitigation Monitoring and Reporting Program.

Additionally technical reports were complete for the project, including a historic evaluation. Due to the age of the structures on site, more than 45 years, historic evaluations were completed for the structures at 383 Delmas Avenue and 425 Auzeais Avenue to determine if the buildings are eligible to be listed on historic registers at the national, state, and local level. The historic evaluation determined that the structures are not associated with significant events or historically significant persons, not a significant example of the architectural style, and does not appear to have the potential to yield information important to history. Based on the conclusion of the evaluation, both the structures are not considered eligible for listing on the National Register, California Register, or the City's Historic Resources Inventory and are, therefore, not considered historic resources.

The Initial Study concluded that the Diridon Station Area Plan EIR, San José Downtown Strategy 2000 EIR, and Envision San José 2040 General Plan EIRs adequately address the environmental effects of the proposed project with supplemental evaluation, and the project would not result in significant environmental effects that are not already identified in the EIRs.

The City must consider this Addendum, along with the Diridon Station Area Plan EIR, San José Downtown Strategy 2000 EIR, and Envision San José 2040 General Plan EIRs, prior to making a decision on the project. The Addendum identified that the implementation of the project would not result in any significant effects on the environment. The Addendum, Initial Study, associated appendices, and other related environmental documents are available on the Planning website at: <http://www.sanjoseca.gov/index.aspx?nid=6016>.

8. **Subdivision Ordinance Findings.** In accordance with San José Municipal Code (SJMC) section 19.12.130, the Director may approve the Tentative Map if the Director cannot make any of the findings for denial in Government Code section 66474 and the Director 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 Director may approve the project if the Director does not make any of the findings for denial in San José Municipal Code Section 19.12.220. Section 19.12.130 incorporates the findings for denial in Section 66474 of the Government Code specified in Findings Section 1 herein.

*Analysis: As described above, based on review of the proposed subdivision, the Director of Planning of the City of San José does not make any such findings to deny the subject subdivision. Additionally, the Addendum prepared for the project does not identify any significant environmental impacts.*

9. **Tentative Map Findings.** In accordance with Section 66474 of the Government Code of the State of California, the Director of Planning of the City of San José, in consideration of the proposed subdivision shown on the Tentative Map with the imposed conditions, shall deny approval of a tentative map, 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 are 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.

*Analysis: Based on review of the proposed subdivision, the Director of Planning of the City of San José does not make any such findings to deny the subject subdivision. The project is consistent with the General Plan goals, policies and land use designation. The project complies with the General Plan goals and policies related to Downtown design, growth areas, among others. General Plan land use designation of Downtown allows for high-density residential projects. The project site is physically suitable for the project and proposed density in that it the development intensity is encouraged and expected within the Downtown. Furthermore, the project site does not contain any historic resources or sensitive habitats or wildlife. The project is required to improve the public sidewalks on Delmas Avenue, and Auzerais Avenue.*

In accordance with the findings set forth above, a Vesting 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 Vesting Tentative Map.** Per Section 19.12.230, should the applicant fail to file a timely and valid appeal of this Vesting Tentative Map within the applicable appeal period, such inaction by the applicant shall be deemed to constitute all of the following on behalf of the applicant:
  - a. Acceptance of the Vesting Tentative Map by the applicant; and
  - b. Agreement by the applicant to be bound by, to comply with, and to do all things required of or by the applicant pursuant to all of the terms, provisions, and conditions of this permit or other approval and the provisions of Title 19 applicable to such Vesting Tentative Map.
2. **Building Permit/Certificate of Occupancy.** Procurement of a Building Permit and/or Certificate of Occupancy from the Building Official for the structures described or contemplated under this Vesting Tentative Map shall be deemed acceptance of all conditions specified in this permit and the permittee's agreement to fully comply with all of said conditions. No change in the character of occupancy or change to a different group of occupancies as described by the "Building Code" shall be made without first obtaining a Certificate of Occupancy from the Building Official, as required under San José Municipal Code Section 24.02.610, and any such change in occupancy must comply with all other applicable local and state laws.
3. **Sewage Treatment Demand.** Chapter 15.12 of Title 15 of the San José Municipal Code requires that all land development approvals and applications for such approvals in the City of San José shall provide notice to the permittee for, or recipient of, such approval that no vested right to a Building Permit shall accrue as the result of the granting of such approval 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 Plant 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. Substantive conditions designed to decrease sanitary sewage associated with any land use approval may be imposed by the approval authority.
4. **Conformance to Plans.** Development of the site shall conform to approved Vesting Tentative Map project plans entitled, "Vesting Tentative Map," dated received on April 16, 2018 on file with the Department of Planning, Building and Code Enforcement, as may be amended and approved by the Director of Planning, Building, and Code Enforcement, and to the San José Building Code (San José Municipal Code, Title 24). The plans are referred to herein as the "Approved Plan Set" or "approved plans".

Additionally, the project shall conform to the approved Historic Preservation Permit and any other permit(s) issued for the project.

5. **Conformance with Other Permits.** The subject Vesting Tentative Map conforms to and complies in all respects with the Special Use Permit File No. SP17-016 on which such Vesting Tentative Map is based. Approval of said Vesting Tentative Map shall automatically expire with respect to any portion of the lands covered by such Vesting 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 Special 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 Vesting 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 his proposed subdivision at the time the final map is presented for approval, subdivider shall enter into an improvement contract pursuant to Agreement with the City of San José, in accordance with Section 19.32.130 of the San José Municipal Code, and provide the bonds and insurance mentioned therein.
8. **Final Map.** No Final Map or Tract Map shall be approved by City Council unless and until the appeal period for the development permit, File No. SP17-016 has expired and all appeals have been exhausted.
9. **Expiration of Vesting Tentative Map.** This Vesting Tentative Map shall automatically expire 48 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 Vesting Tentative Map is approved by the City Council.
10. **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.
11. **Homeowner's Association.** A Homeowner's Association (HOA) shall be established for maintenance of all common areas within the residential land use, including driveways/courtyards, landscaping and the community amenity area. A copy of the Development Permit, the accompanying Plan Set, any approved Amendments or Adjustments to the Development Permit, and a complete set of approved building and all improvement plans shall be provided to the Homeowner's Association by the applicant no later than 30 days upon completion of each phase. Documentation of HOA formation must be submitted to the City prior to issuance of the first certificate of occupancy for the project.

12. **Public Use Easements.** Subdivider shall dedicate on the final map for public use easements for public utilities, emergency access, open space, streets, pedestrian ways, sanitary sewers, drainage, flood control channels, water systems, and parking in and upon all areas within the subdivision shown on the Vesting Tentative Map for the subdivision to be devoted to such purposes.
13. **Distribution Facilities.** Subdivider shall, at no cost to the City, cause all new or replacement electricity distribution facilities (up to 40KV), telephone, community cable, and other distribution facilities located on the subject property to be placed underground.
14. **Diridon Station Area Financing Plan.** The San José City Council of the City of San José ("City") approved the Diridon Station Area Plan on June 17, 2014 ("Diridon Plan"). The Diridon Plan, in conjunction with the 2040 General Plan, provides the framework for development within the approximately 250-acre Diridon Plan area surrounding the existing Diridon Station and future High Speed Rail and Bay Area Rapid Transit hub.

The City is in the process of developing a comprehensive financing plan for the Diridon Plan ("Diridon Financing Plan") to fund public improvements, affordable housing, and other amenities and services. The Diridon Financing Plan may include the creation of a (i) Community Facilities District(s); (ii) Enhanced Infrastructure Financing District(s); (iii) Property Based Improvement District(s); (iv) Mitigation Impact Fee program; (v) Commercial linkage fee program; and/or (vi) other financing mechanism.

The City completed a Diridon Station Area Infrastructure Analysis on January 31, 2017 ("2017 Infrastructure Analysis"). The 2017 Infrastructure Analysis examined the basic public infrastructure required for the build-out of the Diridon Plan totaling approximately \$70 million for public streets, sanitary sewer, storm drain and flood control, potable and recycled water, and parks, plazas, and trails. The City is in the process of updating the 2017 Infrastructure Analysis. The City is also in the process of conducting various studies to determine the appropriate financing mechanisms to be included in the Diridon Financing Plan and fair-share contributions from each project located within and outside the Diridon Plan area boundary.

By accepting this Permit including the conditions of approval set forth in this Permit, permittee acknowledges it has read and understands the above. Permittee further agrees that prior to the issuance of any building permit, the proposed project shall be subject to, fully participate in, and pay any and all charge, fee, assessment or tax included in the City Council approved Diridon Financing Plan, as may be amended, which may include one or more of the financing mechanisms identified above.

**15. Housing.**

- a. Permit Issuance and/or Tentative Map or Parcel Map Approval. The above referenced proposed development(s) contains dwelling units and is thus subject to the City's Inclusionary Housing Ordinance or Affordable Housing Impact Fee

(AHIF). The Subdivider shall, as part of the application for First Approval, submit to the Housing Department for approval an Affordable Housing Compliance Plan Application (Compliance Plan), and all relevant attachments. The Compliance Plan Application is available at: <http://www.sanjoseca.gov/DocumentCenter/View/57915>. The Subdivider must also submit the required Compliance Plan application processing fee to the Housing Department. The Inclusionary Housing Ordinance and AHIF Resolution provide a process that allow developers to make a claim that a Project may be exempt from affordable housing obligations under the Inclusionary Housing Ordinance or the AHIF Resolution. However, the applicant who believes their project is exempt must submit a Compliance Plan Application, and provide information regarding eligibility for a claimed exemption. Please contact the Housing Department as soon as possible to initiate Affordable Housing Compliance Plan completion. The Compliance Plan must be submitted and approved by the Housing Department prior to Planning scheduling the Project for public hearing of the First Approval. Any Inclusionary Housing Ordinance benefits desired for on-site units (e.g. setbacks) listed in the Compliance Plan should be approved by Planning. The above listed permit(s) may seek demolition of existing structures with residential dwelling units. [If the existing structure is multi-family (triplexes or larger), the Subdivider is required to comply with the Tenant Protection Ordinance, and cannot evict tenants without good cause; intent to demolish the building is not good cause.] If the project involves demolition of existing multi-family residential units (built before September 7, 1979), that is subject to the Apartment Rent Ordinance (ARO), and includes at least four units, that are subject to the City's Ellis Act Ordinance. Requirements imposed upon the owner/developer include, but are not limited to, delivery of 120-days minimum to 1 year to tenants of owner's intent to withdraw building from the rental market, provide tenant relocation assistance, record an Ellis Act covenant. New or remodeled units rented within five years of withdrawal under the Ellis Act are subject to the ARO and impacted tenants are notified of their right to return to the property upon owner's intention to bring back the property onto the rental market. For information, please visit: [www.sjhousing.org](http://www.sjhousing.org) and/or call (408) 975-4480.

- b. Actions Required for Housing Department's Clearance for Building Permit(s) or Map Approval. Prior to the approval of any final or parcel map, or issuance of any building permit for a rental residential development, the developer of a Rental residential development shall either pay the outstanding AHIF fee(s) or, if the developer is claiming an exemption, the owner and developer shall execute an Affordable Housing Agreement to memorialize the project's affordable housing obligation, the outstanding requirements, and if needed, obtain a fee deferral. The Affordable Housing Agreement must then be recorded against the entire development. Prior to the approval of any final or parcel map, or issuance of any building permit for a For-Sale residential development, the developer of a project

that has claimed to be a For-Sale project shall provide evidence that it has met the For-Sale requirements and provide any documentation associated with its selected compliance option (e.g., on-site, off-site construction of affordable units), and any exemption that may have been claimed. The owner and developer shall execute an Affordable Housing Agreement to memorialize the project's affordable housing obligation and the outstanding requirements. The Affordable Housing Agreement must then be recorded against the entire development.

- a. Actions required for Housing Department's Clearance of Final Inspection and Issuance of Certificate of Occupancy. No Final Inspection Approval, Temporary Certificate of Occupancy, Certificate of Occupancy, or Notice of Completion for any units will be issued until all requirements of the Inclusionary Housing Ordinance, and/or the AHIF Resolution and implementing regulations are met.

**16. Public Works Clearance for Building Permit(s) or Map Approval:** Prior to the approval of the Tract or Parcel Map (if applicable) by the Director of Public Works, or the issuance of Building permits, whichever occurs first, the Subdivider shall be required to have satisfied all of the following Public Works conditions. The Subdivider is strongly advised to apply for any necessary Public Works permits prior to applying for Building permits. Standard review timelines and submittal instructions for Public Works permits may be found at the following: <http://www.sanjoseca.gov/index.aspx?nid=2246>

- a. **Construction Agreement:** The public improvements conditioned as part of this map require the execution of a Construction Agreement that guarantees the completion of the public improvements to the satisfaction of the Director of Public Works. This agreement includes privately engineered plans, bonds, insurance, a completion deposit, and engineering and inspection fees.
- b. **Transportation:** A Traffic Operational Analysis has been performed for this project based on a net of 87 AM and 87 PM peak hour trips. See separate Traffic memo dated 1/4/18 for additional information. The following conditions shall be implemented:
  - i. The parking garage entry gate shall be opened during the time period of the day when most of the inbound vehicle trips are likely to occur (generally from 2:00 pm to 7:00 pm).
  - ii. "No Parking" zones shall be installed adjacent to the project driveway, as well as appropriate audible and visible warning signals to alert pedestrians and bicyclists for vehicles exiting the site.
  - iii. Provide adequate car door buffer space between the parking spaces and garage supporting walls, and/or assign those parking spaces located adjacent to walls to residents with compact vehicles.
  - iv. On-street limited parking zone on Delmas Avenue or Auzerais Avenue for large



moving trucks shall be installed. The loading zone location and design shall be evaluated by City staff during the implementation phase.

- v. Based on the TDM measures included, the project should meet the 50 percent parking reduction goal. The project is required to submit an annual monitoring report, which measures the effectiveness of the TDM plan. Additional TDM measures may be required if the TDM measures are not effective. The project will also be required to implement control measures to prohibit parking at adjacent land uses. The TDM measures are as follows:
    - 1) Eco Pass or Clipper Card; two (2) per residential unit and one (1) per employee for the retail use.
    - 2) One (1) onsite Cargo Bicycle for the tenants to share for the life of the project.
    - 3) Provide 100% unbundled parking for all residential spaces.
    - 4) Employee incentive program for retail employees.
    - 5) Onsite TDM Coordinator to monitor and implement the TDM measures; including providing information packets on transportation options, implementing a car share/ride share program, monitoring parking demand, and scheduling the cargo bicycle.
  - vi. If the project fails to maintain the above TDM measures, a Permit Adjustment or Development Permit is required to modify the TDM, provide replacement parking (either on-site or off-site within reasonable walking distance for the parking required), pursuant to San Jose Municipal Code Section 20.90.220, as amended.
  - vii. With the inclusion of the above a) through e) conditions, the subject project will be in conformance with Envision San Jose 2040 General Plan Goals for the Downtown Strategy Plan.
- c. **Grading/Geology:**
- i. A grading permit is required prior to the issuance of a Public Works Clearance.
  - ii. All on-site storm drainage conveyance facilities and earth retaining structures 4' foot in height or greater (top of wall to bottom of footing) or is being surcharged (slope of 3:1 or greater abutting the wall) shall be reviewed and approved under Public Works grading and drainage permit prior to the issuance of Public Works Clearance. The drainage plan should include all underground pipes, building drains, area drains and inlets. The project shall provide storm drainage calculations that adhere to the 2013 California Plumbing Code or submit a stamped and signed alternate engineered design for Public Works discretionary approval and should be designed to convey a 10 year storm

event.

- iii. If the project proposes to haul more than 10,000 cubic yards of cut/fill to or from the project site, a haul route permit is required. Prior to issuance of a grading permit, contact the Department of Transportation at (408) 535-3850 for more information concerning the requirements for obtaining this permit.
  - iv. Because this project involves a land disturbance of one or more acres, the applicant is required to submit a Notice of Intent to the State Water Resources Control Board and to prepare a Storm Water Pollution Prevention Plan (SWPPP) for controlling storm water discharges associated with construction activity. Copies of these documents must be submitted to the City Project Engineer prior to issuance of a grading permit.
  - v. The Project site is within the State of California Seismic Hazard Zone. A geotechnical investigation report addressing the potential hazard of liquefaction must be submitted to, reviewed and approved by the City Geologist prior to issuance of a grading permit or Public Works Clearance. The report should also include, but not limited to: foundation, earthwork, utility trenching, retaining and drainage recommendations. The investigation should be consistent with the guidelines published by the State of California (CGS Special Publication 117A) and the Southern California Earthquake Center (SCEC, 1999). A recommended depth of 50 feet should be explored and evaluated in the investigation.
- d. **Stormwater Runoff Pollution Control Measures:** This project must comply with the City's Post-Construction Urban Runoff Management Policy (Policy 6-29) which requires implementation of Best Management Practices (BMPs) which includes site design measures, source controls and numerically-sized Low Impact Development (LID) stormwater treatment measures to minimize stormwater pollutant discharges.
- i. a) The project's preliminary Stormwater Control Plan and numeric sizing calculations have been reviewed, and this project will be in conformance with City Policy 6-29.
- e. **Stormwater Peak Flow Control Measures:** The project is located in a non-Hydromodification Management area and is not required to comply with the City's Post-Construction Hydromodification Management Policy (Council Policy 8-14).
- f. **Flood Zone X:** The project site is not within a designated Federal Emergency Management Agency (FEMA) 100-year floodplain. Flood Zone X is an area of moderate or minimal flood hazard. Zone X is used on new and revised maps in place of Zones B and C. There are no City floodplain requirements for Zone X.
- g. **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 Public Works clearance.

- h. **Parks:** This residential project is subject to either the requirements of the City's Park Impact Ordinance (Chapter 14.25 of Title 14 of the San Jose Municipal Code) or the Parkland Dedication Ordinance (Chapter 19.38 of Title 19 of the San Jose Municipal Code) for the dedication of land and/or payment of fees in-lieu of dedication of land for public park and/or recreational purposes under the formula contained within in the Subject Chapter and the Associated Fees and Credit Resolutions.
- i. **Undergrounding:**
  - i. The In Lieu Undergrounding Fee shall be paid to the City for all frontage adjacent to Auzerais Avenue and Delmas Avenue prior to issuance of a Public Works Clearance. One-Hundred percent (100%) of the base fee in place at the time of payment will be due. Currently, the 2018 base fee is \$485 per linear foot of frontage and is subject to change every January 31<sup>st</sup> based on the Engineering News Record's City Average Cost Index for the previous year. The project will be required to pay the current rate in effect at the time the Public Works Clearance is issued.
  - ii. The Director of Public Works may, at his discretion, allow the subdivider to perform the actual undergrounding of all off-site utility facilities fronting the project adjacent to Auzerais Avenue and Delmas Avenue. subdivider shall submit copies of executed utility agreements to Public Works prior to the issuance of a Public Works Clearance.
- j. **Street Improvements:**
  - i. Construct 10' wide attached sidewalk with 4'x5' tree wells along Auzerais Avenue project frontage.
  - ii. Construct 12' wide attached sidewalk with 4'x5' tree wells along Delmas Avenue project frontage. Provide approximately 2' wide sidewalk easement.
  - iii. Applicant shall be responsible to remove and replace curb, gutter, and sidewalk damaged during construction of the proposed project.
  - iv. Remove and replace curb, gutter, and sidewalk along project frontage.
  - v. Close unused driveway cut(s).
  - vi. Proposed driveway width to be 26'.
  - vii. Subdivider shall be responsible for adjusting existing utility boxes/vaults to grade, locating and protecting the existing communication conduits (fiber optic and copper) along the project frontage.
  - viii. Dedication and improvement of the public streets to the satisfaction of the Director of Public Works.

ix. City recommends reconstruction of the curb ramp at the corner intersection of the Auzerais Avenue and Delmas Avenue project frontages. This may benefit the users accessing the project site.

k. **Site Utilization Plan and Revocable Encroachment Permit (Street/Sidewalk Closures):** At the Implementation stage, subdivider shall provide to the Public Works Project Engineer a Site Utilization Plan with the application of a Revocable Encroachment Permit for any proposed sidewalk and lane closures to support the onsite construction activities.

i. The following should be included with the Site Utilization Plan and Revocable Permit application, but are not limited to:

1) **Site Utilization Plan and Letter of Intent:** The site utilization plan should provide a detailed plan of the location of the temporary facilities within the boundary of the construction site. The Letter of Intent should provide a description operations of the site as well as the reasons for the sidewalk/lane closures and why the activities/uses that are proposed within the Public right-of-way can't occur within the construction site. These include the use of the right of way for temporary facilities and activities such as man lifts, baker tanks, staging area, concrete pumping activities, etc. This would also provide a discussion as to the reasons why covered pedestrian walkways will not be provided (ex. swinging loads over sidewalk not safe for pedestrians).

2) **Multi-Phased Site Specific Sketches:** These sketches should show the phased closures during the course of construction with a provided timeframe estimate of when each phase would be implemented. These sketches should include the type and location of the work to be accomplished within the right-of-way. The exhibit should show in detail the vehicular and/or pedestrian diversion route that shows the appropriate safety equipment, such as barricades, cones, arrow boards, signage, etc.

ii. Subdivider shall minimize the potential impact to vehicular and pedestrian traffic by:

1) Implementing the closures at the time the onsite activities dictate the need for the closure.

2) Minimizing the closure timeframes to accomplish the onsite tasks and implement the next phase of the closure as outlined in condition 26.k.i.2 above.

iii. If proposed lane and parking closures are a part of the Revocable Permit Application, Subdivider shall submit Downtown Lane Closure and Tow Away Permit Applications to DOT. These applications may be obtained at: <http://www.sanjoseca.gov/index.aspx?NID=3713>. Subdivider shall contact

DOT at (408) 535-8350 for more information concerning the requirements of these applications.

- l. **SNI:** This project is located within the Delmas Park SNI area. Public improvements shall conform to the approved EIR and neighborhood improvement plan.
  - m. **Sanitary:** The project is required to submit plan and profile of the private sewer mains with lateral locations for final review and comment prior to construction.
  - n. **Greater Downtown Area Master Plans:** This project is located within the Greater Downtown area. Public improvements shall conform to the Council approved San Jose Downtown Streetscape and Street and Pedestrian Lighting Master Plans.
  - o. **Electrical:** Existing electroliers along the project frontage will be evaluated at the public improvement stage and any street lighting requirements will be included on the public improvement plans.
  - a. **Street Trees:** The locations of the street trees will be determined at the street improvement stage. Contact the City Arborist at (408) 794-1901 for the designated street tree. Install street trees within public right-of-way along entire project street frontage per City standards; refer to the current "Guidelines for Planning, Design, and Construction of City Streetscape Projects". Street trees shall be installed in cut-outs at the back of curb. Obtain a DOT street tree planting permit for any proposed street tree plantings. Street trees shown on this permit are conceptual only.
17. **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. \_\_\_\_\_.
18. **Revocation, Suspension, Modification.** This Vesting Tentative Map is subject to revocation for violation of any of its provisions or conditions.

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

APPROVED and issued this \_\_\_\_\_ day of \_\_\_\_\_, 2018, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

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SAM LICCARDO  
Mayor

ATTEST:

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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.*

DRAFT

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSÉ APPROVING, SUBJECT TO CONDITIONS, A SPECIAL USE PERMIT TO ALLOW AN ALTERNATIVE PARKING DESIGN (CARLIFTS), A SITE DEVELOPMENT PERMIT TO ALLOW THE REMOVAL OF TWO NON-ORDINANCE SIZED TREES, THE DEMOLITION OF FOUR EXISTING STRUCTURES, TOTALING APPROXIMATELY 8,193 SQUARE FEET, THE CONSTRUCTION OF A NEW SIX-STORY 130 RESIDENTIAL UNIT BUILDING TOTALING APPROXIMATELY 135,599 SQUARE FEET, AND THE UTILIZATION OF TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES TO REDUCE THE PARKING REQUIREMENTS BY 50%, LOCATED ON THE NORTHSIDE OF AUZERAIS AVENUE (425 & 433 AUZERAIS AVENUE; APNS: 264-26-088 AND 264-26-017) AND THE WESTSIDE OF DELMAS AVENUE (383 DELMAS AVENUE, APN: 264-26-013)**

**FILE NO. SP17-016**

**WHEREAS**, pursuant to the provisions of Chapter 20,100 of Title 20 of the San José Municipal Code, on March 20, 2017, an application (File No. SP17-016) was filed by the contact person, Salvatore Caruso on behalf of Auzerais SJ LLC Et Al, the owner, with the City of San José for a Special Use Permit to allow an alternative parking arrangement (carlifts), a Site Development Permit to allow the removal of two non-ordinance sized trees, the demolition of four existing structures, totaling approximately 8,193 square feet, the construction of a six-story 130 residential unit building totaling approximately 135,599 square feet, and the utilization of Transportation Demand Management (TDM) measures to reduce the parking requirements by 50%, all on an approximately 1.02 gross acre site on that certain real property situated in the LI Light Industrial Zoning District and the R-2 Two-Family Residence Zoning District and generally located on the northside of Auzerias Avenue and the west side of Delmas Avenue (383 Delmas Avenue; APN: 264-26-013, 425 Auzerais Avenue; APN: 264-26-088, 433, 435, and 437 Auzerais Avenue, APN: 264-26-017), 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" which is 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 application on May 23, 2018, 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 on June 19, 2018, this City Council received and considered the reports and recommendations of the City's Planning Commission and 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, "Auzerais Avenue," dated received on April 16, 2018, said plan is on file in the Department of Planning, Building and Code Enforcement and is available for inspection by anyone interested herein, and said plan is incorporated herein by this reference, the same as if it were 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; and

**WHEREAS**, this City Council has heard and considered the testimony presented to it at the public hearing, and has further considered written materials submitted on behalf of the project applicant, City staff, and other interested parties;

**NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSÉ 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. **Project Description.** On March 20, 2017, the applicant filed an application with the City of San José for a Conventional Rezoning of a portion of the subject site from the LI Light Industrial Zoning District and the R-2 Two-Family Residence Zoning District to the DC Downtown Primary Commercial Zoning District. The rezoning enables the implementation of the proposed Special Use Permit and Vesting Tentative Map to allow the demolition of four existing structures, removal of two ordinance sized trees, and the construction of a new six-story 130 residential units, the utilization of Transportation Demand Management (TDM) measures to reduce the parking requirements by 50%, and an alternative parking design (i.e., car lifts), and to combine three parcels into one lot, and to resubdivide the lot into 130 residential condominium units and a common area. The proposed rezoning is for 425 Auzerais Avenue (APN: 264-26-088), which spans between Auzerais and Delmas Avenues and it is also split zoned with LI Light Industrial and R-2 Two-Family Residence Districts and 383 Delmas Avenue (APN: 264-26-013), which is zoned LI Light Industrial. These two sites are proposed to be changed to the DC Downtown Primary Commercial Zoning District. 437 Auzerais Avenue (APN: 264-26-017) is proposed to remain as the R-2 Two-Family Residence District. The project site contains two properties located on the

westerly side of Delmas Avenue and two properties located on the north side of Auzerais Avenue.

2. **Site Description and Surrounding Uses.** The project site consists of three parcels and is currently developed with a single-family residence, and commercial building. North of the project site are single-family residential uses. South of the project site is an existing restaurant, single-family residential, and a commercial business. East of the project site is CA-87 Guadalupe Freeway and west of the project site are single-family residential uses. The nearby single-family residential uses are primarily one-story structures. The project site is also adjacent to a development project located to the north, approved in 2016 (File Numbers C15-047, H15-046, and T15-058) for a five-story building with 120 residential units.
3. **General Plan Conformance.** The proposed project site has an Envision San José 2040 General Plan Land Use/Transportation Diagram designation of Downtown and Residential Neighborhood (Figure 3). The Downtown designation allows office, retail, service, residential, and entertainment uses in the Downtown. Redevelopment should be at very high intensities, unless incompatibility with other major policies within the General Plan (such as Historic Preservation Policies) indicates otherwise. The Residential Neighborhood designation is applied broadly throughout the City to encompass most of the established, single-family residential neighborhoods, including both the suburban and traditional residential neighborhood areas which comprise the majority of its developed land. The portion of the project site that has a General Plan land use designation of Residential Neighborhood is proposed to be used as common open space for the proposed project. The General Plan land use designation of Residential Neighborhood envisions lower densities (typically eight dwelling units per acre and/or matching existing neighborhood character) and strictly limits development to closely conform to the existing neighborhood form and pattern. This portion of the project site is also not located in the Diridon Station Area Plan boundary. By utilizing this portion of the project site as the common open space, the project is providing a transition from the densities allowed in General Plan land use designation of Downtown to the densities and forms allowed in the General Plan land use designation of Residential Neighborhood. The proposed site design allows a buffer between the existing single-family residential uses located along Gifford Avenue and the proposed six-story building.

The proposed Conforming Rezoning, Special Use Permit and Vesting Tentative Map are consistent with the following General Plan policies:

- a. Major Strategy #8- Destination Downtown: Support continued growth in the Downtown as the City's cultural center and as a unique and important employment and residential neighborhood. Focusing growth within the Downtown will support the Plan's economic, fiscal, environmental, and urban design/placemaking goals.
- b. Land Use Policy LU-3.1: Provide maximum flexibility in mixing uses throughout

the Downtown Area. Support intensive employment, entertainment, cultural, public/quasi-public, and residential uses in compact, intensive forms to maximize social interaction; to serve as a focal point for residents, businesses, and visitors; and to further the Vision of the Envision General Plan

*Analysis for Major Strategy #8 and LU-3.1: The General Plan land use designation for the project site is Downtown, which supports significant intensification of underutilized sites. The proposed project is a 130-unit residential project which will contribute to the growing critical population mass of the downtown in support of economic, fiscal, environmental, and urban design/placemaking goals and act as a transition to lower intensity residential uses.*

- c. Implementation Policy IP-1.6: Ensure that proposals to rezone and prezone properties conform to the Land Use/Transportation Diagram and advance Envision General Plan vision, goals, and policies.
- d. Implementation Policy IP-1.7: Use standard Zoning Districts to promote consistent development patterns when implementing new land use entitlements. Limit use of the Planned Development Zoning process to unique types of development or land uses which cannot be implemented through standard Zoning Districts, or to sites with unusual physical characteristics that require special consideration due to those constraints.
- e. Implementation Policy IP-8.2: Use the City's conventional zoning districts, contained in its Zoning Ordinance, to implement the Envision General Plan Land Use/Transportation Diagram. These districts include a range of allowed land uses, development intensities, and standards within major land use categories (residential, commercial and industrial) together with zoning districts for other land uses such as mixed-use and open space. The various ranges of allowed use and development intensity correspond generally to the respective Envision General Plan land use designations, while providing greater detail as to the appropriate land uses and form of development.

*Analysis for IP-1.6, IP-1.7, and IP-8.2: The proposed rezoning would change the zoning for two parcels on the site from the LI Light Industrial and R-2 Two-Family Residential District to the DC Downtown Primary Commercial Zoning District. The DC Downtown Primary Commercial District is consistent with the General Plan land use designation and Diridon Station Area Plan of Downtown and is a conventional district. One of the properties that are part of the project (fronting Auzerais Avenue) is proposed to remain as the R-2 Two-Family Residential District, consistent with the project site's General Plan land use designation of Residential Neighborhood.*

- f. Land Use Policy LU-2.1: Provide significant job and housing growth capacity within strategically identified "Growth Areas" in order to maximize use of existing

or planned infrastructure (including fixed transit facilities), minimize the environmental impacts of new development, provide for more efficient delivery of City services, and foster the development of more vibrant, walkable urban settings.

*Analysis for LU-2.1: The proposed project is providing an additional 130 residential units to contribute to the critical population mass of the Downtown area in support of vibrant, walkable urban settings. The Downtown is considered a Growth Area as stated in the General Plan. The project site is also in support of existing and planned transit facilities located approximately 0.7 mile away from the Diridon Station, within approximately 0.4 mile from the Valley Transportation Authority (VTA) San Fernando Light Rail station and within approximately 0.2 mile from a VTA bus stop (routes 23 and 81).*

4. **Diridon Station Area Plan Conformance.** A portion of the project is located in the Diridon Station Area Plan (DSAP) boundary. The Diridon Station Area Plan has a designation of Downtown for the project site and the project site is located in the Southern Zone, subarea F (Park/San Carlos). The Diridon Station Area Plan land use classification of Downtown supports residential uses as well as non-residential uses, including office, retail, service, hotel, medical, and entertainment uses. A portion of the site is in the Park/San Carlos (Area F) area (see Figure 4). The Park/San Carlos area is a mix of new and existing uses neighborhood with a mix of older, newer, smaller and large properties.

#### *Design Guidelines*

The Diridon Station Area Plan's Design Guidelines represent a long-term vision for the area. Various design aspects are discussed in detail below.

#### Maximum Build-Out

The Diridon Station Area Plan anticipates the eventual build-out for the area, establishing the maximum theoretical development that could occur. This site allows a maximum of 154 residential units, up to 15,000 square feet of retail (although not required as the site does not have a required retail frontage requirement, as shown as the thick dark purple line on Figure 4), and a maximum of eight stories tall. The project is in conformance with these requirements.

#### Height

Guidelines are provided on the maximum height of buildings in the Diridon Station Area. These guidelines are consistent with the Federal Aviation Administration's (FAA) Part 77 Airport Approach Zone height limits and with the Santa Clara County Airport Land Use Commission's (ALUC) Comprehensive Land Use Plan (CLUP). The building height guidelines in the Southern Zone (Figure 4), as stated in the Diridon Station Area Plan, are intended to ensure the compatibility of new development with the surrounding relatively low density residential neighborhoods. The height guidelines in the Diridon Station Area Plan discourage taller buildings adjacent to areas with existing single-family homes and must be set back from the established single-family areas.

The maximum height proposed is approximately 73 feet. The project provides an outdoor recreational area between the existing single-family residences and the building. The proposed outdoor recreational area acts as a buffer and a setback from the existing single-family residences and the proposed building. This buffer and setback area ranges from 30 feet to 70 feet.

#### Setbacks

The Diridon Station Area Plan requires that residential buildings should be set back up to 15 feet from the street-facing property line to allow a transition zone between the public and private realm. This project has a setback of 15 feet and five inches off of Delmas Avenue and a varying setback of 10 feet and five inches to 17 feet and 4 inches off of Auzerias Avenue. The project complies with the set back from the street-facing property line off of Delmas Avenue of 15 feet, however, does not comply with the set back from the street-facing property line off of Auzerais Avenue. The extra two feet and four inches is intended to provide additional depths in the wall plane to create an interesting architectural expression and aesthetic, consistent with the Residential Design Guidelines.

#### Parking Design

The Diridon Station Area Plan requires minimization of the visual impacts of non-active spaces by placing them behind active uses and landscaping. The only non-active use along the Auzerais Avenue frontage is the parking garage entrance, which is articulated with an aluminum and frosted glass door, and the fire riser room (Figure 6). The landscaping located in front of the fire riser room includes a variety of shrubs that will provide screening of the blank wall. The garage entrance is approximately 20 feet wide, which is the minimum in which the San José Municipal Code will allow for a two-direction drive aisle. The rest of the frontage includes active spaces with large, transparent windows including a lobby, bicycle parking and community room.

- 5. Zoning Ordinance Compliance.** The current General Plan designation of Downtown and the proposed DC Downtown Primary Commercial Zoning District are not included in the list of General Plan designations and zonings districts in Table 20-70 that would allow the rezoning to be considered directly by the City Council without a recommendation by the Planning Commission as authorized by Section 20.120.100 and 20.120.110 of the San José Municipal Code. Therefore, the rezoning must be heard before the Planning Commission for recommendation to the City Council. The rezoning of two parcels (425 Auzerais Avenue and 383 Delmas Avenue) to DC Downtown Primary Commercial Zoning District is the appropriate zoning designation for land designated as Downtown in the General Plan Land Use/Transportation Diagram in that this proposal implements the General Plan by providing additional housing stock in a growth area in a compact urban form.

As noted above, 425 Auzerais Avenue (APN: 264-26-088) is located partly in the LI Light Industrial Zoning District and the R-2 Two-Family Residence Zoning District (split zoned) and 383 Delmas (APN: 264-26-013) is zoned LI Light Industrial. Both parcels

would be rezoned to DC Downtown Primary Commercial Zoning District. 437 Auzerias Avenue (APN: 264-26-017 is proposed to remain as the R-2 Two-Family Residence District. The project does not propose any structures on this property and this property will be utilized for common open space.

#### *Setbacks*

Properties located in the DC Downtown Primary Commercial Zoning District are not subject to any minimum setback requirements. However, there are setback requirements for the R-2 Two-Family Residence Zoning District. These setback requirements are as follows:

- Front: 15 feet
- Side, interior: 5 feet
- Rear, interior: 25 feet

The parcel proposed to remain as R-2 Two-Family Residence would be common open space without any structures. A seven foot and six inch tall fence would be installed along the Auzerias Avenue frontage located 15 feet from the front property line on Auzerias Avenue. The fence will be approximately 73 feet long. The project would have a setback of 15 feet and five inches off of Delmas Avenue and a varying setback of 10 feet and five inches to 17 feet and 4 inches off of Auzerias Avenue. Therefore, the setback requirements are met.

#### *Height*

Pursuant to Section 20.70.200 (Height, DC Districts) of the San José Municipal Code, properties located in the downtown zoning districts shall only be subject to the height limitations necessary for the safe operation of San José International Airport. The R-2 Zoning District allows a maximum height of 35 feet. The project does not propose any structures on the portion of the project that contains an R-2 Zoning District. The proposed building has a maximum height of 73 feet. Therefore, the project complies with the height requirements.

#### *Off-Street Vehicle Parking*

Section 20.70.100 (Allowed Uses and Permit Requirements) of the San José Municipal Code sets forth the off-street vehicle parking requirements. A residential multiple dwelling requires one off-street vehicle parking space per unit. Based on 130 units, 130 off-street vehicle parking spaces are required. The project is proposing 65 parking spaces. Section 20.70.330 allows for the Director of Planning to grant up to a 15 percent parking reduction if the following findings can be made:

- a. The project has developed a Transportation Demand Management (TDM) program that provides evidence that a TDM program will reduce parking demand and

identifies the percentage of parking demand that will be reduced through the TDM program. The TDM program will incorporate one or more elements of TDM including, but not limited to measures such as SmartPass transit card, parking cash-out, alternative work schedules, ride sharing, transit support, carpool/vanpools, shared parking, or any other reasonable measures; and

- b. The project demonstrates that it can maintain the TDM program for the life of the project and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use.

The project is proposing a TDM plan. The TDM plan provides the following elements for reducing the demand for parking for the life of the project:

- Provide two free Valley Transportation Authority (VTA) SmartPass (or equivalent) per unit;
- Provide two free car share (Zipcar or equivalent) memberships per unit;
- Provide one free Bay Area Bike Share (or equivalent) membership per unit;
- Provide on-site cargo bicycle share program available to all residents;
- Provide 100 percent unbundled parking; and
- Provide a designated on-site TDM Coordinator and services.

The Homeowners Association, property manager, or property owner shall include and maintain the TDM measures for the life of the project.

In addition to the 15% parking reductions allowed in Section 20.70.330, Section 20.90.220 allows up to an additional 50 percent parking reduction (to be applied after the application of the 15% reduction allowed in Section 20.70.330) if the following is able to be met:

- The structure/use is located within 2,000 feet of a proposed or an existing rail station, or bus rapid transit station,
- The project is providing all the bicycle parking required by Section 20.90.060,
- The project is proposing at least one of the following TDM measures: (1) Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc., and assign carpool, vanpool and car-share parking at the most desirable on-site locations at the ratio set forth in the development permit or development exception considering type of use; or (2) Develop a transit use incentive program for employees and tenants, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the region wide Clipper Card or VTA EcoPass system will satisfy this requirement),

- And the project is proposing at least two of the following measures:
  - (1) Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc., and assign carpool, vanpool and car-share parking at the most desirable on-site locations; or
  - (2) Develop a transit use incentive program for employees, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the regionwide Clipper Card or VTA EcoPass system will satisfy this requirement); or
  - (3) Provide preferential parking with charging station for electric or alternatively-fueled vehicles; or
  - (4) Provide a guaranteed ride home program; or
  - (5) Implement telecommuting and flexible work schedules; or
  - (6) Implement parking cash-out program for employees (non-driving employees receive transportation allowance equivalent to the value of subsidized parking); or
  - (7) Implement public information elements such as designation of an on-site TDM manager and education of employees regarding alternative transportation options; or
  - (8) Make available transportation during the day for emergency use by employees who commute on alternate transportation (this service may be provided by access to company vehicles for private errands during the workday and/or combined with contractual or pre-paid use of taxicabs, shuttles, or other privately provided transportation); or
  - (9) Provide shuttle access to Caltrain stations; or
  - (10) Provide or contract for on-site or nearby child-care services; or
  - (11) Incorporate on-site support services (food service, ATM, drycleaner, gymnasium, etc. where permitted in zoning districts); or
  - (12) Provide on-site showers and lockers; or
  - (13) Provide a bicycle-share program or free use of bicycles on-site that is available to all tenants of the site; or
  - (14) Unbundled parking;

The project is located approximately 1,000 feet to Children's Discovery Museum Light Rail Station and approximately 1,900 feet of the San Fernando Light Rail Station and therefore, is located within 2,000 of two existing rail stations. The project is also providing 156 bicycle parking spaces when 130 bicycle parking spaces are required,



therefore, the project complies with the bicycle parking requirement. As mentioned above, the project is providing six TDM measures. Because the project is located within 2,000 feet of two existing Light Rail Stations, is providing above the minimum bicycle parking requirement and is proposing three TDM measures, the project is able to utilize additional parking reductions pursuant to Section 20.90.220. The in the required off-street parking with the implementation of three of the listed Transportation Demand Management (TDM) measures (which are included in the conditions of approval). The project is proposing a 50% reduction in the off-street vehicle parking requirements.

Transportation Demand Management (TDM) Findings. Chapter 20.90.220.A.1.e. requires any project that utilizes a TDM program to make the following findings:

- a. The decision maker for the project application shall first find in addition to other required findings that the project applicant has demonstrated that it can maintain the TDM program for the life of the project, and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use; and

*Based upon the TDM plan provided, the applicant can maintain the reduced parking through aggressive programs which encourage reduced car usage. Also, parking is unbundled, which requires the residents to rent parking spaces. The project's close proximity to the Diridon Station, VTA bus lines, Light Rail, and bicycle facilities will incentive the residents to utilize the TDM program features instead of using an automobile.*

- b. The decision maker for the project application also shall first find that the project applicant will provide replacement parking either on-site or off-site within reasonable walking distance for the parking required if the project fails to maintain a TDM program.

*If the TDM program fails, the site is located within 500 feet to a public parking lot, and 2,000 feet to the Diridon Station parking. If the project is unable to maintain the TDM program, a Special Use Permit Amendment is required to proceed in order to satisfy the increased parking demand through adjustments to the TDM program or the use of off-site parking facilities.*

#### Alternative Parking Arrangement

The project will provide 65 spaces with 22 spaces accommodated by an automated parking lift system manufactured by Klaus Multiparking, Model GmbH trend vario 2400 series (<https://www.multiparking.com/index.php?KLAUS-TrendVario-parking-automat-parking-solution>) or equivalent brand and model. The lift allows the desired car to be called to the bottom row without requiring another car to be moved by a different resident. The lift works independently and does not rely on other cars to be moved to bring the car in question forward. This will be accomplished through an Alternative Parking Arrangement per Municipal Code Section 20.90.200:

- a. In addition to any other findings required for a Special Use Permit, the City Council may approve such off-street parking facilities arrangements only upon making the following findings:
  - i. The number of off-street parking spaces provided in such parking facilities adequately meets the parking requirements of the individual buildings and uses as specified in this Chapter 20.90 of this title; in that, 130 parking spaces are required under the Code and 65 are provided.
  - ii. It is reasonably certain that the parking facility shall continue to be provided and maintained at the same location for the service of the building or use for which such facility is required, during the life of the building or use; in that, the lifts are conditioned to maintain their operation for the life of the project.

The parking facility is reasonably convenient and accessible to the buildings or uses to be served; in that, the lifts are located in the ground floor of the building and the lift allows the desired car to be called to the bottom row without requiring another car to be moved by a different resident.

