



## CITY COUNCIL STAFF REPORT

<b>File No.</b>	C23-115, CP24-001 & ER23-250
<b>Applicant:</b>	Sunbelt Rentals, Inc
<b>Location</b>	West corner of Hayes Avenue and Blossom Hill Road ramp (15 Cottle Road) (APN 690-02-003)
<b>Existing Zoning</b>	IP Industrial Park
<b>Proposed Zoning</b>	LI Light Industrial
<b>General Plan Land Use Designation</b>	LI Light Industrial
<b>Council District</b>	2
<b>Historic Resource</b>	None
<b>Annexation Date:</b>	August 30, 1970 (Oak Grove No. 36)
<b>CEQA:</b>	Exemption per CEQA Guidelines Section 15303(c) for New Construction or Conversion of Small Structures

### APPLICATION SUMMARY:

Conforming Rezoning of an approximately 0.94-gross-acre site from the IP Industrial Park to the LI Light Industrial Zoning District and a Conditional Use Permit to allow the demolition of an existing approximately 1,638-square-foot building for the construction of an approximately 5,000-square-foot building to support construction equipment sale and lease use on site, and the reconfiguration of the layout of the site.

### RECOMMENDATION:

Staff recommends that the City Council:

1. Consider the exemption in accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15303(c) for New Construction or Conversion of Small Structures.
2. Approve an ordinance rezoning the approximately 0.94-gross-acre site from the IP Industrial Park Zoning District to the LI Light Industrial Zoning District.
3. Adopt a resolution approving, subject to conditions, a Conditional Use Permit to allow the demolition of an existing approximately 1,638-square-foot building for the construction of an approximately 5,000-square-foot building to support construction equipment sale and lease use on site, and the reconfiguration of the layout of the approximately 0.94-gross-acre site.

**PROJECT DATA**

<b>GENERAL PLAN CONSISTENCY</b>			
<b>General Plan Designation</b>		<b>Light Industrial</b> <input checked="" type="checkbox"/> <b>Consistent</b> <input type="checkbox"/> <b>Inconsistent</b>	
<b>Consistent Policies</b>		<b>General Plan Policies IP-1.7 and 8.2, IE-1.1, LU-6, FS-2.3 and 4.5</b>	
<b>SURROUNDING USES</b>			
	<b>General Plan Land Use</b>	<b>Zoning</b>	<b>Existing Use</b>
<b>North</b>	Residential Neighborhood	R-1-8(PD), File No. PDC75-058	Single-family Residential and Railroad Track
<b>South</b>	N/A (Public Right of Way) & Mobile Home Park	N/A (Public Right of Way)	Mobile Home Park & Public Right of Way (ramp and landscape areas)
<b>East</b>	N/A (Public Right of Way)	IP Industrial Park	Railroad Track
<b>West</b>	Mobile Home Park	A(PD), File No. PDC76-047	Mobile Home Park

**PROJECT DESCRIPTION**

**Site Description and Surrounding Uses**

As shown in the aerial map (Exhibit A), the subject 0.94-gross-acre site is located on the northwest corner of Hayes Avenue and Blossom Hill Road ramp. The site is currently developed with a small building for supporting the construction equipment sale/lease, the outdoor construction equipment storage area, parking, and circulation. The site is surrounded by a mobile home park to the west and the south, single-family residential to the north across Hayes Avenue, a railroad track to the east across Hayes Avenue, and the Blossom Hill Road ramp to the southeast.

**Background**

On October 30, 2023, Olivia Bergin from HMH Inc. on behalf of the applicant, Sunbelt Rentals, Inc., submitted a Conforming Rezoning application, File No. C23-115, and a Conditional Use Permit application, File No. CP24-001 for the approximately 0.94-acre site located on the northwest corner of Hayes Avenue and Blossom Hill Road ramp. The Conforming Rezoning is to rezone the site from the IP Industrial Park to the LI Light Industrial Zoning District. The Conditional Use Permit application is to allow the demolition of an existing 1,638-square-foot building and the construction of an approximately 5,000-square-foot building to support the construction equipment sale and lease use on site, and the reconfiguration of the site layout on this 0.94-gross-acre site.

The existing site is a construction equipment sale/lease facility. There are no Planning or Building Permit records for construction equipment sale/lease use on the subject site. Construction equipment sale/lease is not allowed in the current IP Industrial Park Zoning District but is allowed in the LI Light Industrial Zoning District with a Conditional Use Permit. The rezoning to the LI Light Industrial Zoning District would bring the site into conformance with the General Plan Land Use/ Transportation Diagram land use designation of Light Industrial.

The Conditional Use Permit would allow the continued operation of the site as a construction equipment sale/lease facility, and the redevelopment of the site with a larger building and new site layout. The access to the site would remain from Hayes Avenue. The proposed building would be located along the western property line with a 15-foot-wide landscape buffer to the west, and the outdoor rental equipment storage/display area would be located to the east of the proposed building, closer to the roadways and train tracks. Parking would be provided to the east and south of the proposed building. An existing 6-foot-high masonry wall along the western and southern property lines separates the subject site and the mobile home park to the west and the south.

The normal business hours would be from 7:00 a.m. to 5:00 p.m. Monday to Friday and 8:00 a.m. to 4:00 p.m. on Saturdays. Customer's pick up and drop off of construction equipment would occur during normal business hours.

## ANALYSIS

The proposed project was analyzed for conformance with the following:

1. Envision San José 2040 General Plan
2. Zoning Code
3. Citywide Design Standards and Guidelines
4. Permit Findings
5. Senate Bill 330 Compliance
6. California Environmental Quality Act (CEQA)
7. Public Outreach

### Envision San José 2040 General Plan Conformance

As shown in the General Plan Land Use Map (Exhibit B), the subject site has an [Envision San José 2040 General Plan](#) land use designation of **LI Light Industrial**. This designation is intended for a wide variety of industrial uses and excludes uses with unmitigated hazardous or nuisance effects. Warehousing, wholesaling, and light manufacturing are examples of typical uses in this designation. Office and higher-end industrial uses, such as research and development, are discouraged in order to preserve the scarce, lower cost land resources that are available for companies with limited operating history (startup companies) or lower cost industrial operations.

*Analysis: The proposed LI Zoning district is a conforming zoning district to the LI land use designation. The sale/lease of construction equipment is permitted with a Conditional Use Permit in the LI Zoning District. Therefore, the proposed project is consistent with the LI General Plan land use designation.*

*The proposed rezoning is consistent with the following General Plan policies:*

1. Implementation (Land Use/Transportation Diagram) Policy IP-1.7: Ensure proposals to rezone and pre-zone properties conform to the Land Use/Transportation Diagram, and advance *Envision General Plan* vision, goals, and policies.

*Analysis: The LI Zoning District is a conforming district to the LI land use designation, pursuant to [Section 20.120.110](#) of the San José Municipal Code.*

2. Implementation (Zoning) 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: Any future use and development at the subject site would be required to conform with the development standards of the LI Zoning District. The allowed uses and development standards of the LI Zoning District generally correspond to the LI land use designation and would implement the *Envision General Plan* Land Use/Transportation Diagram.*

*The proposed Conditional Use Permit is consistent with the following General Plan policies:*

3. Diverse and Innovative Economy Policy IE-1.1: To retain land capacity for employment uses in San José, protect and improve the quantity and quality of all lands designated exclusively for industrial uses, especially those that are vulnerable to conversion to non-employment uses.
4. Industrial Lands Goal LU-6 - Industrial Preservation: Preserve and protect industrial uses to sustain and develop the city's economy and fiscal sustainability.
5. Fiscal Sustainability Policy FS-2.3: 3 Encourage development of industrial areas and redevelopment of existing older or marginal industrial areas (e.g. areas which could support intensified employment activity), particularly in locations that facilitate efficient commute patterns. The use of redevelopment tax increment

financing to provide necessary public improvements is one means of encouraging this economic development and revitalization.

6. Fiscal Sustainability Policy FS-4.5: Maintain and expand the total amount of land with either a Light Industrial or Heavy Industrial designation. Do not add overlays or other designations that would allow for non-industrial, employment uses.

*Analysis for IE-1.1, LU-6, and FS-2.3 and 4.5: The project site is currently used for sale and lease of construction equipment. The proposed Conditional Use Permit would continue to allow this use with the construction of a larger building and site improvements to support this industrial business. The project would retain the industrial use on-site and generate jobs; therefore, the project would be consistent with all these policies.*

### **Zoning Ordinance Conformance**

The rezoning to the LI Light Industrial Zoning District (Exhibit D) conforms with Table 20-270 in [Section 20.120.110](#) of the San José Zoning Code, which identifies the LI Light Industrial Zoning District as a conforming district to the General Plan Land Use/Transportation Diagram land use designation of LI Light Industrial.

*The project conforms with the LI Zoning District regulations as discussed below:*

#### Use

The sale or lease of construction equipment requires a Conditional Use Permit pursuant to Table 20-110, [Section 20.50.100](#). Incidental office up to 5,000 square feet is allowed per [Section 20.50.125.A](#). The proposed building is to support the sale or lease of construction equipment and is 5,000 square feet. Therefore, the project complies with the requirements.

#### Development Standards

##### *Setback*

Per Notes 1 to 3 of Table 20-120 under Section 20.50.200, “front” refers to lot boundaries abutting streets, excluding freeways. “Side” refers to lot boundaries that do not abut streets or freeways. “Rear” refers to lot boundaries that do not abut streets or freeways. Hence, all the property lines along the public streets are the front lot lines and the two interior lot lines (western and southern lot lines) are either side or rear lot lines.

The project conforms with the following setback requirements in the LI Zoning District, except the building and parking side/rear setback requirement to the adjacent Mobile Home Park:

<b>Setbacks in LI Zoning District</b>	<b>Minimum Required in feet</b>	<b>Proposed in feet</b>
<b><i>Front (to the street easement dedication lines)</i></b>		
Building	15	Minimum 60
Parking and circulation for passenger vehicles	20	40
<b><i>Interior Side/Rear (to the southern and western property lines)</i></b>		
Building and structures (adjacent to residential district)	25	Building Setback: <ul style="list-style-type: none"> <li>• Western Property Line: 15*</li> <li>• Southern Property Line: 72</li> </ul> Structure Setback (Trash Enclosure) <ul style="list-style-type: none"> <li>• Western Property Line: 50</li> <li>Southern Property Line: 50</li> </ul>
Parking and circulation for passenger vehicles/trucks (adjacent to residential district)	25	Western Property Line: 20* Southern Property Line: 6.5*

\*Per Zoning Code Section [20.50.240](#), the Director of Planning, Building and Code Enforcement may approve with a development permit, issued pursuant to Chapter 20.100, a side or rear setback of less than twenty-five feet in the LI or HI Zoning District, adjacent to a residence district, upon finding either that such a reduced setback will have no greater negative effect on the residential property than would the twenty-five-foot setback or that the reduced setback is not less than the setbacks required on the residential property.

The site is adjacent to a mobile home park to the west and the south. This mobile home park is located within a Planned Development Zoning District, File No. PDC76-047. PDC76-047 only establishes a minimum front setback on public streets; however, there is no minimum side or rear setback requirement. The existing mobile homes to the west of the site are approximately 5 to 7.5 feet from the subject site's western property line. To the south of the project site is the garbage/storage area for the mobile home park. There are no mobile homes immediately adjacent to this southern property line. The nearest mobile home is approximately 50 feet from the site's southern property line.

The proposed 15-foot building and 20-foot parking setback to the western property line is greater than the zero side/rear setback in this Planned Development Zoning District. It is also greater than the existing 5 to 7.5-foot mobile home setback to this shared property line. In addition, the project would maintain the 6-foot-high masonry wall on this property line and a new 15-foot landscape buffer with trees along this property line to minimize the impact on the mobile homes. The noise analysis dated June 19, 2024, prepared by Illingworth & Rodkin, Inc. (Exhibit F) analyzes the noise impact and

concludes that with the 6-foot-high masonry wall, the predicted noise levels are expected to be below 55 dBA at the residential property line. This meets the Zoning Code performance standards requirement as discuss in the noise section below. The project would not cause a significant acoustical impact on the residences west of the site. Therefore, staff recommends granting this setback reduction.

The proposed parking setback of 6.5 feet from the southern property line is greater than the zero side/setback requirement in the PDC76-047 Zoning District. The existing 6-foot-high masonry wall would remain, and trees would be planted along this shared property line to provide a buffer between the site and the mobile home park. Given that the site immediately to the south of the project site is for garbage/storage, not for residence use, the project would not have a negative impact on the mobile home park. Therefore, staff recommends granting this setback reduction.

### *Height*

Pursuant to Table 20-120 under [Section 20.50.200](#), the maximum building height is 50 feet in the LI district. The height of the proposed building is 25.5 feet. The project meets the height limit requirement.

### *Parking*

- Vehicle Parking: The proposed use is an Other Use (OTH) and the building area is less than 30,000 square feet. Therefore, the project is exempt from the Transportation Demand Management Plan requirements per [Section 20.90.900.B.2.d](#). The project would provide nine parking spaces.
- Bicycle Parking: Bicycle parking requirement is one space per 10,000 square feet of net floor area per Table 20-190 of [Section 20.90.060](#), or a minimum of two short-term and one long-term bicycle parking space per [Section 20.90.060.A.3](#), whichever is greater. Therefore, a total of three bicycle parking spaces are required. The project would provide two short-term spaces and one long-term space near the building entrance. The project meets the bicycle parking space requirement.
- Motorcycle parking: Motorcycle parking shall be provided at a rate of 2.5% of the number of vehicle parking spaces provided, pursuant to [Section 20.90.350](#). No two-wheeled motorized vehicle parking spaces are required if ten or less vehicle parking spaces are provided. With nine proposed parking spaces, the project is not required to provide motorcycle parking spaces.

### Lighting

Section 20.50.250 requires light fixture heights not to exceed eight feet when adjacent to residential uses unless the setback of the fixture from the property line is twice the height of the fixture. No ground-mounted light fixture shall exceed twenty-five feet in height. All lights shall be directed downwards.

*Residential use is to the west of the project site. The proposed 21-foot-high ground-mounted light is more than 53 feet to the western property line, more than twice the height of the lighting fixture. The 12-foot-high wall-mounted light on the north façade is setback from the western property line 25.5 feet, and the 10-foot-high wall-mounted lights on the south façade have a minimum 20 feet setback to the western property line. All the lighting fixtures are directed downwards. The photometric plan shows the proposed lighting will not result in light spillage to the adjacent mobile home park. Therefore, the project complies with Section 20.50.250.*

### Noise

Pursuant to [Section 20.50.300](#), the project cannot exceed a maximum noise level of 55 dB at the property lines of the adjacent mobile home park to the west and south of the project site.

*Per the noise analysis dated June 19, 2024, prepared by Illingworth & Rodkin, Inc., the predicted noise levels are expected to be below 55dBA at the residential property lines with the existing 6-foot-high masonry walls along these property lines. The project meets this performance standard.*

### **Citywide Design Standards and Guidelines**

The project is subject to the San Jose Citywide Design Standards and Guidelines (CDSG). The CDSG includes an exception process for design standards that cannot be met and establish findings in Section 1.1.2 of the CDSG that are required to be made by decision-makers in order to grant the requested design standard exceptions. These findings include:

- There is a physical constraint or unique situation that:
  - Is not created by the project applicant or property owner; and
  - Is not caused by financial or economic considerations.
- Approving the waiver will not create a safety hazard or impair the integrity and character of the neighborhood in which the subject property is located.
- The proposed project meets the intent of design standard under consideration to the extent feasible.

*The project architecture, massing, materials, and site plan have been determined to be consistent with all the applicable standards, with the following two requested exceptions:*

- a. Section 2.3.8, S1: Select trees which at maturity create a tree canopy cover that shades a minimum of 50 percent of each on-site surface parking area, common open space at the ground floor, and POPOS (Privately Owned Public Open Spaces).

*Analysis: This standard applies to the two proposed surface parking areas to the east and south of the proposed building. The proposed tree canopy coverage*



would be approximately 18.6%. The project does not meet this standard. An exception is requested.

*The project is a construction equipment sale/lease facility that requires a substantial amount of paving area for construction equipment storage/display, customer loading and delivery, parking, and truck movement. Due to the irregular shape of the site, the vehicular hardscape areas have to remain clear to accommodate vehicular turning movements and trash truck turning movements. This limits areas for tree planting near the surface parking areas. This type of use and the lot shape are unique situations of the project that are not created by the project applicant or property owner and are not caused by financial or economic considerations. The project would still be fully landscaped with trees, plants, shrubs, and ground cover along the perimeter of the site. Approving the exception to this standard will not create a safety hazard or impair the integrity or character of the neighborhood. The proposed project also meets the intent of the design standard under consideration to the extent feasible.*

*All required findings can be made per the above analysis; therefore, this exception request is granted.*

- b. Section 2.3.8, S10: Provide a landscape buffer of at least 10 feet at the side and rear property lines and a five- to seven-foot-tall solid wall/concrete fence where Industrial General Plan land use designations abut Residential General Plan land use designations.

*Analysis: The property to the west and south of the site is designated Mobile Home Park on the 2040 General Plan Land Use Map. The project includes a 6.5-foot-wide landscape buffer along the southern property line. The project does not meet this standard. An exception is requested.*

*This standard intends to provide sufficient buffer to the residential designated sites from industrial uses and minimize the impacts on residential use. Per the General Development Plan of PDC76-047, the area to the south of the subject site is mapped as the garbage area in the mobile home park due to its location (edge of the mobile home park), shape (triangular shape), and size (not large enough to accommodate a standard mobile home). The nearest mobile home is more than 50 feet from this shared property line. This is a unique situation of the project that is not created by the project applicant or property owner and is not caused by financial or economic considerations. The site will be fully landscaped with trees, plants, shrubs, and ground cover along the perimeter of the site. Approving the exception to this standard will not create a safety hazard or impair the integrity or character of the neighborhood. The proposed project also meets the intent of the design standard under consideration to the extent feasible. The project would still maintain the existing 6-foot-high masonry wall on this property line, and trees will be planted within the proposed 6.5-foot landscape buffer.*

*All required findings can be made per the above analysis; therefore, this exception request is granted.*

## Permit Findings

### Conditional Use Permit Findings

To make the Conditional Use Permit findings pursuant to San José Municipal Code [Section 20.100.720](#), the Planning Commission must determine that:

1. The Conditional Use Permit, as approved, is consistent with and will further the policies of the general plan, applicable specific plans, and area development policies; and

*Analysis: As explained in the General Plan Conformance section above, the project is consistent with the General Plan land use designation of LI Light Industrial and policies in that the project is an industrial project and continues to sustain industrial lands to develop the City's economic base.*

2. The Conditional 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 discussed in the San José Municipal Code Conformance section above, the project meets the height, setback, bicycle parking, and performance standards requirements in the Light Industrial Zoning District. The project is also exempt from the TDM plan requirement.*

3. The Conditional Use Permit, as approved, is consistent with applicable city council policies, or counterbalancing considerations justify the inconsistency; and

*Analysis: [Council Policy 6-30: Public Outreach Policy](#) was implemented to inform the public of the project. Two on-site signs have been posted on the project frontages since January 24, 2024. A notice of the public hearing was distributed to the owners and tenants of all properties located within 500 feet of the project site and posted on the [City's website](#). Staff has also been available to respond to questions from the public.*

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

*Analysis: The project site is surrounded by public streets and a mobile home park to the west and the south. As discussed in the Zoning Code Conformance Section above, the site is separated from the mobile home park by a 6-foot-high perimeter wall and landscape buffers with trees along the shared property lines. With the reconfiguration of the site operations, rental equipment will be relocated away from the western residential property line to the east side of the site, closer to the roadways to minimize impact on the mobile home residences. The equipment noise at nearby residences would be shielded by the new building and existing perimeter wall. The project would not cause a significant acoustical impact on the residences west of the site, per the noise report. In addition, the*

*site will be screened by new 6-foot-high metal fences and landscaping with a mix of grass and shrubs along street frontages. No late-night operation is allowed. Customer's pick-up and drop-off will occur during normal business hours. Exterior lighting is designed to minimize glare on the neighboring properties. For the reasons above, the proposed use 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 in the vicinity of the site.*

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

*Analysis: The 0.94-gross acre site is sufficient to accommodate the new 5,000-square-foot building with landscape buffers to the adjacent mobile home park, parking spaces and circulation, the outdoor equipment area, and the trash enclosure.*

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

*Analysis: The site is within a developed area that is currently served by the necessary private and public facilities. Access to the site would be from Hayes Avenue. The site is within 5 minutes of walking distance to the bus stop for Santa Clara Valley Transportation Authority (VTA) bus route 68 located at Endicott Boulevard.*

7. The environmental impacts of the project, including but not limited to noise, vibration, dust, drainage, erosion, stormwater 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: As stated above, the proposed development occurs in an urbanized area that is adequately serviced by all required utilities and public services, and the Stormwater Control Plan complies with the City's stormwater policies that require low-impact development stormwater treatment measures to minimize stormwater pollutant discharges. The entire site will be fenced around with masonry walls abutting the mobile home park area and metal fences along public streets. The noise level generated by the project would not exceed the Zoning Code requirement with the existing masonry walls separating the mobile home park. A Construction Disturbance Coordinator shall be appointed to address any construction-related complaints. All construction activity will adhere to standard construction conditions, best management practices, and any regulatory agency requirements. The project would, therefore not have an unacceptable negative impact on adjacent properties.*

## Site Development Permit Findings

Chapter 20.100 of Title 20 of the San José Municipal Code establishes required findings for issuance of a Site Development Permit, 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.

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: See Conditional Use Permit Finding No.1 above.*

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: See Conditional Use Permit Finding No.2 above.*

3. The site development permit, as approved, is consistent with applicable city council policies, or counterbalancing considerations justify the inconsistency.

*Analysis: See Conditional Use Permit Finding No.3 above.*

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 would locate the noise-generated outdoor use in the east of the site, closer to roadways and away from mobile home residences to the west. The building would be located along the western property line as a noise barrier to the mobile home park. The trash enclosure would be located to the south of the building and far from the public streets. In addition, the trash enclosure would be painted to match the primary building color. The building, the trash enclosure, and the outdoor construction equipment area are located in areas where they are functionally needed and are mutually compatible and aesthetically harmonious.*

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 site is surrounded by mobile home park residences to the west, single-family residential to the north across Hayes Avenue, and a railroad track to the east across Hayes Avenue. All the surrounding buildings are one-story high. The proposed building is 25.5 feet high, which is compatible with the surrounding buildings. The proposed materials, such as brick veneer, can be found in nearby residential neighborhoods. The site will be enclosed by metal fences with ground cover and shrubs. The project would maintain the existing 6-foot masonry walls and*

*provide new landscape buffers with trees separating the adjacent mobile home park. Therefore, the proposed building and its use on the site are compatible with and aesthetically harmonious with adjacent development or the character of the neighborhood.*

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: See Conditional Use Permit Finding No.7 above.*

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: As shown on the plan sets, the landscaping, all walls and fences, utilities, and trash facilities are sufficient to maintain and upgrade the appearance of the neighborhood. The project would provide landscaping and metal fences along the streets.*

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

*Analysis: The project site is accessible by a driveway along Hayes Avenue. The project would construct a standard 10-foot detached sidewalk with a minimum 4.5-foot-wide park strip and a 5-foot-wide sidewalk along Hayes Avenue and Blossom Hill Road. A 5-foot-wide pedestrian path connects the sidewalk at Hayes Avenue and the building entrance. The project also meets the bicycle parking requirement as discussed in the Zoning Conformance section.*

### Evaluation Criteria for Demolition

Chapter [20.80.460](#) 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, for the reasons stated below, and subject to the conditions set forth in this Permit.

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 Jose;
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.

*Analysis: The existing building on-site was constructed between 1889 to 1900 and is not a building of historical significance per the review of the Department of Parks and Recreation (DPR) 523 form prepared by the historic consultant, GPA Consulting, dated April 23, 2024. The property is ineligible for listing on the National Register, California Register or City of San Jose Historic Resources Inventory. The demolition of the building would not affect the City's housing stock since it is currently used to support construction equipment sale/lease. The demolition of the existing building would facilitate the construction of the project consistent with the General Plan and the Zoning District, as noted above, and is compatible with the surrounding uses as analyzed in the report. The demolition would not result in a nuisance, blight, or dangerous condition as the demolition would allow for the construction of the new building with the associated site improvements.*

### **Senate Bill 330 Compliance (for Rezoning)**

The Housing Crisis Act of 2019 (SB 330, 2019) limits the manner in which local governments may reduce the capacity for residential units that can be built on within the local agency's jurisdiction, including actions such as downzoning, changing general or specific plan land use designations to a less intensive use, reductions in height, density or floor area ratio, or other types of increased requirements that work to reduce the amount of housing capacity in the jurisdiction. An exception to this limitation is that a property may be allowed to reduce the intensity of residential uses if changes in land use designations or zoning elsewhere in the jurisdiction ensure there is no net loss in residential capacity within the jurisdiction.

*Analysis: The current IP Zoning District does not allow residential uses on the subject site. Therefore, the rezoning to the LI Zoning District would not reduce the capacity for residential units within the City.*

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

Under the provisions of Section 15303 (c) New Construction or Conversion of Small Structures of the State Guidelines for Implementation of the California Environmental Quality Act (CEQA), the Site Development Permit is found to be exempt from the environmental review requirements of Title 21 of the San José Municipal Code, implementing the California Environmental Quality Act of 1970, as amended. CEQA Guidelines Section 15303 applies to projects that consist of small new construction, or the conversion of existing small structures from one use to another where only minor modifications are made to the exterior of the structure. CEQA Guidelines Section 15303 (c) includes the following criteria: A store, motel, office, restaurant or similar structure not involving the use of significant amounts of hazardous substances, and not

exceeding 2500 square feet in floor area. In urbanized areas, the exemption also applies to up to four such commercial buildings not exceeding 10,000 square feet in floor area on sites zoned for such use if not involving the use of significant amounts of hazardous substances where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive.

*Analysis: The project site is within an urbanized area where all necessary public services and facilities are available. The project includes the demolition of an existing building that was built between 1889 to 1900. Per the review of the Department of Parks and Recreation (DPR) 523 form prepared by the historic consultant, GPA Consulting, dated April 23, 2024, this building is not a building of historical significance. The property is ineligible for listing on the National Register, California Register or City of San Jose Historic Resources Inventory. Therefore, the demolition of the building would not result in a significant cultural and resource impact. The proposed project includes one 5,000-square-foot building and will not involve the use of significant amounts of hazardous substances. The noise report concludes the project will not result in a significant noise impact on the adjacent mobile home park with the existing perimeter wall. Per the Public Works Final Memo dated October 28, 2024, the project will result in less-than-significant VMT impacts and the projected traffic for the project was found to be minimal. Therefore, CEQA Guidelines Section 15303(c) applies.*

## **PUBLIC OUTREACH**

Staff followed Council Policy 6-30: Public Outreach Policy to inform the public of the project. Two on-site signs have been posted on the project frontages since January 24, 2024. A notice of the public hearing was distributed to the owners and tenants of all properties located within 500 feet of the project site and posted on the City website. The staff report is also posted on the City's website. Staff has been available to respond to questions from the public.

/s/

CHRISTOPHER BURTON, Director  
Planning, Building and Code Enforcement

For questions, please contact John Tu, Division Manager, at (408) 535-6818.

### **Attachments:**

- Exhibit A – Aerial Map
- Exhibit B – General Plan Map
- Exhibit C – Existing Zoning Map
- Exhibit D – Proposed Zoning Map
- Exhibit E – Project Plans
- Exhibit F – Noise Report





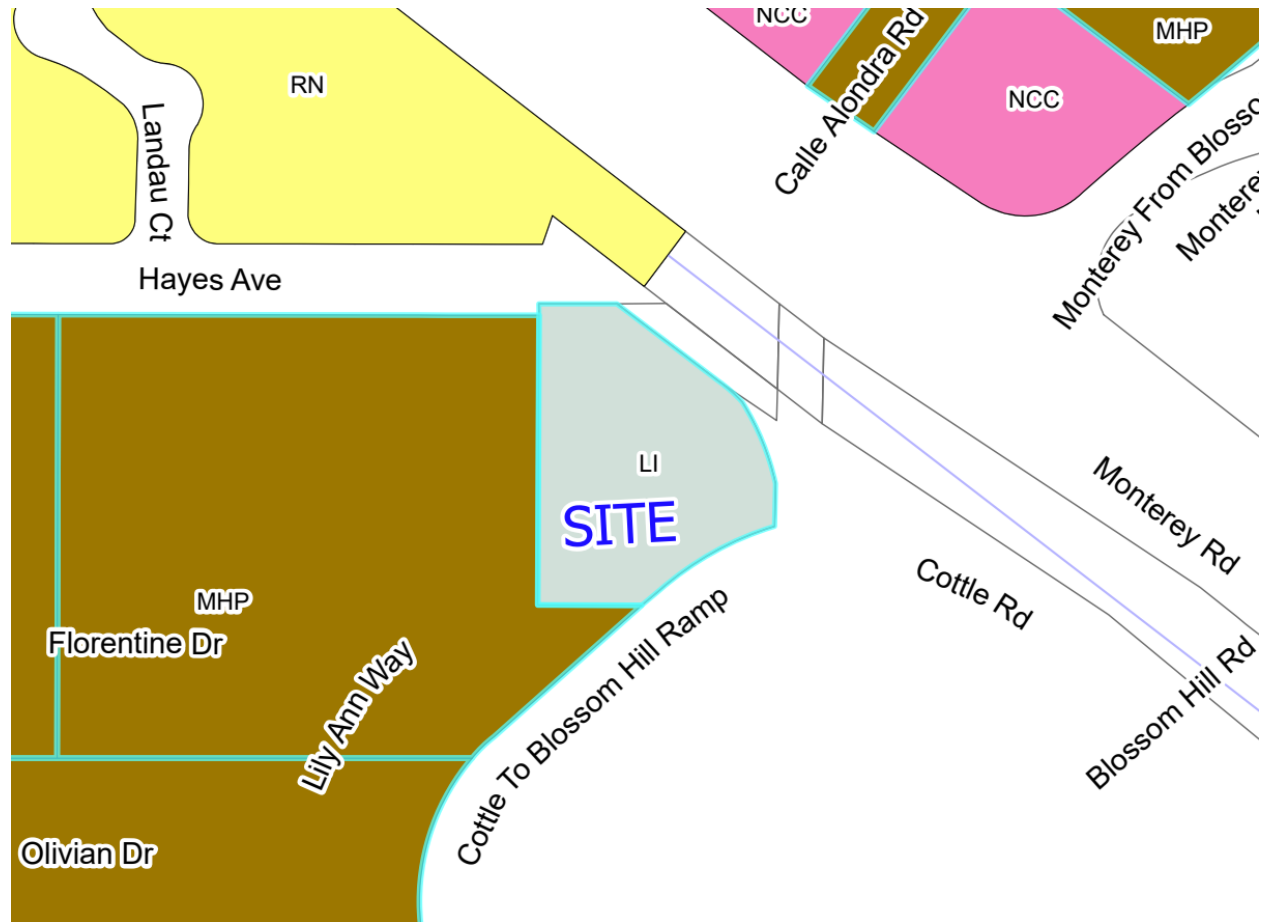
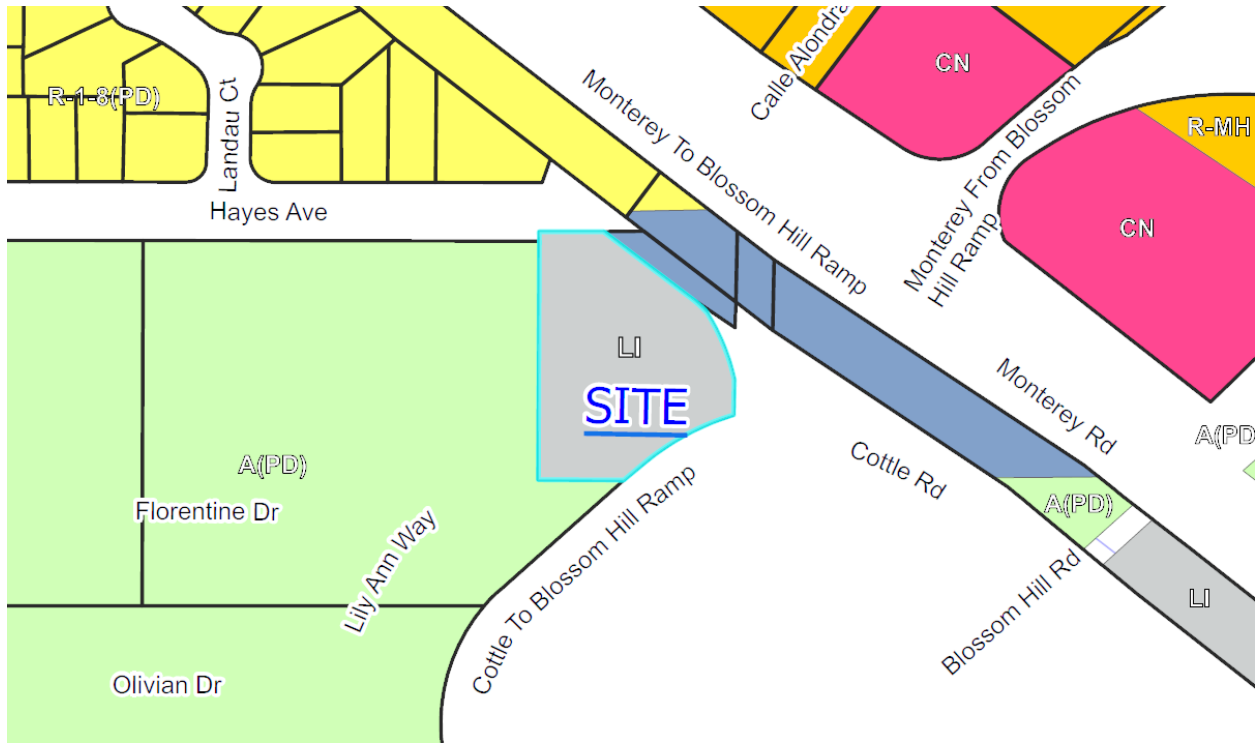


Exhibit C – Existing Zoning Map



Exhibit D – Proposed Zoning Map



# CONDITIONAL USE PERMIT 15 COTTLE ROAD

A DEVELOPMENT BY SUNBELT RENTALS, INC



## TABLE OF CONTENTS

PLANNING/CIVIL ENGINEERING		ARCHITECTURE		LANDSCAPE	
G1.0	TITLE SHEET	PA1	PROPOSED ARCHITECTURAL SITE PLAN	10.1	LANDSCAPE PLAN
1.0	EXISTING CONDITIONS PLAN	PA2	SITE ACCESSIBILITY	10.2	PLANTING LEGEND, NOTES, AND TREE MITIGATION TABLE
2.0	SITE PLAN	PA3	PROPOSED LIGHTING PLAN	10.3	PLANTING DETAILS
3.0	GRADING AND DRAINAGE PLAN	PA4	PROPOSED FLOOR PLAN	10.4	HYDROZONE PLAN
4.0	UTILITY PLAN	PA5	PROPOSED EAST & NORTH EXTERIOR ELEVATIONS	10.5	IRRIGATION DETAILS
5.0	STORMWATER CONTROL PLAN	PA6	PROPOSED WEST & SOUTH EXTERIOR ELEVATIONS	10.6	CONCEPT IMAGES
5.1	STORMWATER CONTROL PLAN NOTES AND DETAILS	PA7	SITE DETAILS	10.7	CONCEPT IMAGES
5.2	STORMWATER CONTROL CALCULATIONS	PA8	PROPOSED EXTERIOR RENDERING	10.8	TREE CANOPY COVERAGE PLAN
6.0	FIRE ACCESS PLAN			10.9	FENCE AND GATE DETAILS
7.0	WASTE MANAGEMENT ACCESS PLAN				
				<b>LIGHTING</b>	
				P1	PHOTOMETRICS PLAN

## PROJECT DATA

ASSESSOR'S PARCEL NUMBER:	690-02-003
PROJECT ADDRESS/LOCATION:	15 COTTLE ROAD
EXISTING GENERAL PLAN DESIGNATION:	LIGHT INDUSTRIAL (LI)
EXISTING ZONING DESIGNATION:	INDUSTRIAL PARK (IP)
PROPOSED ZONING DESIGNATION:	LIGHT INDUSTRIAL
PROPOSED USE:	INDUSTRIAL/COMMERCIAL/RETAIL
GROSS SITE AREA:	±0.94 AC
RIGHT-OF-WAY DEDICATION:	±0.00 AC
NET SITE AREA:	±0.94 AC
PROPOSED SITE COVERAGE:	
BUILDINGS:	±5,000 SF (12%)
PRIVATE CIRCULATION:	±24,599 SF (60%)
LANDSCAPE/HARDSCAPE:	±11,332 SF (28%)
	±40,931 SF (100.0%)
ALLOWED HEIGHT:	MAX 50'

## PROJECT DESCRIPTION

PROPOSED PROJECT INCLUDES THE DEMOLITION OF THE EXISTING 1,638 SQUARE FEET SUNBELT RENTALS RETAIL BUILDING AND CONSTRUCTION OF A NEW 5,000 SQUARE FEET RETAIL BUILDING. RETAIL BUILDING WILL SUPPORT SUNBELT EQUIPMENT RENTALS. PROPOSED PROJECT ALSO INCLUDES 3 CUSTOMER PARKING SPACES, 6 EMPLOYEE PARKING SPACES, 1 MOTORCYCLE PARKING SPACE, AND 3 BIKE RACKS.

