CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

PLANNING COMMISSION STAFF REPORT

File No.	**PDC17-058, PD17-029, and PT17-063**
Applicant:	**715 West Julian LLC**
Location	**715 West Julian Street**
Existing Zoning	**CP Commercial Pedestrian**
Council District	**6**
Historic Resource	**No**
Annexation Date:	**December 08, 1925**
CEQA:	**Addendum to be adopted**

APPLICATION SUMMARY:

1. **File No. PDC17-058:** Planned Development Rezoning from the CP Commercial Pedestrian Zoning District to the CP(PD) Planned Development Zoning District to allow up to 249 residences with a minimum 0.5 floor area ratio (FAR) of commercial uses (up to 26,585 square feet) on a 1.22-gross acre.

2. **File No. PT17-063:** Vesting Tentative Map to combine two parcels into one parcel.

3. **File No. PD17-029:** Planned Development Permit to allow the demolition of five buildings, removal of six ordinance size trees and the construction of a seven-story mixed use development containing 249 multi-family residential units and 26,585 square feet of ground level commercial space and a two-level underground parking structure on a 1.22 gross acre site.

RECOMMENDATION:

Staff recommends the Planning Commission recommend to the City Council the following actions:

1. Consider the Addendum to the Diridon Station Area Plan Final Program EIR (Resolution No.77096), Envision San José 2040 General Plan Final Program EIR (Resolution No. 76041), Supplemental EIR (Resolution No. 77617), and Addenda thereto in accordance with CEQA.
2. Adopt an Ordinance of the City of San José rezoning certain real property approximately 1.22-gross acres in size, located at 715 West Julian Street, from the CP Commercial Pedestrian Zoning District to the CP(PD) Planned Development Zoning District to allow up to 249 residences with a minimum 0.5 FAR ratio of commercial uses (up to 26,585 square feet) on a 1.22-gross acre site;
3. Adopt a Resolution approving a Vesting Tentative Map to combine two parcels into one on a 1.22-gross acre site.

4. Adopt a Resolution approving a Planned Development Permit, subject to conditions, to effectuate the Planned Development Zoning District and to allow the demolition of five existing buildings, removal of six ordinance size trees and the construction of a seven-story mixed use development containing 249 multi-family residential units and 26,585 square feet of ground level commercial space and a two-story underground parking structure on a 1.22 gross acre site;

PROJECT DATA

GENERAL PLAN CONSISTENCY			
General Plan Designation		**Urban Village** ☒ **Consistent** ☐ **Inconsistent**	
Consistent Policies		**IP-1.6, IP-8.4, IP-8.5; LU-9.6, 9.17, 10.7, VN-1.7**	
Inconsistent Policies		**None**	
SURROUNDING USES			
	General Plan Land Use	**Zoning**	**Existing Use**
North	Mixed Use Commercial	A(PD) Planned Development	Avalon Apartments
South	Urban Village / Residential Neighborhood	Commercial Office/ Commercial General/ Light Industrial/ A(PD) Planned Dev.	On Lok Lifeways Business Center
East	Urban Village / Transit Employment Center	Heavy Industrial	PG&E Office and Dispatch Center
West	Mixed Use Commercial	Light Industrial	Retail winery, Apartments, and Single-family residences

RELATED APPROVALS	
Date	**Action**
12/8/25	College Park/Burbank Sunol annexation

PROJECT DESCRIPTION

On December 15, 2017, a Planned Development Zoning, Planned Development Permit and Tentative Map applications were filed to rezone the subject property located at the northwest corner of West Julian Street and Stockton Avenue from the CP Commercial Pedestrian Zoning District to the CP(PD) Planned Development Zoning District; along with a Planned Development Permit to demolish five existing buildings, remove six ordinance size trees and construct a seven-story mixed use development containing 249 multi-family residential units and 26,585 square feet of ground level commercial space and a two-level underground parking structure. In addition, a Vesting Tentative Map was applied for to combine two parcels into one parcel, all on a 1.22-gross acre site.

The project site is bordered to the west by a retail winery and an apartment complex, to the north by an apartment complex, to the south by a mix of residential neighborhood, commercial shops, and a business office, and by PG&E's offices and dispatch center to the east, across Stockton Avenue. Diridon Station is located approximately 1,000 feet from the site.

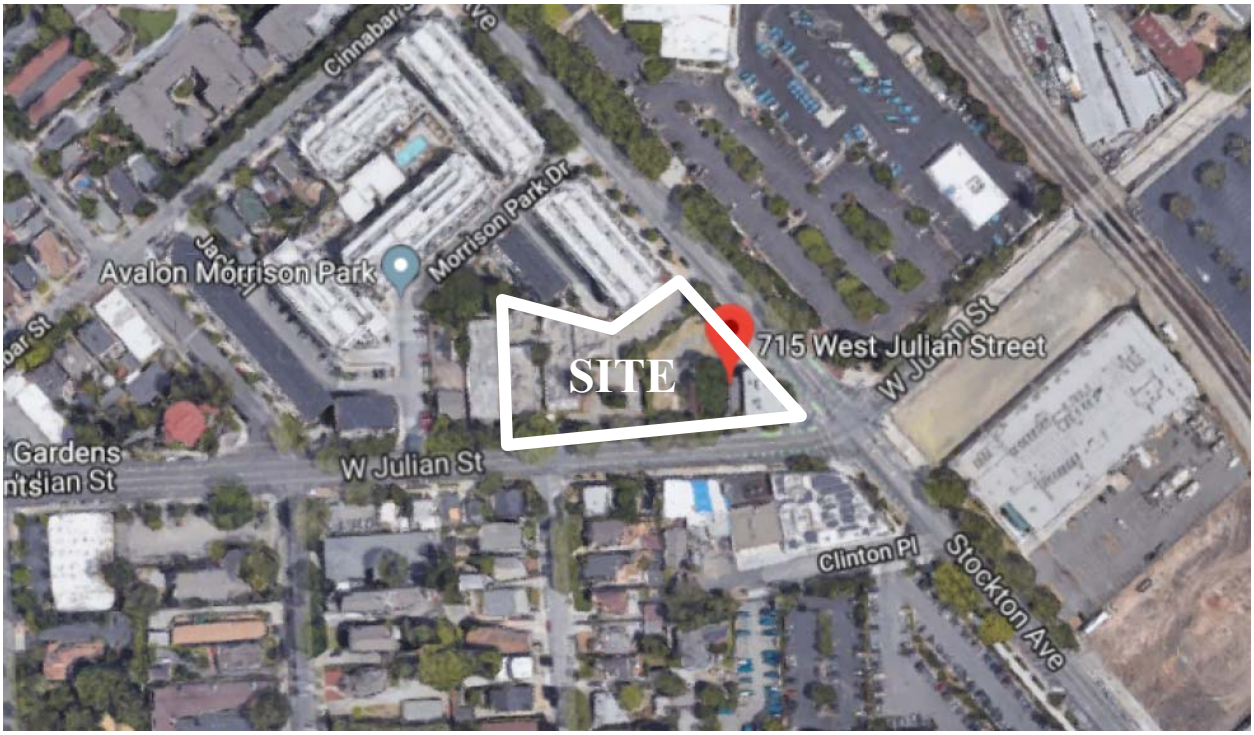

Figure 1. Subject Site

The project is a proposed mixed-use development that includes 249 residential units with a density of 204 dwelling units per acre and 26,585 square feet of ground level commercial space in a seven-story building with an overall height of 85 feet. The building includes an open, sidewalk level neighborhood plaza (approximately 2,000 square feet) located at the southeast corner of the site at the intersection of Stockton Avenue and West Julian Street. The plaza would be privately owned and maintained, but be publicly accessible for the enjoyment of the project's residents and neighboring community alike. Additional common outdoor spaces are located on the second level in the form of an 8,400 square foot courtyard and a smaller roof-top deck.

The proposed project would include one level of podium parking at-grade that would be behind the commercial tenant spaces, unseen from the adjacent sidewalks. Two additional below grade parking levels would provide the remaining vehicle and bicycle spaces, for a total of 250 bicycle spaces and 246 vehicular spaces.

ANALYSIS

The proposed project was analyzed for conformance with the following: 1) the Envision San José 2040 General Plan; 2) Diridon Station Area Plan; 3) the Zoning Ordinance; and 4) the California Environmental Quality Act (CEQA).

Envision San José 2040 General Plan Conformance

The subject property is designated as Urban Village on the San José 2040 General Plan Land Use/Transportation Diagram (Figure 2). This designation supports a wide variety of commercial, residential, institutional, or other land uses with an emphasis on establishing an attractive urban form in keeping with the Urban Village concept. Development within the Urban Village designation should conform to land use and design standards established with an adopted Urban Village Plan, which specifies how each Urban Village will accommodate the planned housing and job growth capacity within the identified Urban Village Growth Area.

The project site is within the Diridon Station Area Plan (DSAP), an adopted Urban Village plan, and is therefore subject to the land use and design standards established within the plan. The project is consistent with the DSAP, as discussed further below, and is therefore consistent with the Urban Village General Plan designation.

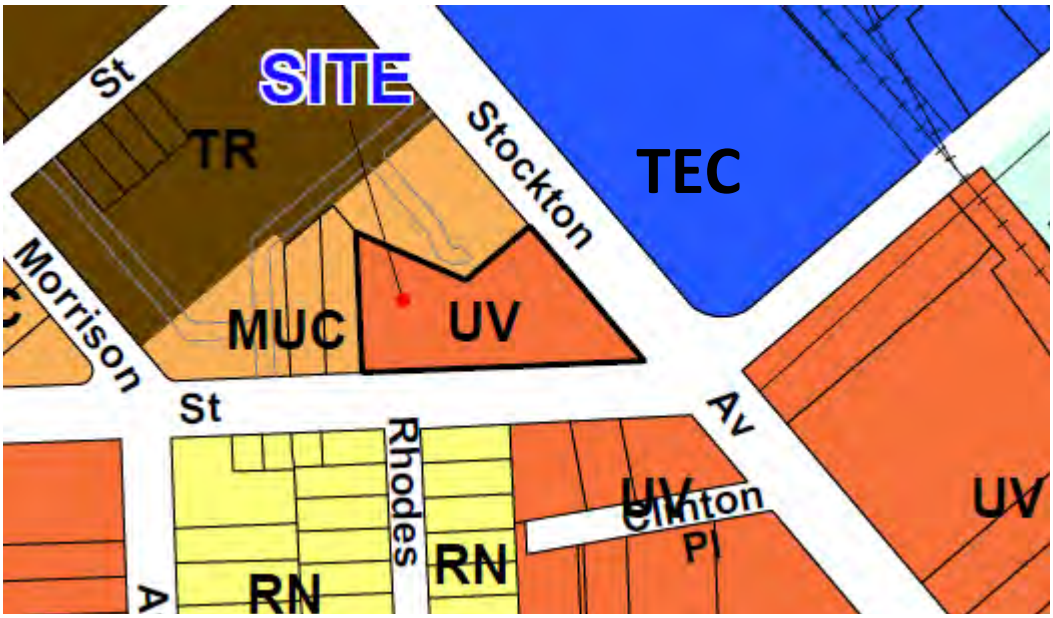

Figure 2. General Plan
RN = Residential Neighborhood, UV = Urban Village, MUC = Mixed Use Commercial, TR = Transit Employment Residential, TEC= Transit Employment Center

Additionally, the project is consistent with the following General Plan policies:

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

   Analysis: The proposed project would allow for a mixed-use development at a residential density of approximately 204 dwelling units per acre, where 250 dwelling units per acre is the maximum permissible density. In addition, commercial square footage of 26,585 is provided, meeting the minimum 0.50 FAR of commercial space required by the DSAP for mixed-use projects. Therefore, the project would realize the goals of Diridon Station Area Plan in addition to the Urban Village designation.

2. Implementation Policy IP-8.4: Within Urban Village Areas, review rezoning actions for consistency with applicable Urban Village Plans. Align the location, density and form of new residential or residential mixed-use development with standards established within the applicable Urban Village Plan or consistent with the requirements for Signature projects or ancillary residential development as provided for in the Envision General Plan.

   Analysis: The proposed project would allow for a mixed-use development as prescribed by the Diridon Station Area Plan and the Urban Village designation. As discussed above (Policy IP-1.6), the residential density would be consistent with the standards and vision set forth in the Envision General Plan.

3. Implementation Policy IP-8.5: Use the Planned Development zoning process to tailor such regulations as allowed uses, site intensities and development standards to a particular site for which, because of unique circumstances, a Planned Development zoning process will better conform to Envision General Plan goals and policies than may be practical through

implementation of a conventional Zoning District. These development standards and other site design issues implement the design standards set forth in the Envision General Plan and design guidelines adopted by the City Council. The second phase of this process, the Planned Development permit, is a combined site/architectural permit and conditional use permit, which implements the approved Planned Development zoning on the property.

Analysis: Although the existing zoning of CP would have allowed for the development of the property in a similar fashion to what is proposed, it would not have allowed the reduced rear setback. In the case of this proposal, the intent of the setback is being achieved by the centered podium courtyard, which remains open from floors two through seven, providing a break in massing adjacent to the development to the north. The Planned Development Zoning is required to allow housing as part of this project, because there is no implementation plan in place for Diridon Station Area Plan that would otherwise provide for the necessary public improvements and amenities housing would require. Note that a Condition of approval is included requiring the project to pay a fair share contribution toward the funding of a comprehensive financing plan for the Diridon Station area. The financing plan will fund public improvements, affordable housing, and other amenities and services that the aforementioned implementation plan would have provided for.

4. Land Use Policy LU-1.2: Encourage Walking. Create safe, attractive, and accessible pedestrian connections between developments and to adjacent public streets to minimize vehicular miles traveled.

   Analysis: The project would include widened public sidewalks up to 22 feet wide on Stockton Avenue (previously 18 feet) and 15 feet on Julian (previously 10 feet). In addition to a clear walkway, both sidewalks will have proportional landscaped buffers from edge of curb to edge of sidewalk. The wider walkways and buffers provide a safer, more pleasing pedestrian buffer from the adjacent streets. The project also creates a neighborhood plaza designed for passive recreation or resting in between destinations and is part of the pedestrian network envisioned with the DSAP's "green finger" and pedestrian connections.

5. Land Use Policy LU-9.6: Require residential developments to include adequate open spaces in either private or common areas to partially provide for residents' open space and recreation needs.

   Analysis: The proposal would include private and public open space in conformance with the Residential Design Guidelines. The private open space would be comprised of balconies at least 60 square feet in size for more than half of the total units. The public open space would be comprised of an interior courtyard space above the podium that includes a pool, seating, and planter areas, a ground level neighborhood plaza at the corner of Julian and Stockton and a rooftop deck.

6. Land Use Policy LU-10.7: Encourage consolidation of parcels to promote mixed-use and high density development at locations identified in the Land Use / Transportation Diagram.

   Analysis: The proposal's Tentative Map combines two properties with individual acreage ranging from 0.11 to 1.10 acres in size. Developed individually, the density and commercial use envisioned in the General Plan would not be feasible on these smaller lots. When combined as proposed, the properties could be developed with commercial square footage and higher residential density consistent with the Urban Village designation.

7. Vibrant Neighborhood Policy VN-1.7: Use new development within neighborhoods to enhance the public realm, provide for direct and convenient pedestrian access, and visually connect to the surrounding neighborhood. As opportunities arise, improve existing development to meet these objectives as well.

Analysis: Overall, the building has a well-designed pedestrian-oriented ground level that ties in with the neighborhood plaza (a public amenity) and is adjacent to a 11-foot wide sidewalk with a 10-foot wide landscaped buffer along Stockton Avenue and a 9-foot walkway with a 6-foot wide landscape buffer along West Julian Street. Although the proposed structure is seven stories high, its architecture works to compartmentalize portions of the massing and reduces long appearing façades by creating visual breaks.

Also, the aforementioned corner paseo/plaza would provide residents in the new development as well as existing residential neighborhoods with a safe and pleasant resting stop along the pedestrian corridors.

Diridon Station Area Plan

The Urban Village designation for this site has a density allowance of up to 250 dwelling units per acre and a floor area ratio of up to 10.0. However, as applied to Diridon Station Area Plan (DSAP), the project site also has a minimum of 0.5 commercial FAR for projects containing residential uses. This designation would therefore only support residential development in a vertical or horizontal mixed-use format that includes commercial uses or square footage that is equal to or greater than a 0.5 FAR for a given project. As proposed, the mixed use project has 249 units for a density of 204 dwelling units per acre and 26,585 square feet of ground level commercial space for an FAR of 0.5. The density and ratios noted qualify the project for a mixed use development per the above standards.

The project site is in the Northern Zone – Innovation District of the Diridon Station Area Plan. The DSAP has a series of guidelines intended to help shape development to ensure that the architecture, open space, and site design of the proposed project are appropriate and compatible with the envisioned urban form. These guidelines and policies should be incorporated in projects within the Urban Village designation and DSAP:

Overall Themes and Goals

- Foster a vibrant public realm throughout the Station area that supports pedestrian activity and integrates public spaces into development with new plazas, parks, and public spaces.
- Neighborhood Squares should be connected with the pedestrian network, other plazas or open spaces and the neighborhoods;

Neighborhood Squares

As discussed, the project includes an open, ground level "Neighborhood Plaza" (approx. 2,000 square feet) located at the corner intersection of Stockton Avenue and West Julian Street. The plaza would be privately owned and maintained but be publicly accessible for the surrounding community to be used as a paseo across the corner of the property for passive recreation as well as meeting place. This plaza would be located on one of four corners where the intersection of Julian and Stockton occurs. When the remaining corners are developed, they would also include squares, connected by pedestrian crosswalks at the intersection, thereby helping establish an interconnected pedestrian network within the DSAP area.

Urban Form and Structure - Building Height.

- Create an urban district in the Station Area with buildings that maximize height potential. The Station Area should accommodate a mix of uses including commercial, office, and entertainment development.

The project maximizes the DSAP's height limit as shown on *Figure 3-2-1: Building Heights of the Diridon Station Plan Area* (Figure 3) with a building that is seven stories with a roof height of 85 feet.

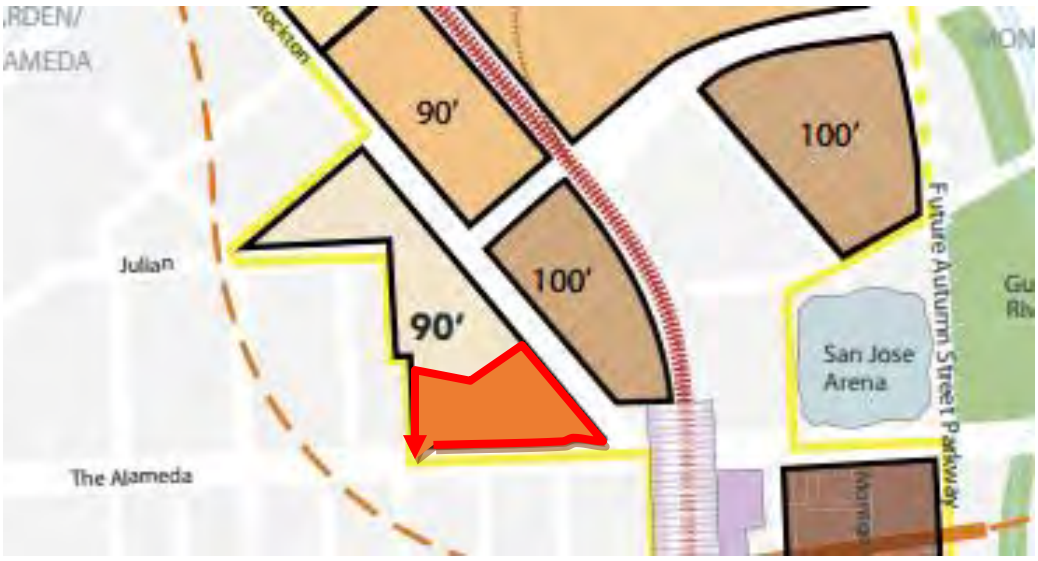

Figure 3 – Building Height of Diridon Station Plan Area

Mix of Uses

- Ground floor retail should be integrated in mixed-use buildings that take advantage of maximum heights and densities.
- Maximize a building's active spaces along its public street perimeter by locating retail, office, or commercial uses with customer activity on the ground floor level.

As stated in the project description, this is a mixed-use project that incorporates 26,585 square feet of ground floor retail below 249 residential units. Further, the retail entrances are also along the adjacent sidewalks to provide optimum opportunity for pedestrian activation and contribute to place-making.

Building Form and Building Siting

The Northern Zone – Innovation District guidelines, promote a close public/private interaction by requiring buildings be placed parallel to the street or public spaces, and along the edges of a site to create a tight urban fabric. As a corner development, the building entries and active commercial spaces are oriented to the adjacent streets. Most of the units above will also incorporate private decks open to the streets below. In addition, the guidelines state that the walls along the street should not be blank; walls should vary in architectural detail and facade treatments to provide texture and interest to the pedestrian environment.

The massing of the project would be varied to avoid the creation of a long monotonous unbroken plane. The street elevations incorporate the use of varied materials, architectural features (such as balconies, parapet wall, etc.) and alternating planes to create a rhythmic architectural pattern. A courtyard on the podium level is also being proposed for the north side of the building. This creates a large break in the massing so that the middle and longest portion of the building sits back further from the neighboring Avalon apartments.

The project plans for the Planned Development Permit are consistent with the above guidelines, through the use of recessed and projecting wall planes, a variety of compatible materials (stone, plaster, and wooden siding), and through variation in roof line. All sides of the building have been architecturally designed to respond to the street, and the existing apartment development to the north of the site.

Parking Structures

- Wherever feasible, provide underground parking garages with access located away from public streets or integrated in the building façade.
- Podium garages should be enclosed with buildings on at least three sides.

The project's 246 parking spaces are contained within the building. 21 of those spaces are on the podium level, while the remaining 225 spaces are located in the two underground levels. The required number of spaces noted here are further discussed in the Zoning Ordinance Conformance below.

Residential Design Guidelines

Open Space

The Residential Design Guidelines state that residents of new multi-family housing projects should have access to usable open space, whether public or private, for recreation and social activities. The guideline suggests 60 square feet of private space for one half of the units (due to the highly urbanized and high residential density of the site) and 100 square feet of common open space for each unit in mixed-use developments.

The proposal would include a minimum of 60 square feet of private open space comprised of balconies for more than half of residential units. The proposed interior courtyard on top of the first-floor podium level, roof-top deck and ground level neighborhood plaza would provide more than 78 square feet of common open space per unit. This combination of common and private open space is more compatible with urban projects (like as proposed) that are more interconnected with the public realm that surrounds it. The open space ratios recommended in the Residential Design Guidelines have been modified through the Planned Development Zoning to better address the urban setting and the DSAP vision. The slight deficit in common open space is in recognition of the urban setting of the project and the existing and planned public recreational spaces such as the corner plaza/paseo, a larger network of neighborhood squares and paseos in the plan area, and existing and planned/improved park space.

Zoning Ordinance Conformance

The site is in the CP Commercial Neighborhood Zoning District (see Figure 4). This zoning district allows commercial or mixed-use residential development but does not allow the construction of purely residential units. The applicant proposes to rezone the site to CP(PD) Planned Development Zoning District, as discussed above, to accommodate the construction of a mixed-use project with modified rear setbacks.