#### *Bicycle Parking*

Table 20-140 in Section 20.70.100 of the SJMC requires one bicycle parking space per unit. Based on 130 residential units, 130 bicycle parking spaces are required. Bicycle parking is located in the lobby areas and in the parking garage. The project complies with the bicycle parking requirement by providing 156 bicycle parking spaces and one cargo bicycle parking space (to be shared among the building's tenants) exceeding the required 130 bicycle parking spaces.

6. **Residential Design Guidelines Conformance.** The project complies with the Residential Design Guidelines by being designed for the pedestrian at the ground level and providing an interesting architectural aesthetic. This project is pedestrian scaled by providing a 12-foot setback from the sidewalk, an awning and entry element at the ground floor, and a dark plaster finish material that provides a distinctive base. Furthermore, reduced building setbacks are appropriate to higher density housing types in areas near downtown to reinforce the planned urban character of the neighborhood.

The proposed project features a varied roof line with varying heights from approximately 65 feet to approximately 73 feet, which helps reduce the mass of the building and provides architectural interest. The project is incorporating a variety of materials, ranging from swiss pearl for the ground floor and entry way element and plaster for the body of the building. The proposed project also includes a varied building façade, recessed windows and protruding balconies, which all contribute to an interesting aesthetic. The proposed project includes an outdoor landscaped area, approximately 15,077 square feet, complete with picnic tables and barbeque facilities. This outdoor landscaped area is located on the western property line to provide a setback from the existing single-family

residences. The proposed project includes a community room on the ground floor, and landscaped interior courtyards.

7. **Environmental Review.** An Addendum to the Diridon Station Area Plan Environmental Impact Report (EIR), San José Downtown Strategy 2000 EIR, and Envision San José 2040 General Plan EIR, Supplemental EIR, and Addenda thereto was prepared by the Director of Planning, Building, and Code Enforcement for the subject Rezoning, Special Use Permit, and Vesting Tentative Map. The Diridon Station Area Plan and San José Downtown Strategy 2000 EIRs contain sufficient information to provide project-level environmental clearance for certain impacts by including standard measures that apply to all projects in San José. The proposed project is eligible for an Addendum pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15164 and was completed in compliance with CEQA to reflect an independent judgment and analysis of the project.

An Initial Study was prepared in support of the Addendum that provided analysis of the proposed actions. The Initial Study outlined relevant mitigation measures, as identified in the previous EIRs, for air quality and biological resources impacts. Mitigation measures are outlined for both of these resource areas which will reduce any potentially significant project impacts to a less-than-significant level. These mitigation measures include preparing a diesel particulate matter emissions reduction plan for construction equipment and conducting pre-construction bird surveys. The mitigation measures and associated compliance methods are included in the Mitigation Monitoring and Reporting Program.

Additionally technical reports were complete for the project, including a historic evaluation. Due to the age of the structures on site, more than 45 years, historic evaluations were completed for the structures at 383 Delmas Avenue and 425 Auzerais Avenue to determine if the buildings are eligible to be listed on historic registers at the national, state, and local level. The historic evaluation determined that the structures are not associated with significant events or historically significant persons, not a significant example of the architectural style, and does not appear to have the potential to yield information important to history. Based on the conclusion of the evaluation, both the structures are not considered eligible for listing on the National Register, California Register, or the City's Historic Resources Inventory and are, therefore, not considered historic resources.

The Initial Study concluded that the Diridon Station Area Plan EIR, San José Downtown Strategy 2000 EIR, and Envision San José 2040 General Plan EIRs adequately address the environmental effects of the proposed project with supplemental evaluation, and the project would not result in significant environmental effects that are not already identified in the EIRs.

The City must consider this Addendum, along with the Diridon Station Area Plan EIR, San José Downtown Strategy 2000 EIR, and Envision San José 2040 General Plan EIRs, prior to making a decision on the project. The Addendum identified that the

implementation of the project would not result in any significant effects on the environment. The Addendum, Initial Study, associated appendices, and other related environmental documents are available on the Planning website at: <http://www.sanjoseca.gov/index.aspx?nid=6016>.

8. **Special Permit Findings.** Chapter 20.90 of the San José Municipal Code establishes required Findings for issuance of a permit for an alternative parking arrangement. These criteria are applied to the project based on the above-stated findings related to General Plan, Zoning and CEQA conformance and for the reasons stated below, and subject to the conditions set forth in the permit. In order to make the Special Use Permit findings pursuant to Section 20.90.200 of the San José Municipal Code and recommend approval to the City Council, the Planning Commission must determine that:

a. The Special Use Permit, as approved, is consistent with and will further the policies of the General Plan and applicable Specific Plans and Area Development Policies; and

*Analysis: As described above, the project is consistent with and will further the policies of the General Plan and Diridon Station Area Plan.*

b. The Special Use Permit, as approved, conforms with the Zoning Code and all other provisions of the San José Municipal Code applicable to the project; and

*Analysis: As described above, the project conforms with the Zoning Ordinance and all other provisions of the San José Municipal Code that are applicable to the project.*

c. The Special Use Permit, as approved, is consistent with applicable City Council policies, or counterbalancing considerations justify the inconsistency; and

*Analysis: As described in the Public Hearing Notification section below, the project is consistent with the City Council Policies on Public Outreach. The project also has been evaluated with City Council Policy number 6-29 Post-Construction Urban Runoff Management and has been found in compliance. The project is proposing 11 treatment areas, comprised of flow-through planters and self-retaining areas. Additionally, the proposed project would connect the trash area to the sanitary sewer, utilizing water efficient irrigation systems, providing beneficial landscaping and providing storm drain labeling. All these source control measures assist in preventing polluted runoff.*

d. The proposed use at the location requested will not:

- 1) Adversely affect the peace, health, safety, morals or welfare of persons residing or working in the surrounding area; or
- 2) Impair the utility or value of property of other persons located in the vicinity of the site; or

3) Be detrimental to public health, safety, or general welfare; and

*Analysis: The alternative parking arrangement will not adversely affect the peace, health, safety, morals or welfare of persons residing or working in the surrounding area or impair the utility or value of property of other persons located in the vicinity of the site or to be detrimental to public health, safety, or general welfare because the proposed parking lifts operate as a unit and is not dependent on the owner of the car. Essentially, the desired car can be called to the bottom row without requiring another car to be moved by a different resident. The proposed car lifts will be fully contained and shielded inside the parking garage and will not affect the peace, health, safety, morals or welfare of persons residing or working in the surrounding areas nor impact the utility or value of property of other persons located in the vicinity.*

- e. The proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this title, or as is otherwise required in order to integrate the use with existing and planned uses in the surrounding area; and

*Analysis: The alternative parking arrangement is fully contained and shielded inside the parking garage.*

- f. The proposed site is adequately served: (1) By highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate; or by other forms of transit adequate to carry the kind and quantity of individuals such use would generate; and (2) By other public or private service facilities as are required.

*Analysis: The project site is currently served by Delmas Avenue and Auzerais Avenue. The project site has street frontages on both these streets. The project only has vehicular access on Auzerais Avenue and does not have vehicular access on Delmas Avenue. The existing streets and utilities are of sufficient capacity to serve the proposed residential use.*

- g. The environmental impacts of the project, including but not limited to noise, vibration, dust, drainage, erosion, storm water runoff, and odor which, even if insignificant for purposes of the California Environmental Quality Act (CEQA), will not have an unacceptable negative affect on adjacent property or properties.

*Analysis: The alternative parking arrangement is not anticipated to create impacts associated with noise, vibration, dust, drainage, erosion, storm water runoff and odor as it will be fully contained and fully shielded in the parking garage. The operation of the car lift system will not generate any vibrations, dust, drainage issues, erosion, storm water runoff and odor because the car lift system is merely shifting cars around.*

9. **Site Development Permit Findings.** Chapter 20.100 of the San Jose Municipal Code establishes evaluation criteria for issuance of a permit to allow the erection, construction enlargement, placement or installation of a building or structure on the project site. These criteria are applied to the Project based on the above-stated findings related to General Plan, Zoning and CEQA conformance and for the reasons stated below, and subject to the conditions set forth in the permit. In order to make the Site Development Permit findings pursuant to Section 20.100.720 of the San Jose Municipal Code and recommend approval to the City Council, Planning Commission must determine that:

- a. The Site Development Permit, as approved, is consistent with and will further the policies of the General Plan and applicable Specific Plans and Area Development Policies.

*Analysis: As described above, the project is consistent with and will further the policies of the General Plan and Diridon Station Area Plan.*

- b. The Site Development Permit, as approved, conforms with the Zoning Code and all other provisions of the San José Municipal Code applicable to the project.

*Analysis: As described above, the project conforms with the Zoning Ordinance and all other provisions of the San José Municipal Code that are applicable to the project.*

- c. The Site Development Permit, as approved, is consistent with applicable City Council policies, or counterbalancing considerations justify the inconsistency.

*Analysis: As described in the Public Hearing Notification section below, the project is consistent with the City Council Policies on Public Outreach. The project also has been evaluated with City Council Policy number 6-29 Post-Construction Urban Runoff Management and has been found in compliance. The proposed project includes 11 treatment areas, comprised of flow-through planters and self-retaining areas. Additionally, the project would connect the trash area to the sanitary sewer, utilizing water efficient irrigation systems, providing beneficial landscaping and providing storm drain labeling. All these source control measures assist in preventing polluted runoff.*

- d. The interrelationship between the orientation, location, and elevations of proposed buildings and structures and other uses on-site are mutually compatible and aesthetically harmonious.

*Analysis: The project site will contain the single-use of a multi-family residential use, which is contained solely in one building. There are no other buildings proposed on-site.*

- e. The orientation, location and elevation of the proposed buildings and structures and other uses on the site are compatible with and are aesthetically harmonious with adjacent development or the character of the neighborhood.

*Analysis: The project is compatible with a previously approved adjacent development project (Planning File No. H15-046) in that the height, massing and architectural style is similar. H15-046 is approved with building heights up to 75 feet to the top of the elevator and approximately 65 feet tall to the top of the parapet. Additionally, the H15-046 project is approved with a modern aesthetic, utilizing clean lines and similar materials as the proposed project. The previously approved development project is located north of the project site and is located on the same block as the proposed project. While the proposed project is not physically compatible with the existing surrounding uses (i.e., single-story single-family residential uses and single-story commercial uses), the project is of a scale that the Diridon Station Area Plan and the General Plan envisions for redevelopment.*

- f. The environmental impacts of the project, including but not limited to noise, vibration, dust, drainage, erosion, storm water runoff, and odor which, even if insignificant for purposes of the California Environmental Quality Act (CEQA), will not have an unacceptable negative affect on adjacent property or properties.

*Analysis: The demolition of existing buildings and the construction of a new 130-unit residential building will not have an unacceptable negative affect on adjacent property or properties. In addition to the Addendum prepared pursuant to the California Environmental Quality Act (CEQA), the project was also evaluated per adopted stormwater requirements and has been found in compliance by providing eleven biotreatment areas on the project site. Additionally, the proposed residential use is not anticipated to create odor as much of the activity occurs indoors. Lastly, noise and ground vibration related to construction and demolition are the only anticipated temporary noise sources.*

- g. Landscaping, irrigation systems, walls and fences, features to conceal outdoor activities, exterior heating, ventilating, plumbing, utility and trash facilities are sufficient to maintain or upgrade the appearance of the neighborhood.

*Analysis: The proposed project includes new landscaping, irrigation systems, walls and fences, trash facilities that will upgrade the appearance of the neighborhood. The proposed project includes nine new trees and a new decorative metal fence that encloses the common open space. The proposed trash enclosure is located inside the garage and therefore, is screened from the public right-of-way.*

- h. Traffic access, pedestrian access and parking are adequate.

*Analysis: The project includes vehicular access off of Auzerais Avenue only and does not propose vehicular access on Delmas Avenue. The project features pedestrian access on Delmas Avenue and Auzerais Avenue. As discussed on the Zoning Conformance section above, the project includes a 50% reduction in the required parking and an alternative parking arrangement (i.e., car lifts). As*

*part of the 50% reduction in parking, the project is required to implement the Transportation Demand Management (TDM) measures for the life of the project. These TDM measures include, free SmartPass, free car share (e.g., Zipcar) memberships, free bike share memberships, an on-site cargo bicycle share program, unbundled parking, and an on-site TDM coordinator.*

**10. Evaluation Criteria for Demolition.** Chapter 20.80 of the San Jose Municipal Code establishes evaluation criteria for issuance of a permit to allow for demolition. These criteria are made for the Project based on the above-stated findings related to General Plan, Zoning and CEQA conformance and for the reasons stated below, and subject to the conditions set forth in the Resolution.

- a. The failure to approve the permit would result in the creation or continued existence of a nuisance, blight or dangerous condition;
- b. The failure to approve the permit would jeopardize public health, safety or welfare;
- c. The approval of the permit should facilitate a project which is compatible with the surrounding neighborhood;
- d. The approval of the permit should maintain the supply of existing housing stock in the City of San Jose;
- e. Both inventoried and non-inventoried buildings, sites and districts of historical significance should be preserved to the maximum extent feasible;
- f. Rehabilitation or reuse of the existing building would not be feasible; and
- g. The demolition, removal or relocation of the building without an approved replacement building should not have an adverse impact on the surrounding neighborhood.

*Analysis: The demolition of the existing buildings will facilitate the construction of a six-story building that will enhance the area and is compatible with the surrounding neighborhood. The surrounding neighborhood is comprised of residential uses. While there is an existing single-family house located on the project site, the project will not reduce the supply of housing as it is proposing 130 residential units. Reusing the existing buildings is not feasible as it is likely that the project site would not be able to accommodate the parking and open space requirements.*

*As part of the environmental review process, a historic evaluation was completed for the project and it was found to not rise to the level of a local, state, or federal designation. The existing buildings on the project site are not historically significant under the City's historic preservation ordinance, the California Register of Historic Resources or the National Register of Historic Places.*

**11. Tree Removal Findings.** Chapter 13.32 of the San Jose Municipal Code establishes required findings for a Tree Removals which findings are made for the Project based on the above-stated findings related to General Plan, Zoning and CEQA conformance and for the reasons stated below, and subject to the conditions set forth in this Permit. In order to make the Tree Removal findings pursuant to



Section 13.32.100 of the San Jose Municipal Code and recommend approval to the City Council, Planning Commission must determine that:

- a. That the condition of the tree with respect to disease, danger of falling, proximity to an existing or proposed structure, and/or interference with utility services, is such that preservation of the public health or safety requires its removal.

*Analysis: The proposed project includes removal of two ordinance sized trees that are on the project site, one that is approximately 104 inches and the other 70 inches in circumference. The trees are identified as number 189 and number 193 in the tree evaluation table on Sheet A1.0a of the attached plan set and are presently located in the areas of improvement and grading. Not only are these species deemed unsuitable by the City Council (City Council Resolution No. 76526) as they are Trees of Heaven, they also have poor form and structure, as per the Tree Evaluation Survey performed by HortScience, Inc. As a condition of approval, the project is required to abide by the City of San José standard tree replacement ratios, which requires replacement for ordinance sized trees, non-ordinance sized trees, native trees, non-native trees and orchards. The project is proposing a total of nine new trees to be planted in the common open space area and therefore, satisfies the standard replacement ratio of four trees.*

In accordance with the findings set forth above, a Special Use Permit and Site Development Permit to use the subject property for said purpose specified above and subject to each and all of the conditions hereinafter set forth is hereby **granted**. This City Council expressly declares that it would not have granted these Permits 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 conditionally permitted hereby.

## CONDITIONS

1. **Acceptance of Permit.** Per Section 20.100.290(B) of Title 20 of the San José Municipal Code, should the permittee fail to file a timely and valid appeal of this Special Use Permit and Site Development Permit within the applicable appeal period, such inaction by the permittee shall be deemed to constitute all of the following on behalf of the permittee:
  - a. Acceptance of the Special Use Permit and Site Development Permit; and
  - b. Agreement by the permittee to be bound by, to comply with, and to do all things required of or by the permittee pursuant to all of the terms, provisions, and conditions of this Permit or other approval and the provisions of Title 20 of the San José Municipal Code applicable to such Permit.
2. **Permit Expiration.** The Special Use Permit and Site Development Permit shall automatically expire two (2) years from and after the date of issuance hereof by the

City Council, if within such time period, a Building Permit has not been obtained or the use, if no Building Permit is required, has not commenced, pursuant to and in accordance with the provision of this Permit. The date of issuance is the date this Permit is approved by the City Council. However, the Director of Planning may approve a Permit Adjustment/Amendment to extend the validity of this Permit in accordance with Title 20 of the San Jose Municipal Code. The Permit Adjustment/Amendment must be approved prior to the expiration of this Special Use Permit and Development Exception.

3. **Building Permit/Certificate of Occupancy.** Procurement of a Building Permit and/or Certificate of Occupancy from the Building Official for the structures described or contemplated under this Special Use Permit and Development Exception shall be deemed acceptance of all conditions specified in this permit and the permittee's agreement to fully comply with all of said conditions. No change in the character of occupancy or change to a different group of occupancies as described by the "Building Code" shall be made without first obtaining a Certificate of Occupancy from the Building Official, as required under San José Municipal Code Section 24.02.610, and any such change in occupancy must comply with all other applicable local and state laws.
4. **Sewage Treatment Demand.** Chapter 15.12 of Title 15 of the San José Municipal Code requires that all land development approvals and applications for such approvals in the City of San José shall provide notice to the applicant for, or recipient of, such approval that no vested right to a Building Permit shall accrue as the result of the granting of such approval 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. Substantive conditions designed to decrease sanitary sewage associated with any land use approval may be imposed by the approval authority.
5. **Conformance to Plans.** The development of the site shall conform to the approved Special Use Permit and Site Development Permit plans entitled, "Auzerais Avenue," dated received on April 16, 2018, 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 Plan Set".
6. **Use Authorization.** The Special Use Permit allows for the utilization of an alternative parking arrangement to allow the use of 55 carlifts (brand and type as noted on the approved plans dated April 16, 2018). Should the brand/model number be altered in any manner, a Permit Adjustment shall be required, to the satisfaction

of the Director of Planning, Building, and Code Enforcement.

7. **Effective Date.** The effective date of this Permit (File No. SP17-016) shall be the effective date of the Rezoning Ordinance for File No. C17-009 and shall be no earlier than the effective date of said Rezoning Ordinance.
8. **Transportation Demand Management.** Based on the TDM measures included, the project should meet the 50 percent parking reduction goal. The project is required to submit an annual monitoring report, which measures the effectiveness of the TDM plan. Additional TDM measures may be required if the TDM measures are not effective. The project will also be required to implement control measures to prohibit parking at adjacent land uses. The TDM measures are as follows:
  - a. Eco Pass or Clipper Card; two (2) per residential unit and one (1) per employee for the retail use.
  - b. One (1) onsite Cargo Bicycle for the tenants to share for the life of the project.
  - c. Provide 100% unbundled parking for all residential spaces.
  - d. Employee incentive program for retail employees.
  - e. Onsite TDM Coordinator to monitor and implement the TDM measures; including providing information packets on transportation options, implementing a car share/ride share program, monitoring parking demand, and scheduling the cargo bicycle..

If the project fails to maintain the above TDM measures, a Permit Adjustment or Development Permit is required to modify the TDM, provide replacement parking (either on-site or off-site within reasonable walking distance for the parking required), pursuant to San Jose Municipal Code Section 20.90.220, as amended.

9. **Window Glazing.** Unless otherwise indicated on the approved plan, all windows shall consist of a transparent glass. The only approved frosted glass is on the parking garage glass as noted on the Approved Plan Set.
10. **Hours of Construction within 500 feet of a Residential Unit.** Unless otherwise expressly allowed in a development permit or other planning approval, no applicant or agent of an applicant shall suffer or allow any construction activity on a site located within 500 feet of a residential unit before 7:00 a.m. or after 7:00 p.m., Monday through Friday, or at any time on weekends.
11. **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 Permit shall be subject to revocation if the subject use is conducted in such a manner as to cause a nuisance, as conditioned.
12. **Discretionary Review.** The Director of Planning, Building and Code Enforcement maintains the right of discretionary review of requests to alter or amend structures,

conditions, or restrictions of this Permit incorporated by reference in accordance with Chapter 20.100 of Title 20 of the San José Municipal Code.

13. **Nuisance.** This use shall be operated in a manner that does not create a public or private nuisance or that adversely affects the peace, health, safety, morals or welfare of persons residing or working in the surrounding area or be detrimental to public health, safety or general welfare. Any such nuisance shall be abated immediately upon notice by the City.
14. **Anti-Litter.** The site and surrounding area shall be maintained free of litter, refuse, and debris. Cleaning shall include keeping all publicly used areas free of litter, trash, cigarette butts and garbage.
15. **Anti-Graffiti.** During construction, the permittee shall remove all graffiti from buildings, walls and other surfaces within 48 hours of defacement. Upon project completion and/or transfer of ownership, the property owner, and/or Maintenance District shall remove all graffiti from buildings and wall surfaces within 48 hours of defacement.
16. **Loitering.** Loitering shall not be allowed in the public right-of-way adjacent to the subject site.
17. **Refuse.** All trash areas shall be effectively screened from view and covered and maintained in an orderly state to prevent water from entering the garbage container. No outdoor storage is allowed / permitted unless designated on the approved plan set. Trash areas shall be maintained in a manner to discourage illegal dumping.
18. **Noise.** Noise shall be contained within the buildings and the buildings shall be adequately insulated to prevent excessive sound from emanating outside. Adequate HVAC (air conditioning) shall be provided to allow all doors and windows on the subject site to remain closed during the operation and activities of the site.
19. **Sign Approval.** No signs are approved at this time. All proposed signs shall be subject to review and approval by the Director of Planning through a subsequent Permit Adjustment.
20. **Building and Property Maintenance.** The property owner or management company shall maintain the property in good visual and functional condition. This shall include, but not be limited to all exterior elements of the buildings such as paint, roof, paving, signs, lighting and landscaping.
21. **Perimeter wall.** Wall height and materials shall be provided as shown on the Approved Plans. Changes to the approved fencing shall require review by the Director of Planning, Building, and Code Enforcement.
22. **Colors and Materials.** All building colors and materials are to be those specified on the Approved Plan Set. Any change in building colors and materials shall require a Permit Adjustment to the satisfaction of the Director of Planning, Building, and Code Enforcement.

- 23. Timing of Tree Removals.** Trees that are proposed for removal to accommodate new development shall not be removed until the related Grading Permit has been issued.
- 24. Timing for Demolition.** Buildings and structures that are proposed for removal to accommodate the new development shall not be removed until the related Building Permit has been issued.
- 25. Building Division Clearance for Issuing Permits.** Prior to the issuance of any Building Permit, the following requirements must be met to the satisfaction of the Chief Building Official:
- a. *Construction Plans.* These permit file number, SP17-016 shall be printed on all construction plans submitted to the Building Division.
  - b. *Americans with Disabilities Act.* The permittee shall provide appropriate access as required by the Americans with Disabilities Act (ADA).
  - c. *Emergency Address Card.* The permittee shall file an Emergency Address Card, Form 200-14, with the City of San José Police Department.
  - d. *Construction Plan Conformance.* A project construction plan conformance review by the Planning Division is required. Planning Division review for project conformance will begin with the initial plan check submittal to the Building Division. Prior to any building permit issuance, building permit plans shall conform to the approved Planning development permits and applicable conditions.
  - e. *Project Addressing Plan.* Prior to issuance of any Building Permit, the following requirements must be met to the satisfaction of the Chief Building Official: The permittee shall submit an addressing plan for approval for the subject development (residential, mixed use, complex commercial or industrial).
- 26. Access Control.** When access control devices including bars, grates, gates, electric and/or magnetic locks, or similar devices which would inhibit rapid fire department emergency access to the building are installed, such devices shall be approved by the Chief. All access control devices shall be provided with an approved means for deactivation or unlocking by the Fire Department. Access control devices shall also comply with CFC/CBC Chapter 10 for exiting.
- 27. Security Gate Access.** All access control vehicle security gate(s) shall be a minimum of 20 feet clear width and may have a clear width of 14 feet for each direction of travel when split by median. Gates shall be recessed beyond the turning radius required by the San Jose Fire Department and without obstruction of any median island dividers. All gate installing shall be reviewed and approved prior to construction. Electric gate operators must have UL 325 listing and it gate must comply with ASTM F2200.
- 28. Emergency Vehicle Access.** Width, length, and grade of the fire apparatus access

roads, streets, avenues, and the like. Every portion of all building exterior walls shall be within 150 feet of an access road. To the satisfaction of the Fire Chief, the fire access shall include the following:

- a. An approved all weather surface;
- b. Access road that are at least 20 feet wide;
- c. Dimensions with a minimum 13 feet 6 inches vertical clearance;
- d. Load bearing designs that are maintained to support the loads of fire apparatus of at least 75,000 pounds;
- e. Maintain a minimum inside turning radius of 30 feet and an outside turning radius of 50 feet;
- f. Designs with approved provisions for turnaround of fire apparatus if it has dead ends and is in excess of 150 feet;
- g. Maintain a maximum grade of 15%;
- h. Provide a second point of access is required when a fire apparatus road exceeds 1,000 feet;
- i. Curbs are required to be painted red and marked as "Fire Lane - No Parking" under the following conditions: (show exact locations on plan)
- j. Roads, streets, avenues, and the like that are 20 to less than 26 feet wide measured from face-of-curb to face-of-curb shall have curbs on both sides of the road painted and marked
- k. Roads, streets, avenues, and the like that are 26 to less than 32 feet wide measured from face-of-curb to face-of-curb shall have one curb painted and marked.

**29. General Fire Prevention Requirements.** The permittee shall provide the following improvements:

- a. *Fire Sprinkler System.* Building(s) shall be provided with an automatic fire extinguishing system in accordance with CFC 903.2 and SJFC 17.12.630. Systems serving more than 20 heads shall be supervised by an approved central, proprietary, or remote service to the satisfaction of the Fire Chief.
- b. *Requirements for Trash Areas.* Outdoor covered areas and trash enclosures may require the sprinkler system to be extended to protect them.
- c. *Fire Alarm System.* Building(s) shall be provided with an automatic fire alarm system as required by CFC 907.2 and 907.3.
- d. *Standpipes Available During Construction.* All buildings under construction, three or more stories in height, shall have at least one standpipe for use during construction. Such standpipe shall be provided with fire department hose

connections. Location(s) and numbers of standpipe(s) shall be reviewed and approved by the Fire Department.

- e. *Complex Map.* A complex map is recommended which incorporates an elevated view of the building and individual unit addresses. It should be illuminated during the hours of darkness and positioned in the lobby area to be readily readable from main pedestrian access entrance. A complex map should also be placed contiguous to the vehicular entrance to the development where it will not cause stacking problems when being viewed.
  - f. *Public Safety Radio Coverage.* Public Safety Radio Coverage is to be provided throughout the area of each floor of the building. Communication repeaters may be required to be installed in the buildings.
  - g. *Elevators.* Elevators shall be in accordance with the requirements stipulated in the California Building Code Chapter 30. All buildings with one or more passenger service elevators shall be provided with not less than one medical emergency service elevator.
  - h. *Management Association Responsibilities for Life & Safety Systems.* The Subdivider/owner shall create and maintain a Management Association which will be responsible for the fire/life safety systems inspections per Title 19 and access to the systems if applicable.
  - i. *Hazardous Materials.* The permittee must contact the Hazardous Materials Division at (408) 535-7750 as soon as possible to initiate the process to determine if the type and quantity of hazardous material is acceptable per code and whether a Hazardous Materials Plan Review is required.
  - j. *Construction Fire Protection Plan.* A "Construction Fire Protection Plan" for approval by San Jose Building and Fire Departments is required prior to starting construction for wood framing projects consisting of 15 or more dwelling units or construction exceeding a total of 50,000 square feet.
30. **Diridon Station Area Financing Plan.** The San José City Council of the City of San José ("City") approved the Diridon Station Area Plan on June 17, 2014 ("Diridon Plan"). The Diridon Plan, in conjunction with the 2040 General Plan, provides the framework for development within the approximately 250-acre Diridon Plan area surrounding the existing Diridon Station and future High Speed Rail and Bay Area Rapid Transit hub.

The City is in the process of developing a comprehensive financing plan for the Diridon Plan ("Diridon Financing Plan") to fund public improvements, affordable housing, and other amenities and services. The Diridon Financing Plan may include the creation of a (i) Community Facilities District(s); (ii) Enhanced Infrastructure Financing District(s); (iii) Property Based Improvement District(s); (iv) Mitigation Impact Fee program; (v) Commercial linkage fee program; and/or (vi) other financing mechanism.

The City completed a Diridon Station Area Infrastructure Analysis on January 31, 2017 ("2017 Infrastructure Analysis"). The 2017 Infrastructure Analysis examined the basic public infrastructure required for the build-out of the Diridon Plan totaling approximately \$70 million for public streets, sanitary sewer, storm drain and flood control, potable and recycled water, and parks, plazas, and trails. The City is in the process of updating the 2017 Infrastructure Analysis. The City is also in the process of conducting various studies to determine the appropriate financing mechanisms to be included in the Diridon Financing Plan and fair-share contributions from each project located within and outside the Diridon Plan area boundary.

By accepting this Permit including the conditions of approval set forth in this Permit, permittee acknowledges it has read and understands the above. Permittee further agrees that prior to the issuance of any building permit, the proposed project shall be subject to, fully participate in, and pay any and all charge, fee, assessment or tax included in the City Council approved Diridon Financing Plan, as may be amended, which may include one or more of the financing mechanisms identified above.

### 31. Housing.

- a. Permit Issuance and/or Tentative Map or Parcel Map Approval. The above referenced proposed development(s) contains dwelling units and is thus subject to the City's Inclusionary Housing Ordinance or Affordable Housing Impact Fee (AHIF). The Applicant shall, as part of the application for First Approval, submit to the Housing Department for approval an Affordable Housing Compliance Plan Application (Compliance Plan), and all relevant attachments. The Compliance Plan Application is available at: <http://www.sanjoseca.gov/DocumentCenter/View/57915>. The Subdivider must also submit the required Compliance Plan application processing fee to the Housing Department. The Inclusionary Housing Ordinance and AHIF Resolution provide a process that allow Subdividers to make a claim that a Project may be exempt from affordable housing obligations under the Inclusionary Housing Ordinance or the AHIF Resolution. However, the Applicant who believes their project is exempt must submit a Compliance Plan Application, and provide information regarding eligibility for a claimed exemption. Please contact the Housing Department as soon as possible to initiate Affordable Housing Compliance Plan completion. The Compliance Plan must be submitted and approved by the Housing Department prior to Planning scheduling the Project for hearing. Any Inclusionary Housing Ordinance benefits desired for on-site units (e.g. setbacks) listed in the Compliance Plan should be approved by Planning. The above listed permit(s) may seek demolition of existing structures with residential dwelling units. [If the existing structure is multi-family (triplexes or larger), the Subdivider is required to comply with the Tenant Protection Ordinance, and cannot evict tenants without good cause; intent to demolish the building is not good cause.] If the project involves demolition of existing multi-family residential units (built before September 7, 1979), that is subject to the



Apartment Rent Ordinance (ARO), and includes at least four units, that are subject to the City's Ellis Act Ordinance. Requirements imposed upon the owner/Subdivider include, but are not limited to, delivery of 120-days minimum to 1 year to tenants of owner's intent to withdraw building from the rental market, provide tenant relocation assistance, record an Ellis Act covenant. New or remodeled units rented within five years of withdrawal under the Ellis Act are subject to the ARO and impacted tenants are notified of their right to return to the property upon owner's intention to bring back the property onto the rental market. For information, please visit: [www.sjhousing.org](http://www.sjhousing.org) and/or call (408) 975-4480.

- b. Actions Required for Housing Department's Clearance for Building Permit(s) or Map Approval. Prior to the approval of any final or parcel map, or issuance of any building permit for a rental residential development, the Subdivider of a Rental residential development shall either pay the outstanding AHIF fee(s) or, if the Subdivider is claiming an exemption, the owner and Subdivider shall execute an Affordable Housing Agreement to memorialize the project's affordable housing obligation, the outstanding requirements, and if needed, obtain a fee deferral. The Affordable Housing Agreement must then be recorded against the entire development. Prior to the approval of any final or parcel map, or issuance of any building permit for a For-Sale residential development, the Subdivider of a project that has claimed to be a For-Sale project shall provide evidence that it has met the For-Sale requirements and provide any documentation associated with its selected compliance option (e.g., on-site, off-site construction of affordable units), and any exemption that may have been claimed. The owner and Subdivider shall execute an Affordable Housing Agreement to memorialize the project's affordable housing obligation and the outstanding requirements. The Affordable Housing Agreement must then be recorded against the entire development.
  - c. Actions required for Housing Department's Clearance of Final Inspection and Issuance of Certificate of Occupancy. No Final Inspection Approval, Temporary Certificate of Occupancy, Certificate of Occupancy, or Notice of Completion for any units will be issued until all requirements of the Inclusionary Housing Ordinance, and/or the AHIF Resolution and implementing regulations are met.
- 32. Public Works Clearance for Building Permit(s) or Map Approval:** Prior to the approval of the Tract or Parcel Map (if applicable) by the Director of Public Works, or the issuance of Building permits, whichever occurs first, the permittee will be required to have satisfied all of the following Public Works conditions. The permittee is strongly advised to apply for any necessary Public Works permits prior to applying for Building permits. Standard review timelines and submittal instructions for Public Works permits may be found at the following: <http://www.sanjoseca.gov/index.aspx?nid=2246>.
- a. **Construction Agreement:** The public improvements conditioned as part of this permit require the execution of a Construction Agreement that guarantees the

completion of the public improvements to the satisfaction of the Director of Public Works. This agreement includes privately engineered plans, bonds, insurance, a completion deposit, and engineering and inspection fees.

- b. **Transportation:** A Traffic Operational Analysis has been performed for this project based on a net of 87 AM and 87 PM peak hour trips. See separate Traffic memo dated 1/4/18 for additional information. The following conditions shall be implemented:
- i. The parking garage entry gate shall be opened during the time period of the day when most of the inbound vehicle trips are likely to occur (generally from 2-7pm).
  - ii. "No Parking" zones shall be installed adjacent to the project driveway, as well as appropriate audible and visible warning signals to alert pedestrians and bicyclists for vehicles exiting the site.
  - iii. Provide adequate car door buffer space between the parking spaces and garage supporting walls, and/or assign those parking spaces located adjacent to walls to residents with compact vehicles.
  - iv. On-street limited parking zone on Delmas Avenue or Auzerais Avenue for large moving trucks shall be installed. The loading zone location and design shall be evaluated by City staff during the implementation phase.
  - v. Implement a comprehensive Transportation Demand Management (TDM) plan in order to meet the proposed 50 percent parking reduction for the project. Refer to the Draft TDM Plan, dated April 5, 2017 prepared by Hexagon Transportation Consultants, Inc. The TDM measures to be implemented by the project include planning and design measures related to the attributes of the site location, the site design, and onsite amenities. Such measures encourage walking, biking, carpooling, and use of transit. The proposed residential TDM Plan includes the following measures:
    - 1) Two free VTA Eco Passes per unit
    - 2) Two free Zipcar memberships per unit
    - 3) One free Bay Area Bike Share membership per unit
    - 4) One onsite cargo bicycle
    - 5) 100% unbundles parking
    - 6) Onsite TDM coordinator and services (including carpool/ride matching assistance and trip planning resources)
  - vi. With the inclusion of the above a) through e) conditions, the subject project will be in conformance with Envision San Jose 2040 General Plan Goals for the Downtown Strategy Plan.

**c. Grading/Geology:**

- i. A grading permit is required prior to the issuance of a Public Works Clearance.
- ii. b) All on-site storm drainage conveyance facilities and earth retaining structures 4' foot in height or greater (top of wall to bottom of footing) or is being surcharged (slope of 3:1 or greater abutting the wall) shall be reviewed and approved under Public Works grading and drainage permit prior to the issuance of Public Works Clearance. The drainage plan should include all underground pipes, building drains, area drains and inlets. The project shall provide storm drainage calculations that adhere to the 2013 California Plumbing Code or submit a stamped and signed alternate engineered design for Public Works discretionary approval and should be designed to convey a 10 year storm event.
- iii. If the project proposes to haul more than 10,000 cubic yards of cut/fill to or from the project site, a haul route permit is required. Prior to issuance of a grading permit, contact the Department of Transportation at (408) 535-3850 for more information concerning the requirements for obtaining this permit.
- iv. Because this project involves a land disturbance of one or more acres, the applicant is required to submit a Notice of Intent to the State Water Resources Control Board and to prepare a Storm Water Pollution Prevention Plan (SWPPP) for controlling storm water discharges associated with construction activity. Copies of these documents must be submitted to the City Project Engineer prior to issuance of a grading permit.
- v. The Project site is within the State of California Seismic Hazard Zone. A geotechnical investigation report addressing the potential hazard of liquefaction must be submitted to, reviewed and approved by the City Geologist prior to issuance of a grading permit or Public Works Clearance. The report should also include, but not limited to: foundation, earthwork, utility trenching, retaining and drainage recommendations. The investigation should be consistent with the guidelines published by the State of California (CGS Special Publication 117A) and the Southern California Earthquake Center (SCEC, 1999). A recommended depth of 50 feet should be explored and evaluated in the investigation.

**d. Stormwater Runoff Pollution Control Measures:** This project must comply with the City's Post-Construction Urban Runoff Management Policy (Policy 6-29) which requires implementation of Best Management Practices (BMPs) which includes site design measures, source controls and numerically-sized Low Impact Development (LID) stormwater treatment measures to minimize stormwater pollutant discharges.

- i. The project's preliminary Stormwater Control Plan and numeric sizing

calculations have been reviewed, and this project will be in conformance with City Policy 6-29.

- e. **Stormwater Peak Flow Control Measures:** The project is located in a non-Hydromodification Management area and is not required to comply with the City's Post-Construction Hydromodification Management Policy (Council Policy 8-14).
- f. **Flood Zone X:** The project site is not within a designated Federal Emergency Management Agency (FEMA) 100-year floodplain. Flood Zone X is an area of moderate or minimal flood hazard. Zone X is used on new and revised maps in place of Zones B and C. There are no City floodplain requirements for Zone X.
- g. **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 Public Works clearance.
- h. **Parks:** This residential project is subject to either the requirements of the City's Park Impact Ordinance (Chapter 14.25 of Title 14 of the San Jose Municipal Code) or the Parkland Dedication Ordinance (Chapter 19.38 of Title 19 of the San Jose Municipal Code) for the dedication of land and/or payment of fees in-lieu of dedication of land for public park and/or recreational purposes under the formula contained within in the Subject Chapter and the Associated Fees and Credit Resolutions.
- i. **Undergrounding:**
  - i. The In Lieu Undergrounding Fee shall be paid to the City for all frontage adjacent to Auzerais Avenue and Delmas Avenue prior to issuance of a Public Works Clearance. One-Hundred percent (100%) of the base fee in place at the time of payment will be due. Currently, the 2018 base fee is \$485 per linear foot of frontage and is subject to change every January 31<sup>st</sup> based on the Engineering News Record's City Average Cost Index for the previous year. The project will be required to pay the current rate in effect at the time the Public Works Clearance is issued.
  - ii. The Director of Public Works may, at his discretion, allow the Subdivider to perform the actual undergrounding of all off-site utility facilities fronting the project adjacent to Auzerais Avenue and Delmas Avenue. Subdivider shall submit copies of executed utility agreements to Public Works prior to the issuance of a Public Works Clearance.
- j. **Street Improvements:**
  - i. Construct 10' wide attached sidewalk with 4'x5' tree wells along Auzerais Avenue project frontage.
  - ii. Construct 12' wide attached sidewalk with 4'x5' tree wells along Delmas Avenue project frontage. Provide approximately 2' wide sidewalk easement.

- iii. Applicant shall be responsible to remove and replace curb, gutter, and sidewalk damaged during construction of the proposed project.
  - iv. Remove and replace curb, gutter, and sidewalk along project frontage.
  - v. Close unused driveway cut(s).
  - vi. Proposed driveway width to be 26'.
  - vii. Subdivider shall be responsible for adjusting existing utility boxes/vaults to grade, locating and protecting the existing communication conduits (fiber optic and copper) along the project frontage.
  - viii. Dedication and improvement of the public streets to the satisfaction of the Director of Public Works.
  - ix. City recommends reconstruction of the curb ramp at the corner intersection of the Auzerais Avenue and Delmas Avenue project frontages. This may benefit the users accessing the project site.
- k. **Site Utilization Plan and Revocable Encroachment Permit (Street/Sidewalk Closures):** At the Implementation stage, Subdivider shall provide to the Public Works Project Engineer a Site Utilization Plan with the application of a Revocable Encroachment Permit for any proposed sidewalk and lane closures to support the onsite construction activities.
- i. The following should be included with the Site Utilization Plan and Revocable Permit application, but are not limited to:
    - 1) **Site Utilization Plan and Letter of Intent:** The site utilization plan should provide a detailed plan of the location of the temporary facilities within the boundary of the construction site. The Letter of Intent should provide a description operations of the site as well as the reasons for the sidewalk/lane closures and why the activities/uses that are proposed within the Public right-of-way can't occur within the construction site. These include the use of the right of way for temporary facilities and activities such as man lifts, baker tanks, staging area, concrete pumping activities, etc. This would also provide a discussion as to the reasons why covered pedestrian walkways will not be provided (ex. swinging loads over sidewalk not safe for pedestrians).
    - 2) **Multi-Phased Site Specific Sketches:** These sketches should show the phased closures during the course of construction with a provided timeframe estimate of when each phase would be implemented. These sketches should include the type and location of the work to be accomplished within the right-of-way. The exhibit should show in detail the vehicular and/or pedestrian diversion route that shows the appropriate safety equipment, such as barricades, cones, arrow boards, signage, etc.

- ii. Subdivider shall minimize the potential impact to vehicular and pedestrian traffic by:
    - 1) Implementing the closures at the time the onsite activities dictate the need for the closure.
    - 2) Minimizing the closure timeframes to accomplish the onsite tasks and implement the next phase of the closure as outlined in condition 26.k.i.2 above.
  - iii. If proposed lane and parking closures are a part of the Revocable Permit Application, Subdivider shall submit Downtown Lane Closure and Tow Away Permit Applications to DOT. These applications may be obtained at: <http://www.sanjoseca.gov/index.aspx?NID=3713>. Subdivider shall contact DOT at (408) 535-8350 for more information concerning the requirements of these applications.
  - l. **SNI:** This project is located within the Delmas Park SNI area. Public improvements shall conform to the approved EIR and neighborhood improvement plan.
  - m. **Sanitary:** The project is required to submit plan and profile of the private sewer mains with lateral locations for final review and comment prior to construction.
  - n. **Greater Downtown Area Master Plans:** This project is located within the Greater Downtown area. Public improvements shall conform to the Council approved San Jose Downtown Streetscape and Street and Pedestrian Lighting Master Plans.
  - o. **Electrical:** Existing electroliers along the project frontage will be evaluated at the public improvement stage and any street lighting requirements will be included on the public improvement plans.
  - p. **Street Trees:** The locations of the street trees will be determined at the street improvement stage. Contact the City Arborist at (408) 794-1901 for the designated street tree. Install street trees within public right-of-way along entire project street frontage per City standards; refer to the current "Guidelines for Planning, Design, and Construction of City Streetscape Projects". Street trees shall be installed in cut-outs at the back of curb. Obtain a DOT street tree planting permit for any proposed street tree plantings. Street trees shown on this permit are conceptual only.
33. **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. \_\_\_\_\_.

34. **Standard Environmental Conditions:**

**a. Air Quality:**

- 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 track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
  - 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). 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 visible emissions evaluator.
- i. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

**b. Biological Resources:**

- i. The removed trees would be replaced according to tree replacement ratios required by the City, as provided in Table 4.4-2 below.