## DEVELOPMENT TEAM

<b>GOVERNMENT AGENCIES:</b>	CITY OF SAN JOSE 200 E SANTA CLARA ST SAN JOSE, CA 95113 (408)535-3555	<b>PLANNER/CIVIL ENGINEER:</b>	HMH ENGINEERS CONTACT: OLIVIA BERGIN 1570 OAKLAND ROAD SAN JOSE, CA 95131 (669)295- 2369
<b>OWNER:</b>	SUNBELT RENTALS CONTACT: DOUG HAYUNGS 1977 INNOVATION POINT FORT MILL, SC 29715 (480)213-1206	<b>ARCHITECT:</b>	E2 ARCHITECTURE CONTACT: JEFFREY EATON 1501 THE ALAMEDA, SUITE 105 SAN JOSE, CA 95126 (408)691-8998
<b>DEVELOPER:</b>	SUNBELT RENTALS CONTACT: DOUG HAYUNGS 1977 INNOVATION POINT FORT MILL, SC 29715 (480)213-1206	<b>LANDSCAPE ARCHITECT:</b>	HMH LANDSCAPE ARCHITECTURE CONTACT: SHAWN TAYLOR 1570 OAKLAND ROAD SAN JOSE, CA 95131 (669)295-2312

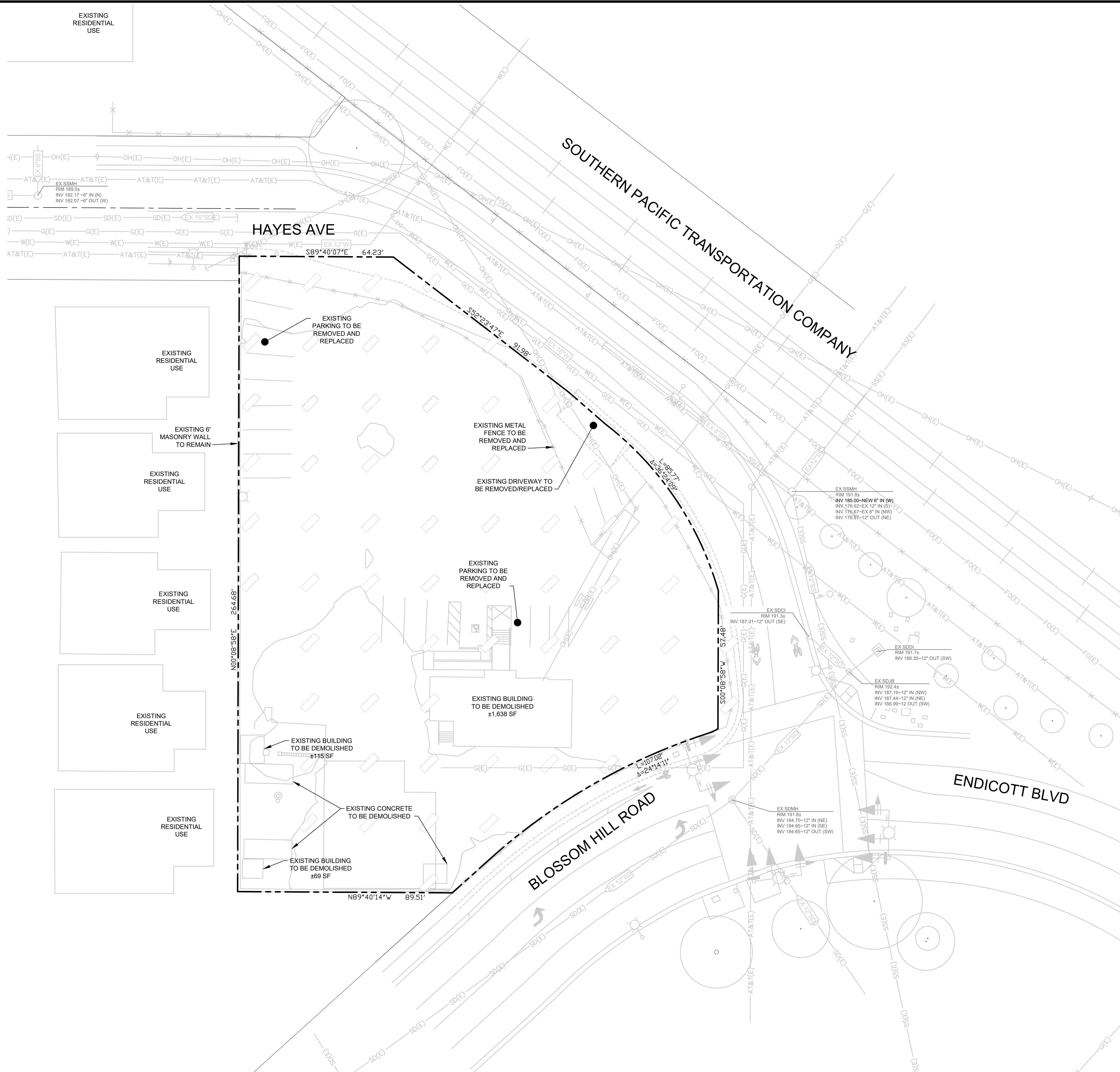
**15 COTTLE ROAD**  
**15 COTTLE ROAD SAN JOSE**  
**CONDITIONAL USE PERMIT**  
**CP24-001**

NO	DATE	DESCRIPTION
1	1/28/2025	PLANNING FC COMMENT RESPONSE
2	10/11/2024	PLANNING FC COMMENT RESPONSE
3	6/21/2024	PLANNING FC COMMENT RESPONSE
4	3/15/2024	PER CITY COMMENTS

PROJECT NO:	6579.00
CAD DWG FILE:	657900TS.DWG
DESIGNED BY:	OB
DRAWN BY:	OB
CHECKED BY:	OB
DATE:	NOV. 20, 2023
SCALE:	NOT TO SCALE
©	HMH

**TITLE SHEET**

**G1.0**  
OF 28



**LEGEND**

- PROJECT BOUNDARY
- PROPERTY LINE
- EASEMENT LINE
- RIGHT OF WAY
- CURB AND GUTTER
- SIDEWALK
- SANITARY SEWER
- SANITARY SEWER MANHOLE
- STORM DRAIN LINE
- STORM DRAIN MANHOLE CSJ (SDMH)
- STORM DRAIN CURB INLET (SDCI)
- STORM DRAIN FIELD INLET (SDFI)
- DRIVEWAY
- WHEELCHAIR RAMP
- CITY MONUMENT
- FENCE
- STREET SIGN
- SPOT GRADES (AERIAL)
- CONTOUR ELEVATION
- SHOWN FOR INFORMATION ONLY, DESIGNED BY OTHERS
- WATER MAIN
- WATER VALVE
- WATER METER
- FIRE HYDRANT
- STREET SIGN
- ELECTROLIER
- CITY STREETLIGHT CONDUIT
- JOINT TRENCH LINE
- PULL BOX

**ABBREVIATIONS**

- EX EXISTING

**NOTES**

1. EXISTING SURFACE FEATURES ARE PLOTTED BASED OFF THE FIELD SURVEY PERFORMED BY HMH ON OCTOBER 12, 2023.

Land Use Entitlements  
Land Planning  
Landscape Architecture  
Civil Engineering  
Utility Design  
Land Surveying  
Stormwater Compliance

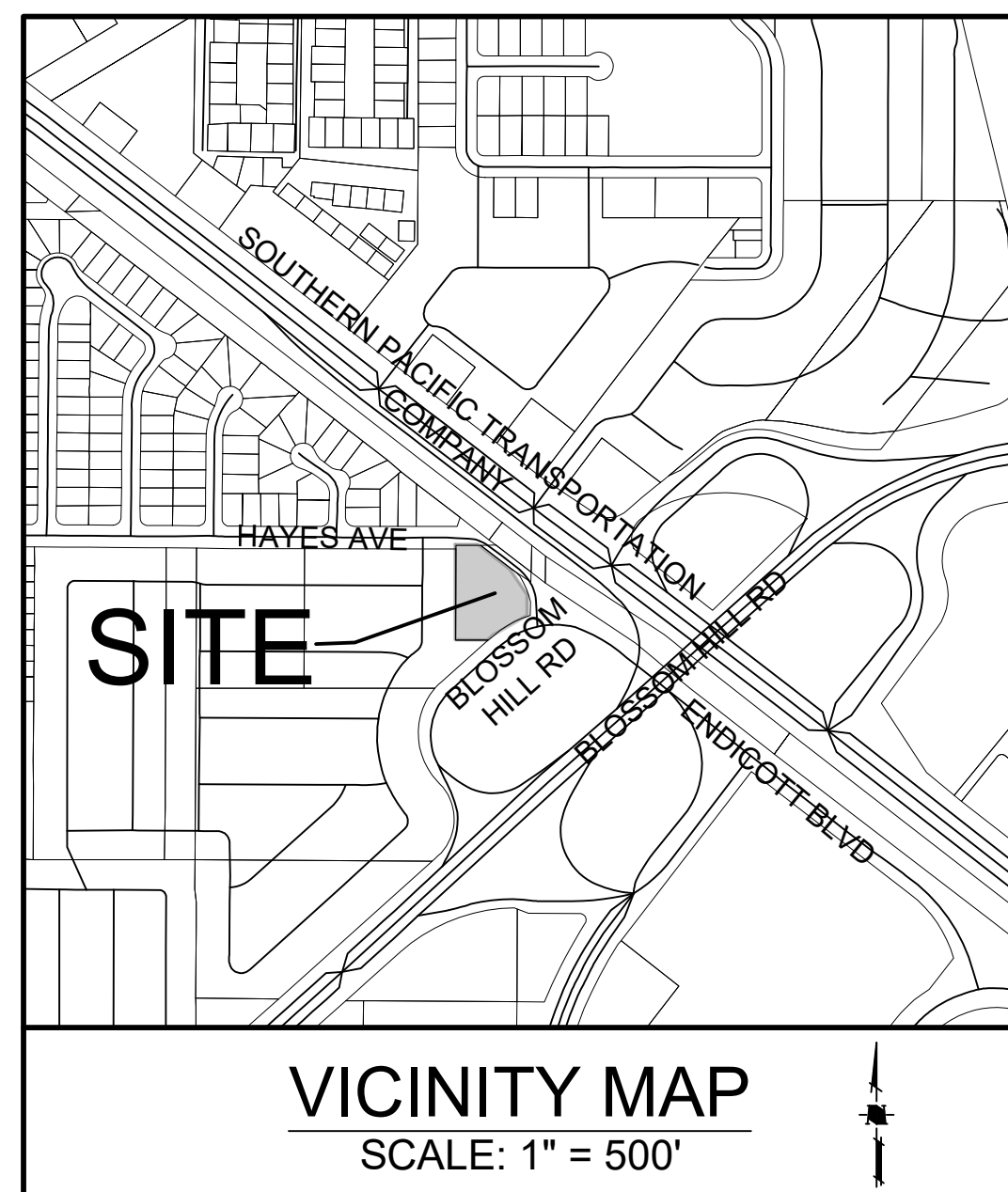
1570 Oakland Road (408) 487-2200  
San Jose, CA 95131 HMHca.com

**15 COTTLE ROAD**  
**15 COTTLE ROAD SAN JOSE**  
**CONDITIONAL USE PERMIT**  
**CP24-001**

NO	DATE	DESCRIPTION
1	1/28/2025	PLANNING PC COMMENT RESPONSE
2	10/11/2024	PLANNING PC COMMENT RESPONSE
3	6/21/2024	PLANNING PC COMMENT RESPONSE
4	3/15/2024	PER CITY COMMENTS

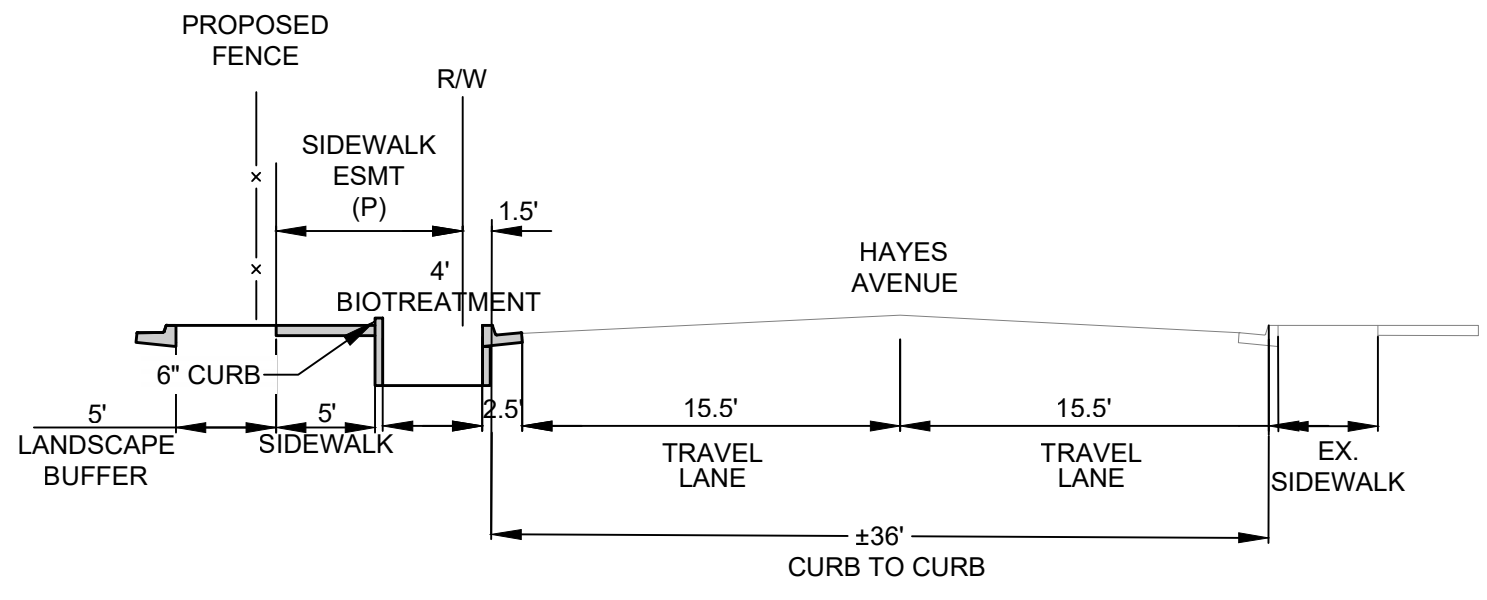
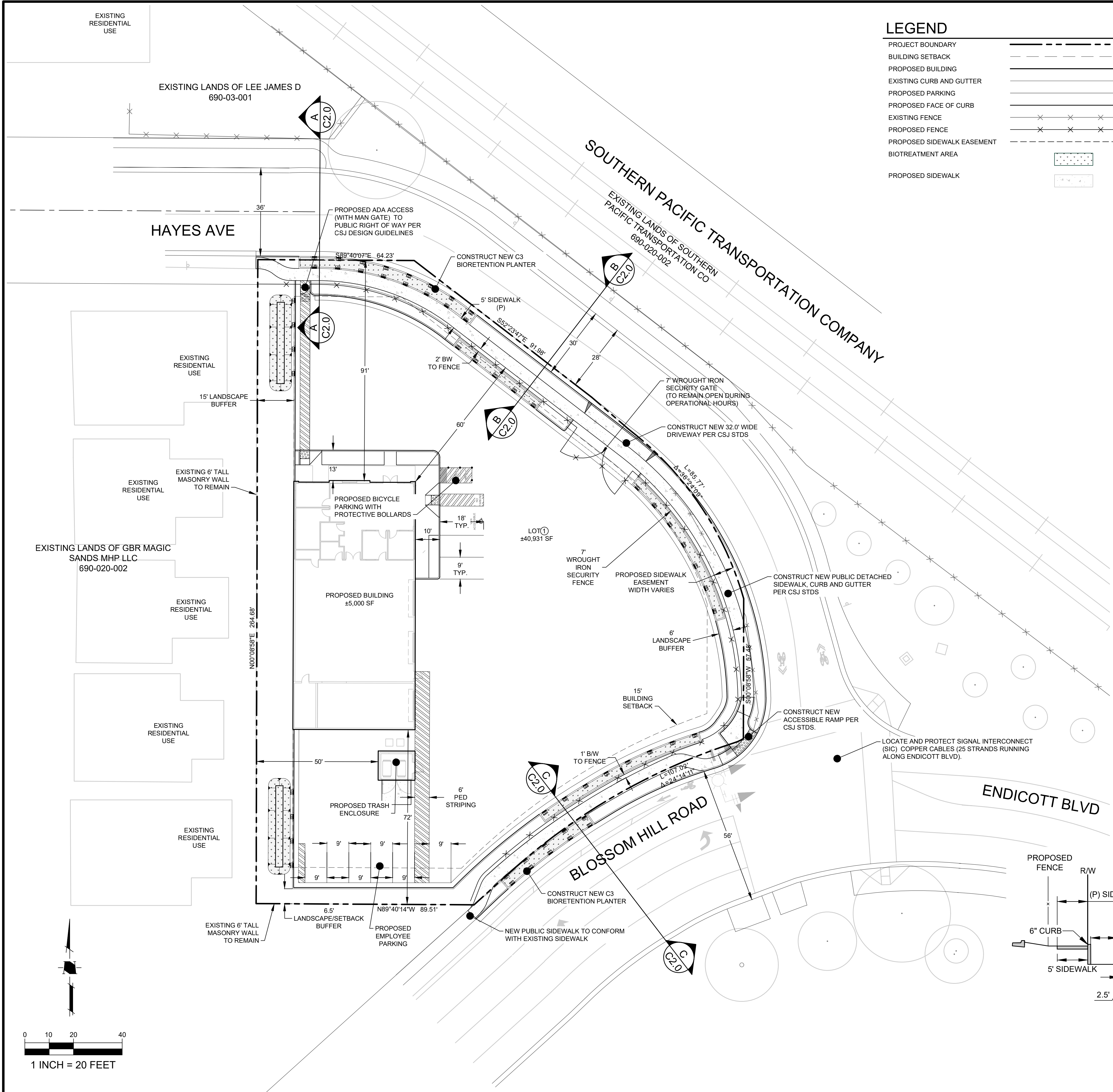
NO	DATE	DESCRIPTION
1	11/20/2023	AS SHOWN

**EXISTING CONDITIONS PLAN**

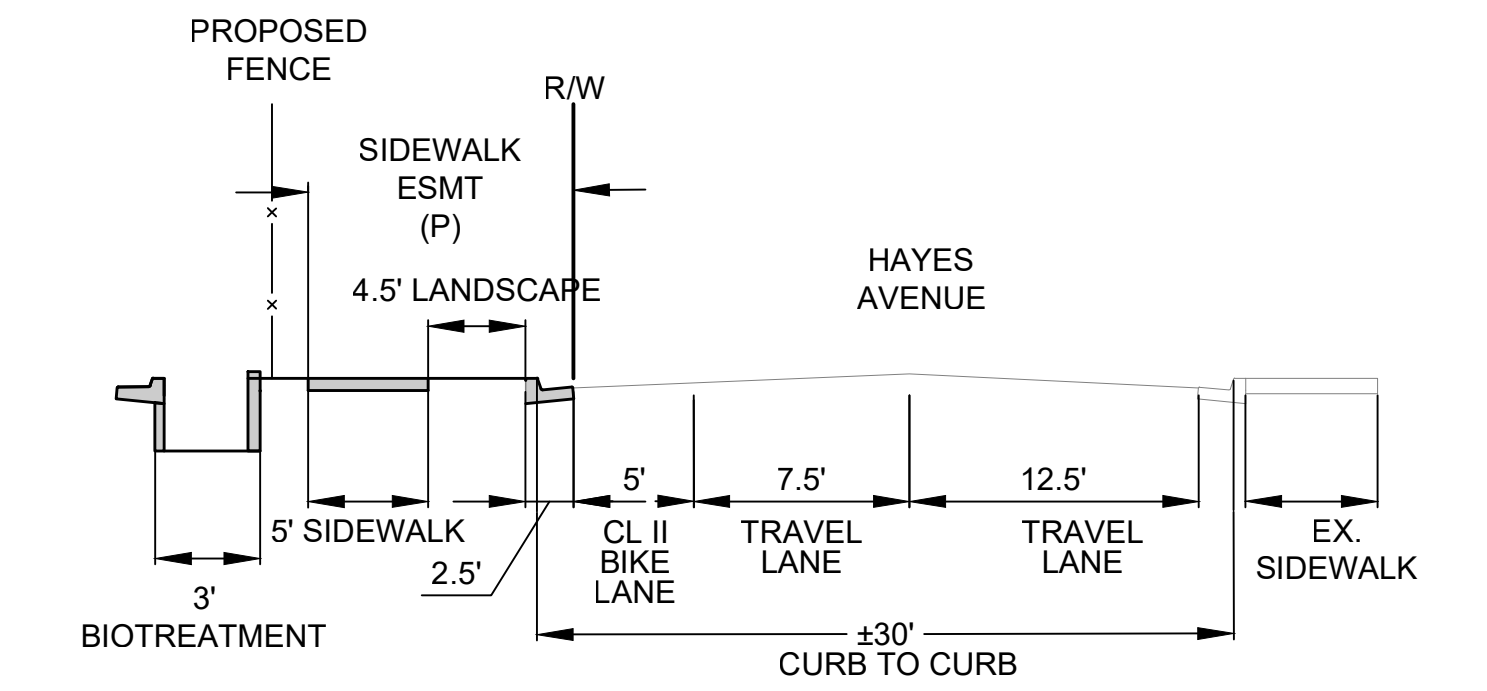


**LEGEND**

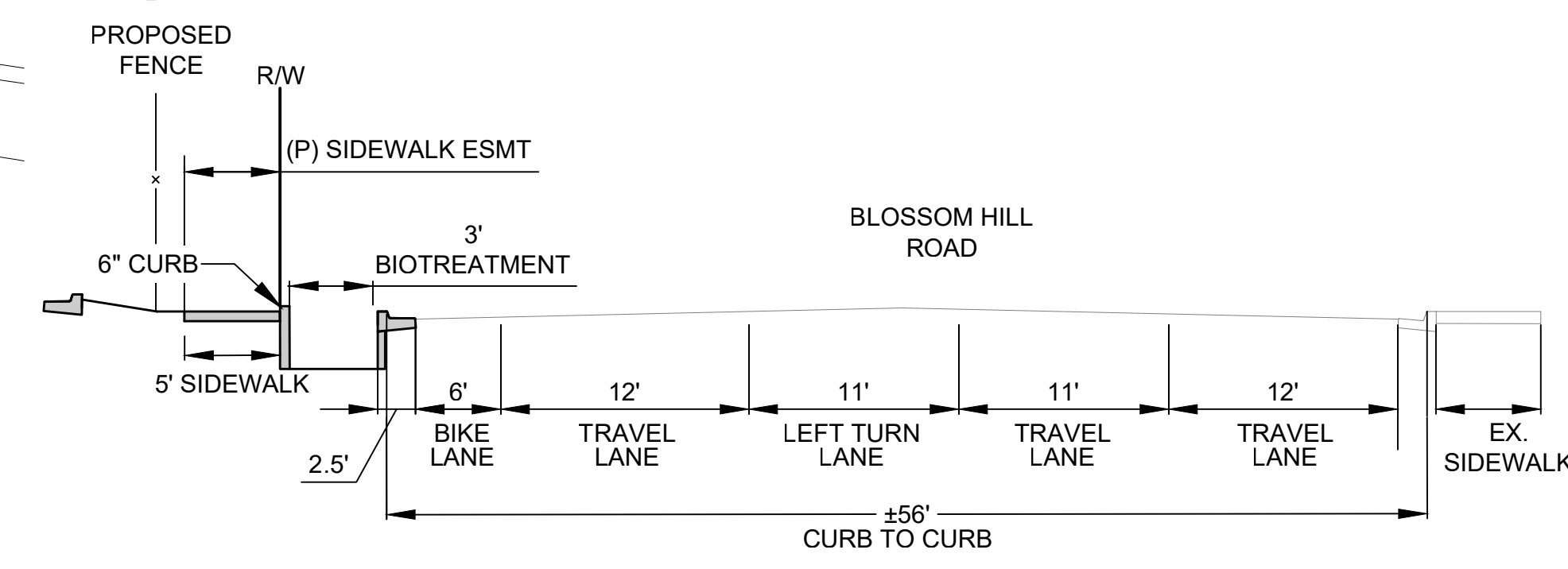
- PROJECT BOUNDARY
- BUILDING SETBACK
- PROPOSED BUILDING
- EXISTING CURB AND GUTTER
- PROPOSED PARKING
- PROPOSED FACE OF CURB
- EXISTING FENCE
- PROPOSED FENCE
- PROPOSED SIDEWALK EASEMENT
- BIOTREATMENT AREA
- PROPOSED SIDEWALK



**A SECTION 1**  
NTS



**B SECTION 2**  
NTS



**C SECTION 3**  
NTS

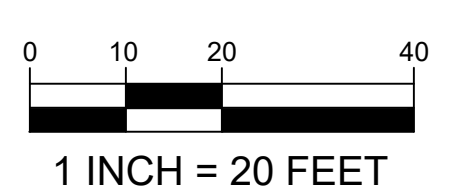
**15 COTTLE ROAD  
 15 COTTLE ROAD SAN JOSE  
 CONDITIONAL USE PERMIT  
 CP24-001**

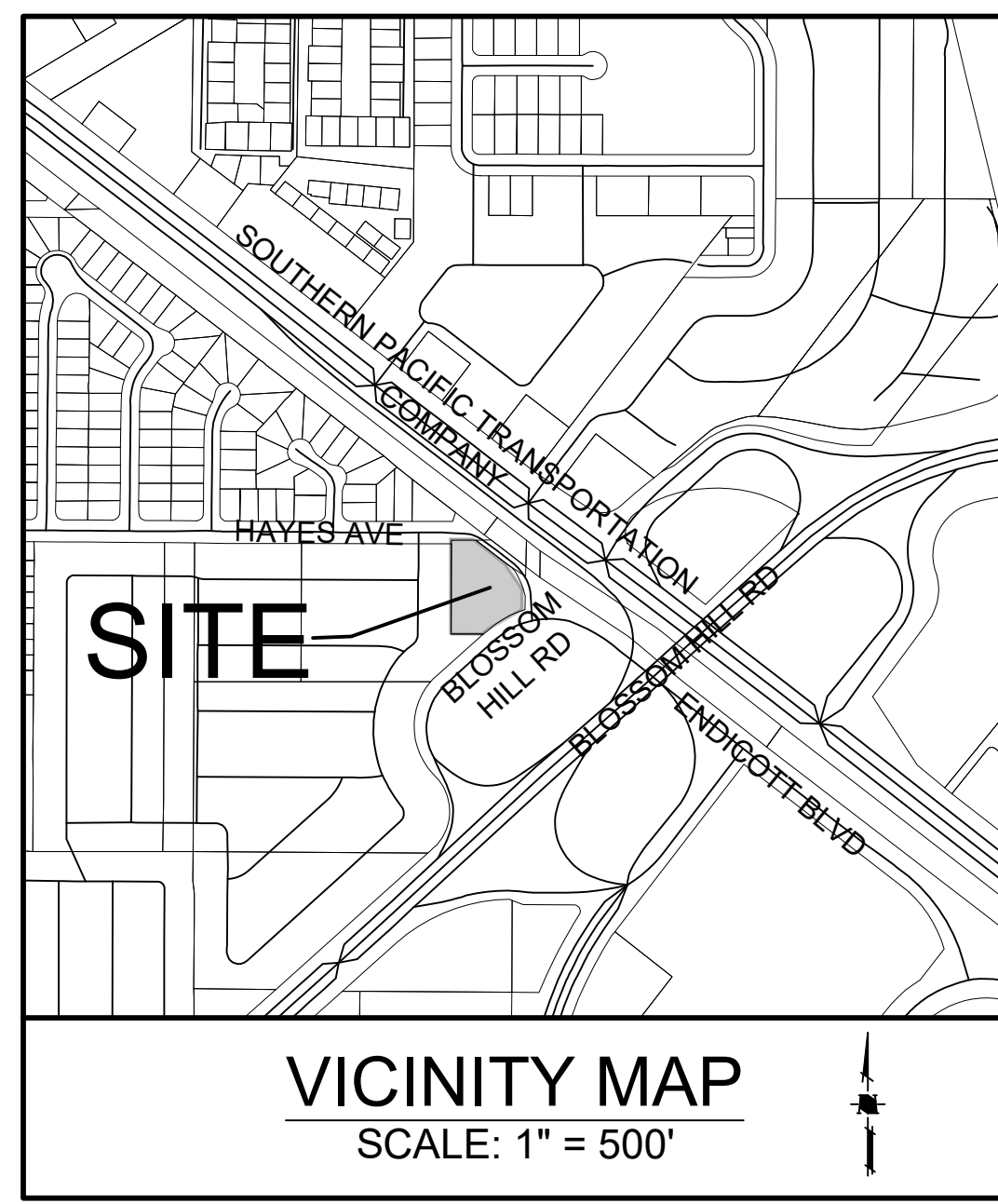
NO	DATE	DESCRIPTION
1/28/2025		PLANNING PC COMMENT RESPONSE
10/1/2024		PLANNING PC COMMENT RESPONSE
6/21/2024		PLANNING PC COMMENT RESPONSE
3/15/2024		PER CITY COMMENTS

PROJECT NO:	6579.00
CAD DWG FILE:	657900SP.DWG
DESIGNED BY:	OB
DRAWN BY:	OB
CHECKED BY:	RH
DATE:	NOV. 20, 2023
SCALE:	AS SHOWN

**SITE PLAN**

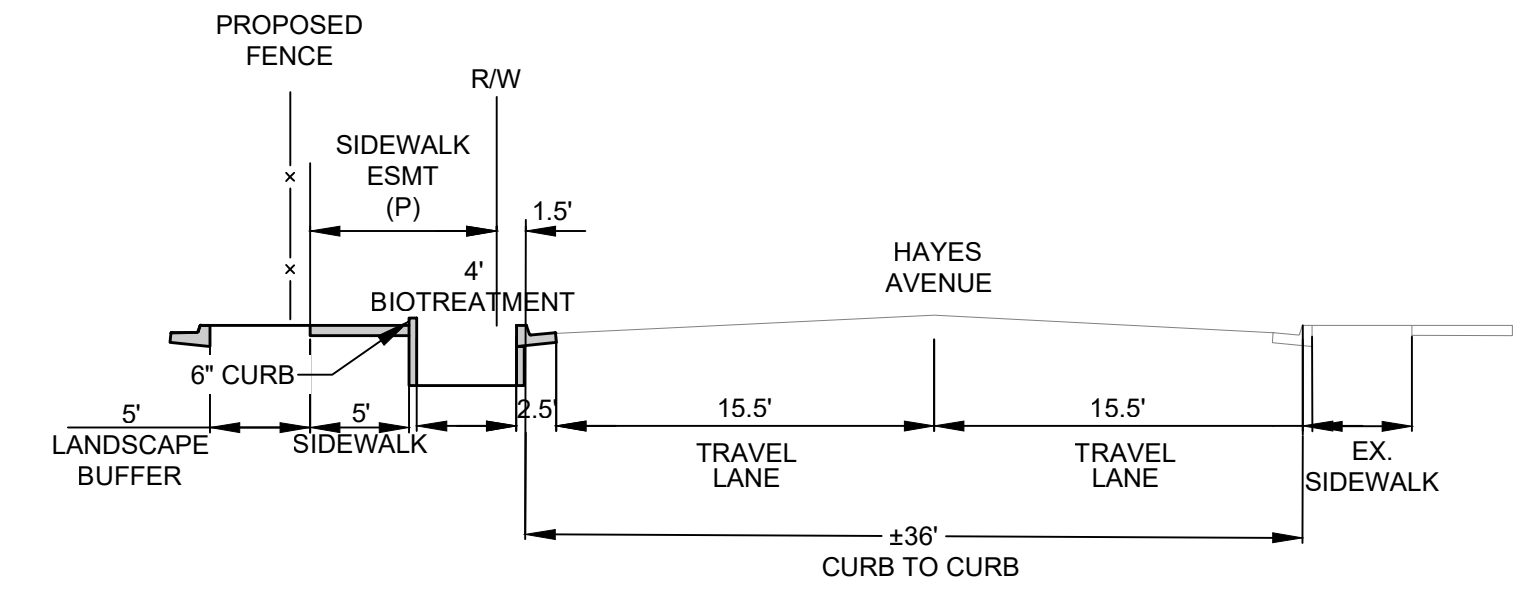
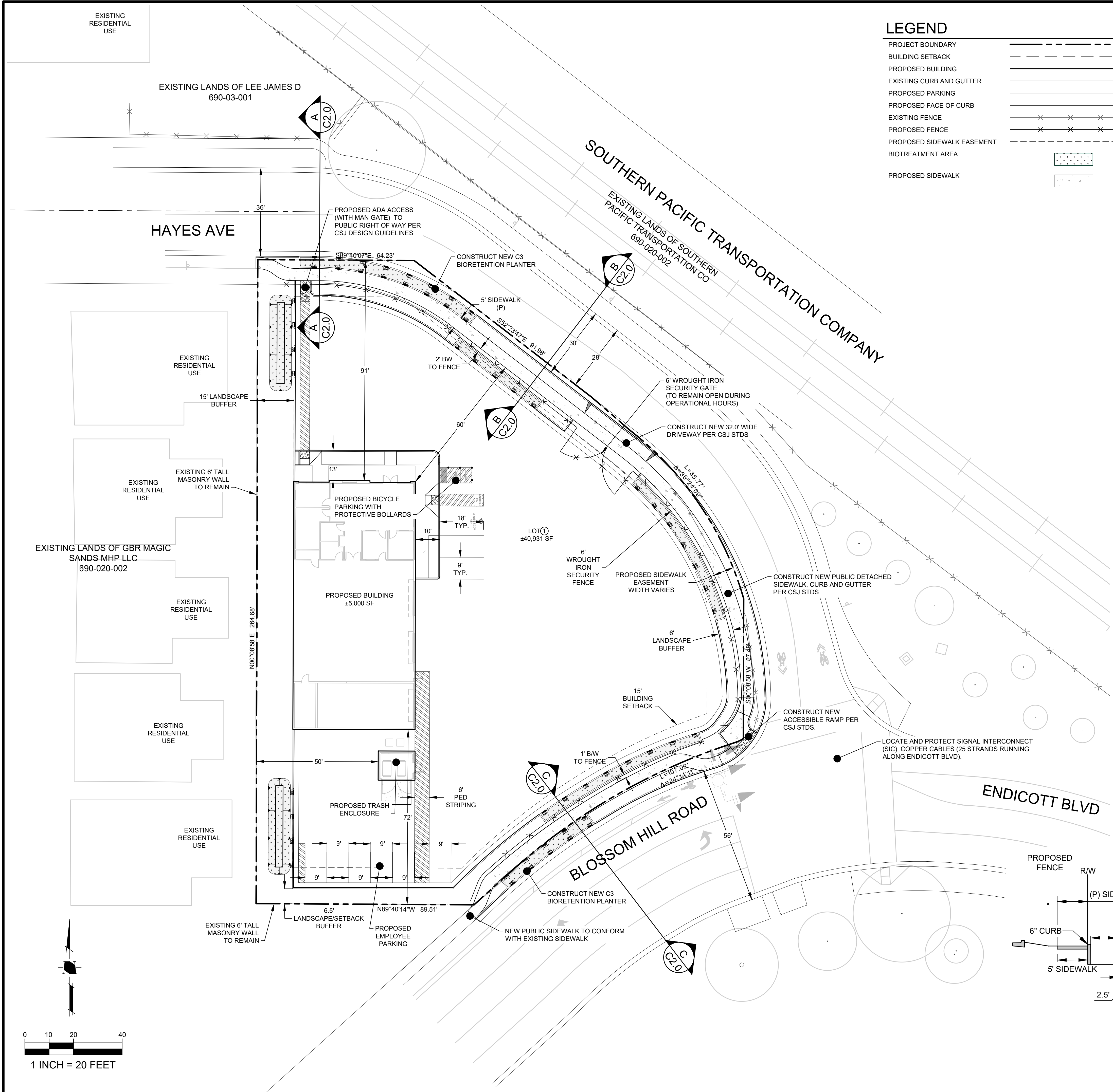
**2.0**  
OF 28



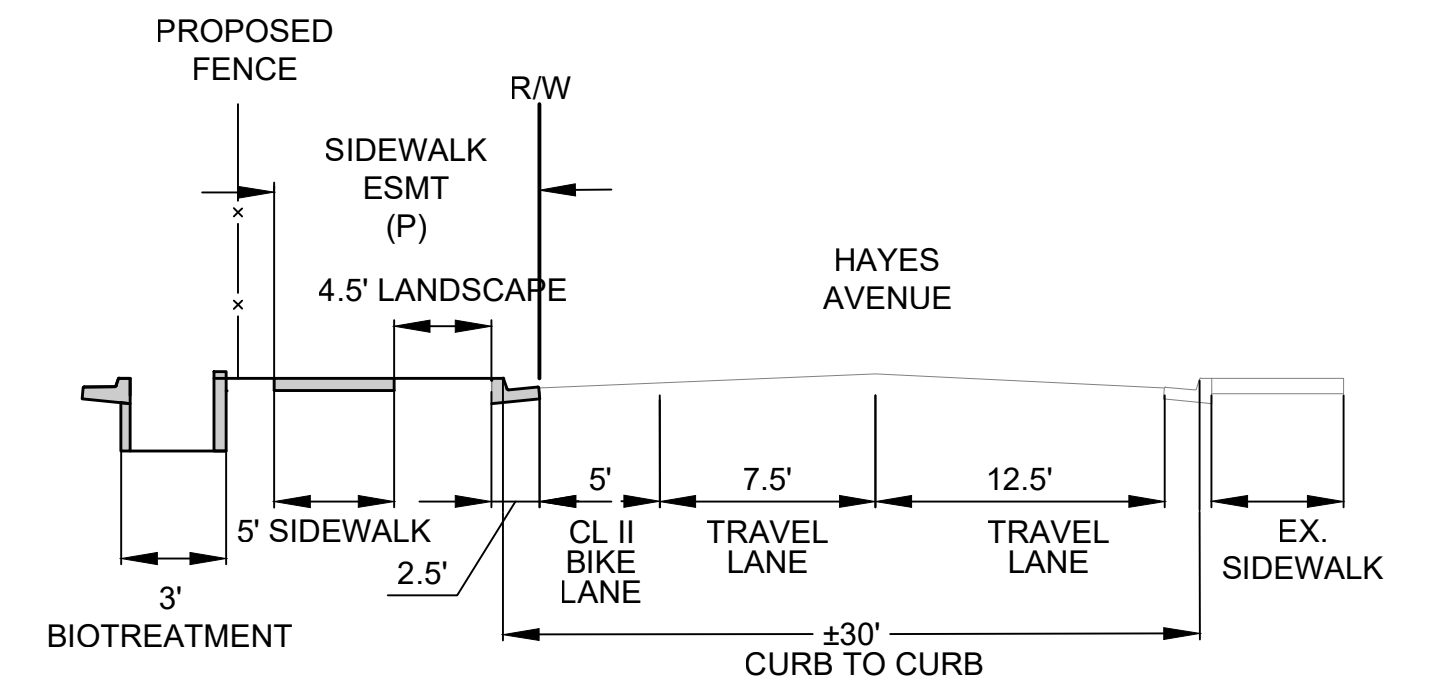


**LEGEND**

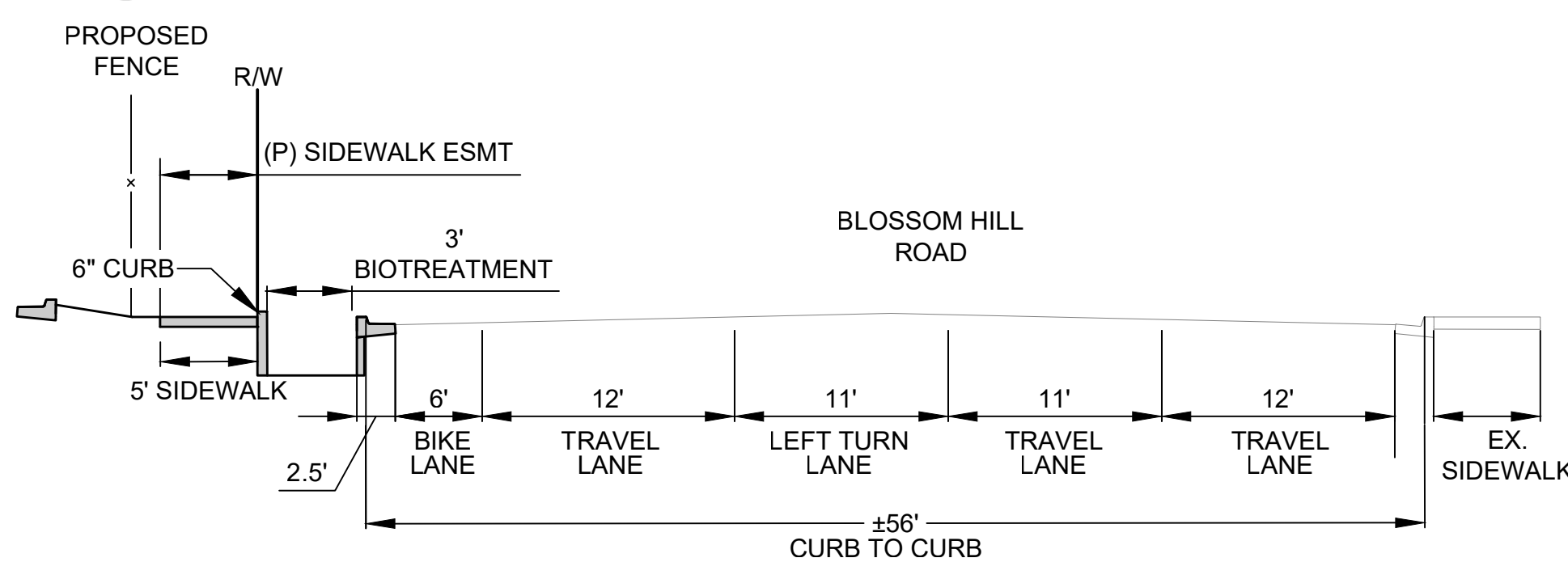
- PROJECT BOUNDARY
- BUILDING SETBACK
- PROPOSED BUILDING
- EXISTING CURB AND GUTTER
- PROPOSED PARKING
- PROPOSED FACE OF CURB
- EXISTING FENCE
- PROPOSED FENCE
- PROPOSED SIDEWALK EASEMENT
- BIOTREATMENT AREA
- PROPOSED SIDEWALK



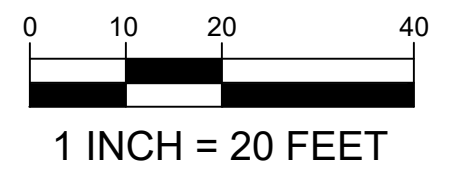
**A SECTION 1**  
NTS



**B SECTION 2**  
NTS



**C SECTION 3**  
NTS



**15 COTTLE ROAD**  
**15 COTTLE ROAD SAN JOSE**  
 CONDITIONAL USE PERMIT  
 CP24-001

NO	DATE	DESCRIPTION
1/28/2025		PLANNING PC COMMENT RESPONSE
10/11/2024		PLANNING PC COMMENT RESPONSE
8/21/2024		PLANNING PC COMMENT RESPONSE
3/15/2024		PER CITY COMMENTS

NO	DATE	DESCRIPTION
PROJECT NO:		6579.00
CAD DWG FILE:		657900SP.DWG
DESIGNED BY:		OB
DRAWN BY:		OB
CHECKED BY:		RH
DATE:		NOV. 20, 2023
SCALE:		AS SHOWN





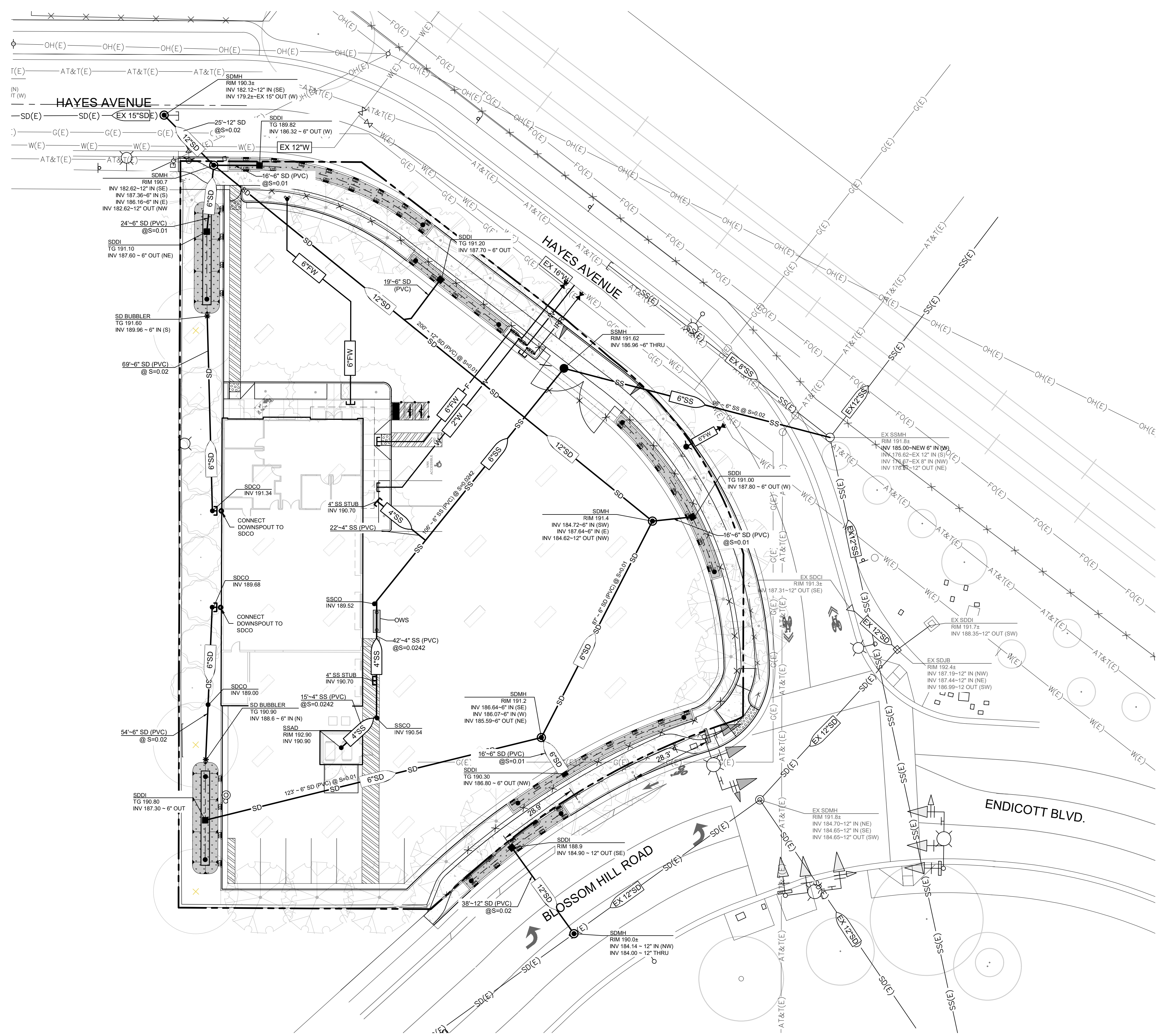
**LEGEND**  
PROJECT BOUNDARY



Land Use Entitlements  
Land Planning  
Landscape Architecture  
Civil Engineering  
Utility Design  
Land Surveying  
Stormwater Compliance

1570 Oakland Road (408) 487-2200  
San Jose, CA 95131 HMMH.com

LEGEND	PROPOSED	EXISTING
PROJECT BOUNDARY		
PROPERTY LINE		
RIGHT OF WAY		
EASEMENT		
CURB AND GUTTER		
CONCRETE VALLEY GUTTER		
SIDEWALK		
STREET MONUMENT		
CENTERLINE		
SANITARY SEWER		
SANITARY SEWER MANHOLE CSJ D-11		
SANITARY LATERAL		
SANITARY SEWER CLEAN OUT		
STORM DRAIN LINE		
STORM DRAIN PERFORATED PIPE		
STORM DRAIN MANHOLE CSJ D-11		
STORM DRAIN CURB INLET		
STORM DRAIN FIELD INLET (1X1)		
STORM DRAIN FIELD INLET (2X2)		
STORM DRAIN DOWNSPOUT		
STORM DRAIN PLUG		
TREE		
WATER MAIN		
WATER VALVE		
WATER SERVICE AND METER		
FIRE HYDRANTS		
BACK FLOW VALVE		
FIRE SERVICE CONNECTION		
STREET SIGN		
BUBBLER		
UTILITY POLE		
CONDUIT		
PULL BOX		
JOINT TRENCH		
GAS		