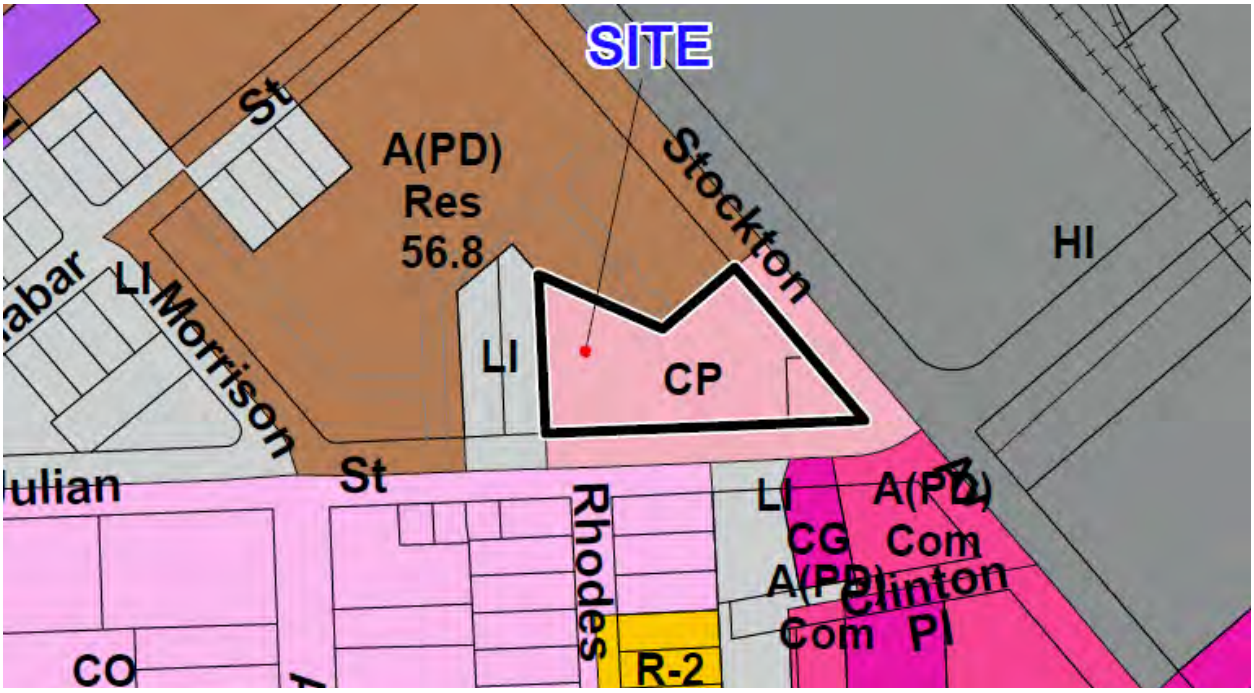

Figure 4: Existing Zoning Map

Proposed CP(PD) Planned Development Zoning District

The proposed zoning conforms to the General Plan land use designation of Urban Village, as discussed above. A Planned Development Permit is also being considered to effectuate the zoning. If the Planned Development Permit is not implemented, then the site could be developed per the base zoning district of CP Commercial Pedestrian Zoning District, under a separate permit.

The adjacent site to the north is already developed with a multi-family residential complex (Avalon Morrison Park Apartments) under an A(PD) Planned Development Zoning. The property directly eastward of the subject site is designated LI Light Industrial and has an existing retail winery and tasting room (Coterie Winery).

The development standards for lot size, setbacks and height under the Diridon Station Area Plan – Northern Zone, and the proposed CP(PD) Planned Development Zoning District and Planned Development Permit are compared and discussed below:

Development Standards in the proposed CP(PD) Planned Development Zoning District	**CP Zoning Minimum Required**	**Diridon Station Plan Area requirement**	**PD Zoning**	**Proposed by project**
Lot Size (Minimum)	6,000 s.f.; or as established in approved Urban Village Plan	No minimum lot size	6,000 s.f.	53,143 square feet
Front	no minimum, 10 feet maximum; or as established in approved Urban Village Plan	No or minimal setbacks from edge of street	0 feet min., 10 feet max., along West Julian and Stockton	0 feet, along West Julian Street and Stockton Avenue
Side, interior	none; or as established in approved Urban Village Plan	N/A	10 feet min.	10 feet, along property line

Side, corner	none; or as established in approved Urban Village Plan	No or minimal setbacks from edge of street	0 feet min., 10 feet max. along West Julian Street and Stockton Avenue	0 feet, along West Julian Street and Stockton Avenue
Rear, interior	25; or as established in approved Urban Village Plan	N/A	N/A	N/A
Rear, corner (North setback)	25; or as established in approved Urban Village Plan	N/A	Minimum of 3 feet; 5-25 feet at portions of the building over 25 feet in height	Minimum of 3 feet; 5-25 feet at portions of the building over 25 feet in height
Height (Maximum)	50, unless a different maximum is established in Chapter 20.85; or as established in approved Urban Village Plan	90 feet	85 feet, plus minor projections (not to exceed 10')	85 feet to roof deck, plus minor projections of 10 feet

Table 1: Setbacks and Height

Analysis: *The proposed development standards are consistent with the minimum lot size for the Commercial Pedestrian Zoning District for all required setbacks except the* ***north*** *setback as shown for the Diridon Station Area Plan. The proposed development has a varied rear setback depending on the height of building elements. In addition to this exception, the roof-top* ***height*** *that complies with the DSAP guidelines has an additional protrusion for roof-top equipment that extends up to 95 feet. This height allowance was reviewed by the City's Airport Department.*

Hence, Planned Development rezoning is required for both height and setback modification.

Parking

The project proposes parking at the following parking ratios and amounts:

Use Type	**Required # of Parking Spaces**	**# of Units/s.f.**	**# Parking spaces req.**	**# Parking spaces provided**
Residential *	1 space/unit	249	249	
Commercial	1/200 net s.f. (.85 of gross)	22,597	113	
	Total required		362	246

*The residential parking requirement was established at one space per unit due to the proximity to the Downtown Core boundary discussed in San Jose Municipal Code, Chapter 20.70 which allows a reduced residential parking requirement for projects located within the boundary. The Diridon Station Area Plan also promotes the reduction of parking and increased utilization of public and alternate means of transport. Therefore, the parking requirements of the Downtown Zoning District were applied to this project at a rate of one space per unit as a Planned Development Zoning standard.

The total number parking of spaces required is 362 under the proposed PD standard. The project provides 246 spaces, which is 32 percent under the requirement. Therefore, a 32 percent reduction is needed to meet the proposed Planned Development parking standard.

Reductions in the required amount of parking may be granted if the project implements and adheres to a Transportation Demand Management (TDM) plan as well as meeting the requirements set forth in Section 20.90.220 - Reduction in Required Off-Street Parking Spaces of the San Jose Municipal Code. Under Section 20.90.220(A) Alternative Transportation, "If a structure or use is located within two thousand feet of a proposed or an existing rail station or bus rapid transit station, or an area designated as a neighborhood business district, or as an urban village, or as an area subject to an area development policy in the city's general plan or the use is listed in Section 20.90.220.G; and the structure or use provides bicycle parking spaces in conformance with the requirements of Table 20-90, a 20% initial reduction in the parking requirement is allowed. If the project goes further to incorporate a TDM plan that meets the requirements of the above section, then the parking requirement may be reduced by up to 50%. A further 15 percent reduction is allowed within the Downtown area.

The project site is within the Diridon Station Area Plan as well as 2,000 feet from San Jose Diridon Station and provides bicycle parking as prescribed in Table 20-90 of the zoning parking chapter. In addition, a TDM plan is being proposed that meets the requirements in section 20.90.220 A. 1.d. and e of the San Jose Municipal Code. The following are items included in the TDM plan submitted:

1. Bicycle parking. A total of 250 spaces are being proposed (only 71 spaces are required), 218 of which are secured long-term.
2. Car share programs will be located on site with management subsidized memberships for residents.
3. On-site TDM coordinator and services to assist residents and visitors with alterative transit options, including trip planning resources. The coordinator would be responsible for implementing and managing the TDM plan.
4. Preferred parking for electric vehicles
5. Unbundled parking or parking spaces that require an additional rental fee to discourage car ownership.

Based on the above, the required 362 spaces would first be reduced to 181 spaces (50 percent reduction); and then further reduced to 154 (15 percent reduction from 181 spaces). The project is providing 246 spaces, thus meeting the minimum parking requirement, after reductions.

Planned Development Permit Findings

Chapter 20.100 of the San Jose Municipal Code establishes evaluation criteria for issuance of a Planned Development Permit. These criteria are applied to the project based on the above-stated findings related to General Plan, Zoning and CEQA conformance and for the reasons stated below, and subject to the conditions set forth in the permit. In order to make the Planned Development Permit findings pursuant to Section 20.100.720 of the San Jose Municipal Code and recommend approval to the City Council, Planning Commission must determine that:

1. The Planned Development Permit, as issued, is consistent with and furthers the policies of the General Plan;

   Analysis: The proposed project is consistent with the General Plan Land Use/ Transportation Diagram designation of Urban Village for the subject site, which defers to the Urban Village designation requirements within the DSAP. The proposed project conforms to a maximum

density of 250 DU/AC and FAR ranging from 0.50 to 10.0 for the DSAP. The project also conforms to the Implementation Policies IP-1.6, IP-8.4, and IP-8.5 of the General Plan. The project also conforms to the Land Use Policies LU-1.2, LU-9.6, LU-10.7, VN-1.7, and Design Guidelines of the Diridon Station Plan Area, all as discussed above.

2. The Planned Development Permit, as issued, conforms in all respects to the Planned Development Zoning of the property;

   Analysis: As discussed above, the Planned Development Permit conforms in all respects to the proposed Development Standards of the proposed CP(PD) Planned Development Zoning of the property, including uses, setbacks and height.

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

   Analysis: The proposed project is consistent with all applicable City Council policies. Compliant with Council Policy 6-30: Public Outreach Policy, a notice of the public hearing was distributed to the owners and tenants of all properties located within 1,000 feet of the project site and posted on the City website. Further, staff held a community meeting for the project. The project is also consistent with exterior lighting and stormwater treatment policies. Therefore, this finding ***can*** *be made.*

4. The interrelationship between the orientation, location, mass and scale of building volumes, and elevations of proposed buildings, structures and other uses on-site are appropriate, compatible and aesthetically harmonious;

   Analysis: The orientation, location, mass and scale of the proposed seven-story, 249-unit mixed-use development compliments the surrounding neighborhood and will be compatible in height and scale to the adjacent four-story Avalon apartment complex. Architecturally, the project complements and enhances the surrounding mix of multi-residential and commercial development through the use of similar and upgraded materials such as horizontal wood siding, stone and glass veneer on the ground floor facades as well as interesting articulation throughout the street facing elevations.

   Since the site is a corner lot, most residences will have street frontages with private decks oriented towards public streets, creating a street presence like that found in the residential neighborhood to the south. The project also includes a "Neighborhood Plaza" at the corner of the building that lightens the mass of the structure and creates an open and useable recreational space.

5. 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 effect on adjacent property or properties.

   Analysis: The project would not result in an increase in long-term operational noise levels and odors above the City's and regional agency's standards threshold for single-family residential development. Temporary noise and odor impacts from construction activities would be reduced to less than significant levels with implementation of standard conditions to reduce construction noise and odor. The project has been evaluated by the Department of Public Works for grading, drainage and stormwater requirements, and was found in compliance as per the Final Public Works Memo dated August 17, 2018. The project will, therefore, not have any unacceptable negative effect on the adjacent properties.

Vesting Tentative Map Findings

In accordance with San José Municipal Code (SJMC) section 19.12.130, the City Council may approve the tentative map if the City Council cannot make any of the findings for denial in Government Code Section 66474 and the City Council has reviewed and considered the information relating to compliance of the project with the California Environmental Quality Act and determines the environmental review to be adequate. Additionally, the City Council may approve the project if the City Council does not make any of the findings for denial in San José Municipal Code Section 19.12.220.

1. The City Council finds that the proposed parcel consolidation shown on the Vesting Tentative Map, subject to the conditions listed below and the requirements for project design and improvements is consistent with applicable General and Specific Plans of the City of San José, in that:

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

2. The City Council has considered the proposed subdivision shown on the Vesting Tentative Map, with the imposed conditions, to determine whether to make any of the findings set forth in subsections of Section 66474 of the Government Code of the State of California which states "A legislative body of a city or county shall deny approval of a tentative map, or a parcel map for which a tentative map was not required, if it makes any of the following findings:"

   a. That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.

   b. That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.

   c. That the site is not physically suitable for the type of development.

   d. That the site is not physically suitable for the proposed density of development.

   e. That the design of the subdivision or the proposed improvements is likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

   f. That the design of the subdivision or type of improvements is likely to cause serious public health problems.

   g. That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision.

Analysis: Based on review of the proposed lot consolidation, the City Council cannot not make any such findings to deny the subject subdivision in that: 1) the proposed map/project is consistent with the General Plan as noted above; 2) the proposed design of the lots are consistent with the General Plan in that the lots are of adequate size to support developments; 3) the proposed site is physically suitable for the proposed development; 4) the proposed density is suitable for the proposed site based on the FAR allowance of the General Plan and DSAP; 5) the proposed lot consolidation in this urban setting will not cause any environmental damage or substantially injure fish or other wildlife habitat; 6) the consolidated lot will not cause any public health issues; 7) the proposed subdivision will not conflict with any public easements, as the project is providing all necessary public easements, all explained in detail above and in the administrative record. Based on that review, the City Council does not make any such denial findings for the subject subdivision.

Tree Removal Findings

As part of the Planned Development permit, removal of six ordinance size trees is required in order to allow the proposed improvements. After investigation and review held pursuant to Chapter 13.32 of the San José Municipal Code, the location of the tree with respect to a proposed improvement unreasonably restricts the economic development of the parcel in question.

Analysis: The project requires the demolition of all existing structures and the re-grading of the site. The removal of the subject trees is therefore required in order for improvements to be realized. Replacement trees will be required in accordance to Chapter 13.32 -Tree Removal Controls of Title 13, San José Municipal Code and City policies.

Demolition Findings

As part of the Planned Development Permit, the demolition of three commercial buildings and two single-family houses are required in order to allow the proposed improvements. Under the provisions of Section 20.80.460 of the San José Municipal Code, prior to the issuance of any development permit, which allows for the demolition, removal or relocation of a building, the following shall be considered to determine whether the benefits of permitting the demolition, removal or relocation outweigh the impacts of the demolition, removal or relocation:

1. The failure to approve the permit would result in the creation or continued existence of a nuisance, blight or dangerous condition;
   - *The existing structures were damaged by fire and are currently a public hazard.*
2. The failure to approve the permit would jeopardize public health, safety or welfare;
   - *The existing structures were damaged by fire and are currently a public hazard; approval of demolition would restore the site to a safer state.*
3. The approval of the permit should facilitate a project which is compatible with the surrounding neighborhood;
   - *As described in previous sections, the proposed project is compatible with the surrounding area and the guidelines of the DSAP.*
4. The approval of the permit should maintain the supply of existing housing stock in the City of San José;

- *Demolition of the existing structures would take away two residential units but would add 249 new residential units.*

5. Both inventoried and non-inventoried buildings, sites and districts of historical significance should be preserved to the maximum extent feasible;

   - *None of the proposed buildings proposed for removal are of historical significance;*

6. Rehabilitation or reuse of the existing building would not be feasible; and

   - *The existing structures were damaged by fire and rehabilitation would be too costly and not compatible with current building code;*

7. The demolition, removal or relocation of the building without an approved replacement building should not have an adverse impact on the surrounding neighborhood.

   - *A new mixed use project is being proposed in place of the proposed demolition*.

   Analysis: Based on consideration of the above, the benefits of permitting the demolition outweigh the impacts in that the demolition of the existing structures will allow for redevelopment of the site to provide housing. Furthermore, while the two existing single-family residences on the subject site will be demolished, the number of new dwelling units constructed as a result of the project will exceed this number of units by 247; therefore, the supply of existing housing stock in the city will not be diminished. Further, the proposed mixed use project will provide a commercial component that will add job opportunity for the community as well as an overall urban form that exemplifies the goals and policies of the Diridon Station Area Plan.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

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

An Initial Study was prepared in support of the Addendum that provided analysis of the proposed actions. The Initial Study outlined relevant mitigation measures, as identified in the previous EIRs, for air quality, biological resources, cultural resources, hazards and hazardous materials, and noise impacts. Mitigation measures are outlined for these resource areas which will reduce any potentially significant project impacts to a less-than-significant level. These mitigation measures include preparing a diesel particulate matter emissions reduction plan for construction equipment, conducting pre-construction bird surveys, archeological testing, regulatory oversight to address soil and groundwater contamination, discharge requirements for construction dewatering activities, mechanical noise requirements, and implementation of a vibration plan. The mitigation measures and associated compliance methods are included in the Mitigation Monitoring and Reporting Program.

The Initial Study concluded that the Diridon Station Area Plan EIR and Envision San José 2040 General Plan EIRs adequately address the environmental effects of the proposed project with supplemental evaluation, and the project would not result in significant environmental effects that are not already identified in the EIRs. The Addendum, Initial Study, and technical reports were posted on the City's website for public review on August 21, 2018.

The City must consider this Addendum, along with the Diridon Station Area Plan EIR, San José and Envision San José 2040 General Plan EIRs, prior to making a decision on the project. The Addendum identified that the implementation of the project would not result in any significant effects on the environment. The Addendum, Initial Study, associated appendices, and other related environmental documents are available on the Planning website at: http://www.sanjoseca.gov/index.aspx?nid=6148.

PUBLIC OUTREACH

Staff followed Council Policy 6-30: Public Outreach Policy. A notice of the public hearing was distributed to the owners and tenants of all properties located within 1,000 feet of the project site and posted on the City website. An on-site public notification sign has been posted on the subject site informing the neighbors. The staff report is also posted on the City's website. Staff has been available to respond to questions from the public.

Public comments received to date have been attached to this report. Most of the letters express support for the project, except for the topics discussed below.

Public Comments and Response to Comments

Twelve emails were submitted during the public review period and are included as an attachment to this staff report. Most of the emails were duplicates sent by different individuals. The emails voiced support for the project because of the reduced parking and the overall development's design including the establishment of the corner plaza.

Other email topics included:

Increase landscaping, more interesting façades and better colors "less white"

One of the emails requested more landscaping around and on the building (creeping vines, etc.), as well as better architectural articulation along with more natural colors.

Staff Response: The two adjacent streets (Julian and Stockton) would have 10 to 6-foot wide landscaped strips with street trees as required by Public Works. In addition, the podium courtyard would have landscaping as well as some planter opportunities in the neighborhood plaza. The building incorporates a variety of natural colors and materials.

Vacant commercial tenant spaces, and street seating

A community member and area business owner was concerned over the possibility of "lengthy commercial [tenant] vacancies underneath .. residential [units]". The member also voiced a desire for more affordable units so that smaller community based businesses could afford to occupy the spaces rather than typical chains. Additional comments asked that the project "encourage street seating at some reasonable spacing along Julian".

Staff Response: The intent of the DSAP is to foster more community oriented businesses and living arrangement. The commercial space as shown in the plans has yet to be divided into tenant spaces which keeps flexibility open for smaller divisions that could accommodate smaller businesses. Ultimately, it is market demands that dictate the configuration of spaces and lease

rates. However, as stated the 26,585 commercial square footage is an aggregate total and may be sub-divided to suit potential businesses.

With respect to sidewalk seating, the 12-foot width of the sidewalk along Stockton and the 10-foot width of sidewalk along Julian, coupled with the facade recesses incorporated with the building, there would be ample opportunity for "sidewalk cafes" along these two streets.

Community Meeting Comments and Staff Responses - May 14, 2018

Comments were received at the community meeting held on May 14, 2018, at the Whole Foods Community Room at 777 The Alameda. This community meeting was posted on the City's website and a notice was sent to property owners and residents within 1,000 feet of the subject site. There were approximately 65 community members in attendance at the meeting. Most attendees were supportive of the project, but had questions and concerns detailed below:

Parking: Provide reduced parking/ decouple parking, so residents must pay for space / Not enough parking considering roommates would share living units / Bicycle parking should be maintained.

Staff response: As discussed above in this report, the parking requirement has been reduced through meeting the requirements of the Zoning Ordinance, as described above. The total parking required for the project has been reduced to 181 spaces from 362 spaces. The project is providing 246, thus meeting the minimum parking requirement. This reduction in parking is appropriate for the Diridon Station Area Plan due to the transit-rich opportunities for alternate means of ridership. In addition, as required by the Transportation Management Plan (TDM) submitted, parking will be unbundled meaning that a parking spaces are not included with rent and a separate monthly fee will apply. This would discourage car ownership and foster transit ridership. Further, the TDM plan provides for a car share program on site with management subsidized memberships for residents. This service would be available for roommates (all residents).

Bicycle parking: Maintain a bicycle parking facility.

Staff response: As discussed above in this report, a total of 250 bicycle parking spaces are being proposed (179 above the required 71 spaces) as part of the Planned Development permit and TDM plan requirement. 181 of the bicycle parking spaces are housed in a secure location as long-term parking. This facility and the total number of bicycle parking spaces will be maintained for the life of the project.

Corner Improvements: design and function.

Staff response: The project proposes to include an open corner plaza at the ground level of the building. The open plaza at the intersection of Julian and Stockton will serve as a public paseo to be enjoyed by the project and surrounding community alike. Since the community meeting, the ap*plicant revised the project to redesign the structural support for the corner plaza so that the space is more open and inviting. The plaza is a key improvement to realizing a neighborhood square (making up the four corners of the Julian and Stockton intersection) as envisioned by the Diridon Station Area Plan.*

Unit Affordability: No affordable units are provided with the project.

As of July 1 of this year, the City's affordable housing fee requirements will be applicable to all multi-family projects that have not obtained a Planned Development Permit. This per-unit fee is intended to help fund affordable housing projects in the City. This project is therefore subject to the fee.

Green Building Requirements: Use of natural materials, storm water disposal and pervious paving.

Staff response: The Diridon Station Area Plan does encourage the use of "most up-to-date green design methods and sustainable systems in accordance with the City's Green Vision and Green Building Ordinance". The Building Code does have a minimum requirement of commercial structures that they be LEED Silver certified and will be addressed at time of building permit submittal.

Also, this project was reviewed by Public Works for storm water runoff and related disposal. This site is currently improved with buildings and paved areas. This proposal adds a minimal amount of new impervious area and incorporates a current standard of storm water management as approved by Public Works.

Project Manager: Nizar Slim

Approved by: SMWARD, Acting Planning Official for Rosalynn Hughey, Planning Director

Date: 9/19/18

Attachments:
A. Draft Development Standards B. Draft Planned Development Rezoning Ordinance C. Draft Planned Development Resolution D. Draft Tentative Map Resolution E. Draft Mitigation Monitoring Report Program F. Draft CEQA Resolution G. Reduced Plan Sets H. Public Correspondence I. TDM Plan

Applicant:	**Owner:**
715 West Julian LLC 279 Front Street., Suite 102 San Francisco, CA 94526	Speno Enterprises 650 Spring Street Santa Cruz, CA 95060

DRAFT DEVELOPMENT STANDARDS
FILE NO. PDC17-058
715 West Julian Street
In any cases where the project plans and text may differ, this text takes precedence.

ALLOWED USES

- Residential and commercial uses of the CP – Commercial Pedestrian Zoning District as set forth in Title 20 of the San José Municipal Code, as may be amended.
- All conditional and special uses of CP – Commercial Pedestrian Zoning District shall require a Planned Development Permit or Permit Amendment.

DEVELOPMENT STANDARDS

MINIMUM LOT SIZE:

- 6,000 square feet.

DENSITY:

- Maximum Residential Density: Up to 204 dwelling units per acre (total of 249 units).
- Minimum Ground Floor Commercial square footage: FAR of 0.5 (minimum of 26,572 gross square feet) for projects containing residential dwelling units.

MAXIMUM BUILDING HEIGHT:

- 85 feet to top of roof
- Elevator shafts, stairwells, and other non-habitable building elements not cumulatively exceeding ten percent of the roof area may extend 10 feet above the roof top elevation to a maximum height of 95 feet or limit set by the City's Airport Department.

PERIMETER SETBACKS:

- East setback (Stockton Avenue): 10-foot maximum from back of sidewalk.
- South setback (West Julian Street): 10-foot maximum from back of sidewalk.
- West setback (along adjacent parcel boundary to west):10-foot minimum from property line.
- North setback (Along adjacent parcel boundary to north):
    - Segment 1 (beginning at northwest property corner, and extending east to angle point): 3-foot minimum for portion of structures up to 25 feet in height; and 25-foot minimum for portion of structures over 25 feet in height
    - Segment 2 (beginning at angle point referenced above, extending to Stockton Avenue property line): 3-foot minimum for portion of structures up to 25 feet in height; and 5-foot minimum for portion of structures over 25 feet in height
- Balconies may extend up to three feet into any required setback area that is greater than five feet in width; and up to six feet into required setbacks that are at least twelve feet in width.

VEHICLE AND BICYCLE PARKING REQUIREMENTS:

- Automobile Parking:

  - 1 parking space per dwelling unit
  - 1 parking space per 200 net square feet (85% of gross floor area) of Commercial floor area
- Up to a 57 percent reduction of the above required parking may be provided with implementation of an approved Transportation Demand Management (TDM) program, containing at least three of the measures listed in section 20.90.220.A.1.d of the Zoning Ordinance, as may be amended.
- Bicycle Parking shall be provided in accordance with Chapter 20.90 of the Zoning Ordinance, as may be amended.

OPEN SPACE REQUIREMENTS:

- At least 50% of the units shall be provided with private open space. The minimum area of said open space shall be 60 square feet, with a minimum dimension of six feet.
- A minimum of 75 square feet of common open space per residential unit shall be provided. (Neighborhood Plaza space counts toward common open space area.)

NEIGHBORHOOD PLAZA:

PURPOSE: This is a privately owned and maintained plaza that is accessible to the public, so that it functions as a public accessible space similar to a paseo.