<b>Diameter of Tree to be Removed</b>	<b>Type of Tree to be Removed</b>			<b>Minimum Size of Each Replacement Tree</b>
	<b>Native</b>	<b>Non-Native</b>	<b>Orchard</b>	
18 inches or more	5:1	4:1	3:1	24-inch box

12 - 18 inches	3:1	2:1	none	24-inch box
Less than 12 inches	1:1	1:1	none	15-gal. container
<p>x:x = tree replacement to tree loss ratio          Note: Trees greater than or equal to 18-inch circumference shall not be removed unless a Tree Removal Permit, or equivalent, has been approved for the removal of such trees.</p>				

**c. During Construction:**

- i. Prohibit grading, construction, demolition or other work within the TREE PROTECTION ZONE. No excess soil, chemicals, debris, equipment or other materials shall be dumped or stored within the TREE PROTECTION ZONE. Any modifications must be approved and monitored by the consulting arborist.
  - ii. Any root pruning required during construction shall receive the prior approval of, and be supervised by, the consulting arborist.
  - iii. Any additional tree pruning needed for clearance during construction must be performed or supervised by an Arborist and not by construction personnel.
  - iv. Apply supplemental irrigation to trees as determined by the consulting arborist.
  - v. If injury should occur to any tree during construction, the consulting arborist shall evaluate the trees as soon as possible so that appropriate treatments can be applied.
- d. The project is subject to applicable SCVHP conditions and fees (including the nitrogen deposition fee) prior to issuance of any grading permit. The project applicant shall submit a SCVHP Coverage Screening Form to the Supervising Environmental Planner of the Department of Planning, Building, and Code Enforcement for review and will complete subsequent forms, reports, and/or studies as needed.

**e. Cultural Resources:**

- i. **Stop Work and Evaluate Unanticipated Finds.** If buried cultural deposits are encountered during project activities, all work within 50 feet of the find should be redirected. A qualified archaeologist shall: (1) evaluate the find to determine if it meets the CEQA definition of a historical or archaeological resource; and (2) provide project-specific recommendations regarding the disposition of the find. The results of any archaeological investigation will be submitted to the NWIC. If the find does not meet the definition of a historical or archaeological resource, then no further study or protection is necessary prior to project implementation. If the find does meet the definition of a historical or archaeological resource, then it should be avoided by project



activities. Avoidance may be accomplished through redesign, conservation easements, or site capping. If avoidance is not feasible, adverse effects to such resources should be mitigated in accordance with the recommendations of the evaluating archaeologist. Upon completion of the archaeological evaluation, a report documenting the methods, results, and recommendations of the archaeologist shall be prepared and submitted to the NWIC.

- ii. **Follow Statutory Procedures if Human Remains are Encountered.** Pursuant to Health and Safety Code § 7050.5 and Public Resources Code § 5097.94 of the State of California, in the event of the discovery of human remains during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the remains are of Native American origin, the Coroner shall notify the Native American Heritage Commission (NAHC) who shall attempt to identify descendants of the deceased Native American to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. The archaeologist should recover scientifically valuable information, as appropriate and in accordance with the recommendations of the Native Americans. Upon completion of analysis, as appropriate, the archaeologist will prepare a report documenting the methods and results of the investigation. This report will be submitted to the NWIC. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the landowner shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.
- iii. **Provide Preconstruction Worker Awareness Training.** The project proponent will ensure that all construction personnel receive paleontological resources awareness training that includes information on the possibility of encountering fossils during construction; the types of fossils likely to be seen, based on past finds in the project area; and proper procedures in the event fossils are encountered. Worker training will be prepared and presented by a qualified paleontologist.
- iv. **Stop Work.** If vertebrate fossils are discovered during construction, all work on the site will stop immediately until a qualified professional paleontologist can assess the nature and importance of the find and recommend appropriate treatment. Treatment may include preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection and may also include preparation of a report for publication describing the finds. The City will be responsible for ensuring that the recommendations of the paleontological monitor regarding treatment and reporting are implemented.

**f. Geology and Soils:**

- i. The design-level geotechnical investigation to verify compliance with applicable regulations shall identify site-specific ground failure hazards (e.g., liquefaction) and the appropriate techniques to minimize risks to people and structures. Over-excavation and re-compaction is a commonly used method to mitigate soil conditions susceptible to settlement.
- ii. The proposed project shall be designed and constructed in accordance with the most recent California Building Code, which contains the regulations that govern the construction of structures in California. Adherence to the California Building Code would ensure the proposed improvements resist minor earthquakes without damage and major earthquakes without collapse.
- iii. Standard erosion control and grading best management practices (BMPs) will be implemented during construction to prevent substantial erosion from occurring during site development. The BMPs shall be included on all construction documents.
- iv. Prior to issuance of a Public Works Clearance, the applicant must obtain a grading permit before commencement of excavation and construction. In accordance with General Plan Policy EC-4.12, the applicant may be required to submit a Grading Plan and/or Erosion Control Plan for review and approval, prior to issuance of a grading permit.
- v. Consistent with General Plan policies, the project shall complete a design-level geotechnical investigation to verify compliance with applicable regulations. The Geotechnical Report shall determine the site-specific soil conditions and identify the appropriate design and construction techniques to minimize risks to people and structures, including but not limited to: foundation, earthwork, utility trenching, retaining and drainage recommendations. The investigation should be consistent with State of California guidelines for the preparation of seismic hazard evaluation reports (CGS Special Publication 117A, 2008, and the Southern California Earthquake Center report, SCEC, 1999). A recommended minimum depth of 50 feet should be explored and evaluated in the investigation. The report shall be submitted to the City of San José Public Works Department for review prior to issuance of any site-specific grading or building permit.
- vi. Techniques that may be used to minimize hazards include: replacing problematic soils with properly conditioned/compacted fill and designing structures to withstand the forces exerted during shrink-swell cycles and settlements.
- vii. Foundations, footings, and pavements on expansive soils near trees shall be designed to withstand differential displacement.

**g. Hazards and Hazardous Materials:**

- i. In accordance with National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines, an asbestos survey shall be performed on all structures proposed for demolition that are known or suspected to have been constructed prior to 1980. If asbestos-containing materials are determined to be present, the materials shall be abated by a certified asbestos abatement contractor in accordance with the regulations and notification requirements of Bay Area Air Quality Management District (BAAQMD). Demolition and disposal of ACM will be completed in accordance with the procedures specified by BAAQMD's Regulation 11, Rule 2. A final report of methodologies and findings of the survey shall be submitted to the Building Division of PBCE prior to the issuance of grading or building permits.
  - ii. A lead-based paint survey shall be performed on all structures proposed for demolition that are known or suspected to have been constructed prior to 1980. If lead-based paint is identified, then federal and state construction worker health and safety regulations shall be followed during renovation or demolition activities. If loose or peeling lead-based paint is identified at the building, it shall be removed by a qualified lead abatement contractor and disposed of in accordance with existing hazardous waste regulations. Requirements set forth in the California Code of Regulations will be followed during demolition activities, including employee training, employee air monitoring, and dust control. Any debris or soil containing lead-based paint or coatings will be disposed of at landfills that meet acceptance criteria for the waste being disposed. A final report of methodologies and findings of the survey shall be submitted to the Building Division of the City's PBCE prior to the issuance of grading or building permits.
  - iii. The County of Santa Clara and City of San José shall be notified of the proposed redevelopment, as stated and required under the leaking UST case closure issued by the Santa Clara County Department of Environmental Health.
  - iv. A Site Management Plan (SMP) shall be written and in-place during site development to address any potential contamination that might be discovered. The SMP will establish management practices for identifying, handling, and disposing of contaminated soils, if encountered during construction activities. If contamination above environmental screening levels is found during construction, regulatory oversight from the Santa Clara County Department of Environmental Health shall be obtained.
- h. Hydrology and Water Quality**
- i. Utilize on-site sediment control BMPs to retain sediment on the project site;
  - ii. Utilize stabilized construction entrances and/or wash racks;

- iii. Implement damp street sweeping;
- iv. Provide temporary cover of disturbed surfaces to help control erosion during construction; and
- v. Provide permanent cover to stabilize the disturbed surfaces after construction has been completed.

**i. Noise and Vibration**

- i. Construction will be limited to the hours of 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. Construction outside of these hours may be approved through a development permit based on a site-specific "construction noise mitigation plan" and a finding by the Director of Planning, Building and Code Enforcement that the construction noise mitigation plan is adequate to prevent noise disturbance of affected residential uses.
- ii. The contractor shall use "new technology" power construction equipment with state-of-the-art noise shielding and muffling devices. All internal combustion engines used on the project site shall be equipped with adequate mufflers and shall be in good mechanical condition to minimize noise created by faulty or poorly maintained engines or other components.
- iii. The unnecessary idling of internal combustion engines shall be prohibited.
- iv. Staging areas and stationary noise-generating equipment shall be located as far as possible from noise-sensitive receptors such as residential uses (a minimum of 200 feet).
- v. The surrounding neighborhood shall be notified early and frequently of the construction activities.
- vi. A "noise disturbance coordinator" shall be designated to respond to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaints (e.g., beginning work too early, bad muffler, etc.) and institute reasonable measures warranted to correct the problem. A telephone number for the disturbance coordinator would be conspicuously posted at the construction site.
- vii. The project will minimize vibration impacts to adjacent uses during demolition and construction by restricting vibratory compactors to have a minimum setback of 50 feet from any structures. A vibration limit of 0.20 in/sec PPV will be used to minimize the potential for cosmetic damage at buildings of normal conventional construction.
- viii. A site-specific noise analysis by an acoustical consultant shall be required to verify consistency with the City's noise standards and identify necessary design features and noise reduction measures, based on projected General

Plan traffic volumes. Projections of future noise exposure would also take into account existing and planned commercial/industrial operations and transit facilities.

- ix. Where exterior day-night average noise levels are 60 to 70 dBA DNL, interior noise levels can typically be maintained below 45 dBA DNL with the incorporation of adequate forced air mechanical ventilation systems in the units, which allow residents the option of controlling noise by keeping the windows closed. In areas with noise levels exceeding 70 dBA DNL, the inclusion of windows and doors with high Sound Transmission Class (STC) ratings may also be necessary to meet the interior noise standard of 45 dBA DNL.

**35. Revocation, Suspension, Modification.** This Special Use Permit and Site Development Permit may be revoked, suspended or modified by the Planning Commission, or by the City Council on appeal, at any time regardless of who is the owner of the subject property or who has the right to possession thereof or who is using the same at such time, whenever, after a noticed hearing in accordance with Part 2 of Chapter 20.100 of Title 20 of the San José Municipal Code it finds:

- a. A violation of any conditions of the Special Use Permit and Site Development Permit was not abated, corrected or rectified within the time specified on the notice of violation; or
- b. A violation of any City ordinance or State law was not abated, corrected or rectified within the time specified on the notice of violation; or
- c. The use as presently conducted creates a nuisance.

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

ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2018, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

\_\_\_\_\_  
SAM LICCARDO  
Mayor

ATTEST:

\_\_\_\_\_  
TONI J. TABER, CMC  
City Clerk

NOTICE TO PARTIES

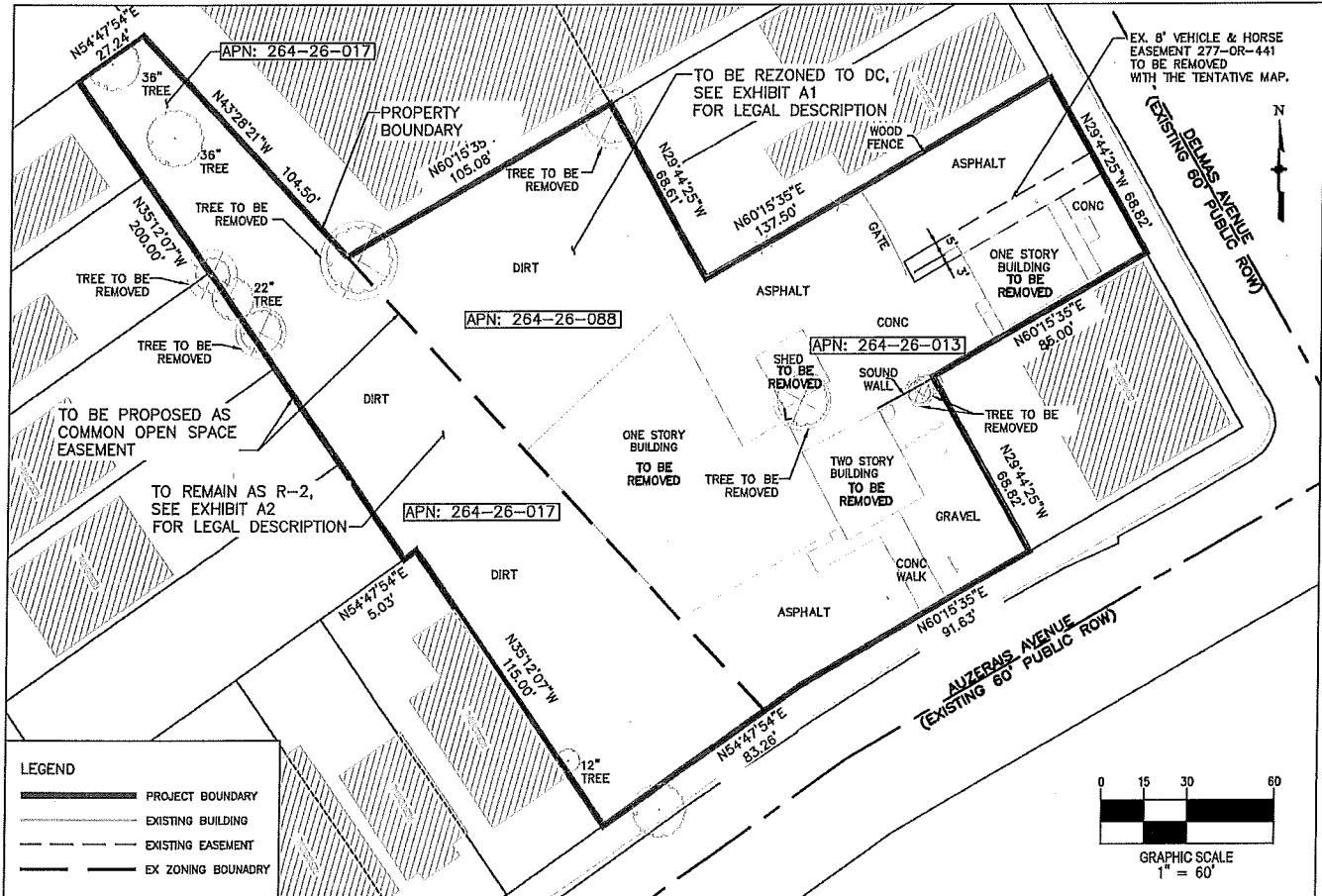
*The time within which judicial review must be sought to review this decision is governed by the provisions of the California Code of Civil Procedure Section 1094.6.*

DRAFT

# REZONING EXHIBIT B



425 & 433 AUZERAIS AVE and 383 DELMAS AVE,  
SAN JOSE, CA 95126

On the 13 day of April, 2018



### GENERAL NOTES

- PROJECT NAME: AUZERAIS AVE DEVELOPMENT
- OWNER & SUBDIVIDER: AUZERAIS INVESTMENT LLC, AUZERAIS SJ LLC, ZHENGMING CHEN & MEIJUAN CHEN
- EXISTING ZONING: LI AND R-2
- PROPOSED ZONING: DC AND R-2
- PROPOSED USE: MULTI-FAMILY CONDOMINIUM
- TOTAL UNITS: 130 RESIDENTIAL CONDOMINIUM UNITS
- ASSESSOR'S PARCEL #: APN 264-26-017, APN 264-26-088, APN 264-26-013
- TOTAL SITE AREA: 1.03 ACRES
- NET BUILDING AREA: 0.534 ACRES
- PROPOSED LOTS: 1 (COMBINING 3 LOTS INTO 1 LOT; THE LOT LINES ARE PROPOSED TO BE REMOVED.)

 <b>CHINA HARBOUR ENGINEERING COMPANY (USA) INC.</b> 4000 Executive Parkway, Suite 275 San Ramon, CA 94583 Tel: 1-925-277-1284 Fax: 1-925-277-1299	PROJECT : <b>Auzerais Avenue</b>  425 & 433 Auzerais Ave and 383 Delmas Ave San Jose, CA 95126		DESIGNED: J. WU CHECKED: J. Ji DATE: April 13th, 2018 SCALE: AS SHOWN JOB No.: C002 SHEET No.:
	SHEET NAME :  <b>REZONING EXHIBIT B</b>		SHEETS IN SET _____

# AUZERAI'S AVENUE

425, 431, 433, 435, 437, 439 AUZERAI'S AVENUE  
381, 383 DELMAS AVENUE  
SAN JOSE, CA 95126

**SCDC**  
ARCHITECTURE  
INTERIOR DESIGN  
SALVATORE CARUSO  
DESIGN CORPORATION  
950 EL CAMINO REAL, # 202, SANTA CLARA, CA 95050  
TEL. No. (408) 998-4087 • FAX No. (408) 998-4088

**DESIGN PROFESSIONALS:**

**ARCHITECT:**

SALVATORE CARUSO DESIGN CORPORATION  
950 EL CAMINO REAL, SUITE 202  
SANTA CLARA, CA 95050  
PHONE: (408) 998-4087  
FAX: (408) 998-4088

**CIVIL ENGINEER:**

CHES (USA) INC.  
4000 EXECUTIVE PKWY, SUITE 275  
SAN RAMON, CA 94583  
PHONE: (925) 277-1284

**LANDSCAPE:**

HORTUS DESIGN  
872 MYRTLE ST  
SAN JOSE, CA 95126  
PHONE: (408) 269-7596

**PROJECT DESCRIPTION:**

CONVENTIONAL REZONING FROM L1 AND R2 TO DC. SITE DEVELOPMENT PERMIT TO THE REMOVAL OF 0 OBSTACLES, 225 TREES AND 3 NON-ORDNANCE SIZED TREES, DEMOLISH THREE EXISTING BUILDINGS TOTALING 8,193 SF, TO ALLOW FOR THE CONSTRUCTION OF A NEW 504-STORY, 130 RESIDENTIAL UNITS, TOTALING 135,599 SF, THE UTILIZATION OF TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES TO REDUCE THE PARKING BY 50%, AND AN ALTERNATIVE PARKING (CAR LIFTS) ON A 1.02 ACRES ADJACENT SITE.

THESE ARE HIGH EFFICIENCY UNITS FOR DOWNTOWN LIVING THAT ENCOURAGE AND PROMOTE PEDESTRIAN AND BICYCLE CULTURE BY PROVIDING DECREASED VEHICULAR PARKING.

WE ARE 8,867 SF OVER THE REQUIRED COMMON OPEN SPACE. WE ARE PROVIDING A TOTAL OF 21,887 SF OF COMMON OPEN GROUND LEVEL PARK ENVIRONMENT WHICH ALSO SERVES AS A BUFFER BETWEEN THE PROJECT AND THE ADJACENT NEIGHBORHOOD.

UNIT TYPE	BED/BATH	UNIT AREA	BALCONY AREA	# OF EACH TYPE
S1	STUDIO/1 BATH	435 SF	5	5
S1a	STUDIO/1 BATH	504 SF	61 SF	4
S1b	STUDIO/1 BATH	504 SF	5	5
S1c	STUDIO/1 BATH	504 SF	48 SF	1
S2	STUDIO/1 BATH	410 SF	5	5
S3	STUDIO/1 BATH	622 SF	5	5
S4	STUDIO/1 BATH	578 SF	5	5
S5	STUDIO/1 BATH	485 SF	5	5
S6	STUDIO/1 BATH	585 SF	15	15
S7	STUDIO/1 BATH	722 SF	101 SF	5
S8	STUDIO/1 BATH	623 SF	55 SF	5
				60

A1	1 BED/1 BATH	520 SF	5	
A2	1 BED/1 BATH	561 SF	5	
A3	1 BED/1 BATH	558 SF	5	
A4	1 BED/1 BATH	547 SF	4	
A4a	1 BED/1 BATH	562 SF	148 SF	1
A5	1 BED/1 BATH	693 SF	62 SF	1
A5a	1 BED/1 BATH	515 SF	227 SF	1
A5b	1 BED/1 BATH	964 SF	162 SF	1
A6a	1 BED/1 BATH	785 SF	238 SF	1
A7	1 BED/1 BATH	892 SF	78 SF	1
A7a	1 BED/1 BATH	753 SF	200 SF	1
A8	1 BED/1 BATH	784 SF	85 SF	1
A8a	1 BED/1 BATH	784 SF	85 SF	1
			12	

B1a	2 BED/1 BATH	1090 SF	4
B1b	2 BED/1 BATH	1350 SF	1
B2a	2 BED/1 BATH	782 SF	1
B2b	2 BED/1 BATH	790 SF	1
B2c	2 BED/1 BATH	753 SF	1
B2d	2 BED/1 BATH	765 SF	1
B3	2 BED/1 BATH	1117 SF	1
B4	2 BED/1 BATH	909 SF	1
B4a	2 BED/1 BATH	789 SF	1
B5	2 BED/1 BATH	897 SF	1
B5a	2 BED/1 BATH	997 SF	1
			10
			30
<b>TOTAL</b>			<b>130</b>

PROJECT DATA	
PARCEL NUMBERS	264-26-088, 264-26-017 264-26-013
TOTAL LOT AREA	1.02 ACRE (44,451 SF)
GENERAL PLAN DESIGNATION	DOWNTOWN AND RESIDENTIAL NEIGHBORHOOD
EXISTING USE	RESIDENTIAL - SINGLE FAMILY LIGHT INDUSTRIAL
PROPOSED USE	MULTI-FAMILY RESIDENTIAL
NO. OF UNITS	130 UNITS
NO. OF STORY	FOOTING + 5 STORY
OCCUPANCY GROUP	R2
TYPE OF CONSTRUCTION	1-A AND 1E-A
AUTOMATIC FIRE SPRINKLER	YES

GROSS BUILDING AREA	AREA (SF)	PRIVATE OPEN SPACE (SF)	COMMON OPEN SPACE (SF)
FIRST FLOOR AREA	23,271	REQUIREMENT: 60 SF / UNIT	REQUIREMENT: 100 SF / UNIT
2ND FLOOR AREA	22,894	UNITS NUMBER	UNITS NUMBER
3RD FLOOR AREA	21,226	REQUIRED SPACE	REQUIRED
4TH FLOOR AREA	21,226	PROVIDED	5,427
5TH FLOOR AREA	21,226		357 FLOOR COMMON SPACE
6TH FLOOR AREA	20,375		2ND FLOOR COMMON SPACE
			3RD FLOOR COMMON SPACE
			4TH FLOOR COMMON SPACE
			5TH FLOOR COMMON SPACE
			6TH FLOOR COMMON SPACE
<b>TOTAL WITH BALCONIES</b>	<b>135,665</b>		<b>20,044</b>
<b>TOTAL WITHOUT BALCONIES</b>	<b>130,218</b>		

PARKING ANALYSIS	
PARKING REQUIRED	1 SPACE PER 1 UNITS
	130 SPACES
TOTAL NO. OF PARKING REQUIRED	130 SPACES
PARKING PROVIDED	
O.S. PARKING PER UNIT	85 SPACES
ACCESSIBLE SPACES PROVIDED	4 SPACES
TOTAL UNBUNDLED PARKING PROVIDED	85 SPACES
REQUESTING PARKING DISCOUNT BASED ON TDM	
BIKE PARKING REQUIRED PER TDM	
TOTAL NO. REQUIRED	156 SPACES
BIKE PARKING PROVIDED	156 SPACES
CARDO BIKE PARKING REQUIRED PER TDM	
TOTAL NO. REQUIRED	1 SPACE
CARDO BIKE PARKING PROVIDED	1 SPACE

**SHEET INDEX**

**ARCHITECTURAL**

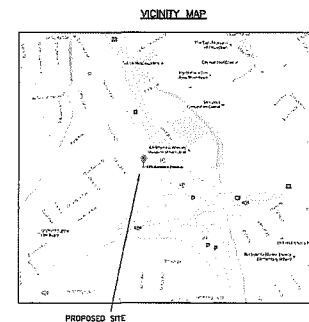
- A0.1 COVER SHEET
- A0.2a RENDERING
- A0.2b RENDERING
- A1.0 EXISTING CONDITIONS
- A1.0a ARBORIST REPORT
- A1.0b SITE PHOTOS
- A1.0c DEMOLITION PLAN
- A1.1 PROPOSED SITE PLAN
- A1.2 PROPOSED LIGHTING PLAN
- A2.1 PROPOSED GROUND FLOOR PLAN
- A2.2 PROPOSED 2ND FLOOR PLAN
- A2.3 PROPOSED 3RD FLOOR PLAN
- A2.4 PROPOSED 4TH FLOOR PLAN
- A2.5 PROPOSED 5TH FLOOR PLAN
- A2.6 PROPOSED 6TH FLOOR PLAN
- A2.7 PROPOSED ROOF PLAN
- A2.8a OPEN SPACE EXHIBIT
- A2.8b OPEN SPACE EXHIBIT
- A2.8c OPEN SPACE EXHIBIT
- A3.1 PROPOSED SOUTH ELEVATION
- A3.2 PROPOSED EAST ELEVATION
- A3.3 PROPOSED NORTH ELEVATION
- A3.4 PROPOSED WEST ELEVATION
- A3.5 PROPOSED CROSS SECTION
- A9.1 DETAILS
- A9.2 DETAILS
- A9.3 CARLIFT DETAILS
- A9.4 CARLIFT DETAILS
- 1 PHOTOMETRIC PLAN

**LANDSCAPE**

- L-1.01 LANDSCAPE PLAN (FIRST FLOOR)
- L-1.02 LANDSCAPE PLAN (SECOND FLOOR)
- L-1.03 PLANTING LEGEND, NOTES, & DETAILS
- L-2.01 IRRIGATION PLAN (FIRST FLOOR)
- L-2.02 IRRIGATION PLAN (SECOND FLOOR)
- L-2.03 IRRIGATION LEGEND, NOTES, & CALCS.
- L-2.04 IRRIGATION DETAILS
- L-3.01 LIGHTING PLAN (FIRST FLOOR)
- L-3.02 LIGHTING PLAN (SECOND FLOOR)

**CIVIL**

- C1.2.1 STORMWATER CONTROL PLAN
- C1.2.2 STORMWATER CONTROL PLAN
- C1.3 SITE DEVELOPMENT PRELIMINARY GRADING & DRAINAGE
- C1.4 PRELIMINARY UTILITY PLAN



**CONSULTANT:**

**PROJECT:**

**Auzerais**

415, 431, 433, 435, 437, 439 Auzeais Ave  
381, 383 Delmas Ave  
San Jose, CA 95126

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4. CONSULT A PE-REGISTERED CIVIL ENGINEER.

**SHEET NAME:**

COVER SHEET

REVISIONS	BY

DRAWN:	
CHECKED:	
DATE:	
SCALE:	NS
JOB No.:	
SHEET No.:	
A0.1	
SHEETS IN SET	





① VIEW FROM AUZERAIS AVENUE

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 DESIGN CORPORATION  
 980 EL CAMINO REAL, # 200, SANTA CLARA, CA 95050  
 TEL. No. (408) 998-4087 • FAX. No. (408) 998-4088

CONSULTANT :

PROJECT :

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SHEET NAME :

RENDERING

REVISIONS	BY

DRAWN:

CHECKED:

DATE:

SCALE: NTS

JOB No.:

SHEET No.:

**A0.2a**

SHEETS IN SET



① VIEW FROM INTERSECTION AT AUZERAIS AVE / DELMAS AVE

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 SALVATORE CARUSO  
 DESIGN CORPORATION  
 930 EL CAMINO REAL, # 200, SANTA CLARA, CA 95050  
 TEL. No. (415) 958-4877 • FAX. No. (408) 958-4888

CONSULTANT :

PROJECT :

**Auzerais**

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RENDERING

REVISIONS	BY

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CHECKED:

DATE:

SCALE: NIS

JOB No.:

SHEET No.:

**A0.2b**

SHEETS IN SET

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 TEL. No. (408) 958-4017 • FAX No. (408) 958-4028

CONSULTANT :

PROJECT :

**Auzerais**

425, 431, 433, 435, 437, 439 Auzerais Ave  
 381, 383 Dumas Ave  
 San Jose, CA 95126

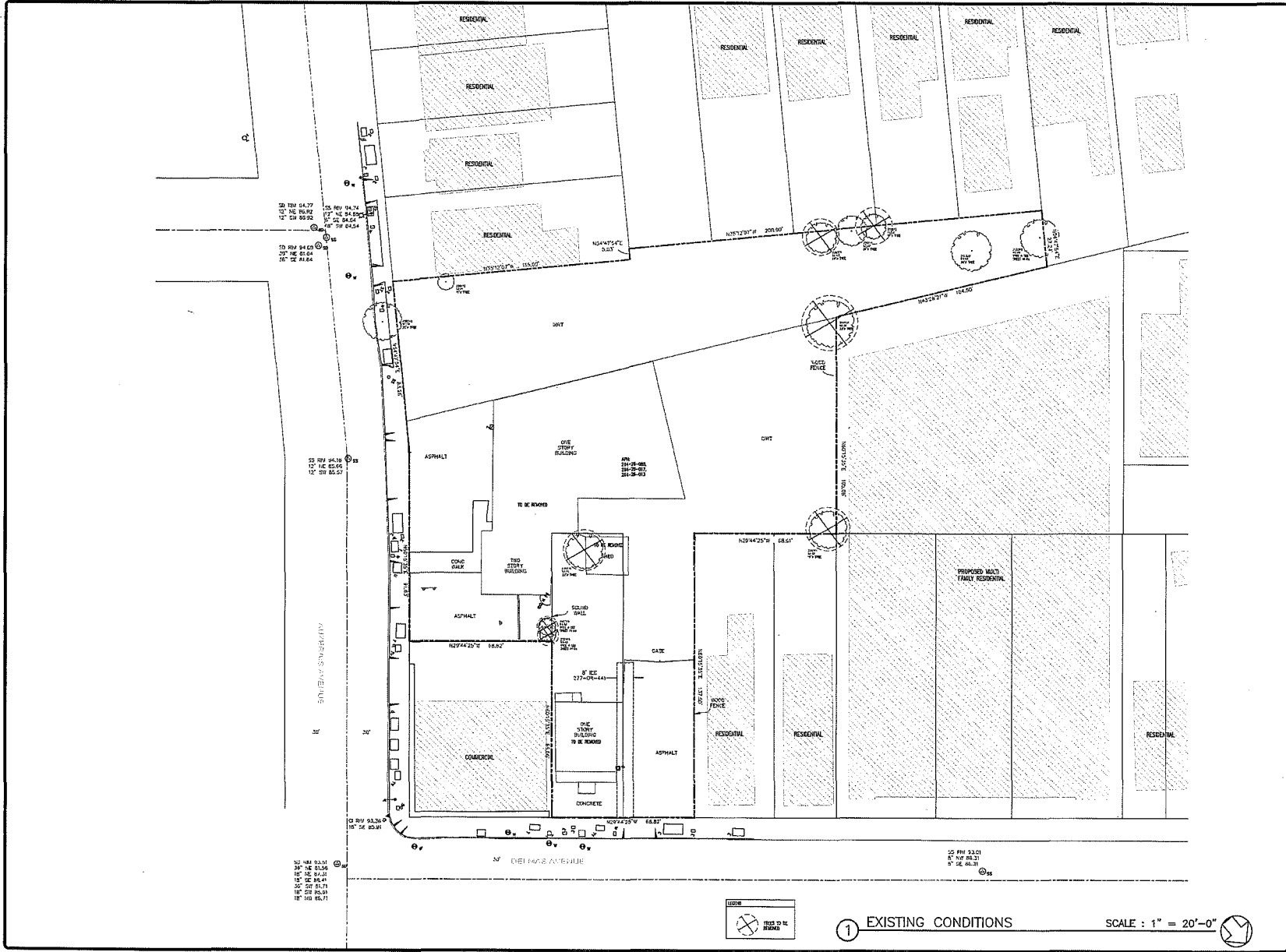
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 3. BEFORE PLACING A PROJECT ON GROUND, THE ARCHITECT IS TO BE ADVISED BY THE OWNER OF ANY CHANGES TO THE PROJECT TO BE MADE.  
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SHEET NAME :

EXISTING CONDITIONS

REVISIONS	BY

DRAWN:	
CHECKED:	
DATE:	
SCALE:	1" = 20' - 0"
JOB No.:	
SHEET No.:	A1.0
SHEETS IN SET	



① EXISTING CONDITIONS

SCALE : 1" = 20'-0"

**CONSULTANT:**

**PROJECT:**

**Auzerais**

425, 431, 435, 437, 439, 441, 443, 445  
 3711 38th Avenue  
 San Francisco, CA 94126

**GENERAL NOTES:**

1. THE SITE IS A 1.2 ACRES IN THE CITY OF SAN FRANCISCO.
2. THE SITE IS A 1.2 ACRES IN THE CITY OF SAN FRANCISCO.
3. THE SITE IS A 1.2 ACRES IN THE CITY OF SAN FRANCISCO.
4. THE SITE IS A 1.2 ACRES IN THE CITY OF SAN FRANCISCO.
5. THE SITE IS A 1.2 ACRES IN THE CITY OF SAN FRANCISCO.

**SHEET NAME:**

**ARBORIST REPORT**

**REVISIONS:**

NO.	DESCRIPTION	DATE

**DATE:**

**SCALE:**

**JOB No.:**

**SHEET No.:**

**A1.0a**

**SHEETS IN SET**

**Site Assessment**  
 The site is located in the City of San Francisco, California. The site is a 1.2-acre parcel bounded by 37th Avenue to the north, 38th Avenue to the south, and 42nd Avenue to the east. The site is currently vacant and is zoned for residential use. The site is surrounded by residential development and is accessible via public transportation. The site is in good condition and is suitable for development.

**Site Assessment**  
 The site is located in the City of San Francisco, California. The site is a 1.2-acre parcel bounded by 37th Avenue to the north, 38th Avenue to the south, and 42nd Avenue to the east. The site is currently vacant and is zoned for residential use. The site is surrounded by residential development and is accessible via public transportation. The site is in good condition and is suitable for development.

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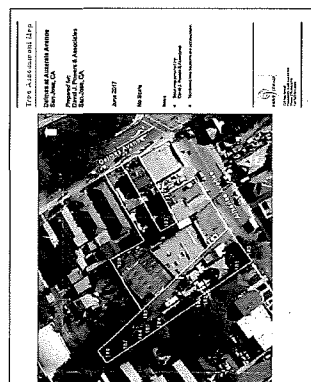
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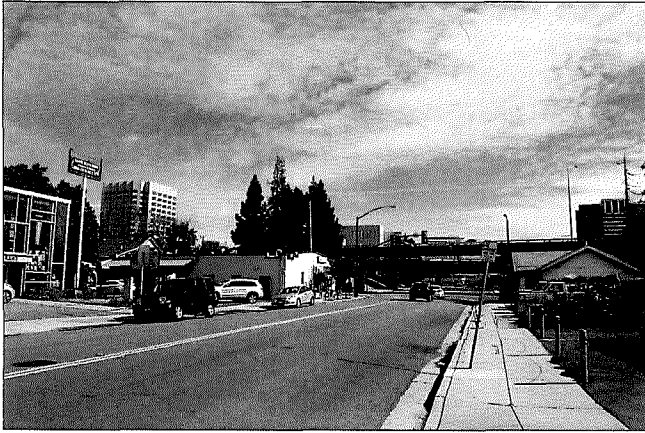


**Tree Assessment**

Tree ID	Species	DBH (in)	Height (ft)	Health	Location
101	Redwood	18	25	Good	Northwest corner
102	Redwood	12	18	Good	Northwest corner
103	Redwood	10	15	Good	Northwest corner
104	Redwood	8	12	Good	Northwest corner

**Tree Assessment**

Tree ID	Species	DBH (in)	Height (ft)	Health	Location
105	Redwood	15	20	Good	Northwest corner
106	Redwood	10	15	Good	Northwest corner
107	Redwood	8	12	Good	Northwest corner
108	Redwood	6	10	Good	Northwest corner



① VIEW DOWN AUZERAIS AVENUE TOWARDS HWY 87



② VIEW OF EXISTING BUILDINGS ON AUZERAIS AVENUE



③ VIEW DOWN DELMAS AVENUE TOWARDS HWY 87

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 SALVATORE CARUSO  
 DESIGN CORPORATION  
 950 EL CAMINO REAL, # 200, SANTA CLARA, CA 95050  
 TEL. No. (408) 958-4077 • FAX No. (408) 958-4088

CONSULTANT :

PROJECT :

**Auzerais**

425, 431, 433, 435, 437, 439 Avenida Ave  
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SHEET NAME :

SITE PHOTOS

REVISIONS	BY

DRAWN:

CHECKED:

DATE:

SCALE: NIS

JOB No.:

SHEET No.:

**A1.0b**

SHEETS IN SET



**LEGEND**

	OCCUPIED STRUCTURE
	STRUCTURE TO BE REMOVED
	THINGS TO BE REMOVED

① DEMOLITION PLAN SCALE: 1" = 20'-0"

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CONSULTANT :

PROJECT :

**Auzerais**

425, 431, 433, 435, 437, 439 Auzerais Ave  
 381, 383 Delmar Ave  
 San Jose, CA 95126

GENERAL NOTES :

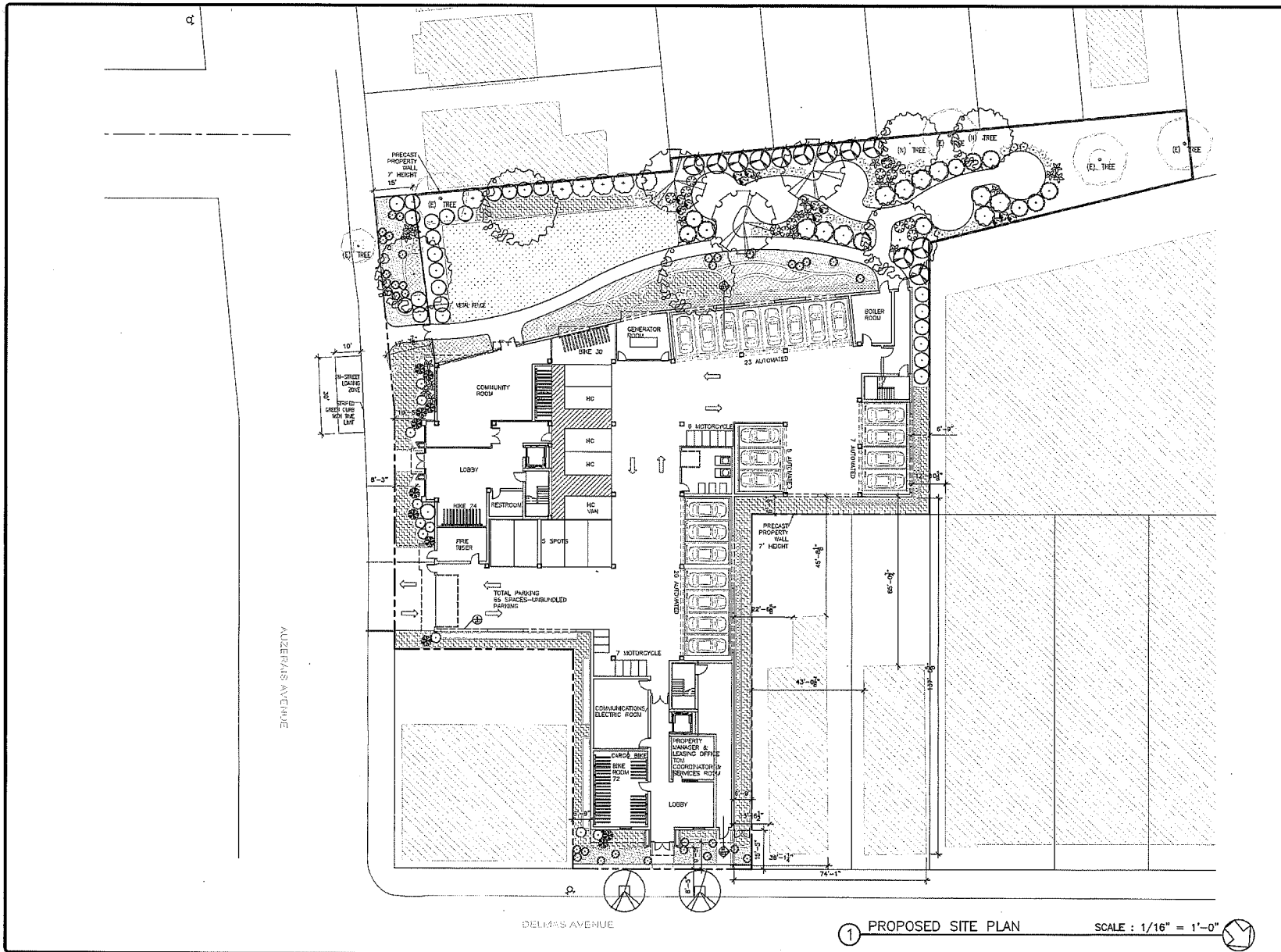
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SHEET NAME :

DEMOLITION PLAN

REVISIONS	BY

DRAWN:  
 CHECKED:  
 DATE:  
 SCALE: 1" = 20' - 0"  
 JOB No.:  
 SHEET No.:  
**A1.0c**  
 SHEETS IN SET



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PROJECT :

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3. THE USER IS NOT TO BE RESPONSIBLE FOR THE ACCURACY OF THE DATA SHOWN HERE ON THIS PLAN.
4. THE USER IS NOT TO BE RESPONSIBLE FOR THE ACCURACY OF THE DATA SHOWN HERE ON THIS PLAN.