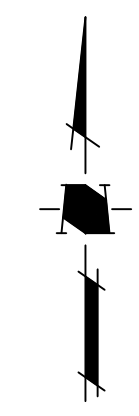
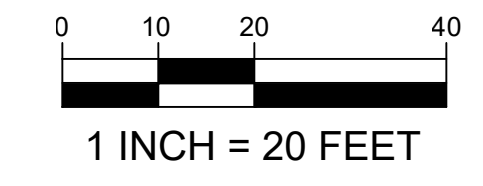


**15 COTTLE ROAD SAN JOSE**  
**15 COTTLE ROAD SAN JOSE**  
**CONDITIONAL USE PERMIT**  
**CP24-001**

NO	DATE	DESCRIPTION
1	1/28/2025	PLANNING PC COMMENT RESPONSE
2	10/11/2024	PLANNING PC COMMENT RESPONSE
3	6/21/2024	PLANNING PC COMMENT RESPONSE
4	3/15/2024	PER CITY COMMENTS

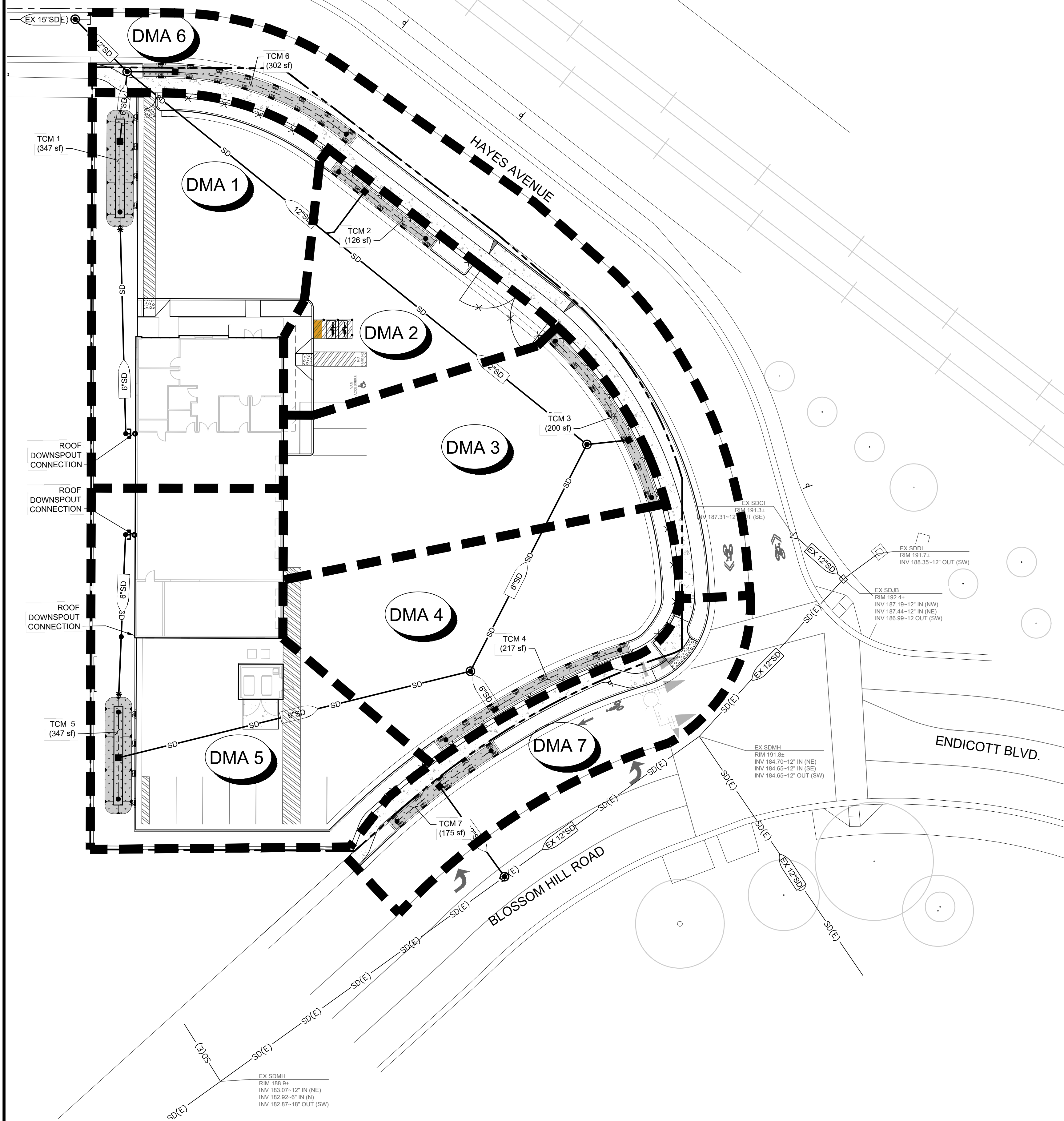
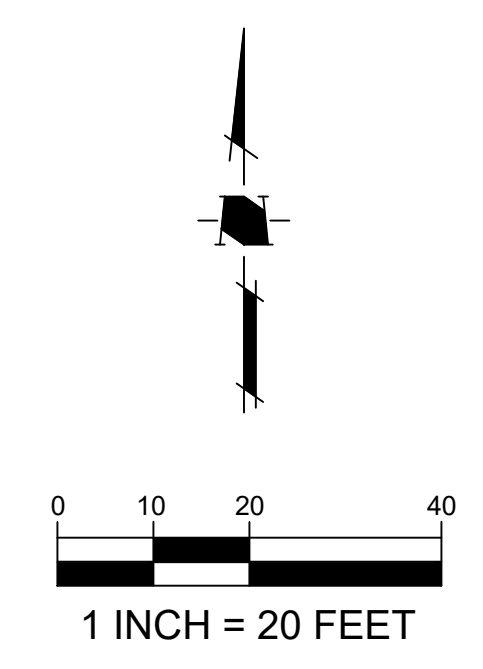
PROJECT NO:	6579.00
CAD DWG FILE:	657900.DWG
DESIGNED BY:	MKD
DRAWN BY:	MKD
CHECKED BY:	RH
DATE:	NOV. 20, 2023
SCALE:	AS SHOWN
© HMMH	

**UTILITY PLAN**



**LEGEND**

- PROJECT BOUNDARY
- STORM DRAIN PIPE
- STORM DRAIN PIPE (EXISTING)
- STORM DRAIN MANHOLE
- STORM DRAIN MANHOLE (EXISTING)
- CURB INLET (EXISTING)
- CATCH BASIN
- CATCH BASIN (EXISTING)
- FLOW DRAINAGE
- CURB CUT W/ 6" TAPER - SEE DETAIL 2/C5.1
- LID TREATMENT DRAINAGE AREA (SEE SIZING CALCULATIONS, SHEET C5.1)
- BIORETENTION AREA



**STANDARD STORMWATER CONTROL NOTES:**

- STANDING WATER SHALL NOT REMAIN IN THE TREATMENT MEASURES FOR MORE THAN THREE DAYS. TO PREVENT MOSQUITO GENERATION. SHOULD ANY MOSQUITO ISSUES ARISE, CONTACT THE SANTA CLARA VALLEY VECTOR 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.  
 VECTOR CONTROL DISTRICT  
 1580 BERGER DRIVE  
 SAN JOSE, CA 95112  
 (408) 918-4770  
[VECTORINFO@CEP.SCCGOV.ORG](mailto:VECTORINFO@CEP.SCCGOV.ORG)
- 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.

**PROJECT SITE INFORMATION:**

1. SOILS TYPE: CLAY LOAM
2. GROUND WATER DEPTH: 20-30 FEET
3. NAME OF RECEIVING BODY: CANOAS CREEK
4. FLOOD ZONE: ZONE D
5. FLOOD ELEVATION (IF APPLICABLE): N/A

**OPERATION AND MAINTENANCE INFORMATION:**

- I. PROPERTY INFORMATION:
  - I.A. PROPERTY ADDRESS:  
APN 690-02-003
  - I.B. PROPERTY OWNER:  
SUNBELT RENTALS
- II. RESPONSIBLE PARTY FOR MAINTENANCE:
  - II.A. CONTACT:  
DOUGLAS HAYUNGS
  - II.B. PHONE NUMBER OF CONTACT:  
(480) 213-1206
  - II.C. EMAIL:  
doug.hayungs@sunbeltrentals.com
  - II.D. ADDRESS:  
1799 Innovation Point  
Fort Mill, SC 29715

**CITY OF SAN JOSE MAINTAINED STORMWATER TREATMENT OPERATION AND MAINTENANCE INFORMATION:**

- I. RESPONSIBLE PARTY FOR MAINTENANCE:
  - I.A. CONTACT:  
CITY OF SAN JOSE  
DEPARTMENT OF TRANSPORTATION
  - I.B. PHONE NUMBER OF CONTACT:  
(408) 794-1900
  - I.C. EMAIL: [STREETS.DISPATCH@SANJOSECA.GOV](mailto:STREETS.DISPATCH@SANJOSECA.GOV)
  - I.D. ADDRESS:  
1404 MABURY ROAD  
SAN JOSE, CA 95133

**2. AREA DATA**

2.a Enter the Project Phase Number (1, 2, 3, etc. or N/A if Not Applicable): N/A

2.b Total area of site: 1.15 acres

2.c Total area of site that will be disturbed<sup>1</sup>: 1.15 acres

**COMPARISON OF IMPERVIOUS AND PERVIOUS AREAS AT PROJECT SITE:**

2.d IMPERVIOUS AREAS - IA <sup>2</sup>	Pre-Project Existing IA sq. ft.	Existing IA Retained As-Is <sup>3</sup> sq. ft.	Existing IA Replaced with IA <sup>4</sup> sq. ft.	New IA Created <sup>2</sup> sq. ft.	Total Post Project IA sq. ft.
<b>Site Totals</b>					
Total onsite IA	37,237	0	31,004	0	68,241 (d.3+d.4)
Total off-site IA <sup>2</sup>	12,706	0	11,010	0	23,716 (d.7+d.8+d.9)
<b>Total project IA</b>	<b>50,943</b>	<b>0</b>	<b>42,014</b>	<b>0</b>	<b>92,957 (e.1+e.2+e.3+e.4)</b>
Total New and Replaced IA			42,014	0	42,014
Percent Replacement of onsite IA in Redevelopment Projects (d.3+d.4) x 100:					93%
<b>2.e PERVIOUS AREAS - PA<sup>5</sup></b>	<b>Pre-Project Existing PA sq. ft.</b>				<b>Total Post Project PA sq. ft.</b>
Total on-site PA	0				0
Total off-site PA	0				0
<b>Total PA<sup>5</sup></b>	<b>0 (e.1+e.3)</b>				<b>0 (e.5+e.6)</b>
<b>2.f Total Area (IA + PA)</b>	<b>50,943</b>				<b>92,957 (e.1+e.2+e.3+e.4+e.5+e.6)</b>

**15 COTTLE ROAD SAN JOSE**  
**CONDITIONAL USE PERMIT**  
**CP24-001**

NO	DATE	DESCRIPTION
1	1/28/2025	PLANNING PC COMMENT RESPONSE
2	10/11/2024	PLANNING PC COMMENT RESPONSE
3	6/21/2024	PLANNING PC COMMENT RESPONSE
4	3/15/2024	PER CITY COMMENTS

PROJECT NO: 6579-00  
 CAD DWG FILE: 657900SW.DWG  
 DESIGNED BY: MKD  
 DRAWN BY: MKD  
 CHECKED BY: RH  
 DATE: NOV. 20, 2023  
 SCALE: AS SHOWN

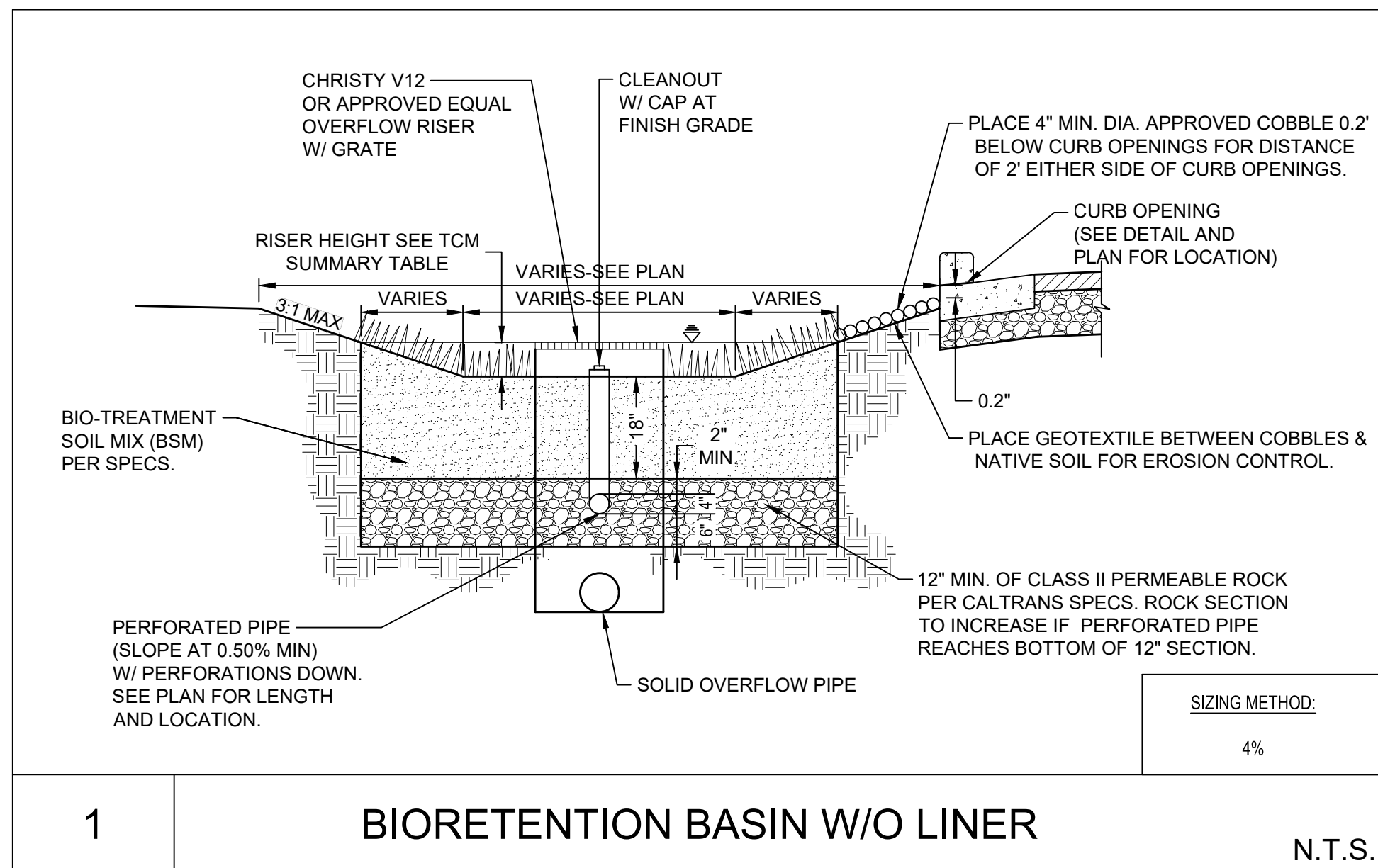
**STORMWATER CONTROL PLAN**

TREATMENT CONTROL MEASURE SUMMARY TABLE

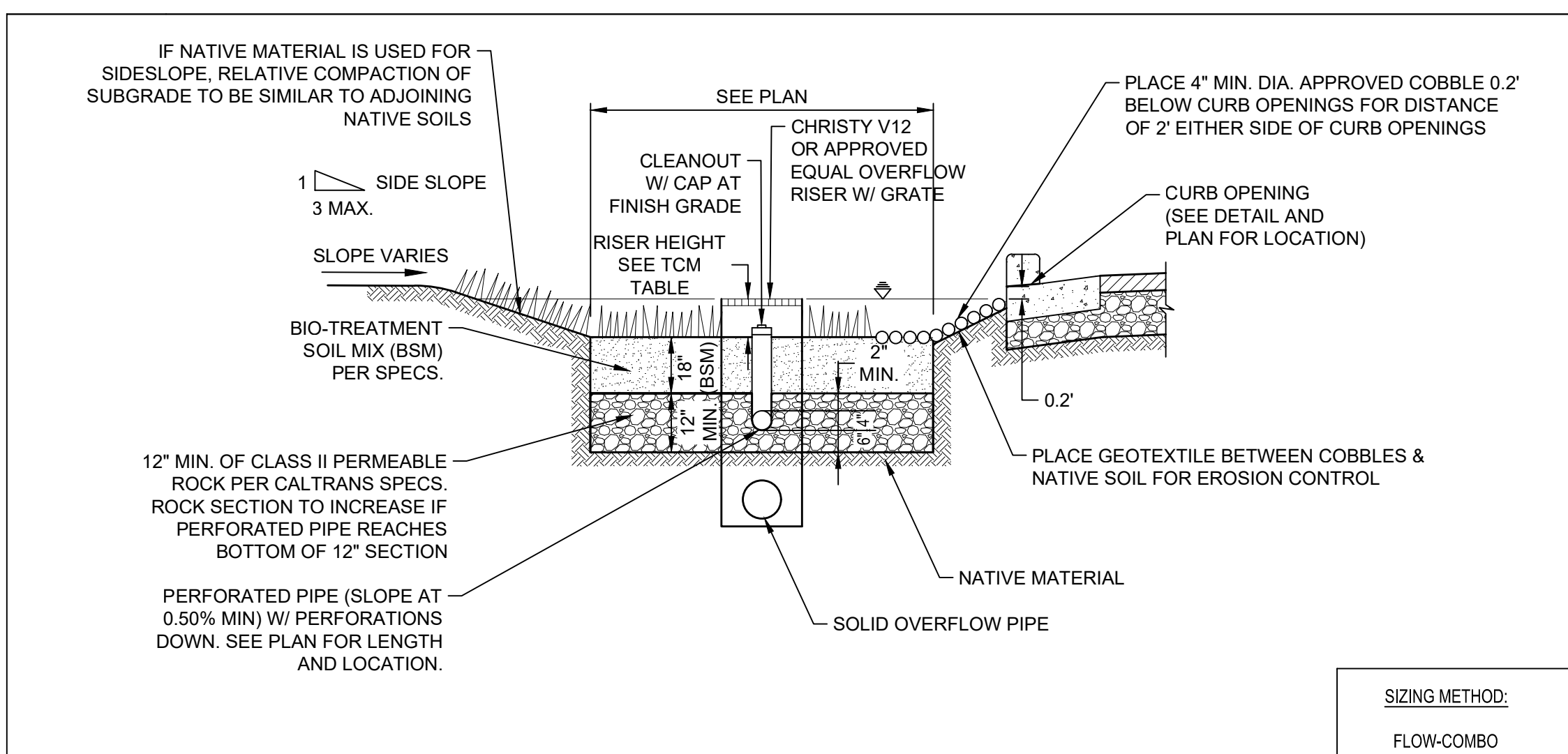
DMA #	TCM #	Location <sup>1</sup>	Treatment Type <sup>2</sup>	LID or Non-LID	Sizing Method	Drainage Area (s.f.)	Impervious Area <sup>4</sup> (s.f.)	Pervious Area (Other) (s.f.)	% Onsite / Offsite Area Treated by LID or Non-LID TCM	Bioretention			Comments
										Bioretention Area Required (s.f.)	Bioretention Area Provided (s.f.)	Overflow Riser Height (in)	
1	1	Onsite	Bioretention unlined w/ underdrain	LID	2C. Flow: 4% Method **	9,080	6,658	2,422	18.18%	266	347	6	Bioretention Basin W/O Liner. Sized per 4% method. See Detail 1 on sheet 5.1.
2	2	Onsite	Bioretention unlined w/ underdrain	LID	3. Flow-Volume Combo	4,412	4,031	381	8.83%	124	126	6	Bioretention Basin W/O Liner. Sized per Flow-Combo method. See Detail 2 on sheet 5.1.
3	3	Onsite	Bioretention unlined w/ underdrain	LID	3. Flow-Volume Combo	6,826	6,391	435	13.67%	192	200	6	Bioretention Basin W/O Liner. Sized per Flow-Combo method. See Detail 2 on sheet 5.1.
4	4	Onsite	Bioretention unlined w/ underdrain	LID	3. Flow-Volume Combo	6,977	6,267	710	13.97%	195	217	6	Bioretention Basin W/O Liner. Sized per Flow-Combo method. See Detail 2 on sheet 5.1.
5	5	Onsite	Bioretention unlined w/ underdrain	LID	2C. Flow: 4% Method **	9,942	7,657	2,285	19.91%	306	347	6	Bioretention Basin W/O Liner. Sized per 4% method. See Detail 1 on sheet 5.1.
6	6	Offsite	Flow-Through Planter (concrete-lined) w/ underdrain	LID	2C. Flow: 4% Method **	8,038	6,887	1,151	16.09%	275	302	6	Flow-Through Planter (Below Grade). See Detail 6 on sheet 5.1.
7	7	Offsite	Flow-Through Planter (concrete-lined) w/ underdrain	LID	2C. Flow: 4% Method **	4,668	4,123	545	9.35%	165	175	6	Flow-Through Planter (Below Grade). See Detail 6 on sheet 5.1.
<b>Totals:</b>						49,943	42,014	7,929	100.00%				

Footnotes:

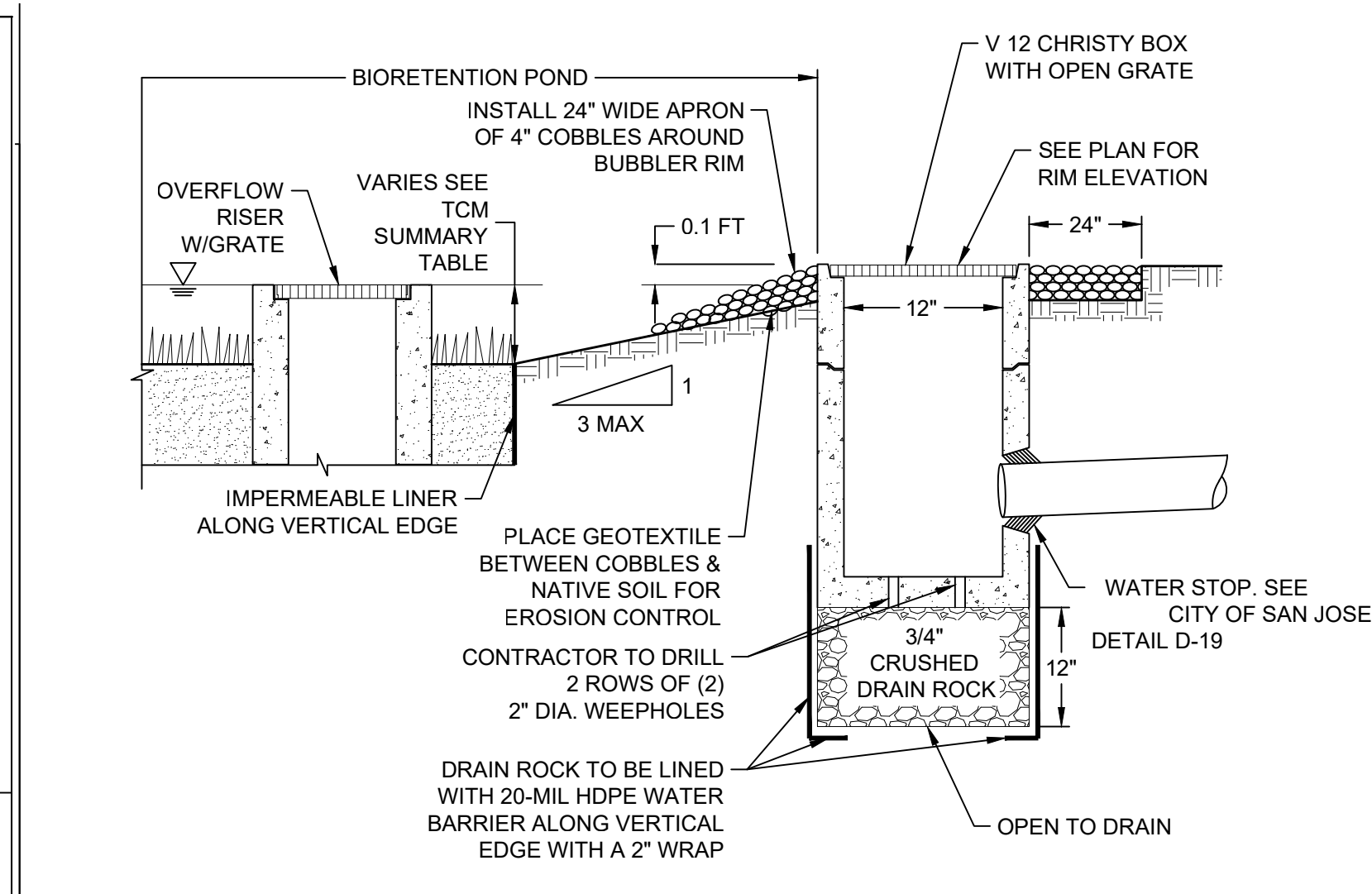
- 1 Per the Municipal Regional Stormwater Permit, sidewalks and other parts of the right-of-way should be included in the new and/or replaced impervious surface calculation and treated as required
- 2 "Lined" refers to an impermeable liner placed on the bottom of a Bioretention basin or a concrete Flow-Through Planter, such that no infiltration into native soil occurs.
- 3 Sizing for Bioretention Area Required calculated using the 4% Method (Impervious Area x 0.04)
- 4 Gravel is considered as an impervious surface unless it is part of an infiltration trench.



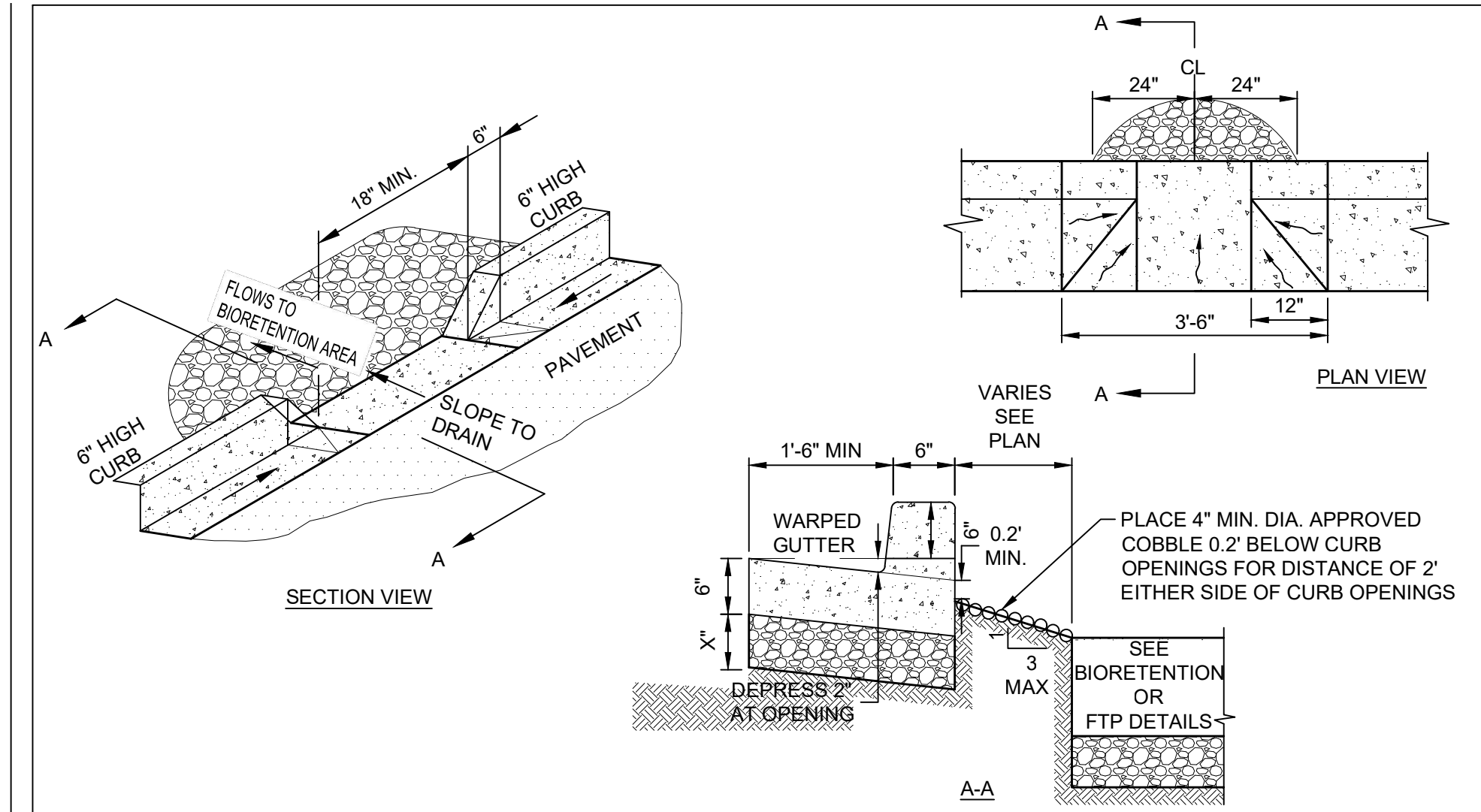
1 BIORETENTION BASIN W/O LINER N.T.S.



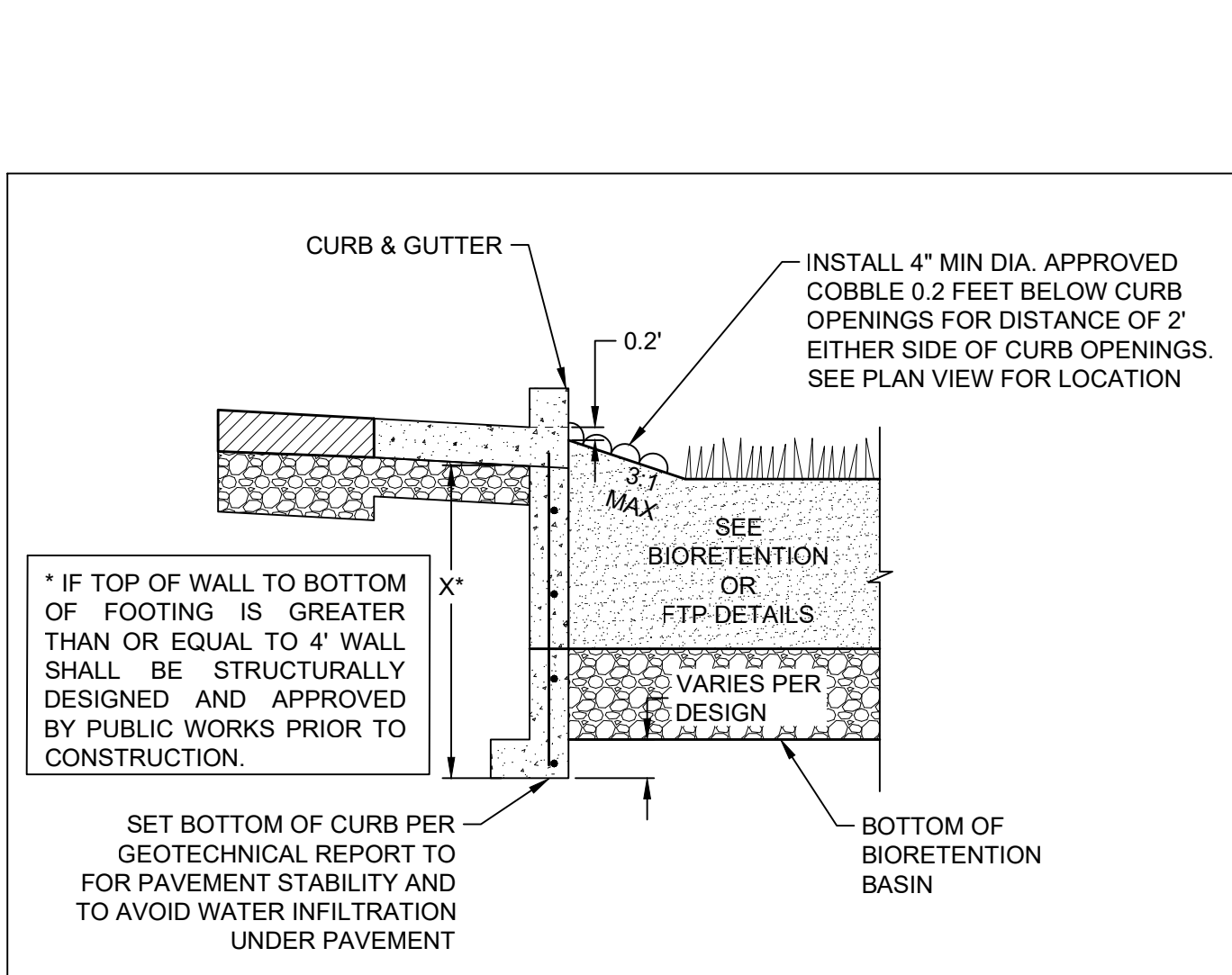
2 BIORETENTION BASIN W/O LINER N.T.S.



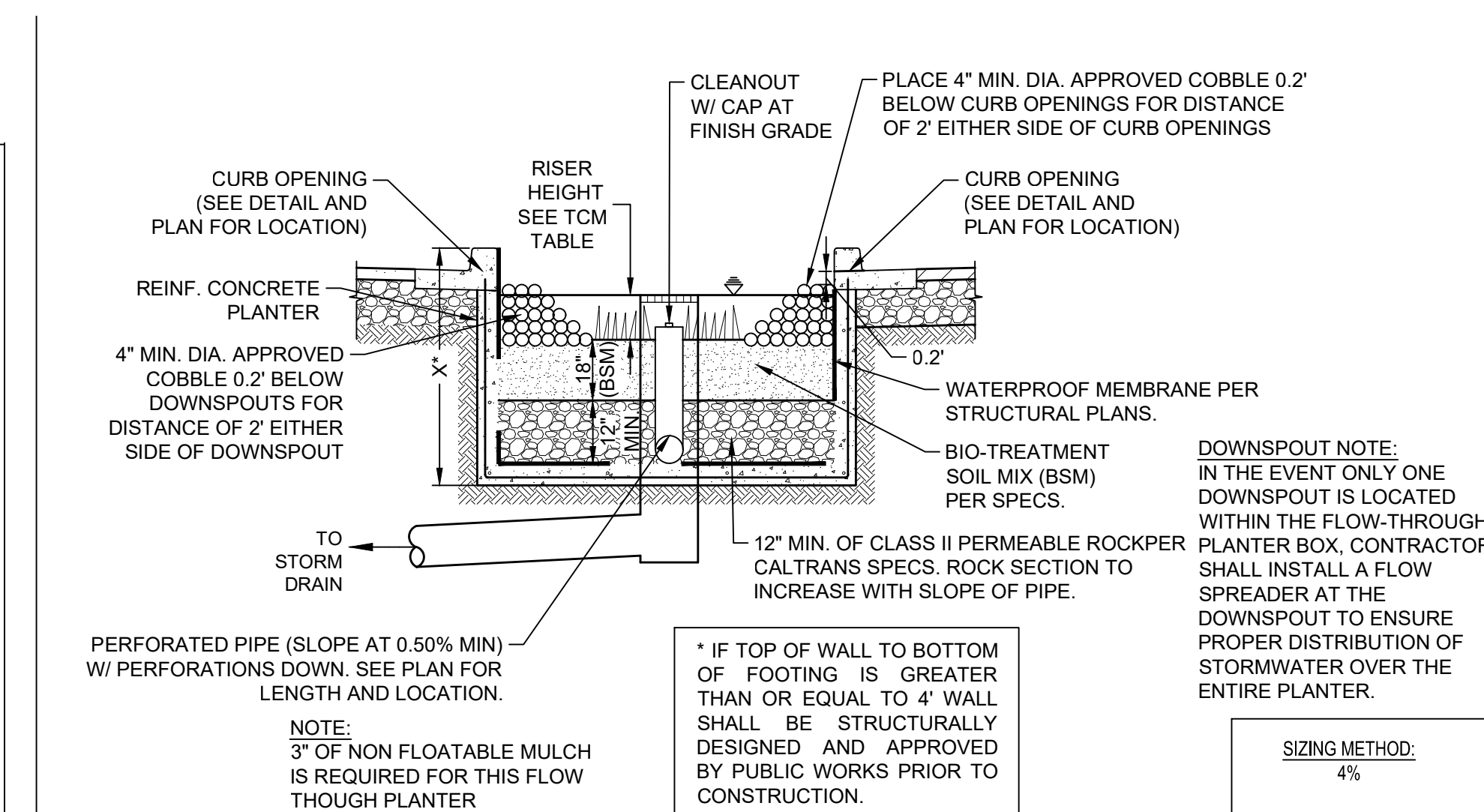
3 BUBBLER BOX DETAIL N.T.S.



4 CURB OPENING N.T.S.



5 CURB ADJACENT TO BIORETENTION N.T.S.



6 FLOW-THROUGH PLANTER (BELOW GRADE) N.T.S.

**BIOTREATMENT SOIL REQUIREMENTS**

- BIORETENTION 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 COMPOST MEASURED ON A VOLUME BASIS OF 60-70% SAND AND 30-40% COMPOST. CONTRACTOR TO REFER TO APPENDIX C FOR SAND AND COMPOST MATERIAL SPECIFICATIONS. CONTRACTOR MAY OBTAIN A COPY OF THE C3 HANDBOOK AT: [HTTPS://CLEANWATER.SCCGOV.ORG/SITES/G/FILES/EXJCPB461/FILES/SCVURPP\\_C.PDF](https://cleanwater.sccgov.org/sites/g/files/exjcpb461/files/scvurpp_c.pdf)
- 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.

**SOURCE CONTROL MEASURES:**

- CONNECT THE FOLLOWING FEATURES TO SANITARY SEWER:
  - COVERED TRASH/ RECYCLING ENCLOSURES.
  - WASH AREA/ RACKS.
- BENEFICIAL LANDSCAPING.
- USE OF WATER EFFICIENT IRRIGATION SYSTEMS.
- MAINTENANCE (PAVEMENT SWEEPING, CATCH BASIN CLEANING, GOOD HOUSEKEEPING).
- STORM DRAIN LABELING.

**BIORETENTION & FLOW-THROUGH PLANTER NOTES:**

- SEE GRADING PLAN FOR BASIN FOOTPRINT AND DESIGN ELEVATIONS.
- PLACE 3 INCHES OF COMPOSTED, NON-FLOATABLE MULCH IN AREAS BETWEEN STORMWATER PLANTINGS.
- SEE LANDSCAPE PLAN FOR MULCH, PLANT MATERIALS AND IRRIGATION REQUIREMENTS
- CURB CUTS SHALL BE A MINIMUM 18" WIDE AND SPACED AT MAXIMUM 10' O.C. INTERVALS AND SLOPED TO DIRECT STORMWATER TO DRAIN INTO THE BASIN. CURB CUTS SHALL ALSO NOT BE PLACED IN LINE WITH OVERFLOW CATCH BASIN. SEE GRADING PLAN FOR MORE DETAIL ON LOCATIONS OF CURB CUTS.
- A MINIMUM 0.2' DROP BETWEEN STORM WATER ENTRY POINT (I.E. CURB OPENING, FLUSH CURB, ETC.) AND ADJACENT LANDSCAPE FINISHED GRADE.
- DO NOT COMPACT NATIVE SOIL / SUBGRADE AT BOTTOM OF BASIN. LOOSEN SOIL TO 12" DEPTH.

**SITE DESIGN MEASURES:**

- PROTECT EXISTING TREES, VEGETATION, AND SOIL.
- CREATE NEW PERVIOUS AREAS:
  - LANDSCAPING
- DIRECT RUNOFF FROM ROOFS, SIDEWALKS, PATIOS TO LANDSCAPED AREAS.
- REDUCE EXISTING IMPERVIOUS SURFACES
- PLANT TREES ADJACENT TO AND IN PARKING AREAS AND ADJACENT TO OTHER IMPERVIOUS AREAS.
- PARKING:
  - NOT PROVIDED IN EXCESS OF CODE.



15 COTTLE ROAD  
15 COTTLE ROAD SAN JOSE  
CONDITIONAL USE PERMIT  
CP24-001

NO	DATE	DESCRIPTION
△	1/28/2025	PLANNING PC COMMENT RESPONSE
△	10/11/2024	PLANNING PC COMMENT RESPONSE
△	6/21/2024	PLANNING PC COMMENT RESPONSE
△	3/15/2024	PER CITY COMMENTS

PROJECT NO:	6579-00
CAD DWG FILE:	657900SW.DWG
DESIGNED BY:	MKD
DRAWN BY:	MKD
CHECKED BY:	RH
DATE:	NOV. 20, 2023
SCALE:	NOT TO SCALE

STORMWATER CONTROL PLAN NOTES & DETAILS



**15 COTTLE ROAD SAN JOSE**  
CONDITIONAL USE PERMIT  
CP24-001

SIZING FOR VOLUME BASED TREATMENT	
DMA # <b>2</b>	A= <b>4,412</b> s.f.
Impervious Area = <b>4,031</b> s.f.	% Imperviousness= <b>91.36%</b>
MAPsite = <b>14.3</b>	Correction Factor= <b>1.02878</b>
MAPgage = <b>13.9</b>	
Clay (D): <b>X</b>	Sandy Clay (D): <input type="checkbox"/> Clay Loam (D): <input type="checkbox"/>
Silt Loam/Loam (B): <input type="checkbox"/>	Not Applicable (100% Impervious): <input type="checkbox"/>
Are the soils outside the building footprint graded/compacted? <b>No</b> Yes/No	
If yes, and the soil will be compacted during site preparation and grading, the soil infiltration rate will be decreased. Modify your answer to a soil with a lower infiltration rate (eg. Silt Loam to Clay) Modified Soil Type: <input type="checkbox"/>	
S= <b>1.00%</b>	
UBS Volume for 1% Slope (UBS1%) = <b>0.55022983</b> inches (Use Figure B-2)	UBS Volume for 15% Slope (UBS15%) = <b>0.57409338</b> inches (Use Figure B-5)
UBS Volume for X% Slope (UBSX%) = <b>0.55022983</b> inches (Corrected Slope for the site)	
Adjusted UBS = Correction Factor (Step 2) x UBSx% (Step 5)	
Adjusted UBS = <b>0.56606378</b> inches	
Design Volume = Adjusted UBS (Step 6) x Drainage Area (Step 1) x 1ft/12 inch	
Design Volume = <b>208.12</b> ft <sup>3</sup>	
COMBO FLOW & VOLUME BIORETENTION CALCULATION	
Total Drainage Area = <b>4,412</b> sq. ft	Impervious Area = <b>4,031</b> sq. ft
Pervious Area = <b>381</b> sq. ft	Equivalent Impervious Area = <b>38</b> sq. ft
Total Equivalent Impervious = <b>4,069</b> sq. ft	
Rainfall Intensity = <b>0.2</b> in/hr	Duration = Adjusted UBS (Step 6) / Rainfall Intensity
Duration = <b>2.8303189</b> hrs	
Estimate the Surface Area = <b>124</b> sq. ft (Typically start with Total Impervious x 0.03)	
Volume of Treated Runoff = <b>146.233143</b> cu. ft	Volume in Ponding Area = <b>61.8896399</b> cu. ft
Depth of Ponding = <b>0.49911</b> ft	Depth of Ponding = <b>6</b> inches (Round up)
If Depth of Ponding is less than 6" the design can be optimized with a smaller surface area. (repeat)	
If Depth of Ponding is greater than 12" a larger surface area will be required. (repeat)	
If Depth of Ponding is between 6" to 12" this is the range allowable for Bioretention or Flow-Through Planters.	