- Plaza shall be located on the subject property at the corner of Stockton Avenue and West Julian Street, bound by the adjacent public Right-of Way as identified on the Site Plan of approved Planned Development Permit.
- Plaza shall be at least 1,800 square feet in size, with a minimum boundary dimension of 30 feet on at least two sides (abutting public Right-of-Way).
- Plaza shall be maintained with open accessibility, without obstruction (no fencing or barriers) to adjacent public sidewalks, so that pedestrians may pass across said plaza freely; provided that the Owner is permitted to impede such access on a temporary basis as reasonably necessary in connection with the maintenance, repair and replacement to the Plaza and project elements around the Plaza, subject to a Permit Adjustment.
- Plaza may be utilized by the "project" as an amenity and the square footage would count toward the Residential Design Guidelines requirement for common open space for the residents of the project.
- Further, the plaza may include improvements, landscape, art, and hardscape installations, as well as furniture, and may occur on the boundary of the plaza so long as these elements do not generally preclude public accessibility, and do not occupy more than 20 percent of the usable space, all subject to a Permit Adjustment.
- The plaza may also be utilized by an immediately adjacent retail space for the purposes of customer seating, so long as exclusive seating contiguously occupies no more than an additional fifteen percent (15%) percent of the privately owned publicly accessible open space. At any time, no more than (35%) of the total area will be occupied by seating, planters or any obstructive element utilized by the leaser of any tenant space or the owner of the project.

- The above conditions will remain in effect at all times, 24 hours/7 days a week, for the life of the associated development.

ARCHITECTURAL & SITE DESIGN

- Projects shall be consistent with the Residential Design Guidelines and Diridon Station Area Plan Design Guidelines, as may be amended.

ENVIRONMENTAL MITIGATION

- The project shall conform to the Mitigation Monitoring and Reporting Program approved by the City Council for this project, as may be amended.

DRAFT

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF SAN JOSE REZONING CERTAIN REAL PROPERTY OF APPROXIMATELY 1.22 GROSS ACRES SITUATED ON THE NORTHWEST CORNER OF WEST JULIAN STREET AND STOCKTON AVENUE (715 WEST JULIAN STREET) FROM THE COMMERCIAL PEDESTRIAN ZONING DISTRICT TO THE CP(PD) COMMERCIAL PEDESTRIAN PLANNED DEVELOPMENT ZONING DISTRICT

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

WHEREAS, an Addendum to the Final Program Environmental Impact Report for the Diridon Station Area Plan certified by the City Council on June 17, 2014 by Resolution No. 77096, the Final Program Environmental Impact Report for the Envision San José 2040 General Plan certified by the City Council on November 1, 2011, by Resolution No. 76041, and the Supplemental Environmental Impact Report to the Envision San José 2040 General Plan certified by the City Council on December 15, 2015 by Resolution No. 77617 and the Addenda thereto, all in conformance with the California Environmental Quality Act of 1970 (CEQA), as amended, was prepared and approved by the Planning Director on September 26, 2018, for the subject rezoning; and

WHEREAS, the City Council of the City of San José is the decision-making body for the proposed subject rezoning to CP(PD) Commercial Pedestrian Planned Development Zoning District; and

WHEREAS, this Council of the City of San José has considered, and approves the

application and use of said Addendum as the appropriate environmental clearance for the proposed project prior to taking any approval actions on the project;

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

SECTION 1. The recitals above are incorporated herein.

SECTION 2. All that real property hereinafter described in this section, hereinafter referred to as "subject property," is hereby rezoned as CP(PD) Planned Development Zoning District. The base district zoning of the subject property shall be the CP Commercial Pedestrian Zoning District. The Planned Development zoning of the subject property shall be that development plan for the subject property entitled, "Planned Development Standards – Exhibit C, dated August 20, 2018 ("Planned Development Standards")."

Said General Development Plan is on file in the office of the Director of Planning and is available for inspection by anyone interested therein, and said General Development Plan is by this reference adopted and incorporated herein the same as if it were fully set forth herein.

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

SECTION 3. The district map of the City is hereby amended accordingly.

SECTION 4. The land development approval that is the subject of City File No. PDC17-058 is subject to the operation of Part 2.75 of Chapter 15.12 of Title 15 of the San José Municipal Code. The applicant for or recipient of such land use approval hereby

acknowledges receipt of notice that the issuance of a building permit to implement such land development approval may be suspended, conditioned or denied where the City Manager has determined that such action is necessary to remain within the aggregate operational capacity of the sanitary sewer system available to the City of San José or to meet the discharge standards of the sanitary sewer system imposed by the California Regional Water Quality Control Board for the San Francisco Bay Region.

PASSED FOR PUBLICATION of title this _____ day of _____, 2018 by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

SAM LICCARDO
Mayor

ATTEST:

TONI J. TABER, CMC
City Clerk

DRAFT – Contact the Office of the City Clerk at (408) 535-1260 or CityClerk@sanjoseca.gov for final document.

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE APPROVING, SUBJECT TO CONDITIONS, A PLANNED DEVELOPMENT PERMIT TO ALLOW DEMOLITION OF FIVE EXISTING BUILDINGS, REMOVAL OF SIX ORDINANCE-SIZE TREES AND CONSTRUCTION OF A NEW SEVEN-STORY, 249-UNIT RESIDENTIAL MIXED-USE BUILDING WITH 26,585 SQUARE FEET OF GROUND FLOOR COMMERCIAL SPACE ON A 1.22-GROSS ACRE SITE LOCATED AT THE NORTHWEST CORNER OF WEST JULIAN SREET AND STOCKTON AVENUE (715 WEST JULIAN STREET)

FILE NO. PD17-029

WHEREAS, pursuant to the provisions of Chapter 20.100 of Title 20 of the San José Municipal Code, on December 15, 2017, application File No. PD17-029 was filed by the applicant, 715 West Julian LLC for Speno Enterprises, for a Planned Development Permit to allow the demolition of five existing buildings, removal of six ordinance size trees and the construction of a mixed-use development containing 249 multi-family residential units and 26,585 square feet of ground level commercial space within a seven-story building with two levels of underground parking on a 1.22-gross acre site, on that certain real property situated in the CP(PD) Planned Development Zoning District and located at the northwest corner of West Julian Street and Stockton Avenue (715 West Julian Street, San José, which real property is sometimes referred to herein as the “subject property); and

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

WHEREAS, pursuant to and in accordance with Chapter 20.100 of Title 20 of the San José Municipal Code, the Planning Commission conducted a hearing on said application on September 26, 2018, notice of which was duly given; and

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

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

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

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

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

WHEREAS, at said hearing, this City Council received in evidence a development plan for the subject property entitled "Julian and Stockton," dated last revised August 20, 2018, said plan is on file in the Department of Planning, Building and Code Enforcement and is available for inspection by anyone interested herein, and said development plan is incorporated herein by this reference, the same as if it were fully set forth herein; and

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

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

After considering all the evidence presented at the Public Hearing, the City Council finds that the following are the relevant facts regarding this proposed project:

1. **Site Description and Surrounding Uses**. The project site is at the northwestern corner of West Julian Street and Stockton Avenue, and is bounded by Highway 87 to the east and The Alameda corridor to the south. The existing Avalon Morrison Park apartments are directly to the north, and Pacific Gas & Electric service center is across the street to the east. The site is currently occupied by five buildings which include two residences, a commercial building, and two vacant buildings (previously occupied by San José Blue, a blueprinting company). All five of these buildings are over 50 years old.

2. **Project Description**. The project would demolish the five existing buildings, remove six ordinance size trees and construct a mixed-use development containing 249 multi-family residential units and 26,585 square feet of ground level commercial space within seven-story buildings and two-story underground parking structure on a 1.22 gross acre site.

   The ground floor will consist of commercial and/or retail uses, the residential lobby and leasing office, and additional parking behind the commercial space. Residential units and related space are proposed on floors 2 through 7. A courtyard for the residential use is proposed on the second floor and would contain a pool and outdoor amenities. In addition, undefined indoor amenity spaces are proposed on the second floor. A small 372 square foot outdoor deck is proposed on the roof. Approximately 2,025 square feet of ground floor yard area is proposed on the northwest side of the site. In addition, an approximately 2,057 square foot public plaza is proposed at the southeast corner of the site at the junction of Stockton Avenue and Julian Street. The combined private and public open space provided would total 0.63 gross acres.

   Access to the proposed underground parking garage will be provided from Stockton Avenue. Some parking is also proposed at the street level. A total of 246 parking spaces are proposed, to be shared by the residential and commercial uses. In addition, 250 bike parking spaces will be provided.

   The project will be landscaped with the planting of new trees and other landscaping along the project perimeter and within the courtyard and common areas. The project will require the removal of 69 trees, six of which are ordinance-size trees, that will be replaced in accordance with the City's requirements.

3. **General Plan Conformance**. The subject property is designated as Urban Village on the San José 2040 General Plan Land Use/Transportation Diagram (Figure 2).

This designation supports a wide variety of commercial, residential, institutional, or other land uses with an emphasis on establishing an attractive urban form in keeping with the Urban Village concept. Development within the Urban Village designation should conform to land use and design standards established with an adopted Urban Village Plan, which specifies how each Urban Village will accommodate the planned housing and job growth capacity within the identified Urban Village Growth Area. The project site is within the Diridon Station Area Plan (DSAP), an adopted Urban Village plan, and is therefore subject to the land use and design standards established within the plan. The project is consistent with the DSAP, as discussed further below, and is therefore consistent with the Urban Village General Plan designation

Land Use Policy LU-1.2: Encourage Walking. Create safe, attractive, and accessible pedestrian connections between developments and to adjacent public streets to minimize vehicular miles traveled.

Analysis: The project would include widened public sidewalks up to 22 feet wide on Stockton Avenue (from 18 feet) and 15 feet wide on Julian Street (from 10 feet). In addition to a clear walkway, both sidewalks will have proportional landscaped buffers from edge of curb to edge of sidewalk. The wider walkways and buffers provide a safer, more pleasing pedestrian buffer from the adjacent streets. The project also creates a neighborhood plaza designed for passive recreation or resting in between destinations and is part of the pedestrian network envisioned with the DSAP's "green finger" and pedestrian connections.

Land Use Policy LU-9.6: Require residential developments to include adequate open spaces in either private or common areas to partially provide for residents' open space and recreation needs.

Analysis: The project would include private and public open space in conformance with the Residential Design Guidelines. The private open space would be comprised of balconies at least 60 square feet in size for more than half of the total units, and the public open space would be comprised of an interior courtyard space above the podium that includes a pool, seating, and planter areas, a ground level neighborhood plaza at the corner of West Julian Street and Stockton Street and a rooftop deck.

Land Use Policy LU-10.7: Encourage consolidation of parcels to promote mixed-use and high-density development at locations identified in the Land Use / Transportation Diagram.

Analysis: The project combines two properties (through a tentative map under File No. PT17-063) with individual acreage ranging from 0.11 to 1.10 acres in size. Developed individually, the density and commercial use envisioned in the General Plan would not be feasible on these smaller lots. When combined as the project, the

properties can be developed with commercial square footage and higher residential density consistent with the Urban Village designation.

Vibrant Neighborhood Policy VN-1.7*:* Use new development within neighborhoods to enhance the public realm, provide for direct and convenient pedestrian access, and visually connect to the surrounding neighborhood. As opportunities arise, improve existing development to meet these objectives as well.

Analysis: The project would include widened sidewalks with enhanced landscaping buffers along Stockton Avenue and Julian Street, trees, and pedestrian access to commercial uses. In addition to wider sidewalks, the project would provide a corner paseo/plaza as a privately-owned, publicly accessible open space that would provide residents in the new development as well as existing residential neighborhoods with a safe and pleasant resting stop along the pedestrian corridors.

4. **Diridon Station Area Plan (DSAP).** The project site is in the Northern Zone-Innovation District of the DSAP. The intent of the DSAP is to shape development to ensure that the architecture, open space, and site design of the proposed project are appropriate and compatible with the envisioned form.

   The Urban Village designation for this site has a density allowance of up to 250 dwelling units per acre and a floor area ratio of up to 10.0. However, as applied to Diridon Station Area Plan (DSAP), the project site also has a minimum of 0.5 commercial FAR for projects containing residential uses. This designation would therefore only support residential development in a vertical or horizontal mixed-use format that includes commercial uses or square footage that is equal to or greater than a 0.5 FAR for a given project. As proposed, the mixed use project has 249 units for a density of 204 dwelling units per acre and 26,585 square feet of ground level commercial space for an FAR of 0.5. The density and ratios noted qualify the project for a mixed use development per the above standards. Further, the proposed retail square footage is within approximately 81,100 gross square feet of retail and restaurant use projected for the Northern Zone of the DSAP; and the number of residential units help fulfill the “test-fit” capacity of 1,277 residential for the DSAP.

   The following guidelines and policies should be incorporated into projects within the DSAP:

   Overall Themes and Goals

   - Foster a vibrant public realm throughout the DSAP that supports pedestrian activity and integrates public spaces into development with new plazas, parks, and public spaces.
   - Neighborhood Squares should be connected with the pedestrian network, other plazas or open spaces and the neighborhoods;

   Analysis: Neighborhood Squares - As discussed, the project includes an open, ground level “Neighborhood Plaza” (approx. 2,000 square feet) located at the corner

intersection of Stockton and West Julian Street. The plaza would be privately owned and maintained but be publicly accessible for the surrounding community to be used as a paseo across the corner of the property for passive recreation as well as meeting place. This plaza would be located on one of four corners where the intersection of Julian and Stockton occurs. When the remaining corners are developed they would from a "square", connected by pedestrian crosswalks at the intersection, thereby helping establish an interconnected pedestrian network within the DSAP area.

Urban Form and Structure - Building Height.

- Create an urban district in the Station Area with buildings that maximize height potential. The Station Area should accommodate a mix of uses including commercial, office, and entertainment development.
- Ground floor retail should be integrated in mixed-use buildings that take advantage of maximum heights and densities.
- Maximize a building's active spaces along its public street perimeter by locating retail, office, or commercial uses with customer activity on the ground floor level.

  Analysis: The project maximizes the DSAP's height limit as shown on Figure 3-2-1: Building Heights of the Diridon Station Plan Area with a building that is seven stories with a roof height of 85 feet. Also, the ground floor of the mixed use building is primarily devoted to retail commercial use with entrances and floor to ceiling glazing alongside the adjacent sidewalks.

Building Form and Building Siting

The Northern Zone – Innovation District guidelines, promote a close public/private interaction by requiring buildings be placed parallel to the street or public spaces, and along the edges of a site to create a tight urban fabric. As a corner development, the building entries and active commercial spaces are oriented to the adjacent streets. Most of the units above will also incorporate private decks open to the streets below. In addition, the guidelines state that the walls along the street should not be blank; walls should vary in architectural detail and facade treatments to provide texture and interest to the pedestrian environment.

Analysis: The massing of the project would be varied to avoid the creation of a long monotonous unbroken plane. The street elevations incorporate the use of varied materials, architectural features (such as balconies, parapet wall, etc.) and alternating planes to create a rhythmic architectural pattern. A courtyard on the podium level is also being proposed for the north side of the building. This creates a large break in the massing so that the middle and longest portion of the building sits back further from the neighboring Avalon apartments.

The project plans for the Planned Development Permit are consistent with the above guidelines, through the use of recessed and projecting wall planes, a variety of compatible materials (stone, plaster, and wooden siding), and through variation in roof line. All sides of the building have been architecturally designed to respond to the street, and the existing apartment development to the north of the site.

5. **Residential Design Guidelines**. The Residential Design Guidelines state that residents of new multi-family housing projects should have access to usable open space, whether public or private, for recreation and social activities. The guideline suggests 60 square feet of private space for one half of the units (due to the highly urbanized and high residential density of the site) and 100 square feet of common open space for each unit in mixed-use developments. The proposal would include a minimum of 60 square feet of private open space comprised of balconies for more than half of residential units. The proposed interior courtyard on top of the first-floor podium level, roof-top deck and ground level neighborhood plaza would provide more than 78 square feet of common open space per unit. This combination of common and private open space is more compatible with urban projects (like as proposed) that are more interconnected with the public realm that surrounds it. The open space ratios recommended in the Residential Design Guidelines have been modified through the Planned Development Zoning to better address the urban setting and the DSAP vision. The slight deficit in common open space is in recognition of the urban setting of the project and the existing and planned public recreational spaces such as the corner plaza/paseo, a larger network of neighborhood squares and paseos in the plan area, and existing and planned/improved park space.

6. **General Development Plan Conformance (Development Standards).** The project conforms to the approved General Development Plan of the Planned Development Zoning, File No. PDC17-058.

   a. **Use.** Uses consistent with the conventional CP Zoning District and Diridon Station Area Plan including mixed uses, are permitted.

   b. **Setbacks.** The required building setbacks are 0 to 10 feet maximum for the Front, and Sides. The Rear setback, along the length of the entire rear property line is modified from the required 25 feet to the following:

      i. Street property lines: 10 feet maximum

      ii. Interior side: 10 feet minimum

      iii. Rear: Minimum of 3 feet; 5 to 25 feet at portions of the building over 25 feet in height.

   c. **Height.** The maximum building height in Diridon Station Area Plan is 90 feet. The roof of the mixed-use building is at 85 feet in height. Further, minor projections of up to 10 feet above the roof height are allowed.

Analysis: The project is a mixed use development consisting of multi-family residential and commercial uses, where are permitted in this Planned Development Zoning. The project is consistent with the required setbacks, in that zero-foot setbacks are provided along the street frontages, ten feet is provided along the interior side set back; and three feet is provided for portions of the structure up to 25 feet in height along the rear (north) property line; with five feet for portions over 25 feet in height. The maximum height of the proposed project is approximately 85 feet with minor projections not exceeding 95 feet.

d. **Parking.** One vehicle space per dwelling unit; one vehicle space per 200 square feet (85%) of net commercial floor area. Up to a 57 percent reduction of this requirement may be allowed through implementation of a TDM plan. The TDM Plan includes the following requirements:

   i. Establish an up-to-date TDM services and membership management website. The site should give Information on local transit, car sharing services and how residence can get and manage their memberships. The TDM Coordinator shall manage and continuously update the website.

   ii. If the project is unable to maintain the TDM program, a Planned Development Permit Amendment is required to modify the TDM, or provide replacement parking (either on-site or off-site within reasonable walking distance for the parking required), pursuant to San José Municipal Code Section 20.90.220, as amended.

   iii. Bicycle parking. A total of 250 spaces are being proposed (only 71 spaces are required), 218 of them are secured long-term.

   iv. Car share programs will be located on site with management subsidized memberships for residents.

   v. Onsite TDM Coordinator during normal business hours (minimum 8 hours per day) to monitor and implement the TDM measures, including providing information packets on transportation options, implementing a car share/ride share program, monitoring parking demand, and scheduling the cargo bicycle. The TDM Coordinator shall have comprehensive knowledge of local transit, trip planning services, car share services, private shuttles, as well as local contact for car sharing service.

   vi. Preferred parking for electric vehicles is provided

   vii. Provide 100% unbundled parking for all residential spaces that require an additional rental fee to discourage car ownership.

   One bicycle space per 3,000 square feet of commercial space is required; and one space per four residential units is required.

Analysis: Based on the above, the required 362 spaces would first be reduced to 181 spaces (50 percent reduction); and then further reduced to 154 (15 percent reduction from 181 spaces), or a combined 57% reduction. The project is providing 246 spaces, thus meeting the minimum parking requirement, after reductions. Bicycle parking. A total of 250 spaces are being proposed (71 spaces are required). Eight bicycle spaces are required for the commercial area, and 63 spaces are required for the residential units (71 spaces total). 218 spaces are provided, exceeding the requirement

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7. **Environmental Review.** Pursuant to CEQA Guidelines §15164, the Planning Director approved on August 20, 2018, an Addendum to the Diridon Station Area Plan Environmental Impact Report (EIR) (Resolution No. 77096), the Envision San José 2040 General Plan Program EIR (Resolution No. 76041), and the General Plan Supplemental EIR (Resolution No. 77617), and Addenda thereto, because minor changes made to the project did not raise important new issues about the significant impacts on the environment. The Initial Study identified impacts to air quality, biological resources, cultural resources, hazardous materials, and noise that could result from implementation of the project. However, these impacts were previously identified in the DSAP EIR and General Plan Program and Supplemental EIRs and include mitigation measures that would reduce the impacts to a less than significant level. Therefore, a Mitigation Monitoring and Reporting Program containing the mitigation measures was prepared for the project.

   The Addendum concluded that the project would not result in any new impacts not previously disclosed in the Diridon Station Area Plan EIR, and the Envision San José 2040 General Plan Program and Supplemental EIRs, and would not result in a substantial increase in the magnitude of any significant environmental impact previously identified in the EIRs. For these reasons, a supplemental or subsequent EIR was not required and an addendum to the DSAP FEIR was prepared for the proposed project.

8. **Demolition Permit Findings.** Under the provisions of Section 20.80.460 of the San José Municipal Code, prior to the issuance of any development permit, which allows for the demolition, removal or relocation of a building, the following shall be considered to determine whether the benefits of permitting the demolition, removal or relocation outweigh the impacts of the demolition, removal or relocation:

   a. The failure to approve the permit would result in the creation or continued existence of a nuisance, blight or dangerous condition;

      - *The existing structures were damaged by fire and are currently a public hazard.*

   b. The failure to approve the permit would jeopardize public health, safety or welfare;

- *The existing structures were damaged by fire and are currently a public hazard; approval of demolition would restore the site to a safer state.*

c. The approval of the permit should facilitate a project which is compatible with the surrounding neighborhood;

- *As described in previous sections, the proposed project is compatible with the surrounding area and the guidelines of the DSAP.*

d. The approval of the permit should maintain the supply of existing housing stock in the City of San José;

- *Demolition of the existing structures would take away two residential units but would add 249 new residential units.*

e. Both inventoried and non-inventoried buildings, sites and districts of historical significance should be preserved to the maximum extent feasible;

- *None of the proposed buildings proposed for removal are of historical significance;*

f. Rehabilitation or reuse of the existing building would not be feasible; and

- *The existing structures were damaged by fire and rehabilitation would be too costly and not compatible with current building code;*

g. The demolition, removal or relocation of the building without an approved replacement building should not have an adverse impact on the surrounding neighborhood.

- *A new mixed use project is being proposed in place of the proposed demolition.*

Based on consideration of the above, the benefits of permitting the demolition outweigh the impacts in that the demolition of the existing structures will allow for redevelopment of the site to provide housing. Furthermore, while the two existing single-family residences on the subject site will be demolished, the number of new dwelling units constructed as a result of the project will exceed this number of units lost by 247, therefore, the supply of existing housing stock in the city will not be diminished. Further, the proposed mixed use project will provide a commercial component that will add job opportunity for the community as well as an overall urban form that exemplifies the goals and policies of the Diridon Station Area Plan.

9. **Planned Development Permit Findings**

Chapter 20.100 of the San Jose Municipal Code establishes evaluation criteria for issuance of a Planned Development Permit. These criteria are applied to the project based on the above-stated findings related to General Plan, Zoning and CEQA conformance and for the reasons stated below, and subject to the conditions set forth in the permit. In order to make the Planned Development Permit findings pursuant to Section 20.100.720 of the San Jose Municipal Code and recommend approval to the City Council, Planning Commission must determine that:

1. The Planned Development Permit, as issued, is consistent with and furthers the policies of the General Plan;

   Analysis: The proposed project is consistent with the General Plan Land Use/ Transportation Diagram designation of Urban Village for the subject site, which defers to the Urban Village designation requirements within the DSAP. The proposed project conforms to a maximum density of 250 DU/AC and FAR ranging from 0.50 to 10.0 for the DSAP. The project also conforms to the Implementation Policies IP-1.6, IP-8.4, and IP-8.5 of the General Plan. The project also conforms to the Land Use Policies LU-1.2, LU-9.6, LU-10.7, VN-1.7, and Design Guidelines of the Diridon Station Plan Area, all as discussed above.

2. The Planned Development Permit, as issued, conforms in all respects to the Planned Development Zoning of the property;

   Analysis: As discussed above, the Planned Development Permit conforms in all respects to the proposed Development Standards of the proposed CP(PD) Planned Development Zoning of the property, including uses, setbacks and height.

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

   Analysis: The proposed project is consistent with all applicable City Council policies. Compliant with Council Policy 6-30: Public Outreach Policy, a notice of the public hearing was distributed to the owners and tenants of all properties located within 1,000 feet of the project site and posted on the City website. Further, staff held a community meeting for the project. The project is also consistent with exterior lighting and stormwater treatment policies. Therefore, this finding ***can*** *be made.*

4. The interrelationship between the orientation, location, mass and scale of building volumes, and elevations of proposed buildings, structures and other uses on-site are appropriate, compatible and aesthetically harmonious;

   Analysis: The orientation, location, mass and scale of the proposed seven-story, 249-unit mixed-use development compliments the surrounding neighborhood and will be compatible in height and scale to the adjacent four-story Avalon apartment complex. Architecturally, the project complements and enhances the surrounding mix of multi-residential and commercial development through the use of similar and upgraded materials such as horizontal wood siding, stone and glass veneer on the ground floor facades as well as interesting articulation throughout the street facing elevations.