SHEET NAME :

**PROPOSED SITE PLAN**

REVISIONS	BY

DRAWN:

CHECKED:

DATE:

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

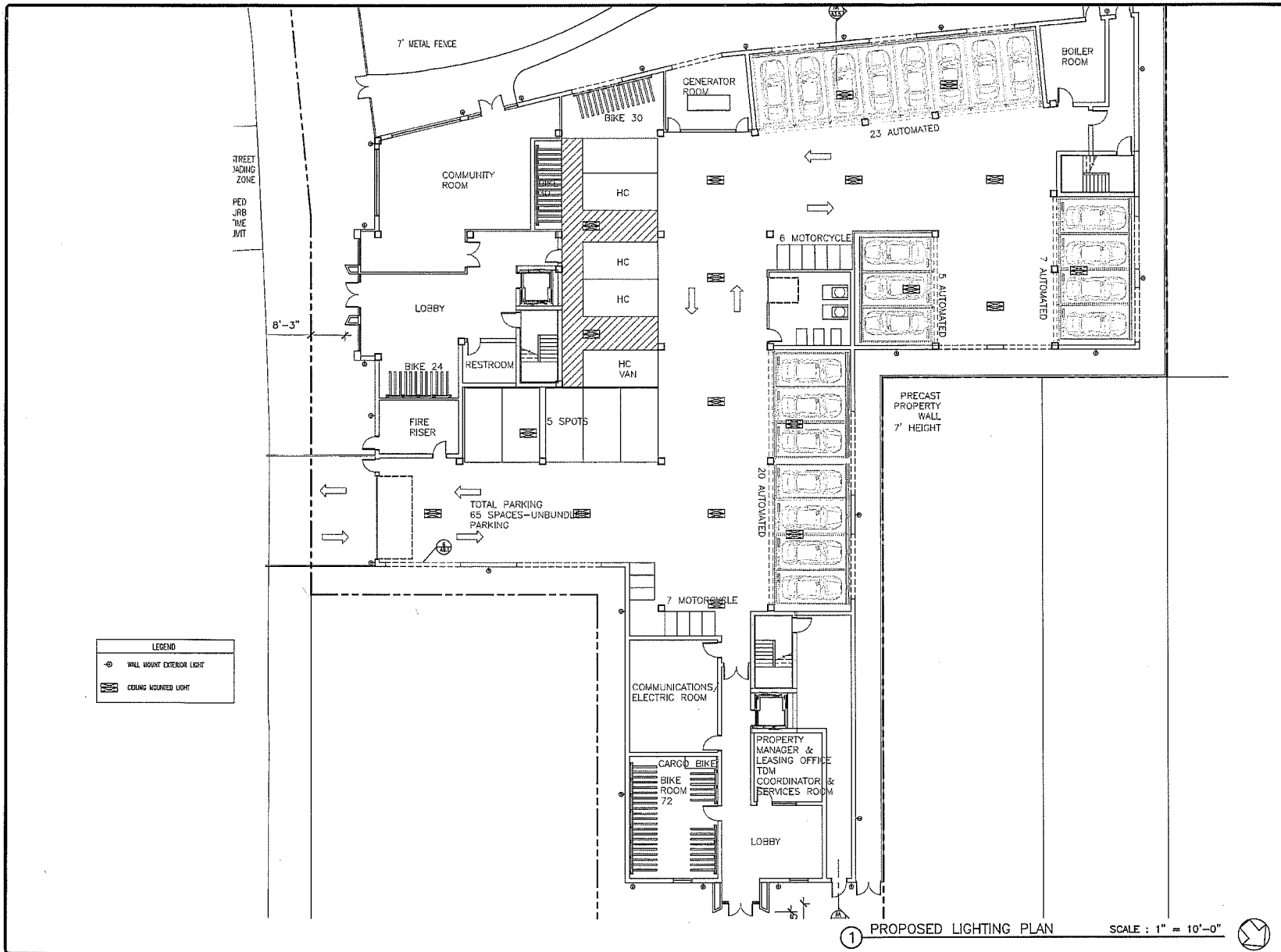
JOB No.:

SHEET No.:

A1.1

SHEETS IN SET

1 PROPOSED SITE PLAN SCALE : 1/16" = 1'-0"



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 DESIGN CORPORATION  
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 TEL. No. (408) 958-4087 • FAX. No. (408) 958-4088

CONSULTANT :

PROJECT :

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SHEET NAME :

**PROPOSED LIGHTING PLAN**

REVISIONS	BY

DRAWN:

CHECKED:

DATE:

SCALE: 1" = 10'-0"

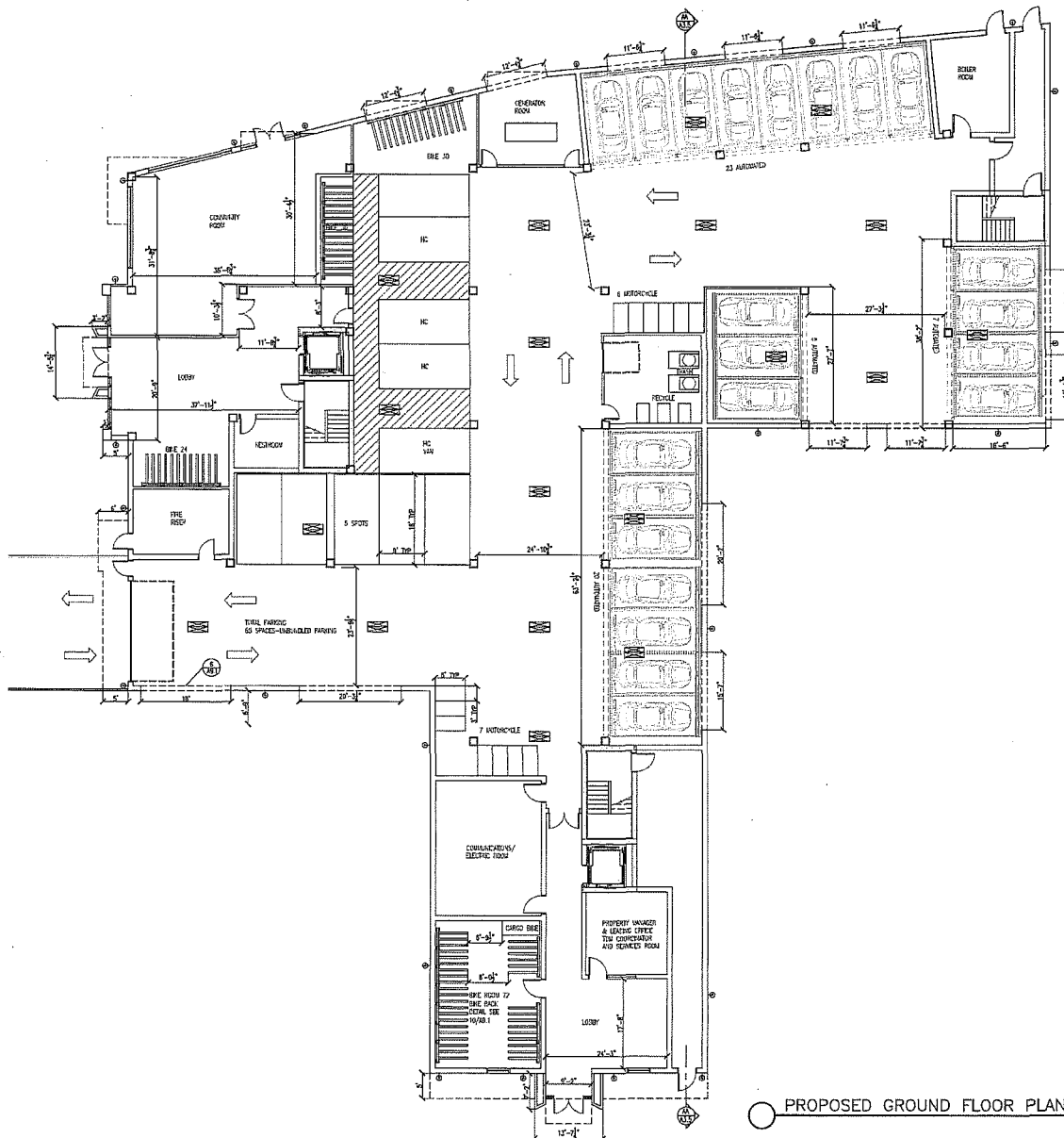
JOB No.:

SHEET No.:

**A1.2**

SHEETS IN SET





PROPOSED GROUND FLOOR PLAN

SCALE : 1" = 10'

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CONSULTANT :

PROJECT :

**Auzerais**

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SHEET NAME :

PROPOSED  
 GROUND  
 FLOOR PLAN

REVISIONS	BY

DRAWN:

CHECKED:

DATE:

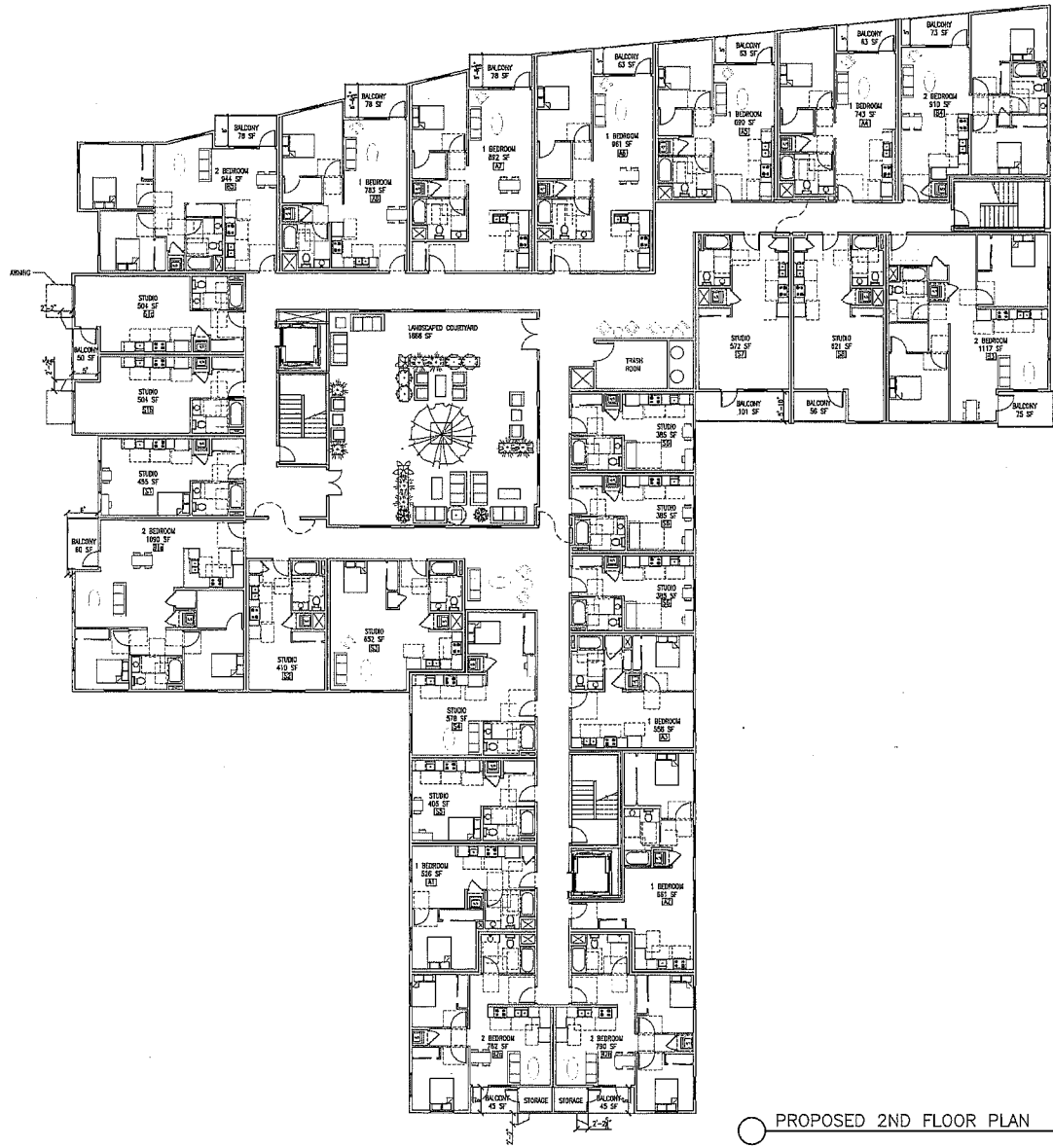
SCALE: 1" = 10'

JOB No.:

SHEET No.:

A2.1

SHEETS IN SET



PROPOSED 2ND FLOOR PLAN SCALE : 1" = 10'

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 TEL. No. (408) 958-4877 • FAX. No. (408) 991-4083

CONSULTANT :

PROJECT :

**Auzerais**

415, 431, 431, 431, 431, 438 Auzerais Ave  
 381, 383 Delmas Ave  
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SHEET NAME :

PROPOSED 2ND  
 FLOOR PLAN

REVISIONS	BY

DRAWN:

CHECKED:

DATE:

SCALE: 1" = 10' - 0"

JOB No.:

SHEET No.:

**A2.2**

SHEETS IN SET



○ PROPOSED 3RD FLOOR PLAN SCALE : 1"=10'



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 INTERIOR DESIGN  
 SALVATORE CARUSO  
 DESIGN CORPORATION  
 916 EL CAMINO REAL, #200, SANTA CLARA, CA 95050  
 TEL. No. (408) 958-4087 • FAX. No. (408) 958-4088

CONSULTANT :

PROJECT :

**Auzerais**

415, 431, 433, 435, 437, 439 Amaris Ave  
 381, 383 DeLima Ave  
 San Jose, CA 95126

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SHEET NAME :

PROPOSED 3RD  
 FLOOR PLAN

REVISIONS	BY

DRAWN:

CHECKED:

DATE:

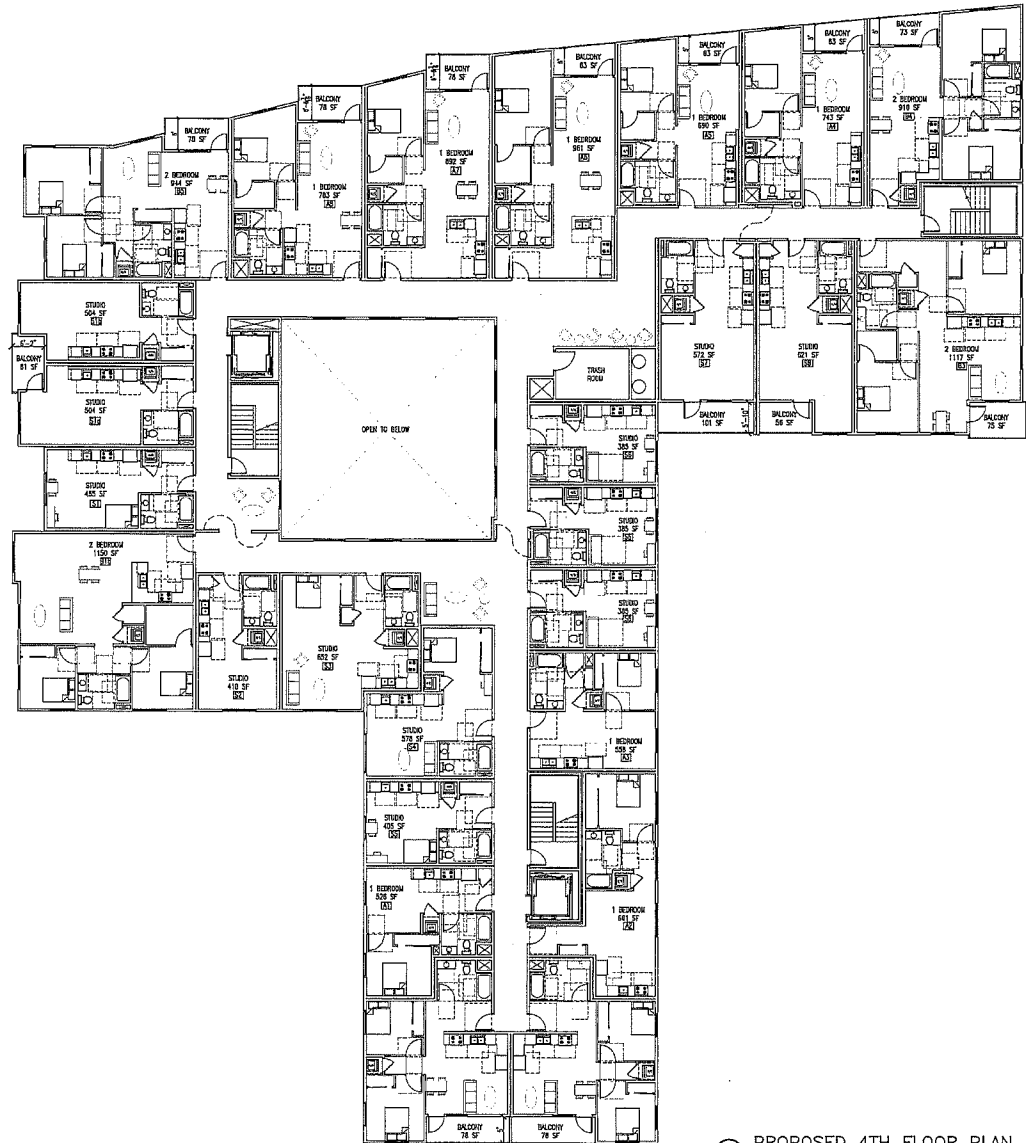
SCALE: 1" = 10' - 0"

JOB No.:

SHEET No.:

**A2.3**

SHEETS IN SET:



○ PROPOSED 4TH FLOOR PLAN SCALE : 1"=10'



**SCDC**  
ARCHITECTURE  
INTERIOR DESIGN  
SALVATORE CARUSO  
DESIGN CORPORATION  
910 EL CAMINO REAL, # 200, SANTA CLARA, CA 95060  
TEL. No. (408) 598-0871 • FAX. No. (408) 991-0828

CONSULTANT :

PROJECT :

Auzerais  
425, 431, 433, 435, 437, 439 Avenida Ave  
381, 383 DeSales Ave  
San Jose, CA 95126

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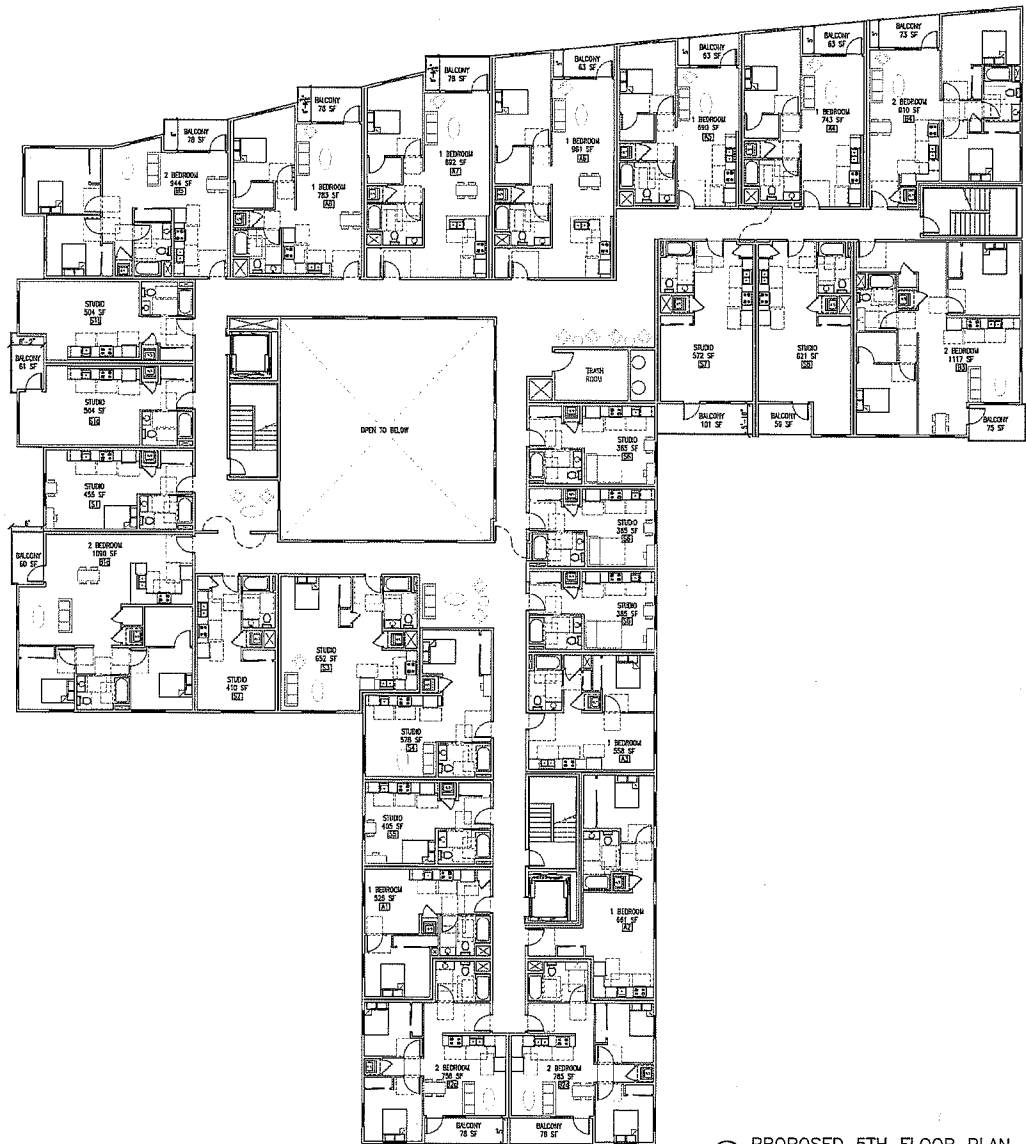
SHEET NAME :  
PROPOSED 4TH  
FLOOR PLAN

REVISIONS	BY

DRAWN:
CHECKED:
DATE:
SCALE: 1" = 10' = 0"
JOB No.:
SHEET No.:

A2.4

SHEETS IN SET



PROPOSED 5TH FLOOR PLAN SCALE : 1"=10'

**SCDC**  
 ARCHITECTURE  
 INTERIOR DESIGN  
 SALVATORE CARUSO  
 DESIGN CORPORATION  
 988 E. CAMINO REAL, # 200, SANTA CLARA, CA 95050  
 TEL. No. (408) 958-4087 • FAX. No. (408) 958-4088

CONSULTANT :

PROJECT :

**Auzerais**

425, 431, 433, 437, 439 Auzerais Ave  
 381, 383 Delmas Ave  
 San Jose, CA 95128

GENERAL NOTES :

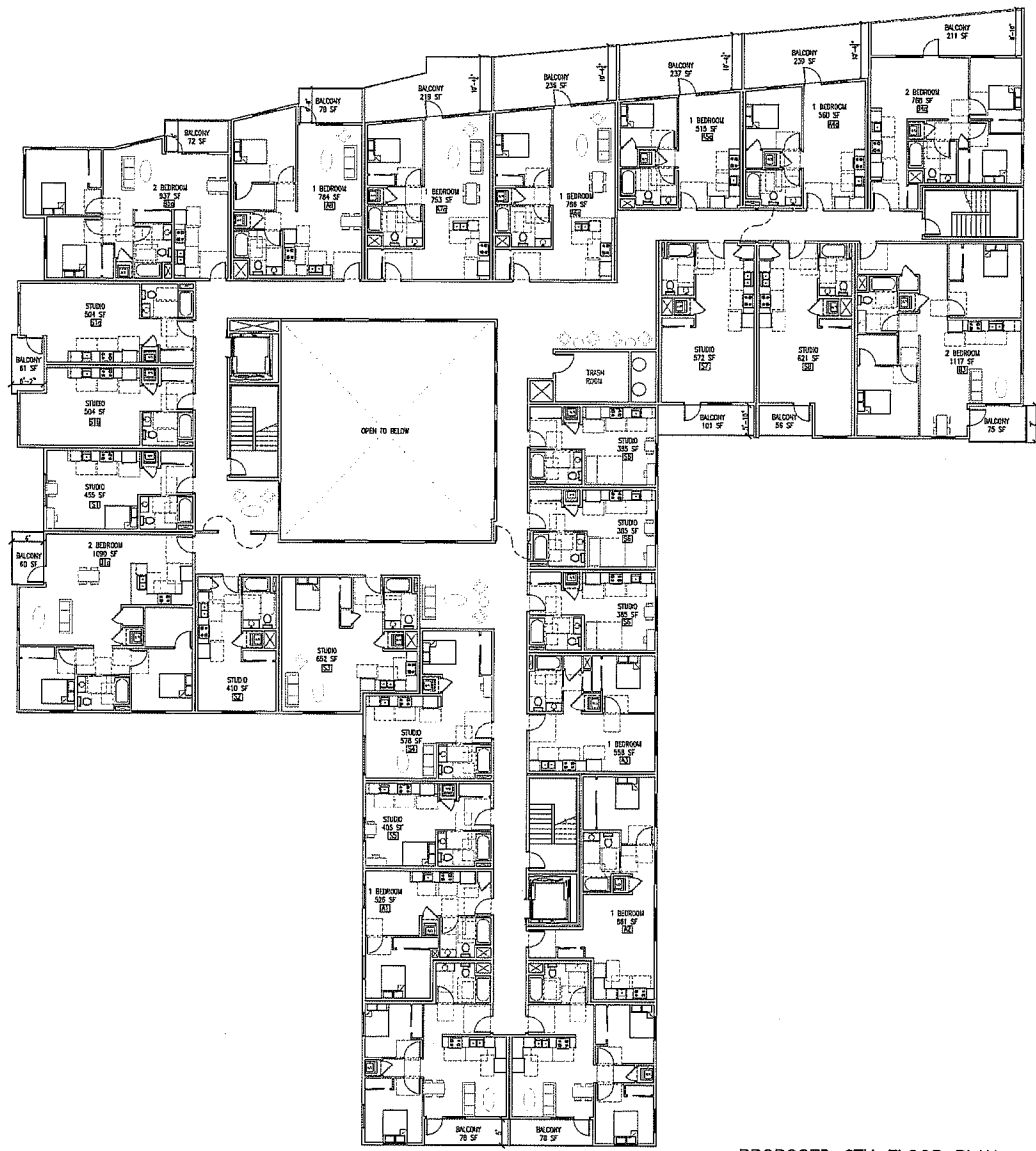
1. SEE SHEET 50 FIRST OF A SET & DO NOT BE USED ALONE.
2. THIS SCALE IS NOT FOR CONSTRUCTION DRAWING. THE ARCHITECT'S SCALE IS SHOWN ON THE SHEET.
3. THESE PLANS & SPECIFICATIONS ARE OWNED BY THE ARCHITECT & ARE FOR THE USE OF THE CONTRACTOR ONLY. UNLESS OTHERWISE SPECIFIED, ALL MATERIALS SHALL BE AS SHOWN OR OF EQUAL QUALITY.
4. REVISIONS & BY SALVATORE CARUSO DESIGN CORP.

SHEET NAME :

PROPOSED 5TH FLOOR PLAN

REVISIONS	BY

DRAWN: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 SCALE: 1" = 10' - 0"  
 JOB No.: \_\_\_\_\_  
 SHEET No.: \_\_\_\_\_  
**A2.5**  
 SHEETS IN SET



PROPOSED 6TH FLOOR PLAN SCALE: 1"=10'

**SCDC**  
 ARCHITECTURE  
 INTERIOR DESIGN  
 SALVATORE CARUSO  
 DESIGN CORPORATION  
 999 EL CAMINO REAL, #200, SANTA CLARA, CA 95050  
 TEL. No. (408) 998-4837 • FAX No. (408) 998-4888

CONSULTANT :

PROJECT :

**Auzerais**

425, 431, 433, 435, 437, 439 Auzerais Ave  
 381, 383 Delmas Ave  
 San Jose, CA 95125

- GENERAL NOTES :
1. THIS SHEET IS PART OF A SET & IS NOT TO BE USED ALONE.
  2. THE SHEET IS NOT FOR CONSTRUCTION AND ALL ARCHITECTS OUGHT TO CONSULT THE SET FOR THIS SHEET.
  3. THIS SHEET IS NOT TO BE USED BY THE ARCHITECT AS A SET FOR ANY OF THE PROJECTS AND IS NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT OR ENGINEER.
  4. APPROVED BY SALVATORE CARUSO, P.E., ARCHITECT.

SHEET NAME :

**PROPOSED 6TH FLOOR PLAN**

REVISIONS	BY

DRAWN:  
 CHECKED:  
 DATE:  
 SCALE: 1" = 10' = 0"  
 JOB No.:  
 SHEET No.:

**A2.6**

SHEETS IN SET

CONSIDERED:

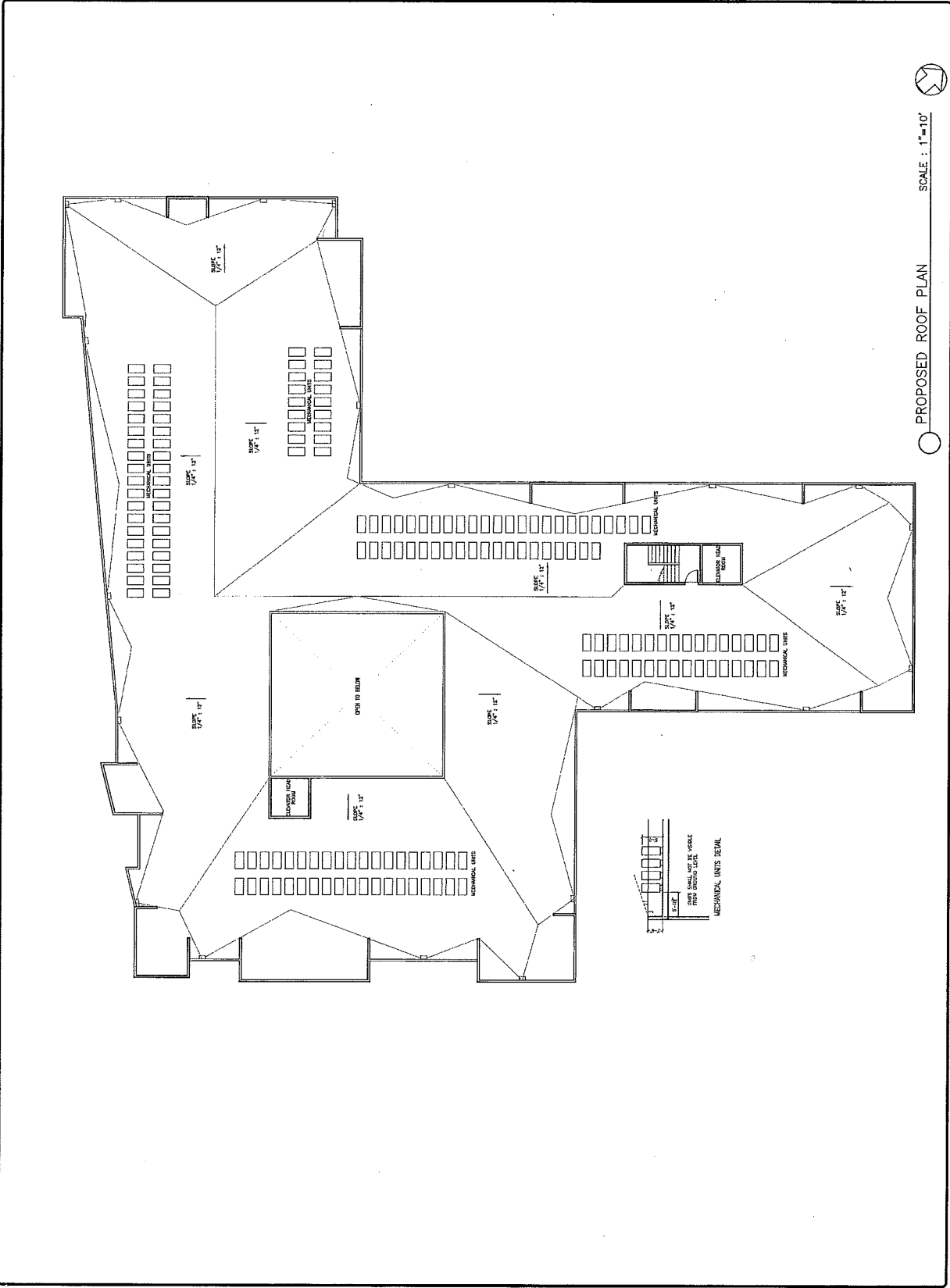
PROJECT:  
**Auzerais**  
 435 CALIF. ST. 4TH FLOOR  
 301 3RD STREET AVE  
 SAN JOSE, CA 95125

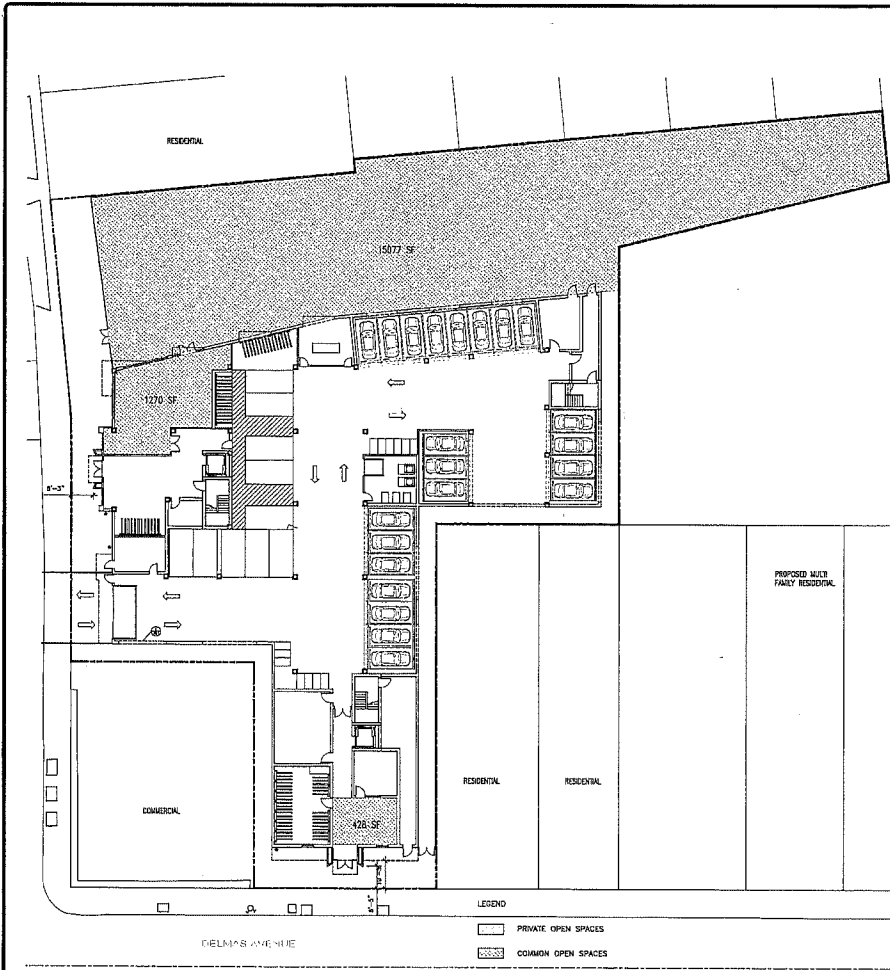
GENERAL NOTES:  
 1. SEE ALL OTHER SHEETS FOR DETAILS.  
 2. THE OWNER HAS BEEN ADVISED THAT THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPLICABLE AGENCIES.  
 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPLICABLE AGENCIES.  
 4. CONSULT THE ARCHITECT FOR ANY QUESTIONS.

SHEET NAME:  
**PROPOSED ROOF PLAN**

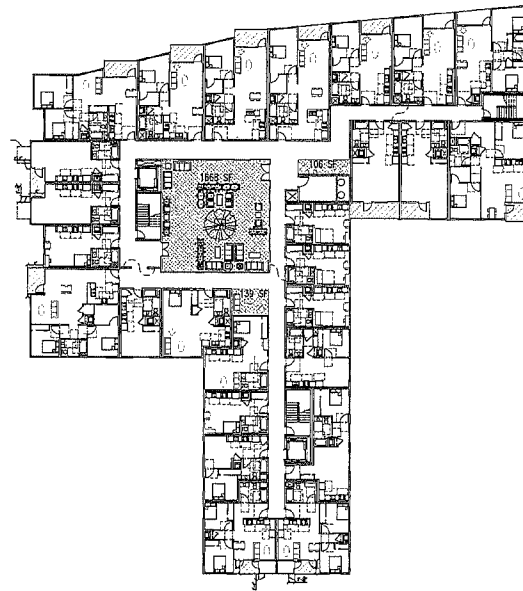
REVISIONS	BY

DRAWN:  
 CHECKED:  
 DATE:  
 SCALE:  
 1" = 10' = 0"  
 JOB No.:  
 SHEET No.:  
**A2.7**  
 SHEETS IN SET





① OPEN SPACE EXHIBIT 1ST FLOOR PLAN SCALE : 1"=20'



② OPEN SPACE EXHIBIT 2ND FLOOR PLAN SCALE : 1"=20'

**SCDC**  
 ARCHITECTURE  
 INTERIOR DESIGN  
 SALVATORE CARUSO  
 DESIGN CORPORATION  
 580 EL CAMINO REAL, #200, SANTA CLARA, CA 95050  
 TEL. No. (408) 998-4087 • FAX. No. (408) 998-4088

CONSULTANT :

PROJECT :

**Auzerais**

425, 431, 433, 435, 437, 439 Auzerais Ave  
 381, 383 DeLava Ave  
 San Jose, CA 95126

GENERAL NOTES :

1. THE SCALE OF THIS SET IS 1"=20' & IS NOT TO BE USED AS SUCH.
2. THIS SET IS NOT FOR CONSTRUCTION UNLESS THE ARCHITECT'S SEAL & SIGNATURE ARE ON THE SET.
3. THESE PLANS & SPECIFICATIONS ARE OWNED BY THE ARCHITECT & ARE THE PROPERTY OF THE ARCHITECT. NO PART OF THESE PLANS OR SPECIFICATIONS SHALL BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT OR DESIGNER.
4. REVISIONS & BY SIGNATURE CHANGES ONLY.

SHEET NAME :

OPEN SPACE EXHIBIT

REVISIONS	BY

DRAWN:

CHECKED:

DATE:

SCALE: 1" = 20' = 0"

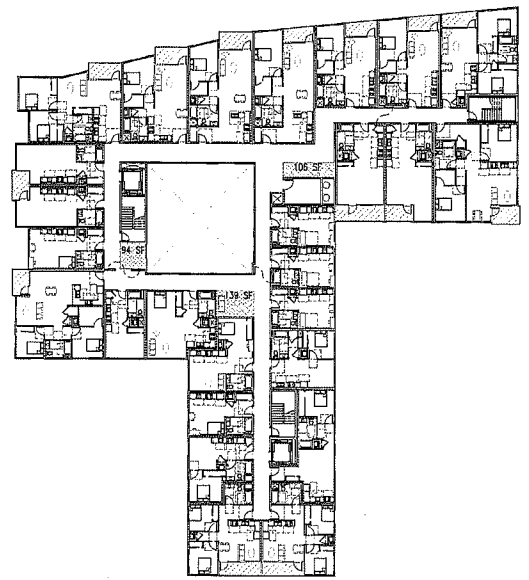
JOB No.:

SHEET No.:

**A2.8a**

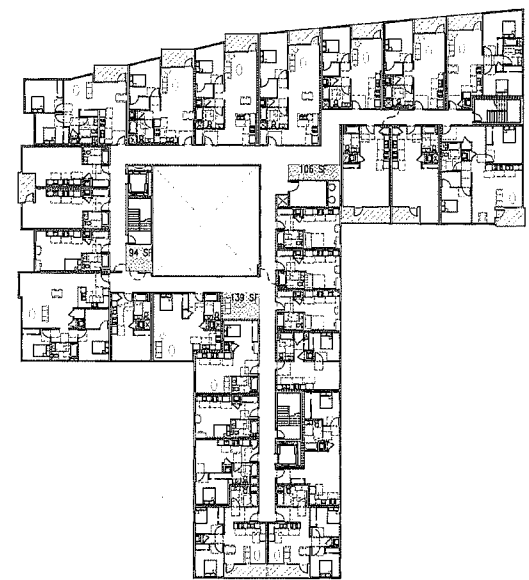
SHEETS IN SET






LEGEND  
 [Pattern] PRIVATE OPEN SPACES  
 [Pattern] COMMON OPEN SPACES

① OPEN SPACE EXHIBIT 3RD FLOOR PLAN SCALE : 1"=20'



LEGEND  
 [Pattern] PRIVATE OPEN SPACES  
 [Pattern] COMMON OPEN SPACES

② OPEN SPACE EXHIBIT 4TH FLOOR PLAN SCALE : 1"=20' 

CONSULTANT :

PROJECT :

**Auzerais**  
 425, 431, 433, 435, 437, 439 Alvarado Ave  
 381, 383 DeSales Ave  
 San Jose, CA 95126

GENERAL NOTES :

1. THE SHEET IS ONE OF A SET OF 8 TO BE USED ALIKE.
2. THIS SHEET IS NOT FOR CONSTRUCTION UNLESS THE ARCHITECT'S SEAL IS STAMPED ON THE SHEET.
3. THESE PLANS & NOTES ARE OWNED BY THE ARCHITECT & ARE FOR USE BY THE PROJECT ONLY. PERMISSION MUST BE OBTAINED BEFORE REPRODUCING THE WHOLE OR PART OF THE ARCHITECT'S DRAWING.
4. COPYRIGHT © BY SALVATORE CARUSO DESIGN CORP.

SHEET NAME :  
 OPEN SPACE EXHIBIT

REVISIONS	BY

DRAWN:

CHECKED:

DATE:

SCALE: 1" = 20' - 0"

JOB No.:

SHEET No.:

**A2.8b**

SHEETS IN SET

CONSULTANT :

PROJECT :

**Auzerais**

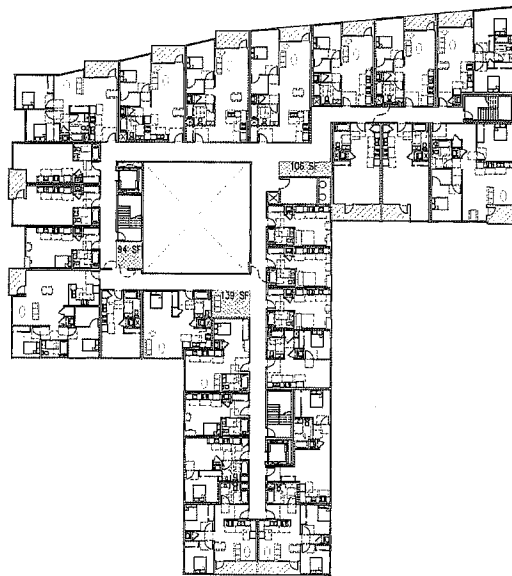
425, 431, 433, 435, 437, 439 Auzerais Ave  
 300, 303 Edison Ave  
 San Jose, CA 95126

- GENERAL NOTES :
1. THIS SHEET IS PART OF A SET AND IS NOT TO BE READ ALONE.
  2. THIS SHEET IS NOT FOR CONSTRUCTION UNLESS THE PROJECT'S NAME IS SPECIFICALLY NOTED ON THE SHEET.
  3. THIS SHEET IS NOT TO BE USED AS A BASIS FOR ANY OTHER WORK UNLESS THE PROJECT'S NAME IS SPECIFICALLY NOTED ON THE SHEET.
  4. CONSULTANT IS NOT RESPONSIBLE FOR ANY OTHER WORK.

SHEET NAME :  
 OPEN SPACE EXHIBIT

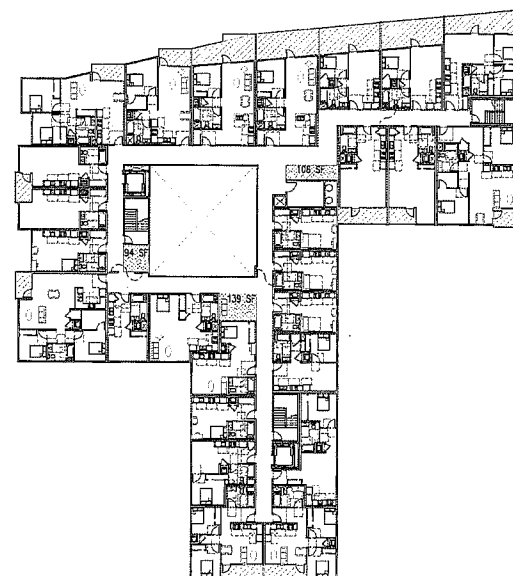
REVISIONS	BY

DRAWN:  
 CHECKED:  
 DATE:  
 SCALE: 1" = 20' - 0"  
 JOB No.:  
 SHEET No.:  
**A2.8c**  
 SHEETS IN SET



LEGEND  
 PRIVATE OPEN SPACES  
 COMMON OPEN SPACES

① OPEN SPACE EXHIBIT 5TH FLOOR PLAN SCALE : 1"=20'



LEGEND  
 PRIVATE OPEN SPACES  
 COMMON OPEN SPACES

② OPEN SPACE EXHIBIT 6TH FLOOR PLAN SCALE : 1"=20'

CONSULTANT :

PROJECT :

**Auzerais**

435, 431, 433, 435, 437, 439 Alameda Ave  
 381, 383 Delmas Ave  
 San Jose, CA 95126

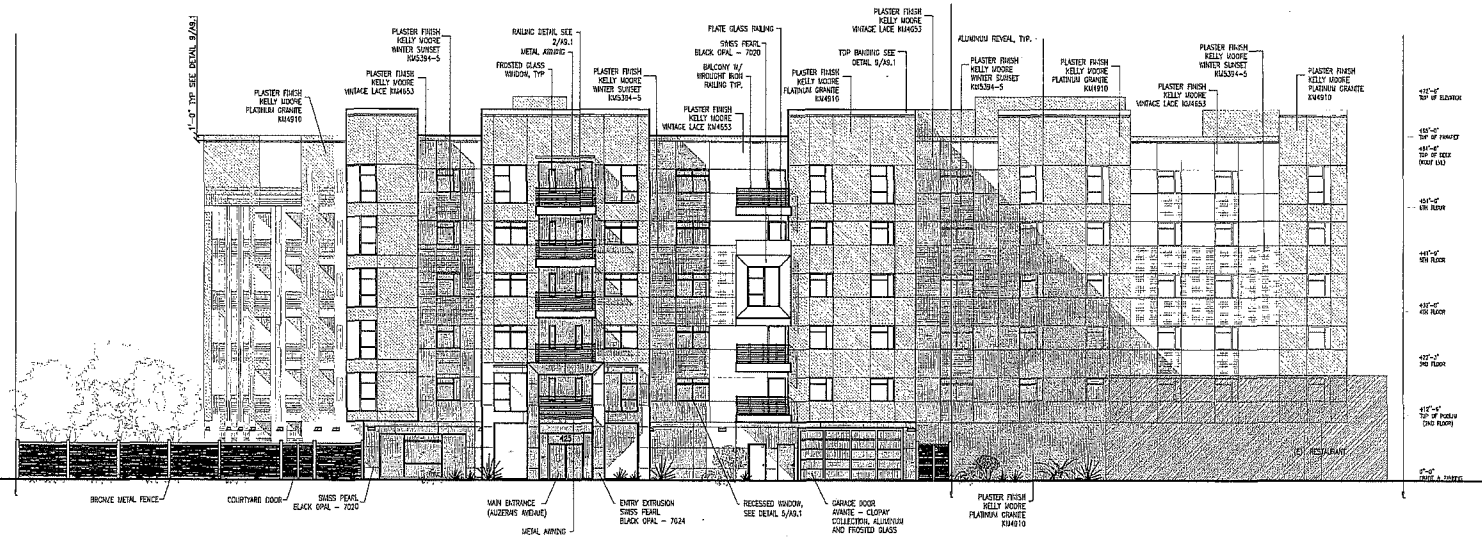
- GENERAL NOTES :
1. THE SIZE OF PIPES AND FITTINGS TO BE USED SHALL BE AS SHOWN ON THE DRAWING UNLESS OTHERWISE NOTED.
  2. THIS SHEET IS NOT TO BE CONSIDERED VALID UNLESS THE ARCHITECT'S SEAL IS SHOWN ON THIS SHEET.
  3. CLASH PLANS & PIPES ARE SHOWN BY THE ARCHITECT & ARE FOR USE BY THE PROJECT TEAM. COORDINATION SHOULD BE MAINTAINED THROUGHOUT THE PROJECT TO AVOID CONFLICTS.
  4. REFER TO THE ARCHITECT'S GENERAL NOTES SHEET.