SIZING FOR VOLUME BASED TREATMENT	
DMA # <b>3</b>	A= <b>6,826</b> s.f.
Impervious Area = <b>6,391</b> s.f.	% Imperviousness= <b>93.63%</b>
MAPsite = <b>14.3</b>	Correction Factor= <b>1.02878</b>
MAPgage = <b>13.9</b>	
Clay (D): <b>X</b>	Sandy Clay (D): <input type="checkbox"/> Clay Loam (D): <input type="checkbox"/>
Silt Loam/Loam (B): <input type="checkbox"/>	Not Applicable (100% Impervious): <input type="checkbox"/>
Are the soils outside the building footprint graded/compacted? <b>No</b> Yes/No	
If yes, and the soil will be compacted during site preparation and grading, the soil infiltration rate will be decreased. Modify your answer to a soil with a lower infiltration rate (eg. Silt Loam to Clay) Modified Soil Type: <input type="checkbox"/>	
S= <b>1.00%</b>	
UBS Volume for 1% Slope (UBS1%) = <b>0.55724465</b> inches (Use Figure B-2)	UBS Volume for 15% Slope (UBS15%) = <b>0.58088192</b> inches (Use Figure B-5)
UBS Volume for X% Slope (UBSX%) = <b>0.55724465</b> inches (Corrected Slope for the site)	
Adjusted UBS = Correction Factor (Step 2) x UBSx% (Step 5)	
Adjusted UBS = <b>0.57328047</b> inches	
Design Volume = Adjusted UBS (Step 6) x Drainage Area (Step 1) x 1ft/12 inch	
Design Volume = <b>326.10</b> ft <sup>3</sup>	
COMBO FLOW & VOLUME BIORETENTION CALCULATION	
Total Drainage Area = <b>6,826</b> sq. ft	Impervious Area = <b>6,391</b> sq. ft
Pervious Area = <b>435</b> sq. ft	Equivalent Impervious Area = <b>44</b> sq. ft
Total Equivalent Impervious = <b>6,435</b> sq. ft	
Rainfall Intensity = <b>0.2</b> in/hr	Duration = Adjusted UBS (Step 6) / Rainfall Intensity
Duration = <b>2.86640235</b> hrs	
Estimate the Surface Area = <b>192</b> sq. ft (Typically start with Total Impervious x 0.03)	
Volume of Treated Runoff = <b>229.312188</b> cu. ft	Volume in Ponding Area = <b>96.7888527</b> cu. ft
Depth of Ponding = <b>0.50410861</b> ft	Depth of Ponding = <b>6</b> inches (Round up)
If Depth of Ponding is less than 6" the design can be optimized with a smaller surface area. (repeat)	
If Depth of Ponding is greater than 12" a larger surface area will be required. (repeat)	
If Depth of Ponding is between 6" to 12" this is the range allowable for Bioretention or Flow-Through Planters.	

SIZING FOR VOLUME BASED TREATMENT	
DMA # <b>4</b>	A= <b>6,977</b> s.f.
Impervious Area = <b>6,267</b> s.f.	% Imperviousness= <b>89.82%</b>
MAPsite = <b>14.3</b>	Correction Factor= <b>1.0288</b>
MAPgage = <b>13.9</b>	
Clay (D): <b>X</b>	Sandy Clay (D): <input type="checkbox"/> Clay Loam (D): <input type="checkbox"/>
Silt Loam/Loam (B): <input type="checkbox"/>	Not Applicable (100% Impervious): <input type="checkbox"/>
Are the soils outside the building footprint graded/compacted? <b>No</b> Yes/No	
If yes, and the soil will be compacted during site preparation and grading, the soil infiltration rate will be decreased. Modify your answer to a soil with a lower infiltration rate (eg. Silt Loam to Clay) Modified Soil Type: <input type="checkbox"/>	
S= <b>1.00%</b>	
UBS Volume for 1% Slope (UBS1%) = <b>0.54545349</b> inches (Use Figure B-2)	UBS Volume for 15% Slope (UBS15%) = <b>0.56947112</b> inches (Use Figure B-5)
UBS Volume for X% Slope (UBSX%) = <b>0.54545349</b> inches (Corrected Slope for the site)	
Adjusted UBS = Correction Factor (Step 2) x UBSx% (Step 5)	
Adjusted UBS = <b>0.56115</b> inches	
Design Volume = Adjusted UBS (Step 6) x Drainage Area (Step 1) x 1ft/12 inch	
Design Volume = <b>326.26</b> ft <sup>3</sup>	
COMBO FLOW & VOLUME BIORETENTION CALCULATION	
Total Drainage Area = <b>6,977</b> sq. ft	Impervious Area = <b>6,267</b> sq. ft
Pervious Area = <b>710</b> sq. ft	Equivalent Impervious Area = <b>71</b> sq. ft
Total Equivalent Impervious = <b>6,338</b> sq. ft	
Rainfall Intensity = <b>0.2</b> in/hr	Duration = Adjusted UBS (Step 6) / Rainfall Intensity
Duration = <b>2.80575</b> hrs	
Estimate the Surface Area = <b>195</b> sq. ft (Typically start with Total Impervious x 0.03)	
Volume of Treated Runoff = <b>227.96718</b> cu. ft	Volume in Ponding Area = <b>98.294774</b> cu. ft
Depth of Ponding = <b>0.5040758</b> ft	Depth of Ponding = <b>6</b> inches (Round up)
If Depth of Ponding is less than 6" the design can be optimized with a smaller surface area. (repeat)	
If Depth of Ponding is greater than 12" a larger surface area will be required. (repeat)	
If Depth of Ponding is between 6" to 12" this is the range allowable for Bioretention or Flow-Through Planters.	

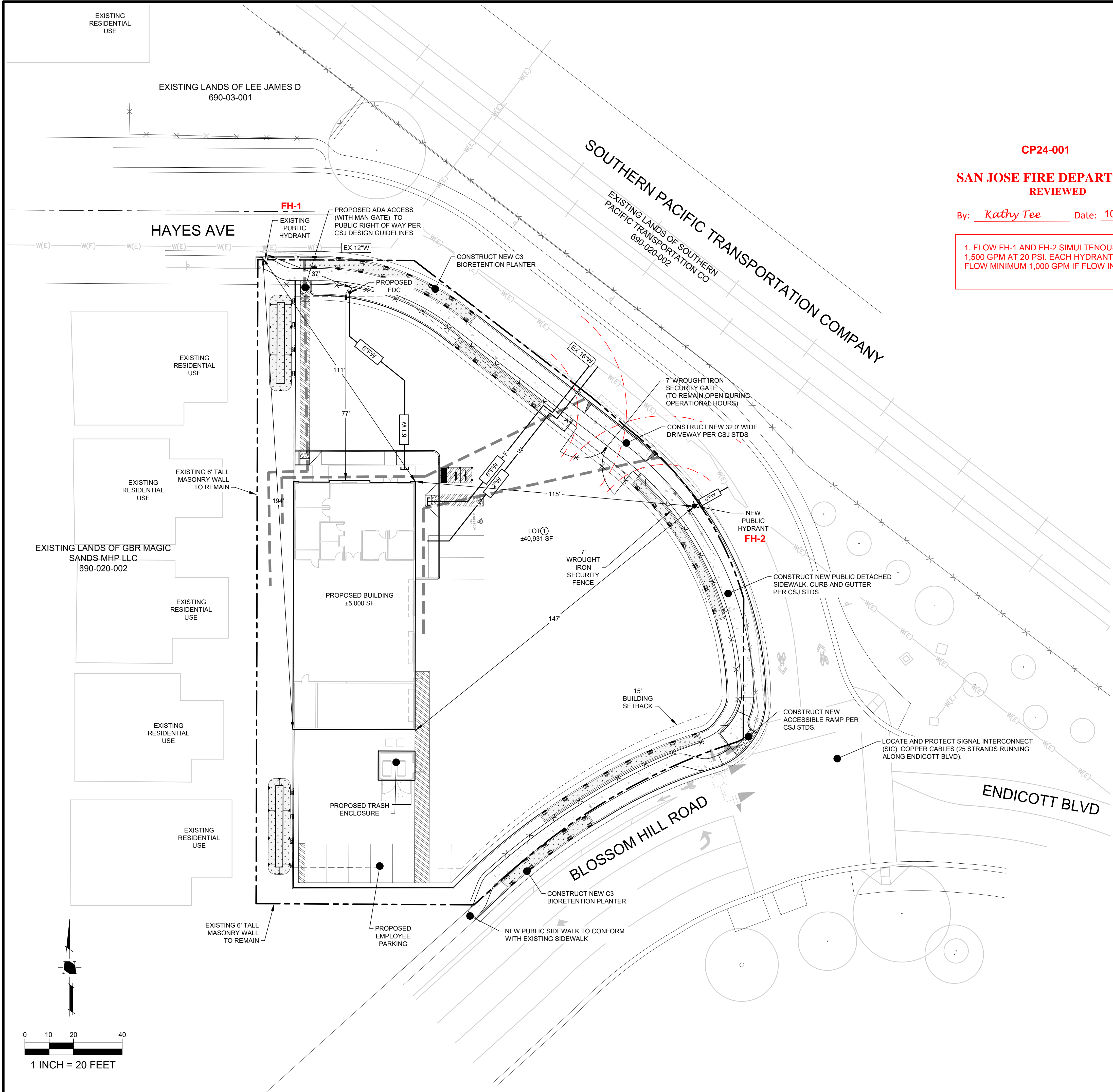
TABLE 1 ROUTINE MAINTENANCE ACTIVITIES FOR BIORETENTION AREAS		
NO.	MAINTENANCE TASK	FREQUENCY OF TASK
1	REMOVE OBSTRUCTIONS, WEEDS, DEBRIS AND TRASH FROM BIORETENTION AREA AND ITS INLETS AND OUTLETS; AND DISPOSE OF PROPERLY.	QUARTERLY, OR AS NEEDED AFTER STORM EVENTS
2	INSPECT BIORETENTION AREA FOR STANDING WATER. IF STANDING WATER DOES NOT DRAIN WITHIN 2-3 DAYS, TILL AND REPLACE THE SURFACE BIOTREATMENT SOIL WITH THE APPROVED SOIL MIX AND REPLANT.	QUARTERLY, OR AS NEEDED AFTER STORM EVENTS
3	CHECK UNDERDRAINS FOR CLOGGING. USE THE CLEANOUT RISER TO CLEAN ANY CLOGGED UNDERDRAINS.	QUARTERLY, OR AS NEEDED AFTER STORM EVENTS
4	MAINTAIN THE IRRIGATION SYSTEM AND ENSURE THAT PLANTS ARE RECEIVING THE CORRECT AMOUNT OF WATER (IF APPLICABLE).	QUARTERLY
5	ENSURE THAT THE VEGETATION IS HEALTHY AND DENSE ENOUGH TO PROVIDE FILTERING AND PROTECT SOILS FROM EROSION. PRUNE AND WEED THE BIORETENTION AREA. REMOVE AND/OR REPLACE ANY DEAD PLANTS.	ANNUALLY, BEFORE THE WET 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 WET SEASON BEGINS
7	CHECK THAT MULCH IS AT APPROPRIATE DEPTH (2 - 3 INCHES PER SOIL SPECIFICATIONS) AND REPLENISH AS NECESSARY BEFORE WET SEASON BEGINS. IT IS RECOMMENDED THAT 2" - 3" OF ARBOR MULCH BE REAPPLIED EVERY YEAR.	ANNUALLY, BEFORE THE WET SEASON BEGINS
8	INSPECT THE ENERGY DISSIPATION AT THE INLET TO ENSURE IT IS FUNCTIONING ADEQUATELY, AND THAT THERE IS NO SCOUR OF THE SURFACE MULCH. REMOVE ACCUMULATED SEDIMENT.	ANNUALLY, BEFORE THE WET SEASON BEGINS
9	INSPECT OVERFLOW PIPE TO ENSURE THAT IT CAN SAFELY CONVEY EXCESS FLOWS TO A STORM DRAIN. REPAIR OR REPLACE DAMAGED PIPING.	ANNUALLY, BEFORE THE WET SEASON BEGINS
10	REPLACE BIOTREATMENT SOIL AND MULCH, IF NEEDED. CHECK FOR STANDING WATER, STRUCTURAL FAILURE AND CLOGGED OVERFLOWS. REMOVE TRASH AND DEBRIS. REPLACE DEAD PLANTS.	
11	INSPECT BIORETENTION AREA USING THE ATTACHED INSPECTION CHECKLIST.	ANNUALLY, BEFORE THE WET SEASON

TABLE 1 ROUTINE MAINTENANCE ACTIVITIES FOR FLOW-THROUGH PLANTERS		
NO.	MAINTENANCE TASK	FREQUENCY OF TASK
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,

NO	DATE	DESCRIPTION
△		
△	1/28/2025	PLANNING PC COMMENT RESPONSE
△	10/11/2024	PLANNING PC COMMENT RESPONSE
△	6/21/2024	PLANNING PC COMMENT RESPONSE
△	3/15/2024	PER CITY COMMENTS

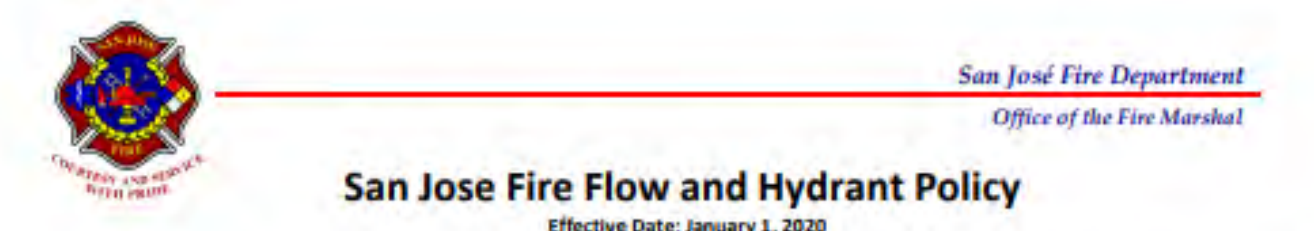
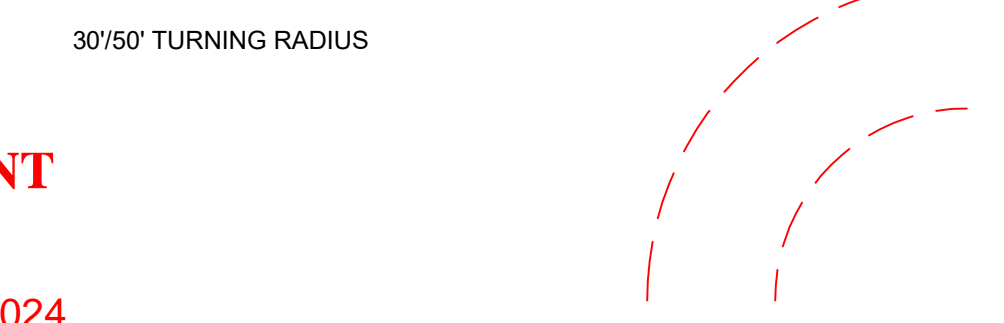
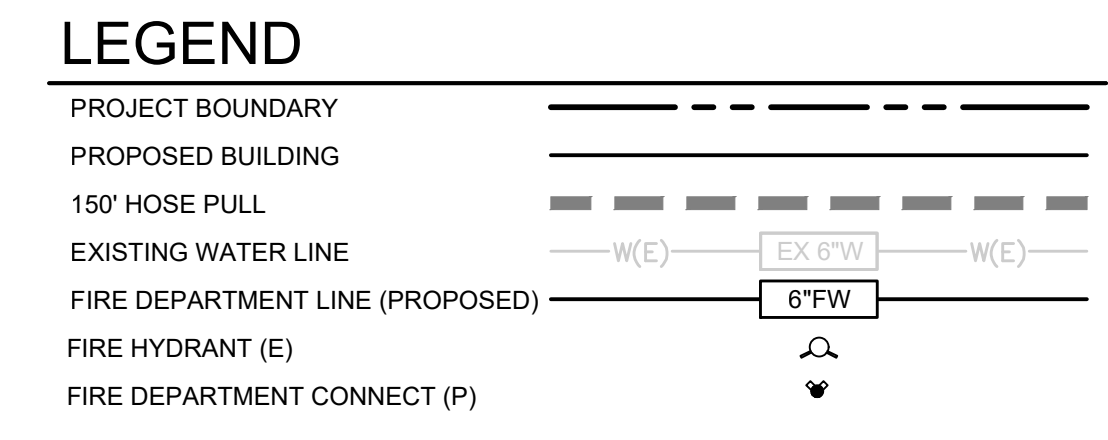
PROJECT NO:	6579-00
CAD DWG FILE:	657900SW.DWG
DESIGNED BY:	MKD
DRAWN BY:	MKD
CHECKED BY:	RH
DATE:	NOV. 20, 2023
SCALE:	NOT TO SCALE
© HMH	

**STORMWATER CONTROL CALCULATIONS**



**CP24-001**  
**SAN JOSE FIRE DEPARTMENT**  
**REVIEWED**  
 By: Kathy Tee Date: 10/23/2024

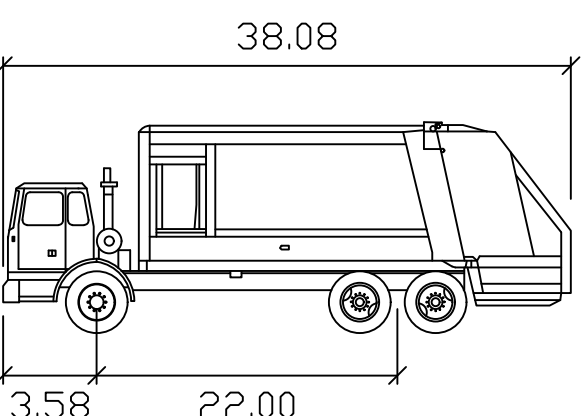
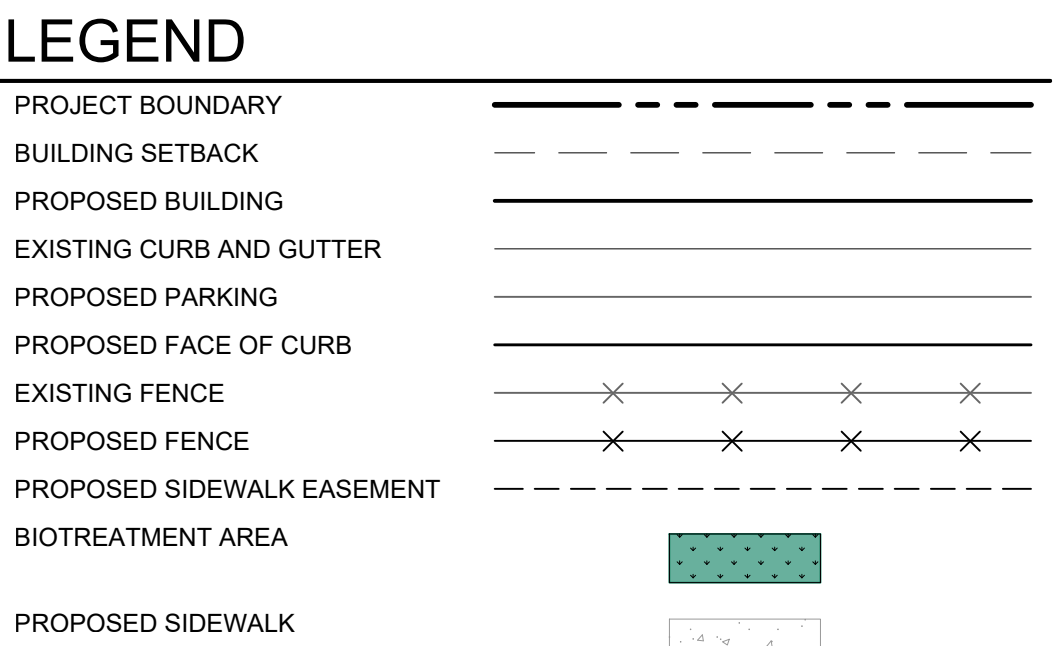
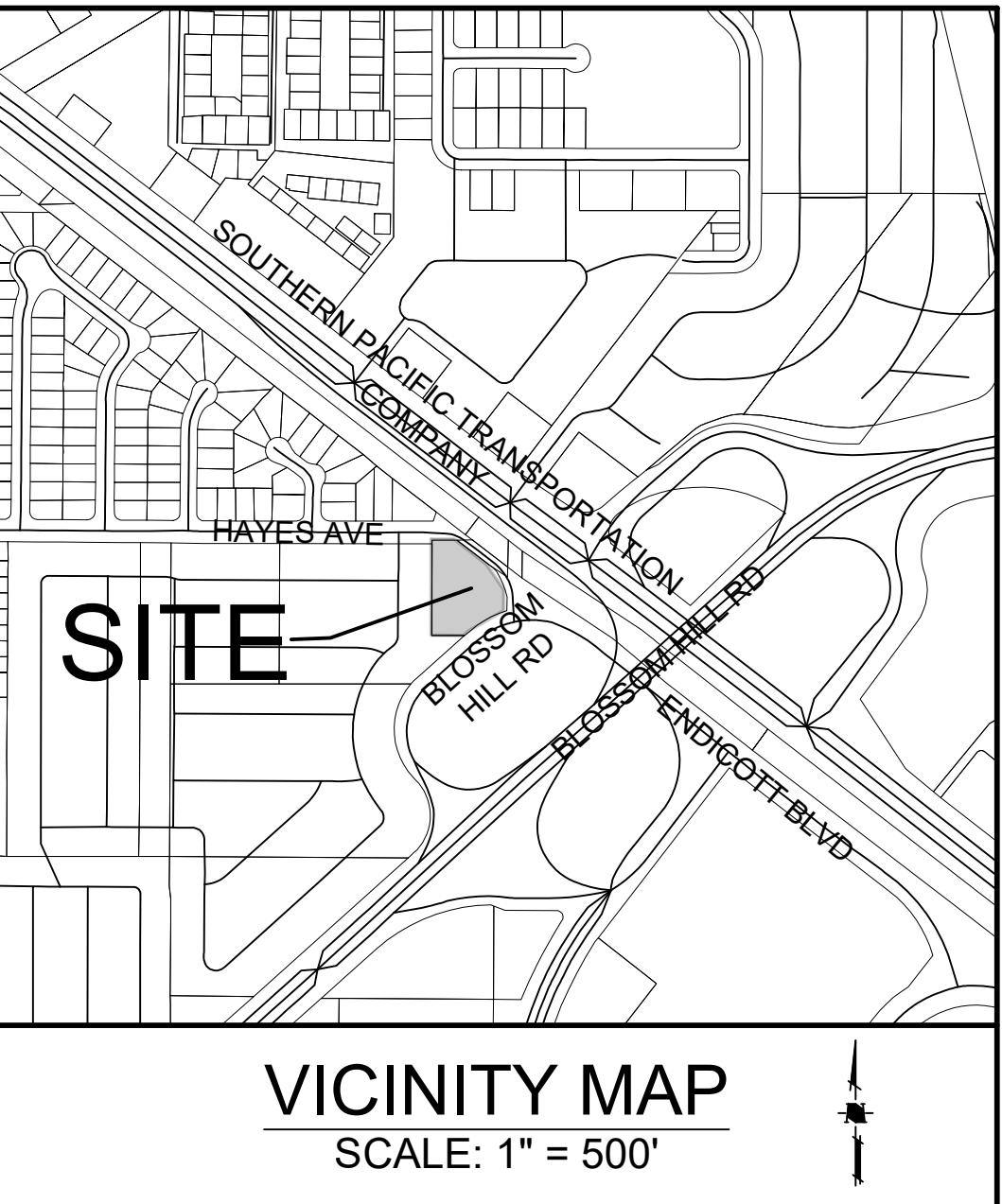
1. FLOW FH-1 AND FH-2 SIMULTANEOUSLY FOR 1,500 GPM AT 20 PSI. EACH HYDRANT SHALL FLOW MINIMUM 1,000 GPM IF FLOW INDIVIDUALLY.



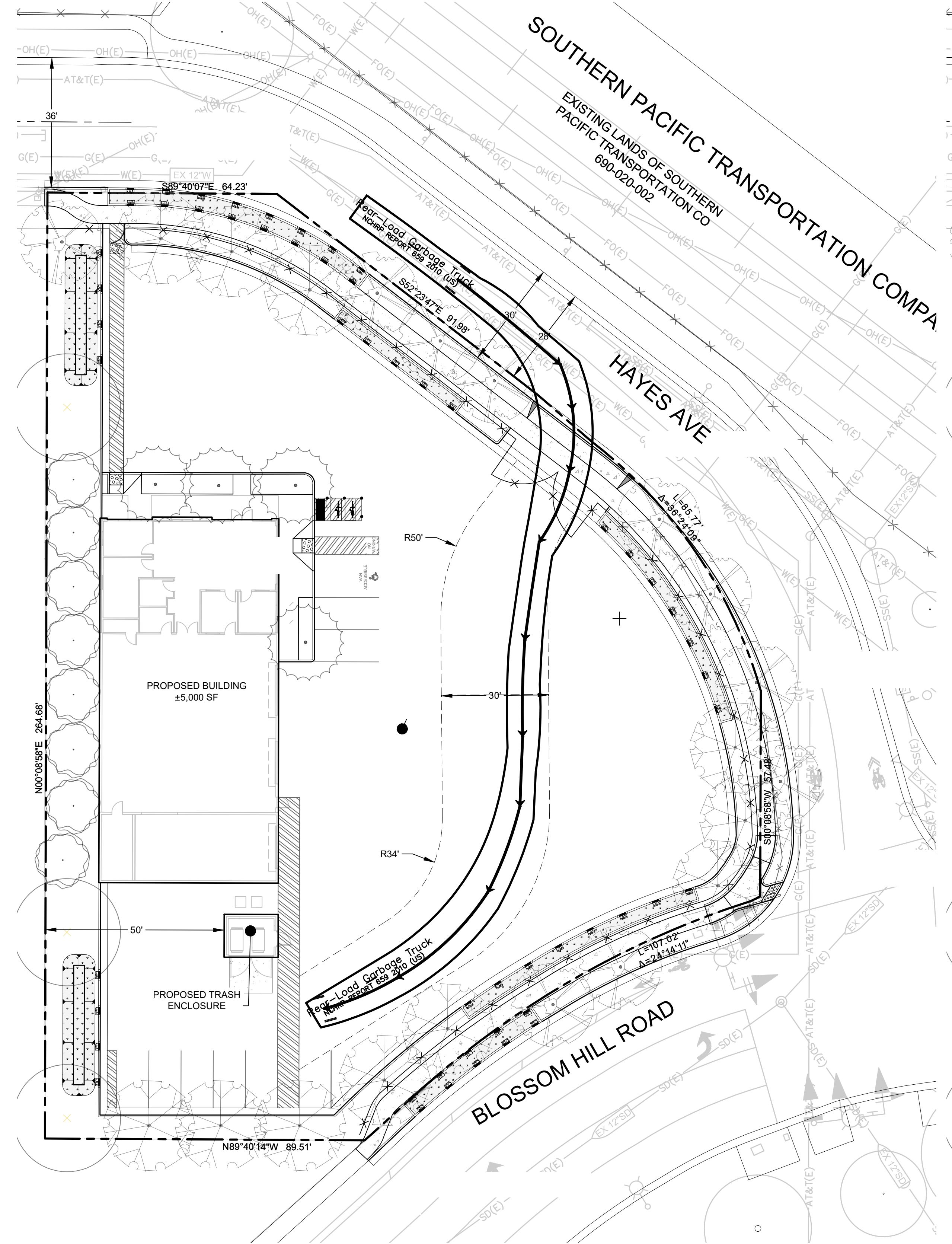
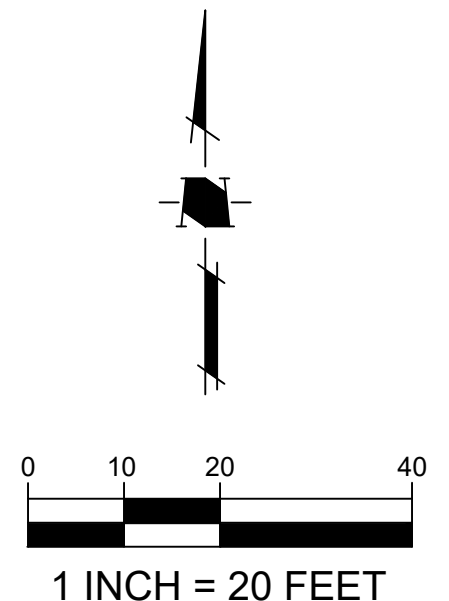
**San Jose Fire Flow and Hydrant Policy**  
 Effective Date: January 1, 2020

2019 CFC Section 107.5.1 - Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on the approved access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and means shall be provided where required by the fire code official. Exception: For Group A-3 and Group U occupancies, equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.5.1.2, 903.5.1.3, or 903.5.1.4, the distance requirement shall be not more than 600 feet (183 m).  
 52 Motor Code 22.22 Part 1.5 - Adopts 2021 CFC Appendix B and Appendix C, with modifications represented below.  
 NOTE: Moved Construction Fire Flow is to be determined as directed by State Fire Marshal Code Interpretation #11-015 published 12/19/2011.

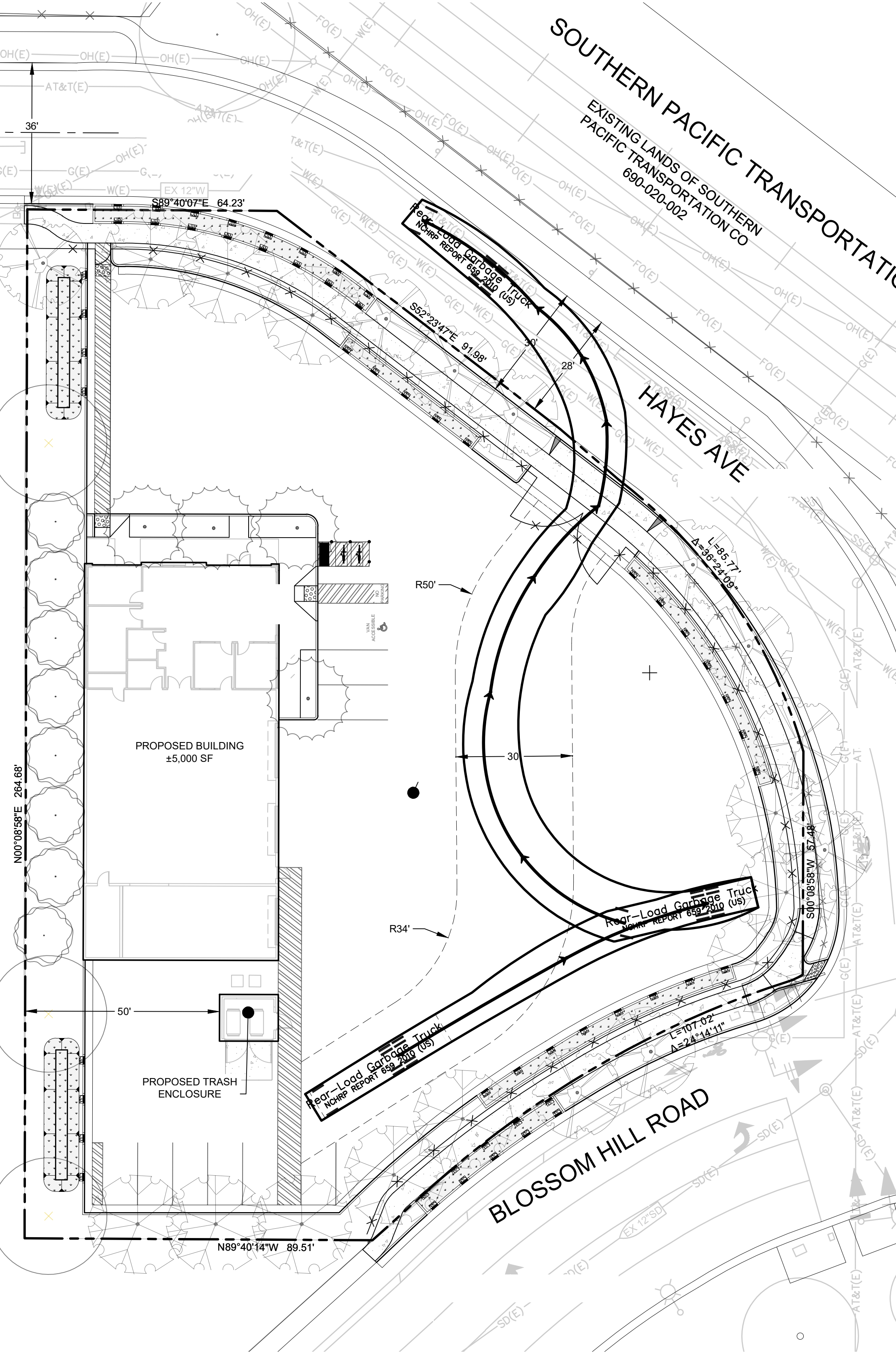
Type A and B <sup>a</sup>	Building Area (Square Feet)				Fire Flow (gpm) <sup>b</sup> and Duration			Required Number and Spacing of Fire Hydrants <sup>c</sup>	
	Type A and B <sup>a</sup>	Type IV and V <sup>a</sup>	Type III and IV <sup>a</sup>	Type V <sup>a</sup>	Light Hazard Occ. <sup>c</sup>	Ordinary Hazard Group 1 and 2 Occ. <sup>c</sup>	High Hazard Group 3 and 4 Occ. <sup>c</sup>	Min. # of Hydrants	Max. Spacing Between Hydrants (feet) <sup>d</sup>
0-42,000	0-42,000	0-6,000	0-6,000	0-6,000	1,000	1,000	1,000	2	1
42,000-84,000	42,000-84,000	6,000-12,000	6,000-12,000	6,000-12,000	1,500	1,500	1,500	2	1
84,000-126,000	84,000-126,000	12,000-18,000	12,000-18,000	12,000-18,000	2,000	2,000	2,000	2	1
126,000-168,000	126,000-168,000	18,000-24,000	18,000-24,000	18,000-24,000	2,500	2,500	2,500	2	1
168,000-210,000	168,000-210,000	24,000-30,000	24,000-30,000	24,000-30,000	3,000	3,000	3,000	2	1
210,000-252,000	210,000-252,000	30,000-36,000	30,000-36,000	30,000-36,000	3,500	3,500	3,500	2	1
252,000-294,000	252,000-294,000	36,000-42,000	36,000-42,000	36,000-42,000	4,000	4,000	4,000	2	1
294,000-336,000	294,000-336,000	42,000-48,000	42,000-48,000	42,000-48,000	4,500	4,500	4,500	2	1
336,000-378,000	336,000-378,000	48,000-54,000	48,000-54,000	48,000-54,000	5,000	5,000	5,000	2	1
378,000-420,000	378,000-420,000	54,000-60,000	54,000-60,000	54,000-60,000	5,500	5,500	5,500	2	1
420,000-462,000	420,000-462,000	60,000-66,000	60,000-66,000	60,000-66,000	6,000	6,000	6,000	2	1
462,000-504,000	462,000-504,000	66,000-72,000	66,000-72,000	66,000-72,000	6,500	6,500	6,500	2	1
504,000-546,000	504,000-546,000	72,000-78,000	72,000-78,000	72,000-78,000	7,000	7,000	7,000	2	1
546,000-588,000	546,000-588,000	78,000-84,000	78,000-84,000	78,000-84,000	7,500	7,500	7,500	2	1
588,000-630,000	588,000-630,000	84,000-90,000	84,000-90,000	84,000-90,000	8,000	8,000	8,000	2	1
630,000-672,000	630,000-672,000	90,000-96,000	90,000-96,000	90,000-96,000	8,500	8,500	8,500	2	1
672,000-714,000	672,000-714,000	96,000-102,000	96,000-102,000	96,000-102,000	9,000	9,000	9,000	2	1
714,000-756,000	714,000-756,000	102,000-108,000	102,000-108,000	102,000-108,000	9,500	9,500	9,500	2	1
756,000-798,000	756,000-798,000	108,000-114,000	108,000-114,000	108,000-114,000	10,000	10,000	10,000	2	1
798,000-840,000	798,000-840,000	114,000-120,000	114,000-120,000	114,000-120,000	10,500	10,500	10,500	2	1
840,000-882,000	840,000-882,000	120,000-126,000	120,000-126,000	120,000-126,000	11,000	11,000	11,000	2	1
882,000-924,000	882,000-924,000	126,000-132,000	126,000-132,000	126,000-132,000	11,500	11,500	11,500	2	1
924,000-966,000	924,000-966,000	132,000-138,000	132,000-138,000	132,000-138,000	12,000	12,000	12,000	2	1
966,000-1,008,000	966,000-1,008,000	138,000-144,000	138,000-144,000	138,000-144,000	12,500	12,500	12,500	2	1
1,008,000-1,050,000	1,008,000-1,050,000	144,000-150,000	144,000-150,000	144,000-150,000	13,000	13,000	13,000	2	1
1,050,000-1,092,000	1,050,000-1,092,000	150,000-156,000	150,000-156,000	150,000-156,000	13,500	13,500	13,500	2	1
1,092,000-1,134,000	1,092,000-1,134,000	156,000-162,000	156,000-162,000	156,000-162,000	14,000	14,000	14,000	2	1
1,134,000-1,176,000	1,134,000-1,176,000	162,000-168,000	162,000-168,000	162,000-168,000	14,500	14,500	14,500	2	1
1,176,000-1,218,000	1,176,000-1,218,000	168,000-174,000	168,000-174,000	168,000-174,000	15,000	15,000	15,000	2	1
1,218,000-1,260,000	1,218,000-1,260,000	174,000-180,000	174,000-180,000	174,000-180,000	15,500	15,500	15,500	2	1
1,260,000-1,302,000	1,260,000-1,302,000	180,000-186,000	180,000-186,000	180,000-186,000	16,000	16,000	16,000	2	1
1,302,000-1,344,000	1,302,000-1,344,000	186,000-192,000	186,000-192,000	186,000-192,000	16,500	16,500	16,500	2	1
1,344,000-1,386,000	1,344,000-1,386,000	192,000-198,000	192,000-198,000	192,000-198,000	17,000	17,000	17,000	2	1
1,386,000-1,428,000	1,386,000-1,428,000	198,000-204,000	198,000-204,000	198,000-204,000	17,500	17,500	17,500	2	1
1,428,000-1,470,000	1,428,000-1,470,000	204,000-210,000	204,000-210,000	204,000-210,000	18,000	18,000	18,000	2	1
1,470,000-1,512,000	1,470,000-1,512,000	210,000-216,000	210,000-216,000	210,000-216,000	18,500	18,500	18,500	2	1
1,512,000-1,554,000	1,512,000-1,554,000	216,000-222,000	216,000-222,000	216,000-222,000	19,000	19,000	19,000	2	1
1,554,000-1,596,000	1,554,000-1,596,000	222,000-228,000	222,000-228,000	222,000-228,000	19,500	19,500	19,500	2	1
1,596,000-1,638,000	1,596,000-1,638,000	228,000-234,000	228,000-234,000	228,000-234,000	20,000	20,000	20,000	2	1
1,638,000-1,680,000	1,638,000-1,680,000	234,000-240,000	234,000-240,000	234,000-240,000	20,500	20,500	20,500	2	1
1,680,000-1,722,000	1,680,000-1,722,000	240,000-246,000	240,000-246,000	240,000-246,000	21,000	21,000	21,000	2	1
1,722,000-1,764,000	1,722,000-1,764,000	246,000-252,000	246,000-252,000	246,000-252,000	21,500	21,500	21,500	2	1
1,764,000-1,806,000	1,764,000-1,806,000	252,000-258,000	252,000-258,000	252,000-258,000	22,000	22,000	22,000	2	1
1,806,000-1,848,000	1,806,000-1,848,000	258,000-264,000	258,000-264,000	258,000-264,000	22,500	22,500	22,500	2	1
1,848,000-1,890,000	1,848,000-1,890,000	264,000-270,000	264,000-270,000	264,000-270,000	23,000	23,000	23,000	2	1
1,890,000-1,932,000	1,890,000-1,932,000	270,000-276,000	270,000-276,000	270,000-276,000	23,500	23,500	23,500	2	1
1,932,000-1,974,000	1,932,000-1,974,000	276,000-282,000	276,000-282,000	276,000-282,000	24,000	24,000	24,000	2	1
1,974,000-2,016,000	1,974,000-2,016,000	282,000-288,000	282,000-288,000	282,000-288,000	24,500	24,500	24,500	2	1
2,016,000-2,058,000	2,016,000-2,058,000	288,000-294,000	288,000-294,000	288,000-294,000	25,000	25,000	25,000	2	1
2,058,000-2,100,000	2,058,000-2,100,000	294,000-300,000	294,000-300,000	294,000-300,000	25,500	25,500	25,500	2	1
2,100,000-2,142,000	2,100,000-2,142,000	300,000-306,000	300,000-306,000	300,000-306,000	26,000	26,000	26,000	2	1
2,142,000-2,184,000	2,142,000-2,184,000	306,000-312,000	306,000-312,000	306,000-312,000	26,500	26,500	26,500	2	1
2,184,000-2,226,000	2,184,000-2,226,000	312,000-318,000	312,000-318,000	312,000-318,000	27,000	27,000	27,000	2	1
2,226,000-2,268,000	2,226,000-2,268,000	318,000-324,000	318,000-324,000	318,000-324,000	27,500	27,500	27,500	2	1
2,268,000-2,310,000	2,268,000-2,310,000	324,000-330,000	324,000-330,000	324,000-330,000	28,000	28,000	28,000	2	1
2,310,000-2,352,000	2,310,000-2,352,000	330,000-336,000	330,000-336,000	330,000-336,000	28,500	28,500	28,500	2	1
2,352,000-2,394,000	2,352,000-2,394,000	336,000-342,000	336,000-342,000	336,000-342,000	29,000	29,000	29,000	2	1
2,394,000-2,436,000	2,394,000-2,436,000	342,000-348,000	342,000-348,000	342,000-348,000	29,500	29,500	29,500	2	1
2,436,000-2,478,000	2,436,000-2,478,000	348,000-354,000	348,000-354,000	348,000-354,000	30,000	30,000	30,000	2	1
2,478,000-2,520,000	2,478,000-2,520,000	354,000-360,000	354,000-360,000	354,000-360,000	30,500	30,500	30,500	2	1
2,520,000-2,562,000	2,520,000-2,562,000	360,000-366,000	360,000-366,000	360,000-366,000	31,000	31,000	31,000	2	1
2,562,000-2,604,000	2,562,000-2,604,000	366,000-372,000	366,000-372,000	366,000-372,000	31,500	31,500	31,500	2	1
2,604,000-2,646,000	2,604,000-2,646,000	372,000-378,000	372,000-378,000	372,000-378,000	32,000	32,000	32,000	2	1
2,646,000-2,688,000	2,646,000-2,688,000	378,000-384,000	378,000-384,000	378,000-384,000	32,500	32,500	32,500	2	1
2,688,000-2,730,000	2,688,000-2,730,000	384,000-390,000	384,000-390,000	384,000-390,000	33,000	33,000	33,000	2	1
2,730,000-2,772,000	2,730,000-2,772,000	390,000-396,000	390,000-396,000	390,000-396,000	33,500	33,500	33,500	2	1
2,772,000-2,814,000	2,772,000-2,814,000	396,000-402,000	396,000-402,000	396,000-402,000	34,000	34,000	34,000	2	1
2,814,000-2,856,000	2,814,000-2,856,000	402,000-408,000	402,000-408,000	402,000-408,000	34,500	34,500	34,500	2	1
2,856,000-2,898,000	2,856,000-2,898,000	408,000-414,000	408,000-414,000	408,000-414,000	35,000	35,000	35,000	2	1
2,898,000-2,940,000	2,898,000-2,940,000	414,000-420,000	414,000-420,000	414,000-420,000	35,500	35,500	35,500	2	1
2,940,000-2,982,000	2,940,000-2,982,000	420,000-426,000	420,000-426,000	420,000-426,000	36,000	36,000	36,000	2	1
2,982,000-3,024,000	2,982,000-3,024,000	426,000-432,000	426,000-432,000						