   Since the site is a corner lot, most residences will have street frontages with private decks oriented towards public streets, creating a street presence like that found in the residential neighborhood to the south. The project also includes a "Neighborhood Plaza" at the corner of the building that lightens the mass of the structure and creates an open and useable recreational space.

5. 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 effect on adjacent property or properties.

10. Analysis: The project would not result in an increase in long-term operational noise levels and odors above the City's and regional agency's standards threshold for single-family residential development. Temporary noise and odor impacts from construction activities would be reduced to less than significant levels with implementation of standard conditions to reduce construction noise and odor. The project has been evaluated by the Department of Public Works for grading, drainage and stormwater requirements, and was found in compliance as per the Final Public Works Memo dated August 17, 2018. The project will, therefore, not have any unacceptable negative effect on the adjacent properties.

11. **Tree Removal Findings.** Chapter 13.32.100 of Title 13 of the San José Municipal Code establishes additional findings for issuance of a Tree Removal Permit. Sixty-nine onsite trees, six of which are ordinance size, unreasonably restrict the economic development of the parcel in question, in that the entire project site must be cleared, excavated and re-graded in order to facilitate the project, which requires removal of the trees.

    Analysis: The project requires the demolition of all existing structures and the re-grading of the site. The removal of the subject trees is therefore required in order for improvements to be realized. Replacement trees will be required in accordance to Chapter 13.32 -Tree Removal Controls of Title 13, San José Municipal Code and City policies

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

CONDITIONS

1. **Acceptance of Permit.** Per Section 20.100.290(B), should the permittee fail to file a timely and valid appeal of this Permit within the applicable appeal period, such inaction by the permittee shall be deemed to constitute all the following on behalf of the permittee:

    a. Acceptance of the Permit by the permittee; and

b. Agreement by the permittee to be bound by, to comply with, and to do all things required of or by the permittee pursuant to all the terms, provisions, and conditions of this permit or other approval and the provisions of Title 20 applicable to such Permit.

2. **Permit Expiration**. This Permit shall automatically expire two years from and after the date of issuance hereof by said Director, if within such time period, a Building Permit has not been obtained or the use, if no Building Permit is required, has not commenced, pursuant to and in accordance with the provision of this Permit. The date of issuance is the date this Permit is approved by the Director of Planning. However, the Director of Planning may approve a Permit Adjustment/Amendment to extend the validity of this Permit in accordance with Title 20. The Permit Adjustment/Amendment must be approved prior to the expiration of this Permit.

3. **Sewage Treatment Demand**. Pursuant to Chapter 15.12 of Title 15 of the San José Municipal Code, acceptance of this Permit by Permittee shall constitute acknowledgement of receipt of notice by Permittee that (1) no vested right to a Building Permit shall accrue as the result of the granting of this Permit when and if the City Manager makes a determination that the cumulative sewage treatment demand of the San José-Santa Clara Regional Wastewater Facility represented by approved land uses in the area served by said Facility will cause the total sewage treatment demand to meet or exceed the capacity of San José-Santa Clara Regional Wastewater Facility to treat such sewage adequately and within the discharge standards imposed on the City by the State of California Regional Water Quality Control Board for the San Francisco Bay Region; (2) substantive conditions designed to decrease sanitary sewage associated with any land use approval may be imposed by the approval authority; (3) issuance of a Building Permit to implement this Permit may be suspended, conditioned or denied where the City Manager is necessary to remain within the aggregate operational capacity of the sanitary sewer system available to the City of San José or to meet the discharge standards of the sanitary sewer system imposed on the City by the State of California Regional Water Quality Control Board for the San Francisco Bay Region.

4. **Conformance to Plans**. The development of the site shall conform to the approved Planned Development Permit plans entitled, “Julian and Stockton” dated August 20, 2018, on file with the Department of Planning, Building and Code Enforcement, as may be amended subject to City’s approval, and to the San José Building Code (San José Municipal Code, Title 24), as amended. The plans are referred to herein as the “Approved Plan Set.

5. **Diridon Station Area Financing Plan.** The San José City Council of the City of San José (“City”) approved the Diridon Station Area Plan on June 17, 2014 (“Diridon Plan”). The Diridon Plan, in conjunction with the 2040 General Plan, provides the

framework for development within the approximately 250-acre Diridon Plan area surrounding the existing Diridon Station and future High-Speed Rail and Bay Area Rapid Transit (BART) hub.

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

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

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

6. **Demolition.** This permit allows the demolition of structures as noted on the approved Plans. These structures may be demolished prior to grading or building permit issuance for the mixed use project.

7. **Colors and Materials**. All building colors and materials are to be those specified on the Approved Plan Set.

8. **Planned Development District Effectuated.** Once this Planned Development Permit is accepted, the use of land covered by the Permit shall only be land uses consistent with the Planned Development Zoning District and only upon issuance of a Planned Development Permit for those uses.

9. **Scope and Use Authorization of the Planned Development Permit.** This Planned Development Permit allows the demolition of five existing buildings, removal of six ordinance size trees and the construction of a mixed-use development containing 249 multi-family residential units and 26,585 square feet of ground level commercial space within a seven-story building with two levels of

underground parking, in accordance with the approved development plans and uses consistent with the General Development Standards of the Planned Development Zoning District**.** Additionally, this Planned Development Permit effectuates the street-level plaza to be used for a privately owned, publicly accessible open space plaza.

10. **Privately Owned, Publicly Accessible Open Space Plaza.** The project's corner plaza located on the subject property at the intersection of West Julian Street and Stockton Avenue, shall be a privately owned, publicly accessible ground level open space. The plaza shall be an area designated for use by the general public while owned and solely maintained by a private owner, as set forth below:

    a) Permittee (including property owners) shall, to the fullest extent permitted by law, hold harmless and indemnify the City of San José, its officers, agents and employees, from any and all damage or injury caused in any manner by the design, construction, use, repair, maintenance, or operation of the privately owned publicly accessible open space; and

    b) Permittee (including property owners) shall be solely liable for any and all damage or loss occasioned by any act or negligence in respect to the design, construction, use, repair, maintenance, or operation of the privately owned publicly accessible open space.

    c) Liability Insurance satisfactory to the City's Risk Manager and City Attorney, naming the City of San José and its officers and employees as additional insureds, shall be provided for all such spaces. The property owner shall record with the Santa Clara County Recorder a special restriction on the property satisfactory in substance to the Planning Department and sufficient to give notice to subsequent owners, tenant and other persons having other economic interests in the property of the privately owned publicly accessible open space requirement and the means by which the requirement has been, and must continue to be, satisfied.

    d) Maintenance – Privately owned publicly accessible open spaces shall be maintained, repaired, and replaced when necessary at no public expense. Permittee (including property owners) for the property on which the open space is located shall maintain the open space by keeping the area clean, free of litter, and safe for public use. All plant material that is provided in the privately owned publicly accessible open space shall be provided for the life of the publicly accessible open space and subject building.

    e) Plaza Location and Features - Prior to the issuance of any building permit, Permittee shall submit plans for construction subject to review and approval by the Director of Planning. The plans submitted for construction and building permit applications shall contain a final site plan, elevations, and landscaping plan for the plaza, all of which shall meet each of the following requirements:

i. Plaza shall be located on the subject property at the corner of Stockton Avenue and West Julian Street, bound by the adjacent public right-of-way, as depicted on the Approved Site Plan for PD17-029.

ii. Plaza shall be at least 1,800 square feet in size, with a minimum boundary dimension of 30 feet on at least two sides (abutting public right-of-way).

iii. Plaza shall be maintained with open accessibility, without obstruction (no fencing or barriers) to adjacent public sidewalks, so that pedestrians may pass across said plaza freely; provided that the Permittee (owner) may, with Planning Director prior approval, be permitted to obstruct such access on a temporary basis as reasonably necessary in connection with the maintenance, repair and replacement to the Plaza and project elements in and around the Plaza.

iv. Further, the plaza may include improvements, landscape, art, and hardscape installations, as well as furniture, and may occur on the boundary of the plaza so long as these elements do not generally preclude public accessibility, and do not occupy more than twenty percent (20%) of the usable space.

v. The plaza may also be utilized by an immediately adjacent retail space for the purposes of customer seating, so long as exclusive seating contiguously occupies no more than an additional fifteen percent (15%) of the privately owned publicly accessible open space. At any time, no more than 35% of the total area will be occupied by seating, planters or any obstructive element utilized by the leaser of any tenant space or the owner of the project.

vi. The above conditions shall remain in effect for the life of the associated development.

f) Plaza Hours of Operation – Any business utilizing the aforementioned fifteen percent (15%) of the open space may control the hours of accessibility to that space with respect to the designated seating or features associated with the business. The remaining privately owned publicly accessible space shall remain open and unobstructed to public pedestrians 24 hours a day, 7 days a week.

g) Security – The Permittee (including property owners) shall put in place and maintain appropriate security and safety measures including, but not limited to, adequate lighting for nighttime visibility, textured or minimal slip paving, and access to a public “blue light” emergency phone or similar device situated within 10 feet of the plaza.

h) The City, at its discretion, may require certain signage to be installed notifying the public of the privately owned, publicly accessible open space.

11. **Replacement Trees.** Based on the size and species of the six ordinance size trees removed, a total of nine (9) replacement 15-gallon trees are required to mitigate for their removal. Prior to the approval of any Building Permits, the permittee shall designate five (5) new trees to be planted on site in the podium level courtyard and make payment to the City for funding to plant an additional 4 trees within the City boundary. These funds will be used for tree planting and maintenance of planted trees for approximately three years. The Project proponent shall provide the payment receipt for "off-site tree planting" to the Planning Project Manager prior to issuance of a building permit.
12. **Compliance with Local and State Laws.** The subject use shall be conducted in full compliance with all local and state laws. No part of this approval shall be construed to permit a violation of any part of the San José Municipal Code. The Permit shall be subject to revocation if the subject use is conducted in such a manner as to cause a nuisance, as defined above.
13. **Discretionary Review.** The Director of Planning, Building and Code Enforcement maintains the right of discretionary review of requests to alter or amend structures, conditions, or restrictions of this Permit incorporated by reference in accordance with Chapter 20.100 of the San José Municipal Code.
14. **Refuse.** All trash areas shall be effectively screened from view and covered and maintained in an orderly state to prevent water from entering into the garbage container. Trash areas shall be maintained in a manner to discourage illegal dumping.
15. **Outdoor Storage.** No outdoor storage is allowed or permitted unless designated on the approved plan set.
16. **Utilities.** All new on-site telephone, electrical, and other overhead service facilities shall be placed underground.
17. **Anti-Graffiti.** The permittee shall remove all graffiti from buildings and wall surfaces within 48 hours of defacement, including job sites for projects under construction.
18. **Anti-Litter.** The site and surrounding area shall be maintained free of litter, refuse, and debris. Cleaning shall include keeping all publicly used areas free of litter, trash, cigarette butts and garbage.
19. **Sign Approval.** No signs are approved at this time. All proposed signs shall be subject to review and approval by the Director of Planning through a subsequent Permit Adjustment.
20. **Property Maintenance.** The property owner or management company shall maintain the property in good visual and functional condition. This shall include, but not be limited to all elements of the site such as paving, lighting and landscaping.
21. **Lighting.** Lighting. All new on-site, exterior, unroofed lighting shall conform to the City's Outdoor Lighting Policy and shall use fully cut-off and fully shielded, low-pressure sodium fixtures unless otherwise approved with this project. Lighting shall be

designed, controlled and maintained so that no light source is visible from outside of the property.

22. **Generators.** This permit does not include the approval of any stand-by/backup electrical power generation facility. Any future stand-by/backup generators shall secure appropriate permits and shall conform to the regulations of Title 20 of the Municipal Code.

23. **Reclaimed Water.** The project shall conform to Chapter 15.10 and 15.11 of the San José Municipal Code. The Code addresses the use of reclaimed water including the requirement that an irrigation system be designed to allow for the current and future use of reclaimed water for all landscaped cumulative areas in excess of ten thousand (10,000) square feet.

24. **Parkland Dedication Ordinance**. This The residential portion of the project is subject to either the requirements of the City's Park Impact Ordinance (Chapter 14.25 of Title 14 of the San José Municipal Code) or the Parkland Dedication Ordinance (Chapter 19.38 of Title 19 of the San José Municipal Code) for the dedication of land and/or payment of fees in-lieu of dedication of land for public park and/or recreational purposes under the formula contained within in the Subject Chapter and the Associated Fees and Credit Resolutions.

25. **Green Building Requirements for Mixed-Use New Construction Projects.** The development is subject to the City's Green Building Ordinance for Private Sector New Construction. Prior to the issuance of any shell or complete building permits issued on or after September 8, 2009 for the construction of buildings approved through the scope of this permit, the permittee shall pay a Green Building Refundable Deposit applicable to the gross square footage of said buildings which are approved through this permit. The request for refund of the Green Building Deposit together with green building certification evidence demonstrating the achievement of the green building standards indicated above shall be submitted within a year after the building permit expires or becomes final, unless a request for an extension is submitted to the Director of Planning, Building, and Code Enforcement in accordance with Section 17.84.305D of the Municipal Code

26. **Transportation Demand Management (TDM) Plan**. The Transportation Demand Management plan ("TDM Plan"), prepared by Hexagon and on file with the Department of Public Works, is incorporated fully herein by this reference. Based on the TDM measures included in the approved TDM Plan, the project shall meet the 57 percent parking reduction requirement parking conformance. The project is required to submit an annual monitoring report (and pay associated administrative cost for City's time to review), which measures the effectiveness of the approved TDM plan, in a form approved by the Director of Public Works. The report shall be provided to the City on or before each June 30th for the reporting period of the prior calendar year. Additional TDM measures, or changes to existing TDM measures, may be required at the discretion of the Director of Public Works if the TDM

measures are not effective in reducing the parking demand by a minimum of 50 percent.

The TDM Plan shall include the following requirements:

a) Establish an up-to-date TDM services and membership management website. The site should give Information on local transit, car sharing services and how residence can get and manage their memberships. The TDM Coordinator shall manage and continuously update the website.

b) If the project is unable to maintain the TDM program, a Planned Development Permit Amendment is required to modify the TDM, or provide replacement parking (either on-site or off-site within reasonable walking distance for the parking required), pursuant to San José Municipal Code Section 20.90.220, as amended.

c) Bicycle parking. A total of 250 spaces are being proposed (only 71 spaces are required), 218 of them are secured long-term.

d) Car share programs will be located on site with management subsidized memberships for residents.

e) Onsite TDM Coordinator during normal business hours (minimum 8 hours per day) to monitor and implement the TDM measures, including providing information packets on transportation options, implementing a car share/ride share program, monitoring parking demand, and scheduling the cargo bicycle. The TDM Coordinator shall have comprehensive knowledge of local transit, trip planning services, car share services, private shuttles, as well as local contact for car sharing service.

f) Preferred Parking for Electric Vehicles

g) Provide 100% unbundled parking for all residential spaces that require an additional rental fee to discourage car ownership.

27. **Conformance to MMRP.** This project shall conform to all applicable requirements of the Mitigation Monitoring and Reporting Program (MMRP) approved for this development by City Council Resolution No. _____.

28. **Environmental Conditions.**

Air Quality

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- A publicly visible sign shall be posted at the site with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Cultural Resources

- **Stop Work and Evaluate Unanticipated Finds.** If buried cultural deposits are encountered during project activities, all work within 50 feet of the find should be redirected. A qualified archaeologist shall: (1) evaluate the find to determine if it meets the CEQA definition of a historical or archaeological resource; and (2) provide project-specific recommendations regarding the disposition of the find. The results of any archaeological investigation will be submitted to the Northwest Information Center.

  If the find does not meet the definition of a historical or archaeological resource, then no further study or protection is necessary prior to project implementation. If the find does meet the definition of a historical or archaeological resource, then it should be avoided by project activities. Avoidance may be accomplished through redesign, conservation easements, or site capping.

- **Provide Preconstruction Worker Awareness Training**. The City will ensure that all construction personnel receive paleontological resources awareness training that includes information on the possibility of encountering fossils during construction; the types of fossils likely to be seen, based on past finds in the

project area; and proper procedures in the event fossils are encountered. Worker training will be prepared and presented by a qualified paleontologist.

- **Stop Work**. If vertebrate fossils are discovered during construction, all work on the site will stop immediately until a qualified professional paleontologist can assess the nature and importance of the find and recommend appropriate treatment. Treatment may include preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection and may also include preparation of a report for publication describing the finds. The City will be responsible for ensuring that the recommendations of the paleontological monitor regarding treatment and reporting are implemented.

- **Follow Statutory Procedures if Human Remains are Encountered.** Pursuant to Section 7050.5 of the Health and Safety Code, and Section 5097.94 of the Public Resources Code of the State of California in the event of the discovery of human remains during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the remains are of Native American origin, the Coroner shall notify the Native American Heritage Commission who shall attempt to identify descendants of the deceased Native American to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. The archaeologist should recover scientifically valuable information, as appropriate and in accordance with the recommendations of the Native Americans. Upon completion of analysis, as appropriate, the archaeologist will prepare a report documenting the methods and results of the investigation. This report will be submitted to the Northwest Information Center.

  If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the land owner shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

HAZARDS AND HAZARDOUS MATERIALS

- All potentially friable asbestos-containing materials shall be removed in accordance with National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to building demolition or renovation that may disturb the materials. All demolition activities will be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR) Section 1529, to

protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations.

- During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations 1532.1, including employees training, employee air monitoring, and dust control. Any debris or soil containing lead-based paint or coatings will be disposed of at landfills that meet acceptance criteria for the subject waste.

HYDROLOGY AND WATER QUALITY

Construction Measures

Prior to the commencement of any clearing, grading or excavation, the project shall comply with the State Water Resources Control Board's National Pollutant Discharge Elimination System (NPDES) General Construction Activities Permit, to the satisfaction of the Director of Public Works, as follows:

1. The applicant shall develop, implement and maintain a Storm Water Pollution Prevention Plan (SWPPP) to control the discharge of stormwater pollutants including sediments associated with construction activities.

2. The applicant shall file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB).

The project shall incorporate Best Management Practices (BMPs) into the project to control the discharge of stormwater pollutants including sediments associated with construction activities. Examples of BMPs are contained in the publication *Blueprint for a Clean Bay*, and include preventing spills and leaks, cleaning up spills immediately after they happen, storing materials under cover, and covering and maintaining dumpsters. Prior to the issuance of a grading permit, the applicant may be required to submit an Erosion Control Plan to the City Project Engineer, Department of Public Works, 200 E. Santa Clara Street, San José, California, 95113. The Erosion Control Plan may include BMPs as specified in ABAG's *Manual of Standards Erosion & Sediment Control Measures* for reducing impacts on the City's storm drainage system from construction activities. For additional information about the Erosion Control Plan, the NPDES Permit requirements or the documents mentioned above, please call the Department of Public Works at (408) 535-8300.

The project applicant shall comply with the City of San José Grading Ordinance, including erosion and dust control during site preparation and with the City of San José Zoning Ordinance requirements for keeping adjacent streets free of dirt and mud

during construction. The following specific BMPs will be implemented to prevent stormwater pollution and minimize potential sedimentation during construction:

1. Restriction of grading to the dry season or meet City requirements for grading during the rainy season (October 1 through April 30);
2. Utilize on-site sediment control BMPs to retain sediment on the project site;
3. Utilize stabilized construction entrances and/or wash racks;
4. Implement damp street sweeping;
5. Provide temporary cover of disturbed surfaces to help control erosion during construction; and
6. Provide permanent cover to stabilize the disturbed surfaces after construction has been completed.

NOISE

- Provide a suitable form of forced-air mechanical ventilation for the proposed building, as determined by the City, so that windows can be kept closed to control noise.

- Provide sound rated windows to maintain interior noise levels at acceptable levels. Preliminary calculations show that sound-rated windows with minimum STC Ratings of 32 to 34 would be satisfactory for units facing roadways to achieve acceptable interior noise levels. The specific determination of what noise insulation treatments are necessary shall be conducted during final design of the project.

- The project applicant shall retain a qualified acoustical specialist to prepare a detailed analysis of interior residential noise levels resulting from all exterior sources during the final design phase of the project pursuant to requirements set forth in the State Building Code. The study will review the final site plan, building elevations, and floor plans prior to construction and confirm building treatments necessary to reduce residential interior noise levels to 45 dBA DNL or lower, and address and adequately control the noise from adjacent rooftop equipment. Treatments would include, but are not limited to, sound-rated windows and doors as specified above, sound-rated wall and window constructions, acoustical caulking, protected ventilation openings, etc. The specific determination of what noise insulation treatments are necessary shall be conducted on a unit-by-unit basis during final design of the project. Results of the analysis, including the description of the necessary noise control treatments, shall be submitted to the City, along with the building plans and approved design, prior to issuance of a building permit.

Consistent with the requirements for future development under the DSAP, the proposed project would implement the following standard noise control measures:

- In accordance with Policy EC-1.7 of the City's General Plan, utilize the best available noise suppression devices and techniques during construction activities.
- Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment. Temporary noise barrier fences would provide a 5 dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Unnecessary idling of internal combustion engines should be strictly prohibited.
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.
- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
- A temporary noise control blanket barrier could be erected, if necessary, along building facades facing construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. Noise control blanket barriers can be rented and quickly erected.
- Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.
- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities and notify in writing all adjacent business, residences, and other noise-sensitive land uses of the construction schedule. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
- Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.

29. **Building Division Clearance for Issuing Permits.** Prior to the issuance of any Building Permit, the following requirements must be met to the satisfaction of the Chief Building Official:
    a. *Construction Plans.* This permit file number, PD17-029, shall be printed on all construction plans submitted to the Building Division.
    b. *Americans with Disabilities Act.* The permittee shall provide appropriate access as required by the Americans with Disabilities Act (ADA).
    c. *Emergency Address Card.* The permittee shall file an Emergency Address Card, Form 200-14, with the City of San José Police Department.
    d. *Construction Plan Conformance.* A project construction plan conformance review by the Planning Division is required. Planning Division review for project conformance will begin with the initial plan check submittal to the Building Division. Prior to any building permit issuance, building permit plans shall conform to the approved Planning development permits and applicable conditions.

30. **Affordable Housing.** The project may be subject to the City's Inclusionary Housing Ordinance (IHO) or Affordable Housing Impact Fee (AHIF). If the development is subject to the referenced IHO or AHIF, the permittee must execute and record their Affordable Housing Agreement with the City prior to the issuance of any building permits, or any final approval of any final map.
    a. The IHO and AHIF Resolution each exempt certain developments from affordable housing obligations, if the development meets certain criteria. However, whether an exemption is claimed or not, the permittee must submit an Affordable Housing Compliance Plan Application, and the application processing fee to the Housing Department as part of the application for First Approval.
    b. The Housing Department has reviewed and approved the Affordable Housing Compliance Plan for this project. Permittee shall strictly comply with the approved Affordable Housing Compliance Plan for this project and any other applicable requirements of the IHO or AHIF.
    c. If the project is subject to the AHIF, no building permit may issue until the AHIF is paid. No Temporary Certificate of Occupancy, Certificate of Occupancy, or Notice of Completion for any units shall be issued until all requirements of the AHIF Resolution are met.
    d. If the project is subject to the IHO, no Temporary Certificate of Occupancy, Certificate of Occupancy, or Notice of Completion for any units shall be issued until all requirements of the IHO are met.

27. **FAA Clearance Required**. Prior to the issuance of any building permit, the permittee shall obtain from the Federal Aviation Administration a "Determination of No Hazard to Air Navigation" for each building high point. The Permittee shall file a

"Notice of Proposed Construction or Alteration" (FAA Form 7460-1) for the building corner points and two top mechanical overrun points on each building. The data on the FAA forms should be prepared by a licensed civil engineer or surveyor using NAD83 location coordinates out to hundredths of seconds and NAVD88 elevations rounded off to next highest foot.

28. **FAA Permit Adjustment.** Prior to the issuance of any Building Permit, the Permittee shall obtain a Permit Adjustment to incorporate all FAA conditions identified in the Determinations of No Hazard (if issued), e.g., obstruction lights or construction-related notifications, into the Planned Development Permit conditions of approval.

29. **Recycling.** Scrap construction and demolition material shall be recycled. Integrated Waste Management staff at (408) 535-8550 can provide assistance on how to recycle construction and demolition debris from the project, including information on available haulers and processors.

31. **Fire Flow.** Required fire flow for the site is approved by the Fire Chief. Any changes to project require a re-review and approval by the Fire Chief.

32. **Fire Hydrants.** Prior to the issuance of building permits, number of Public (off-site) and private (on-site) fire hydrants and their locations need approval through a Fire Variance and to the satisfaction of the Fire Chief.