SHEET NAME :

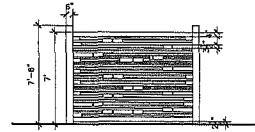
**PROPOSED**  
**SOUTH ELEVATION**

REVISIONS	BY

DRAWN:	
CHECKED:	
DATE:	3/28/2018
SCALE:	
JOB No.:	1" = 10'-0"
SHEET No.:	A3.1
SHEETS IN SET	



① PROPOSED SOUTH ELEVATION SCALE : 1" = 10'-0"



② BRONZE METAL FENCE DETAIL SCALE : 1/4" = 1'-0"

CONSULTANT :

PROJECT :

**Auzerais**

425, 431, 433, 435, 439 Alameda Ave.  
 381, 383 Deanna Ave.  
 San Jose, CA 95126

GENERAL NOTES :

1. THIS SHEET IS PART OF A SET AND IS NOT TO BE USED ALONE.
2. THIS SHEET IS NOT FOR CONSTRUCTION UNLESS THE ARCHITECT'S SEAL IS DISPLAYED AND ON THIS SHEET.
3. THIS SHEET IS A PART OF THE WORK BY THE ARCHITECT & IS NOT TO BE USED IN ANY MANNER WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT OR FIRM.
4. COPYRIGHT © BY SALVATORE CARUSO DESIGN CORP.

SHEET NAME :

**PROPOSED EAST ELEVATION**

REVISIONS	BY

DRAWN: \_\_\_\_\_

CHECKED: \_\_\_\_\_

DATE: \_\_\_\_\_

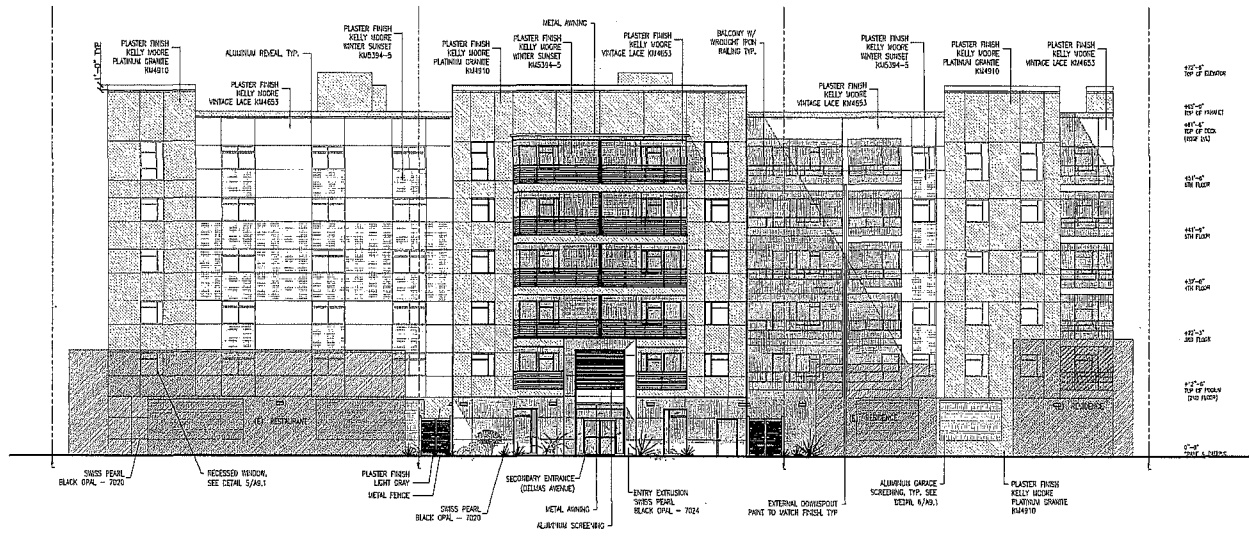
SCALE: \_\_\_\_\_

JOB No.: \_\_\_\_\_

SHEET No.: \_\_\_\_\_ 1" = 10'-0"

**A3.2**

SHEETS IN SET \_\_\_\_\_



**PROPOSED EAST ELEVATION** SCALE : 1" = 10'-0"

CONSULTANT :

PROJECT :

**Auzerais**

435, 431, 433, 435, 439 Alameda Ave  
 381, 383 DeSales Ave  
 San Jose, CA 95126

- GENERAL NOTES :
1. THIS SHEET IS ONE OF A SET & IS NOT TO BE USED ALONE.
  2. THIS SHEET IS NOT FOR CONSTRUCTION UNLESS THE ARCHITECT'S SEAL & SIGNATURE ARE ON THIS SHEET.
  3. THESE PLANS & NOTES ARE COVERED BY THE ARCHITECT'S LICENSE AND THE STATE CONTRACT OF THE ARCHITECT'S PROFESSION.
  4. COPYRIGHT © BY SALVATORE CARUSO DESIGN CORP.

SHEET NAME :

PROPOSED  
 NORTH ELEVATION

REVISIONS	BY

DRAWN: \_\_\_\_\_

CHECKED: \_\_\_\_\_

DATE: \_\_\_\_\_

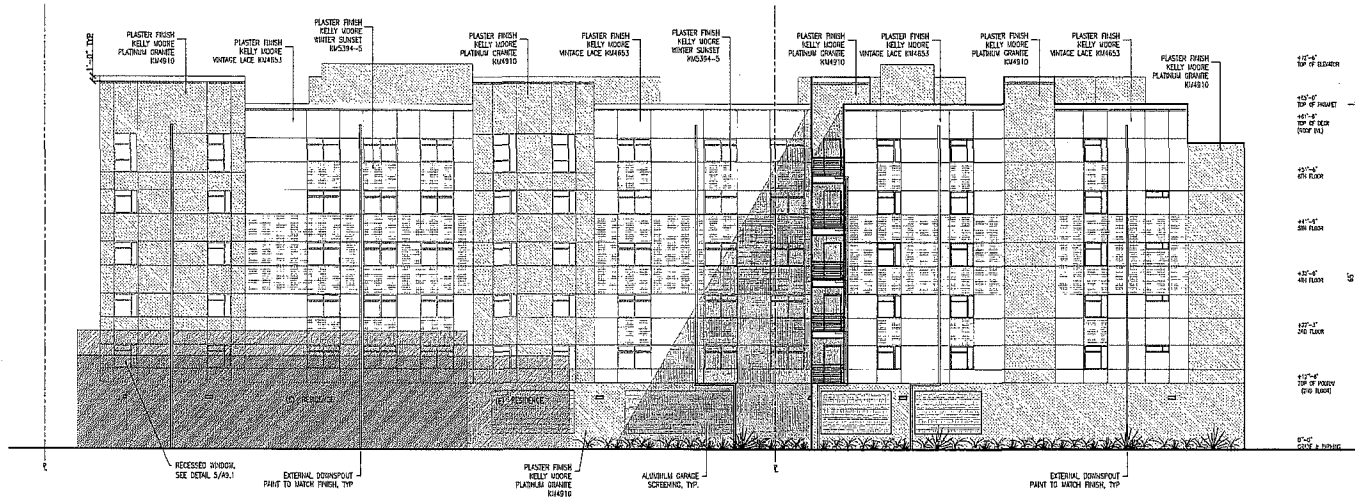
SCALE: \_\_\_\_\_

JOB No.: \_\_\_\_\_

SHEET No.: 1" = 10'-0"

**A3.3**

SHEETS IN SET \_\_\_\_\_



PROPOSED NORTH ELEVATION SCALE : 1" = 10'-0"

CONSULTANT :

PROJECT :

**Auzerais**

421, 411, 415, 417, 419 Auzerais Ave  
 311, 313 DeLuzas Ave  
 San Jose, CA 95126

GENERAL NOTES :

1. THIS SHEET IS PART OF A SET & IS NOT TO BE USED ALONE.
2. THIS SHEET IS NOT FOR CONSTRUCTION UNLESS THE ARCHITECT'S SIGNATURE & SEAL ARE ON THIS SHEET.
3. THESE PLANS ARE PROVIDED AS INFORMATION ONLY. NO GUARANTEE OR WARRANTY IS MADE BY THE ARCHITECT FOR ANY CONSTRUCTION METHOD OR MATERIALS USED IN THE PROJECT.
4. APPROVED BY THE ARCHITECT: SALVATORE CARUSO, AIA

SHEET NAME :

**PROPOSED  
 WEST ELEVATION**

REVISIONS	BY

DRAWN:

CHECKED:

DATE:

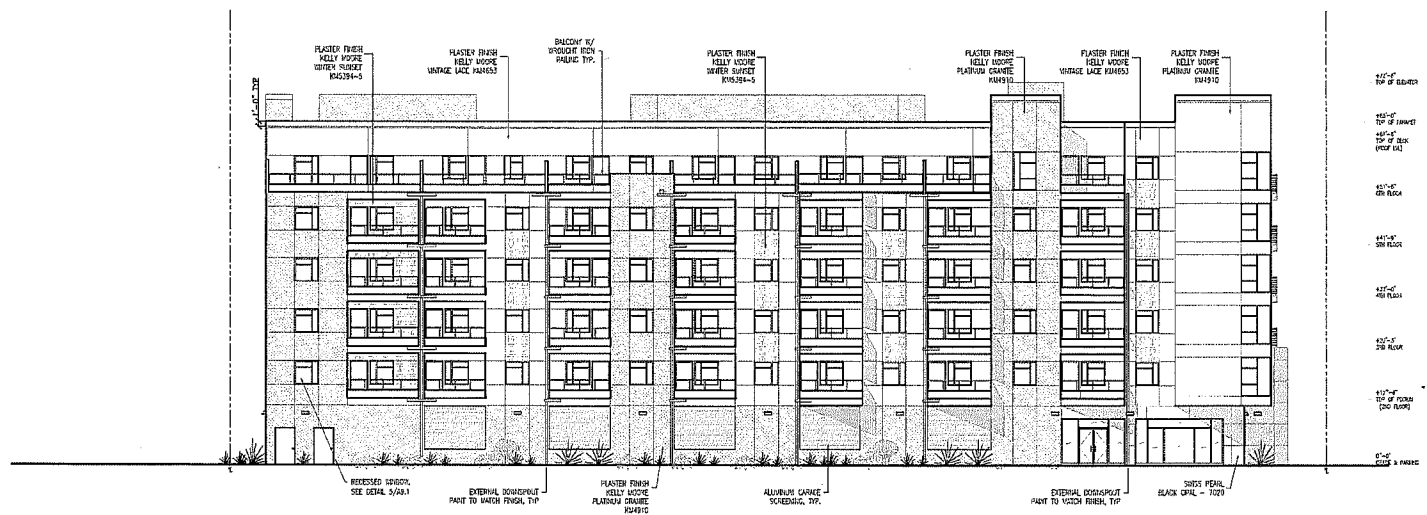
SCALE:

JOB No.: 1" = 10'-0"

SHEET No.:

**A3.4**

SHEETS IN SET



PROPOSED WEST ELEVATION SCALE : 1" = 10'-0"

CONSULTANT :

PROJECT :

**Auzerais**

425, 431, 433, 435, 437, 439 Auzerais Ave  
 381, 383 Delmar Ave  
 San Jose, CA 95126

GENERAL NOTES :

1. THIS SHEET IS ONE OF A SET & IS NOT TO BE USED ALONE.
2. THIS SHEET IS FOR INFORMATION ONLY. THE ARCHITECT'S STAMP & SIGNATURE ARE NOT REQUIRED.
3. THESE PLANS & SPECIFICATIONS ARE THE PROPERTY & ARE FOR THE USE OF THE CLIENT ONLY. PERMISSION MUST BE OBTAINED BEFORE ANY REPRODUCTION OR DISTRIBUTION OF THESE PLANS OR SPECIFICATIONS TO ANY OTHER PARTY.
4. COPYRIGHT © BY SCDC/SALVATORE CARUSO DESIGN CORP.

SHEET NAME :

**PROPOSED  
 CROSS SECTION**

REVISIONS	BY

DRAWN:

CHECKED:

DATE:

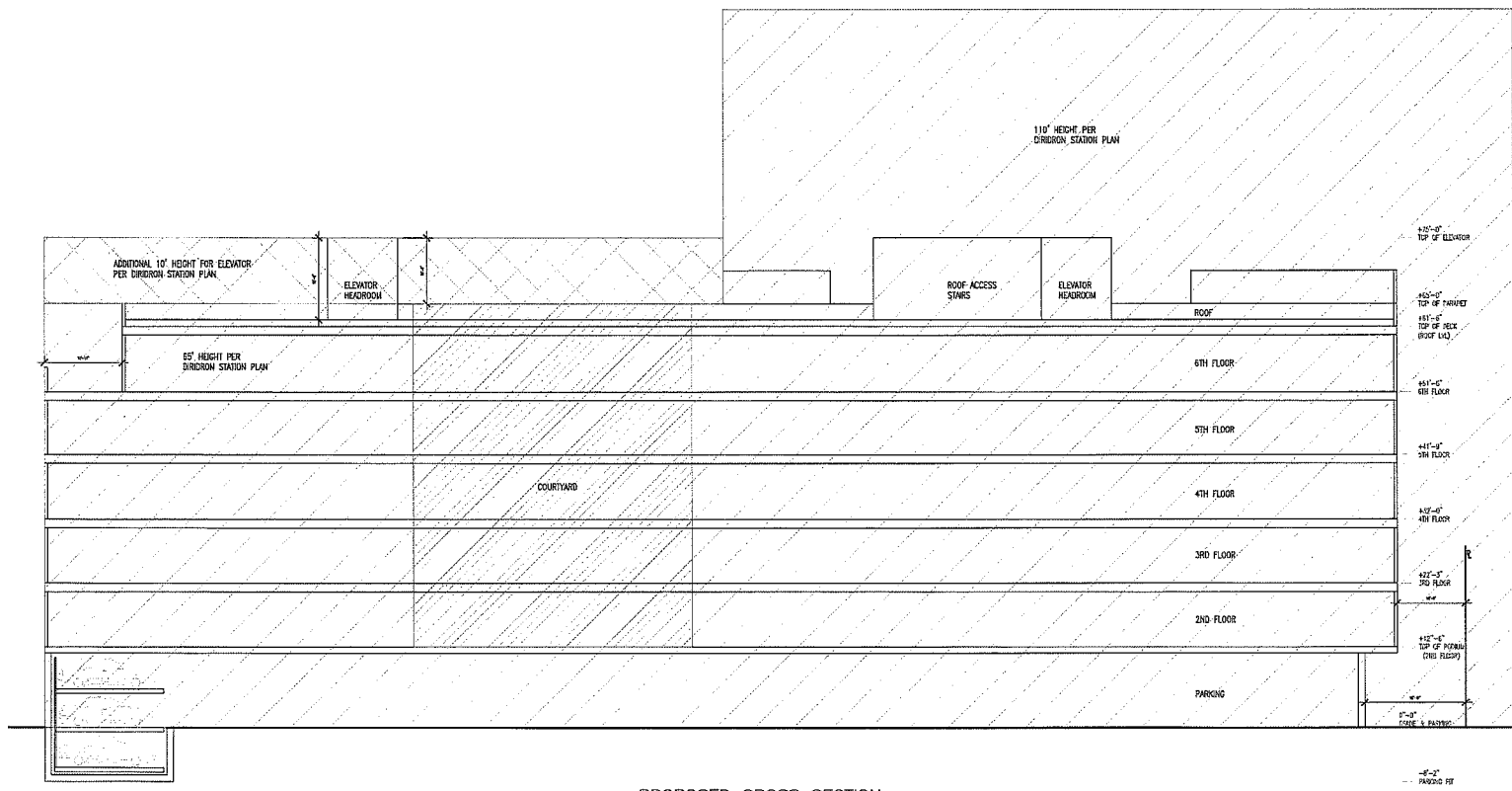
SCALE: 1/8" = 1' - 0"

JOB No.:

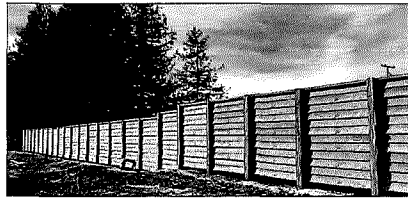
SHEET No.:

**A3.5**

SHEETS IN SET

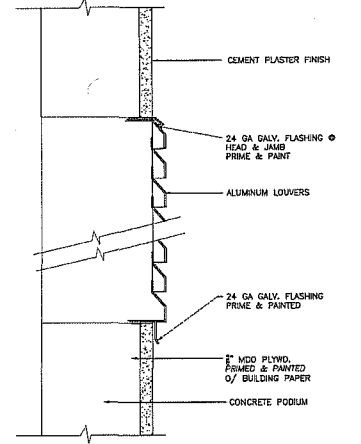


PROPOSED CROSS SECTION SCALE: 1/8"=1'-0"

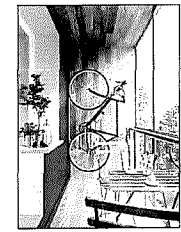


NOTE: 7" HEIGHT WITH DAVIS OMAHA TAN 5054

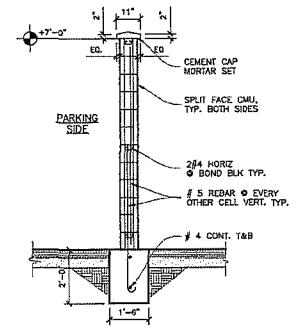
8 PRECAST WOODCRETE  
 AMERICAN PRECAST CONCRETE, INC



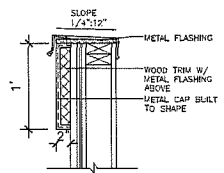
6 GARAGE LOUVERS SCALE 3/4"=1'-0"



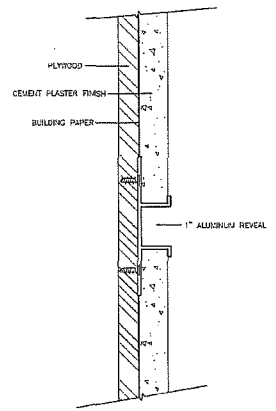
4 BALCONY BIKE HOOK



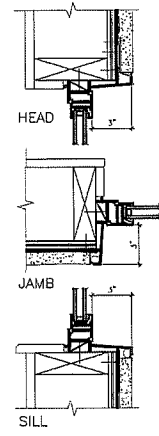
1 SECTION @ CONC. CMU BLOCK WALL SCALE 1/2"=1'-0"



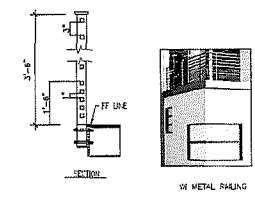
9 TOP BANDING SCALE 1/2"=1'-0"



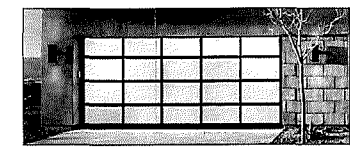
7 PLASTER ALUMINUM REVEAL TYPICAL SCALE 1/4"=1'-0"



5 RECESSED WINDOW DETAILS SCALE 3/4"=1'-0"

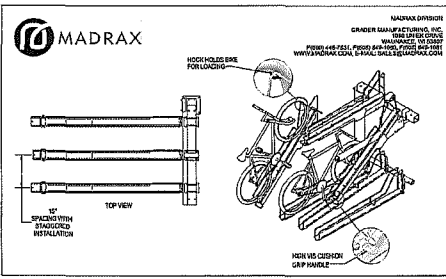


2 RAILING DETAIL AT BALCONY SCALE 1/2"=1'-0"



GARAGE DOOR BY CLOPAY - AWAITING COLLECTION.

3 GARAGE DOOR SCALE 1/4"=1'-0"



10 BIKE RACK DETAIL

CONSULTANT:

PROJECT:

Auzerais

425, 431, 433, 435, 437, 439 Alvarado Ave  
 311, 313 Dehann Ave  
 San Jose, CA 95126

GENERAL NOTES:  
 1. THIS SHEET IS PART OF A SET & IS NOT TO BE USED ALONE.  
 2. THIS SHEET IS THE PROPERTY OF THE ARCHITECT'S GROUP & IS TO REMAIN IN HIS POSSESSION.  
 3. THESE DRAWINGS ARE PREPARED BY THE ARCHITECT & ARE FOR THE USE OF THE PROJECT ONLY & FOR THE ARCHITECT'S RECORD.  
 4. CONTRACT & EXISTING CONDITIONS SHALL GOVERN.

SHEET NAME:

DETAILS

REVISIONS	BY

DRAWN:	
CHECKED:	
DATE:	
SCALE:	N/S
JOB NO.:	
SHEET NO.:	

A9.1

SHEETS IN SET

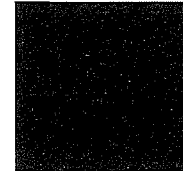


PLASTER FINISH

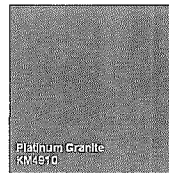


① PAINT BY KELLY MOORE  
VINTAGE LACE — KM4653

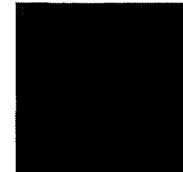
PLASTER FINISH



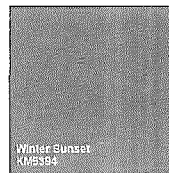
④ SWISS PEARL CARAT  
BLACK OPAL — 7020  
OR EQUIVALENT



② PAINT BY KELLY MOORE  
METAL CHI — KM4909



⑤ SWISS PEARL CARAT  
BLACK OPAL — 7024  
OR EQUIVALENT



③ PAINT BY KELLY MOORE  
WINTER SUNSET — KM5394-5

**SCDC**  
ARCHITECTURE  
INTERIOR DESIGN  
SALVATORE CARUSO  
DESIGN CORPORATION  
390 EL CAMINO REAL, # 300, SANTA CLARA, CA 95051  
TEL. No. (408) 598-4087 • FAX No. (408) 598-4088

CONSULTANT :

PROJECT :

**Auzerais**

425, 431, 433, 435, 437, 439 Auzerais Ave  
391, 393 Debraun Ave  
San Jose, CA 95126

GENERAL NOTES :

1. THIS SHEET IS ONE OF A SET AS SHOWN ON THE COVER SHEET.
2. THIS SHEET IS NOT FOR CONSTRUCTION UNLESS THE ARCHITECT'S STAMP & SIGNATURE ARE ON THIS SHEET.
3. THESE DRAWINGS ARE THE PROPERTY OF SCDC ARCHITECTURE INTERIOR DESIGN CORPORATION AND ARE NOT TO BE REPRODUCED OR COPIED IN ANY MANNER WITHOUT THE WRITTEN CONSENT OF SCDC ARCHITECTURE INTERIOR DESIGN CORPORATION.
4. CONTACT SCDC ARCHITECTURE INTERIOR DESIGN CORPORATION FOR MORE INFORMATION.

SHEET NAME :

MATERIALS BOARD

DIMENSIONS	BY

DRAWN: \_\_\_\_\_  
CHECKED: \_\_\_\_\_  
DATE: \_\_\_\_\_  
SCALE: NTS  
JOB No.: \_\_\_\_\_  
SHEET No.: \_\_\_\_\_  
**A9.2**  
SHEETS IN SET

CONSULTANT:

PROJECT:

**Auzerais**

425, 431, 433, 435, 437, 439 Auzerais Ave  
 311, 313 Delmas Ave  
 San Jose, CA 95126

- GENERAL NOTES:
1. THIS SET OF DRAWINGS IS FOR THE PROJECT SHOWN & SHOWN AS OF THIS DATE.
  2. THE SET OF DRAWINGS IS FOR THE PROJECT SHOWN & SHOWN AS OF THIS DATE.
  3. THESE DRAWINGS ARE FOR THE PROJECT AS SHOWN & SHOWN AS OF THIS DATE. ANY CHANGES TO THE DRAWINGS MUST BE APPROVED BY THE ARCHITECT & THE USER OF THIS PROJECT SET. ANY CHANGES TO THE DRAWINGS MUST BE APPROVED BY THE ARCHITECT & THE USER.
  4. APPROVE & BY SIGNATURE: [Signature]

SHEET NAME:  
**KLAUS PARKING SPEC  
 2-LEVEL SYSTEM**

REVISIONS	BY

DRAWN:

CHECKED:

DATE:

SCALE: NTS

JOB No.:

SHEET No.:

**A9.3**

SHEETS IN SET:

**PLAN - TYPICAL BRACING**

**PRODUCT DATA**

MODEL: 4200 / 405-540 LONG  
 TRENDVARIO 4200 / 405-540 LONG

FILE: 0000 DATE: 10-2-2014 SHEET 1 OF 3

**TYPICAL SECTION**

**TYPICAL GRID ELEVATION @ REAR WALL**

**GUIDE RAIL - SECTION**

**DRIVE RAIL - SECTION**

FILE: 0000 DATE: 10-2-2014 SHEET 2 OF 3

**PLAN - TYPICAL COLUMN**

**ELEVATION - COLUMN SIDE**

**ELEVATION - COLUMN MACHINE SIDE**

**ISOMETRIC - TYPICAL PLATE EMBED**

FILE: 0000 DATE: 10-2-2014 SHEET 3 OF 3

**BRACING - WALL MOUNTING DETAIL A**

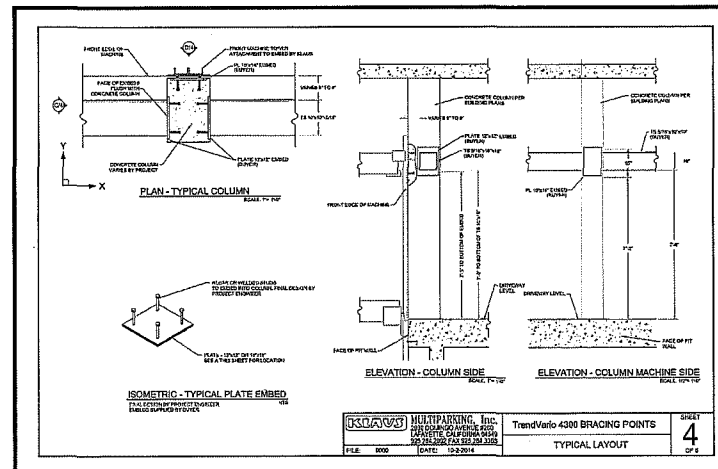
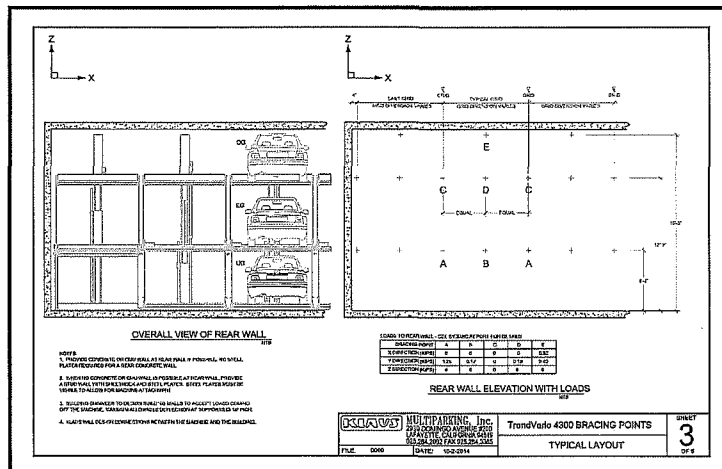
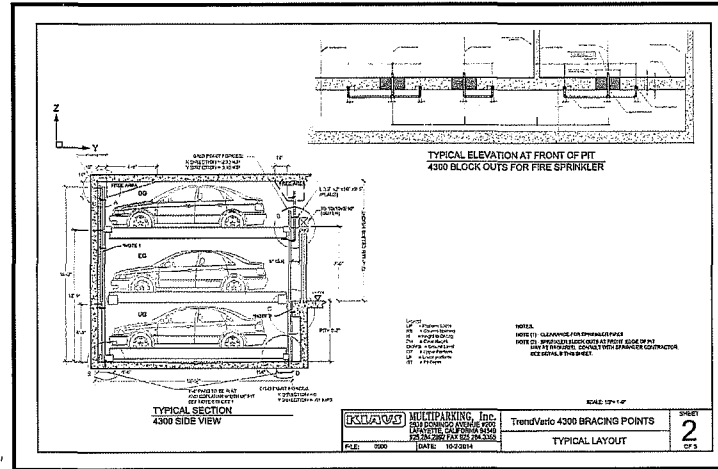
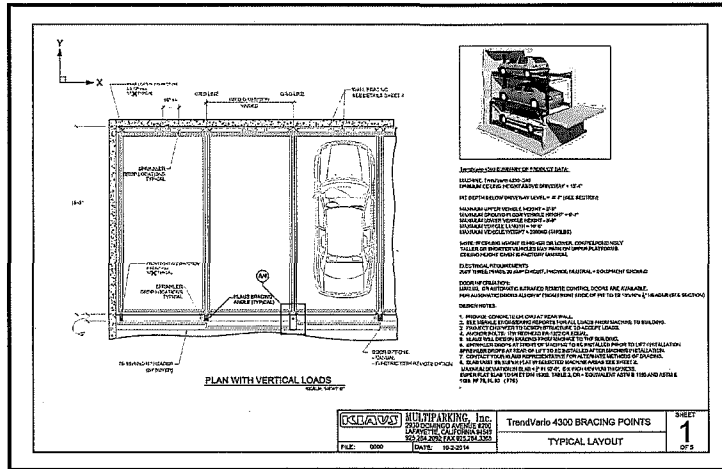
**BRACING - MACHINE ENTRY DETAIL B**

**BRACING - WALL MOUNTING DETAIL D**

**BRACING - MACHINE ENTRY DETAIL C**

FILE: 0000 DATE: 10-2-2014 SHEET 4 OF 3

KLAUS OR EQUIVALENT



KLAUS OR EQUIVALENT

**SCDC**  
**ARCHITECTURE**  
**INTERIOR DESIGN**  
**SALVATORE CARUSO**  
**DESIGN CORPORATION**  
 908 EL CAMINO REAL, # 200, SANTA CLARA, CA 95050  
 TEL. No. (408) 998-4987 • FAX No. (408) 998-4982

CONSULTANT :

PROJECT :

**Auzerais**

425, 431, 435, 439, 439 Auzerais Ave  
 331, 333 DeLuzas Ave  
 San Jose, CA 95126

**GENERAL NOTES :**  
 1. THIS SHEET IS PART OF A SET OF 5 SHEETS.  
 2. THIS SHEET IS NOT TO BE CONSIDERED UNTIL THE ARCHITECT'S STAMP & SIGNATURE ARE ON THIS SHEET.  
 3. THESE DRAWINGS ARE THE PROPERTY OF THE ARCHITECT & ARE NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE & RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.  
 4. CONSULTOR IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS.

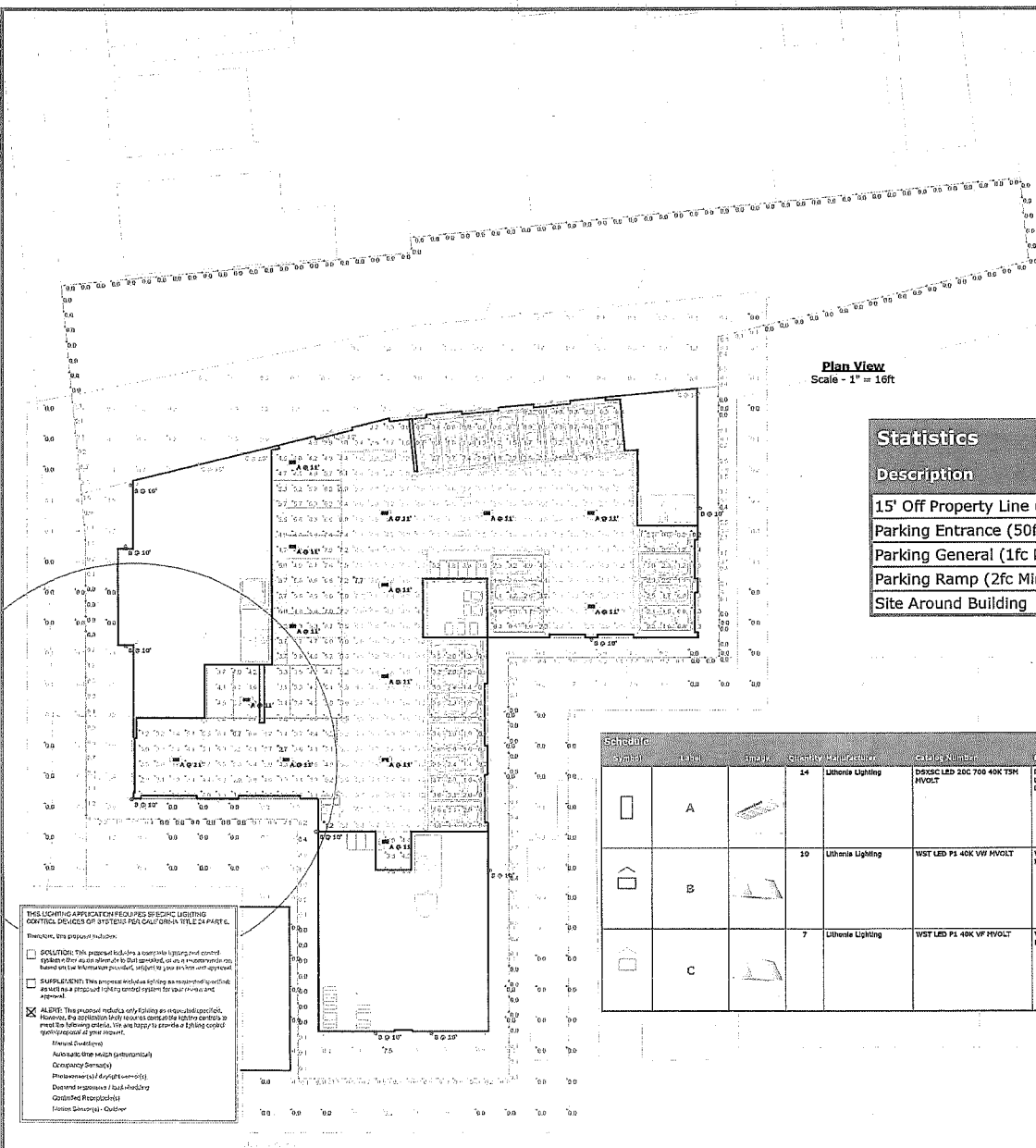
SHEET NAME :  
**KLAUS PARKING SPEC**  
**3-LEVEL SYSTEM**

REVISIONS	BY

DRAWN:  
 CHECKED:  
 DATE:  
 SCALE: NTS  
 JOB No.:  
 SHEET No.:  
**A9.4**  
 SHEETS IN SET

**Note**  
 Notes:  
 Reflectances: 30/30/20 Standard  
 Luminaire Mounting Height: Indicated in the Plan Drawing  
 Calculation Grid Height: 0'-0" Above Finished Floor/Ground

Luminaire illuminance values provided in this report, whether for normal, critical, or emergency applications, are for product application assistance only. These values were developed in collaboration with, and are subject to approval by, the design professional of record (architect/engineer/LC), and are NOT intended for construction. Because these values are approximate and based on limited application information provided to 16500, Inc. at the time of calculation, 16500, Inc. does not warrant the installed performance of the luminaire(s) will match that shown in this report. Please verify all data and conditions to assure the accuracy of the report. 16500 shall neither be responsible nor liable for design, approval, or results of emergency lighting under any circumstances.



**Statistics**

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
15' Off Property Line (0fc)	+	0.5 fc	6.4 fc	0.0 fc	N/A	N/A
Parking Entrance (50fc Min, 10:1 Max/Min)	✳	4.3 fc	6.7 fc	2.7 fc	2.5:1	1.6:1
Parking General (1fc Min, 10:1 Max/Min)	+	3.8 fc	7.7 fc	0.2 fc	38.5:1	19.0:1
Parking Ramp (2fc Min, 10:1 Max/Min)	✳	4.2 fc	7.7 fc	1.2 fc	6.4:1	3.5:1
Site Around Building	+	0.9 fc	7.5 fc	0.0 fc	N/A	N/A

THIS LIGHTING APPLICATION REQUIRES SPECIFIC LIGHTING OPTICS. REVIEW THE SYSTEMS FOR CALIFORNIA TITLE 24 PART 6. RECHECK THE PROJECT SPECIFICATIONS.

**DELETED:** This project includes a computer lighting model created by the design professional. The model was used to determine the lighting system design. The model was used to determine the lighting system design. The model was used to determine the lighting system design.

**CAUTION:** This project includes a computer lighting model created by the design professional. The model was used to determine the lighting system design. The model was used to determine the lighting system design. The model was used to determine the lighting system design.

**ALERT:** This project includes a computer lighting model created by the design professional. The model was used to determine the lighting system design. The model was used to determine the lighting system design. The model was used to determine the lighting system design.

Manual Overrides:  
 Automatic (see manufacturer)  
 Occupancy Sensing  
 Photoeye (see manufacturer)  
 Demand Response / Load Shedding  
 Qualified Personnel  
 Motion Detector - Outdoor

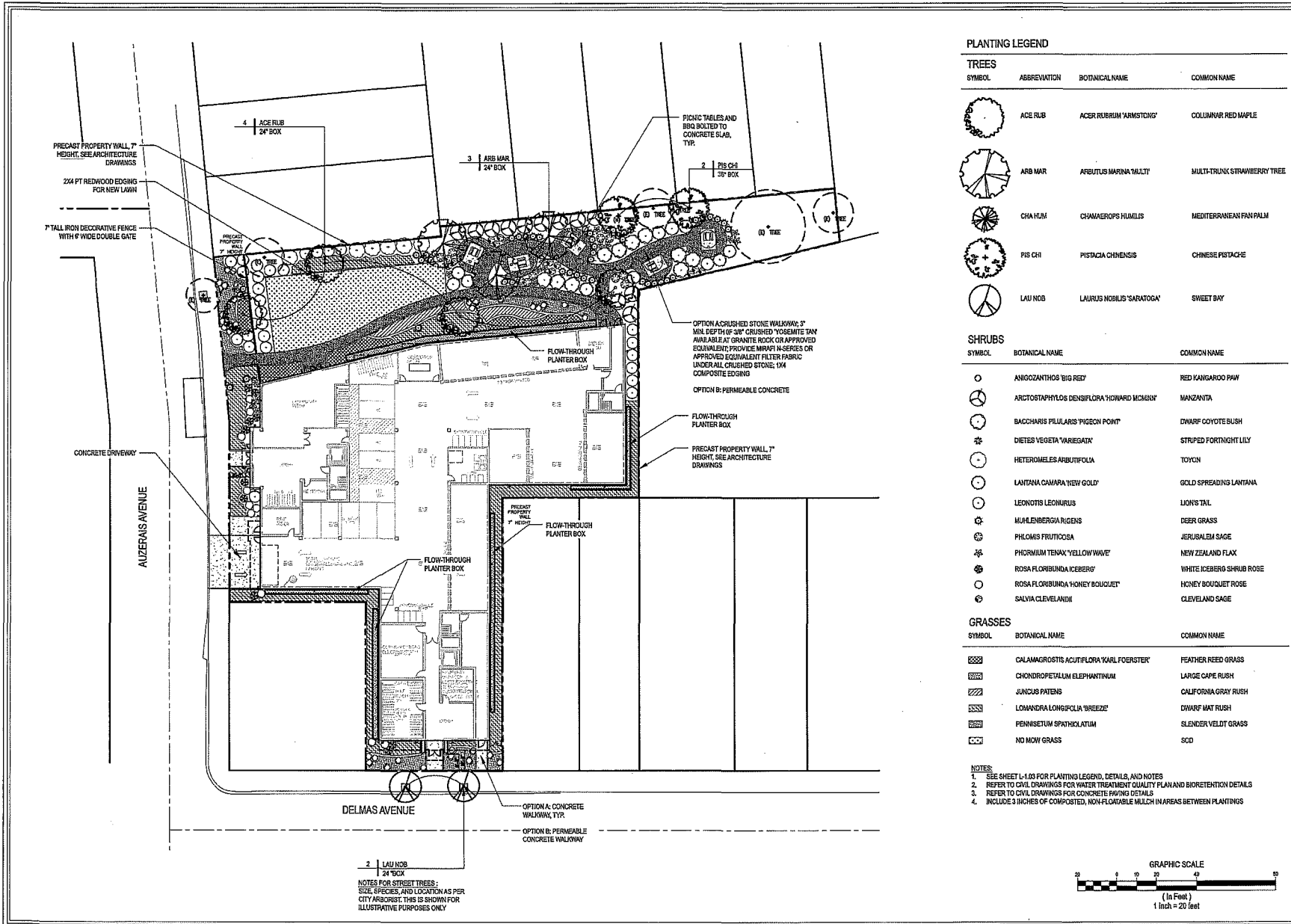
**Schedule**

Symbol	Label	Mount	Quantity	Manufacturer	Catalog Number	Description	Mounting	Luminaire Pkt (ft)	Lighting Factor	Watts	Distribution	Plant Pot
[Symbol]	A	[Mount]	24	Lithonia Lighting	DTSC LED 20C 700 40K TSH HVOLT	BOX SURFACE CANOPY FIXTURE WITH 2 LIGHT ENGINES, 700mA DRIVER, 4000K LED, TSH OPTIC.	DSKSC_LED_20C_700_40K_TSH_HVOLT.fw	2809	0.82	46	TYPE IV, BUG RATING: B3 - U0 - G3	Max: 2534cd
[Symbol]	B	[Mount]	10	Lithonia Lighting	WST LED P1 40K VF HVOLT	WST LED, Performance package 1, 4000 K, visual comfort wide, HVOLT.	WST_LED_P1_40K_VF_HVOLT.fw	1639	0.85	12	TYPE II, VERY SHORT, BUG RATING: B0 - U0 - G0	Max: 1317cd
[Symbol]	C	[Mount]	7	Lithonia Lighting	WST LED P1 40K VF HVOLT	WST LED, Performance package 1, 4000 K, visual comfort forward throw, HVOLT.	WST_LED_P1_40K_VF_HVOLT.fw	1639	0.85	12	TYPE III, VERY SHORT, BUG RATING: B0 - U0 - G0	Max: 1012cd

Project: 425 Auzerals Avenue San Jose | 17-52376  
 AIA | Designer | Salvatore Caruso Design Corporation | 1980 El Camino Real, Suite 200,  
 Santa Clara, CA 95050 | Phone: (408)-998-4087

Client: Christian Frederiksen, Assoc.