Rear-Load Garbage Truck  
 Width : 8.00 feet  
 Track : 8.00 feet  
 Lock to Lock Time : 6.0  
 Steering Angle : 27.4



WASTE MANAGEMENT-SITE ACCESS IN



WASTE MANAGEMENT-SITE ACCESS OUT

**15 COTTLE ROAD SAN JOSE**  
**CONDITIONAL USE PERMIT**  
**CP24-001**

NO	DATE	DESCRIPTION
1/28/2025		PLANNING PC COMMENT RESPONSE
10/1/2024		PLANNING PC COMMENT RESPONSE
6/21/2024		PLANNING PC COMMENT RESPONSE
3/15/2024		PER CITY COMMENTS

NO	DATE	DESCRIPTION
		PROJECT NO. 6579.00
		CAD DWG FILE: 657900WM.DWG
		DESIGNED BY: MKD
		DRAWN BY: MKD
		CHECKED BY: RH
		DATE: NOV. 20, 2023
		SCALE: AS SHOWN

**WASTE MANAGEMENT ACCESS PLAN**





















**PROPOSED PLANT PALETTE**

**TREE LEGEND:** SCALE: 1" = 20'

- ACER RUBRUM 'ARMSTRONG' (MEDIUM TREE)
- LAGERSTROEMIA INDICA 'NATCHEZ' (SMALL TREE)
- LAURUS NOBILIS 'SARATOGA' (SMALL TREE)
- MALUS 'PRAIRIFIRE' (SMALL TREE)
- ULMUS PARVIFOLIA (MEDIUM TREE)

- SHRUB LEGEND:**
- CEANOTHUS 'CONCHA'
  - CHONDROPETALUM ELEPHANTINUM
  - LOMANDRA LONGIFOLIA 'BREEZE'
  - LOMANDRA HYSTRIX 'TROPICBELLE'
  - NEPETA X FAASSENII
  - SALVIA CLEVELANDII

- BIOTREATMENT AREA LEGEND:**
- JUNCUS PATENS
  - CHONDROPETALUM TECTORUM
  - VERBENA LILACENA 'DE LA MINA'

- GROUND COVER LEGEND:**
- ARCTOSTAPHYLOS 'EMERALD CARPET'
  - ERIGERON KARVINSKIANUS

- NOTES:**
- SEE SHEET L10.1 FOR LANDSCAPE PLAN.
  - SEE SHEET L10.2 FOR PLANTING LEGEND, NOTES, AND TREE MITIGATION TABLE.
  - SEE SHEET L10.3 FOR PLANTING DETAILS.
  - SEE SHEET L10.4 FOR HYDROZONE PLAN.
  - SEE SHEET L10.5 FOR IRRIGATION DETAILS.
  - SEE SHEETS L10.6 - L10.7 FOR CONCEPT IMAGES.
  - SEE SHEETS L10.8 FOR TREE CANOPY COVERAGE PLAN.
  - STREET TREES SHOWN CONCEPTUALLY. FINAL SELECTION TO BE COORDINATED WITH THE CITY ARBORIST.
  - STREET TREE TO BE APPROVED BY CITY ARBORIST. MAXIMUM DISTANCE FOR STREET TREES AS FOLLOWS:  
 20'-0" O.C. FOR SMALL STREET TREES  
 25'-0" O.C. FOR MEDIUM STREET TREES  
 35'-0" O.C. FOR LARGE STREET TREES
  - SITE TREE PLACEMENT MINIMUM DIMENSION REQUIREMENT:  
 5'-0" O.C. TO BUILDING STRUCTURE FOR SMALL STREET TREES  
 12'-0" O.C. TO BUILDING STRUCTURE FOR MEDIUM STREET TREES  
 20'-0" O.C. TO BUILDING STRUCTURE FOR LARGE STREET TREES
  - DESIGNATE 700 CUBIC FEET OF NON-COMPACTED SOIL FOR SMALL TREES, 1400 CUBIC FEET OF NON-COMPACTED SOIL FOR MEDIUM TREES, AND 2100 CUBIC FEET OF NON-COMPACTED SOIL FOR LARGE TREES TO ALLOW TREES TO REACH THEIR MATURITY. STRUCTURAL SOIL SYSTEMS, SOIL CELLS, OR CONTINUOUS TRENCHES ARE EXAMPLE OF WAYS TO REACH TO THE ABOVE SOIL VOLUMES.
  - MINIMUM VERTICAL CLEARANCE FOR TREE CANOPIES AT MATURITY AS FOLLOWS:  
 14'-0" IN AND AROUND SERVICE AND LOADING AREAS AND DRIVEWAYS  
 12'-0" FOR PARKING LOTS  
 8'-0" FOR TREE CANOPIES IMMEDIATELY

**HMM**  
 Land Use Entitlements  
 Land Planning  
 Landscape Architecture  
 Civil Engineering  
 Utility Design  
 Land Surveying  
 Stormwater Compliance  
 1570 Oakland Road (408) 487-2200  
 San Jose, CA 95131 HMMca.com

**15 COTTLE ROAD SAN JOSE  
 15 COTTLE ROAD SAN JOSE  
 CONDITIONAL USE PERMIT  
 CP24-001**

NO	DATE	DESCRIPTION
1/28/2025		PLANNING PC COMMENT RESPONSE
10/11/2024		PLANNING PC COMMENT RESPONSE
6/21/2024		PLANNING PC COMMENT RESPONSE
3/15/2024		PER CITY COMMENTS

PROJECT NO:	6579.00
CAD DWG FILE:	657900CL.DWG
DESIGNED BY:	ST
DRAWN BY:	JN
CHECKED BY:	ST
DATE:	NOV. 20, 2023
SCALE:	1" = 20'
© HMM	

**LANDSCAPE PLAN**  
**L10.1**  
 OF 28

**PLANTING PLAN NOTES**

CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO FURNISH AND INSTALL PLANT MATERIAL AS SHOWN ON THE DRAWINGS AND AS DESCRIBED IN THE SPECIFICATIONS.

UNLESS DESIGNATED ON THE DRAWINGS OTHERWISE, STRUCTURAL IMPROVEMENTS AND HARDSCAPE SHALL BE INSTALLED PRIOR TO PLANTING OPERATIONS.

PLANT LIST ON THE DRAWINGS SHALL BE USED AS A GUIDE ONLY. CONTRACTOR SHALL TAKEOFF AND VERIFY SIZES AND QUANTITIES BY PLAN CHECK.

A SOIL MANAGEMENT REPORT SHALL BE PROVIDED BY LANDSCAPE CONTRACTOR AND SOIL AMENDMENTS SHALL BE FOLLOWED PER THE REPORT. PHYSICAL COPIES OF THE SOIL MANAGEMENT REPORT SHALL BE PROVIDED TO THE CLIENT, PROJECT LANDSCAPE ARCHITECT AND LOCAL AGENCY AS REQUIRED. THE SOIL MANAGEMENT REPORT SHALL CONFORM TO STATE AB1881 WATER EFFICIENT LANDSCAPE ORDINANCE (WELO) OR LOCAL AGENCY ADOPTED WELO. CONTRACTOR SHALL OBTAIN A SOILS MANAGEMENT REPORT AFTER GRADING OPERATIONS AND PRIOR TO PLANT INSTALLATION.

SAMPLES OF FERTILIZERS, ORGANIC AMENDMENT, SOIL CONDITIONERS, AND SEED SHALL BE SUBMITTED PRIOR TO INCORPORATION. CONTRACTOR SHALL FURNISH TO THE OWNER'S AUTHORIZED REPRESENTATIVE A CERTIFICATE OF COMPLIANCE FOR SUCH FURNISHED MATERIALS.

ALL WORK ON THE IRRIGATION SYSTEM, INCLUDING HYDROSTATIC, COVERAGE, AND OPERATIONAL TESTS AND THE BACKFILLING AND COMPACTION OF TRENCHES SHALL BE PERFORMED PRIOR TO PLANTING OPERATIONS.

LOCATIONS OF PLANT MATERIAL SHALL BE REVIEWED ON SITE BY THE OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO INSTALLATION.

TREES SHALL BE PLANTED NO CLOSER THAN TEN FEET (10') FROM UTILITIES.

TREES PLANTED WITHIN FIVE FEET (5') OF HARDSCAPE OR STRUCTURES SHALL BE INSTALLED WITH A ROOT BARRIER AS APPROVED BY THE OWNER'S AUTHORIZED REPRESENTATIVE.

CONTRACTOR MUST CONTACT THE CITY OF SAN JOSE ARBORIST AT 408-794-1924 TO VERIFY SPECIES (EVEN IF SHOWN ON THE PLANS), LOCATIONS, AND QUANTITIES OF ALL STREET TREES PRIOR TO ORDERING MATERIAL. IF STREET TREES ARE TO BE PLANTED IN TREE WELLS, FINAL LOCATION OF TREE WELLS SHALL BE DETERMINED BY THE ARBORIST PRIOR TO INSTALLATION OF SIDEWALK.

ALL PLANTING AREAS TO RECEIVE 3" THICK BARK MULCH LAYER. CONTRACTOR SHALL PROVIDE SAMPLE OF PROPOSED BARK MULCH FOR APPROVAL. BARK MULCH SHALL BE LYNOSO SMALL FIR BARK (3/4" TO 1-1/2") OR APPROVED EQUAL.

ALL PLANT MATERIAL SHALL BE SELECTED IN ACCORDANCE WITH THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1)

FOR STANDARD FORM TREES, CALIPER SIZE SHALL BE MEASURED 6" ABOVE THE SOIL LINE FOR CALIPERS EQUAL TO OR LESS THAN 4" FOR CALIPERS GREATER THAN 4", CALIPER SHALL BE MEASURES 12" ABOVE THE SOIL LINE. FOR MULTI-TRUNK TREES THE CALIPER SHALL BE ESTABLISHED BY TAKING THE AVERAGE OF THE CALIPER OF THE TWO LARGEST TRUNKS.

CALIPER IS MEASURED 6" ABOVE ORIGINATION POINT OF THE SECOND LARGEST TRUNK OR 6" ABOVE GROUND IF ALL TRUNKS ORIGINATE FROM THE SOIL.

**CALIPER SIZES STANDARDS:**

- 15 GALLON: 0.75-1.25"
- 24" BOX: 1.25-2"
- 36" BOX: 2-3.5"
- 48" BOX: 3.5-5"
- 60" BOX: 4-6"

**WATER NEEDS CATEGORY BASED ON WUCOLS IV (JANUARY 2014) LANDSCAPE COEFFICIENT METHOD:**

CATEGORY	PERCENTAGE OF E <sub>to</sub>
(H) HIGH:	0.7-0.9
(M) MEDIUM:	0.4-0.6
(L) LOW:	0.1-0.3
(VL) VERY LOW:	<0.1

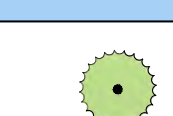

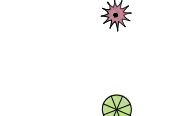

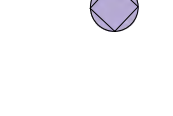

**PROPOSED PLANT PALETTE**

SYMBOL	QTY.	BOTANICAL NAME	COMMON NAME	MINIMUM CONTAINER SIZE	HxW	WUCOLS (L, M, H)	TREE SIZE (S, M, L)
--------	------	----------------	-------------	------------------------	-----	------------------	---------------------

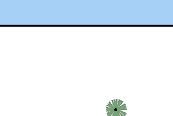


**TREES**

	8	ACER RUBRUM 'ARMSTRONG'	JAPANESE MAPLE 'ARMSTRONG'	15 GALLON	30' X 25'	M	M
	8	LAGERSTROEMIA INDICA 'NATCHEZ'	NATCHEZ CRAPE MYRTLE	15 GALLON	25' X 15'	L	S
	3	LAURUS NOBILIS 'SARATOGA'	SARATOGA LAUREL	15 GALLON	25' X 25'	L	S
	4	MALUS 'PRAIRIFIRE'	FLOWERING CRABAPPLE	15 GALLON	20' X 20'	M	S
	9	ULMUS PARVIFOLIA	CHINESE ELM	15 GALLON	30' X 30'	L	S


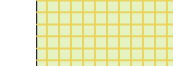
**SHRUBS**

	4	CEANOTHUS 'CONCHA'	CONCHA CEANOTHUS	1 GALLON	6' X 8'	L	
	18	CHONDROPETALUM ELEPHANTINUM	LARGE CAPE RUSH	1 GALLON	5' X 6'	L	
	62	LOMANDRA HYSTRIX 'TROPICBELLE'	TROPIC BELLE MAT RUSH	1 GALLON	3' X 3'	L	
	114	LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH	1 GALLON	3' X 3'	L	
	99	NEPETA X FAASSENII	CATMINT	1 GALLON	1' X 2'	L	
	6	SALVIA CLEVELANDII	CLEVELAND SAGE	1 GALLON	4' X 5'	L	

**BIOTREATMENT**

	147	JUNCUS PATENS	COMMON RUSH	1 GALLON	2' X 2'	L	
	83	CHONDROPETALUM TECTORUM	CAPE RUSH	1 GALLON	3' X 4'	L	
	16	VERBENA LILACENA 'DE LA MINA'	CEDROS ISLAND VERBENA	1 GALLON	3' X 3'	L	

**GROUNDCOVERS**

					SPACING	
		ARCTOSTAPHYLOS 'EMERALD CARPET'	CARPET MANZANITA	1 GALLON	@ 36" O.C.	L
		ERIGERON KARVINSKIANUS	SANTA BARBARA DAISY	1 GALLON	@ 24" O.C.	L

**NOTES:**

- BARK MULCH: ALL PLANTING AREAS TO RECEIVE A 3" THICK LAYER OF BARK MULCH.
- BARK MULCH: ALL BIOTREATMENT AREAS TO RECEIVE A 3" THICK LAYER OF NON-FLOATABLE BARK MULCH.
- 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 PARK STRIP. OBTAIN A DOT STREET TREE PLANTING PERMIT FOR ANY PROPOSED STREET TREE PLANTINGS. STREET TREES SHOWN ON THIS PERMIT ARE CONCEPTUAL ONLY.
- ADJACENT PROPERTY OWNER IS RESPONSIBLE FOR ALL MAINTENANCE, IRRIGATION, AND PLANTING ON PARK STRIPS PER SJ MUNICIPAL CODE. CSJ IS ONLY RESPONSIBLE FOR MAINTENANCE OF OFFSITE BIOTRETENTION AREAS.



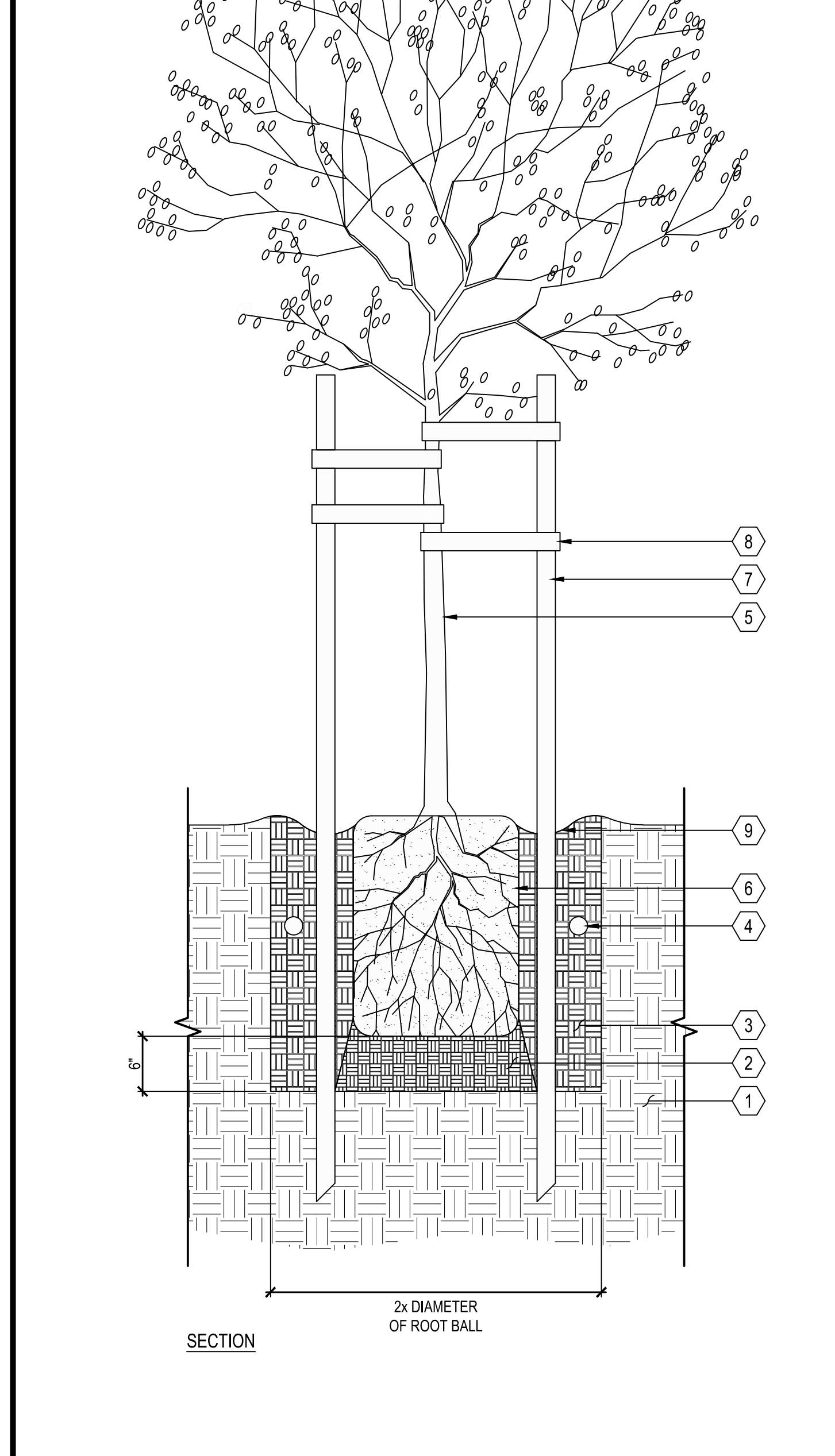
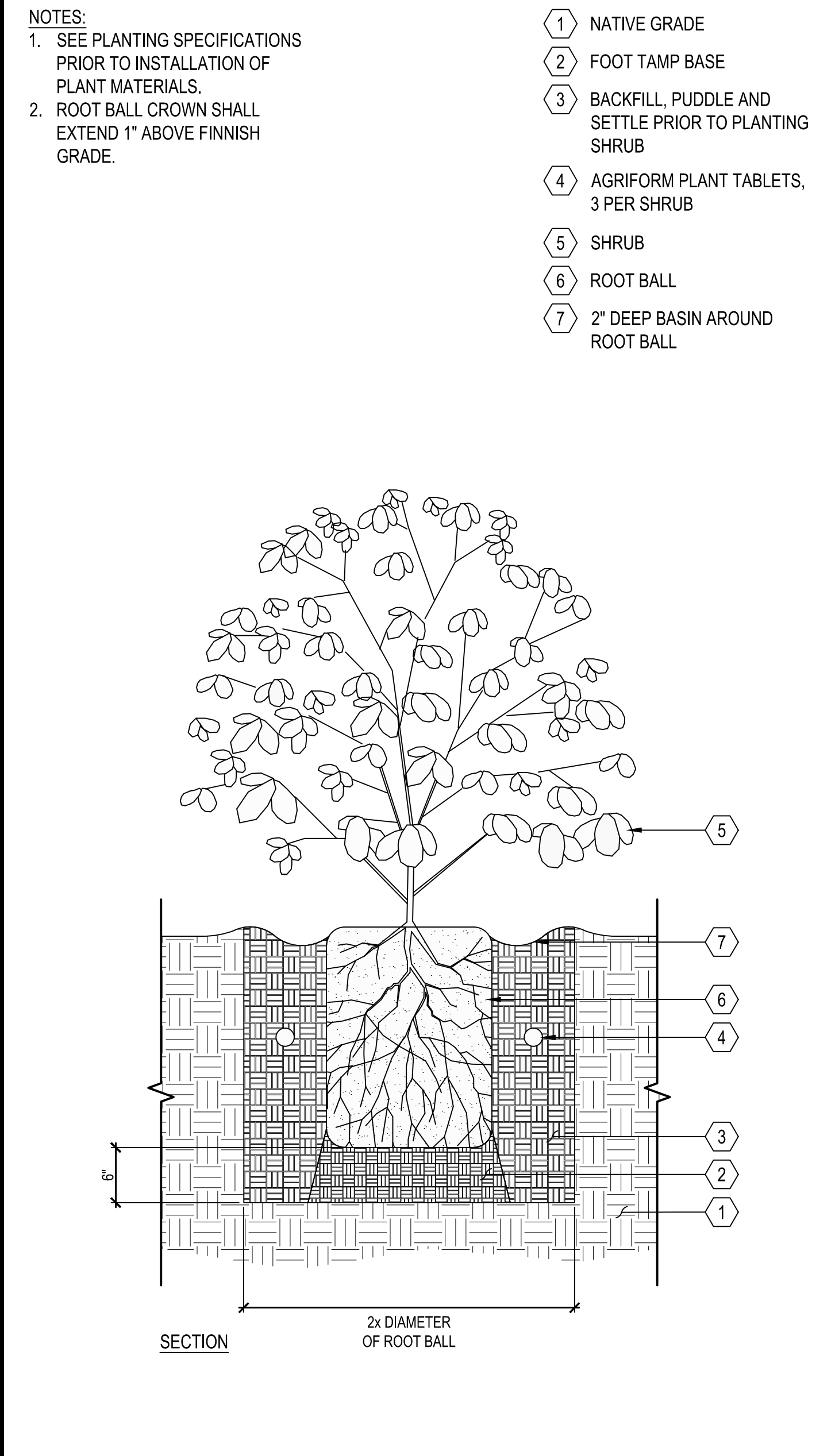
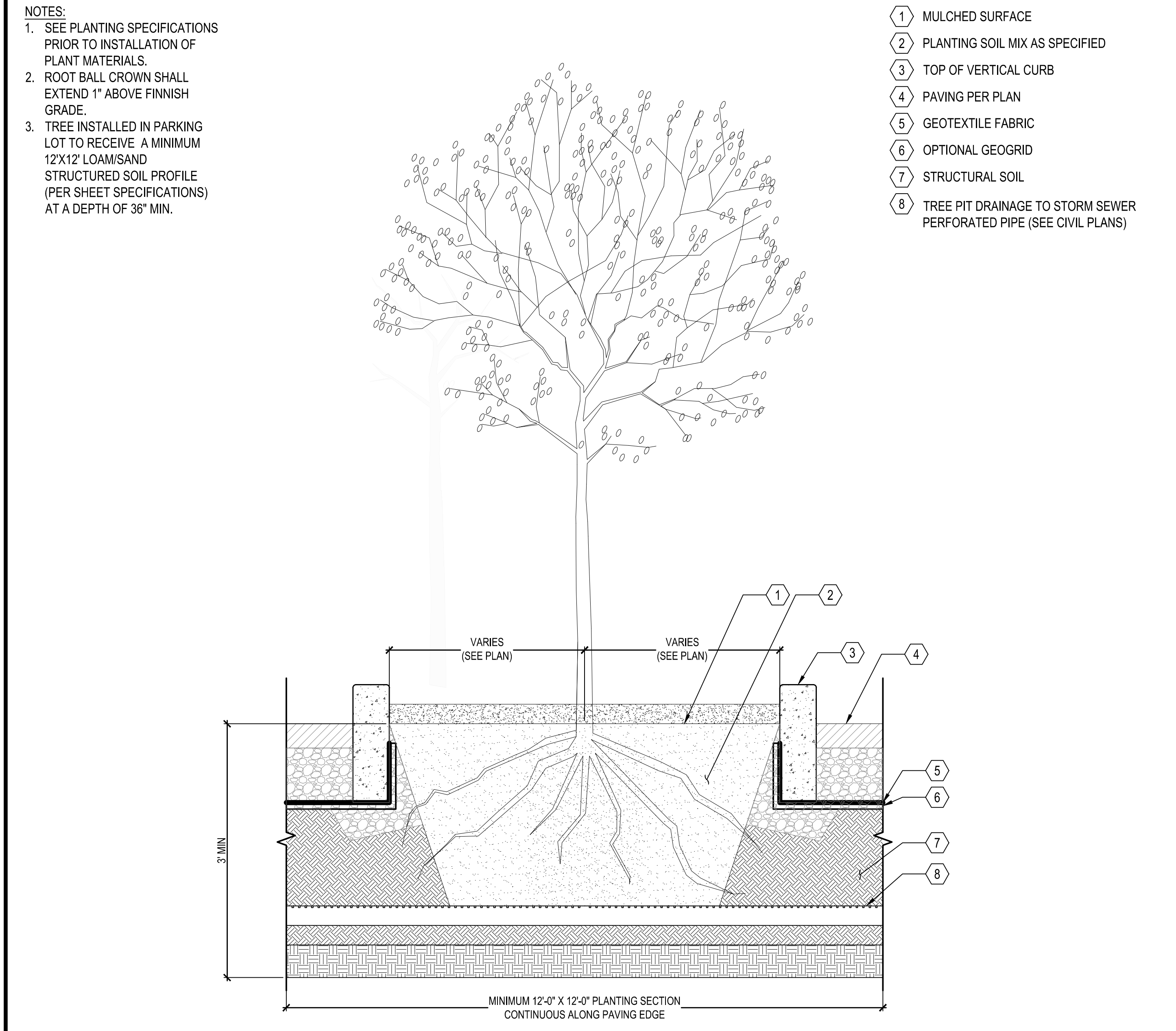
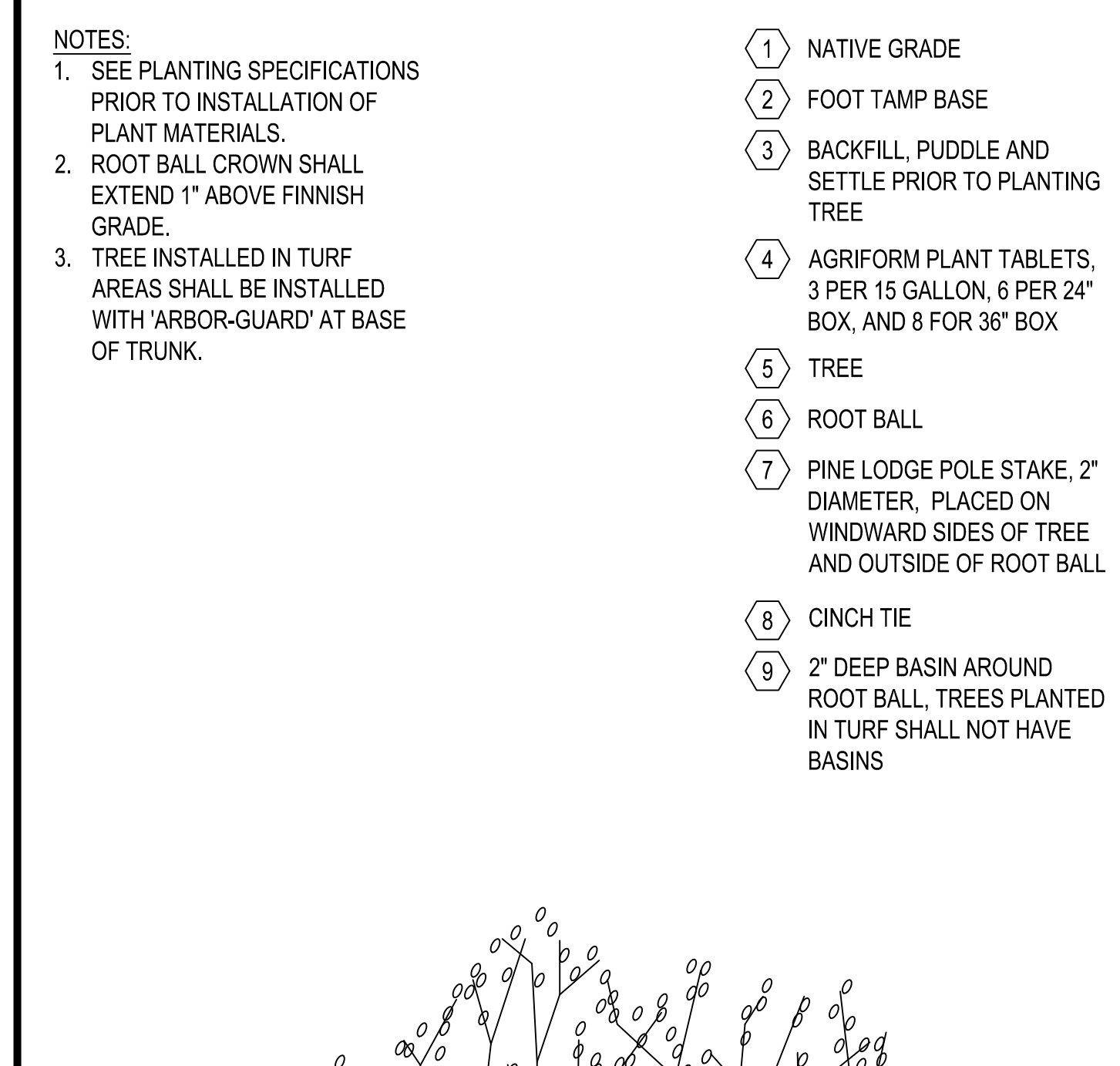
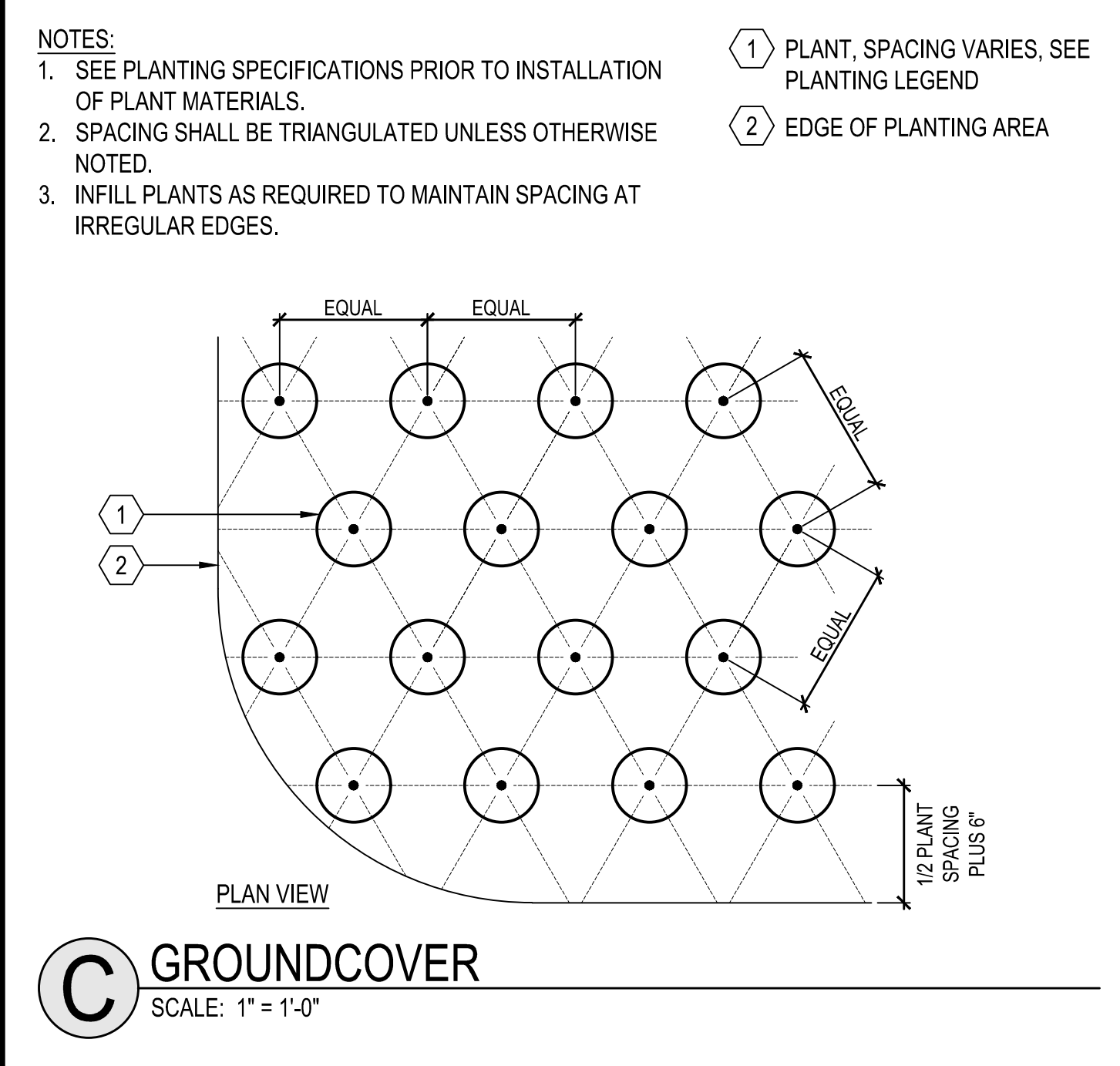
**15 COTTLE ROAD**  
**15 COTTLE ROAD SAN JOSE**  
**CONDITIONAL USE PERMIT**  
**CP24-001**

NO	DATE	DESCRIPTION
△		
△	1/28/2025	PLANNING PC COMMENT RESPONSE
△	10/11/2024	PLANNING PC COMMENT RESPONSE
△	6/21/2024	PLANNING PC COMMENT RESPONSE
△	3/15/2024	PER CITY COMMENTS

PROJECT NO:	6579.00
CAD DWG FILE:	657900CL.DWG
DESIGNED BY:	ST
DRAWN BY:	JN
CHECKED BY:	ST
DATE:	NOV. 20, 2023
SCALE:	AS NOTED
©	HMH

**PLANTING LEGEND,  
NOTES, AND TREE  
MITIGATION TABLE**





**D TREE IN STRUCTURED SOIL**  
SCALE: 1" = 1'-0"

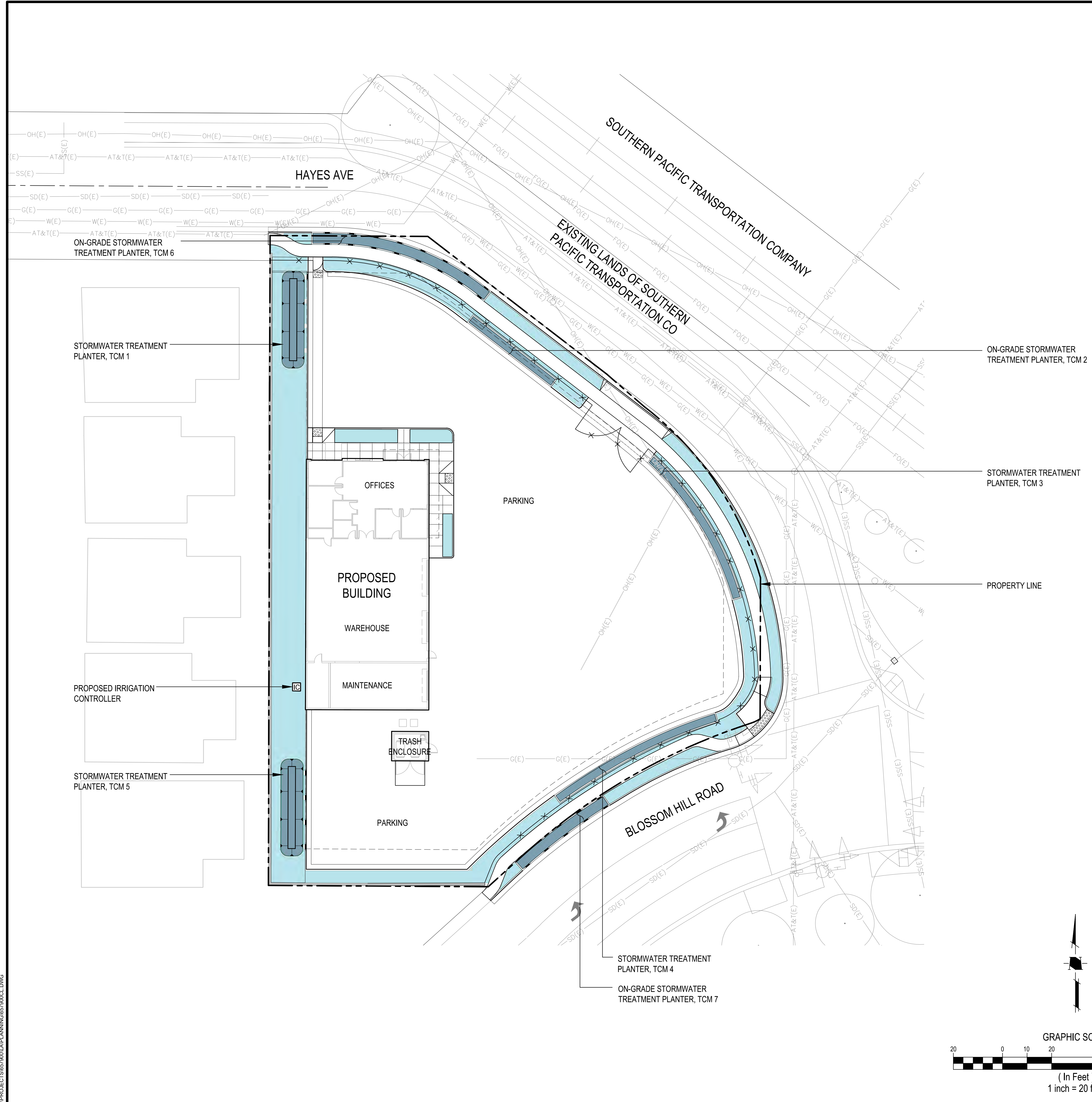
**B SHRUB**  
SCALE: 1" = 1'-0"

**A TREE**  
SCALE: 1" = 1'-0"

**15 COTTLE ROAD**  
**15 COTTLE ROAD SAN JOSE**  
**CONDITIONAL USE PERMIT**  
**CP24-001**

NO	DATE	DESCRIPTION
△		
△	1/28/2025	PLANNING PC COMMENT RESPONSE
△	10/11/2024	PLANNING PC COMMENT RESPONSE
△	6/21/2024	PLANNING PC COMMENT RESPONSE
△	3/15/2024	PER CITY COMMENTS

PROJECT NO: 6579-00  
CAD DWG FILE: 657900CL.DWG  
DESIGNED BY: ST  
DRAWN BY: JN  
CHECKED BY: ST  
DATE: NOV. 20, 2023  
SCALE: AS NOTED  
© HMH



**IRRIGATION ZONE LEGEND:**

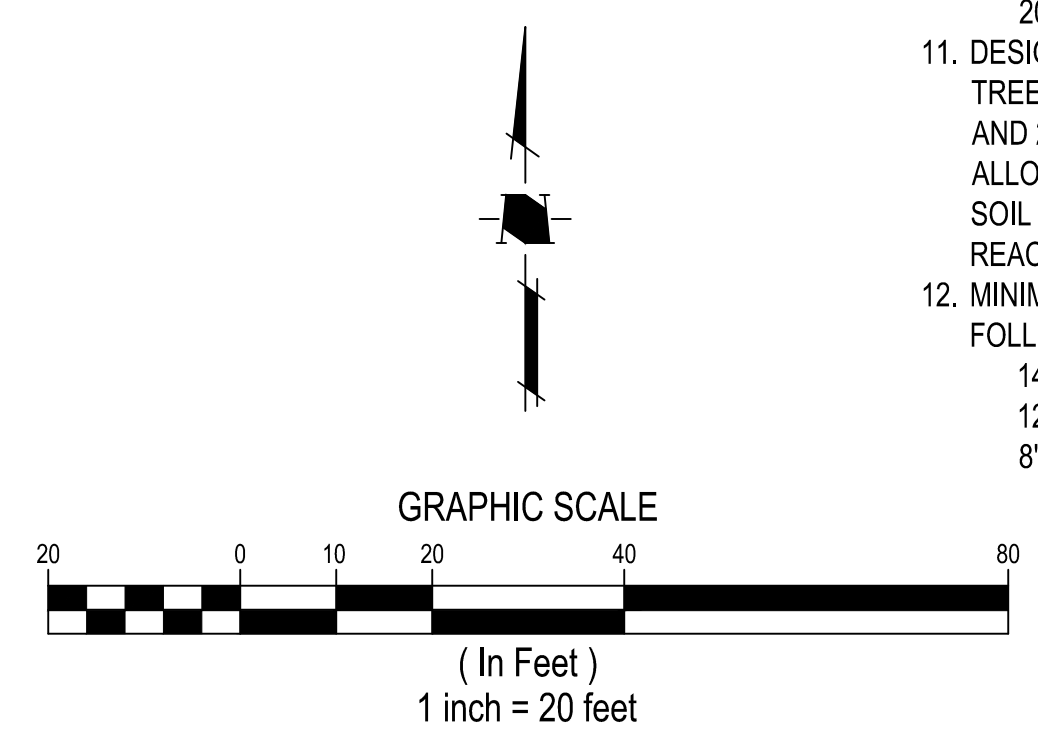
- LOW WATER USE AREAS FOR BIOTREATMENT IRRIGATION
- LOW WATER USE AREAS FOR DRIP AND/OR BUBBLER IRRIGATION

**IRRIGATION DESIGN CRITERIA:**

1. FINAL DESIGN SHALL CONFORM TO AB1881 OR CITY ADOPTED WATER EFFICIENT LANDSCAPE ORDINANCE.
2. ALL PLANTING AREAS SHOWN WILL BE COMMONLY MAINTAINED BY THE OWNER AND IRRIGATED BY AN AUTOMATIC IRRIGATION SYSTEM.
3. IRRIGATION SYSTEMS WILL BE PERMANENT BELOW GROUND AUTOMATED SYSTEMS ADEQUATE FOR THE ESTABLISHMENT AND MAINTENANCE OF ALL PLANT MATERIAL. THESE SYSTEMS WILL BE INSTALLED AS SOON AS PRACTICAL AFTER GRADING AND PRIOR TO PLANT MATERIAL INSTALLATION AND HYDROSEEDING.
4. ALL TURF, TREE, SHRUB AND GROUND COVER AREAS WILL BE IRRIGATED BY A PERMANENT, AUTOMATIC, UNDERGROUND IRRIGATION SYSTEM. ALL SPRAY AREAS WILL BE IRRIGATED BY HIGH EFFICIENCY MATCHED PRECIPITATION RATE POP-UP SPRAY HEADS. TURF, TREE, SHRUB, AND GROUND COVER AREAS SHALL BE ON SEPARATE VALVES ACCORDING TO PLANT WATER REQUIREMENTS AND EXPOSURE.
5. ALL IRRIGATION SYSTEMS SHALL BE DESIGNED, MAINTAINED AND MANAGED TO MEET OR EXCEED MINIMUM EFFICIENCY.
6. ALL IRRIGATION EQUIPMENT SHALL BE SCREENED APPROPRIATELY FROM VIEW IN PUBLIC AREAS TO THE MAXIMUM EXTENT POSSIBLE.
7. THE FINAL IRRIGATION PLAN SHALL ACCURATELY AND CLEARLY IDENTIFY:
  - A. LOCATIONS AND SIZES OF WATER POINTS OF CONNECTION.
  - B. LOCATION, TYPE AND SIZE OF ALL COMPONENTS OF THE IRRIGATION SYSTEM, INCLUDING AUTOMATIC CONTROLLERS, MAIN AND LATERAL LINES, VALVES, SPRINKLER HEADS, RAIN SWITCHES, AND QUICK COUPLERS.
  - C. STATIC WATER PRESSURE AT THE POINTS OF CONNECTION.
  - D. FLOW RATE (GALLONS PER MINUTE), REMOTE CONTROL VALVE SIZE, AND DESIGN OPERATING PRESSURE (PSI) FOR EACH STATION.
  - E. HYDROZONE INFORMATION TABLE.
  - F. WATER USE CALCULATIONS.
8. A NEW IRRIGATION WATER METER SHALL BE INSTALLED AS PART OF LANDSCAPE IMPROVEMENTS, LOCATION TO BE DETERMINED.
9. THIS PROJECT IS NOT A PART OF THE SOUTH BAY WATER RECYCLING PROGRAM. POTABLE WATER WILL BE USED FOR IRRIGATION.