33. **Fire Hydrants and Driveways.** All fire hydrants shall be at least 10 feet from all driveways will be confirmed at time of building permit review to the satisfaction of the Fire Chief.

34. **Fire Department Access.** Prior to the issuance of any building permits, fire equipment access needs approval through a Fire Variance and to the satisfaction of the Fire Chief.

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

    a. **Construction Agreement:** The public improvements conditioned as part of this permit require the execution of a Construction Agreement that guarantees the completion of the public improvements to the satisfaction of the Director of Public Works. This agreement includes privately engineered plans, bonds, insurance, a completion deposit, and engineering and inspection fees.

    b. **Transportation:** A Traffic Impact Analysis has been performed for this project based on 71 AM and 130 PM peak hour trips. Based on the results of analysis

conducted by DOT and included in the Traffic memo dated August 17, 2018, the subject project will be in conformance with the City of San José Transportation Level of Service Policy (Council Policy 5-3) and a determination of less than significant impact can be made with respect to traffic impacts.

c. **Private Improvements within Public Property:** The proposed encroachments for balconies, windows and architectural features shall be subject to Chapter 13.37 of the San José Municipal Code. These encroachments within the public right-of-way are limited to a maximum of 4 feet. No further discretionary approval by City Council is required for balconies, windows and/or architectural features that comply with the San José Building Code. Permittee shall execute an Encroachment Agreement as part of Public Works Clearance requirement(s) and prior to Building Permit issuance. The Encroachment Agreement shall be recorded against title to the property.

d. **Grading/Geology:**

   i. A grading permit is required prior to the issuance of a Public Works Clearance.

   ii. All on-site storm drainage conveyance facilities and earth retaining structures 4 feet in height or greater (top of wall to bottom of footing) or is being surcharged (slope of 3:1 or greater abutting the wall) shall be reviewed and approved under Public Works grading and drainage permit prior to the issuance of Public Works Clearance. The drainage plan should include all underground pipes, building drains, area drains and inlets. The project shall provide storm drainage calculations that adhere to the 2013 California Plumbing Code or submit a stamped and signed alternate engineered design for Public Works discretionary approval and should be designed to convey a 10-year storm event.

   iii. If the project proposes to haul more than 10,000 cubic yards of cut/fill to or from the project site, a haul route permit is required. Prior to issuance of a grading permit, contact the Department of Transportation at (408) 535-3850 for more information concerning the requirements for obtaining this permit.

   iv. Because this project involves a land disturbance of one or more acres, the permittee is required to submit a Notice of Intent to the State Water Resources Control Board and to prepare a Storm Water Pollution Prevention Plan (SWPPP) for controlling storm water discharges associated with construction activity. Copies of these documents shall be submitted to the City Project Engineer prior to issuance of a grading permit.

   v. The Project site is within the State of California Seismic Hazard Zone. A geotechnical investigation report addressing the potential hazard of liquefaction must be submitted to, reviewed and approved by the City Geologist prior to issuance of a grading permit or Public Works Clearance. The report should also include, but is not limited to, foundation, earthwork, utility trenching, retaining and drainage recommendations. The investigation should be consistent with the

guidelines published by the State of California (CGS Special Publication 117A) and the Southern California Earthquake Center (SCEC, 1999). A recommended depth of 50 feet should be explored and evaluated in the investigation.

e. **Shoring:**

i. Shoring plans will be required for review and approval as part of the Grading Permit for this project.

ii. If tie-backs are proposed in the Public right-of-way as a part of the shoring operation, a separate Revocable Encroachment **Permit must be obtained by** the Permittee or Contractor and must provide security, in the form of a CD or Letter of Credit, in the amount of $100,000. All other shoring will not be allowed to encroach greater than 12 inches into the public right-of-way (i.e., soldier beams).

iii. If tie-backs are proposed for use along the adjacent properties (261-01-111, 261-01-037, 261-01-038), agreements between the Permittee and the adjacent property owner(s) will need to be secured, executed and provided to the Public Works Project Engineer prior to approval of the Grading Permit for this project.

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

i. The project's Stormwater Control Plan and numeric sizing calculations have been reviewed and this project will be in conformance with City Policy 6-29.

ii. Final inspection and maintenance information on the post-construction treatment control measures must be submitted prior to issuance of a Public Works Clearance.

g. **Stormwater Peak Flow Control Measures:** The project is located in a non-Hydromodification Management area and is not required to comply with the City's Post-Construction Hydromodification Management Policy (Council Policy 8-14).

h. **Flood: Zone D:** The project site is not within a designated Federal Emergency Management Agency (FEMA) 100-year floodplain. Flood Zone D is an unstudied area where flood hazards are undetermined, but flooding is possible. There are no City floodplain requirements for Zone D.

i. **Sewage Fees:** In accordance with City Ordinance all storm sewer area fees, sanitary sewer connection fees, and sewage treatment plant connection fees, less previous credits, are due and payable prior to Public Works clearance.

j. **Undergrounding:**

i. The In-Lieu Undergrounding Fee shall be paid to the City for all frontage adjacent to West Julian Street and Stockton Avenue prior to issuance of a Public Works Clearance. 100 percent of the base fee in place at the time of payment will be due. Currently, the 2018 base fee is $485 per linear foot of frontage and is subject to change every January 31st based on the Engineering News Record's City Average Cost Index for the previous year. The project will be required to pay the current rate in effect at the time the Public Works Clearance is issued.

ii. The Director of Public Works may, at his discretion, allow the permittee to perform the actual undergrounding of all off-site utility facilities fronting the project adjacent to Stockton Avenue. Permittee shall submit copies of executed utility agreements to Public Works prior to the issuance of a Public Works Clearance.

k. **Street Improvements:** Permittee shall be solely responsible for the construction of the following improvements:

i. Remove and replace curb, gutter, and sidewalk damaged during construction of the proposed project.

ii. Remove and replace curb, gutter, and sidewalk along all project frontages.

iii. Remove the "pork chop" island at the northwest corner of West Julian Street and Stockton Avenue. Traffic signal modification and realignment of crosswalks will be required.

iv. Construct a 22-foot wide sidewalk along Stockton Avenue project frontage with a 10.5-foot wide park strip (not including the curb width of 0.5 foot), and an 11-foot wide detached sidewalk.

v. Construct a 15-foot wide sidewalk along West Julian Street project frontage with the following:

- A 6-foot wide park strip (not including the curb width of 0.5 foot), and an 8.5-foot wide detached sidewalk on West Julian Street.
- Construct a 26-foot wide City standard driveway at Stockton Avenue project frontage.
- Close unused driveway cuts along West Julian Street and Stockton Avenue.
- Permittee shall be responsible for adjusting existing utility boxes/vaults to grade, locating and protecting the existing communication conduits (fiber optic and copper) along the project frontage.
- The type and structural section of the proposed decorative pavers within the public right-of-way will be evaluated at the public improvement plan stage.

- Repair, overlay, or reconstruction of asphalt pavement may be required. The existing pavement will be evaluated with the street improvement plans and any necessary pavement restoration will be included as part of the final street improvement plans.

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

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

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

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

n. Permittee shall minimize the potential impact to vehicular and pedestrian traffic by:

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

ii. Minimizing the closure timeframes to accomplish the onsite tasks and implement the next phase of the closure as outlined in Condition No. 33.n.ii., above.

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

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

p. **Electrical:** Existing electroliers along the project frontage will be evaluated at the public improvement stage and any street lighting requirements will be included on the public improvement plans.

q. **Street Trees:** The locations of the street trees will be determined at the street improvement stage. Contact the City Arborist at (408) 794-1901 for the designated street tree. Install street trees within public right-of-way along entire project street frontage per City standards; refer to the current "Guidelines for Planning, Design, and Construction of City Streetscape Projects". Street trees shall be installed in the park strip. Obtain a DOT street tree planting permit for any proposed street tree plantings. Street trees shown on this permit are conceptual only.

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

a. A violation of any conditions of the Planned Development Permit was not abated, corrected or rectified within the time specified on the notice of violation; or

b. A violation of any City ordinance or State law was not abated, corrected or rectified within the time specified on the notice of violation; or

c. The use as presently conducted creates a nuisance.

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

EFFECTIVE DATE

The effective date of this Permit shall be the effective date of the Planned Development Rezoning Ordinance for File No. PDC17-058 adopted on _____ (the "Planned Development Rezoning Ordinance") and shall be no earlier than the effective date of said Planned Development Rezoning Ordinance.

ADOPTED this _____ day of _____, 2018, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

SAM LICCARDO
Mayor

ATTEST:

TONI J. TABER, CMC
City Clerk

NOTICE TO PARTIES

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

RD:JVP:JMD
8/30/2018

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE APPROVING, SUBJECT TO CONDITIONS, A VESTING TENTATIVE MAP TO CONSOLIDATE TWO PARCELS INTO ONE PARCEL ON AN APPROXIMATELY 1.22-GROSS ACRE SITE, LOCATED AT THE NORTHWEST CORNER OF WEST JULIAN STREET AND STOCKTON AVENUE (715 WEST JULIAN STREET)

FILE NO. PT17-063

WHEREAS, pursuant to the provisions of Chapter 19.13 of Title 19 of the San José Municipal Code, on December 15, 2017, an application (File No. PT17-063) was filed by the applicant, 715 West Julian LLC, for Speno Enterprises, was filed with the City of San José for a Vesting Tentative Map to consolidate two parcels into one parcel on an approximately 1.22-gross acre site, on that certain real property situated in the CP(PD) Planned Development Zoning District and located on the northwest corner of West Julian Street and Stockton Avenue (715 West Julian Street, San José, which real property is sometimes referred to herein as the "subject property"); and

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

WHEREAS, pursuant to and in accordance with Chapter 20.100 of Title 20 of the San José Municipal Code, the Planning Commission conducted a hearing on said concurrent applications on September 26, 2018, notice of which was duly given; and

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

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

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

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

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

WHEREAS, at said hearing, this City Council received in evidence a development plan for the subject property entitled "Julian and Stockton," dated last revised 8/20/18, said plan is on file in the Department of Planning, Building and Code Enforcement and is available for inspection by anyone interested herein, and said development plan is incorporated herein by this reference, the same as if it were fully set forth herein; and

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

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

After considering all of the evidence presented at the Public Hearing, the City Council finds that the following are the relevant facts regarding this proposed project:

1. **Site Description and Surrounding Uses.** The subject 1.22-gross acre site is located at the northwestern corner of West Julian Street and Stockton Avenue, and is bounded

by Highway 87 to the east and The Alameda corridor to the south. The existing Avalon Morrison Park apartments are directly to the north, and Pacific Gas & Electric service center across the street to the east. The site is currently occupied by five buildings which include two residences, a commercial building, and two vacant buildings

2. **Project Description.** The proposed project is a Vesting Tentative Map to consolidate two parcels into one parcel on an approximately 1.22-gross acre site.

FINDINGS

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

1. **General Plan Conformance**. The subject property is designated as Urban Village on the San José 2040 General Plan Land Use/Transportation Diagram (Figure 2). This designation supports a wide variety of commercial, residential, institutional, or other land uses with an emphasis on establishing an attractive urban form in keeping with the Urban Village concept. Development within the Urban Village designation should conform to land use and design standards established with an adopted Urban Village Plan, which specifies how each Urban Village will accommodate the planned housing and job growth capacity within the identified Urban Village Growth Area. The project site is within the Diridon Station Area Plan (DSAP), an adopted Urban Village plan, and is therefore subject to the land use and design standards established within the plan. The project is consistent with the DSAP, as discussed further below, and is therefore consistent with the Urban Village General Plan designation

   Land Use Policy LU-1.2: Encourage Walking. Create safe, attractive, and accessible pedestrian connections between developments and to adjacent public streets to minimize vehicular miles traveled.

   Analysis: The project would include widened public sidewalks up to 22 feet wide on Stockton Avenue (from 18 feet) and 15 feet wide on Julian Street (from 10 feet). In addition to a clear walkway, both sidewalks will have proportional landscaped buffers from edge of curb to edge of sidewalk. The wider walkways and buffers provide a safer, more pleasing pedestrian buffer from the adjacent streets. The project also creates a neighborhood plaza designed for passive recreation or resting in between destinations and is part of the pedestrian network envisioned with the DSAP's "green finger" and pedestrian connections.

   Land Use Policy LU-9.6: Require residential developments to include adequate open spaces in either private or common areas to partially provide for residents' open space and recreation needs.

   Analysis: The project would include private and public open space in conformance with the Residential Design Guidelines. The private open space would be comprised of balconies at least 60 square feet in size for more than half of the total units, and the public open space would be comprised of an interior courtyard space above the

podium that includes a pool, seating, and planter areas, a ground level neighborhood plaza at the corner of West Julian Street and Stockton Street and a rooftop deck.

Land Use Policy LU-10.7: Encourage consolidation of parcels to promote mixed-use and high-density development at locations identified in the Land Use / Transportation Diagram.

Analysis: The project combines two properties (through a tentative map under File No. PT17-063) with individual acreage ranging from 0.11 to 1.10 acres in size. Developed individually, the density and commercial use envisioned in the General Plan would not be feasible on these smaller lots. When combined as the project, the properties can be developed with commercial square footage and higher residential density consistent with the Urban Village designation.

Vibrant Neighborhood Policy VN-1.7*:* Use new development within neighborhoods to enhance the public realm, provide for direct and convenient pedestrian access, and visually connect to the surrounding neighborhood. As opportunities arise, improve existing development to meet these objectives as well.

Analysis: The project would include widened sidewalks with enhanced landscaping buffers along Stockton Avenue and Julian Street, trees, and pedestrian access to commercial uses. In addition to wider sidewalks, the project would provide a corner paseo/plaza as a privately-owned, publicly accessible open space that would provide residents in the new development as well as existing residential neighborhoods with a safe and pleasant resting stop along the pedestrian corridors.

2. **Diridon Station Area Plan (DSAP).** The project site is in the Northern Zone-Innovation District of the DSAP. The intent of the DSAP is to shape development to ensure that the architecture, open space, and site design of the proposed project are appropriate and compatible with the envisioned form.

   The Urban Village designation for this site has a density allowance of up to 250 dwelling units per acre and a floor area ratio of up to 10.0. However, as applied to Diridon Station Area Plan (DSAP), the project site also has a minimum of 0.5 commercial FAR for projects containing residential uses. This designation would therefore only support residential development in a vertical or horizontal mixed-use format that includes commercial uses or square footage that is equal to or greater than a 0.5 FAR for a given project. As proposed, the mixed use project has 249 units for a density of 204 dwelling units per acre and 26,585 square feet of ground level commercial space for an FAR of 0.5. The density and ratios noted qualify the project for a mixed use development per the above standards. Further, the proposed retail square footage is within approximately 81,100 gross square feet of retail and restaurant use projected for the Northern Zone of the DSAP; and the number of residential units help fulfill the “test-fit” capacity of 1,277 residential for the DSAP.

3. **General Development Plan Conformance (Development Standards).** The project conforms to the approved General Development Plan of the Planned Development

Zoning, File No. PDC17-058.

a. **Setbacks.** The required building setbacks are 0 to 10 feet maximum for the Front, and Sides. The Rear setback, along the length of the entire rear property line is modified from the required 25 feet to the following:

   i. Street property lines: 10 feet maximum

   ii. Interior side: 10 feet minimum

   iii. Rear: Minimum of 3 feet; 5 to 25 feet at portions of the building over 25 feet in height.

   Analysis: The project is consistent with the required setbacks, in that zero-foot setbacks are provided along the street frontages, ten feet is provided along the interior side set back; and three feet is provided for portions of the structure up to 25 feet in height along the rear (north) property line; with five feet for portions over 25 feet in height.

4. **Conformance with the Subdivision Ordinance and the Subdivision Map Act.** In accordance with San José Municipal Code (SJMC) section 19.12.130, the City Council may approve the tentative map if the City Council cannot make any of the findings for denial in Government Code Section 66474 and the City Council has reviewed and considered the information relating to compliance of the project with the California Environmental Quality Act and determines the environmental review to be adequate. Additionally, the City Council may approve the project if the City Council does not make any of the findings for denial in San José Municipal Code Section 19.12.220.

   a. The City Council finds that the parcel consolidation shown on the Vesting Tentative Map, subject to the conditions listed below and the requirements for project design and improvements, is consistent with applicable General and Specific Plans of the City of San José.

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

   1. The City Council has considered the parcel consolidation shown on the Vesting Tentative Map, with the imposed conditions, to determine whether to make any of the findings set forth in subsections of Section 66474 of the Government Code of the State of California which states “A legislative body of a city or county shall deny approval of a tentative map, or a parcel map for which a tentative map was not required, if it makes any of the following findings:”

      i. That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.

      ii. That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.

iii. That the site is not physically suitable for the type of development.

iv. That the site is not physically suitable for the proposed density of development.

v. That the design of the subdivision or the proposed improvements is likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

vi. That the design of the subdivision or type of improvements is likely to cause serious public health problems.

vii. That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision.

Analysis: Based on review of the subdivision, the City Council cannot not make any such findings to deny the subject lot division in that: 1) the proposed map/project is consistent with the General Plan as noted above; 2) the proposed design of the lot is consistent with the General Plan in that the lot is of adequate size to support developments; 3) the proposed site is physically suitable for the proposed development,; 4) the proposed density is suitable for the proposed site based on the FAR allowance of the General Plan; 5) the proposed lot consolidation in this urban setting will not cause any environmental damage or substantially injure fish or other wildlife habitat; 6) the lot will not cause any public health issues; 7) the proposed lot consolidation will not conflict with any public easements, as the project is providing all necessary public easements, all explained in detail above and in the administrative record. Based on that review, the City Council does not make any such denial findings for the subject subdivision.

5. ***Environmental Review.*** *Pursuant to CEQA Guidelines §15164, the Planning Director approved on August 20, 2018, an Addendum to the Diridon Station Area Plan Environmental Impact Report (EIR) (Resolution No. 77096), the Envision San José 2040 General Plan Program EIR (Resolution No. 76041), and the General Plan Supplemental EIR (Resolution No. 77617), and Addenda thereto, because minor changes made to the project did not raise important new issues about the significant impacts on the environment. The Initial Study identified impacts to air quality, biological resources, cultural resources, hazardous materials, and noise that could*

result from implementation of the project. However, these impacts were previously identified in the DSAP EIR and General Plan Program and Supplemental EIRs and include mitigation measures that would reduce the impacts to a less than significant level. Therefore, a Mitigation Monitoring and Reporting Program containing the mitigation measures was prepared for the project.

The Addendum concluded that the project would not result in any new impacts not previously disclosed in the Diridon Station Area Plan EIR, and the Envision San José 2040 General Plan Program and Supplemental EIRs, and would not result in a substantial increase in the magnitude of any significant environmental impact previously identified in the EIRs. For these reasons, a supplemental or subsequent EIR was not required and an addendum to the DSAP FEIR was prepared for the proposed project.

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

APPROVED SUBJECT TO THE FOLLOWING CONDITIONS:

1. **Acceptance of Vesting Tentative Map.** Per Section 19.12.230, should the Subdivider fail to file a timely and valid appeal of this Vesting Tentative Map within the applicable appeal period, such inaction by the Subdivider shall be deemed to constitute all of the following on behalf of the Subdivider:
   a. Acceptance of the Vesting Tentative Map by the Subdivider; and
   b. Agreement by the Subdivider to be bound by, to comply with, and to do all things required of or by the Subdivider pursuant to all of the terms, provisions, and conditions of this permit or other approval and the provisions of Title 19 applicable to such Vesting Tentative Map.
2. **Expiration of Vesting Tentative Map.** This Vesting Tentative Map shall automatically expire 48 months from and after the date of issuance hereof by the Director of Planning of the City of San José. The date of issuance is the date this Vesting Tentative Map is approved by the City Council.
3. **Development Rights - Vesting on Approval of Vesting Tentative Map.**
   a. Per San José Municipal Code Section 19.13.070, the approval or conditional approval of a vesting tentative map shall confer a vested right to proceed with development in substantial compliance with the ordinances, policies, and standards

described in Government Code Section 66474.2. However, if Section 66474.2 of the Government Code is repealed, the approval or conditional approval of a vesting tentative map shall confer a vested right to proceed with development in substantial compliance with the ordinances, policies, and standards in effect at the time the vesting tentative map is approved or conditionally approved.

b. Notwithstanding subsection 3.a., above, any permit, including a building permit, approval, extension, or entitlement may be made conditional or denied if any of the following are determined:

   i. A failure to do so would place the residents of the subdivision or the immediate community, or both, in a condition dangerous to their health or safety, or both.

   ii. The condition or denial is required in order to comply with state or federal law.

c. The rights referred to herein shall expire if a final map is not approved prior to the expiration of the vesting tentative map as provided in Section 19.13.060. If the final map is approved, these rights shall last for the following periods of time:

   i. An initial time period of one year. Where several final maps are recorded on various phases of a project covered by a single vesting tentative map, this one-year initial time period shall begin for each phase when the final map for that phase is recorded. All of said final maps or parcel maps must be recorded within the time period set forth in Section 19.13.060 or the vesting tentative map approval shall expire for those parcels for which final maps or parcel maps are not timely recorded.

   ii. The initial time period set forth in 3.c.i. shall be automatically extended by any time used for processing a complete application for a grading permit if such processing exceeds thirty days from the date a complete application is filed.

   iii. A subdivider may apply to the Planning Director for a one-year extension at any time before the initial time period set forth in 3.c.i expires. If the extension is denied, the subdivider may appeal that denial to the City Council within fifteen (15) days.

   iv. If the subdivider submits a complete application for a building permit during the periods of time specified in 3.c.i. through 3.c.iii., above, the rights referred to herein shall continue until the expiration of that permit, or any extension of that permit.

4. **Conformance to Plans.** Development shall conform to this approved Vesting Tentative Map plans dated received August 20, 2018 and to the San José Building Code (San José Municipal Code, Title 17, Chapter 17.04).

5. **Compliance with Subdivision Ordinance.** The final map shall comply with all of the requirements for final maps in Chapter 19.16 of the San José Municipal Code and shall show and contain all of the data required by San José Municipal Code Section 19.16.110.

6. **Conformance with Other Permits**. The subject Vesting Tentative Map shall conform to and comply in all respects with the Planned Development Permit File No. PD17-029 on which such Vesting Tentative Map is based. Approval of said Vesting Tentative Map shall automatically expire with respect to any portion of the lands covered by such Vesting Tentative Map on which a Final Map or Tract Map has not yet been recorded if, prior to recordation of a Final Map or Tract Map thereon, the Planned Development Permit for such lands automatically expires or for any reason ceases to be operative.
7. **Improvements.** Pursuant to the Subdivision Agreement (hereinafter referred to as "Agreement"), the Subdivider shall, before approval and recording of the Final Map, improve or agree to improve all land within the subdivision and all land outside, but appurtenant to, the Subdivision shown on the Vesting Tentative Map for public or private streets, alleys, pedestrian ways and easements to the satisfaction of the Director of Public Works.
8. **Improvement Contract.** In the event subdivider has not completed the improvements required for his proposed subdivision at the time the final map is presented for approval, subdivider shall enter into a subdivision improvement agreement with the City of San José, in accordance with Section 19.32.130 of the San José Municipal Code, and provide the improvement security and insurance required therein.
9. **Public Use Easements.** Subdivider shall dedicate on the final map for public use easements for public utilities, emergency access, open space, streets, pedestrian ways, sanitary sewers, drainage, flood control channels, water systems, and parking in and upon all areas within the subdivision shown on the Vesting Tentative Map for the subdivision to be devoted to such purposes.
10. **Privately Owned, Publicly Accessible Open Space Plaza.** The project's corner plaza located on the property at the intersection of West Julian Street and Stockton Avenue, will be a privately owned, publicly accessible ground level open space. The plaza shall be an area designated for use by the general public while owned and maintained by a private owner, as described by the following:

    a) Permittee (including property owners) providing this publicly accessible open space shall, to the fullest extent permitted by law, hold harmless and indemnify the City of San José, its officers, agents and employees, from any and all damage or injury caused in any manner by the design, construction, use, or maintenance of the open space; and

    b) Permittee (including property owners) shall be solely liable for any and all damage or loss occasioned by any act or negligence in respect to the design, construction, use, or maintenance of the open space.

    c) Liability Insurance satisfactory to the City Attorney, naming the City of San José and County of Santa Clara and its officers and employees as additional insureds, shall be provided for all such spaces. The property owner shall record with the County Recorder a special restriction on the property satisfactory in substance

to the Department and sufficient to give notice to subsequent owners, tenant and other persons having other economic interests in the property of the open space requirement and the means by which the requirement has been, and must continue to be, satisfied.

d) Maintenance - Open spaces shall be maintained at no public expense. Permittee (including property owners) for the property on which the open space is located shall maintain the open space by keeping the area clean and free of litter and keeping in a healthy state any plant material that is provided for the life of the publicly accessible open space and subject building.

e) Plaza Location and Features - Prior to the issuance of any building permit, Permittee shall submit plans for construction subject to review and approval by the Director of Planning. The plans submitted for construction and building permit applications shall contain a final site plan, elevations, and landscaping plan for the plaza, all of which shall be consistent with the following requirements:

    i. Plaza shall be located on the subject property at the corner of Stockton Avenue and West Julian Street, bound by the adjacent public Right-of-Way, as depicted on the Site Plan for PD17-029.

    ii. Plaza shall be at least 1,800 square feet in size, with a minimum boundary dimension of 30 feet on at least two sides (abutting public Right-of-Way).

    iii. Plaza shall be maintained with open accessibility, without obstruction (no fencing or barriers) to adjacent public sidewalks, so that pedestrians may pass across said plaza freely; provided that the Permittee (owner) may, with Planning Director prior approval, be permitted to obstruct such access on a temporary basis as reasonably necessary in connection with the maintenance, repair and replacement to the Plaza and project elements in and around the Plaza.

    iv. Further, the plaza may include improvements, landscape, art, and hardscape installations, as well as furniture, and may occur on the boundary of the plaza so long as these elements do not generally preclude public accessibility, and do not occupy more than 20 percent of the usable space.

    v. The plaza may also be utilized by an immediately adjacent retail space for the purposes of customer seating, so long as exclusive seating contiguously occupies no more than an additional fifteen percent (15%) percent of the privately owned publicly accessible open space. At any time, no more than (35%) of the total area will be occupied by seating, planters or any obstructive element utilized by the leaser of any tenant space or the owner of the project.

vi. The above conditions shall remain in effect for the life of the associated development.

f) Plaza Hours of Operation – Any business utilizing the aforementioned 15 percent of total open space may control the hours of accessibility to that space with respect to the designated seating or features associated with the business. The remaining space shall remain open and unobstructed to public pedestrians 24 hours a day, 7 days a week.

g) Security – The Permittee (including property owners) shall put in place and maintain appropriate security and safety measures including, but not limited to, adequate lighting for nighttime visibility, textured or minimal slip paving, and access to a public "blue light" emergency phone or similar device situated within 10 feet of the plaza.