Designer: Taha Tahiro-Kaplan  
 Date: 02/21/2019  
 Scale: As Noted  
 Rev No: 02  
 Summary



**PLANTING LEGEND**

**TREES**

SYMBOL	ABBREVIATION	BOTANICAL NAME	COMMON NAME
	ACE RUB	ACER RUBRUM 'ARMSTRONG'	COLLIMNAR RED MAPLE
	ARB MAR	ARBUTUS MARINA 'MULTI'	MULTI-TRUNK STRAWBERRY TREE
	CHA HUM	CHAMAEROPS HUMILIS	MEDITERRANEAN FAN PALM
	PIS CHI	PISTACIA CHINENSIS	CHINESE PISTACHE
	LAU NOB	LAURUS NOBILIS 'SARATOGA'	SWEET BAY

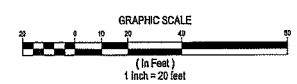
**SHRUBS**

SYMBOL	BOTANICAL NAME	COMMON NAME
	ANIGCOZANTHOS 'BIG RED'	RED KANGAROO PAW
	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD McCOMB'	MANZANITA
	BACCHARIS PILLULARIS 'PIGEEON FOOT'	DWARF GOYOTE BUSH
	DIETES VEGETA 'VARIEGATA'	STRIPED FORTNIGHT LILY
	HETEROMELES ARBUTIFOLIA	TOYON
	LAITANA CAMARA 'TIEU GOLD'	GOLD SPREADING LAITANA
	LEONOTIS LEONURUS	LION'S TAIL
	MAHLENBERGIA RIGENS	DEER GRASS
	PHLOMIS FRUTICOSA	JERUSALEM SAGE
	PHORMIUM TENAX 'YELLOW WAVE'	NEW ZEALAND FLAX
	ROSA FLORIBUNDA 'ICEBERG'	WHITE ICEBERG SHRUB ROSE
	ROSA FLORIBUNDA 'HONEY BOUQUET'	HONEY BOUQUET ROSE
	SALVIA CLEVELANDII	CLEVELAND SAGE

**GRASSES**

SYMBOL	BOTANICAL NAME	COMMON NAME
	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS
	CHONDROPTALUM ELEPHANTINUM	LARGE CAPE RUSH
	JUNCUS PATENS	CALIFORNIA GRAY RUSH
	LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH
	PENNSETUM SPATHULIATUM	SLENDER VELDIT GRASS
	NO MOW GRASS	SCD

- NOTES:**
- SEE SHEET L-100 FOR PLANTING LEGEND, DETAILS, AND NOTES
  - REFER TO CIVIL DRAWINGS FOR WATER TREATMENT QUALITY PLAN AND BIORETENTION DETAILS
  - REFER TO CIVIL DRAWINGS FOR CONCRETE PAVING DETAILS
  - INCLUDE 3 INCHES OF COMPOSTED, NON-FLOWABLE MULCH IN AREAS BETWEEN PLANTINGS



REVIEWED BY  
KIANA DASJALA



NORTHSIDE SUSTAINABLE LANDSCAPES  
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(949) 945-5100

**REVISIONS**

DATE	DRAWN BY
02/08/21	NC
02/09/21	NC
02/10/21	NC
02/11/21	NC
02/12/21	NC
02/13/21	NC
02/14/21	NC
02/15/21	NC

**AUZERAI'S APARTMENTS**  
425 AUZERAI'S AVE.  
SAN JOSE, CA 95126

**NORTH**

**SCALE**  
1" = 20'-0"

DATE  
JANUARY 23, 2017

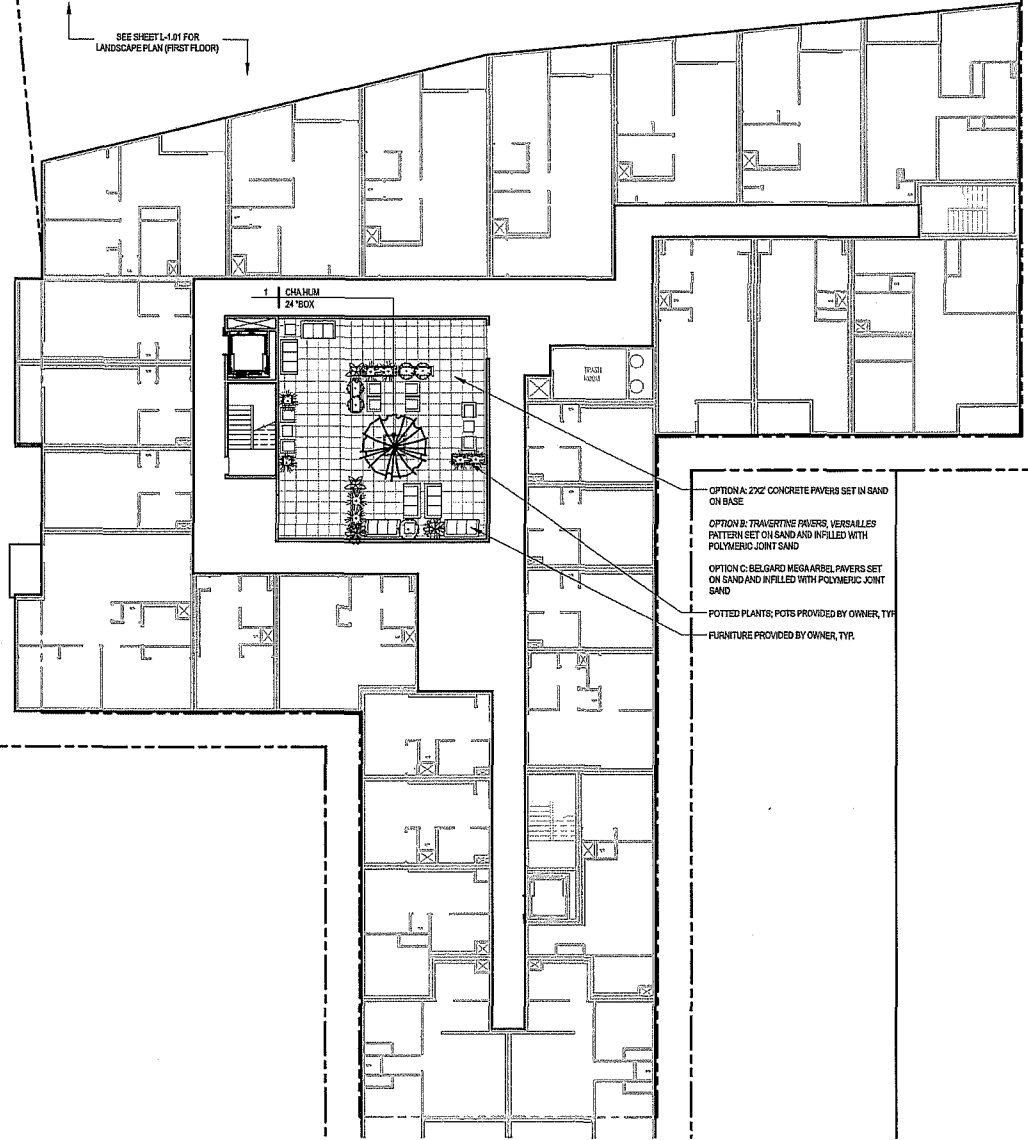
DRAWN BY  
NEOLIAS CRUMP

JOB NUMBER  
017

DRAWING TITLE  
**LANDSCAPE PLAN  
(FIRST FLOOR)**

DRAWING NUMBER  
**L-1.01**

SEE SHEET L-1.01 FOR  
LANDSCAPE PLAN (FIRST FLOOR)



OPTION A: 2X2' CONCRETE PAVERS SET IN SAND ON BASE

OPTION B: TRAVERTINE PAVERS, VERSAILLES PATTERN SET ON SAND AND INFILLED WITH POLYMERIC JOINT SAND

OPTION C: BELGARD MEGARREL PAVERS SET ON SAND AND INFILLED WITH POLYMERIC JOINT SAND

POTTED PLANTS; POTS PROVIDED BY OWNER, TYP

FURNITURE PROVIDED BY OWNER, TYP

**PLANTING LEGEND**

**TREES**

SYMBOL	ABBREVIATION	BOTANICAL NAME	COMMON NAME
	ACER RUB	ACER RUBRUM 'ARMSTRONG'	COLUMNAR RED MAPLE
	ARB MAR	ARBUTUS MARINA 'MULTY'	MULTI-TRUNK STRAWBERRY TREE
	CHA HUM	CHAMAEROPS HUMILIS	MEDITERRANEAN FAN PALM
	PIS CHI	PISTICIA CHINENSIS	CHINESE PISTACHE
	LAU NOB	LAURUS NOBILIS 'SARATOGA'	SWEET BAY

**SHRUBS**

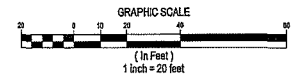
SYMBOL	BOTANICAL NAME	COMMON NAME
	ANIGOZANTHOS 'BIG REED'	RED KANGAROO PAW
	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCWYNT'	MANZANITA
	BACCHARIS PILULARIS 'PIGCEON POINT'	DWARF DOYOTE BUSH
	DIETES VEGETA 'VARIEGATA'	STRIPED FORTNIGHT LILY
	HETEROMELES ARBUTIFOLIA	TOYON
	LAHTANA CAMARA 'NEW GOLD'	GOLD SPREADING LANTANA
	LEONOTIS LEONURUS	LION'S TAIL
	MUHLENBERGIA RIGENS	DEER GRASS
	PHILOMUS FRUTICOSA	JERUSALEM SAGE
	PHORMIUM TENAX 'YELLOW WAVE'	NEW ZEALAND FLAX
	ROSA FLORIBUNDA 'ICEBERG'	WHITE ICEBERG SHRUB ROSE
	ROSA FLORIBUNDA 'HONEY BOUQUET'	HONEY BOUQUET ROSE
	SALVIA CLEVELANDII	CLEVELAND SAGE

**GRASSES**

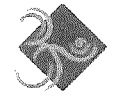
SYMBOL	BOTANICAL NAME	COMMON NAME
	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS
	CHONDROPETALUM ELEPHANTINUM	LARGE CAPE RUSH
	JUNCUS PATENS	CALIFORNIA GRAY RUSH
	LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH
	PENNISETUM SPATHULATUM	SLENDER WELDT GRASS
	NO MOW GRASS	SCD

**NOTES:**

- SEE SHEET L-1.03 FOR PLANTING LEGEND, DETAILS, AND NOTES
- REFER TO CIVIL DRAWINGS FOR WATER TREATMENT QUALITY PLAN AND BIORETENTION DETAILS
- REFER TO CIVIL DRAWINGS FOR CONCRETE PAVING DETAILS
- INCLUDE 3 INCHES OF COMPOSTED, NON-FLOWABLE MULCH IN AREAS BETWEEN PLANTINGS



REVIEWED BY  
YUWA GADALA



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**REVISIONS**

DATE	DRAWN BY
02/08/17	HC
02/28/17	HC
03/13/17	HC
03/14/17	HC
03/20/16	HC
04/06/16	HC

**AUZERAIS APARTMENTS**  
425 AUZERAIS AVE.  
SAN JOSE, CA 95126



DATE  
JANUARY 21, 2017

DRAWN BY  
NICHOLAS CRISP

JDS NUMBER  
87

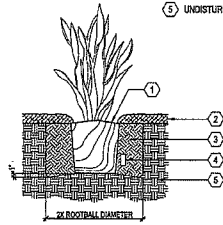
DRAWING TITLE  
**LANDSCAPE PLAN  
(SECOND FLOOR)**

DRAWING NUMBER  
**L-1.02**

**PLANTING NOTES**

1. ALL PLANTING AREAS SHALL RECEIVE 2" THICK MIN. LAYER OF MULCH
2. CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO FURNISH AND INSTALL PLANT MATERIALS SHOWN ON THE PLAN.
3. PLANT SCHEDULE ON THE PLAN SHALL BE USED AS A GUIDE ONLY. CONTRACTOR SHALL TAKEOFF AND VERIFY SIZES AND QUANTITIES BY PLAN CHECK. NOTIFY LANDSCAPE DESIGNER OF ANY MAJOR DISCREPANCIES.
4. UNLESS DESIGNATED ON THE PLAN OTHERWISE, ALL STRUCTURAL AND HARDSCAPE IMPROVEMENTS SHALL BE CONSTRUCTED AND FINISHED AHEAD OF PLANTING.
5. ADJUST PLANT MATERIALS NECESSARY AROUND UTILITY LOCATIONS. NOTIFY LANDSCAPE DESIGNER OF ANY MAJOR CONFLICTS OR NECESSARY ADJUSTMENTS.
6. ALL WORK ON THE IRRIGATION SYSTEM INCLUDING OPERATIONAL TESTS, AND BACKFILLING OF TRENCHES SHALL BE COMPLETED AHEAD OF PLANTING.
7. LOCATIONS OF ALL PLANT MATERIAL SHALL BE REVIEWED ON SITE BY THE OWNER PRIOR TO PLANTING. THE OWNER RESERVES THE RIGHT TO MAKE ANY ADJUSTMENTS, SUBSTITUTIONS, ADDITIONS, AND DELETIONS TO THE PLANT LAYOUT AS WORK PROGRESSES.
8. TREES SHALL BE INSTALLED NO CLOSER THAN TEN (10) FEET FROM UTILITIES.
9. TREES TO BE PLANTED WITHIN FIVE (5) FEET OF HARDSCAPE OR STRUCTURES SHALL BE INSTALLED WITH A ROOT BARRIER.

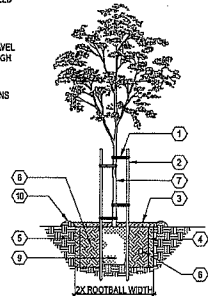
- 1 TOP OF ROOTBALL OR SLIGHTLY ABOVE GRADE
- 2 MULCH PER PLANS
- 3 BACKFILL MIX
- 4 FERTILIZER TABLET
- 5 UNDISTURBED NATIVE SOIL



**A SHRUB PLANTING**  
SCALE: 1"=1'-0"

- 1 TREE TIES, ATTACHED TO ALLOW TREE TO MOVE BUT STILL BE HELD FIRMLY IN PLACE
- 2 TREE STAKES, TWO PER TREE
- 3 ROCK MULCH/DECORATIVE GRAVEL - 4" MIN. DEPTH AFTER THE ROUGH WATERING SETTLES
- 4 30" DEEP ROOT BARRIER PER MANUFACTURER'S INSTRUCTIONS
- 5 UNDISTURBED NATIVE SOIL
- 6 FERTILIZER PACK
- 7 TREE TRUNK
- 8 BACKFILL MIX
- 9 ROOTBALL
- 10 WATERING BERM

NOTES:  
1. INSTALL ROOT BARRIER WHEN TRUNK IS WITHIN 5' OF FINISH  
2. INSTALL TRUNK PROTECTOR FOR ALL TREES IN TURF UNLESS OTHERWISE NOTED



**B TREE PLANTING WITH WOOD STAKING**  
SCALE: 1/2"=1'-0"

**PLANTING LEGEND**

**TREES**

SYMBOL	ABBREVIATION	BOTANICAL NAME	COMMON NAME	QTY.	CONTAINER SIZE	WUCOLS
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	ACE RUB	ACER RUBRUM 'ARMSTRONG'	COLUMNAR RED MAPLE	4	24" BOX	M
	ARB MAR	ARBUTUS MENZIESII	MULTI-TRUNK STRAWBERRY TREE	3	24" BOX	L
	CHA HUM	CHAMAEROPS HUMILIS	MEDITERRANEAN FAN PALM	1	24" BOX	L
	PIS CHI	PISTACIA CHINENSIS	CHINESE PISTACHE	2	39" BOX	M
	LAU NOB	LAURUS NOBILIS 'SAROTOGA'	SWEET BAY	2	24" BOX	L

**SHRUBS**

SYMBOL	BOTANICAL NAME	COMMON NAME	QTY.	CONTAINER SIZE	WUCOLS
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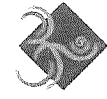
	ANIGOZANTHOS 'BIG RED'	RED KANGAROO PWY	38	1 GALLON	L
	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCWAIN'	MANZANITA	12	5 GALLON	L
	BACCHARIS PILULARIS 'PIGEON POINT'	DWARF COYOTE BUSH	10	1 GALLON	L
	DIETES VEGETA 'VARIEGATA'	STRIPED FORTNIGHT LILY	8	1 GALLON	L
	HETEROMELES ARBUTIFOLIA	TOYON	6	5 GALLON	L
	LANтана CAMARA 'NEW GOLD'	GOLD SPREADING LANтана	11	1 GALLON	L
	LEONOTIS LEONURUS	LION'S TAIL	27	5 GALLON	L
	MUHLENBERGIA RIGENS	DEER GRASS	52	1 GALLON	L
	PHILOMUS FRUTICOSA	JERUSALEM SAGE	12	1 GALLON	L
	PHORMIUM TENAX 'YELLOW WAVE'	NEW ZEALAND FLAX	23	5 GALLON	L
	ROSA FLORIBUNDA 'ICEBERG'	WHITE ICEBERG SHRUB ROSE	12	5 GALLON	M
	ROSA FLORIBUNDA 'HONEY BOUQUET'	HONEY BOUQUET ROSE	11	5 GALLON	M
	SALVIA CLEVELANDII	CLEVELAND SAGE	12	1 GALLON	L

**GRASSES**

SYMBOL	BOTANICAL NAME	COMMON NAME	SPACING	CONTAINER SIZE	WUCOLS
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	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	36" O.C.	1 GALLON	M
	CHONDROPETALUM ELEPHANTINUM	LARGE CAPE RUSH	36" O.C.	1 GALLON	L
	JUNCUS PATENS	CALIFORNIA GRAY RUSH	24" O.C.	1 GALLON	L
	LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH	36" O.C.	1 GALLON	L
	PENNISETUM SPATHULATUM	SLENDER VELD T GRASS	36" O.C.	1 GALLON	M
	NO MOW GRASS	SOD			

REVIEWED BY  
MARK BAURA



HORTUS DESIGN  
SUSTAINABLE LANDSCAPES  
INFO@HORTUSDESIGN.COM  
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**REVISIONS**

DATE	BY	REVISION	DRAWN BY
03/06/2017	HC		
02/20/2017	HC		
01/10/2017	HC		
01/04/2016	HC		
02/02/2016	HC		
04/02/2016	HC		

**AUZERAIS APARTMENTS**  
425 AUZERAS AVE.  
SAN JOSE, CA 95126

NOTHING

SCALE

DATE

1/27/2017

DRAWN BY

NICHOLAS GRUPP

JOB NUMBER

07

DRAWING TITLE

PLANTING LEGEND,

NOTES, & DETAILS

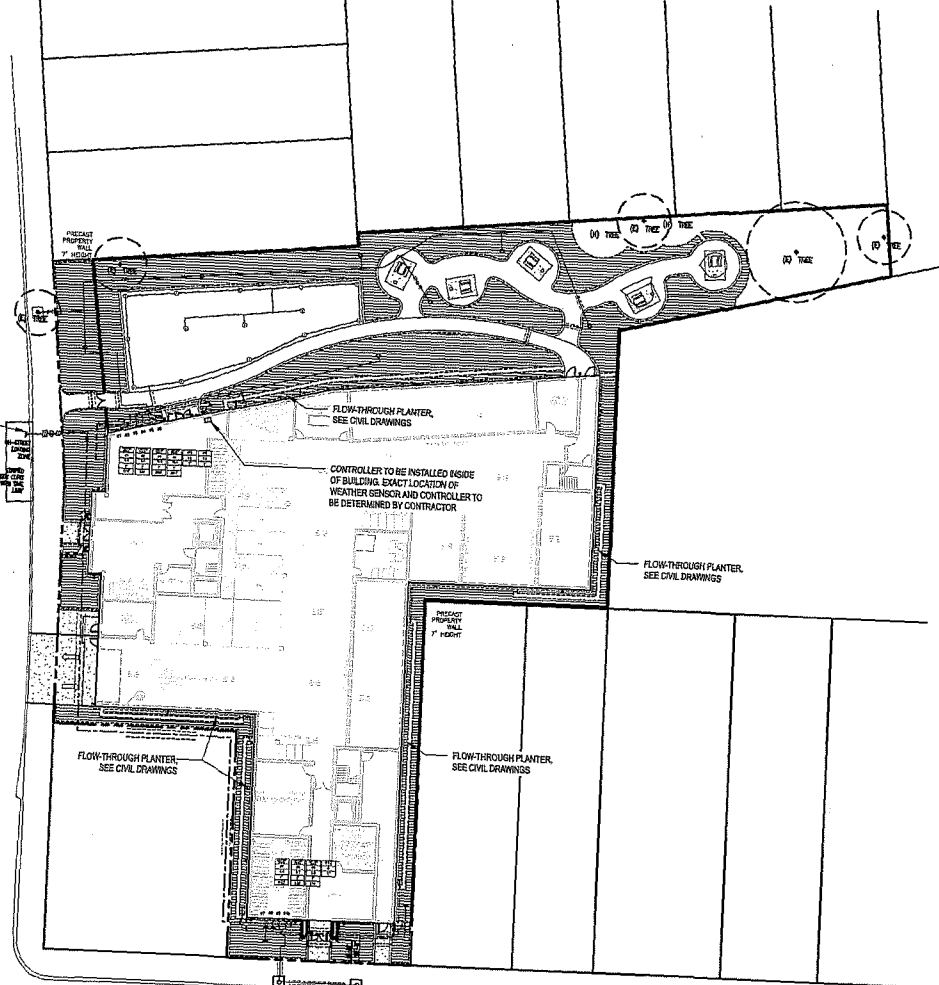
DRAWING NUMBER

L-1.03

CONNECT POC TO EXISTING PRESSURE SUPPLY MAINLINE. EXACT LOCATION TO BE DETERMINED BY CONTRACTOR

AUZERAIS AVENUE

DELMAS AVENUE



CONTROLLER TO BE INSTALLED INSIDE OF BUILDING. EXACT LOCATION OF WEATHER SENSOR AND CONTROLLER TO BE DETERMINED BY CONTRACTOR

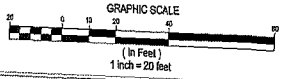
FLOW-THROUGH PLANTER, SEE CIVIL DRAWINGS

FLOW-THROUGH PLANTER, SEE CIVIL DRAWINGS

FLOW-THROUGH PLANTER, SEE CIVIL DRAWINGS

FLOW-THROUGH PLANTER, SEE CIVIL DRAWINGS

- NOTES:
1. SEE SHEET L-2.03 FOR IRRIGATION LEGEND AND NOTES
  2. SEE SHEET L-2.03 FOR LATERAL SIZING
  3. SEE SHEET L-2.04 FOR IRRIGATION DETAILS



REVIEWED BY  
YUVA GAURIA



NICHOLAS DESIGN  
SOLUTIONS & INNOVATIONS  
INFO@NICHOLASDESIGN.COM  
(510) 266-7255

REVISIONS

DATE	DRAWN BY
02/06/2017	NC
02/06/2017	NC
08/13/2017	NC
07/18/2018	NC
03/20/2019	NC
04/02/2018	NC
04/12/2018	NC

**AUZERAIS APARTMENTS**  
425 AUZERAIS AVE  
SAN JOSE, CA 95126

NORTH



SCALE

1" = 20'-0"

DATE

AUGUST 23, 2017

DRAWN BY

NICHOLAS GROUP

JOB NUMBER

007

DRAWING TITLE

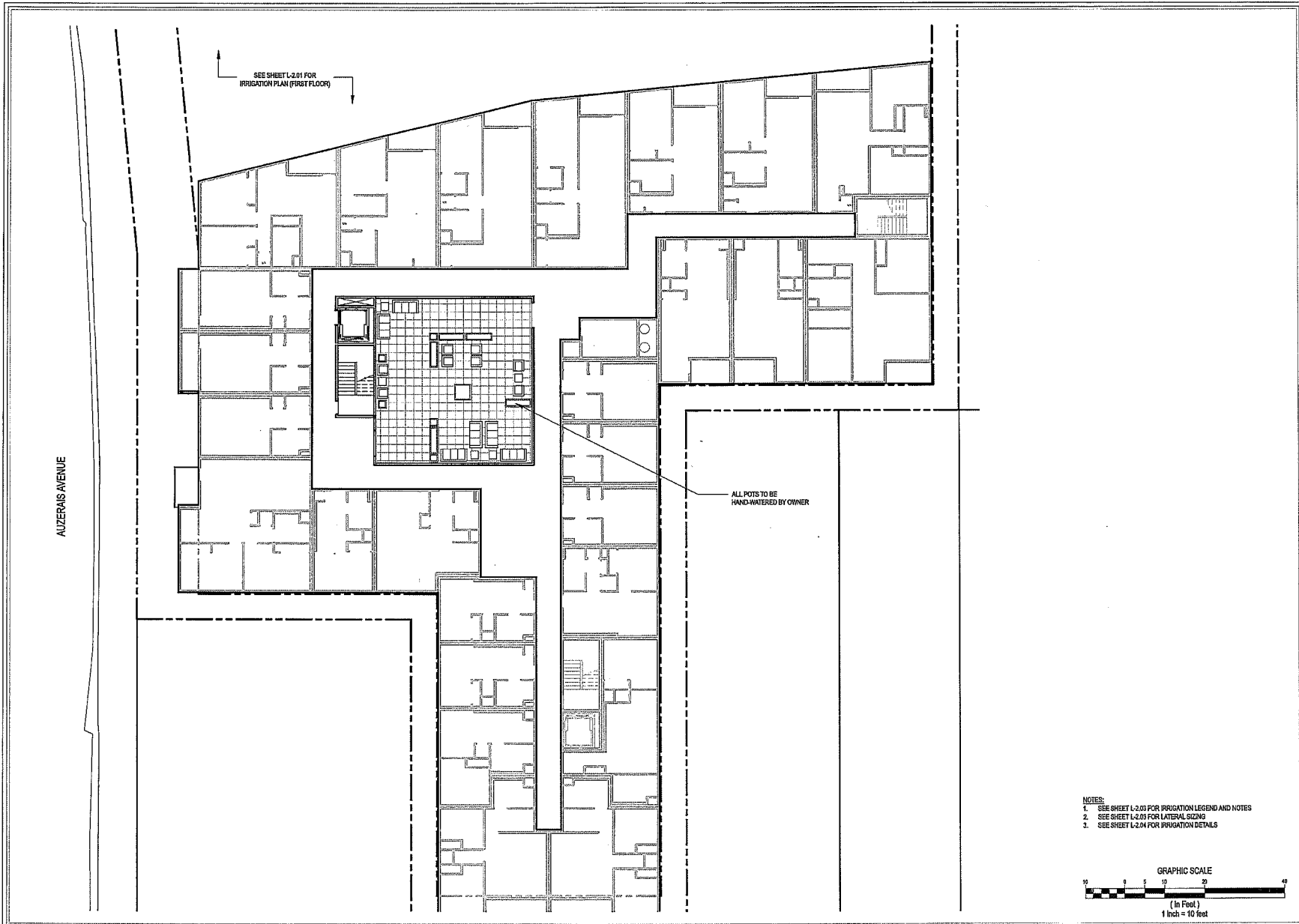
IRRIGATION PLAN

(FIRST FLOOR)

DRAWING NUMBER

L-2.01



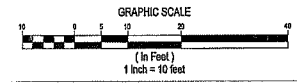


AUZERAS AVENUE

SEE SHEET L-2.01 FOR IRRIGATION PLAN (FIRST FLOOR)

ALL POTS TO BE HAND-WATERED BY OWNER

- NOTES:
1. SEE SHEET L-2.03 FOR IRRIGATION LEGEND AND NOTES
  2. SEE SHEET L-2.03 FOR LATERAL SIZING
  3. SEE SHEET L-2.04 FOR IRRIGATION DETAILS



REVIEWED BY  
YVON GILMANA

REVISIONS

DATE	BY	DRAWN BY
02/02/17	NC	NC
02/02/17	NC	NC
01/10/18	NC	NC
01/10/18	NC	NC
02/02/18	NC	NC

**AUZERAS APARTMENTS**  
425 AUZERAS AVE  
SAN JOSE, CA 95126

NORTH

SCALE  
1" = 10'

DATE  
JANUARY 23, 2017

DRAWN BY  
BOGIGAS GROUP

JOB NUMBER  
017

DRAWING TITLE  
IRRIGATION PLAN  
(SECOND FLOOR)

DRAWING NUMBER  
L-2.02

**IRRIGATION NOTES**

- CONTRACTOR SHALL SLEEVE UNDER PAVING PER PLANS. TWICE(2X) THE SIZE OF PIPE ENCLOSED. EXTEND ALL SLEEVES 12" BEYOND EDGE OF PAVING.
- IRRIGATION PLAN IS DIAGRAMATIC. FINAL LOCATION OF PIPING WILL BE DETERMINED AT THE TIME OF INSTALLATION. MAINLINE AND LATERALS SHALL BE PLACED IN THE SAME TRENCH WHEN POSSIBLE. ALL U.G. VALVES ARE TO BE LOCATED 12" FROM PAVING SURFACES.
- ALL EQUIPMENT REQUIRED BUT NOT SPECIFIED ON THE DRAWING, TO COMPLETE THE WORK, SHALL BE PROVIDED BY THE IRRIGATION CONTRACTOR.
- INSTALL ALL EQUIPMENT IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS AND/OR SPECIFICATIONS.
- CONTRACTOR SHALL COORDINATE POWER TO CONTROLLERS AND DEDICATE ONE (1) 20 AMP BREAKER FOR EACH CONTROLLER. THE AUTHORIZED REPRESENTATIVE SHALL REVIEW CONTROLLER LOCATIONS PRIOR TO INSTALLATION. 120 VOLT SERVICE AND HOOK-UP TO THE CONTROLLERS SHALL BE COMPLETED BY A LICENSED ELECTRICAL CONTRACTOR. THIS COST IS TO BE A PART OF THE LANDSCAPE CONTRACTOR'S BID.
- DO NOT WILLFULLY INSTALL THE IRRIGATION SYSTEM AS SHOWN ON THE DRAWINGS WHEN IT IS OBVIOUS IN THE FIELD THAT OBSTRUCTIONS, GRADE DIFFERENCES OR DIFFERENCES IN THE AREA DIMENSIONS EXIST THAT MIGHT NOT HAVE BEEN CONSIDERED IN THE ENGINEERING. SUCH OBSTRUCTIONS OR DIFFERENCES SHOULD BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE DESIGNER.
- SPLICING OF 24 VOLT WIRES WILL NOT BE PERMITTED EXCEPT IN VALVE BOXES. LEAVE A 2" COIL OF EXCESS WIRE AT EACH SPACE. LABEL ALL WIRES WITH WATERPROOF MARKERS AT ALL SPLICES AND VALVE MANIFOLDS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ALL MATERIAL APPEARING ON PLAN.
- ALL EXISTING UTILITIES AND WATER LINES SHALL REMAIN CONNECTED AND IN FULL CONTINUOUS OPERATION DURING AND FOLLOWING ALL CONTRACT WORK.
- LANDSCAPE CONTRACTOR TO COORDINATE WITH GENERAL CONTRACTOR PRIOR TO DEMOLITION OR PROTECTION OF EXISTING MAINLINE AND CONTROLLER WIRE FOR FUTURE USE.
- IF THE INTENT IS TO DEMO ANY IRRIGATION EQUIPMENT IN NEW CONSTRUCTION AREA, LANDSCAPE CONTRACTOR SHALL SUPPLY ALL NEW MAINLINE AND CONTROL WIRE TO NEW REMOTE CONTROL VALVE AS DESIGNED PER THIS PLAN, TYPICAL.
- ALL NEW IRRIGATION BOXES AND ADDITIONAL BOXES NECESSARY FOR RETROFITS SHALL BE LOCATED IN PLANTING AREAS 16" MIN. AWAY FROM ADJACENT PAVING AND 5' MIN. AWAY FROM IMMEDIATE RESIDENCE ENTRIES.
- FOR ALL EXISTING VALVES NOT USED, BUNDLE EXTRA CONTROLLER WIRE IN VALVE BOX FOR FUTURE USE.
- FOR DL2000 AREAS: CONTRACTOR TO INSTALL AIR RELIEF VALVES, OPERATION INDICATORS, AND FLUSH VALVES IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

**Appendix B - Auzerais Apartments - San Jose, CA**

**WATER EFFICIENT LANDSCAPE WORKSHEET**

This worksheet is filled out by the project applicant and it is a required element of the Landscape Documentation Package.

Hydromat # (Planting)	Plant Species (P)	Irrigation Method	Irrigation Efficiency (%)	ETAP (ET/24)	Landscaping Area (sq. ft.)	ETAP x Area	Estimated Total Water Use (ETWU)
<b>Regular Landscape Areas</b>							
#1 Shrubs - Low	0.2	Drip	0.81	246	1615	375.69	16552
#2 Shrubs - Low	0.2	Drip	0.81	249	339	83.16	2335
#3 Shrubs - Low	0.2	Drip	0.81	249	2698	663.22	18827
#4 Shrubs - Low	0.2	Drip	0.81	1938	1938	476.26	13376
#5 Trees - Low	0.2	Drip	0.81	246	350	86.1	2418
#6 Turf - Low	0.5	Spray	0.75	555	2571	1712.29	48091
#7 Shrubs - Low	0.2	Drip	0.81	246	1122	278.61	7752
#8 Shrubs - Low	0.2	Drip	0.81	249	930	229.78	6425
#9 Shrubs - Low	0.2	Drip	0.81	249	519	76.47	2204
#10 Trees - Low	0.2	Drip	0.81	246	300	73.8	2072
<b>Totals</b>				(A)	12,077	(B)	4,054
<b>Special Landscape Areas</b>							
				1	(C)	(D)	
<b>Totals</b>				(E)	(F)	(G)	
						ETWU Total	
						Maximum Allowed Water Allowance (MAWA)	113,852

\*Hydromat # Planting Description  
 P1 1' x 1' x 1' tree  
 P2 1' x 1' x 1' tree  
 P3 1' x 1' x 1' tree  
 P4 1' x 1' x 1' tree  
 P5 1' x 1' x 1' tree  
 P6 1' x 1' x 1' tree  
 P7 1' x 1' x 1' tree  
 P8 1' x 1' x 1' tree  
 P9 1' x 1' x 1' tree  
 P10 1' x 1' x 1' tree

**ETAE Calculations**

<b>Regular Landscape Areas</b>	
Total ETAP x Area	4,054
Total Area	12,077
Average ETAE	0.335

Average ETAE for Regular Landscape Areas must be 0.25 or below for residential areas, and 0.45 or below for non-residential areas.

**All Landscape Areas**

Total ETAP x Area	4,054
Total Area	12,077
Average ETAE	0.335

\*MAWA (Annual Gallons Allowed) = (A) / (0.82) (ETAP x LA) = (1) (ETAE) x (LA)

where 0.82 is a conversion factor that converts zone inches per acre per year to gallons per acre per year. LA is the total landscape area in square feet. GFA is the total landscape area in square feet. ETAE is 0.25 for residential areas and 0.45 for non-residential areas.

**IRRIGATION LEGEND**

SYMBOL	DESCRIPTION	MANUFACTURER/MODEL/SIZE		
⊕	DRIP ZONE CONTROL KIT INC. REMOTE CONTROL VALVE PRESSURE REGULATOR & FILTER FOR DL2000 STATIONS	TORO DLX2-TPH-4-MP (MEDIUM FLOW DRIPLINE KIT FOR 2-20 GPM) DLX2-TPH-4-FP (LOW FLOW FOR 2 GPM AND LESS)		
⊖	REMOTE CONTROL VALVE	IRRICTRL SYSTEMS 100 SERIES GLOBE VALVE (CENTURY PLUS)		
⊙	1" CLICK COUPLER VALVE WITH LOCKING VINYL COVER	TORO 100-2SLVC (2 PIECE, 1" SINGLE LUG, WITH VINYL LOCKING COVER)		
○	ON GRADE TREE BUBBLER	5-50 PSI TORO LF-6-PC-N QUANTITIES AS FOLLOWS 2 PER 15 GALLON OR 24" BOX TREE 4 PER 36" BOX AND LARGER TREE INSTALL TORO PLASTIDY FILTER WITH 150 MESH STAINLESS STEEL SCREEN AT EACH TREE BUBBLER VALVE		
⊞	IRRIGATION CONTROLLER	IRRICTRL CONTROL R-SERIES (12-STATION)		
⊞	WEATHER SENSOR	IRRICTRL RAIN SENSOR SERIES		
X	SHUT OFF VALVE	MATCO-NRCA770 SERIES		
⊞	FLOW SENSOR	TORO TFS SERIES		
⊞	REDUCED PRESSURE BACKFLOW PREVENTER	FEBCO R2BY		
⊞	POINT OF CONNECTION			
SYMBOL	MANUFACTURER/MODEL	ARC	PSI	RADIUS
⊙	HUNTER MP CORNER PRO-06-PRS40-CV-R	ADJ	40	25'
⊙	HUNTER MP1000 PROS-06-PRS40-CV-R	360	40	25'
⊙	HUNTER MP1000 PROS-06-PRS40-CV-R	90-210	40	25'
SYMBOL	DESCRIPTION	MODEL	NOTES	
---	NONPRESSURE IRRIGATION SUPPLYLINE-3/4" MIN.	CLASS 200 PVC PIPE	12" COVER	
---	NONPRESSURE DRIP IRRIGATION LATERAL - SIZED PER PIPE SIZING CHART	SCHEDULE 40 PVC PIPE	12" COVER	
---	PRESSURE SUPPLY MAINLINE - 1" MIN.	112/SCHEDULE 40 PVC PIPE	12" COVER	
---	PIPE SLEEVE	SCHEDULE 40 PVC PIPE	12" COVER	
<b>LIMIT OF ZONE</b>		<b>DRIP IRRIGATION</b>		
		TORO DL2000 SERIES PC DRIPLINE MODEL RFG-2-18 DL2000 SERIES PC DRIPLINE SPACING = 18" EMITTER SPACING = 18" DRIPPER FLOW = 0.53 GPH		
<b>BUBBLER AND SPRAY VALVES</b>		<b>LATERAL SIZING</b>		
		MINIMUM LATERAL SIZING SHALL BE 3/4" SIZING OF LATERAL PIPE SHALL BE AS FOLLOWS, UNLESS OTHERWISE NOTED:		
B - CONTROLLER STATION NUMBER		3/4"	0-6 GPM	
XX - GALLONS PER MINUTE THROUGH VALVE		1"	9.1-18 GPM	
F - CONTROL VALVE SIZE		1-1/4"	18.1-30 GPM	
L - LENGTH OF DRIP TUBING, IF APPLICABLE		1-1/2"	31.1-40 GPM	
		2"	40.1-60 GPM	
<b>BUBBLER AND SPRAY VALVES</b>				
Z	ZONE TYPE, IF APPLICABLE			
B	CONTROLLER STATION NUMBER			
XX	GALLONS PER MINUTE THROUGH VALVE			
F	CONTROL VALVE SIZE			
L	LENGTH OF DRIP TUBING, IF APPLICABLE			



REVIEWED BY  
 KISHA DAMALA

DATE 03/08/17  
 03/20/17  
 04/10/17  
 04/20/18  
 05/08/18

DRAWN BY  
 NC  
 NC  
 NC  
 NC  
 NC

**AUZERAIS APARTMENTS**  
 425 AUZERAIS AVE  
 SAN JOSE, CA 95126

DATE  
 JANUARY 23, 2017

DRAWN BY  
 NICKOLAE CRISP

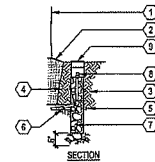
JOB NUMBER  
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DRAWING TITLE  
 IRRIGATION LEGEND,  
 NOTES, & CALCUS.

DRAWING NUMBER  
 L-2.03

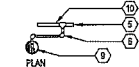
**NOTES:**

1. USE PIPE TEFLON TAPE ON ALL PIPE THREADS. TIGHTEN THREADS UNTIL MODERATELY SNUG (DO NOT OVERTIGHTEN)
2. LOCATE TREE BUBBLER ON ROOTBALL SIDE OF ROOT CONTROL BARRIERS
3. WHERE POSSIBLE, LOCATE TREE BUBBLER AWAY FROM ADJACENT HARDSCAPE AREAS TO DISCOURAGE ROOT GROWTH UNDER PAVING

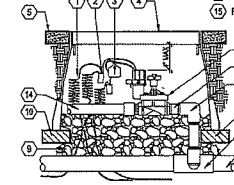


**D DEEP ROOT TREE BUBBLER**  
SCALE: 1/2"=1'-0"

- 1 TREE TRUNK
- 2 ROOTBALL
- 3 NATIVE SOIL
- 4 TREE BACKFILL, SEE PLANTING DETAILS
- 5 LATERAL LINE, SIZE PER PLAN
- 6 SCH 80 PVC SWING JOINT
- 7 3/4" WASHED CRUSHED AGGREGATE BASE
- 8 BUBBLER NOZZLE (ABOVE ROCK) ON RISER, SEE IRRIGATION LEGEND
- 9 DEEP ROOT WATER SYSTEM ASSEMBLY, WITH TAMPER PROOF GRATE, PROVIDE FILTER FABRIC SLEEVE PER MANUFACTURER'S
- 10 SCH 40 PVC TEE SXSXT

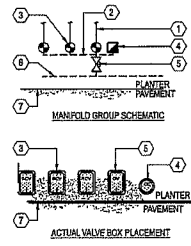


- 1 30-INCH LINEAR LENGTH OF WIRE, COILED
- 2 WATER PROOF CONNECTION (1 OF 2)
- 3 ID TAG
- 4 VALVE BOX
- 5 FINISH GRADE/TOP OF MULCH
- 6 REMOTE CONTROL VALVE
- 7 PVC SCH 40 NIPPLE, SIZE PER PLAN, LENGTHS AS REQUIRED
- 8 SCH 40 PVC ELL FITTING
- 9 3" MIN. DEPTH OF 1/2" WASHED CRUSHED AGGREGATE BASE, ONE(1) CUBIC FT. MIN.
- 10 BRICK (1 OF 4)
- 11 PVC MAINLINE PIPE, SIZE PER PLAN
- 12 SCH 40 NIPPLE (2" LENGTH, HIDDEN) AND SCH 40 ELL
- 13 PVC SCH 40 TEE OR ELL
- 14 PVC SCH 40 MALE ADAPTER
- 15 PVC LATERAL PIPE



**B REMOTE CONTROL VALVE**  
SCALE: 1/4"=1'-0"

NOTE: PLACE AGGREGATE PRIOR TO INSTALLATION OF VALVE BOX

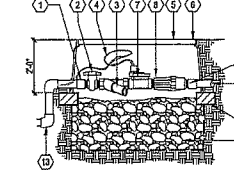


- 1 LATERAL LINE, SIZE OF LATERAL LINE SHALL EQUAL VALVE SIZE, TYP. VERIFY SIZING ON PLAN
- 2 MANIFOLD MAIN LINE, SEE PLAN FOR SIZING, TYP.
- 3 REMOTE CONTROL VALVE, SIZE PER PLAN, TYP. SEE IRRIGATION LEGEND
- 4 QUICK COUPLER, SEE PLAN FOR LOCATIONS
- 5 ISOLATION VALVE, SEE IRRIGATION LEGEND
- 6 SYSTEM MAINLINE
- 7 EDGE OF WALK, CURB, WALL, ETC.