**NOTES:**

1. SEE SHEET L10.1 FOR LANDSCAPE PLAN.
2. SEE SHEET L10.2 FOR PLANTING LEGEND, NOTES, AND TREE MITIGATION TABLE.
3. SEE SHEET L10.3 FOR PLANTING DETAILS.
4. SEE SHEET L10.4 FOR HYDROZONE PLAN.
5. SEE SHEET L10.5 FOR IRRIGATION DETAILS.
6. SEE SHEETS L10.6 - L10.7 FOR CONCEPT IMAGES.
7. SEE SHEET L10.8 FOR TREE CANOPY COVERAGE PLAN.
8. STREET TREES SHOWN CONCEPTUALLY. FINAL SELECTION TO BE COORDINATED WITH THE CITY ARBORIST.
9. STREET TREE TO BE APPROVED BY CITY ARBORIST. MAXIMUM DISTANCE FOR STREET TREES AS FOLLOWS:  
 20'-0" O.C. FOR SMALL STREET TREES  
 25'-0" O.C. FOR MEDIUM STREET TREES  
 35'-0" O.C. FOR LARGE STREET TREES
10. SITE TREE PLACEMENT MINIMUM DIMENSION REQUIREMENT:  
 5'-0" O.C. TO BUILDING STRUCTURE FOR SMALL STREET TREES  
 12'-0" O.C. TO BUILDING STRUCTURE FOR MEDIUM STREET TREES  
 20'-0" O.C. TO BUILDING STRUCTURE FOR LARGE STREET TREES
11. DESIGNATE 700 CUBIC FEET OF NON-COMPACTED SOIL FOR SMALL TREES, 1400 CUBIC FEET OF NON-COMPACTED SOIL FOR MEDIUM TREES, AND 2100 CUBIC FEET OF NON-COMPACTED SOIL FOR LARGE TREES TO ALLOW TREES TO REACH THEIR MATURITY. STRUCTURAL SOIL SYSTEMS, SOIL CELLS, OR CONTINUOUS TRENCHES ARE EXAMPLE OF WAYS TO REACH TO THE ABOVE SOIL VOLUMES.
12. MINIMUM VERTICAL CLEARANCE FOR TREE CANOPIES AT MATURITY AS FOLLOWS:  
 14'-0" IN AND AROUND SERVICE AND LOADING AREAS AND DRIVEWAYS  
 12'-0" FOR PARKING LOTS  
 8'-0" FOR TREE CANOPIES IMMEDIATELY

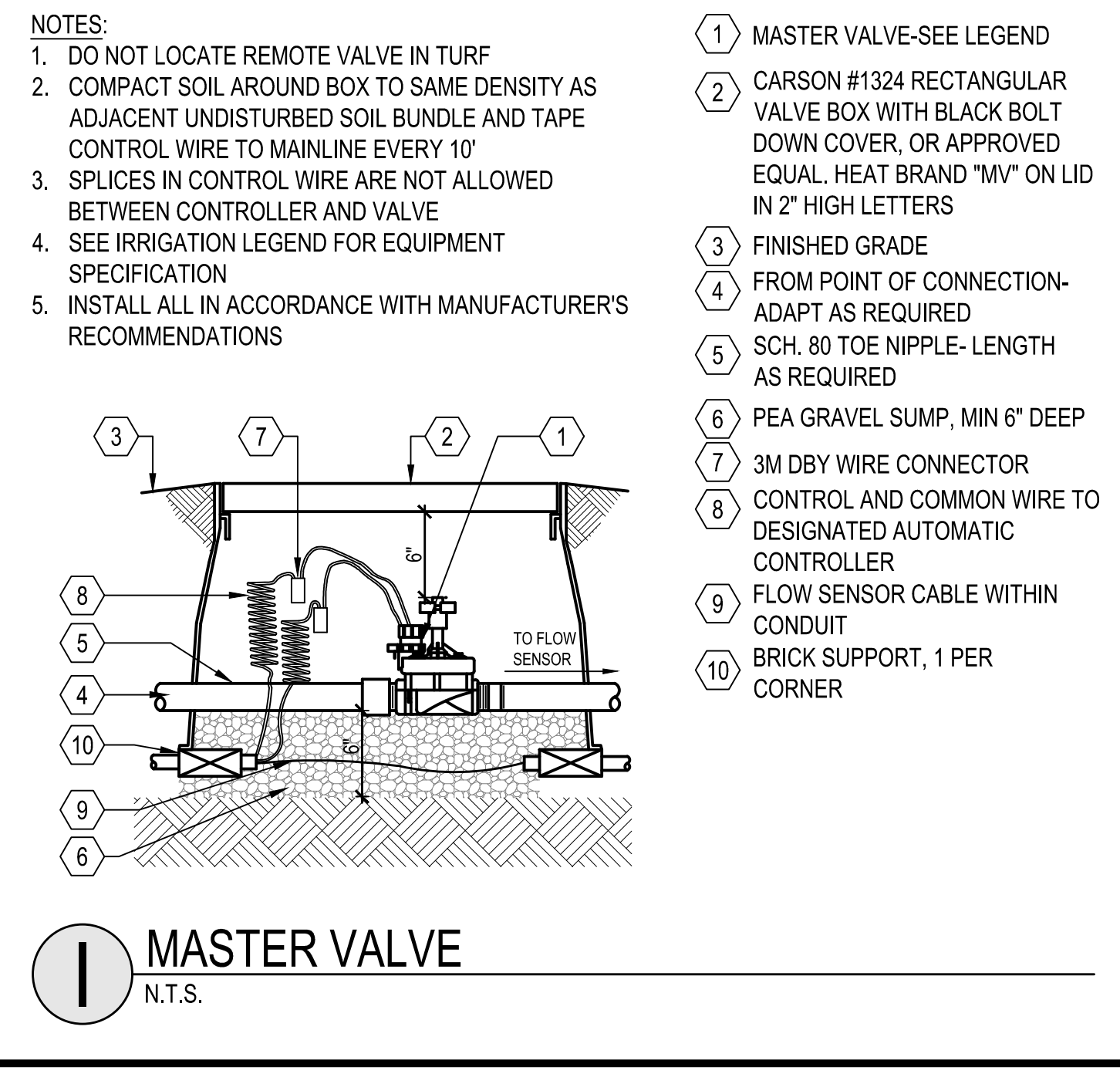
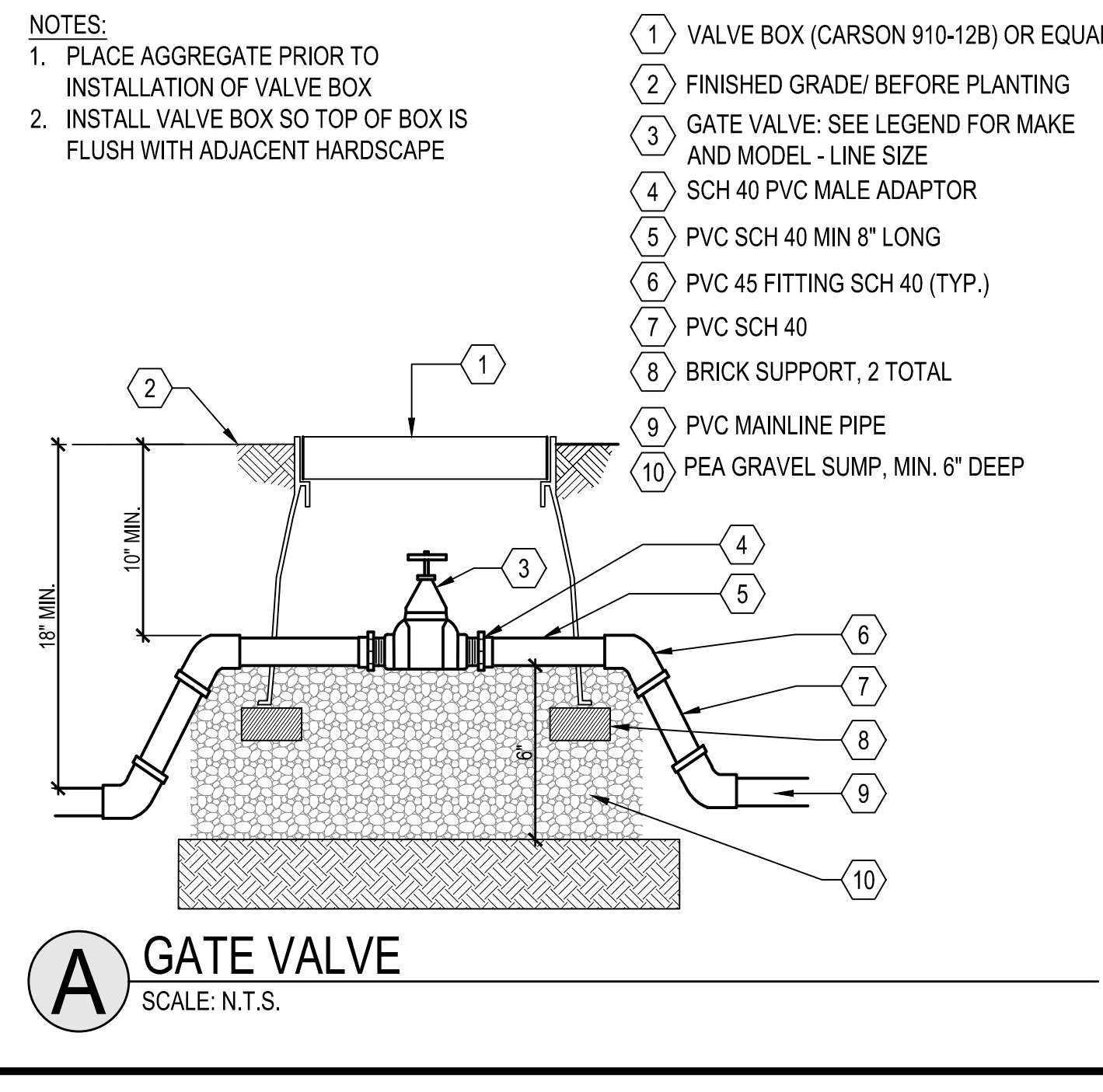
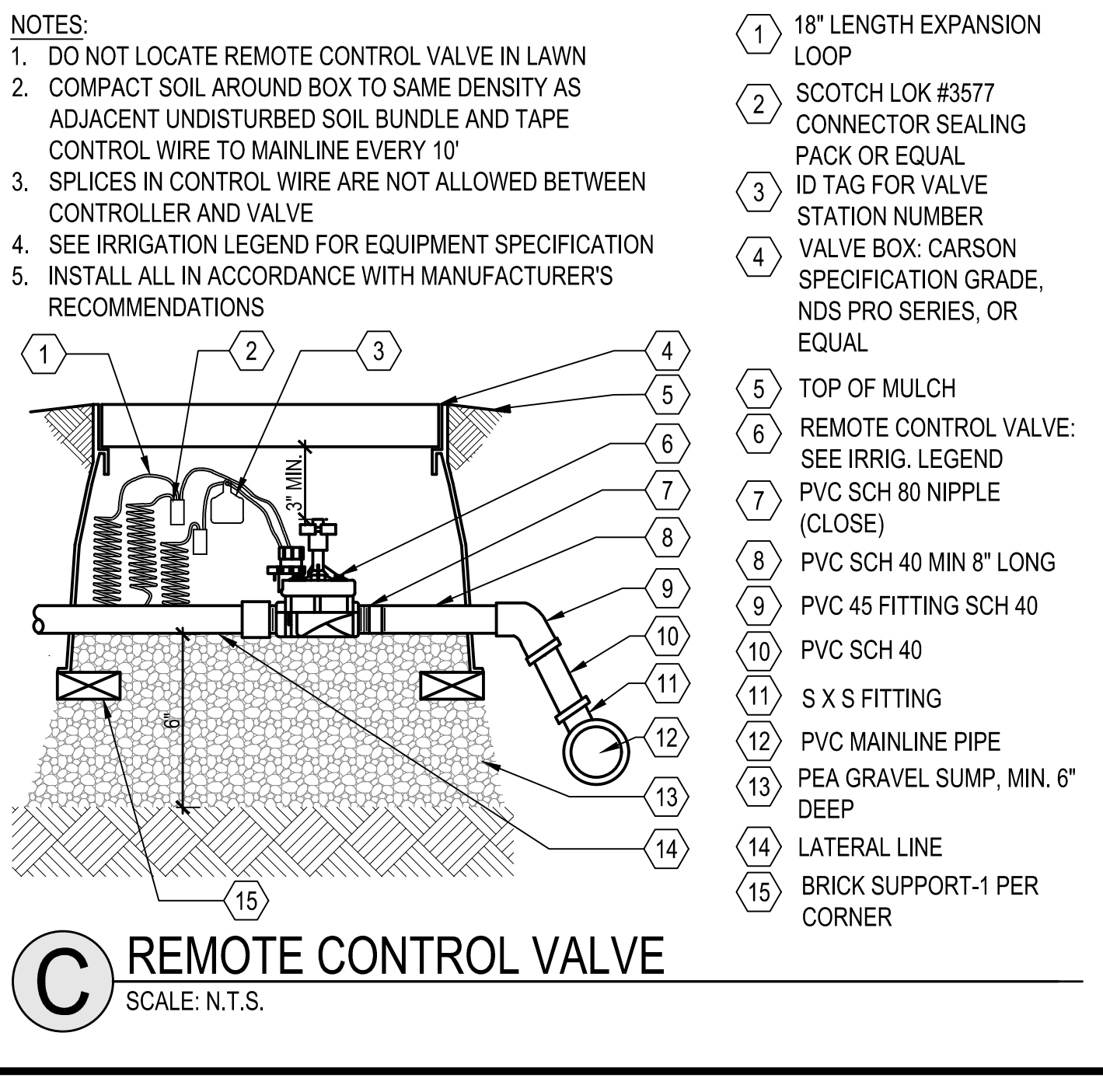
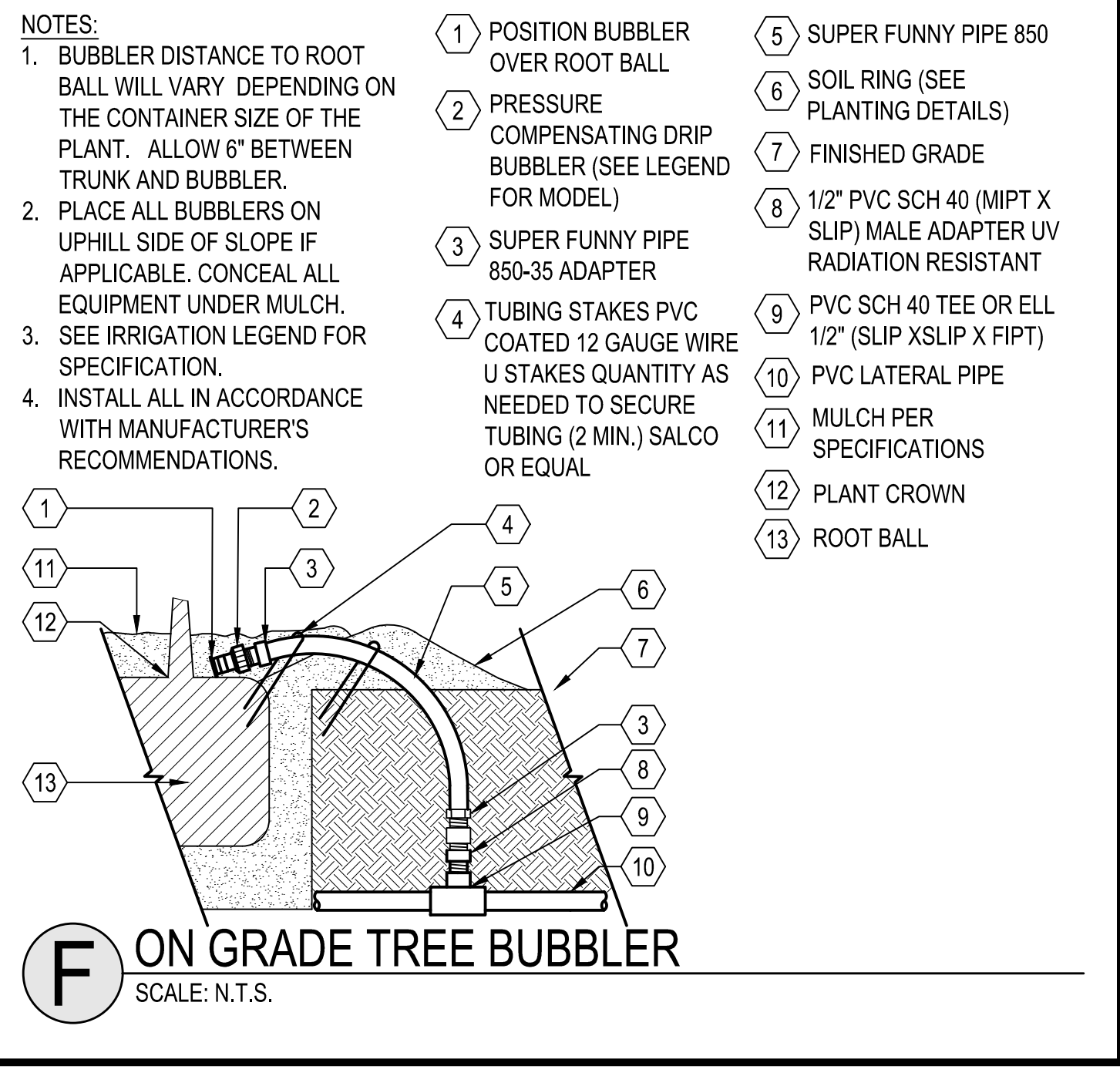
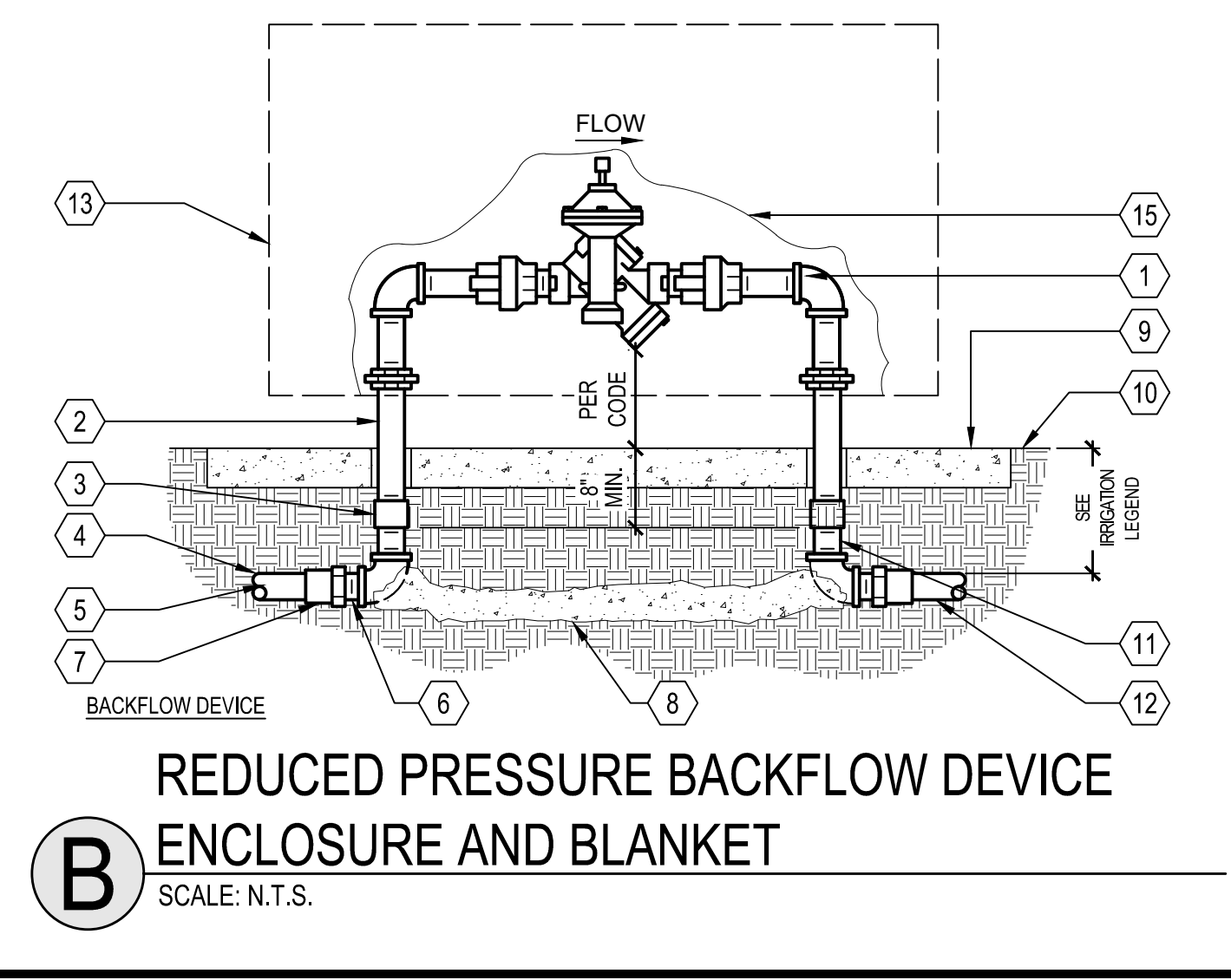
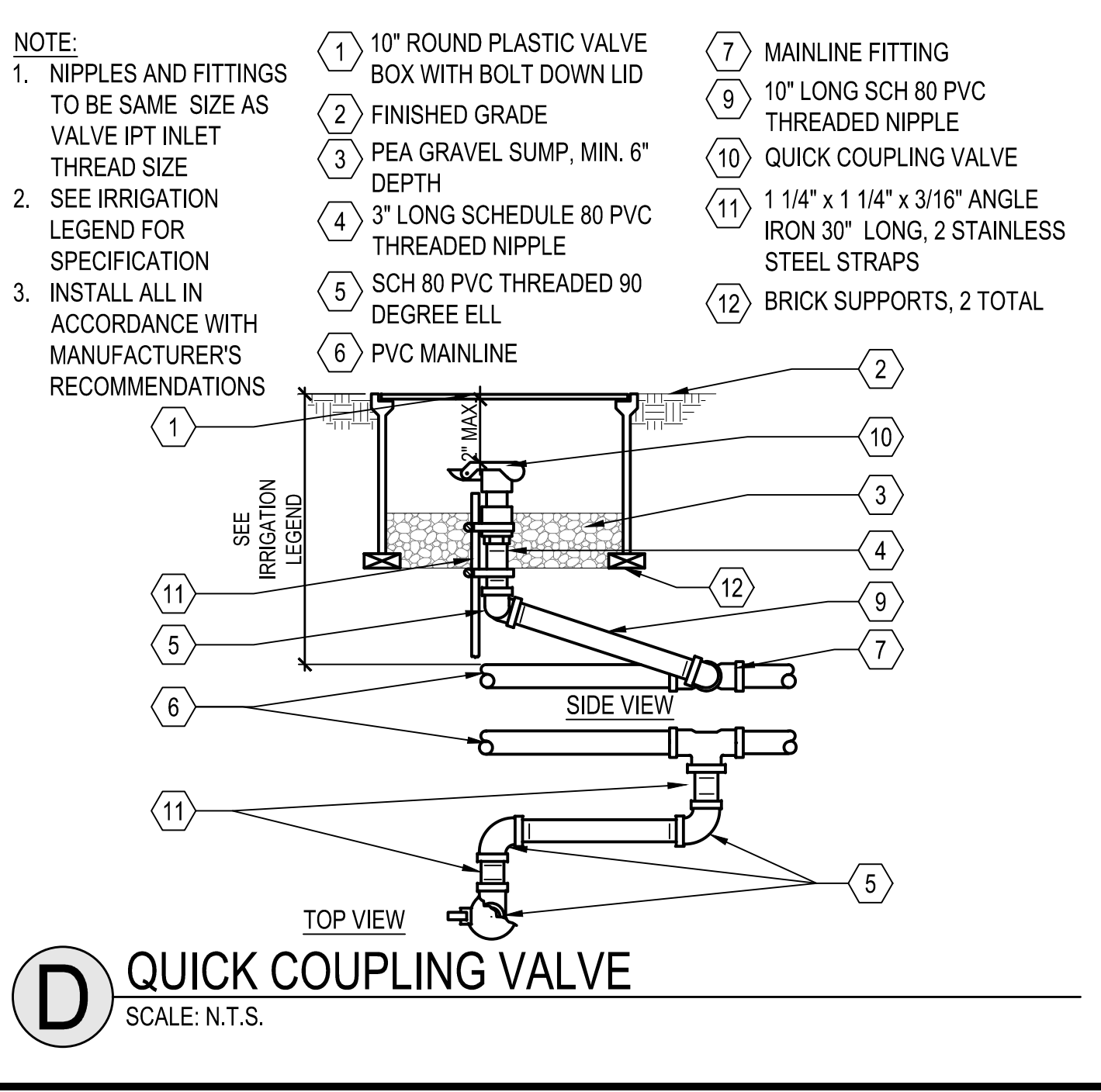
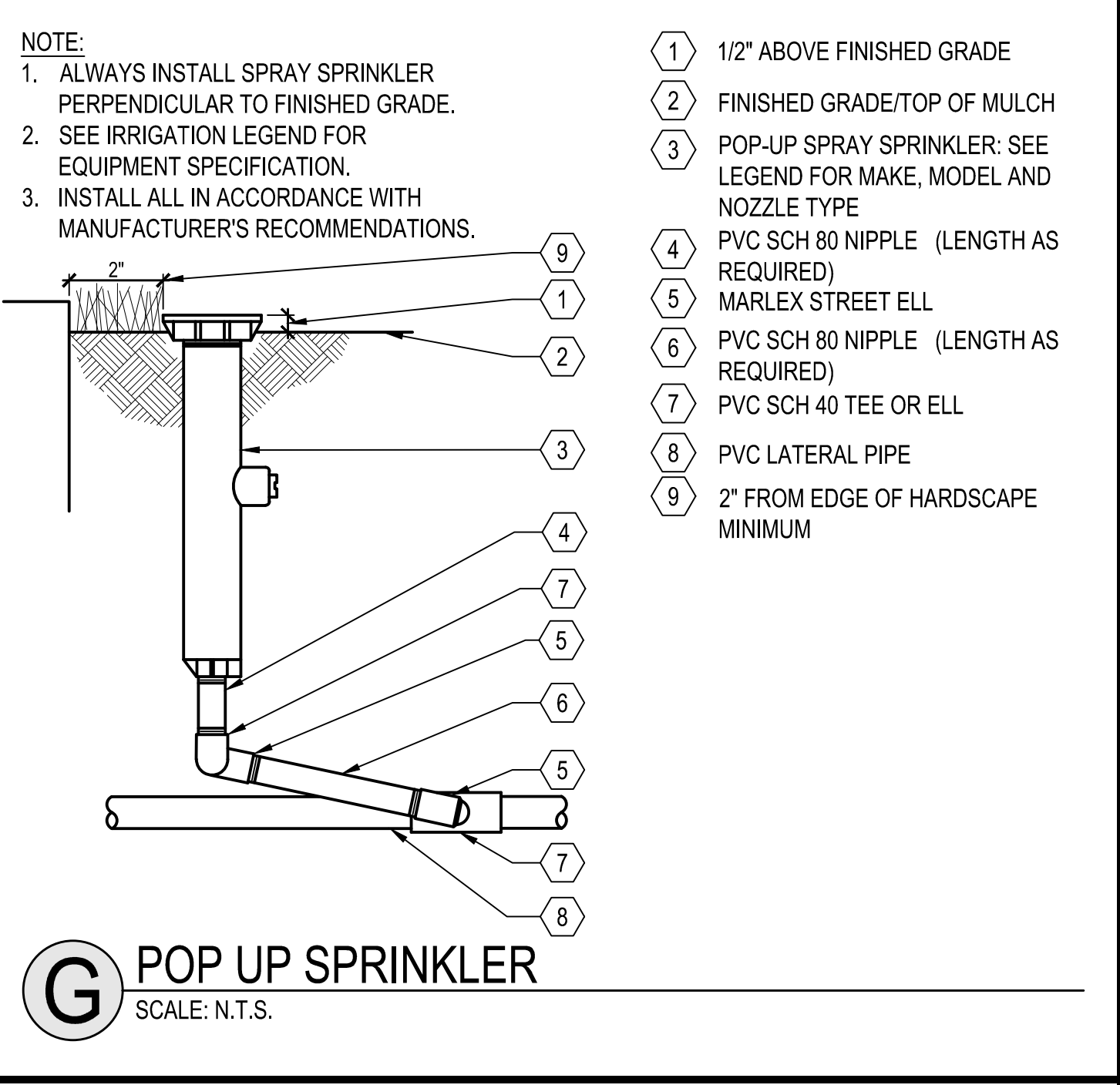
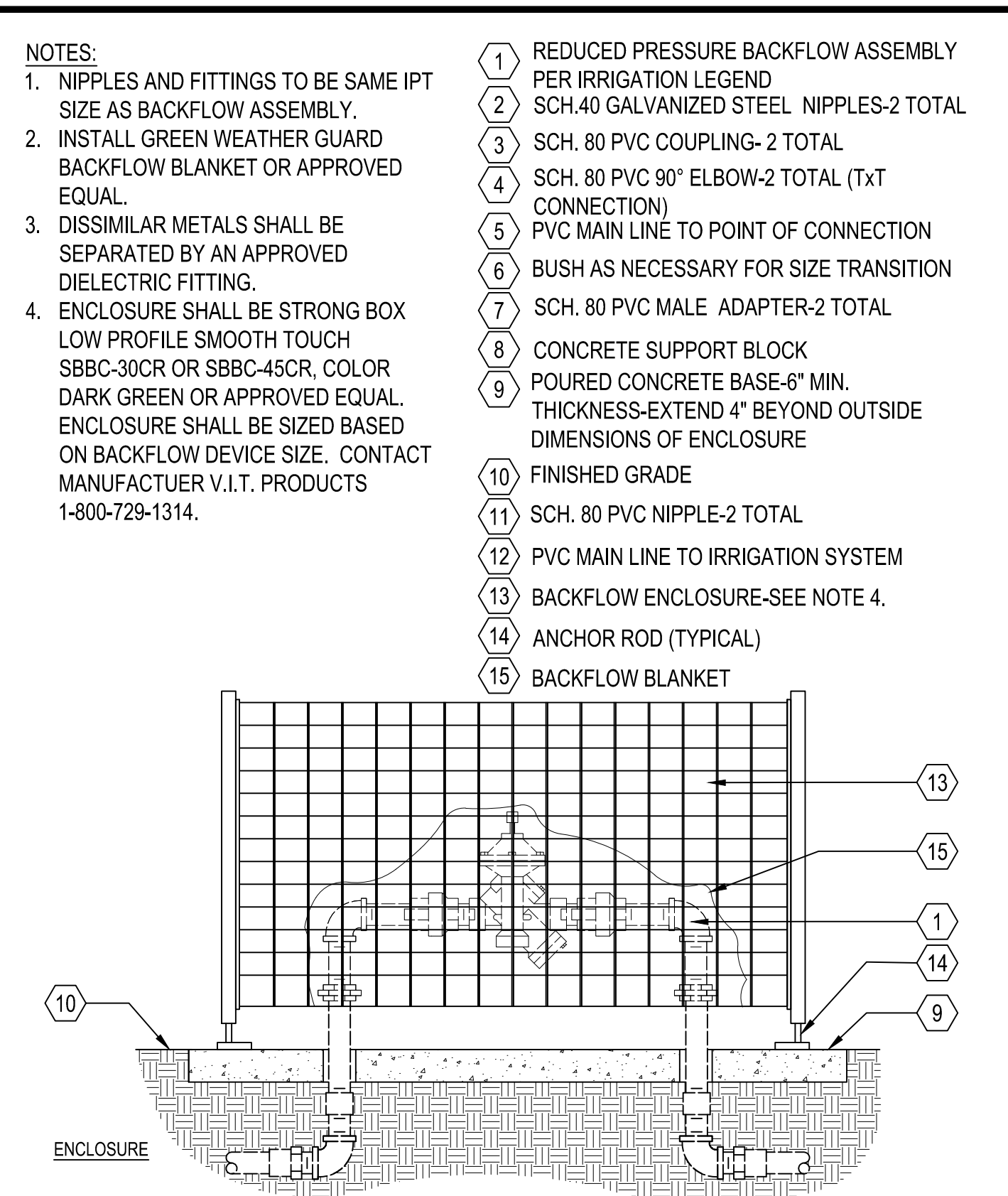
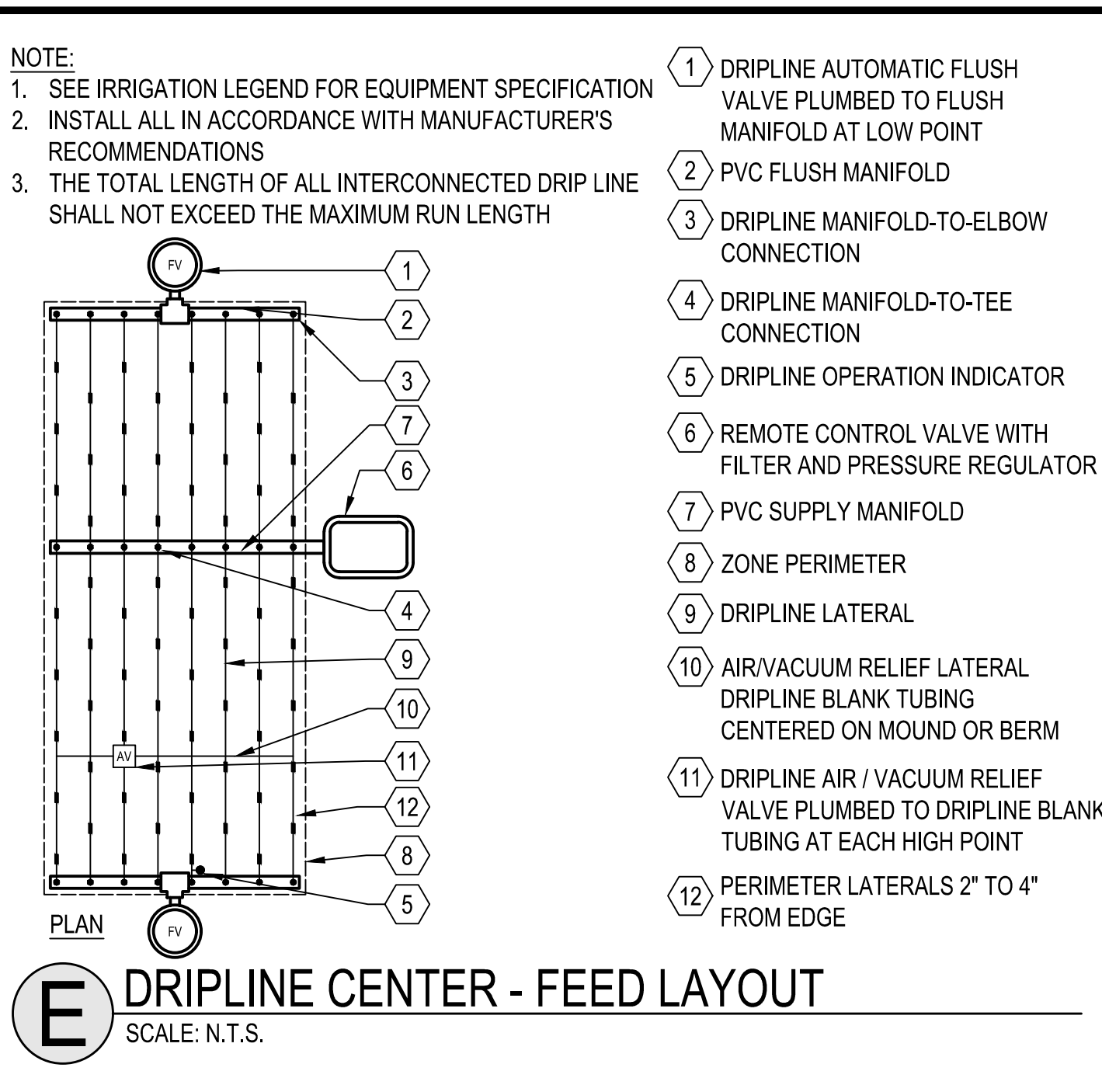
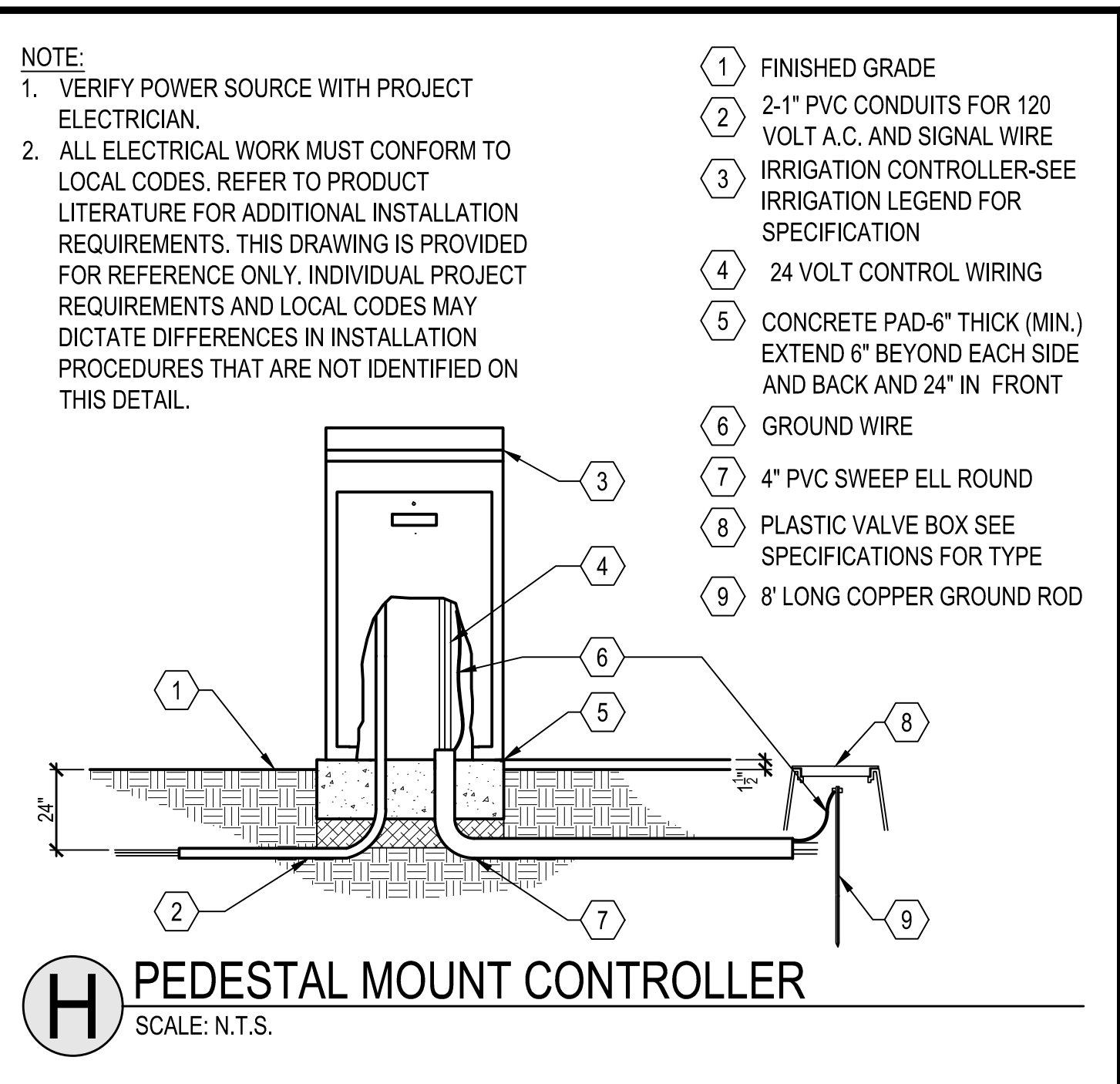


**15 COTTLE ROAD  
 15 COTTLE ROAD SAN JOSE  
 CONDITIONAL USE PERMIT  
 CP24-001**

NO	DATE	DESCRIPTION
1/28/2025		PLANNING PC COMMENT RESPONSE
10/11/2024		PLANNING PC COMMENT RESPONSE
6/21/2024		PLANNING PC COMMENT RESPONSE
3/15/2024		PER CITY COMMENTS

PROJECT NO:	6579-00
CAD DWG FILE:	657900CL.DWG
DESIGNED BY:	ST
DRAWN BY:	JN
CHECKED BY:	ST
DATE:	NOV. 20, 2023
SCALE:	1" = 20'

**HYDROZONE PLAN**



**15 COTTLE ROAD SAN JOSE**  
**15 COTTLE ROAD SAN JOSE**  
 CONDITIONAL USE PERMIT  
 CP24-001

NO	DATE	DESCRIPTION
△	1/28/2025	PLANNING PC COMMENT RESPONSE
△	10/11/2024	PLANNING PC COMMENT RESPONSE
△	6/21/2024	PLANNING PC COMMENT RESPONSE
△	3/15/2024	PER CITY COMMENTS