11. **Conveyance of Easements.** Subdivider shall convey or cause to be conveyed to the City of San José, easements in and upon all areas as shown on the Vesting Tentative Map outside the boundaries of, but appurtenant to, the subdivision. Should a separate instrument be required for the conveyance of the easement(s), it shall be recorded prior to the recordation of the Final Map. Such easements so conveyed shall be shown on the Final Map, together with reference to the Book and Page in the Official Recorder of Santa Clara County, where each instrument conveying such easements is recorded.

12. **Demolition**. All structures that are on proposed property lines or within the required setback of a property line shown on the tentative map shall be approved for demolition prior to approval of the final map subdividing the parcel into three parcels.

13. **Final Map.** No Final Map or Tract Map shall be approved by City Council unless and until the appeal period for the development permit, City File No. PD17-029 has expired and all appeals have been exhausted.

14. **Sewage Treatment Demand.** Pursuant to Chapter 15.12 of Title 15 of the San José Municipal Code, acceptance of this Permit by Subdivider shall constitute acknowledgement of receipt of notice by Subdivider that (1) no vested right to a Building Permit shall accrue as the result of the granting of this Permit when and if the City Manager makes a determination that the cumulative sewage treatment demand of the San José-Santa Clara Regional Wastewater Facility represented by approved land uses in the area served by said Plant will cause the total sewage treatment demand to meet or exceed the capacity of San José-Santa Clara Regional Wastewater Facility to treat such sewage adequately and within the discharge standards imposed on the City by the State of California Regional Water Quality Control Board for the San Francisco Bay Region; (2) substantive conditions designed to decrease sanitary sewage associated with any land use approval may be imposed by the approval authority; (3) issuance of a Building Permit to implement this Permit may be suspended, conditioned or denied where the City Manager is necessary to remain within the aggregate operational capacity of the sanitary sewer system available to the City of San José or to meet the

discharge standards of the sanitary sewer system imposed on the City by the State of California Regional Water Quality Control Board for the San Francisco Bay Region.

15. **Sewage Fees:** In accordance with City Ordinance, all storm sewer area fees, sanitary sewer connection fees, and sewage treatment plant connection fees, less previous credits, are due and payable to the Department of Public Works prior to Public Works clearance.

16. **Compliance with Local and State Laws.** The subject use shall be conducted in full compliance with all local and state laws. No part of this approval shall be construed to permit a violation of any part of the San José Municipal Code. The Vesting Tentative Map shall be subject to revocation if the subject use is conducted in such a manner as to cause a nuisance.

17. **Affordable Housing.** The project may be subject to the City's Inclusionary Housing Ordinance (IHO) or Affordable Housing Impact Fee (AHIF). If the development is subject to the referenced IHO or AHIF, the permittee must execute and record their Affordable Housing Agreement with the City prior to the issuance of any building permits, or any final approval of any final map.

    a. The IHO and AHIF Resolution each exempt certain developments from affordable housing obligations, if the development meets certain criteria. However, whether an exemption is claimed or not, the permittee must submit an Affordable Housing Compliance Plan Application, and the application processing fee to the Housing Department as part of the application for First Approval.

    b. The Housing Department has reviewed and approved the Affordable Housing Compliance Plan for this project. Permittee shall strictly comply with the approved Affordable Housing Compliance Plan for this project and any other applicable requirements of the IHO or AHIF.

    c. If the project is subject to the AHIF, no building permit may issue until the AHIF is paid. No Temporary Certificate of Occupancy, Certificate of Occupancy, or Notice of Completion for any units shall be issued until all requirements of the AHIF Resolution are met.

    If the project is subject to the IHO, no Temporary Certificate of Occupancy, Certificate of Occupancy, or Notice of Completion for any units shall be issued until all requirements of the IHO are met.

18. **Parkland Dedication Ordinance**. This development is subject to the requirements of either the requirements of the City's Park Impact Ordinance (Chapter 14.25 of Title 14 of the San José Municipal Code) or the Parkland Dedication Ordinance (Chapter 19.38 of Title 19 of the San José Municipal Code,) for the dedication of land and/or payment of fees in-lieu of dedication of land for public park and/or recreational purposes under the formula contained within the parkland dedication ordinance and the Associated Fees and Credit Resolutions.

19. **Conformance to Mitigation Monitoring and Reporting Program.** This Project shall conform to all applicable requirements of the Mitigation Monitoring and Reporting Program (MMRP) approved for this development by City Council Resolution No. _____.
20. **Public Works Clearance for Building Permit(s) or Map Approval:** Prior to the approval of the Tract by the Director of Public Works, or the issuance of Building permits, whichever occurs first, the subdivider will be required to have satisfied all of the following Public Works conditions as described in the Planned Development Permit (PD17-029).
21. **Revocation, Suspension, Modification.** This Vesting Tentative Map is subject to revocation, suspension or modification for violation of any of its provisions or condition**.**

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

EFFECTIVE DATE

The effective date of this Vesting Tentative Map shall be the same effective date of the Planned Development Rezoning Ordinance for File No. PDC17-058 adopted on _____, 2018 (the "Planned Development Rezoning Ordinance") and shall be no earlier than the effective date of said Planned Development Rezoning Ordinance.

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

AYES:

NOES:

ABSENT:

DISQUALIFIED:

_____
SAM LICCARDO
Mayor

ATTEST:

_____
TONI J. TABER, CMC
City Clerk

NOTICE TO PARTIES

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

MITIGATION MONITORING AND REPORTING PROGRAM

715 West Julian Mixed Use
File Nos. PDC17-058, PD17-029, PT17-063
August 2018

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

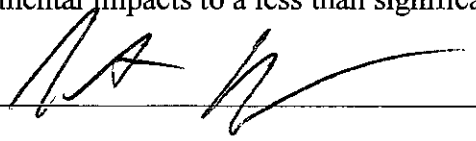
PREFACE

Section 21081.6 of the California Environmental Quality Act (CEQA) requires a Lead Agency to adopt a Mitigation Monitoring and Reporting Program whenever it approves a project for which measures have been required to mitigate or avoid significant effects on the environment. The purpose of the monitoring and reporting program is to ensure compliance with the mitigation measures during project implementation.

The Addendum to the Diridon Station Area Plan Environmental Impact Report (EIR), the Envision San José 2040 General Plan EIR, the General Plan Supplemental EIR, and all addenda thereto ("EIR Addendum") prepared for the 715 W. Julian Mixed Use project (File Nos. PDC17-058, PD17-029, PT17-063) concluded that the implementation of the project could result in significant effects on the environment consistent with the Diridon Station Area Plan, General Plan and Supplemental EIRs, and mitigation measures were incorporated into the proposed project or are required as a condition of project approval. This Mitigation Monitoring and Reporting Program identifies those measures and how and when they will be implemented.

This document does *not* discuss those subjects for which the EIR Addendum concluded that the impacts from implementation of the project would be less than significant.

I, Scott Yoadall, the applicant, on the behalf of 715 W. Julian LLC, hereby agree to fully implement the Mitigation Measures described below which have been developed in conjunction with the preparation of an EIR Addendum for my proposed project. I understand that these mitigation measures or substantially similar measures will be adopted as conditions of approval with my development permit request to avoid or significantly reduce potential environmental impacts to a less than significant level, where feasible.

Project Applicant's Signature 

Date 8/24/18

MITIGATIONS	MONITORING AND REPORTING PROGRAM				
	Documentation of Compliance [Project Applicant/Proponent Responsibility]		Documentation of Compliance [Lead Agency Responsibility]		
	Method of Compliance Or Mitigation Action	Timing of Compliance	Oversight Responsibility	Actions/Reports	Monitoring Timing or Schedule
AIR QUALITY					
Impact AQ-1: Exhaust from diesel powered construction equipment would exceed the regulatory toxic air contaminant threshold and predicted cancer risk at the nearest residential uses.					
MM AQ-1 The project applicant shall develop a plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average of 81 percent reduction in diesel particulate matter (DPM) exhaust emissions or greater. Measures that can be implemented to achieve this reduction include, but are not limited to, the following: ▪ All mobile diesel-powered off-road equipment larger than 25 horsepower and operating on the site for more than two days continuously shall meet, at a minimum, U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent. ▪ The use of equipment with CARB-certified Level 3 Diesel Particulate Filters or alternatively-fueled equipment (i.e., non-diesel), and/or additional exhaust devices. The construction contractor could use other measures to minimize construction period DPM emissions to reduce the predicted cancer risk below the thresholds. A written plan to achieve a fleet-wide average reduction in DPM emissions shall be prepared by a	Submit a written plan demonstrating a fleet-wide average of 81% reduction in DPM emissions to the Supervising Environmental Planner of the Planning, Building and Code Enforcement; implement requirements into construction specifications.	Prior to issuance of any grading permits.	Supervising Environmental Planner of the Planning, Building and Code Enforcement	Review plan and ensure implementation of requirements to reduce construction equipment DPM.	Prior to issuance of any grading permits; implement requirements during construction.

MITIGATIONS	MONITORING AND REPORTING PROGRAM				
	Documentation of Compliance [Project Applicant/Proponent Responsibility]		**Documentation of Compliance [Lead Agency Responsibility]**		
	Method of Compliance Or Mitigation Action	**Timing of Compliance**	**Oversight Responsibility**	**Actions/Reports**	**Monitoring Timing or Schedule**
qualified consultant and submitted to the Supervising Environmental Planner of the Planning, Building and Code Enforcement Department prior to issuance of any grading permits.					
BIOLOGICAL RESOURCES					
Impact BIO-1: If project demolition and tree removal occur during the breeding season, the project could result in a significant impact to nesting raptors.					
MM BIO-1: The project applicant shall schedule demolition and construction activities to avoid the nesting season. The nesting season for most birds, including most raptors in the San Francisco Bay area, extends from February 1st through August 31st (inclusive). If demolition and construction activities cannot be schedules between September 1st and January 31st (inclusive), pre-construction surveys for nesting birds shall be completed by a qualified ornithologist or biologist to ensure that no nests shall be disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of ground disturbance activities during the early part of the breeding season (February 1st through April 30th inclusive) and no more than 30 days prior to the initiation of ground disturbance activities during the late part of the breeding season (May 1st through August 31st inclusive). During this survey, the ornithologist/biologist shall inspect all trees and other possible nesting habitats immediately adjacent to the construction areas for nests. If an active nest is found sufficiently close to	Schedule construction activities outside of nesting season (September 1st through January 31st). If construction cannot be scheduled between September 1st and January 31st, a qualified ornithologist shall conduct preconstruction surveys and establish construction-free buffer zones. The ornithologist shall submit a report indicating the results of the survey and any designated buffer zones to the Supervising Environmental Planner of Planning, Building and Code Enforcement.	Prior to tree removal, or prior to approval of grading or demolition permits (whichever occurs first).	Supervising Environmental Planner of Planning, Building, and Code Enforcement.	Review report of the results of the survey and any designated buffer zones.	Prior to any tree removal, or approval of any grading or demolition permits (whichever occurs first).

MITIGATIONS	MONITORING AND REPORTING PROGRAM				
	Documentation of Compliance [Project Applicant/Proponent Responsibility]		Documentation of Compliance [Lead Agency Responsibility]		
	Method of Compliance Or Mitigation Action	**Timing of Compliance**	**Oversight Responsibility**	**Actions/Reports**	**Monitoring Timing or Schedule**
work areas to be disturbed by construction, the ornithologist/biologist, in consultation with the California Department of Fish and Wildlife, shall determine the extent of a construction free buffer zone to be established around the nest, typically 250 feet, to ensure that raptor or migratory bird nests shall not be disturbed during project construction. Prior to any tree removal, or issuance of any grading or demolition permits (whichever occurs first), the ornithologist/biologist shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the Supervising Environmental Planner of the Department of Planning, Building and Code Enforcement.					
CULTURAL RESOURCES					
Impact CR-1: The project may impact prehistoric and historic era archaeological deposits during excavation and construction activities.					
MM CR-1 The project applicant shall retain a qualified archaeologist to conduct mechanical presence/absence exploration on the project site to determine if there are any indications of subsurface archaeological deposits. The mechanical presence/absence exploration shall be conducted after the buildings have been demolished and all of the asphalt removed, prior to any construction activities. If any indications of prehistoric or historic-era resources are identified, the qualified archaeologist shall make recommendations for further evaluation that may include measures to protect potential resources. The	Qualified archaeologist to submit results of exploration testing to Supervising Environmental Planner of PBCE. A final report of findings of the mitigation efforts to be submitted to the Supervising Environmental Planner of the Planning, Building and Code Enforcement and the	After demolition and prior to the start of any construction activities.	Supervising Environmental Planner of the Planning, Building and Code Enforcement	Review archaeological testing and recovery plan if resources are discovered.	After demolition and prior to the start of any construction activities.

MITIGATIONS	MONITORING AND REPORTING PROGRAM				
	Documentation of Compliance [Project Applicant/Proponent Responsibility]		Documentation of Compliance [Lead Agency Responsibility]		
	Method of Compliance Or Mitigation Action	**Timing of Compliance**	**Oversight Responsibility**	**Actions/Reports**	**Monitoring Timing or Schedule**
findings and recommendations shall be submitted to the City's Environmental Supervising Planner prior to the start of any construction activities. If potholing for utilities must be completed prior to the archaeological survey, an archaeological monitor shall observe the potholing process. The northwest quarter of the property is most sensitive for historic-era archaeological deposits, but the entire project shall be explored for additional historical and prehistoric resources. If any indications are identified, additional recommendations will be tailored to the type of resource identified and the proposed planned improvements. The findings and recommendations shall be submitted to the Environmental Supervising Planner of the Department of Planning, Building and Code Enforcement prior to the start of any construction activities.	Northwest Information Center. Qualified archaeologist to monitor potholing and submit findings and recommendations to the Supervising Environmental Planner of the Planning, Building and Code Enforcement.	Prior to the start of any construction activities.	Supervising Environmental Planner of the Planning, Building and Code Enforcement	Review findings and recommendations.	Prior to the start of any construction activities.
HAZARDS & HAZARDOUS MATERIALS					
Impact HAZ-1: Historic activities on the project site have impacted subsurface soil and groundwater in specific areas.					
MM HAZ-1.1 The project applicant shall retain a qualified consultant and obtain regulatory oversight from the Santa Clara County Department of Environmental Health's (SCCDEHs) Voluntary Cleanup Program to address soil and groundwater contamination discovered on the property. Removal and off-site disposal of the soil at appropriate landfills during construction of the two-level underground parking lot will likely constitute the mitigation	Qualified consultant to submit a report indicating extent of contamination on the site and any required remediation actions in consultation with SCCDEH.	Prior to the issuance of any grading permits.	Supervising Environmental Planner of Planning, Building, and Code Enforcement and SCCDEH.	Review report and any remediation actions required; review SCCDEH documentation. Ensure remediation measures per SCCDEH	Prior to the issuance of any grading permits.

MITIGATIONS	MONITORING AND REPORTING PROGRAM				
	Documentation of Compliance [Project Applicant/Proponent Responsibility]		Documentation of Compliance [Lead Agency Responsibility]		
	Method of Compliance Or Mitigation Action	**Timing of Compliance**	**Oversight Responsibility**	**Actions/Reports**	**Monitoring Timing or Schedule**
required; however, the SCCDEH will approve the proposed mitigation, or if additional groundwater sampling and mitigation is necessary. The mitigation may come in the form of a Removal Action Plan, Soil Mitigation Plan, or a Site Management Plan documenting the soil removal and any other investigations or mitigations required. All documentation showing implementation of mitigation with the SCCDEH shall be provided to the Supervising Environmental Planner of the Planning, Building and Code Enforcement Department prior to issuance of any grading permits.	Applicant to provide documentation showing implementation of mitigation with SCCDEH to Supervising Environmental Planner of Planning, Building, and Code Enforcement. Include all remediation requirements in final plans.	Remediation measures per SCCDEH shall be printed on all plans and contracts prior to the issuance of any grading permits.		documentation are implemented.	
MM HAZ-1.2 The project applicant shall retain a qualified consultant to determine appropriate discharge requirements during construction dewatering activities to address the presence of contaminants in groundwater. Documentation outlining the discharge requirements shall be provided to the Supervising Environmental Planner of the Planning, Building and Code Enforcement Department prior to issuance of any grading permit.	Qualified consultant to provide discharge requirements during construction dewatering activities to the Supervising Environmental Planner of the Planning, Building and Code Enforcement prior to issuance of any grading permits.	Measures shall be printed on all plans and contracts prior to the issuance of any grading permits. Implement measures during construction.	Supervising Environmental Planner of the Planning, Building and Code Enforcement	Approval of final plans. Ensure measures are implemented during construction.	Prior to issuance of any grading permits. Implement measures during construction.
Impact HAZ-2: Naturally occurring asbestos (NOA) is documented on the project site and may be released during ground disturbance activities, such as grading, demolition, or construction.					
MM HAZ-2 The project applicant shall retain a qualified consultant to prepare an asbestos dust mitigation plan (ADMP). The ADMP is subject to	Qualified consultant to provide ADMP to BAAQMD; BAAQMD	Prior to issuance of any grading permits.	Supervising Environmental Planner of the Planning,	Receive approved ADMP and	Prior to issuance of any grading permits;

MITIGATIONS	MONITORING AND REPORTING PROGRAM				
	Documentation of Compliance [Project Applicant/Proponent Responsibility]		**Documentation of Compliance [Lead Agency Responsibility]**		
	Method of Compliance Or Mitigation Action	**Timing of Compliance**	**Oversight Responsibility**	**Actions/Reports**	**Monitoring Timing or Schedule**
review and approval by the Bay Area Air Quality Management District (BAAQMD), prior to ground disturbance activities, such as grading, demolition, or construction. The approved ADMP shall be implemented prior to and during construction, in accordance with BAAQMD. All documentation and approvals with the BAAQMD shall be provided to the Supervising Environmental Planner of the Planning, Building and Code Enforcement Department prior to issuance of any grading permits.	documentation to be provided to the Supervising Environmental Planner of the Planning, Building and Code Enforcement prior to issuance of a grading plan.		Building and Code Enforcement	BAAQMD documents. Ensure ADMP is implemented during construction	ADMP during construction.
NOISE & VIBRATION					
Impact NSE-1: Noise from use of outdoor mechanical equipment may exceed noise thresholds on nearby sensitive receptors. Noise levels are limited to 55 dBA Leq at receiving noise-sensitive land uses as per General Plan Policy EC-1.3 and the Municipal Code noise standards.					
MM NSE-1 Prior to the issuance of any building permits, the project applicant shall ensure that mechanical equipment is selected and designed to reduce impacts on surrounding uses to meet the City's requirements. The project applicant shall retain a qualified acoustical consultant to review mechanical noise as the equipment systems are selected in order to determine specific noise reduction measures necessary to reduce noise to comply with the City's 55 dBA Leq noise limit at the shared property line. Noise reduction measures could include, but are not limited to, selection of equipment that emits low noise levels and/installation of noise barriers such as enclosures and parapet walls to block the line of sight between the noise source and the nearest receptors. Other controls could include, but shall not be limited to, fan silencers,	Qualified acoustical consultant shall submit noise reduction measures for proposed mechanical equipment systems to the Supervising Environmental Planner of Planning, Building, and Code Enforcement.	Measure shall be printed on all plans and contracts prior to the issuance of any building permits. Report shall be submitted for review prior to the issuance of building permit.	Supervising Environmental Planner of Planning, Building, and Code Enforcement.	Review recommendations for proposed mechanical equipment systems. Approval of final plans.	Prior to the issuance of any building permits. Measure shall be printed on all plans and contracts prior to the issuance of grading permit. Report shall be submitted for review prior to the issuance of building permit.

MITIGATIONS	MONITORING AND REPORTING PROGRAM				
	Documentation of Compliance [Project Applicant/Proponent Responsibility]		Documentation of Compliance [Lead Agency Responsibility]		
	Method of Compliance Or Mitigation Action	**Timing of Compliance**	**Oversight Responsibility**	**Actions/Reports**	**Monitoring Timing or Schedule**
enclosures, and screen walls. Documentation of the acoustical consultant's review and recommendations for noise reduction measures shall be submitted for review to the Supervising Environmental Planner of Planning, Building, and Code Enforcement prior to issuance of any building permits. Additionally, the proposed measures shall be printed on all plans and contracts.					
Impact NSE-2: Construction-related vibration levels would exceed 0.2 in/sec PPV at the adjacent multi-family residences north of the project site and at the commercial building to the west.					
MM NSE-2.1 The project applicant shall implement the following measures during construction: ▪ Prohibit the use of heavy vibration-generating construction equipment, such as vibratory rollers or excavation using clam shell or chisel drops, within 30 feet of any adjacent building. ▪ Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site. Confirmation of implementation of these measures (e.g., construction documents, plan specifications, etc.) shall be provided to the Supervising Environmental Planner of the Planning, Building and Code Enforcement Department prior to issuance of any grading permit.	Print all conditions and measures in all plans and contracts.	Prior to the issuance of any grading permits.	Supervising Environmental Planner of Planning, Building, and Code Enforcement.	Review plans and contracts to ensure measures are clearly present.	Prior to the issuance of any grading permits.

MITIGATIONS	MONITORING AND REPORTING PROGRAM				
	Documentation of Compliance [Project Applicant/Proponent Responsibility]		Documentation of Compliance [Lead Agency Responsibility]		
	Method of Compliance Or Mitigation Action	Timing of Compliance	Oversight Responsibility	Actions/Reports	Monitoring Timing or Schedule
MM NSE-2.2: The project applicant shall retain a qualified consultant to prepare a vibration plan that includes, but is not limited to, the following: ▪ List of proposed construction equipment and their specification in regards to vibration generation. The vibration generation should be based on distance, if possible. ▪ Identify the person responsible for noise and vibration complaints and provide contact information. The vibration plan shall be submitted to the Supervising Environmental Planner of the Department of Planning, Building, and Code Enforcement for approval prior to the issuance of any grading permits.	Submit a construction vibration plan for review.	Prior to the issuance of any grading and/or building permits.	Supervising Environmental Planner of Planning, Building, and Code Enforcement.	Approve construction vibration plan.	Prior to the issuance of any grading and/or building permits.

Source: Addendum to the Diridon Station Area Plan Environmental Impact Report (SCH #2011092022), Envision San José 2040 General Plan Environmental Impact Report (SCH #2009072096), Supplemental Environmental Impact Report, and Addenda Thereto, August 2018.