- NOTES:**
1. ALL VALVES SHALL BE RUN OFF A MANIFOLD GROUP SIMILAR TO THAT SHOWN IN ABOVE DIAGRAM.
  2. ALL VALVE BOXES SHALL BE SQUARE TO ONE ANOTHER, AND TO EDGES OF ADJACENT FIXED OBJECTS
  3. ALL VALVE BOXES SHALL BE SET 2" ABOVE FINISH GRADE
  4. SEE IRRIGATION LEGEND FOR MAINLINE PIPE SIZING

**C VALVE BOX LAYOUT IN PLANTERS**  
SCALE: 1/4"=1'-0"

- 1 SCHEDULE 40 PVC MALE ADAPTER
- 2 BALL VALVE
- 3 INLINE WYE FILTER
- 4 COIL 18" LENGTH OF CONTROL WIRE AND SPLICE WITH WATER-TIGHT SPLICE CONNECTORS
- 5 LOCKING VALVE BOX LID
- 6 #10x40S AMETEK'S JUMBO METER BOX OR EQUAL
- 7 ELECTRIC REMOTE CONTROL VALVE
- 8 INLINE PRESSURE REGULATOR
- 9 SCHEDULE 40 PVC MALE ADAPTER
- 10 PVC SCH 40 LATERAL LINE TO DRIP TUBING, 18" LENGTH MINIMUM BEFORE FIRST FITTING
- 11 COMMON BRICK, ONE AT EACH CORNER FOR SUPPORT
- 12 12" DEEP 1/2" CRUSHED AGGREGATE BASE
- 13 PVC PRESSURE MAINLINE PIPE - 1/2" OR LESS, USE SCHEDULE 40, 2" OR GREATER USE CLASS 315. SEE PLAN FOR SIZES



**A DRIP VALVE ASSEMBLY**  
SCALE: 1/2"=1'-0"

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REVISIONS

DATE	DRAWN BY
05/20/17	HC
05/20/17	HC
01/30/17	HC
01/24/16	HC
05/22/16	HC

**AUZERAIS APARTMENTS**  
425 AUZERAIS AVE  
SAN JOSE, CA 95126

CONTRACT

SCALE

DATE  
JANUARY 23, 2017

DRAWN BY  
NICHOLAS GRUMP

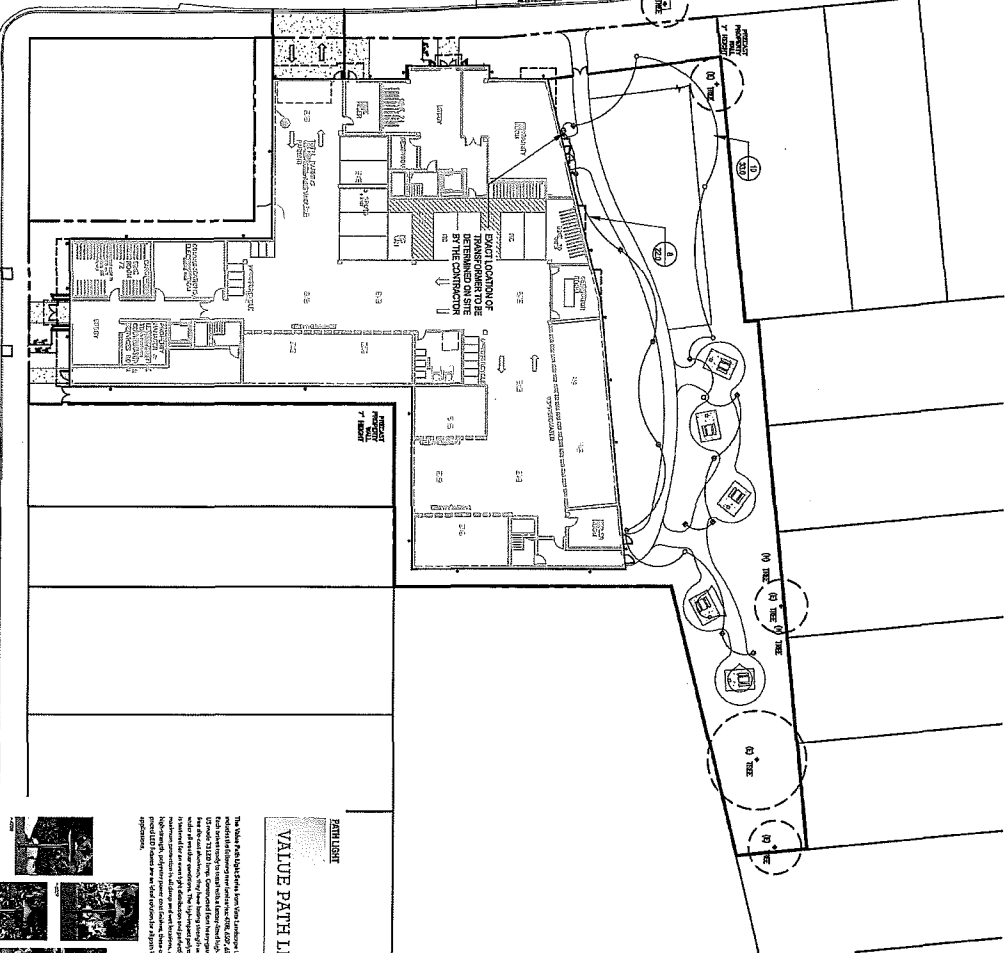
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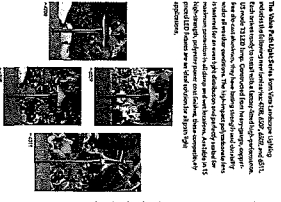
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AUZERAIS AVENUE

DELMAS AVENUE



### VALVE PATH LIGHT SERIES



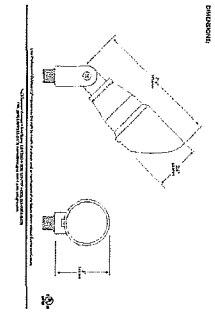
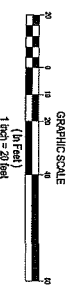
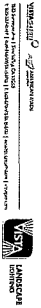
**PROJECT REQUIREMENTS**  
 The Valve Path Light Series from Visual Comfort Lighting is designed to provide a modern, minimalist lighting solution for residential and commercial applications. The fixture is designed to be mounted on a wall and is available in three different finishes: Satin Nickel, Brushed Nickel, and Oil Rubbed Bronze. The fixture is designed to be installed in a hallway or a similar area where it can provide ambient lighting and highlight the path.

**NOTES:**  
 1. INSTALL TRANSPARENT AT LEAST 7' ABOVE GROUND.  
 2. LIGHTING PLANS IN DRAWINGS, FINAL LOCATION OF ALL LINES AND CABLES WILL BE DETERMINED AT THE TIME OF INSTALLATION.  
 3. ALL EQUIPMENT REQUIRED BUT NOT SPECIFIED ON THE DRAWING TO COMPLETE THE WORK, SHALL BE PROVIDED BY THE CONTRACTOR.  
 4. ALL MATERIAL AND LIGHTING EQUIPMENT SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFIC RECOMMENDATIONS OF THE MANUFACTURER (UNLESS OTHERWISE NOTED) AND SHALL COMPLY WITH ALL LOCAL, ANY APPLICABLE CODES AND REGULATIONS.  
 5. CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ALL MATERIALS APPROVED ON PLAN.  
 6. ALL CABLE SHALL BE INSTALLED UNDER THE SURFACE OF THE FLOOR AND SHALL BE INSTALLED IN ACCORDANCE WITH ALL APPLICABLE CODES AND REGULATIONS.  
 7. USE ONLY APPROVED CABLE CONNECTIONS AND STRIKE ALL WIRES IN ACCORDANCE TO MANUFACTURER'S RECOMMENDATIONS.  
 8. CONTRACTOR TO VERIFY ALL MATERIAL AND EQUIPMENT AVAILABILITY TO BE INSTALLED PRIOR TO ORDERING.

SYMBOL	DESCRIPTION	USE
⊕	VORN - THE VALVE PATH LIGHT SERIES MODEL A897, ALUMINUM, LED, 23 WATTS	PORTRAIT LIGHT
○	VORN - 10" ALUMINUM & COPPER SERIES MODEL A225, ALUMINUM, LED, 4.5 WATTS	UP LIGHT
ⓓ	VORN - 10" ALUMINUM & COPPER SERIES MT SERIES TRANSPARENT, STAINLESS STEEL 120VOLT, 1250W MAX.	120 POWER STRIP
---	LANSOPE LIGHTING DIRECT SINK CHALKING GAUGE	POURING CONNECTION
---	184N ELECTRICAL SERVICE LINE/PLY	POURING CONNECTION

CALLOUTS	NUMBER OF FIXTURES	TYPE/ WATTS PER FIXTURE
(Symbol)	1	TRIPLE WATTS PER FIXTURE



## AUZERAIS APARTMENTS

425 AUZERAIS AVE  
 SAN JOSE, CA 95126

DRAWING NUMBER  
**L-3.01**

DRAWING TITLE  
**LIGHTING PLAN  
 (FIRST FLOOR)**

DRAWN BY  
 CHECKED BY  
 DATE  
 SCALE

DRAWING NUMBER  
**L-3.01**

DRAWING TITLE  
**LIGHTING PLAN  
 (FIRST FLOOR)**

DRAWN BY  
 CHECKED BY  
 DATE  
 SCALE

DRAWING NUMBER  
**L-3.01**

DRAWING TITLE  
**LIGHTING PLAN  
 (FIRST FLOOR)**

DRAWN BY  
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 SCALE

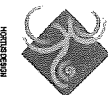
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DRAWING TITLE  
**LIGHTING PLAN  
 (FIRST FLOOR)**

DRAWN BY  
 CHECKED BY  
 DATE  
 SCALE

DRAWING NUMBER  
**L-3.01**

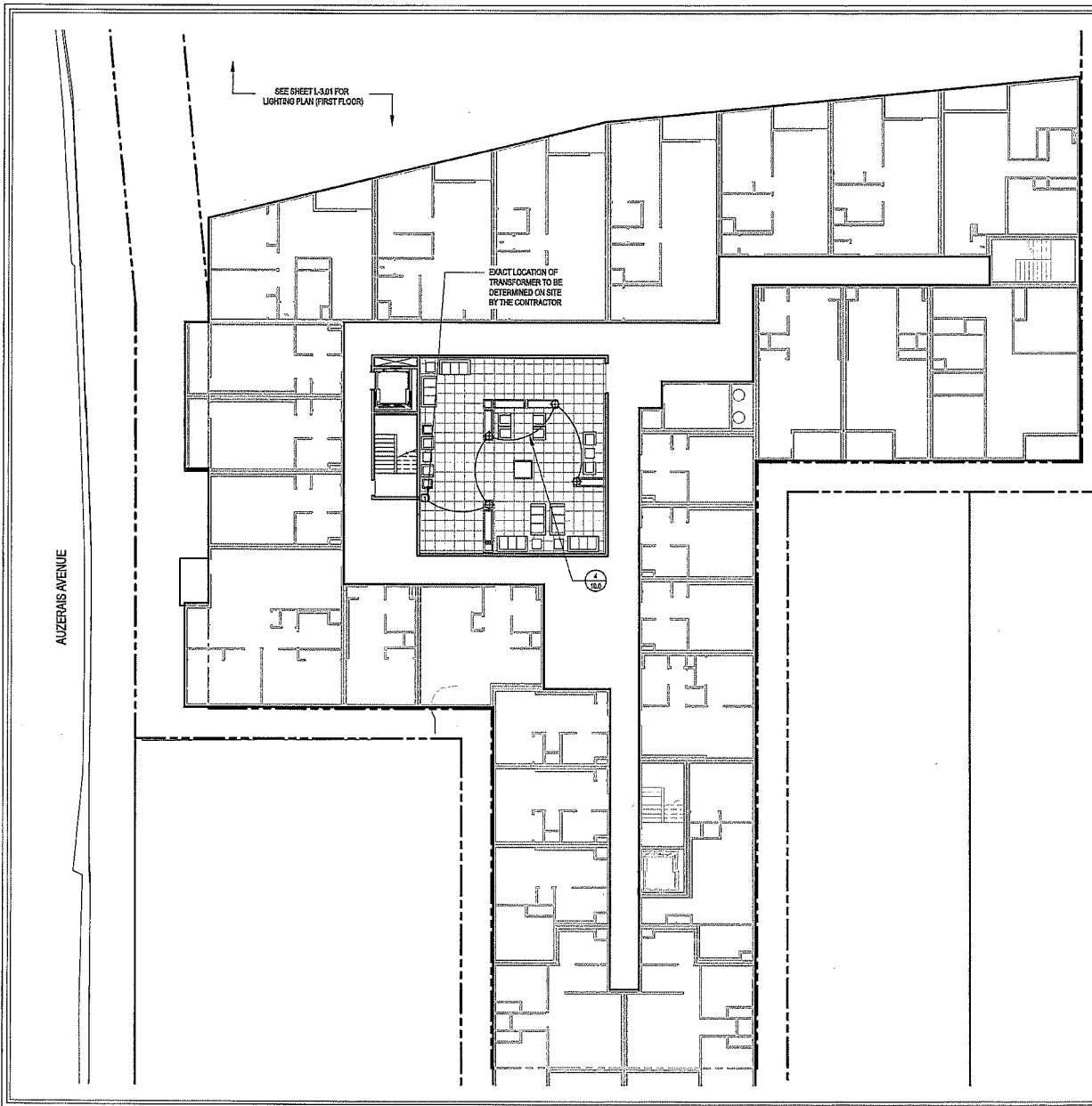
DRAWING TITLE  
**LIGHTING PLAN  
 (FIRST FLOOR)**



DRAWN BY  
 CHECKED BY  
 DATE  
 SCALE

DRAWING NUMBER  
**L-3.01**

DRAWING TITLE  
**LIGHTING PLAN  
 (FIRST FLOOR)**



LIGHTING LEGEND		
SYMBOL	DESCRIPTION	USE
⊕	VISTA - THE VALUE PATH LIGHT SERIES MODEL #5937, ALUMINUM, LED, 2.5 WATTS	PATH LIGHT
○	VISTA - 12V ALUMINUM & COMPOSITE SERIES MODEL #2216, ALUMINUM, LED, 4.5 WATTS	UP LIGHT
Ⓜ	VISTA - 12V ALUMINUM & COMPOSITE SERIES MT SERIES TRANSFORMER, STAINLESS STEEL 120-VOLT, 1200W MAX.	12V POWER SUPPLY
—	LANDSCAPE LIGHTING DIRECT BURY CABLE 1/2 GAUGE	FIXTURE CONNECTION
—	MAIN ELECTRICAL SERVICE LINE 1/2 INCH	FIXTURE CONNECTION
CALLOUTS		
⊕	NUMBER OF FIXTURES	
⊕	TOTAL WATTS PER LINE	

- NOTES:**
- INSTALL TRANSFORMER AT LEAST 12' ABOVE GROUND.
  - LIGHTING PLAN IS DIAGRAMMATIC. FINAL LOCATION OF ALL LINES AND CABLES WILL BE DETERMINED AT THE TIME OF INSTALLATION.
  - ALL EQUIPMENT REQUIRED BUT NOT SPECIFIED ON THE DRAWING, TO COMPLETE THE WORK, SHALL BE PROVIDED BY THE CONTRACTOR.
  - ALL MATERIAL AND LIGHTING EQUIPMENT SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFIC RECOMMENDATIONS OF THE MANUFACTURER UNLESS OTHERWISE NOTED AND SHALL COMPLY WITH ALL LOCAL BUILDING CODES. THE CLIENT AND/OR CLIENT SELECTED CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL AND STATE BUILDING PERMITS.
  - CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ALL MATERIAL APPEARING ON PLAN.
  - ALL CABLE RUNS INSTALLED UNDER HARDSCAPE SHALL BE INSTALLED USING SCHEDULE 40 OVC ELECTRICAL CONDUIT SLEEVES OR OTHER MATERIAL APPROVED BY LOCAL BUILDING AND ELECTRIC CODES.
  - USE ONLY APPROVED CABLE CONNECTIONS AND SPLICE ALL WIRES IN ACCORDANCE TO MANUFACTURERS RECOMMENDATIONS.
  - CONTRACTOR TO VERIFY ALL MATERIAL AND EQUIPMENT AVAILABILITY TO BE INSTALLED PRIOR TO ORDERING.

REVIEWED BY  
YUWAKAUMIA



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REVISIONS	
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02/28/2017	NC
01/12/2017	NC
01/04/2016	NC
02/02/2016	NC

**AUZERAIS APARTMENTS**  
425 AUZERAIS AVE  
SAN JOSE, CA 95126

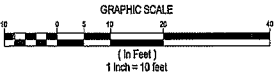
NORTH  
SCALE  
1" = 10'

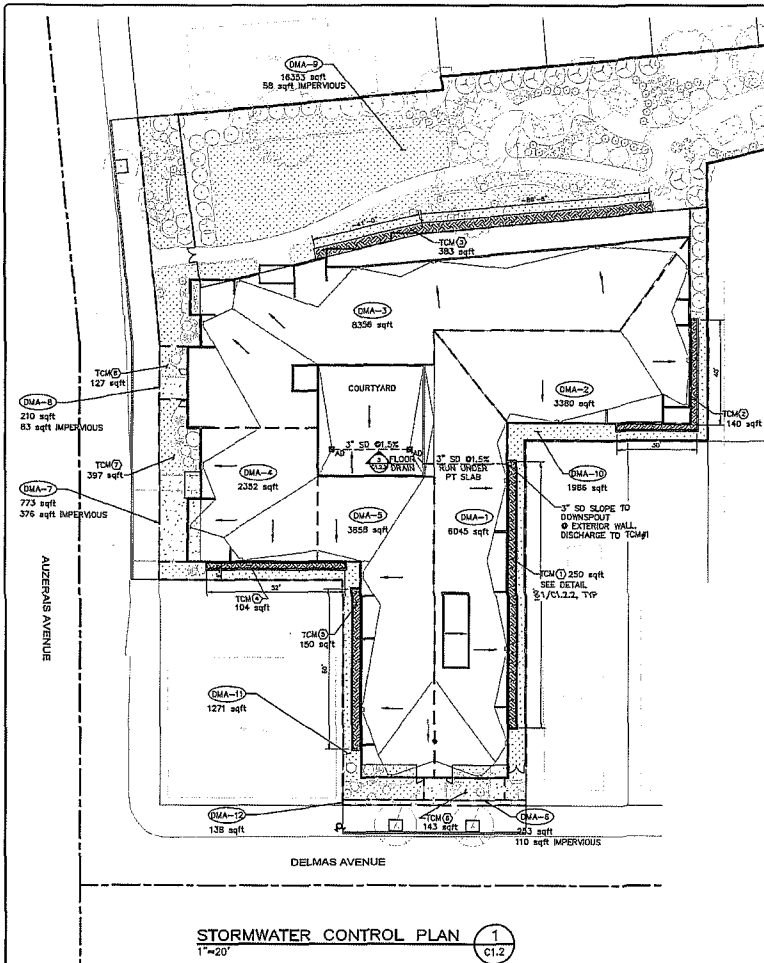
DATE  
JANUARY 22, 2017  
DRAWN BY  
NICHOLAS CRAMP  
JOB NUMBER  
07

DRAWING TITLE  
LIGHTING PLAN  
(SECOND FLOOR)

DRAWING NUMBER

L-3.02





- LEGENDS & ABBREVIATIONS:**
- DMA-# DRAINAGE MANAGEMENT AREA
  - TCM-# TREATMENT CONTROL MEASURES
  - FLOW-THROUGH PLANTER
  - LANDSCAPE AREA
  - ROOF
  - CONCRETE
  - CRUSHED STONE WALKWAY

- PROJECT SITE INFORMATION:**
1. SOILS TYPE: CL
  2. GROUND WATER DEPTH: 21 FEET
  3. NAME OF THE RECEIVING BODY: GUADALUPE RIVER
  4. FLOOD ZONE: FLOOD ZONE X, WHICH INCLUDES AREA OF 0.22 ANNUAL CHANCE FLOOD AREA OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE AND AREAS PROTECTED BY LEVES FROM 1% ANNUAL CHANCE FLOOD, NO CITY REGULATORY REQUIREMENTS.
  5. FLOOD ELEVATION (IF APPLICABLE): N/A.

- STANDARD STORMWATER CONTROL NOTES:**
- STANDING WATER SHALL NOT REMAIN IN THE TREATMENT MEASURES FOR MORE THAN FIVE DAYS. TO PREVENT MOSQUITO GENERATION, SHOULD ANY MOSQUITO ISSUES ARISE, CONTACT THE SANTA ANITA VALLEY WATER CONTROL DISTRICT (DISTRICT). MOSQUITO LARVICIDES SHALL BE APPLIED ONLY WHEN ABSOLUTELY NECESSARY AS INDICATED BY THE DISTRICT, AND THEN ONLY BY A LICENSED PROFESSIONAL OR CONTRACTOR. CONTACT INFORMATION FOR THE DISTRICT IS PROVIDED BELOW.
  - DO NOT USE PESTICIDES OR OTHER CHEMICAL APPLICATIONS TO TREAT DISEASED PLANTS, CONTROL WEEDS OR REMOVED UNWANTED GROWTH. EMERGENCY OR NON-CHEMICAL CONTROLS (BIOLOGICAL, PHYSICAL AND CULTURAL CONTROLS) TO TREAT A PEST PROBLEM. PRUNE PLANTS PROPERLY AND AT THE APPROPRIATE TIME OF YEAR. PROVIDE ADEQUATE IRRIGATION FOR LANDSCAPE PLANTS. DO NOT OVER WATER.

- NOTES:**
1. PARKING & TRASH ENCLOSURE ARE LOCATED WITHIN PARKING GARAGE. NO OTHER POLLUTANT SOURCES. S.A.D FOR PLAN DETAILS.
  2. SEE C1.1 FOR SITE EXISTING CONDITION, INCLUDING TREE LOCATION & SIZE AND EXISTING BUILDINGS TO BE DEMOLISHED.
  3. THERE IS NO EXISTING NATURAL HYDROLOGIC FEATURES (DEPRESSIONS OR WATERCOURSES, ETC) AND SIGNIFICANT NATURAL RESOURCES.
  4. SEE LANDSCAPE DRAWINGS FOR PROPOSED TREES AND GREEN AREAS.
  5. SEE TABLE-1 FOR STORE WATER CONTROL SUMMARY; SEE DETAIL 1/- FOR TYP. BIO-RETENTION DETAILS.
  6. SEE TABLE-2 FOR PERVIOUS AND IMPERVIOUS SURFACES COMPARISON.

**TABLE-2**

**PERVIOUS AND IMPERVIOUS SURFACES COMPARISON TABLE**

a. Project Phase Number (N/A, I, 2, 3, etc.)	1	b. Total Site (acres)	1.0
c. Total Site Existing Impervious Surfaces (square feet)	20960	d. Total Area of Site Disturbed (acres)	1.0
e. Impervious Surfaces (square feet)	Existing Condition of Site Area Disturbed	Proposed Condition of Site Area Disturbed	
Roof Areas	8,370	Replaced <sup>1</sup>	New <sup>2</sup>
Pavement	2,820	2,820	0,000
Streets/Paved Driveways	8,360	6,920	2,400
Streets/Driveways			
f. Pervious Surfaces (square feet)	g. Total Impervious Surfaces	h. Total Pervious Surfaces	
Landscaped Areas	11,120	17,310	13,720
Other Pervious Surfaces (grass, soil, etc.)	24,060	17,380	2,760
Total Pervious Surfaces:	11,120 + 24,060 = 35,180	17,380 + 2,760 = 20,140	
i. Total Proposed Replaced + New Impervious Surfaces (e.2 + e.3)			24,560
j. Total Proposed Replaced + New Pervious Surfaces (e.4 + e.5)			20,220
k. Percent of Replacement of Impervious Area in redevelopment projects (e.2/c)			81.2%

**Table Notes:**  
<sup>1</sup>Proposed Replaced Impervious Surface: All impervious surfaces added to any area of the site that was previously existing impervious surface.  
<sup>2</sup>Proposed New Impervious Surface: All impervious surfaces added to any area of the site that was previously existing pervious surface.

**TABLE-1**

**TREATMENT CONTROL MEASURE SUMMARY TABLE**

Area	TCM#	Treatment Type	Drainage Area (a.f.)	Impervious Area (a.f.)	Pervious Area (a.f.)	Biosaturation <sup>1</sup> Treatment Area Required (a.f.)	Biosaturation <sup>1</sup> Treatment Area Provided (a.f.)	Biosaturation <sup>1</sup> Line of Use/Used	Overflow Rise Height (ft)	Storage Depth Required (ft)	Storage Depth Provided (ft)	Location
1	1	Flow-through Planter	8,045	6,045	0	242	250	na	8	0.30	0.50	See DMA-1&TCM1 on C1.2.1
2	2	Flow-through Planter	3,380	3,380	0	135	140	na	8	0.30	0.50	See DMA-2&TCM2 on C1.2.1
3	3	Flow-through Planter	8,358	6,358	0	334	383	na	6	0.27	0.50	See DMA-3&TCM3 on C1.2.1
4	4	Flow-through Planter	2,352	2,352	0	94	104	na	8	0.28	0.50	See DMA-4&TCM4 on C1.2.1
5	5	Flow-through Planter	3,650	3,650	0	146	150	na	6	0.31	0.50	See DMA-5&TCM5 on C1.2.1
6	6	Self-retaining	263	110	143	35	143	na	na	na	na	See DMA-6&TCM6 on C1.2.1
7	7	Self-retaining	273	378	107	158	207	na	na	na	na	See DMA-7&TCM7 on C1.2.1
8	8	Self-retaining	710	83	127	42	127	na	na	na	na	See DMA-8&TCM8 on C1.2.1
9	9	Self-retaining	18,353	58	18,295	na	na	na	na	na	na	See DMA-9 on C1.2.1
10	10	Self-treated	1,988	0	1,988	na	na	na	na	na	na	See DMA-10 on C1.2.1
11	11	Self-treated	1,271	0	1,271	na	na	na	na	na	na	See DMA-11 on C1.2.1
12	12	Self-treated	138	138	0	na	na	na	na	na	na	See DMA-12 on C1.2.1
<b>Totals:</b>			<b>44,775</b>	<b>24,568</b>	<b>20,220</b>							

<sup>1</sup>Sizing for Biosaturation Area Required calculated using the 4% Method (Impervious Area x 0.04)  
<sup>2</sup>Per Chapter 2.3 of the C3 Stormwater Handbook. Roadway projects that add new sidewalk along an existing roadway are exempt from Provision C.3.c of the Municipal Stormwater Permit.

- SOURCE CONTROL MEASURES:**
1. CONNECT THE FOLLOWING FEATURES TO SANITARY SEWER:
    - a. COVERED TRASH/ RECYCLING ENCLOSURES.
    - b. INTERIOR PARKING STRUCTURES.
  2. BENEFICIAL LANDSCAPING.
  3. USE OF WATER EFFICIENT IRRIGATION SYSTEMS.
  4. MAINTENANCE (PAVEMENT SWEEPING, CATCH BASIN CLEANING, GOOD HOUSEKEEPING).
  5. STORM DRAIN LABELING.

**HEC**

**CHINA HARBOUR ENGINEERING COMPANY (USA) INC.**

4000 Executive Parkway, Suite 275  
 San Ramon, CA 94583  
 Tel: 1-925-277-1284  
 Fax: 1-925-277-1299

CONSULTANT:

PROJECT:

Auzerres Avenue  
 425 & 413 Ardenis Ave and 383 Delmas Ave  
 San Jose, CA 95128

- GENERAL NOTES:**
1. THIS SHEET IS PART OF A SET & IS NOT TO BE USED ALONE.
  2. THIS SHEET IS NOT TO BE USED FOR CONSTRUCTION UNLESS THE CONTRACTOR HAS BEEN ADVISED BY THE DISTRICT OF THE DISTRICT.
  3. THIS SHEET IS NOT TO BE USED FOR THE CONSTRUCTION OF A NEW OR EXISTING STRUCTURE UNLESS THE CONTRACTOR HAS BEEN ADVISED BY THE DISTRICT OF THE DISTRICT.
  4. CONTRACTOR TO OBTAIN NECESSARY PERMITS FROM THE DISTRICT OF THE DISTRICT.

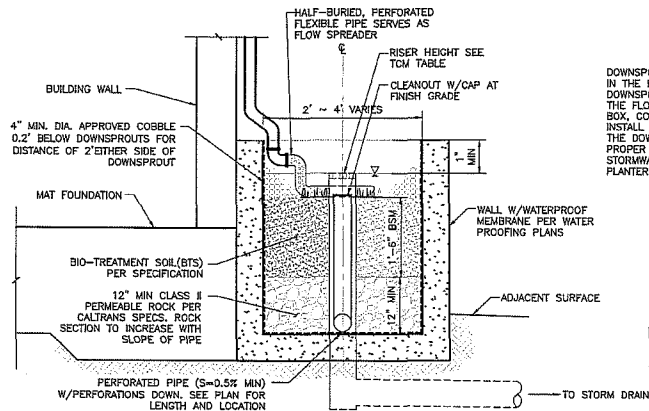


SHEET NAME:  
**STORM WATER CONTROL PLAN**

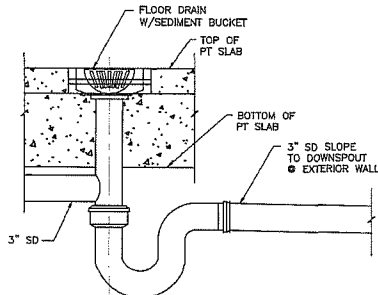
SHEET 1 OF 2

REVISIONS	DATE	DESCRIPTION

DESIGNED: J. WU  
 CHECKED: J. WU  
 DATE: April 13th, 2018  
 SCALE: AS SHOWN  
 JOB NO.: 0002  
 SHEET No.:  
**C1.2.1**  
 SHEETS IN SET



**FLOW-THROUGH PLANTER (ABOVE GRADE)** 1  
NTS SIZING METHODS: FLOW-COMBO 4% C1.2.2



**FLOOR DRAIN DETAIL** 3  
NTS C1.2.2 C1.2.1

**DOWNSPOUT NOTE:**  
IN THE EVENT ONLY ONE DOWNSPOUT IS LOCATED WITHIN THE FLOW-THROUGH PLANTER BOX, CONTRACTOR SHALL INSTALL A FLOW SPREADER AT THE DOWNSPOUT TO ENSURE PROPER DISTRIBUTION OF STORMWATER OVER ENTIRE PLANTER.

SIZING METHODS:  
FLOW-COMBO  
4%

**FLOW-THROUGH PLANTER NOTES**

1. SEE GRADING PLAN FOR BASIN FOOTPRINT AND DESIGN ELEVATIONS.
2. PLACE 3 INCHES OF COMPOSTED, NO-FLOATABLE MULCH IN AREAS BETWEEN STORMWATER PLANTINGS.
3. SEE LANDSCAPE PLAN FOR MULCH, PLANT MATERIALS AND IRRIGATION REQUIREMENTS.
4. CURB CUTS ARE REPLACED BY FLOW SPREADERS TO DISTRIBUTE STORM-WATER EVENLY THROUGH THE FLOW-THROUGH PLANTERS.
5. A MINIMUM 0.2' DROP BETWEEN STORM WATER ENTRY POINT (I.E. CURB OPENING, FLUSH CURB, ETC.) AND ADJACENT LANDSCAPE FINISHED GRADE.
6. DO NOT COMPACT NATIVE SOIL/SUBGRADE AT BOTTOM OF BASIN. LOOSEN SOIL TO 12" DEPTH.

**BIOTREATMENT SOIL REQUIREMENTS**

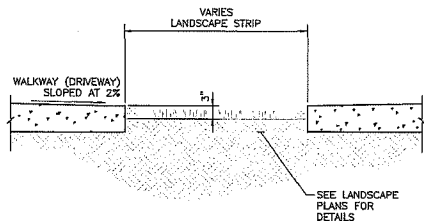
- BIOTREATMENT SOIL MIX SHALL MEET THE REQUIREMENTS AS OUTLINED IN APPENDIX C OF THE C.3 STORM WATER HANDBOOK AND SHALL BE A MIXTURE OF FINE SAND AND OF 60-70% SAND AND 30-40% COMPOST. CONTRACTOR TO REFER TO APPENDIX C FOR SAND AND COMPOST MATERIAL SPECIFICATION. CONTRACTOR MAY OBTAIN A COPY OF THE C.3 HANDBOOK AT: [HTTP://WWW.SANJOURNEAL.GOV/INDEX.ASPX?NID=1761](http://www.sanjourneal.gov/index.aspx?nid=1761) PRIOR TO ORDERING THE BIOTREATMENT SOIL MIX OR DELIVERY TO THE PROJECT SITE. CONTRACTOR SHALL PROVIDE A BIOTREATMENT SOIL MIX SPECIFICATION CHECKLIST, COMPLETED BY THE SOIL MIX SUPPLIER AND CERTIFIED TESTING LAB.

**SITE DESIGN MEASURES:**

1. PROTECT EXISTING TREES, VEGETATION AND SOIL.
2. REDUCE EXISTING IMPERVIOUS SURFACES.
3. CREATE NEW PERVIOUS AREAS.
4. LANDSCAPING
  - a. WALKWAYS AND PATIOS.
  - b. EMERGENCY VEHICLE ACCESS.
  - c. PRIVATE STREETS AND SIDEWALKS.
5. DIRECT RUNOFF FROM ROOFS, SIDEWALKS, PATIOS TO LANDSCAPED AREAS.
6. CLUSTER STRUCTURES/PAVEMENT.
7. PLANT TREES ADJACENT TO IMPERVIOUS AREAS.
8. PARKING:
  - a. UNDER BUILDINGS.
  - b. NOT PROVIDED IN EXCESS OF CODE.

**STANDARD STORMWATER CONTROL NOTES:**

- STANDING WATER SHALL NOT REMAIN IN THE TREATMENT MEASURES FOR MORE THAN FIVE DAYS. TO PREVENT MOSQUITO GENERATION, SHOULD ANY MOSQUITO ISSUES ARISE, CONTACT THE SANTA CLARA VALLEY VECTOR CONTROL DISTRICT(DISTRICT). MOSQUITO LARVICIDE SHALL BE APPLIED ONLY WHEN ABSOLUTELY NECESSARY, AS INDICATED BY THE DISTRICT, AND THEN ONLY BY A LICENSED PROFESSIONAL OR CONTRACTOR. CONTACT INFORMATION FOR THE DISTRICT IS PROVIDED BELOW.
- DO NOT USE PESTICIDES OR OTHER CHEMICAL APPLICATIONS TO TREAT DISEASED PLANTS. CONTROL WEEDS OR REMOVED UNWANTED GROWTH. EMPLOY NON-CHEMICAL CONTROLS (BIOLOGICAL, PHYSICAL AND CULTURAL CONTROLS) TO TREAT A PEST PROBLEM. PRUNE PLANTS PROPERLY AND AT THE APPROPRIATE TIME OF YEAR. PROVIDE ADEQUATE IRRIGATION FOR LANDSCAPE PLANTS. DO NOT OVER WATER.



**SELF-RETAINING AREA** 2  
NTS C1.2.2 C1.2.1

**OPERATION AND MAINTAINANCE INFORMATION:**

1. PROPERTY INFORMATION:
  - I.A. PROPERTY ADDRESS: 425 & 433 AUZERAS AVE
  - I.B. PROPERTY OWNER: AUZERAS INVESTMENT LLC, AUZERAS SJ LLC, ZHENGMING CHEN AND MENJUAN CHEN
2. RESPONSIBLE PARTY FOR MAINTAINANCE: AUZERAS SJ LLC
  - I.I.A. CONTACT: MS ZHEN ZHEN LI
  - I.I.B. PHONE NUMBER OF CONTACT: 1-408-644-5995
  - I.I.C. EMAIL: zhenzhen@gmail.com
  - I.I.D. ADDRESS: 18901 BELLGROVE CIRCLE, SARATOGA, CA 95070

TABLE-1: ROUTINE MAINTENANCE ACTIVITIES FOR FLOW-THROUGH PLANTERS		
NO	MAINTENANCE TASK	FREQUENCY (DAYS)
1	INSPECT THE PLANTER SURFACE AREA, INLETS AND OUTLETS FOR OBSTRUCTIONS AND TRASH; CLEAR ANY OBSTRUCTIONS AND REMOVE TRASH.	QUARTERLY
2	INSPECT PLANTER FOR STANDING WATER. IF STANDING WATER DOES NOT DRAIN WITHIN 2-3 DAYS, THE SURFACE BIOTREATMENT SOIL SHOULD BE TILLED OR REPLACED WITH THE APPROVED SOIL MIX AND REPLANTED. USE THE CLEANOUT RISER TO CLEAR ANY UNDERDRAINS OF OBSTRUCTIONS OR CLOGGING MATERIAL.	QUARTERLY
3	CHECK FOR ERODED OR SETTLED BIOTREATMENT SOIL MEDIA. LEVEL SOIL WITH RAKE AND REMOVE/REPLANT VEGETATION AS NECESSARY.	QUARTERLY
4	MAINTAIN THE VEGETATION AND IRRIGATION SYSTEM. PRUNE AND WEED TO KEEP FLOW-THROUGH PLANTER NEAT AND ORDERLY IN APPEARANCE.	QUARTERLY
5	EVALUATE HEALTH AND DENSITY OF VEGETATION. REMOVE AND REPLACE ALL DEAD AND DISEASED VEGETATION. REMOVE EXCESSIVE GROWTH OF PLANTS THAT ARE TOO CLOSE TOGETHER.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
6	USE COMPOST AND OTHER NATURAL SOIL AMENDMENTS AND FERTILIZERS INSTEAD OF SYNTHETIC FERTILIZERS, ESPECIALLY IF THE SYSTEM USES AN UNDERDRAIN.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
7	INSPECT THE OVERFLOW PIPE TO MAKE SURE THAT IT CAN SAFELY CONVEY EXCESS FLOWS TO A STORM DRAIN. REPAIR OR REPLACE ANY DAMAGED OR DISCONNECTED PIPING. USE THE CLEANOUT RISER TO CLEAR UNDERDRAINS OF OBSTRUCTIONS OR CLOGGING MATERIAL.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
8	INSPECT THE ENERGY DISSIPATOR AT THE INLET TO ENSURE IT IS FUNCTIONING ADEQUATELY, AND THAT THERE IS NO SCOUR OF THE SURFACE MULCH. REMOVE ANY ACCUMULATION OF SEDIMENT.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
9	INSPECT AND, IF NEEDED, REPLACE WOOD MULCH. IT IS RECOMMENDED THAT 2" TO 3" OF COMPOSTED ARBOR MULCH BE APPLIED ONCE A YEAR.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
10	INSPECT SYSTEM FOR EROSION OF BIOTREATMENT SOIL MEDIA, LOSS OF MULCH, STANDING WATER, CLOGGED OVERFLOWS, WEEDS, TRASH AND DEAD PLANTS. IF USING ROCK MULCH, CHECK FOR 3" OF COVERAGE.	ANNUALLY AT THE END OF THE RAINY SEASON AND/OR AFTER LARGE STORM EVENTS.
11	INSPECT SYSTEM FOR STRUCTURAL INTEGRITY OF WALLS, FLOW SPREADERS, ENERGY DISSIPATORS, CURB CUTS, OUTLETS AND FLOW SPLITTERS.	ANNUALLY AT THE END OF THE RAINY SEASON AND/OR AFTER LARGE STORM EVENTS.



**CHINA HARBOUR ENGINEERING COMPANY (USA) INC.**  
4000 Executive Parkway, Suite 275  
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Fax: 1-925-277-4299

CONSULTANT:

PROJECT:

Auzerais Avenue

425 & 433 Auzerais Ave and 243 DeJong Ave  
San Jose, CA 95128

GENERAL NOTES:

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2. THIS SHEET IS NOT FOR CONSTRUCTION UNTIL THE OWNER'S SHOP DRAWINGS ARE ON FILE.
3. THIS SHEET IS NOT FOR CONSTRUCTION UNTIL THE OWNER'S SHOP DRAWINGS ARE ON FILE.
4. COMPILE & BY CHINA HARBOUR ENGINEERING COMPANY INC.



SHEET NAME:  
STORM WATER CONTROL PLAN

SHEET 2 OF 2

REVISIONS	DATE	DESCRIPTION

DESIGNED: J. WU  
CHECKED: J. WU  
DATE: April 13th, 2018  
SCALE: AS SHOWN  
JOB No.: 002  
SHEET No.:

**C1.2.2**

SHEETS IN SET



CHINA HARBOUR ENGINEERING  
COMPANY (USA) INC.

4000 Executive Parkway, Suite 275  
San Ramon, CA 94583  
Tel: 1-925-277-1284  
Fac: 1-925-277-1299

CONSULTANT :

PROJECT :

Auzerais Avenue

415 & 63 Auzerais Ave and 383 Delmas Ave  
San Jose, CA 95126

GENERAL NOTES :

1. THIS SHEET IS PART OF A SET & IS NOT TO BE USED ALONE.
2. THIS SHEET IS NOT TO BE CONSIDERED UNTIL THE CHECKER'S SIGNATURE IS ON THIS SHEET.
3. THERE SHALL BE NO CHANGES TO THE DESIGN & ALL THE WORK SHALL BE IN ACCORDANCE WITH THE DESIGNER'S INTENT.
4. COPYRIGHT © BY CHINA HARBOUR ENGINEERING COMPANY (USA) INC.



SHEET NAME :

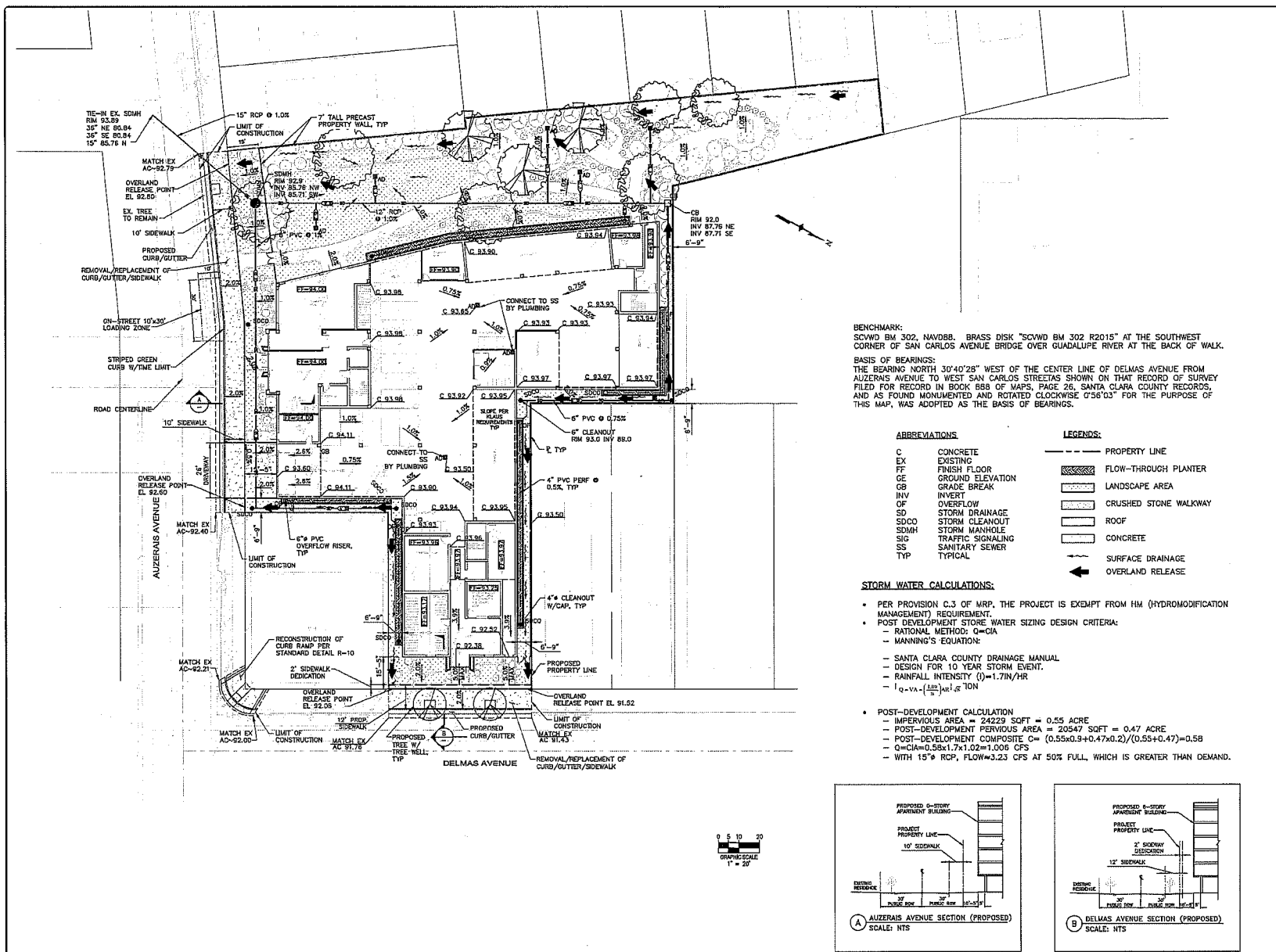
SITE DEVELOPMENT  
PRELIMINARY GRADING &  
DRAINAGE

REVISIONS	DATE	DESCRIPTION

DESIGNED: J. WU  
CHECKED: J. B.  
DATE: April 13th, 2018  
SCALE: AS SHOWN  
JOB No.: C002  
SHEET No.:

C1.3

SHEETS IN SET



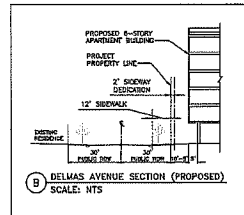
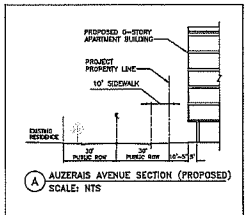
BENCHMARK:  
SCVWD BM 302, NAVD88, BRASS DISK "SCVWD BM 302 R2015" AT THE SOUTHWEST CORNER OF SAN CARLOS AVENUE BRIDGE OVER GUADALUPE RIVER AT THE BACK OF WALK.