PROJECT NO: 6579-00  
 CAD DWG FILE: 657900CL.DWG  
 DESIGNED BY: ST  
 DRAWN BY: JN  
 CHECKED BY: ST  
 DATE: NOV. 20, 2023  
 SCALE: AS NOTED  
 © HMH

**IRRIGATION DETAILS**

**L10.5**  
 OF 28

**TREES**



ACER RUBRUM 'ARMSTRONG'  
 JAPANESE MAPLE 'ARMSTRONG'



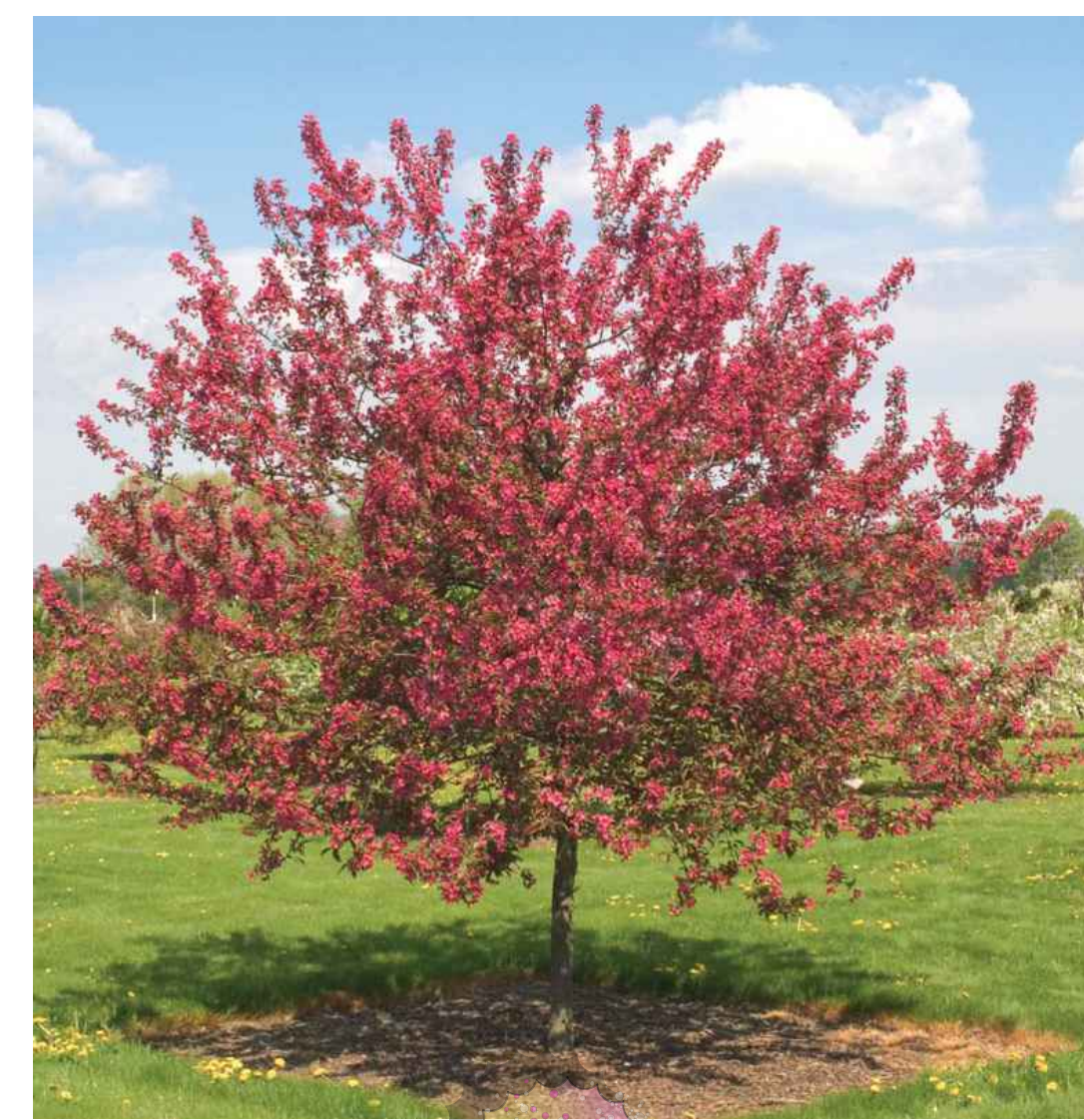
LAGERSTROEMIA INDICA 'NATCHEZ'  
 NATCHEZ CRAPE MYRTLE



LAURUS NOBILIS 'SARATOGA'  
 SARATOGA LAUREL



ULMUS PARVIFOLIA  
 CHINESE ELM



MALUS 'PRAIRIFIRE'  
 FLOWERING CRABAPPLE

**SHRUBS AND GROUNDCOVERS**



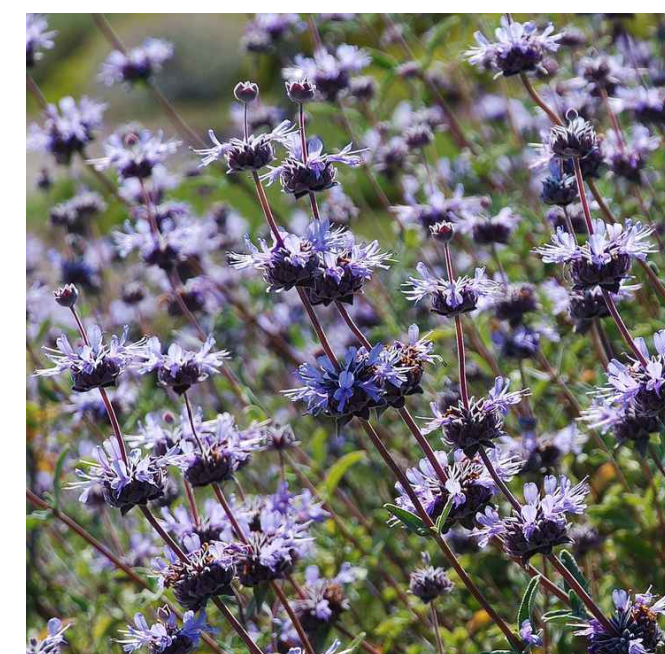
LOMANDRA LONGIFOLIA 'BREEZE'  
 DWARF MAT RUSH



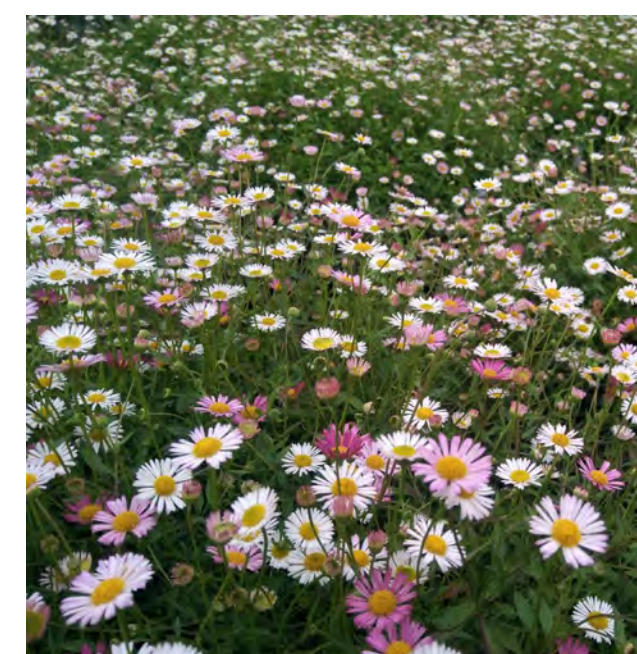
LOMANDRA HYSTRIX 'TROPIC BELLE'  
 TROPIC BELLE MAT RUSH



NEPETA X FAASSENI  
 CATMINT



SALVIA CLEVELANDII  
 CLEVELAND SAGE



ERIGERON KARVINSKIANUS  
 SANTA BARBARA DAISY



ARCTOSTAPHYLOS 'EMERALD CARPET'  
 CARPET MANZANITA



CEANOETHUS 'CONCHA'  
 CONCHA CEANOETHUS



CHONDROPETALUM ELEPHANTINUM  
 LARGE CAPE RUSH

**BIO TREATMENT SHRUBS**



JUNCUS PATENS  
 COMMON RUSH



CHONDROPETALUM TECTORUM  
 CAPE RUSH



VERBENA LILACENA 'DE LA MINA'  
 CEDROS ISLAND VERBENA

**15 COTTLE ROAD**  
**15 COTTLE ROAD SAN JOSE**  
 CONDITIONAL USE PERMIT  
 CP24-001

NO	DATE	DESCRIPTION
△		PLANNING PC COMMENT RESPONSE
△	1/28/2025	PLANNING PC COMMENT RESPONSE
△	10/11/2024	PLANNING PC COMMENT RESPONSE
△	6/21/2024	PLANNING PC COMMENT RESPONSE
△	3/15/2024	PER CITY COMMENTS

PROJECT NO.	6579.00
CAD DWG FILE:	657900CL.DWG
DESIGNED BY:	ST
DRAWN BY:	JN
CHECKED BY:	ST
DATE:	NOV. 20, 2023
SCALE:	AS NOTED
©	HMH

**CONCEPT IMAGES**

**BIKE RACK**



CAPITOL BIKE RACK BY FORMS+SURFACES  
 MODEL NUMBER: SKCAP

**Forms+Surfaces**

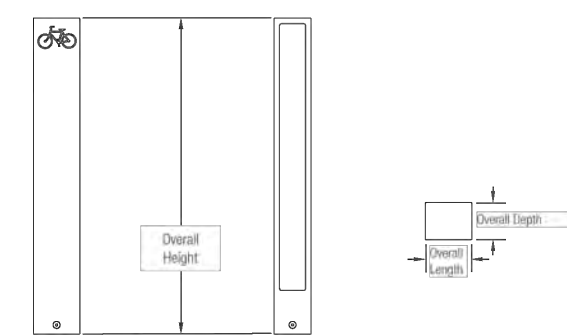
PRODUCT DATA  
 CAPITOL BIKE RACK

The Capitol Bike Rack's solid, corrosion-resistant cast aluminum body provides the strength necessary to stand up to continuous use while its simple, space-saving design allows it to engage with its surrounding environment as much or as little as desired. With a design perfect for cityscapes and other contemporary architectural settings, the Capitol Bike Rack is a solution for environments of all types.

**MATERIAL & FINISHES**

MATERIAL	FINISHES	INSTALLATION	MAINTENANCE
<ul style="list-style-type: none"> <li>Body is made of corrosion-resistant cast aluminum with powdercoat finish.</li> </ul>	<ul style="list-style-type: none"> <li>See the Forms+Surfaces Powdercoat Chart for details. Custom RAL colors are available for an upcharge.</li> <li>Due to the inherent nature of metal castings, gloss powdercoats are not offered for cast components.</li> </ul>	<ul style="list-style-type: none"> <li>Capitol Bike Racks must be surface mounted with embedded anchors.</li> <li>Stainless steel anchors and tamper-resistant stainless steel bolts are sold separately.</li> </ul>	<ul style="list-style-type: none"> <li>Metal surfaces can be cleaned as needed using a soft cloth or brush with warm water and a mild detergent. Avoid abrasive cleaners.</li> </ul>

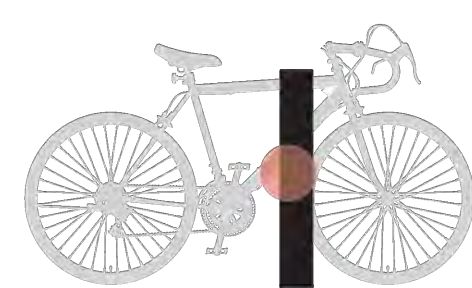
**NOMINAL DIMENSIONS**



OVERALL LENGTH	OVERALL DEPTH	OVERALL HEIGHT	WEIGHT
5' (127 mm)	4" (102 mm)	34" (864 mm)	26 lbs (11.4 kg)

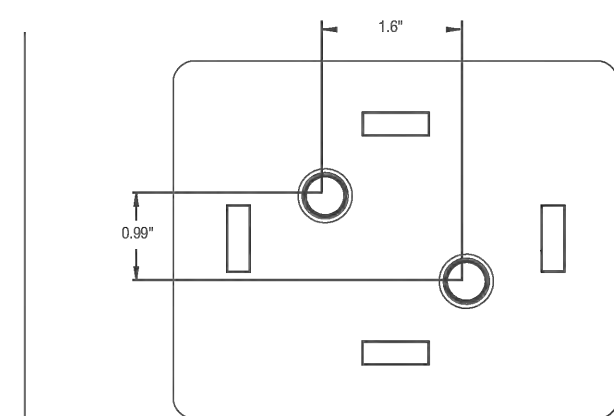
**LOCKING POINT AND CONFIGURATION EXAMPLES**

The Capitol Bike Rack was designed to allow for a multitude of locking point and configuration options to meet your individual needs. Please note that for optimal performance, Forms+Surfaces recommends a 36" center-to-center placement. See diagrams below and the separate installation instructions document for more details.



A standard U-lock can be locked at this location for security and functionality.

LOCKING POINT EXAMPLE



MOUNTING / HARDWARE DETAIL

T.1.800.451.0410 | F.412.385.4715 | www.forms-surfaces.com

PAGE 1 of 2 | REV. 04.01.24

© 2024 Forms+Surfaces® | All dimensions are nominal. Specifications and pricing subject to change without notice. For the most current version of this document, please refer to our website at www.forms-surfaces.com.

**BIKE LOCKER**



BIKE LOCKER SINGLE (D1) BY DERO

**Bike Locker Single (D1)**



**FEATURES**

- ADA compliant handle
- Option to add e-bike charging outlets
- Door latches in multiple places along the frame for greater security

Multiple latch points



**FINISH OPTIONS**

Powder Coat			
White	Black	Light Gray RAL 7042	Deep Red RAL 3003
Orange RAL 2004	Beige RAL 1001	Iron Gray RAL 7011	Hunter Green RAL 6005
Light Green RAL 6018	Green RAL 6016	Blue RAL 5005	Sky Blue RAL 5015
Sage Brown RAL 8014	Dark Purple	Wine Red RAL 2009	Bronze

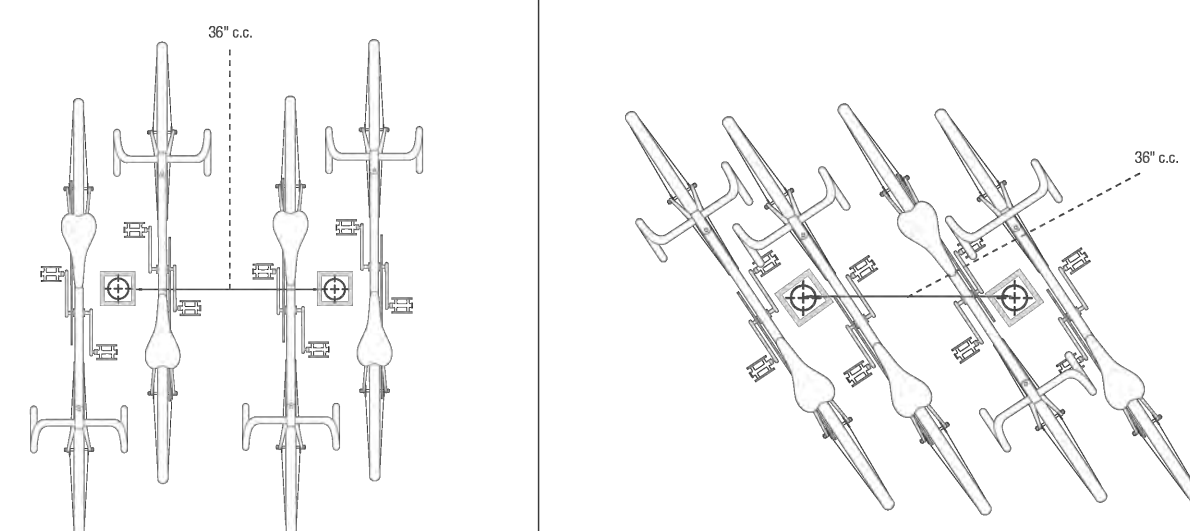
**LOCKING OPTIONS**



**Forms+Surfaces**

PRODUCT DATA  
 CAPITOL BIKE RACK

**LOCKING POINT AND CONFIGURATION EXAMPLES (Continued)**



CONFIGURATION EXAMPLE A

CONFIGURATION EXAMPLE B

**ENVIRONMENTAL CONSIDERATIONS**

- Please refer to the Capitol Bike Rack Environmental Data Sheet for detailed environmental impact information.
- Capitol aluminum casting has up to 95% recycled content and is fully recyclable.
- Standard powdercoat finishes are no-VOC; non-standard powdercoat finishes are no- or low-VOC, depending on color.
- Low maintenance.

**MODEL NUMBER AND DESCRIPTION**

MODEL	DESCRIPTION
SKCAP	Capitol Bike Rack

**PRODUCT OPTIONS**

The following options are available for an upcharge

Stainless steel anchors and tamper-resistant stainless steel bolts	Custom RAL powdercoat color
--	-----------------------------

**LEAD TIME:** 4 weeks. Shorter lead times may be available upon request. Please contact us to discuss your specific timing requirements.

**PRICING:** Please contact us at 800.451.0410 or sales@forms-surfaces.com. At Forms+Surfaces, we design, manufacture and sell our products directly to you. Our sales team is available to assist you with questions about our products, requests for quotes, and orders. Territory Managers are located worldwide to assist with the front-end specification and quoting process, and our in-house Project Sales Coordinators follow your project through from the time you place an order to shipment.

**TO ORDER SPECIFY:** Quantity, model, powdercoat color for body casting. Design Guides are available on our website to lead you through the specification process in a simple checkbox format.

T.1.800.451.0410 | F.412.385.4715 | www.forms-surfaces.com

PAGE 2 of 2 | REV. 04.01.24

© 2024 Forms+Surfaces® | All dimensions are nominal. Specifications and pricing subject to change without notice. For the most current version of this document, please refer to our website at www.forms-surfaces.com.

©2023

**15 COTTLE ROAD**  
**15 COTTLE ROAD SAN JOSE**  
**CONDITIONAL USE PERMIT**  
**CP24-001**

NO	DATE	DESCRIPTION
△		
△	1/28/2025	PLANNING PC COMMENT RESPONSE
△	10/11/2024	PLANNING PC COMMENT RESPONSE
△	6/21/2024	PLANNING PC COMMENT RESPONSE
△	3/15/2024	PER CITY COMMENTS

PROJECT NO:	6579.00
CAD DWG FILE:	657900CL.DWG
DESIGNED BY:	ST
DRAWN BY:	JN
CHECKED BY:	ST
DATE:	NOV. 20, 2023
SCALE:	AS NOTED

© HMH

**CONCEPT IMAGES**

**L10.7**  
 OF 28



PROPOSED TREE CANOPY SHADE CALCULATION TABLE

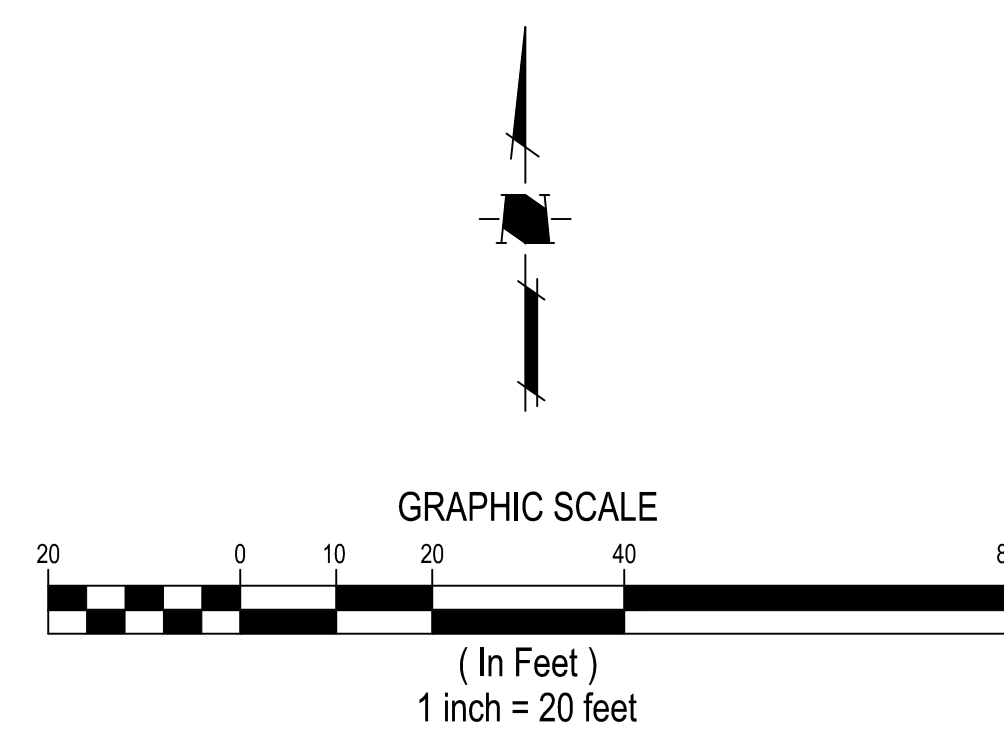
SYMBOL	BOTANICAL NAME / COMMON NAME	QUANTITY @ 100% SHADE / SQ. FT.	QUANTITY @ 75% SHADE / SQ. FT.	QUANTITY @ 50% SHADE / SQ. FT.	TOTAL (SQ. FT.)
	GENERAL LOCATION OF QUALIFYING TREES	-	-	-	-
	ACER RUBRUM 'ARMSTRONG' JAPANESE MAPLE 'ARMSTRONG'	-	-	11 @ 246	2,706
	LAGERSTOEMIA 'NATCHEZ' CRAPE MYRTLE	-	-	-	-
	LAURUS NOBILIS 'SARATOGA' SARATOGA LAUREL	-	-	-	-
	MALUS 'PRAIRIFIRE' FLOWERING CRABAPPLE	-	2 @ 236	2 @ 157	786
	ULMUS PARVIFOLIA/ CHINESE ELM	-	-	3 @ 353	1,059
TOTAL TREE SHADE =					4,551

SURFACED AREA:	PARKING LOT	24,395	TOTAL SURFACE AREA =	24,395	
				SHADE AREA TARGET =	12,197
				TOTAL SHADE PROVIDED =	4,551
				PERCENT SHADE =	18.6%

\*TREE PLACEMENT AND HEIGHT HAS BEEN COORDINATED WITH PG&E, TAKING INTO CONSIDERATION THE REQUIREMENTS AND RECOMMENDATIONS MADE AS RELATED TO SAFETY, OPERATIONS AND MAINTENANCE

NOTES:

- SEE SHEET L10.1 FOR LANDSCAPE PLAN.
- SEE SHEET L10.2 FOR PLANTING LEGEND, NOTES, AND TREE MITIGATION TABLE.
- SEE SHEET L10.3 FOR PLANTING DETAILS.
- SEE SHEET L10.4 FOR HYDROZONE PLAN.
- SEE SHEET L10.5 FOR IRRIGATION DETAILS.
- SEE SHEETS L10.6 - L10.7 FOR CONCEPT IMAGES.
- SEE SHEET L10.8 FOR TREE CANOPY COVERAGE PLAN.
- STREET TREES SHOWN CONCEPTUALLY. FINAL SELECTION TO BE COORDINATED WITH THE CITY ARBORIST.
- STREET TREE TO BE APPROVED BY CITY ARBORIST. MAXIMUM DISTANCE FOR STREET TREES AS FOLLOWS:  
20'-0" O.C. FOR SMALL STREET TREES  
25'-0" O.C. FOR MEDIUM STREET TREES  
35'-0" O.C. FOR LARGE STREET TREES
- SITE TREE PLACEMENT MINIMUM DIMENSION REQUIREMENT:  
5'-0" O.C. TO BUILDING STRUCTURE FOR SMALL STREET TREES  
12'-0" O.C. TO BUILDING STRUCTURE FOR MEDIUM STREET TREES  
20'-0" O.C. TO BUILDING STRUCTURE FOR LARGE STREET TREES
- DESIGNATE 700 CUBIC FEET OF NON-COMPACTED SOIL FOR SMALL TREES, 1400 CUBIC FEET OF NON-COMPACTED SOIL FOR MEDIUM TREES, AND 2100 CUBIC FEET OF NON-COMPACTED SOIL FOR LARGE TREES TO ALLOW TREES TO REACH THEIR MATURITY. STRUCTURAL SOIL SYSTEMS, SOIL CELLS, OR CONTINUOUS TRENCHES ARE EXAMPLE OF WAYS TO REACH TO THE ABOVE SOIL VOLUMES.
- MINIMUM VERTICAL CLEARANCE FOR TREE CANOPIES AT MATURITY AS FOLLOWS:  
14'-0" IN AND AROUND SERVICE AND LOADING AREAS AND DRIVEWAYS  
12'-0" FOR PARKING LOTS  
8'-0" FOR TREE CANOPIES IMMEDIATELY



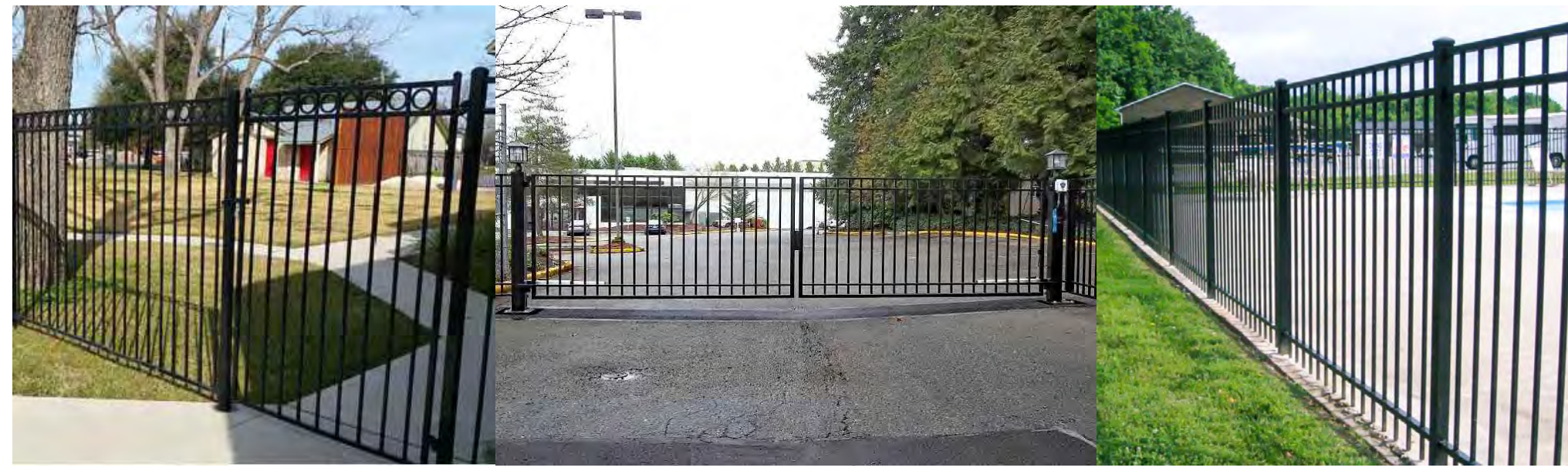
**15 COTTLE ROAD  
 15 COTTLE ROAD SAN JOSE  
 CONDITIONAL USE PERMIT  
 CP24-001**

NO	DATE	DESCRIPTION
1/28/2025		PLANNING PC COMMENT RESPONSE
10/11/2024		PLANNING PC COMMENT RESPONSE
6/21/2024		PLANNING PC COMMENT RESPONSE
3/15/2024		PER CITY COMMENTS

PROJECT NO:	6579.00
CAD DWG FILE:	657900CL.DWG
DESIGNED BY:	ST
DRAWN BY:	JN
CHECKED BY:	ST
DATE:	NOV. 20, 2023
SCALE:	1" = 20'
© HMMH	

**TREE CANOPY COVERAGE PLAN**

CONCEPT IMAGES

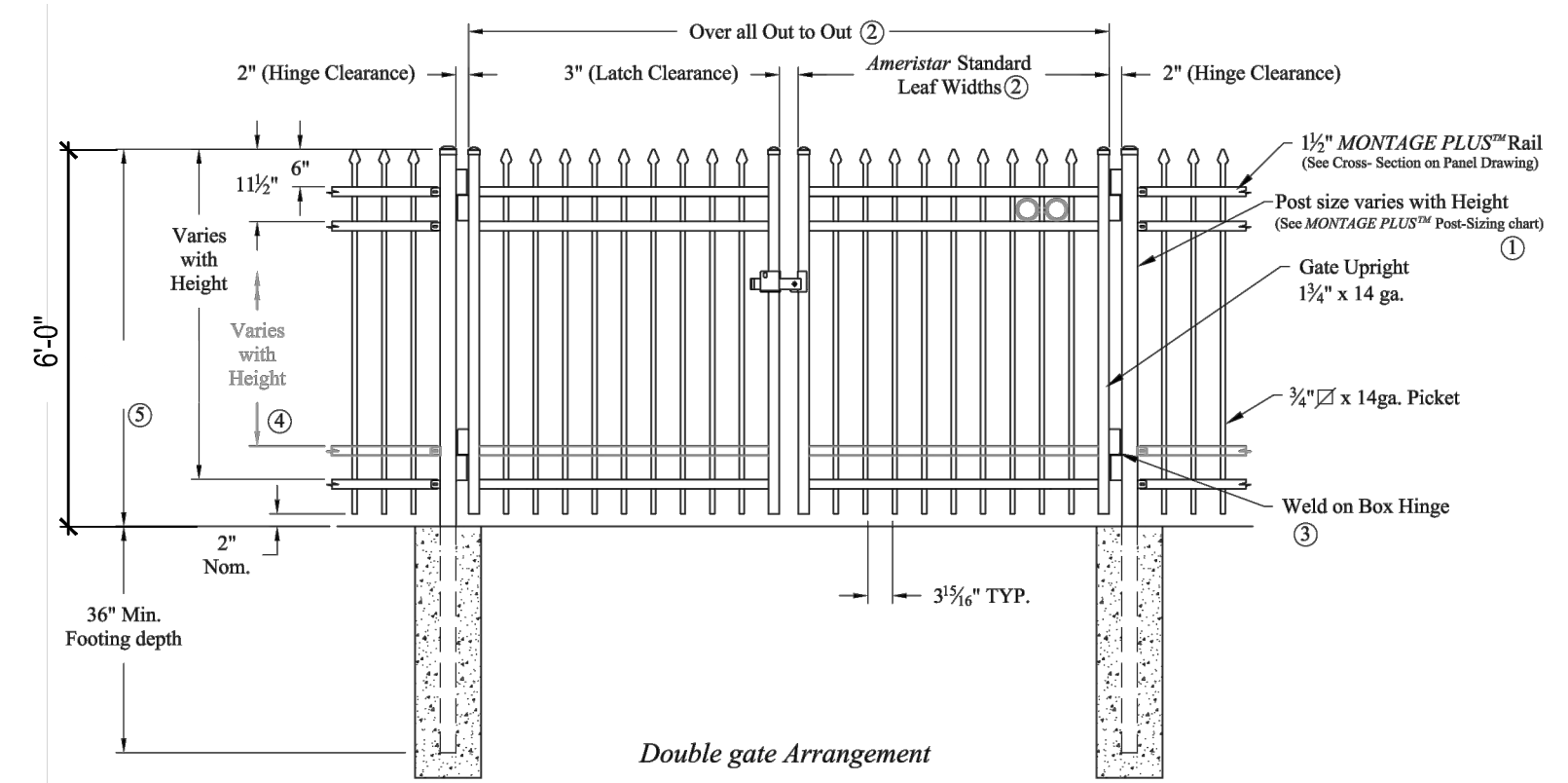


PEDESTRIAN GATE

VEHICULAR SWING GATE

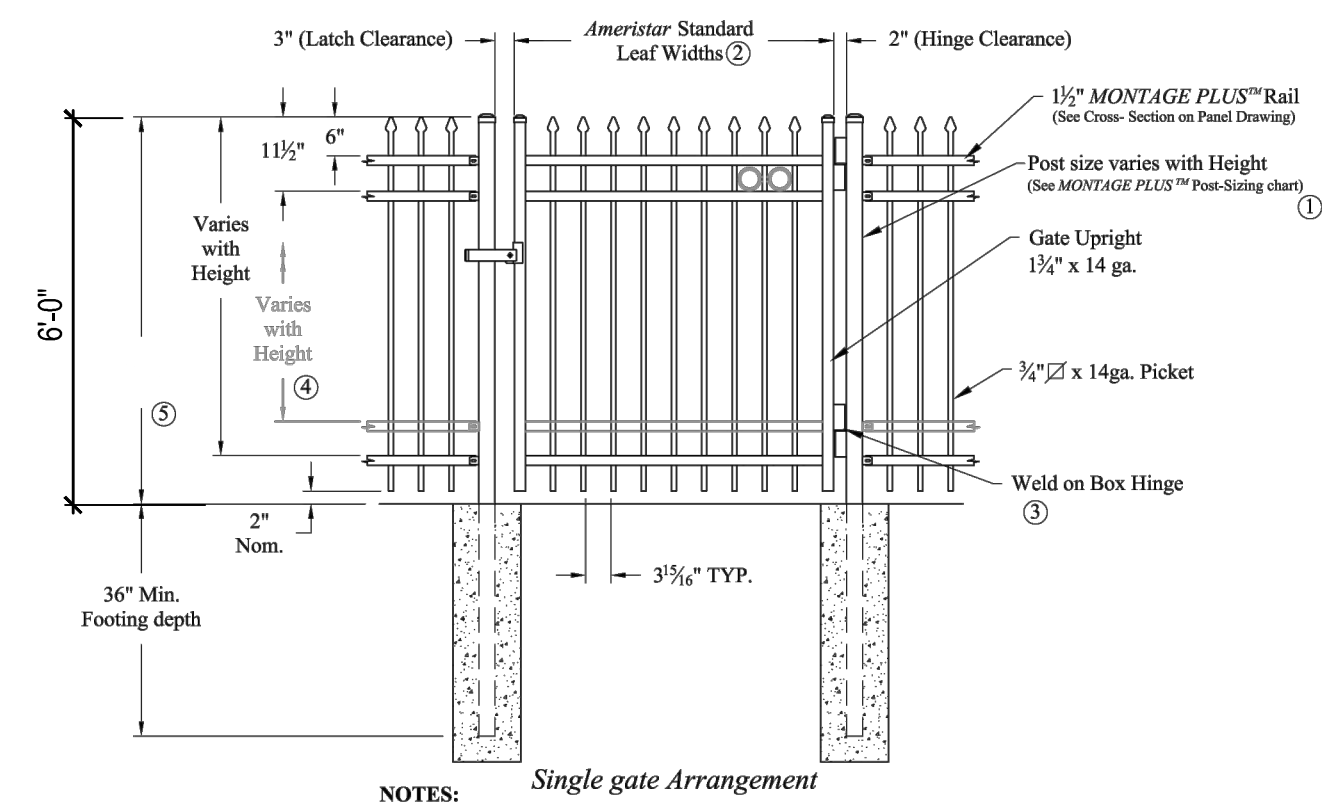
METAL FENCE

NOTES:  
1. SHALL BE METAL.  
2. SHALL BE COLOR BLACK.



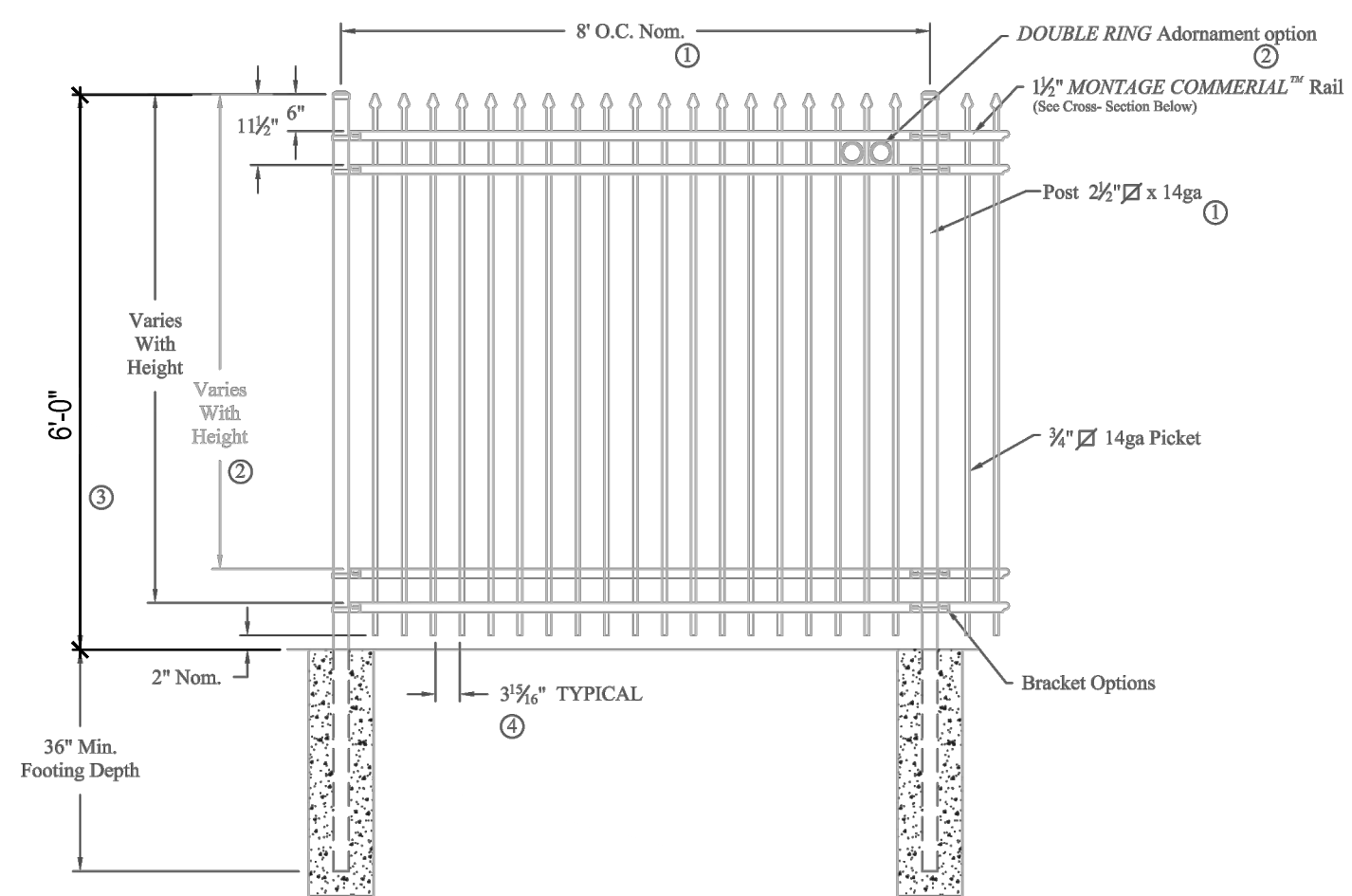
C VEHICULAR SWING METAL GATE

NOTES:  
1. SHALL BE METAL.  
2. SHALL BE COLOR BLACK.



B PEDESTRIAN METAL GATE

NOTES:  
1. SHALL BE METAL.  
2. SHALL BE COLOR BLACK.



A METAL FENCE

**15 COTTLE ROAD**  
**15 COTTLE ROAD SAN JOSE**  
**CONDITIONAL USE PERMIT**  
**CP24-001**

NO	DATE	DESCRIPTION
△	1/28/2025	PLANNING PC COMMENT RESPONSE
△	10/11/2024	PLANNING PC COMMENT RESPONSE
△	6/21/2024	PLANNING PC COMMENT RESPONSE
△	3/15/2024	PER CITY COMMENTS

PROJECT NO: 6579.00  
CAD DWG FILE: 657900CL.DWG  
DESIGNED BY: ST  
DRAWN BY: JN  
CHECKED BY: ST  
DATE: NOV. 20, 2023  
SCALE: AS NOTED  
© HMH

**FENCE AND GATE DETAILS**

**SITE LIGHTING REQUIREMENTS**

ORIENT ALL SITE LIGHTING DIRECTLY DOWNWARDS TO PREVENT LIGHT POLLUTION AND EXCESS GLARE IN THE PUBLIC REALM.

ILLUMINATE A ZONE OF A MAXIMUM OF FIVE FEET IN FRONT OF THE GROUND FLOOR FACADE FOR ALL ACTIVE FRONTAGES SUCH AS RETAIL, OFFICES, AND COMMUNITY ROOMS.

AT LEAST ONE PEDESTRIAN AND BICYCLE CIRCULATION ROUTE MUST HAVE AN UNBROKEN LINE OF LIGHTING FROM SITE ENTRANCE TO THE BUILDING ENTRANCE.

FULLY ILLUMINATE ALL SERVICE YARDS AND ACCESS TO SERVICES AND UTILITIES.

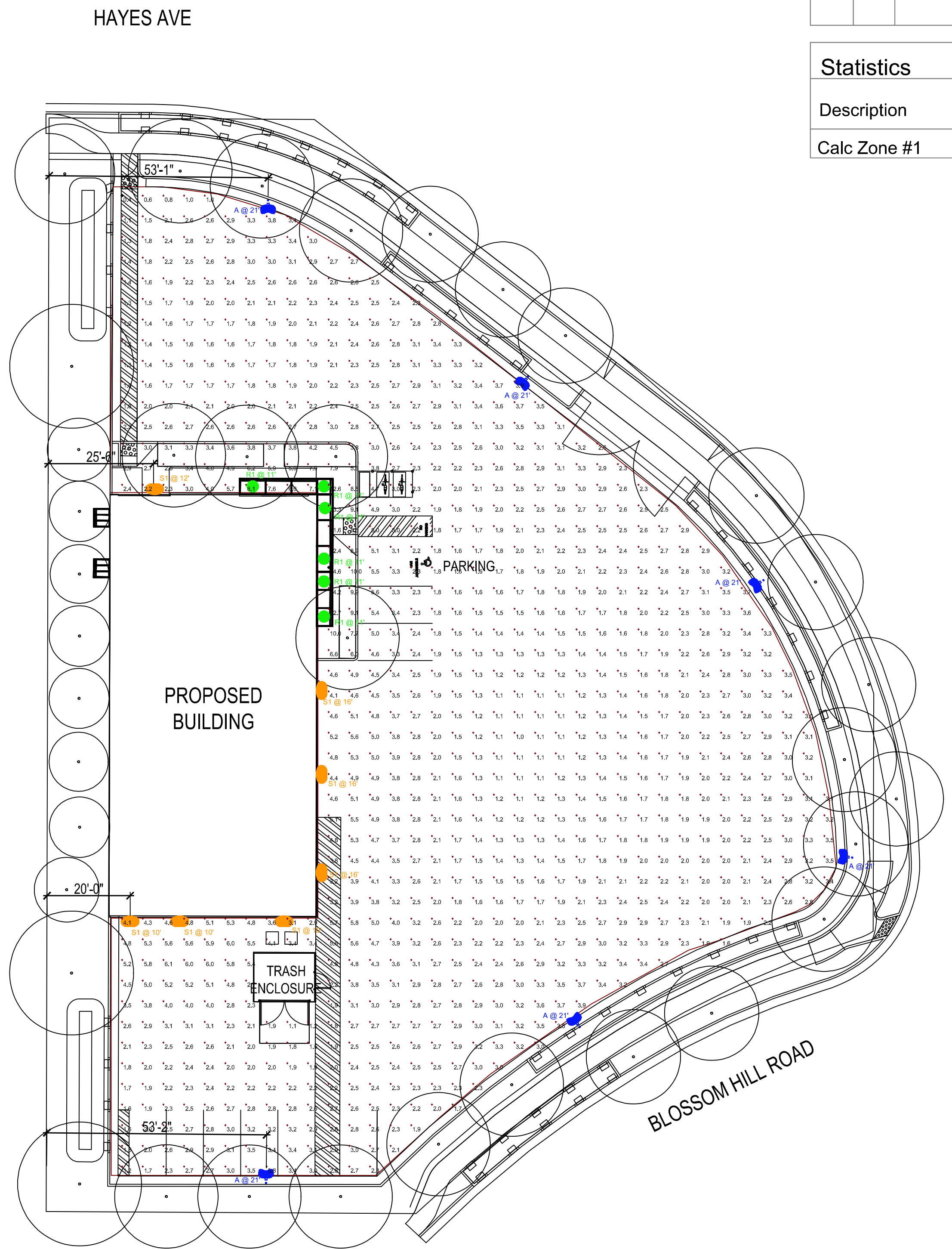
ALL SITE LIGHTING FIXTURES MUST BE FULLY SHIELDED (FULL CUT-OFF) TO PREVENT LIGHT FROM AIMING SKYWARD AND LIGHT SPILLAGE AND GLARE THAT CAN BE SEEN FROM ABOVE.