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE ADOPTING THE 715 WEST JULIAN MIXED USE PROJECT ADDENDUM TO THE DIRIDON STATION AREA PLAN FINAL ENVIRONMENTAL IMPACT REPORT, THE ENVISION SAN JOSE 2040 GENERAL PLAN FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT, SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT, AND ADDENDA THERETO, ALL IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AS AMENDED, AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM

WHEREAS, prior to the adoption of this Resolution, the Planning Director of the City of San José prepared and approved an Addendum to the Final Environmental Impact Report for the Diridon Station Area Plan ("DSAP FEIR") under Planning File No. PP06-163 and City Council adopted Resolution No. 77096, the Final Program Environmental Impact Report for the Envision San José 2040 General Plan ("General Plan Update FPEIR") under Planning File No. PP09-011 and City Council adopted Resolution No. 76041, and Supplemental EIR ("SEIR") for the Envision San José 2040 General Plan, Greenhouse Gas Reduction Strategy under Planning File No. PP15-060 and City Council adopted Resolution No. 77617, and Addenda thereto, for the 715 West Julian Mixed Use project under Planning File Nos. PDC17-058, PD17-029 and PT17-063 (the "Project"), all in accordance with the requirements of the California Environmental Quality Act of 1970, together with state and local guidelines implementing said Act, all as amended to date (collectively "CEQA"); and

WHEREAS, the City prepared, completed, and adopted in accordance with CEQA the General Plan Update FPEIR, which analyzed the environmental impacts set forth from the land use and development assumptions of the Envision San José General Plan; and

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

WHEREAS, in connection with the adoption of a resolution approving said Envision San José 2040 General Plan (Planning File No. PP09-011), the City Council adopted Resolution No. 76041 on November 1, 2011 setting forth certain findings pertaining to the General Plan Update FPEIR and adopting a mitigation monitoring and reporting program, all pursuant to the provisions of CEQA; and

WHEREAS, subsequent to said actions on the General Plan Update FPEIR, the City prepared, completed, and adopted in accordance with CEQA the DSAP FEIR, which analyzed the environmental impacts set forth from the land use and development assumptions of the Diridon Station Area Plan; and

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

WHEREAS, in connection with the adoption of a resolution approving said Diridon Station Area Plan (Planning File No. PP09-163), the City Council adopted Resolution No. 77096 on July 17, 2014 setting forth certain findings pertaining to the DSAP FEIR and adopting a mitigation monitoring and reporting program, all pursuant to the provisions of CEQA; and

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

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

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

WHEREAS, the 715 West Julian Mixed Use project (the "Project") analyzed under the Addendum consists of a Planned Development Rezoning and Planned Development Permit to allow construction of up to 249 apartments and approximately 26,585 square feet of ground level commercial space on the site. The project includes demolition of five existing buildings, removal of existing on-site trees, and the construction of a new mixed-use seven-story building, with two sub-grade parking levels. The ground floor will consist of commercial and/or retail space, residential lobby, leasing office, and additional parking. Residential units and related space are proposed on floors 2-7 on a 1.22-gross acre site, at the northeast corner of West Julian Street and Stockton Avenue at 715 West Julian Street in San José, California; and

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

WHEREAS, in connection with the approval of a project involving the preparation of an EIR or MND that identifies one or more significant environmental effects, CEQA requires the decision-making body of the lead agency to incorporate feasible mitigation

measures that would reduce those significant environment effects to a less-than-significant level; and

WHEREAS, whenever a lead agency approves a project requiring the implementation of measures to mitigate or avoid significant effects on the environment, CEQA also requires a lead agency to adopt a mitigation monitoring and reporting program to ensure compliance with the mitigation measures during project implementation, and such a mitigation monitoring and reporting program has been prepared for the Project for consideration by the decision-maker of the City of San José as lead agency for the Project; and

WHEREAS, the Project will not result in any new significant effect or increase in the severity of an existing significant effect on the environment, a project specific Mitigation Monitoring and Reporting Program ("Mitigation Monitoring and Reporting Program") was prepared to reflect current General Plan policies and current protocols, which have been updated to incorporate applicable mitigation measures from the DSAP FEIR, General Plan Update FPEIR, SEIR, and Addenda thereto into the Project; and

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

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

WHEREAS, the Addendum along with the DSAP FEIR, General Plan Update FPEIR, SEIR and Addenda thereto, and related Mitigation Monitoring and Reporting Program

for the Project are on file in the Office of the Director of Planning, located at 200 East Santa Clara Street, 3rd Floor Tower, San José, California, 95113, are available for inspection by any interested person at that location and are, by this reference, incorporated into this Resolution as if fully set forth herein;

WHEREAS, the Project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the California Department of Fish and Game Code.

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

THAT THE CITY COUNCIL does hereby make the following findings: (1) it has independently reviewed and analyzed the DSAP FEIR, General Plan Update FPEIR, SEIR, and Addenda thereto, as all modified by the Addendum, as well as other information in the record and has considered the information contained therein, prior to acting upon or approving the Project, (2) the Addendum modifying the DSAP FEIR, General Plan Update FPEIR, SEIR, and Addenda thereto prepared for the Project has been completed in compliance with CEQA and is consistent with state and local guidelines implementing CEQA, and (3) the Addendum modifying the DSAP FEIR, General Plan Update FPEIR, SEIR, and Addenda thereto represents the independent judgment and analysis of the City of San José, as lead agency for the Project. The City Council designates the Director of Planning at the Director's Office at 200 East Santa Clara Street, 3rd Floor Tower, San José, California, 95113, as the custodian of documents and records of proceedings on which this decision is based.

THAT THE CITY COUNCIL does hereby find that based upon the entire record of proceedings before it and all information received that there is no substantial evidence that the Project will have a significant effect on the environment and does hereby adopt

the Addendum and related Mitigation Monitoring and Reporting Program prepared for the Project (Planning File Nos. PDC17-058, PD17-029 and PT17-063). The Mitigation Monitoring and Reporting Program for the Project is attached hereto as Exhibit "A" and fully incorporated herein. The Addendum and Mitigation Monitoring and Reporting Program are: (1) on file in the Office of the Director of Planning, located at 200 East Santa Clara Street, 3rd Floor Tower, San José, California, 95113 and (2) available for inspection by any interested person.

ADOPTED this day of , , by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

SAM LICCARDO
Mayor

ATTEST:

TONI J. TABER, CMC
City Clerk

JULIAN & STOCKTON

715-739 W. JULIAN ST. SAN JOSE, CALIFORNIA

PLANNED DEVELOPMENT PERMIT

715 W. JULIAN LLC

08.13.2018

RUTH AND GOING, INC. Civil Engineering · Land Surveying · Planning

TCA ARCHITECTS

APPLICANT:
715 W. JULIAN LLC

ARCHITECT:
TCA ARCHITECTS

CIVIL ENGINEER:
RUTH & GOING

PROJECT DESCRIPTION:

PLANNED DEVELOPMENT PERMIT TO ALLOW FOR CONSTRUCTION OF UP TO 249 APARTMENTS AND 26, 585 SQUARE FEET OF COMMERCIAL SPACE ON A 1.22 GROSS ACRE LOT.

THE PROPOSED PROJECT INCLUDES THE DEMOLITION OF (5) EXISTING BUILDINGS, EXISTING ON-SITE TREES, AND THE CONSTRUCTION OF A NEW 7-STORY ABOVE GRADE BUILDING, WITH TWO SUB-GRADE PARKING LEVELS. THE GROUND FLOOR WILL CONSIST OF COMMERCIAL SPACE, RESIDENTIAL LOBBY AND LEASING, AND ADDITIONAL PARKING. RESIDENTIAL UNITS AND AMENTITY SPACES WILL BE ON FLOORS 2-7, INCLUDING A RESIDENT COURTYARD AT LEVEL 2.

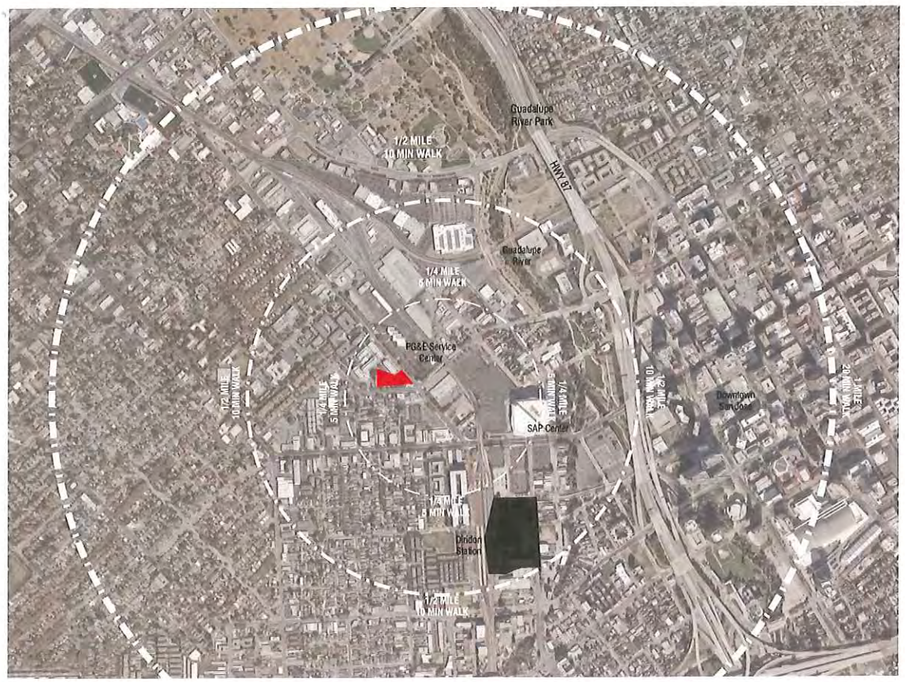
PRIOR DEVELOPMENT PERMITS:

FILE NO. GP17-006: GENERAL PLAN AMENDMENT TO CHANGE LAND USE DESIGNATION FROM MIXED USE COMMERCIAL TO URBAN VILLAGE

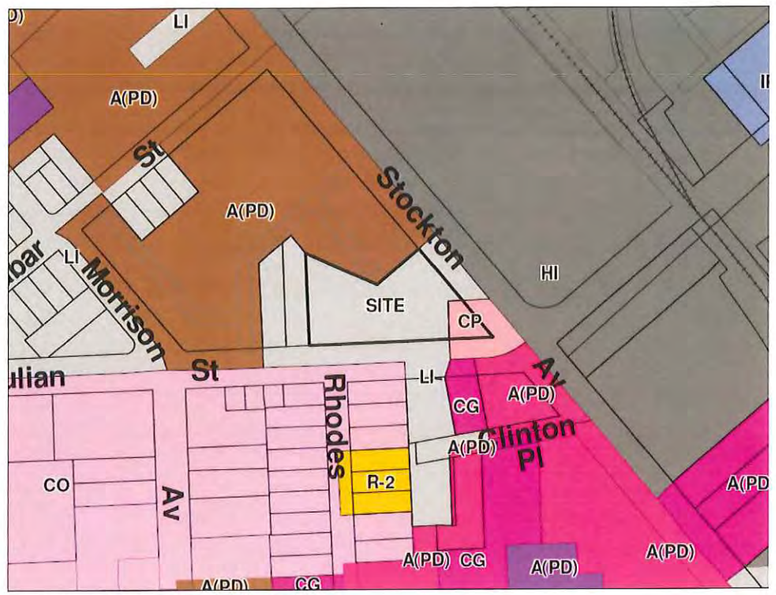
FILE NO. GP17T-008: GENERAL PLAN TEXT AMENDMENT TO REVISE THE DIRIDON STATION AREA PLAN TO SHIFT RESDIENTIAL AND PARKING CAPACITY FROM THE SOUTHERN ZONE TO THE NORTHERN ZONE OF THE PLAN AREA.

FILE NO. C17-031: CONFORMING REZONING FROM LI ZONING DISTRICT TO THE CP ZONING DISTRICT

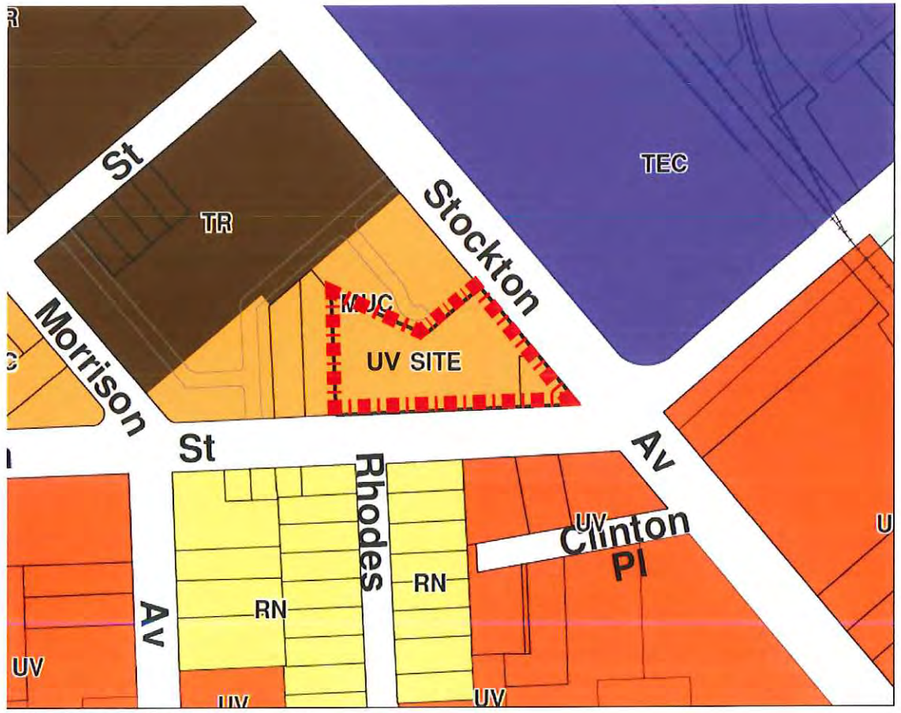
DRAWING LIST :



VICINITY MAP

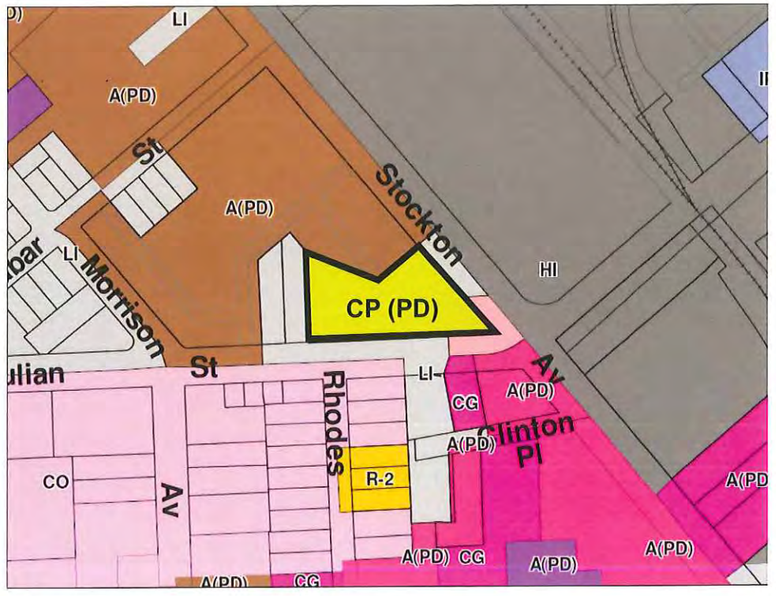


CURRENT ZONING- (MAP TO BE UPDATED)
CURRENT USE - CP (COMMERCIAL PEDESTRIAN)



GENERAL PLAN- (MAP TO BE UPDATED)

Street Address:	715-739 W. Julian St, San Jose, CA
Assessor's Parcel Number:	261-01-094 & 261-01-030
Land Area:	1.2167 Acres
Current Zoning:	CP (Commercial Pedestrian)
Proposed Zoning:	CP (PD)
Land Use:	Urban Village
Construction Type:	Type IIIA over Type IA

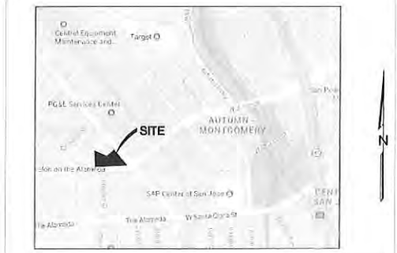


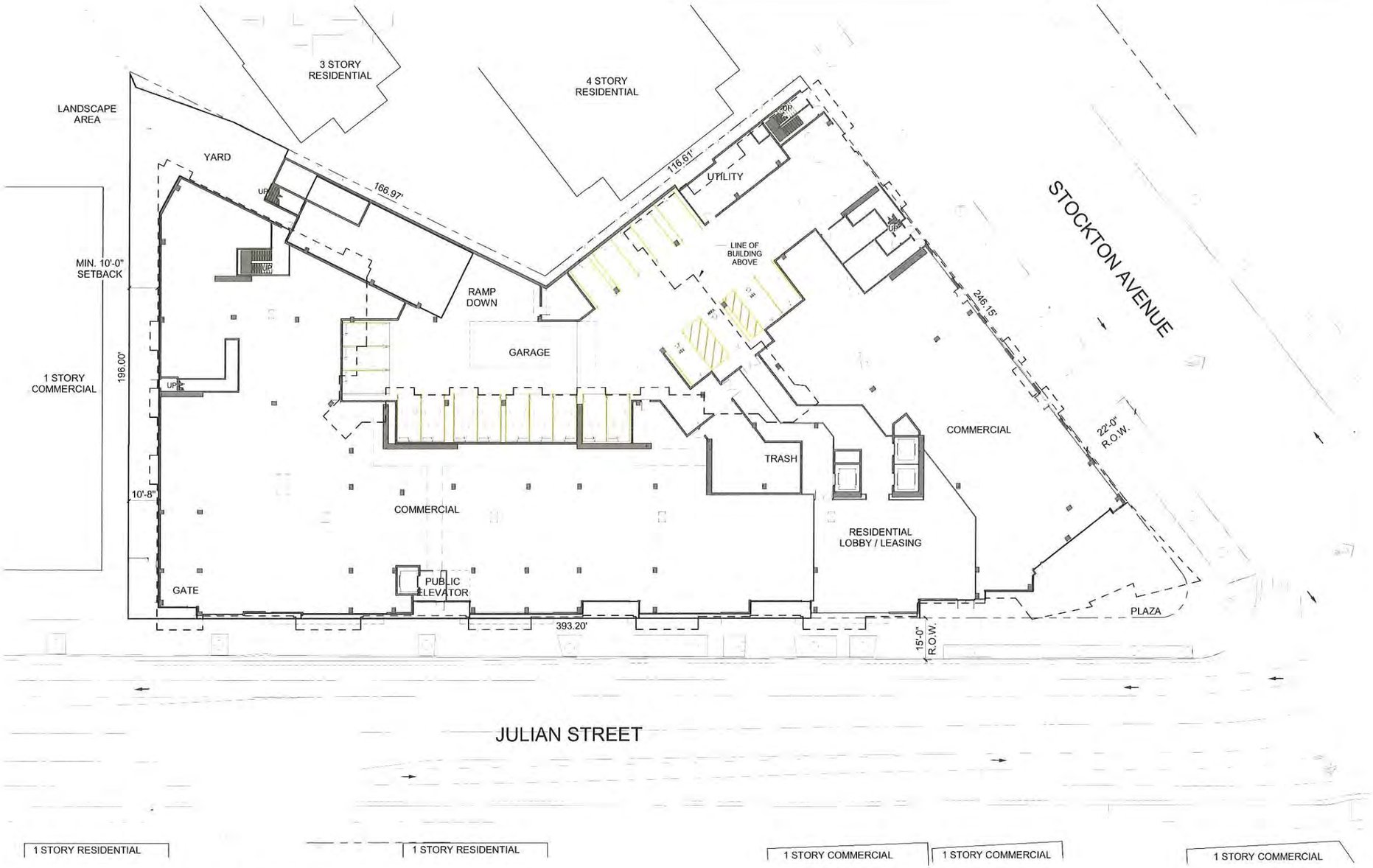
- PROPOSED ZONING- CP (PD)

SETBACK SUMMARY:

STREET/FRONTAGE	PROPOSED
STOCKTON STREET (FRONT)	0'
JULIAN STREET (FRONT)	0'
WEST PROP. LINE (SIDE)	10'
NORTH PROP. LINE- WEST (REAR)	3' MIN. BELOW 25'
NORTH PROP. LINE- WEST (REAR)	25' ABOVE 25'
NORTH PROP. LINE -EAST (SIDE)	3' BELOW 25'
NORTH PROP. LINE- EAST (SIDE)	5' ABOVE 25'

VICINITY MAP:





GENERAL NOTES:

1	**Address**	715 West Julian Street San Jose, CA 95122
2	**Owner:**	Speno Enterprises 650 Spring Street Santa Cruz, CA 95060 (408)234-2307
3	**Applicant / Developer**	715 West Julian LLC 279 Front Street, Suite 102 Danville, CA 94526 (925) 490-2990
4	**Engineer**	Ruth and Going Inc. 2216 The Alameda Santa Clara, CA 95050 (408)236- 2400
5	**Architect**	TCA Architects 1111 Broadway, Suite 1320 Oakland, CA 94607 (510)545-42222
6	**Assessor's Parcel No.**	261-01-030 261-01-094
7	**Existing Zoning**	CP (Commercial Pedestrian)
8	**Proposed Zoning**	CP (PD)
9	**Exisiting Use**	2 Single Family Homes 1 Commercial building 2 vacant industrial/commercial buildings
10	**Proposed Use**	Residential/ Retail/ Commercial
11	**Existing General Plan / Land Use**	Urban Village (UV) Diridon Station Area Plan
12	**Proposed General Plan / Land Use**	Urban Village (UV) Diridon Station Area Plan
13	**Site Area**	1.22 +- Acres
14	**Gross Non-Residential Area**	
	Existing	15,038 sf
	Proposed Total	**26,585 sf**
	Commercial A	19,423 sf
	Commercial B	7,162 sf
15	**Net Non- Residential Area/Commercial**	
	Existing	12,782 sf (85% of gross)
	Proposed	22,597 sf (85% of gross)
16	**Parking Summary**	
	Existing Off-Street Parking	25
	Proposed Off-Street Parking	246
17	**Proposed Site Coverage**	
		87.2%
18	**Total Dwelling Units (DU)**	249
19	**Residential Density**	205 units/acre
20	**Floor Area Ratio**	4.46 : 1
	Building Gross Floor Area	236,816 sf
	Residential leaseable Area	203,000 sf
	Retail Gross Floor Area	26,585 sf
21	**Utilities**	
	Sewer	City of San Jose
	Water	San Jose Water Compnay
	Storm Drain	City of San Jose
	Gas/Electric	Pacific Gas & Electric
	Trash	City of San Jose
	Cable/Telephone	Comcast

JULIAN AND STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN L.L.C
PROJECT #: 2017-133

PLANNED DEVELOPMENT PERMIT
AUGUST 13, 2018

0' 10' 20' 40'

COMPREHENSIVE SITE PLAN
SEE SHEET 2.1 FOR APPLICABLE DEVELOPMENT STANDARDS

UNIT SUMMARY

UNIT SUMMARY	Unit Counts By Level						Total	
Unit Type	1	2	3	4	5	6	7 Units	%
Studio (S)	-	5	7	7	7	7	40	16%
1 Bedroom (A)	-	23	26	26	26	26	25	152	61%
2 Bedroom (B)	-	7	10	10	10	10	10	57	23%
	-	35	43	43	43	43	42	249	100%

Total square footage of leasable area	203,000 SF

PARKING SUMMARY

NOTE: TABLES ARE FOR SUMMARY PURPOSES ONLY. SEE SHEET 2.1 FOR APPLICABLE DEVELOPMENT STANDARDS

PARKING REQUIRED		
COMMERCIAL		
Commercial Area	26,585 SF	
Parking Rate	1/200 SF	
Total		113

RESIDENTIAL			
Type	Units	Rate	Total
Studio	40	1	40
1 Bedroom	152	1	152
2 Bedroom	57	1	57
Total	249		249
Total Required			362
Reductions Allowed and TDM Plan			-130
GRAND TOTAL REQUIRED			232

PARKING SUMMARY- PROVIDED				
	Level 1	Level B1	Level B2	Total
Shared Commercial/ Resid.	19	36	0	55
Accessible Shared	2	0	0	2
Total	21	36	0	57
Residential	0	68	117	185
Accessible Residential	0	4	0	4
Total	0	72	117	189
Total	21	108	117	246
Motorcycle Parking				8
Bicycle Parking				250