BASIS OF BEARINGS:  
THE BEARING NORTH 30°40'28" WEST OF THE CENTER LINE OF DELMAS AVENUE FROM AUZERAIS AVENUE TO WEST SAN CARLOS STREETS SHOWN ON THAT RECORD OF SURVEY FILED FOR RECORD IN BOOK 888 OF MAPS, PAGE 26, SANTA CLARA COUNTY RECORDS, AND AS FOUND MONUMENTED AND ROTATED CLOCKWISE 0°56'0.3" FOR THE PURPOSE OF THIS MAP, WAS ADOPTED AS THE BASIS OF BEARINGS.

<b>ABBREVIATIONS:</b>	<b>LEGENDS:</b>
C CONCRETE	--- PROPERTY LINE
EX EXISTING	[Pattern] FLOW-THROUGH PLANTER
FF FINISH FLOOR	[Pattern] LANDSCAPE AREA
GE GROUND ELEVATION	[Pattern] CRUSHED STONE WALKWAY
GB GRADE BREAK	[Pattern] ROOF
INV INVERT	[Pattern] CONCRETE
OF OVERFLOW	--- SURFACE DRAINAGE
SD STORM DRAINAGE	--- OVERLAND RELEASE
SDCO STORM CLEANOUT	
SDMH STORM MANHOLE	
SIG TRAFFIC SIGNALING	
SS SANITARY SEWER	
TYP TYPICAL	

**STORM WATER CALCULATIONS:**

- PER PROVISION C.3 OF MRP, THE PROJECT IS EXEMPT FROM HM (HYDROMODIFICATION MANAGEMENT) REQUIREMENT.
- POST-DEVELOPMENT STORM WATER SIZING DESIGN CRITERIA:
  - RATIONAL METHOD:  $Q=CIA$
  - MANNING'S EQUATION:
    - SANTA CLARA COUNTY DRAINAGE MANUAL
    - DESIGN FOR 10 YEAR STORM EVENT.
    - RAINFALL INTENSITY  $I=1.7IN/HR$
    - $Q=IA(1.486)^{0.78} / 48.4$
- POST-DEVELOPMENT CALCULATION
  - IMPERVIOUS AREA = 24223 SQFT = 0.55 ACRE
  - POST-DEVELOPMENT PERVIOUS AREA = 20547 SQFT = 0.47 ACRE
  - POST-DEVELOPMENT COMPOSITE  $C= (0.55 \times 0.9 + 0.47 \times 0.2) / (0.55 + 0.47) = 0.58$
  - $Q=CIA=0.58 \times 1.7 \times 1.02 = 1.006$  CFS
  - WITH 15" RCP, FLOW=3.23 CFS AT 50% FULL, WHICH IS GREATER THAN DEMAND.







CHINA HARBOUR ENGINEERING  
COMPANY (USA) INC.

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Fax: 1-925-277-4289

CONSULTANT :

PROJECT :

Anzerias Avenue

425 & 433 Anzerias Ave and 383 Delmas Ave  
San Jose, CA 95128

GENERAL NOTES :

1. THIS SHEET IS PART OF A SET & IS NOT TO BE USED ALONE.
2. THIS SHEET IS NOT THE CONSTRUCTION LABEL THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF THE UTILITIES.
3. THESE ARE PRELIMINARY AND SHOULD BE USED AS A GUIDE ONLY. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION.
4. CONTRACTOR SHALL VERIFY ALL UTILITIES PRIOR TO CONSTRUCTION.



SHEET NAME :

PRELIMINARY  
UTILITY PLAN

REVISIONS	DATE	DESCRIPTION

DESIGNED: J. WU

CHECKED: J. J.

DATE: April 13th, 2018

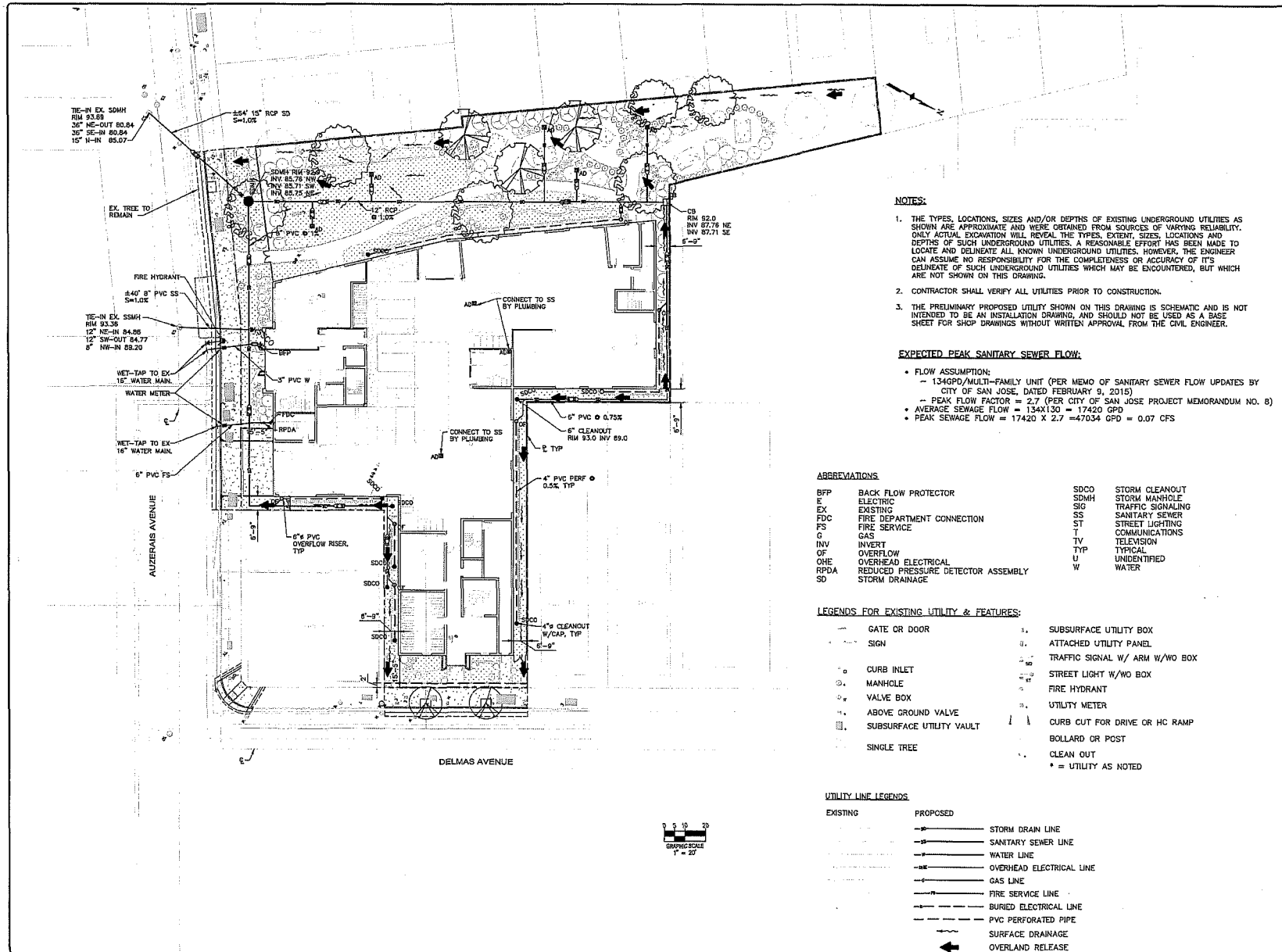
SCALE: AS SHOWN

JOB No.: C002

SHEET No.:

**C1.4**

SHEETS IN SET



**NOTES:**

1. THE TYPES, LOCATIONS, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ARE APPROXIMATE AND WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL KNOWN UNDERGROUND UTILITIES. HOWEVER, THE ENGINEER CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATE OF SUCH UNDERGROUND UTILITIES WHICH MAY BE ENCOUNTERED, BUT WHICH ARE NOT SHOWN ON THIS DRAWING.
2. CONTRACTOR SHALL VERIFY ALL UTILITIES PRIOR TO CONSTRUCTION.
3. THE PRELIMINARY PROPOSED UTILITY SHOWN ON THIS DRAWING IS SCHEMATIC AND IS NOT INTENDED TO BE AN INSTALLATION DRAWING, AND SHOULD NOT BE USED AS A BASE SHEET FOR SHOP DRAWINGS WITHOUT WRITTEN APPROVAL FROM THE CIVIL ENGINEER.

**EXPECTED PEAK SANITARY SEWER FLOW:**

- FLOW ASSUMPTION:  
- 134GPD/MULTI-FAMILY UNIT (PER MEMO OF SANITARY SEWER FLOW UPDATES BY CITY OF SAN JOSE, DATED FEBRUARY 9, 2015)
- PEAK FLOW FACTOR = 2.7 (PER CITY OF SAN JOSE PROJECT MEMORANDUM NO. 8)
- AVERAGE SEWAGE FLOW = 134x130 = 17420 GPD
- PEAK SEWAGE FLOW = 17420 X 2.7 = 47034 GPD = 0.07 CFS

**ABBREVIATIONS**

BFP	BACK FLOW PROTECTOR	SDCO	STORM CLEANOUT
E	ELECTRIC	SDMH	STORM MANHOLE
EX	EXISTING	SS	TRAFFIC SIGNALING
FDC	FIRE DEPARTMENT CONNECTION	SS	SANITARY SEWER
FS	FIRE SERVICE	ST	STREET LIGHTING
G	GAS	T	TELEVISION
INV	INVERT	TYP	TYPICAL
OF	OVERFLOW	U	UNIDENTIFIED
OHE	OVERHEAD ELECTRICAL	W	WATER
RPDA	REDUCED PRESSURE DETECTOR ASSEMBLY		
SD	STORM DRAINAGE		

**LEGENDS FOR EXISTING UTILITY & FEATURES:**

—	GATE OR DOOR	1.	SUBSURFACE UTILITY BOX
- - -	SIGN	2.	ATTACHED UTILITY PANEL
○	CURB INLET	3.	TRAFFIC SIGNAL W/ ARM W/WO BOX
⊙	MANHOLE	4.	STREET LIGHT W/WO BOX
⊕	VALVE BOX	5.	FIRE HYDRANT
⊖	ABOVE GROUND VALVE	6.	UTILITY METER
⊗	SUBSURFACE UTILITY VAULT	7.	CURB CUT FOR DRIVE OR HC RAMP
⊘	SINGLE TREE	8.	BOLLARD OR POST
		9.	CLEAN OUT
		*	= UTILITY AS NOTED

**UTILITY LINE LEGENDS**

EXISTING	PROPOSED	
—	—	STORM DRAIN LINE
—	—	SANITARY SEWER LINE
—	—	WATER LINE
—	—	OVERHEAD ELECTRICAL LINE
—	—	GAS LINE
—	—	FIRE SERVICE LINE
—	—	BURIED ELECTRICAL LINE
—	—	PVC PERFORATED PIPE
—	—	SURFACE DRAINAGE
—	—	OVERLAND RELEASE

**GENERAL NOTES**

- PROJECT NAME: AUZERAIS AVE DEVELOPMENT
- OWNER & SUBDIVIDER: AUZERAIS INVESTMENT LLC, AUZERAIS SJ LLC, ZHENGMING CHEN & MEIJUAN CHEN
- CIVIL ENGINEER: CHEG (USA) INC  
4000 EXECUTIVE PKWY, SUITE 275  
SAN RAMON, CA 94583
- EXISTING ZONING: LI AND R-2
- PROPOSED ZONING: DC AND R-2
- PROPOSED USE: MULTI-FAMILY CONDOMINIUM
- ASSESSOR'S PARCEL #: APN 264-26-017  
APN 264-26-088  
APN 264-26-013
- TOTAL SITE AREA: 1.03 ACRES
- NET BUILDING AREA: 0.534 ACRES
- PROPOSED LOTS: 1 (COMBINING 3 LOTS INTO 1 LOT; THE LOT LINES ARE PROPOSED TO BE REMOVED.)
- TOTAL UNITS: 130 RESIDENTIAL CONDOMINIUM UNITS
- THIS SUBDIVISION WILL CONFORM TO THE STREET TREE PLAN OF THE CITY OF SAN JOSE.
- STREET NAMES SHOWN HERE HAVE BEEN APPROVED BY THE COUNTY OF SANTA CLARA COMMUNICATIONS AND THE U.S. POSTAL SERVICE.
- THIS SUBDIVISION IS SUBJECT TO THE REQUIREMENTS OF THE PARKLAND DEDICATION (CHAPTER 19.38 OF TITLE 19 OF THE SAN JOSE MUNICIPAL CODE), FOR THE DEDICATION OF LAND FOR PARKS PURPOSES, UNDER THE FORMULAE CONTAINED WITHIN THAT CHAPTER.
- THE PROPOSED METHOD OF SEWAGE DISPOSAL AND DRAINAGE IS GRAVITY.
- ALL DIMENSIONS DEPICTED HERE ARE APPROXIMATE AND ARE SUBJECT TO REVISIONS AT FINAL MAP STAGE.
- NO WATER WELLS EXIST ON THIS SITE.
- TOPOGRAPHY AND BOUNDARY LINES PROVIDED BY TRACY L. GIORGETTI, L.S. 8720, HMM, DATED JANUARY 27, 2017.
- GEOTECHNICAL INVESTIGATION REPORT PROVIDED BY VIEN VO, C32296, SILICON VALLEY SOIL ENGINEERING, DATED JANUARY 9, 2017.

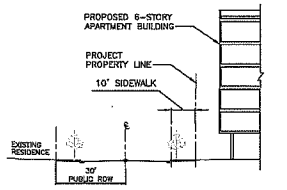
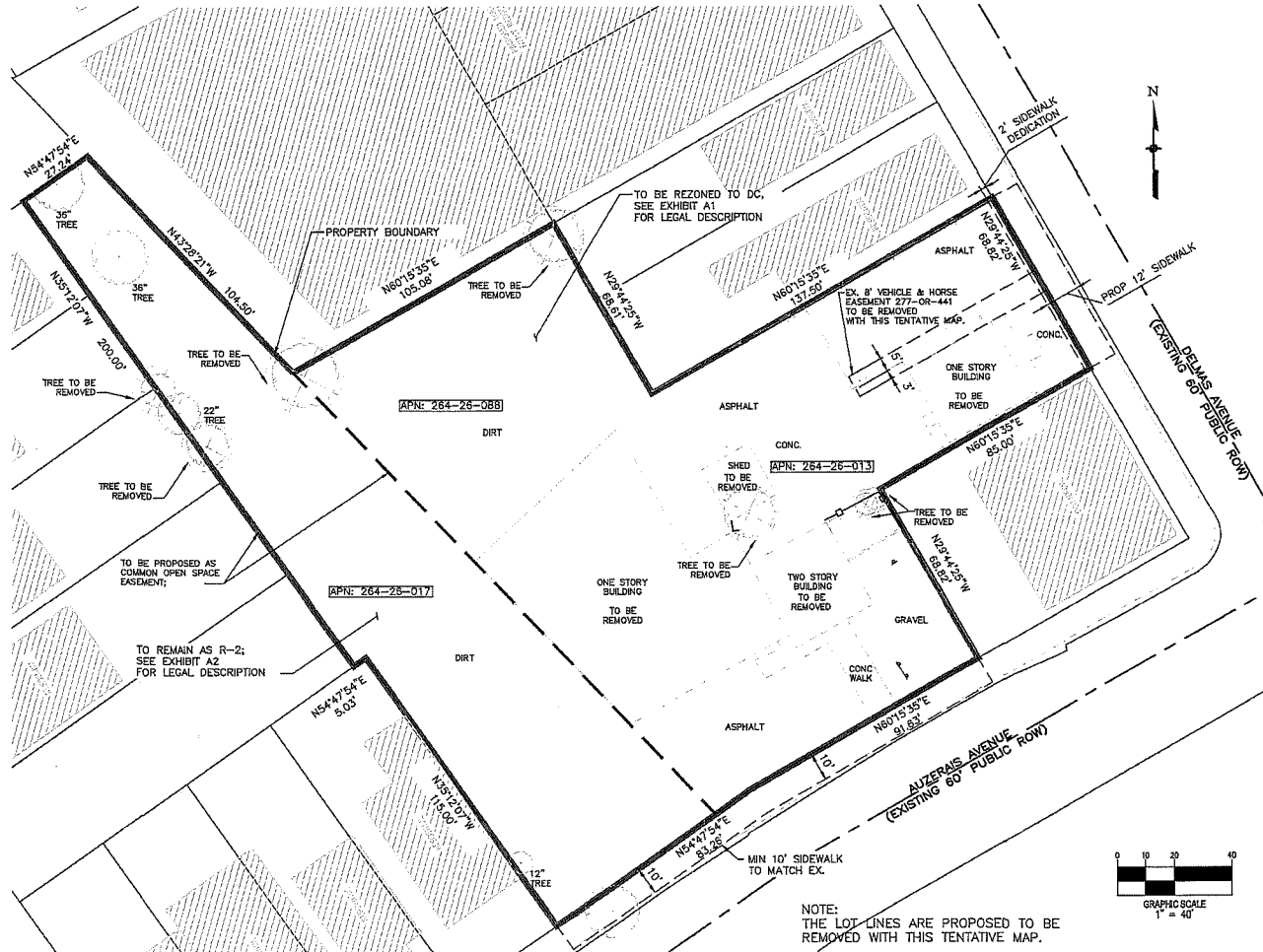
**LEGEND**

- PROJECT BOUNDARY
- EXISTING BUILDING
- EXISTING EASEMENT TO BE REMOVED
- EX ZONING BOUNDARY

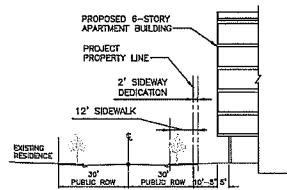
**VESTING TENTATIVE MAP**

ONE LOT SUBDIVISION FOR RESIDENTIAL -  
CONDOMINIUM PURPOSES

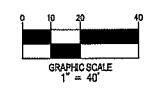
425 & 433 AUZERAIS AVE and 383 DELMAS AVE,  
SAN JOSE, CA 95126



**A** AUZERAIS AVENUE SECTION (PROPOSED)  
SCALE: NTS



**B** DELMAS AVENUE SECTION (PROPOSED)  
SCALE: NTS



NOTE:  
THE LOT LINES ARE PROPOSED TO BE  
REMOVED WITH THIS TENTATIVE MAP.



**CHINA HARBOUR ENGINEERING  
COMPANY (USA) INC.**

4000 Executive Parkway, Suite 275  
San Ramon, CA 94583  
Tel: 1-925-277-1284  
Fax: 1-925-277-1299

PROJECT :  
  
Auzerais Avenue  
  
425 & 433 Auzerais Ave and 383 Delmas Ave  
San Jose, CA 95126

GENERAL NOTES :  
1. THIS SHEET IS PART OF A SET & IS NOT TO BE USED ALONE.  
2. THIS SHEET IS NOT FOR CONSTRUCTION UNLESS THE ENGINEER'S SIGNATURE AND SEAL ARE ON THIS SHEET.  
3. THERE SHALL BE NO WORK PERFORMED ON THIS SHEET UNLESS THE ENGINEER'S SIGNATURE AND SEAL ARE ON THE SHEET AND THE WORK IS IN ACCORDANCE WITH THE SPECIFICATIONS AND/OR CONTRACT DOCUMENTS.  
4. COPYRIGHT © BY CHINA HARBOUR ENGINEERING COMPANY (USA) INC.



SHEET NAME :  
**VESTING TENTATIVE  
MAP**

REVISIONS	DATE	DESCRIPTION

DESIGNED: J. JI  
CHECKED: J. JI  
DATE: April 13th, 2018  
SCALE: AS SHOWN  
JOB No.: C002  
SHEET No.:

**TM**

SHEETS IN SET

**GENERAL NOTES**

- PROJECT NAME: AUZERAIS AVE DEVELOPMENT
- OWNER & SUBDIVIDER: AUZERAIS INVESTMENT LLC, AUZERAIS SJ LLC, ZHENGMING CHEN AND MEIJUAN CHEN
- CIVIL ENGINEER: CHEC (USA) INC, 4000 EXECUTIVE PKWY, SUITE 275, SAN RAMON, CA 94583, 425&433AUZERAIS AVE, 383 DELMAS AVE, SAN JOSE, CA 95126
- STREET LOCATION: 425&433AUZERAIS AVE, 383 DELMAS AVE, SAN JOSE, CA 95126
- EXISTING ZONING: UJ AND R-2
- EXISTING GP DESIGNATION: DOWNTOWN & RN
- EXISTING USE: COMMERCIAL AND TWO-FAMILY RESIDENTIAL
- PROPOSED ZONING: DC AND R-2
- PROPOSED USE: MULTI-FAMILY ATTACHED CONDOMINIUM
- FLOOD ZONE: ZONE X (AREAS OF 0.2% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD) DURING 100-YEAR FLOOD)
- CITY OF SAN JOSE
- SAN JOSE WATER COMPANY
- CITY OF SAN JOSE
- PG&E
- PG&E
- ASSESSOR'S PARCEL #S: APN 284-26-017, APN 284-26-088, APN 284-26-013
- TOTAL SITE AREA: 1.03 ACRES
- NET BUILDING AREA: 0.534 ACRES
- PROPOSED LOTS: 1 (COMBINING 3 LOTS INTO 1 LOT, THE LOT LINES ARE PROPOSED TO BE REMOVED WITH THIS TENTATIVE MAP.)
- TOTAL UNITS: 130 RESIDENTIAL CONDOMINIUM UNITS
- THIS SUBDIVISION WILL CONFORM TO THE STREET TREE PLAN OF THE CITY OF SAN JOSE.
- STREET NAMES SHOWN HERE HAVE BEEN APPROVED BY THE COUNTY OF SANTA CLARA COMMUNICATIONS AND THE U.S. POSTAL SERVICE.
- THIS SUBDIVISION IS SUBJECT TO THE REQUIREMENTS OF THE PARKLAND DEDICATION (CHAPTER 13.39 OF TITLE 19 OF THE SAN JOSE MUNICIPAL CODE), FOR THE DEDICATION OF LAND FOR PARKS PURPOSES, UNDER THE FORMULAE CONTAINED WITHIN THAT CHAPTER.
- THE PROPOSED METHOD OF SEWAGE DISPOSAL AND DRAINAGE IS GRAVITY.
- ALL DIMENSIONS DEPICTED HERE ARE APPROXIMATE AND ARE SUBJECT TO REVISIONS AT FINAL MAP STAGE.
- NO WELLS EXIST ON THIS SITE. ALL EXISTING BUILDINGS OR ABOVE GROUND FACILITIES WILL BE REMOVED, PRIOR TO SUBDIVISION OF PROPERTY.
- TOPOGRAPHY AND BOUNDARY LINES PROVIDED BY TRACY L. GIORGETTI, L.S. 8720, HMM, DATED JANUARY 27, 2017.
- BENCHMARK: SCVMD BM 302, NAVD88. BRASS DISK "SCVMD BM 302 R2015" AT THE SOUTHWEST CORNER OF SAN CARLOS AVENUE BRIDGE OVER GUADALUPE RIVER AT THE BACK OF WALK.
- BASIS OF BEARINGS: THE BEARING NORTH 30°40'28" WEST OF THE CENTER LINE OF DELMAS AVENUE FROM AUZERAIS AVENUE TO WEST SAN CARLOS STREETS SHOWN ON THAT RECORD OF SURVEY FILED FOR RECORD IN BOOK 888 OF MAPS, PAGE 26, SANTA CLARA COUNTY RECORDS, AND AS FOUND MONUMENTED AND ROTATED CLOCKWISE 0°56'03" FOR THE PURPOSE OF THIS MAP, WAS ADOPTED AS THE BASIS OF BEARINGS.
- GEOTECHNICAL INVESTIGATION REPORT PROVIDED BY VIKEN VO, C32296, SILICON VALLEY SOIL ENGINEERING, DATED JANUARY 9, 2017.

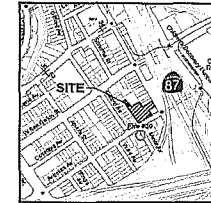
**LEGEND**

- PROJECT BOUNDARY
- EXISTING BUILDING
- EXISTING EASEMENT TO BE REMOVED
- EX ZONING BOUNDARY

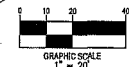
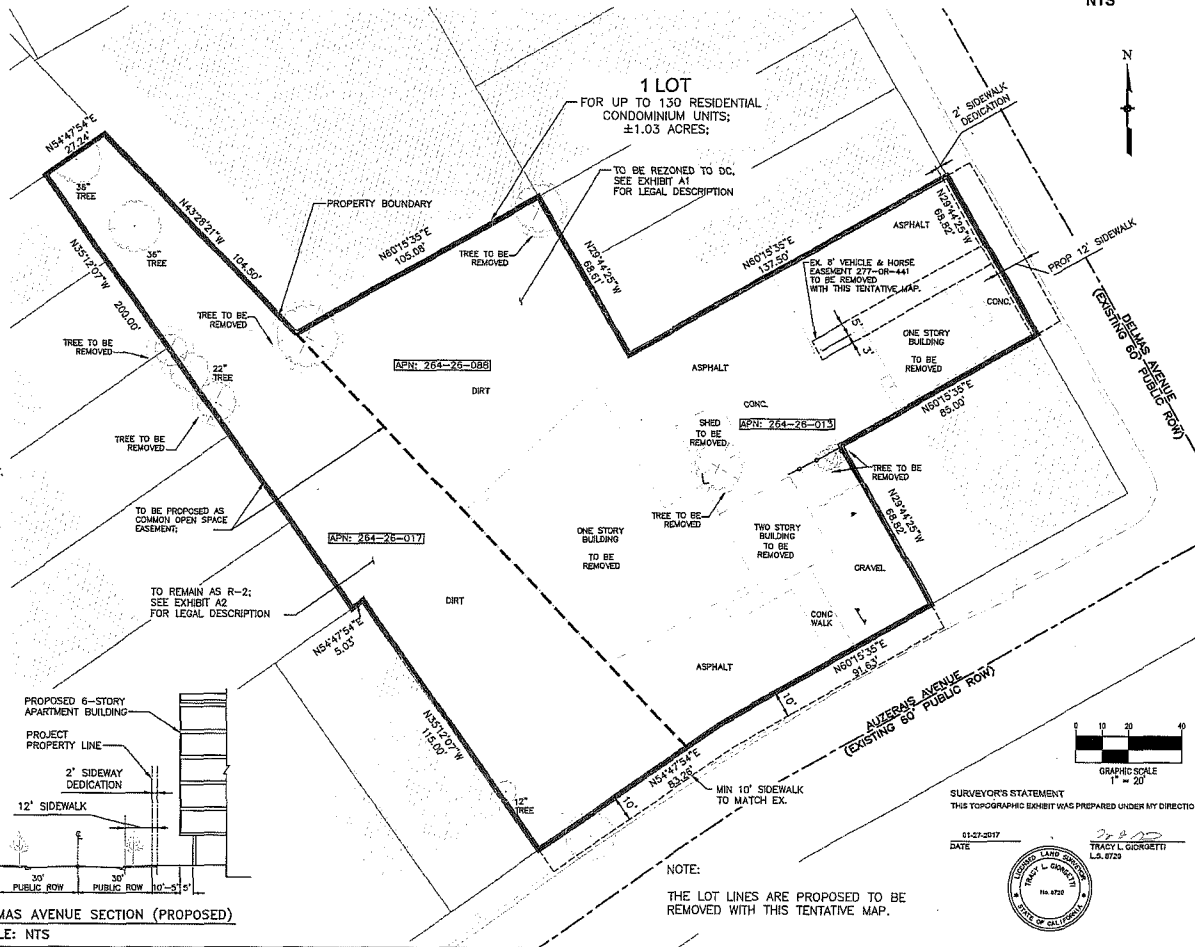
**VESTING TENTATIVE MAP**

ONE LOT SUBDIVISION FOR RESIDENTIAL - CONDOMINIUM PURPOSES

425 & 433 AUZERAIS AVE and 383 DELMAS AVE, SAN JOSE, CA 95126



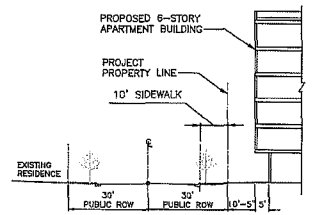
VICINITY MAP NTS



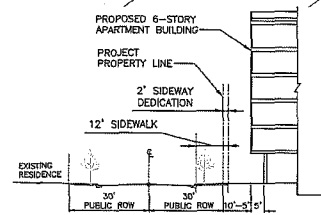
SURVEYOR'S STATEMENT  
THIS TOPOGRAPHIC EXHIBIT WAS PREPARED UNDER MY DIRECTION.  
DATE: 01-27-2017  
TRACY L. GIORGETTI  
L.S. 8720



NOTE:  
THE LOT LINES ARE PROPOSED TO BE REMOVED WITH THIS TENTATIVE MAP.



A AUZERAIS AVENUE SECTION (PROPOSED)  
SCALE: NTS



B DELMAS AVENUE SECTION (PROPOSED)  
SCALE: NTS

**HEC**  
CHINA HARBOUR ENGINEERING COMPANY (USA) INC.  
4000 Executive Parkway, Suite 275  
San Ramon, CA 94583  
Tel: 925-277-1284  
Fax: 925-277-1289

CONSULTANT:

PROJECT:  
Auzerais Avenue  
425 & 433 Auzerais Ave and 383 Delmas Ave  
San Jose, CA 95126

- GENERAL NOTES:
- THIS SHEET IS PART OF A SET AND IS NOT TO BE USED ALONE.
  - THIS SHEET IS NOT FOR CONSTRUCTION UNTIL THE COMPLETE SET OF DRAWINGS HAS BEEN ISSUED.
  - FIELD WORK IS SUBJECT TO CHANGE BY THE SURVEYOR AND FIELD NOTES WILL BE THE BASIS OF ANY CONSTRUCTION.
  - CONTRACTOR TO OBTAIN ALL NECESSARY PERMITS FROM ALL AGENCIES.

SHEET NAME:  
VESTING TENTATIVE MAP

REVISIONS	DATE	DESCRIPTION

DESIGNED: J. WU  
CHECKED: J. JI  
DATE: April 13th, 2018  
SCALE: AS SHOWN  
JOB No.: 0002  
SHEET No.:

TM1  
SHEETS IN SET

### 3. TDM Plan

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This chapter describes TDM measures to be implemented for the 425 Auzerais Avenue residential project, which include services that promote sustainable modes of transportation. The TDM measures for the project were developed based on the parking reduction requirements outlined in Sections 20.90.220 and 20.70.330 of San Jose Code of Ordinances, and were geared to meeting the 50 percent maximum parking reduction that can be granted by the City with implementation of a comprehensive TDM plan.

Due to the project's downtown location and proximity to transit options and bicycle facilities, as well as the large proportion of studio and one-bedroom units being proposed (80 percent of all units), it is reasonable to assume that not all tenants of the proposed development would own a car and require a parking space. Thus, the vehicle parking demand will likely be less than the City's parking requirement of one space per unit. Implementation of the proposed TDM measures would encourage future tenants using alternative transportation modes (transit, bicycle, and car-share) to further reduce the SOV trips and parking demand generated by the project.

#### City of San Jose Parking Code

According to Section 20.90.220.A.1, a reduction in the required off-street vehicle parking spaces of up to 50 percent may be authorized if the project conforms to the transit and bicycle requirements specified in Subsections A and B, and implements at least three TDM measures specified in Subsections c and d. Section 20.90.220.A.1 of the San Jose Parking Code is outlined below.

#### Section 20.90.220.A.1 – Reduction in Required Off-street Parking Spaces

##### A. *Alternative transportation.*

1. *A reduction in the required off-street vehicle parking spaces of up to fifty percent may be authorized with a development permit or a development exception if no development permit is required, for structures or uses that conform to all the following and implement a total of at least three transportation demand management (TDM) measures as specified in the following provisions:*
  - a. *The structure or use is located within two thousand feet of a proposed or an existing rail station or bus rapid transit station, or an area designated as a Neighborhood Business District, or as an Urban Village, or as an area subject to an area development policy in the city's general plan or the use is listed in Section 20.90.220G.; and*
  - b. *The structure or use provides bicycle parking spaces in conformance with the requirements of Table 20-90.*
  - c. *For any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a transportation demand management (TDM) program that contains but is not limited to at least one of the following measures:*

- i. Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc. and assign car pool, van pool and car-share parking at the most desirable onsite locations at the ratio set forth in the development permit or development exception considering type of use; or
    - ii. Develop a transit use incentive program for employees and tenants, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the region-wide Clipper Card or VTA EcoPass system will satisfy this requirement).
  - d. In addition to the requirements above in Section 20.90.220.A.1.c. for any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a transportation demand management (TDM) program that contains but is not limited to at least two of the following measures:
    - i. Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc. and assign car pool, van pool and car-share parking at the most desirable on-site locations; or
    - ii. Develop a transit use incentive program for employees, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the regionwide Clipper Card or VTA EcoPass system will satisfy this requirement); or
    - iii. Provide preferential parking with charging facility for electric or alternatively-fueled vehicles; or
    - iv. Provide a guaranteed ride home program; or
    - v. Implement telecommuting and flexible work schedules; or
    - vi. Implement parking cash-out program for employees (non-driving employees receive transportation allowance equivalent to the value of subsidized parking); or
    - vii. Implement public information elements such as designation of an on-site TDM manager and education of employees regarding alternative transportation options; or
    - viii. Make available transportation during the day for emergency use by employees who commute on alternate transportation. (This service may be provided by access to company vehicles for private errands during the workday and/or combined with contractual or pre-paid use of taxicabs, shuttles, or other privately provided transportation); or
    - ix. Provide shuttle access to Caltrain stations; or
    - x. Provide or contract for on-site or nearby child-care services; or
    - xi. Incorporate on-site support services (food service, ATM, drycleaner, gymnasium, etc. where permitted in zoning districts); or
    - xii. Provide on-site showers and lockers; or
    - xiii. Provide a bicycle-share program or free use of bicycles on-site that is available to all tenants of the site; or
    - xiv. Unbundled parking; and
  - e. For any project that requires a TDM program:
    - i. The decision maker for the project application shall first find in addition to other required findings that the project applicant has demonstrated that it can maintain the TDM program for the life of the project, and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use; and

- ii. *The decision maker for the project application also shall first find that the project applicant will provide replacement parking either on-site or off-site within reasonable walking distance for the parking required if the project fails to maintain a TDM program.*

## **Compliance with the City Parking Code**

The following sections describe how the project would comply with the City Parking Code.

### **Proximity to Transit**

The project site is located within the Downtown Core and is located within a 2,000-foot walk from where a planned Bus Rapid Transit (BRT) stop will be located. The BRT stop will be located on W. San Carlos Street at Bird Avenue. In addition, the project site is located within 2,000 feet of LRT stations for the Santa Teresa-Alum Rock and Mountain View-Winchester lines and bus stops for local routes 23, 63, 64, 65, 81, and DASH (see Chapter 2). The project is also approximately ½ mile walk from the existing Diridon Caltrain station and future Diridon BART station. The project will conform to Subsection 20.90.220.A.1.a.

### **Bicycle Parking Requirement**

In accordance with the City's Bicycle Parking Standards (Chapter 20.90, Table 20-190), the project is required to provide one bicycle parking space for every 4 residential units. This equates to a total of 33 bicycle parking spaces. The project is proposing to provide two bike rooms with a total of 156 bicycle parking spaces. This exceeds the number of required bicycle parking spaces. Therefore, the project will comply with Subsection 20.90.220.A.1.b.

### **Vehicle Parking Requirement**

According to the City of San Jose Downtown Zoning Regulations (Chapter 20.70, Table 20-140), the project is required to provide one off-street parking space per residential unit. The project is proposing to provide 65 parking spaces to serve 130 residential units, which represents a 50 percent parking reduction. The project is proposing to implement various parking reduction strategies as part of a Transportation Demand Management (TDM) Plan to address the parking deficit.

## **Proposed TDM Measures**

The proposed TDM measures are intended to encourage future tenants of the residential development to utilize alternative transportation modes available in the area to reduce single occupancy vehicle trips and parking demand generated by the project. The specific TDM measures that will be implemented for the project are described below and are based on the measures specified in Subsections 20.90.220.A.1.c and d, and Subsection 20.70.330.A.1. Additionally, the project would include specific measures to ensure that the TDM plan will be maintained for the life of the project, which is in compliance with Subsection 20.70.330.A.2.

### **Free VTA Eco Passes**

The project will offer two free annual VTA Eco Passes per residential unit for the life of the project. Eco Passes will give tenants unlimited rides on VTA Bus, LRT and Express Bus service seven days a week. Eco Pass is deeply discounted below the standard fares, making it an attractive low-cost benefit to residential communities.

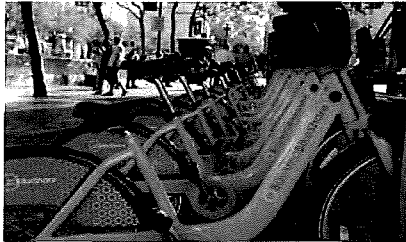


### Free Zipcar Membership

The project will offer up to two free Zipcar memberships per residential unit for the life of the project. Zipcar stations in the project vicinity are located at the Diridon Station and in a surface parking lot at the Market Street/San Carlos Street intersection. Both locations are about 0.6 miles from the project site.



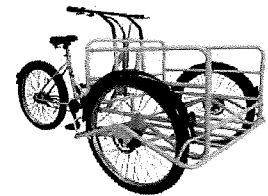
### Free Bay Area Bike Share Membership



The project will provide one free annual Bay Area Bike Share memberships per residential unit for the life of the project. The project will also coordinate with the Bike Share provider and City of San Jose to ensure that a station is located in close proximity, such as the Children's Discovery Museum. Currently, the closest Bike Share station is located at the Diridon Station, approximately 0.6 miles from the project site. There are currently 18 Bike Share stations in downtown San Jose, with two additional stations located north of downtown.

### On-Site Cargo Bicycle Share Program

The project will provide at least one on-site cargo bicycle for tenants to share for the life of the project. The cargo bicycle will be stored in a secured common space that can be checked out by tenants.



### Unbundled Parking



The project will provide 100 percent unbundled parking for all residential spaces. Unbundled parking means separating the cost of parking from residential leases and allowing tenants to choose whether to lease a parking space. With this approach those tenants without a vehicle would not be required to pay for parking that they do not want or need. This is the most equitable approach and would free up parking for those tenants that require a space and are willing to pay for it. The parking spaces will be priced to avoid tenants parking on the streets or in nearby public parking lots. Unbundling residential parking costs from the cost of housing can reduce tenant vehicle ownership and parking demand, and can be implemented on a month-to-month lease basis. With a lease, tenants receive a monthly bill showing how much they are spending on a parking space, and have the option to give up the space if they no longer need it.

Note that Policy TR-8.8 of the Envision San Jose 2040 General Plan calls for San Jose to "Promote use of unbundled private off-street parking associated with existing or new development, so that the sale or rental of a parking space is separated from the rental or sale price for a residential unit or for non-residential building square footage." In addition, Policy TR-10.1 states: "Explore development of a program... to require that parking spaces within new development in areas adjacent to transit and in all mixed-use projects be unbundled from rent or sale of the dwelling unit or building square footage."

## On-Site TDM Coordinator and Services



The project will provide an on-site TDM coordinator, most likely the property manager, who will be responsible for implementing and managing the TDM plan. The TDM coordinator will be a point of contact for tenants should TDM-related questions arise, and will be responsible for ensuring that tenants are aware of all transportation options and how to fully utilize the TDM plan. The TDM coordinator will provide the following services and functions to ensure the TDM plan runs smoothly:

- Provide new tenant information packets at the time of move-in. The welcome packets will include information about public transit services, discount transit passes, bicycle maps, Bay Area Bike Share program and station locations, on-site bicycle-share program, rideshare/carpool program, Zipcar station locations, and ride matching services.
- Assist with rideshare/carpool matching. The TDM manager will create a tenant work location map to share with interested tenants, which will provide information about potential carpool matches.
- Manage on-site cargo bicycle share program to ensure the cargo bicycle remains in good condition.
- Conduct parking surveys annually to track actual parking demand and determine whether additional TDM measures, or another parking solution, is needed (e.g., use of public parking).

### Trip Planning Resources

There are several free trip planning resources that tenants may not be aware of. Information on these services will be included in the welcome packets for new tenants. These include:

#### 511 Transit Trip Planner

Online transit trip planning services are available to the greater San Francisco Bay Area through 511.org. Users enter their starting and ending points, and either the desired starting or ending trip time. The service can build an itinerary that best suits the user's preferences for the fastest trip, fewest transfers, or least walking.

#### 511 Mobile

Many popular features from 511.org can be accessed using smart phones or mobile devices. With 511 Mobile, commuters can: (1) receive real-time transit departure predictions, (2) plan a public transit trip, (3) check real-time traffic conditions on the live traffic map, and (4) get current driving times for the most popular routes in the Bay Area.

#### 511 Carpool Calculator

The 511 Carpool Calculator is a 511-sponsored online calculator that determines the cost of commuting by driving alone. Users input commute details such as the number of miles traveled to and from work, vehicle mileage, fuel cost, parking costs, and bridge tolls. The tool then calculates solo commuting costs and vehicle CO<sub>2</sub> emissions, as well as the potential savings by adding carpool partners.



#### 511 RideMatch

The 511 RideMatch service provides an interactive, on-demand system that helps commuters find carpools, vanpools or bicycle partners. This free car and vanpool ride matching service helps commuters find others with similar routes and travel patterns with whom they may share a ride. Registered users are provided with a list of other commuters near their employment or residential ZIP code along with the closest cross street, email, phone number, and hours they are available to commute to and from work. Participants are then able to select and contact others with whom they wish to commute. The service also provides a list of existing carpools and vanpools in their residential area that may have vacancies. Ride matching assistance is also available through a number of peer-to-peer matching programs, such as Zimride, which utilize social networks to match commuters.



**Dadnab**

Dadnab.com enables Bay Area commuters to get transit directions by text message. Users send a text message with their origin, destination, and optional departure or arrival time and Dadnab replies with a detailed itinerary listing which buses or trains to take, stop locations, and departure times.

**Private Ridematching Resources**

There are many free and commercial applications offering carpooling or discounted taxi services. These applications are created by third-party app developers for smart phone users. Carpooling applications include Carma and SliceRides. Discounted taxi services include Uber, Lyft, and Sidecar Ride.

**Summary of TDM Measures**

The main purpose of the proposed TDM Plan for the 425 Auzerals Avenue residential project is to satisfy the parking reduction requirements outlined in Sections 20.70.330 and 20.90.220 of San Jose Code of Ordinances, and to meet the maximum 50 percent parking reduction that can be granted by the City. The TDM measures to be implemented by the project include planning and design measures related to the attributes of the site location, the site design, and on-site amenities. Such measures encourage walking, biking, carpooling, and use of transit. The proposed residential TDM Plan includes the following measures:

- Two free VTA Eco Passes per unit,
- Two free Zipcar memberships per unit,
- One free Bay Area Bike Share membership per unit,
- One on-site cargo bicycle,
- 100% unbundled parking, and
- On-site TDM coordinator and services (including carpool/ride matching assistance and trip planning resources).