KEEP THE MAXIMUM COLOR TEMPERATURE FOR OUTDOOR LIGHTING BELOW 2700 KELVIN, EXCEPT FOR OUTDOOR DECORATIVE LIGHTING FROM NOVEMBER 15 TO JANUARY 15.

WHEN ADJACENT TO A RESIDENTIAL DEVELOPMENT, LIGHTING FIXTURES FOR COMMERCIAL, INDUSTRIAL, OR QUASI-PUBLIC DEVELOPMENTS MUST BE LESS THAN 40-FEET TALL, IRRESPECTIVE OF THE DISTANCE FROM THE COMMON PROPERTY LINE.

Symbol	Label	Image	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage
○	R1		6	PRISMA LIGHTING	071453	BLIZ ROUND 40 40W 830 S/EW 0-10V Iron IP65	1	2739	0.9	40
□	S1		7	INVUE LIGHTING	CDW-VA-4-727-A-T4W	INVUE WALL PACK Wave Stream LUMINAIRE WITH T4W DISTRIBUTION LENS	1	5789	0.9	57.6
⏏	A		6	MCGRAW- EDISON LIGHTING	GALN-8A2C-727-A-SL4-HSS	GALLEON AREA AND ROADWAY LUMINAIRE (2) 175 CRI, 2700K, 1059MA LIGHTSQUARES WITH 16 LEDES EACH AND TYPE IV SPILL LIGHT ELIMINATOR OPTICS WITH HOUSE SIDE SHIELD	32	304	0.9	108

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	2.8 fc	14.6 fc	0.4 fc	36.5:1	7.0:1



R1 - PRISMA LIGHTING



SHALL BE 11' TALL

S1 - INVUE WALL MOUNT

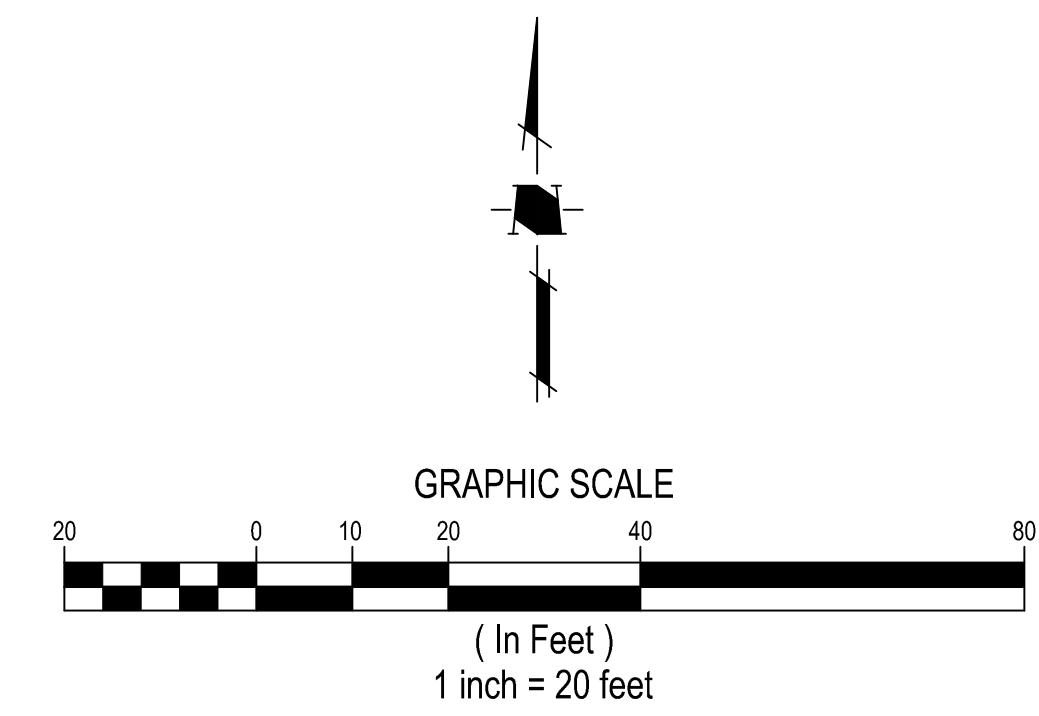


SHALL BE 10', 12', or 16' TALL  
SEE LOCATIONS ON PLAN

A - MCGRAW - EDISON GALLEON AREA AND ROADWAY LUMINAIRE



SHALL BE 21' TALL



**15 COTTLE ROAD  
 15 COTTLE ROAD SAN JOSE  
 CONDITIONAL USE PERMIT  
 CP24-001**

NO	DATE	DESCRIPTION
1	1/28/2025	PLANNING PC COMMENT RESPONSE
2	10/11/2024	PLANNING PC COMMENT RESPONSE
3	6/21/2024	PLANNING PC COMMENT RESPONSE
4	3/15/2024	PER CITY COMMENTS

PROJECT NO.	6579-00
CAD DWG FILE:	657900CL.DWG
DESIGNED BY:	ST
DRAWN BY:	JN
CHECKED BY:	ST
DATE:	NOV. 20, 2023
SCALE:	NTS
©	HMH

**SITE  
 PHOTOMETRICS**



# ***15 COTTLE ROAD – REZONING AND CONDITIONAL USE PERMIT ENVIRONMENTAL NOISE ASSESSMENT***

***San José, California***

**June 19, 2024**

**Prepared for:**

**Olivia Bergin  
Assistant Planner  
HMH  
1570 Oakland Road  
San José, CA 95131**

**Prepared by:**

**Micah Black  
Michael S. Thill**

***ILLINGWORTH & RODKIN, INC.***  
***//// Acoustics • Air Quality ////***

429 East Cotati Avenue  
Cotati, CA 94931  
(707) 794-0400

I&R Job No.: 23-177

## INTRODUCTION

The project proposes the demolition of an existing 1,638-square-foot retail building, construction of a new 5,000-square-foot construction equipment sales building, and the reconfiguration of the site layout and locations of on-site noise-generating operations at 15 Cottle Road in the City of San José, California. Operations at the 0.94-acre site will be comparable to previous conditions. The same number of employees, customers, parking spaces, and deliveries are expected. The new building will be larger than the previous building and will be located closer to the western property line of the site, which will aid in reducing transportation noise levels and operational noise levels at the adjoining residential properties by acting as a noise barrier.

This report assesses the potential for the project to generate a substantial permanent increase in ambient noise levels at residential receptors in the project vicinity. The report is divided into two sections: 1) the Setting Section provides a brief description of the fundamentals of environmental noise, summarizes applicable regulatory criteria, and discusses ambient noise conditions in the project vicinity; and 2) the Impacts and Mitigation Measures Section describes the significance criteria used to evaluate project impacts and presents mitigation measures, where necessary, to mitigate project impacts to less-than-significant levels.

## SETTING

### Fundamentals of Environmental Noise

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. The objectionable nature of sound could be caused by its *pitch* or its *loudness*. *Pitch* is the height or depth of a tone or sound, depending on the relative rapidity (*frequency*) of the vibrations by which it is produced. Higher pitched signals sound louder to humans than sounds with a lower pitch. *Loudness* is the intensity of sound waves combined with the reception characteristics of the ear. Intensity may be compared with the height of an ocean wave in that it is a measure of the amplitude of the sound wave.

In addition to the concepts of pitch and loudness, there are several noise measurement scales which are used to describe noise in a particular location. A *decibel (dB)* is a unit of measurement which indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its intensity. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities. Technical terms are defined in Table 1.

There are several methods of characterizing sound. The most common in California is the *A-weighted sound level (dBA)*. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Representative outdoor and indoor noise levels in units of dBA are shown in Table 2. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the

variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This *energy-equivalent sound/noise descriptor* is called  $L_{eq}$ . The most common averaging period is hourly, but  $L_{eq}$  can describe any series of noise events of arbitrary duration.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends upon the distance the receptor is from the noise source. Close to the noise source, the models are accurate to within about plus or minus 1 to 2 dBA.

Since the sensitivity to noise increases during the evening and at night -- because excessive noise interferes with the ability to sleep -- 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The *Community Noise Equivalent Level (CNEL)* is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 pm - 10:00 pm) and a 10 dB addition to nocturnal (10:00 pm - 7:00 am) noise levels. The *Day/Night Average Sound Level (DNL or  $L_{dn}$ )* is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

## **Effects of Noise**

### *Sleep and Speech Interference*

The thresholds for speech interference indoors are about 45 dBA if the noise is steady and above 55 dBA if the noise is fluctuating. Outdoors the thresholds are about 15 dBA higher. Steady noises of sufficient intensity (above 35 dBA) and fluctuating noise levels above about 45 dBA have been shown to affect sleep. Interior residential standards for multi-family dwellings are set by the State of California at 45 dBA DNL. Typically, the highest steady traffic noise level during the daytime is about equal to the DNL and nighttime levels are 10 dBA lower. The standard is designed for sleep and speech protection and most jurisdictions apply the same criterion for all residential uses. Typical structural attenuation is 12 to 17 dBA with open windows. With closed windows in good condition, the noise attenuation factor is around 20 dBA for an older structure and 25 dBA for a newer dwelling. Sleep and speech interference is therefore possible when exterior noise levels are about 57 to 62 dBA DNL with open windows and 65 to 70 dBA DNL if the windows are closed. Levels of 55 to 60 dBA are common along collector streets and secondary arterials, while 65 to 70 dBA is a typical value for a primary/major arterial. Levels of 75 to 80 dBA are normal noise levels at the first row of development outside a freeway right-of-way. In order to achieve an acceptable interior noise environment, bedrooms facing secondary roadways need to be able to have their windows closed, those facing major roadways and freeways typically need special glass windows.

### *Annoyance*

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that the causes

for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The DNL as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. When measuring the percentage of the population highly annoyed, the threshold for ground vehicle noise is about 50 dBA DNL. At a DNL of about 60 dBA, approximately 12 percent of the population is highly annoyed. When the DNL increases to 70 dBA, the percentage of the population highly annoyed increases to about 25 to 30 percent of the population. There is, therefore, an increase of about 2 percent per dBA between a DNL of 60 to 70 dBA. Between a DNL of 70 to 80 dBA, each decibel increase increases by about 3 percent the percentage of the population highly annoyed. People appear to respond more adversely to aircraft noise. When the DNL is 60 dBA, approximately 30 to 35 percent of the population is believed to be highly annoyed. Each decibel increase to 70 dBA adds about 3 percentage points to the number of people highly annoyed. Above 70 dBA, each decibel increase results in about a 4 percent increase in the percentage of the population highly annoyed.

**TABLE 1 Definition of Acoustical Terms Used in this Report**

<b>Term</b>	<b>Definition</b>
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20 micro Pascals.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micro Pascals (or 20 micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e. g., 20 micro Pascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and Ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, $L_{eq}$	The average A-weighted noise level during the measurement period.
$L_{max}$ , $L_{min}$	The maximum and minimum A-weighted noise level during the measurement period.
$L_{01}$ , $L_{10}$ , $L_{50}$ , $L_{90}$	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day/Night Noise Level, $L_{dn}$ or DNL	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels measured in the night between 10:00 pm and 7:00 am.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Source: Handbook of Acoustical Measurements and Noise Control, Harris, 1998.

**TABLE 2 Typical Noise Levels in the Environment**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet fly-over at 1,000 feet	110 dBA	Rock band
Gas lawn mower at 3 feet	100 dBA	
Diesel truck at 50 feet at 50 mph	90 dBA	Food blender at 3 feet
Noisy urban area, daytime Gas lawn mower, 100 feet Commercial area	80 dBA	Garbage disposal at 3 feet
Heavy traffic at 300 feet	70 dBA	Vacuum cleaner at 10 feet Normal speech at 3 feet
Quiet urban daytime	60 dBA	Large business office Dishwasher in next room
Quiet urban nighttime Quiet suburban nighttime	50 dBA	Theater, large conference room
Quiet rural nighttime	40 dBA	Library Bedroom at night, concert hall (background)
	30 dBA	Broadcast/recording studio
	20 dBA	
	10 dBA	
	0 dBA	

Source: Technical Noise Supplement (TeNS), California Department of Transportation, September 2013.

## **Regulatory Background**

A summary of the applicable regulatory criteria is provided below.

### **City of San José**

*City of San José General Plan.* The Environmental Leadership Chapter in the Envision San José 2040 General Plan sets forth policies with the goal of minimizing the impact of noise on people through noise reduction and suppression techniques, and through appropriate land use policies in the City of San José. The following policies are applicable to the proposed project:

- EC-1.2** Minimize the noise impacts of new development on land uses sensitive to increased noise levels (Categories 1, 2, 3 and 6) by limiting noise generation and by requiring use of noise attenuation measures such as acoustical enclosures and sound barriers, where feasible. The City considers significant noise impacts to occur if a project would:
- Cause the DNL at noise sensitive receptors to increase by five dBA DNL or more where the noise levels would remain “Normally Acceptable;” or
  - Cause the DNL at noise sensitive receptors to increase by three dBA DNL or more where noise levels would equal or exceed the “Normally Acceptable” level.
- EC-1.3** Mitigate noise generation of new nonresidential land uses to 55 dBA DNL at the property line when located adjacent to existing or planned noise sensitive residential and public/quasi-public land uses.
- EC-1.6** Regulate the effects of operational noise from existing and new industrial and commercial development on adjacent uses through noise standards in the City’s Municipal Code.

**Table EC-1: Land Use Compatibility Guidelines for Community Noise in San José**

LAND USE CATEGORY	EXTERIOR NOISE EXPOSURE (DNL IN DECIBELS (DBA))					
	55	60	65	70	75	80
1. Residential, Hotels and Motels, Hospitals and Residential Care <sup>1</sup>						
2. Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
3. Schools, Libraries, Museums, Meeting Halls, Churches						
4. Office Buildings, Business Commercial, and Professional Offices						
5. Sports Arena, Outdoor Spectator Sports						
6. Public and Quasi-Public Auditoriums, Concert Halls, Amphitheaters						

<sup>1</sup>Noise mitigation to reduce interior noise levels pursuant to Policy EC-1.1 is required.

**Normally Acceptable:**

- Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

**Conditionally Acceptable:**

- Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.

**Unacceptable:**

- New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.

Source: City of San José General Plan – Envision San José 2040

***City of San José Municipal Code***

**Zoning Code 20.50.300.B.4**

The sound pressure level generated by any use or combination of uses shall not exceed the decibel level at any property line as shown in Table 20-135, except upon issuance and in compliance with a Conditional Use Permit as provided in Chapter 20.100.



<b>Table 20-135 Noise Standards</b>	
	<b>Maximum Noise Level in Decibels at Property Line</b>
Industrial use adjacent to a property used or zoned for residential purposes	55
Industrial use adjacent to a property used or zoned for commercial purposes	60
Industrial use adjacent to a property used or zoned for industrial or use other than commercial or residential purposes	70

### Existing Noise Environment

The project site is located on the northwest corner of the intersection of Endicott Boulevard and Hayes Avenue, southwest of the Union Pacific Railroad (UPRR) tracks and Monterey Highway, in the City of San José. Single-family residences along Lily Ann Way adjoin the western property line of the site.

The noise environment at the site and in the surrounding area results from a combination of traffic noise from Monterey Highway, Hayes Avenue, Endicott Boulevard, and Blossom Hill Road, as well as UPRR train noise, and jet aircraft noise associated with San José Mineta International Airport. A portion of the site is located within the 70 to 75 dBA DNL San José General Plan 2035 Traffic Noise Contours, with the remaining portion of the site located within the 65 to 70 dBA DNL noise contours.

On-site operations currently include the use of a flatbed delivery truck, forklifts for moving equipment and materials around the site and loading/unloading deliveries, the testing and demonstration of operating rental equipment, and pressure washer cleaning of equipment.

A noise monitoring survey consisting of one long-term (LT-1) and three short-term (ST-1 through ST-3) noise measurements was made between Monday, January 8, 2024, and Thursday, January 11, 2024. All measurement locations are shown in Figure 1.

Long-term noise measurement LT-1 was made at the western property line of the site, approximately 180 feet southwest of the centerline of the UPRR tracks. Hourly average noise levels at LT-1 typically ranged from 59 to 73 dBA  $L_{eq}$  during daytime hours (7:00 a.m. and 10:00 p.m.) and from 51 to 65 dBA  $L_{eq}$  during nighttime hours (10:00 p.m. and 7:00 a.m.). The day-night average noise level was 67 dBA DNL on Tuesday, January 9, 2024 and on Wednesday, January 10, 2024. The daily trend in noise levels at LT-1 is shown in Figures A1 through A4 of Appendix A.

Short-term noise measurements ST-1 through ST-3 were made simultaneously with LT-1 on Monday, January 8, 2024 between 9:10 a.m. and 9:30 a.m. As shown in Figure 1, ST-1 was made

at the northwest corner of the site, approximately 45-feet south of the centerline of Hayes Avenue. Traffic noise typically ranged from 54 to 72 dBA at this location. A freight train with two engines and 24 cars generated noise levels up to 82 dBA. Jet flyovers occurred every few minutes, and generated noise levels ranging from 63 to 66 dBA. The 10-minute average noise levels measured at ST-1 were 67 dBA  $L_{eq}$  between 9:10 and 9:20 a.m., and 60 dBA  $L_{eq}$  between 9:20 and 9:30 a.m.

ST-2 was made at the east corner of the site, approximately 45-feet north of the centerline of Endicott Boulevard. Traffic noise typically ranged from 56 to 73 dBA at this location. Jet flyovers were also a major noise source, ranging from 66 to 68 dBA. The 10-minute average noise level measured at ST-2 was 63 dBA  $L_{eq}$  between 9:40 and 9:50 a.m..

ST-3 was made at the southwest corner of the site, approximately 100-feet northwest of the centerline of Endicott Boulevard. Traffic noise typically ranged from 51 to 63 dBA at this location. Jet flyovers were also a major noise source, ranging from 65 to 68 dBA. Brief forklift noise ranged from 58 to 79 dBA. The 10-minute average noise level measured at ST-3 was 60 dBA  $L_{eq}$  between 10:00 and 10:10 a.m.. Table 3 shows the noise levels measured at ST-1 through ST-3.

**TABLE 3 Summary of Short-Term Noise Measurements (dBA)**

Noise Measurement Location	Date, Time	Measured Noise Level, dBA					
		$L_{max}$	$L_{(1)}$	$L_{(10)}$	$L_{(50)}$	$L_{(90)}$	$L_{eq}$
ST-1a: Northwest corner of site	1/8/2024, 9:10-9:20 a.m.	82	80	66	59	56	67
ST-1b: Northwest corner of site	1/8/2024, 9:20-9:30 a.m.	67	66	63	58	55	60
ST-2: East corner of site	1/8/2024, 9:40-9:50 a.m.	73	70	66	62	59	63
ST-3: Southwest corner of site	1/8/2024, 10:00-10:10 a.m.	79	68	63	56	53	60

In addition to the long-term and short-term noise measurements, additional on-site noise measurements were made for various types of noise generating equipment that may be used at the site. All equipment noise was measured at a distance of 25-feet. The noise levels ranged from 58 to 89 dBA. Typically, only one piece of equipment would be operating at a time, and for a brief period. The noise levels of the equipment are listed below in Table 4.

**TABLE 4 Summary of Equipment Noise at 25-Feet (dBA)**

<b>Equipment</b>	<b>Measured Noise Level, dBA</b>
Flatbed Delivery Truck	75
Forklift (driving)	58 to 62
Forklift (back up alarm)	68 to 70
Forklift (moving materials)	80
Pressure Washer (large)	80 to 86
Pressure Washer (small)	76
Trencher	82 to 89
Skid Steer	75
Water Trailer	78 to 82
Sod Cutter	80 to 89
Scissor Lift (idle)	75
Scissor Lift (back up alarm)	79
Wood Chipper	86 to 87

**FIGURE 1** Aerial Image of the Project Site Plan, Surrounding Area, and Noise Measurement Locations



Source: Google Earth, 2024.

## NOISE IMPACTS AND MITIGATION MEASURES

This section describes the significance criteria used to evaluate project impacts and presents mitigation measures, where necessary, to reduce project impacts to less-than-significant levels.

### Significance Criteria

According to Policy EC-1.2 of the City's General Plan, a significant permanent noise increase would occur if the project would increase noise levels at noise-sensitive receptors by 3 dBA DNL or more where ambient noise levels exceed the "normally acceptable" noise level standard. Where ambient noise levels are at or below the "normally acceptable" noise level standard, noise level increases of 5 dBA DNL or more would be considered significant. The City's General Plan defines the "normally acceptable" outdoor noise level standard for the nearby residential land uses to be 60 dBA DNL. Existing ambient levels, based on the measurements made in the project vicinity, exceed 60 dBA DNL. Therefore, a significant impact would occur if noise due to the proposed project would permanently increase ambient levels by 3 dBA DNL.

Under the City's Noise Element and the City's Municipal Code, noise levels from new nonresidential building equipment shall not exceed a noise level of 55 dBA DNL at receiving residential land uses. Noise-sensitive receptors bordering the site would include the existing residences to the west and south of the project site.

**Impact 1: Permanent Noise Level Increase/Exceed Applicable Standards.** The proposed project would not result in a substantial permanent noise level increase at residential uses. **This is a less than significant impact.**

### *Rental Equipment*

Construction equipment will occasionally be operated on site for maintenance purposes and for customer demonstrations. It is conservatively assumed that these operations would occur for approximately ten minutes of each hour from 7:00 a.m. to 5:00 p.m. On-site noise measurements were made for a variety of equipment (Table 4). Noise levels for the equipment ranged from 58 to 89 dBA at 25-feet. With the reconfiguration of the site operations, rental equipment will be relocated away from the western residential property line to the east side of the site, closer to the roadways and train tracks. The equipment noise at nearby residences will also be shielded by the new building and existing 6-foot perimeter wall. Operating a variety of equipment near the center of the equipment yard throughout the day would generate noise levels ranging from 41 to 51 dBA DNL at the nearest residences considering attenuation from the building and perimeter wall.

### *Project Traffic Increase*

A traffic study was not prepared for the proposed project. The proposed project is not expected to increase traffic volumes and would not contribute to a traffic noise increase. For all surrounding receptors, project trips would not measurably contribute to ambient noise levels in the area (0 dBA DNL increase).

### *Mechanical Equipment*

Heating, ventilation, and air conditioning (HVAC) units are typically part of commercial buildings. These types of units typically cycle on and off during daytime hours of operation. Details pertaining to the mechanical equipment planned at the proposed sales building, such as specific type of units, quantities of units, locations of units, and noise levels generated by the units are unknown at this time. The applicant has indicated that the building would include ground mounted condensing units. Typical air handling units for buildings of this size typically generate noise levels up to 62 dBA at a distance of 20 feet. Assuming all equipment is running simultaneously, noise levels generated by the air handling units would be up to 48 dBA DNL at the nearest residences, considering attenuation from the perimeter wall. For all surrounding receptors, mechanical equipment noise would not measurably contribute to ambient noise levels in the area (0 dBA DNL increase).

### *Forklift and Maintenance*

Forklifts would be used when loading and unloading trucks. One propane forklift would continue to be used intermittently throughout the daytime hours. With the reconfiguration of the site, forklift operations would now occur on the east side of the site and would be mostly shielded receptors located to the west. Factoring in the expected attenuation from the new building and the 6-foot-tall perimeter wall, forklift noise is expected to be up to 39 dBA DNL, and well below the existing DNL at the residential property lines. Therefore, thresholds in the General Plan and Municipal Code would not be exceeded, and forklift noise would not measurably contribute to ambient noise levels in the area (0 dBA DNL increase).

### *Parking Lot Noise*

Small surface parking lots for passenger cars would be located in the northwestern and southwestern corners of the site. Noise sources associated with the use of the parking lots would include vehicular circulation, loud engines, door slams, and human voices. The maximum noise level of a passing car at 15 mph typically ranges from 45 to 55 dBA  $L_{max}$  at a distance of 100 feet. The noise generated during an engine start is similar. Door slams cause slightly lower noise levels. The hourly average noise levels resulting from all of these noise-generating activities in a busy parking lot typically ranges from 40 to 50 dBA  $L_{eq}$  at a distance of 100 feet from the parking area. Parking lot operation is only expected between 7:00 a.m. and 5:00 p.m. Typical hourly operations would include a few cars at any time, which would result in lower levels.

When the noise source is positioned at the center of the parking lot areas, noise levels generated at parking lots at the site would be up to 38 dBA DNL, well below the existing DNL at the residential property line. Attenuation from the perimeter wall is assumed. Noise levels resulting from parking activities would be well below ambient noise levels due existing transportation noise, and the proposed parking lot/parking activities would not measurably contribute to ambient noise levels in the area (0 dBA DNL increase).

### *Truck Deliveries*

Truck delivery noise would include maneuvering activities occurring at the loading zone, which would likely occur on the east side of the proposed building, on the eastern portion of the project site. All trucks would access the site from Hayes Avenue. On-site flatbed delivery truck noise was observed to be 75 dBA at 25-feet. The delivery truck would typically enter and exit the site a few times per day. The new building and perimeter wall would shield the nearby residences from much of the truck noise. Flatbed truck noise is expected to be up to 40 dBA DNL, and well below the existing DNL at the residential property lines. Thresholds in the General Plan and Municipal Code would not be exceeded, and truck noise would not measurably contribute to ambient noise levels in the area (0 dBA DNL increase).

### *Wash Pad Operations*

The project currently has a wash pad located on the project site, which would continue to be used under project conditions. However, since the wash pad is part of existing on-site operations, this is considered part of the existing ambient noise environment and would not be a new noise-generating source produced by the proposed project.

### *Total Combined Project-Generated Noise*

The operational noise levels produced by the proposed project combined (i.e., rental equipment, traffic, mechanical equipment, forklift, parking lot, and truck loading/unloading activities) would generate noise levels up to 53 dBA DNL at the nearest residences, well below the existing ambient noise levels (65 to 67 dBA DNL), and would not exceed 55 dBA DNL at the land uses surrounding the site.

### **Mitigation Measure 1: None Required**

APPENDIX A

**Noise Levels at Noise Measurement Site LT-1  
West Property Line of the Site  
Monday, January 8, 2024**

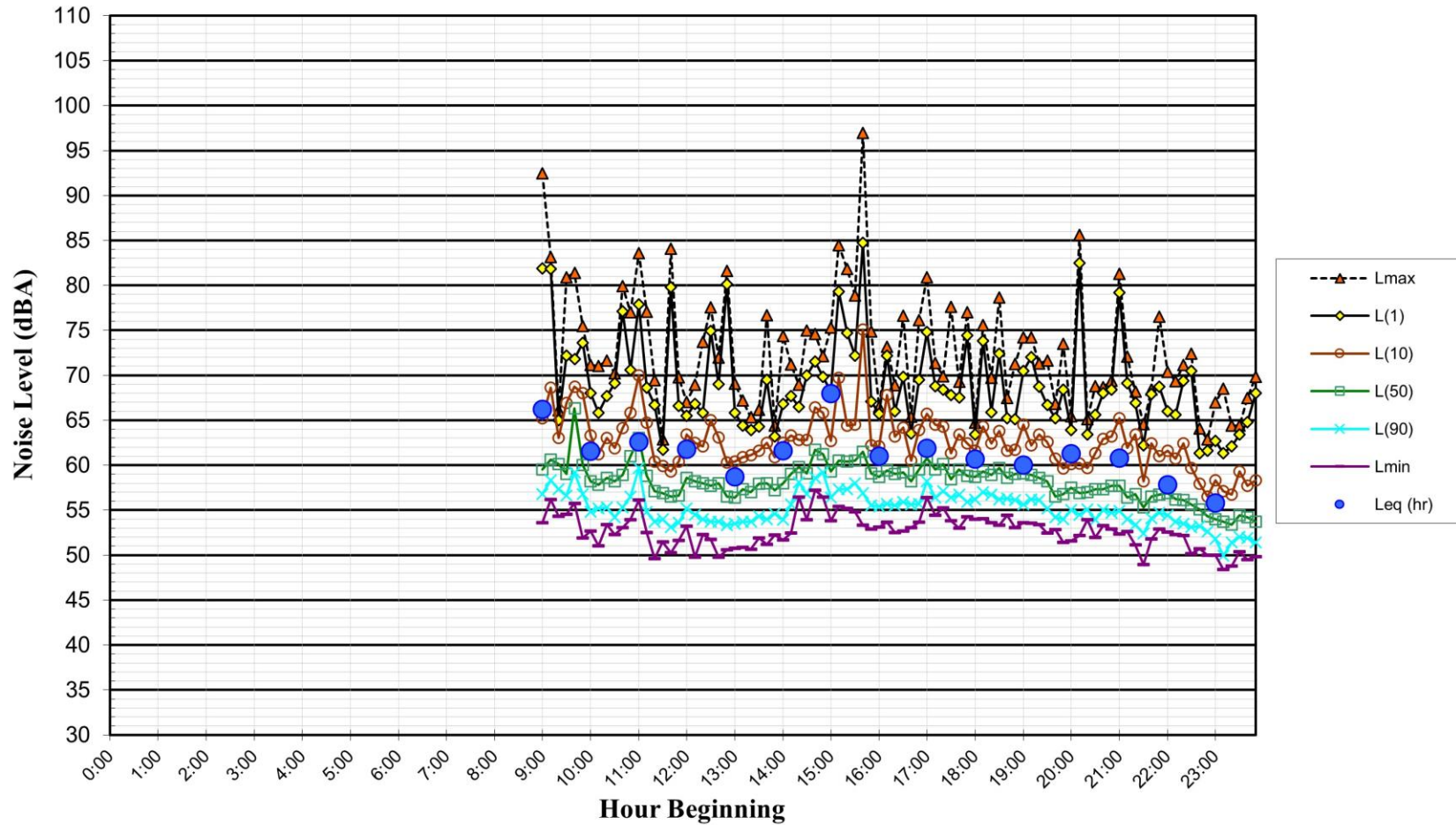


FIGURE A1



### Noise Levels at Noise Measurement Site LT-1 West Property Line of the Site Tuesday, January 9, 2024

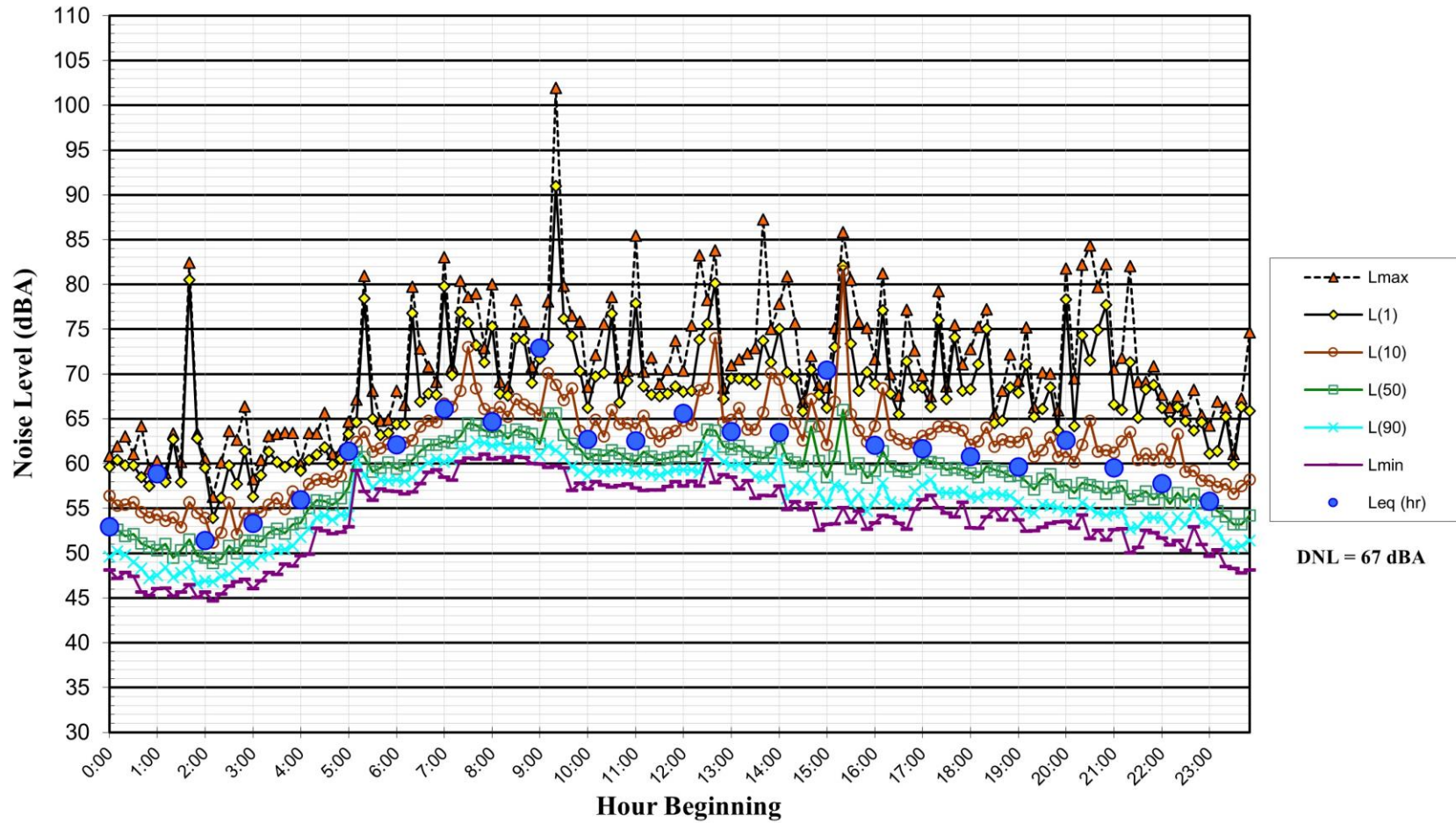


FIGURE A2

### Noise Levels at Noise Measurement Site LT-1 West Property Line of the Site Wednesday, January 10, 2024

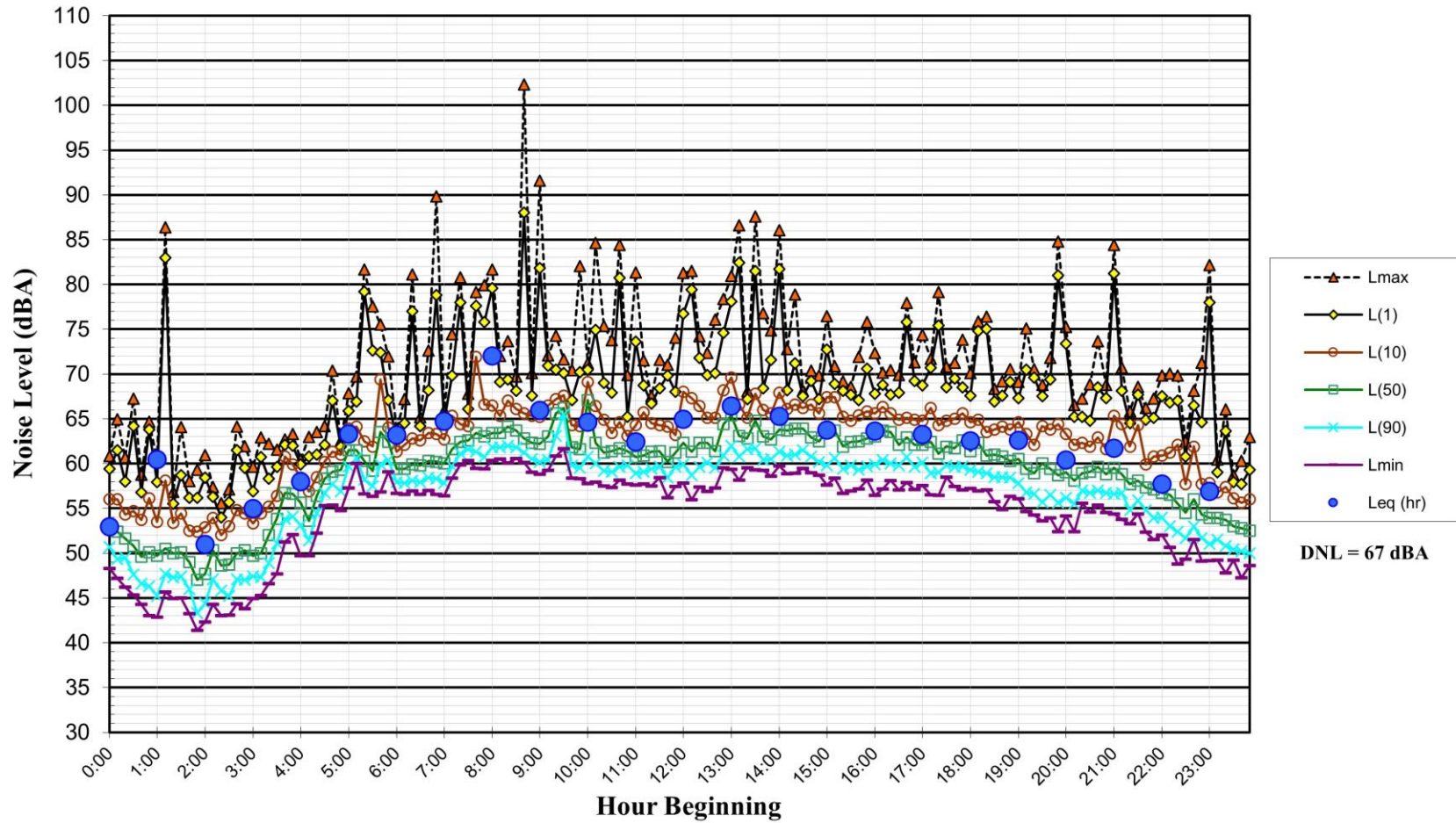


FIGURE A3

### Noise Levels at Noise Measurement Site LT-1 West Property Line of the Site Thursday, January 11, 2024

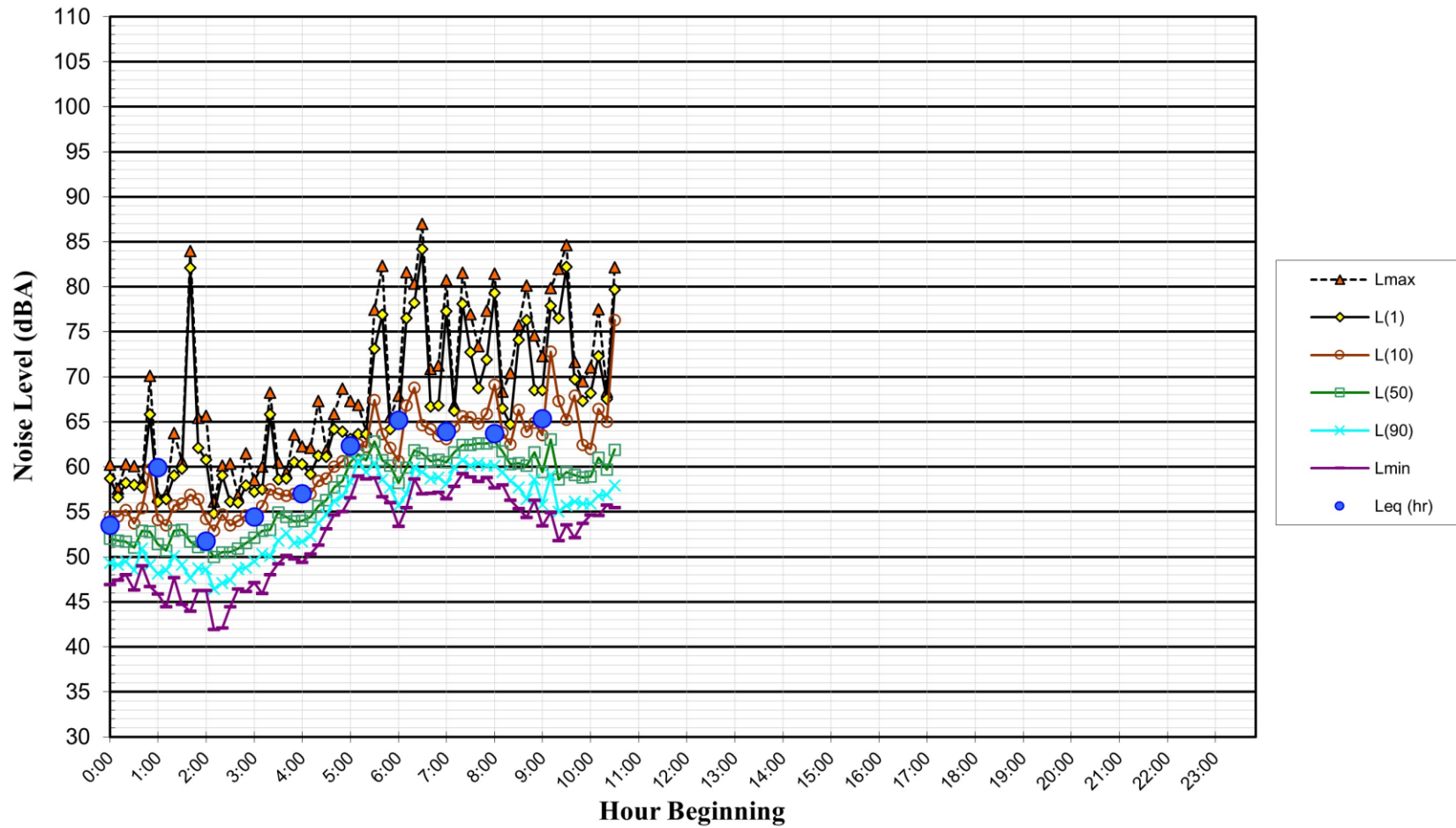


FIGURE A4