OPEN SPACE SUMMARY

One Bedrooms										
A1.1	60	6 x 10		1	1	1	1		4	240
A2.1	0								0	0
A3.1	0								0	0
A4.1-4.4	60	6 x 10	2	2	2	2	2	2	12	720
A5.1	0								0	0
A6.1	0								0	0
A7.1-7.2	60	6 x 10	2	2	2	2	2	2	12	720
A8.1-8.4	60	6 x 10		5	5	5	5	5	25	1,500
A9.1-9.2	63	6 x 10.5	4	4	4	4	4	4	24	1,512
A10.1	0								0	0
A11.1	65	6.5 x 10.5		1	1	1	1		4	260
										0
Unit Total			8	15	15	15	15	13	81	
Area Total			492	917	917	917	917	792		4,952
Two Bedrooms										
B1.1	60	6 x 10		1	1	1	1		4	240
B1.2	0								0	0
B2.1									0	0
B3.1	60	6 x 10		2	2	2	2	2	10	600
B4.1	60	6 x 10	1	1	1	1	1	1	6	360
B5.1	60	6 x 10		1	1	1	1		4	240
B6.1	65	6 x 10 avg		1	1	1	1	1	5	325
B7.1	60	6 x 10		1	1	1	1	1	5	300
B8.1	90	6 x 15	1	1	1	1	1		5	450
B9.1	130	6.5 x 20		1	1	1	1	1	5	650
B10.1	0								0	0
B11.1	0								0	0
Unit Total			2	9	9	9	9	6	44	
Area Total			150	645	645	645	645	435		3,165
Building 1 Total										
Unit Total			10	24	24	24	24	19	125	
Net Deck Area			642	1,562	1,562	1,562	1,562	1,227		8,117

Total Private	
	8,117
Common	
Ground Floor Plaza	2,038
Ground Floor Yards	2,770
2nd Floor Courtyard	8,455
Roof Deck	372
Total Exterior	13,635
Ground Floor Lounge	1,330
2nd Floor Amenities	4,559
Total Common	19,524
Common Open space per unit	78.4 sf/unit
Total Open Space	27,641

NOTE: TABLES ARE FOR SUMMARY PURPOSES ONLY. SEE SHEET 2.1 FOR APPLICABLE DEVELOPMENT STANDARDS

SITE PLAN- SECOND FLOOR

SITE PLAN- GROUND FLOOR

JULIAN AND STOCKTON

SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN L.L.C

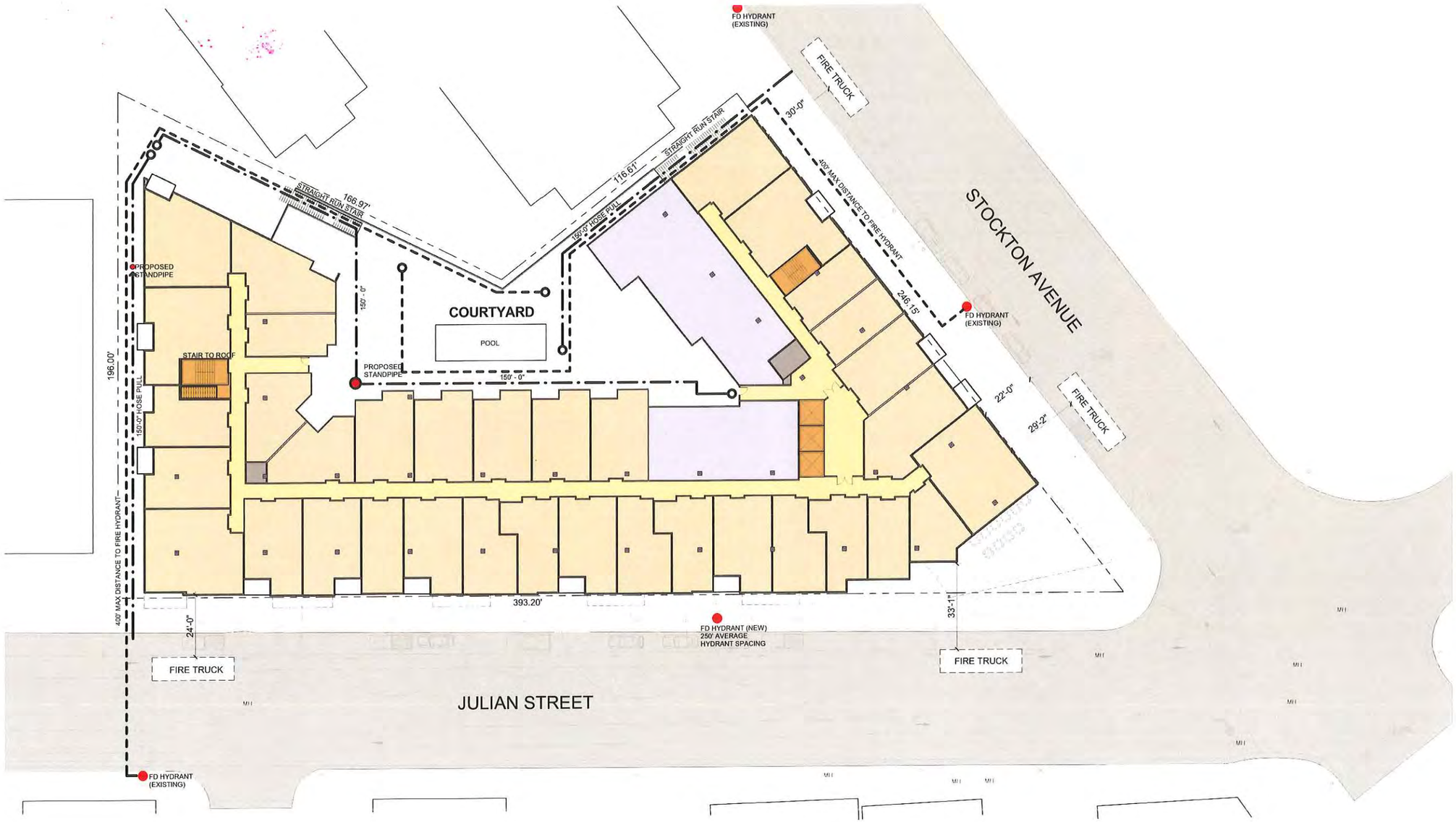
PROJECT #: 2017-133

PLANNED DEVELOPMENT PERMIT

AUGUST 13, 2018

ARCHITECTURAL SITE PLAN

SEE SHEET 2.1 FOR APPLICABLE DEVELOPMENT STANDARDS



JULIAN AND STOCKTON

SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN L.L.C

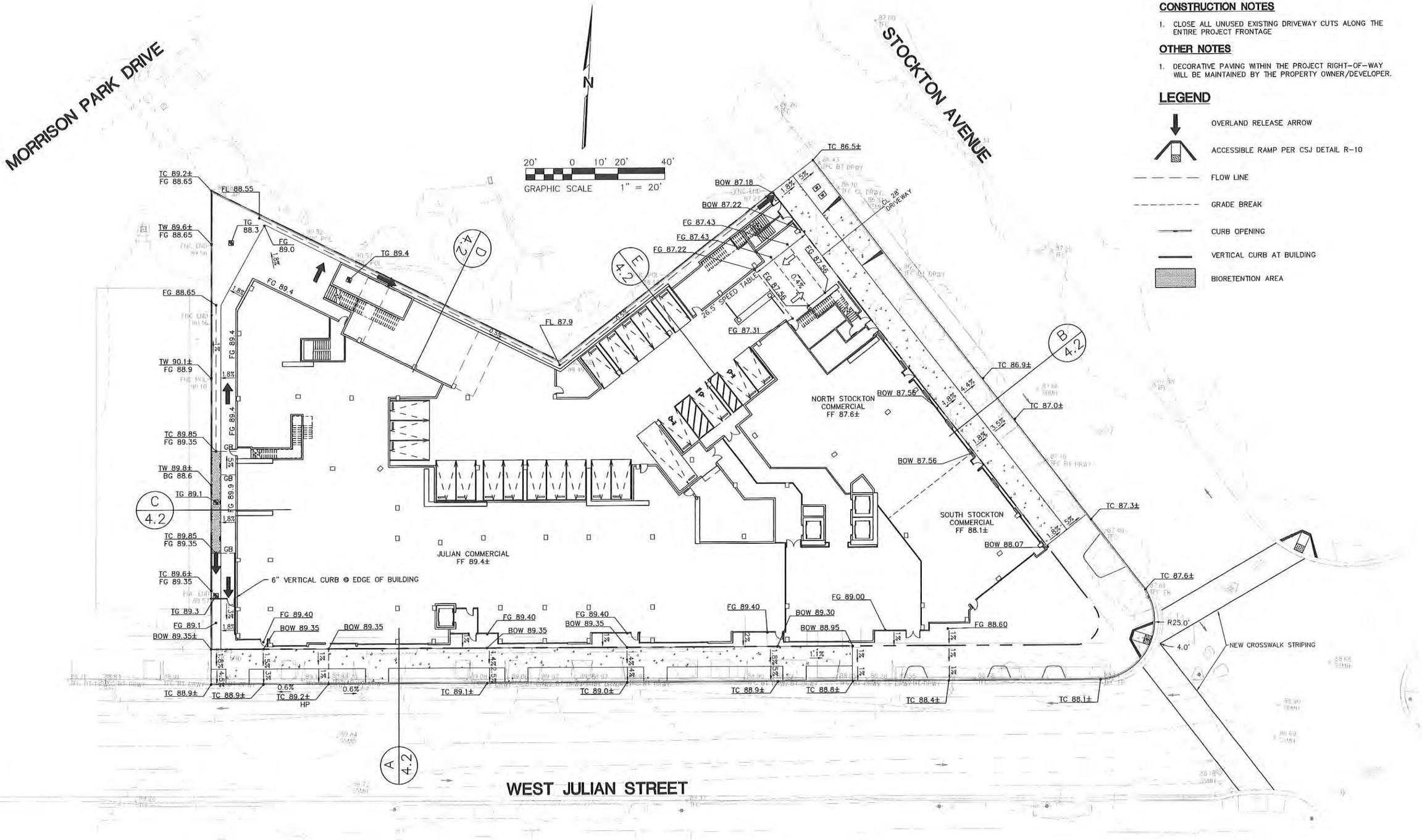
PROJECT #: 2017-133

PLANNED DEVELOPMENT PERMIT

AUGUST 13, 2018

0' 10' 20' 40'

FIRE ACCESS PLAN



CONSTRUCTION NOTES

1. CLOSE ALL UNUSED EXISTING DRIVEWAY CUTS ALONG THE ENTIRE PROJECT FRONTAGE

OTHER NOTES

1. DECORATIVE PAVING WITHIN THE PROJECT RIGHT-OF-WAY WILL BE MAINTAINED BY THE PROPERTY OWNER/DEVELOPER.

LEGEND

- OVERLAND RELEASE ARROW
- ACCESSIBLE RAMP PER CSJ DETAIL R-10
- FLOW LINE
- GRADE BREAK
- CURB OPENING
- VERTICAL CURB AT BUILDING
- BIORETENTION AREA

JULIAN & STOCKTON

SAN JOSE, CA

TCA ARCHITECTS

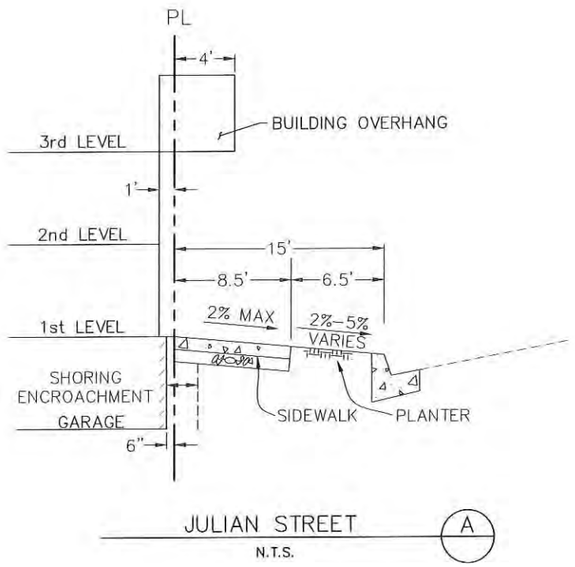
715 WEST JULIAN, LLC
TCA# 2017-133

PLANNED DEVELOPMENT SET
AUGUST 13, 2018

R+G RUTH AND GOING, INC.
Civil Engineering Land Surveying Planning
2216 THE ALAMEDA SANTA CLARA, CA 95050
(408) 236-2400

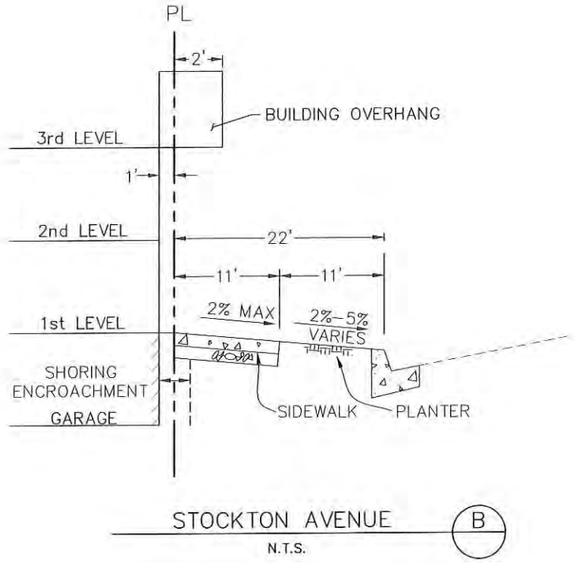
PRELIMINARY GROUND FLOOR GRADING PLAN

4.1



JULIAN STREET A

N.T.S.



STOCKTON AVENUE B

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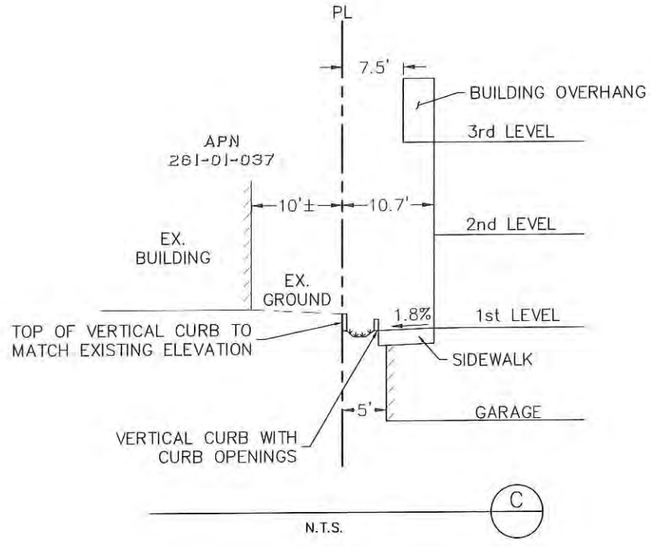

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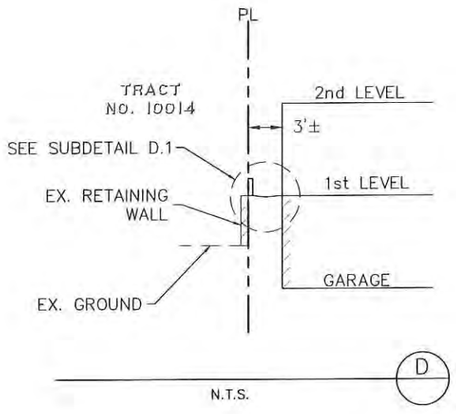

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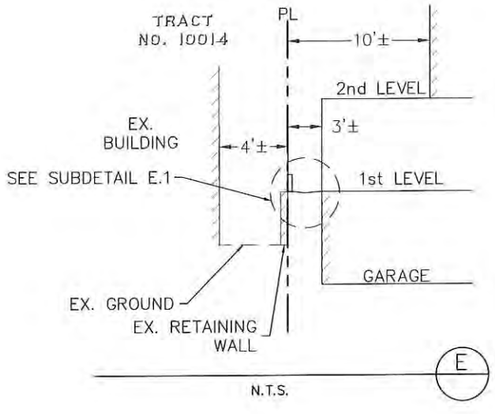

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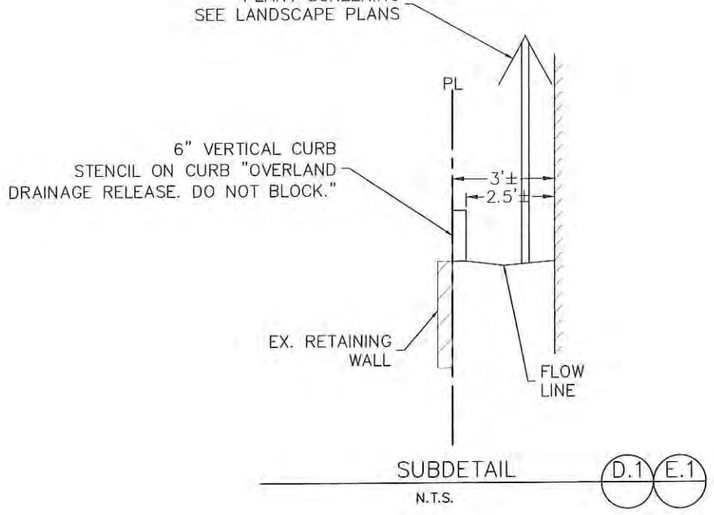


SUBDETAIL D.1 E.1

N.T.S.

JULIAN & STOCKTON
SAN JOSE, CA

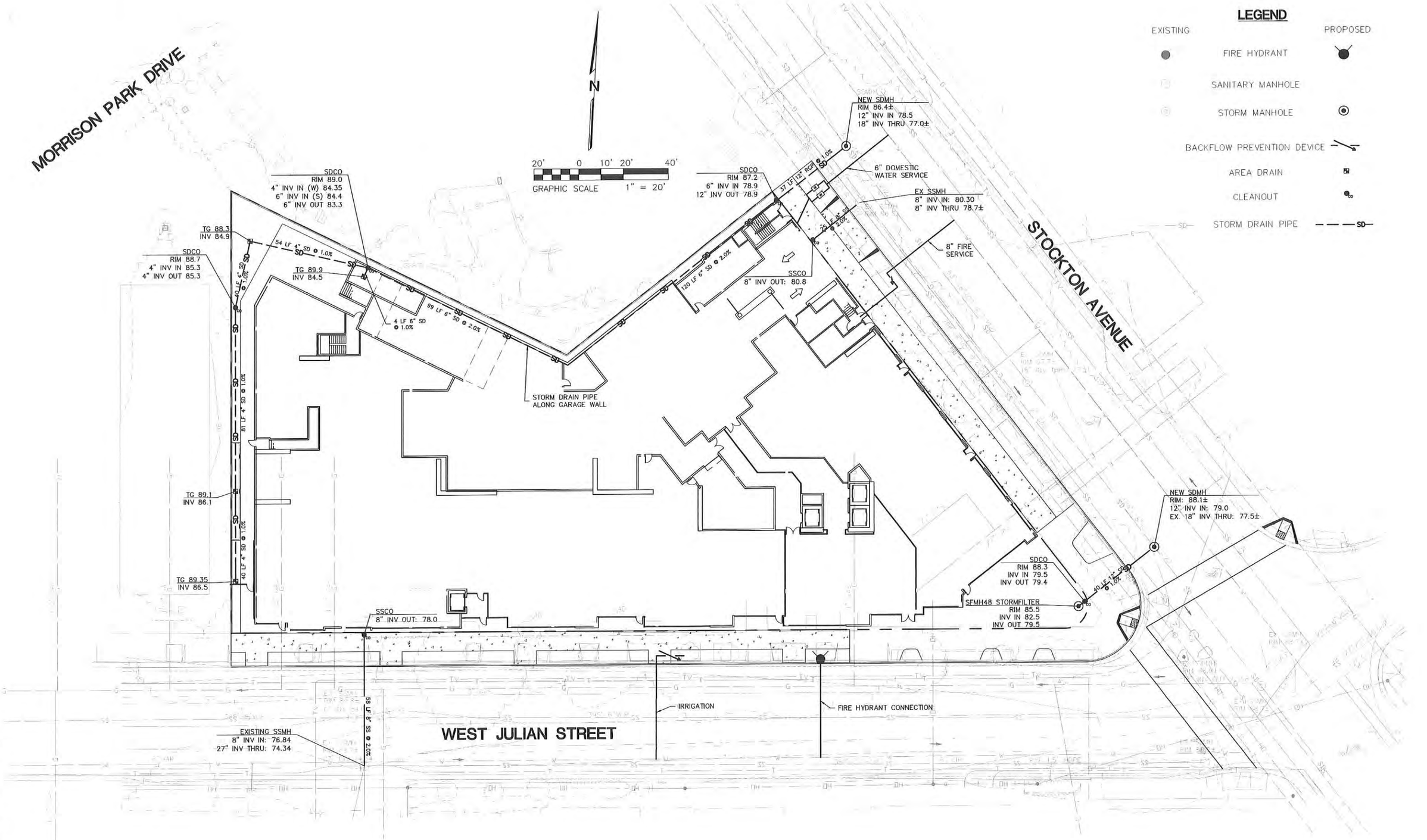
TCA ARCHITECTS

715 WEST JULIAN, LLC
TCA# 2017-133

PLANNED DEVELOPMENT SET
AUGUST 13, 2018

R+G RUTH AND GOING, INC.
Civil Engineering Land Surveying
Planning
2216 THE ALAMEDA SANTA CLARA, CA 95050
(408) 236-2400

PRELIMINARY GRADING PLAN
CROSS SECTIONS



JULIAN & STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN, LLC
TCA# 2017-133

PLANNED DEVELOPMENT SET
AUGUST 13, 2018

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Planning
2216 THE ALAMEDA SANTA CLARA, CA. 95050
(408) 236-2400

PRELIMINARY UTILITY PLAN

4.3

MORRISON PARK DRIVE

STOCKTON AVENUE

WEST JULIAN STREET

N

20' 0 10' 20' 40'

GRAPHIC SCALE 1" = 20'

LEGEND

- DISTINCTIVE SITE BOUNDARY
- EXISTING FENCE
- #xx EXISTING TREE TO REMAIN WITH ARBORIST NUMBER
- #xx EXISTING TREE TO BE REMOVED WITH ARBORIST NUMBER
- LIMITS OF EXISTING BUILDINGS TO BE REMOVED
- LIMITS OF EXISTING AC & ASSOCIATED SURFACE FEATURES TO BE REMOVED
- LIMITS OF EXISTING CONCRETE & ASSOCIATED SURFACE FEATURES TO BE REMOVED, ON-SITE
- LIMITS OF EXISTING CONCRETE & ASSOCIATED SURFACE FEATURES TO BE REMOVED, OFF-SITE
- UTILITIES TO BE ABANDONED

DEMOLITION NOTES

1. ALL ON-SITE STRUCTURES, SURFACE FEATURES AND UNDERGROUND UTILITIES TO BE DEMOLISHED AND REMOVED.
2. CUT AND CAP ALL EXISTING UTILITIES (WATER, SEWER, GAS, ELECTRIC, ECT) SERVING BUILDINGS AND SITE. COORDINATE WITH UTILITY COMPANIES AS APPROPRIATE.
3. REFER TO THE SHEET 4.4.1 FOR TREE ASSESSMENT INFORMATION AND THE NUMBER OF ORDINANCE-SIZED TREES TO BE REMOVED. TREE INFORMATION WAS INCLUDED IN THE ARBORIST REPORT PREPARED BY HORTSCIENCE, INC. DATED MARCH 23, 2018.
4. ALL EXISTING CURB, GUTTER, & SIDEWALK ALONG THE ENTIRE PROJECT FRONTAGE TO BE REMOVED AND REPLACED.
5. REMOVE EXISTING PORK CHOP ISLAND AT JULIAN & STOCKTON INTERSECTION.

Drawing No.: Q:\Civil\730180\Dwg\PD Permit\ SH4.4 Preliminary Demolition and Tree Plan.dwg
Aug 10, 2018 - 8:43am

JULIAN & STOCKTON

SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN, LLC
TCA# 2017-133

PLANNED DEVELOPMENT SET
AUGUST 13, 2018

R+G RUTH AND GOING, INC.
Civil Engineering Land Surveying
Planning
2216 THE ALAMEDA SANTA CLARA, CA 95050
(408) 236-2400

PRELIMINARY DEMOLITION & TREE PLAN

Tree Assessment

715 W Julian St.
San Jose, CA
October 26, 2017

Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
1	London plane	12	Street tree	4	High	Street tree; food form and structure; pruned away from utilities going deciduous.
2	London plane	10	Street tree	2	Low	Street tree; suppressed by tree #3; poor form and structure.
3	Glossy privet	20	Street tree	4	High	Street tree; multiple trunks arise from 9 feet with bulge; pruned away from utilities; dense wide spreading crown.
4	London plane	9	Street tree	4	High	Street tree; good form and structure; pruned away from utilities; going deciduous.
5	Eastern redbud	5	Street tree	3	Low	Street tree; basal wound and girdling roots; crossing branches; dense crown
6	London plane	10	Street tree	4	High	Street tree; good form and structure; pruned away from utilities; going deciduous.
7	Eastern redbud	6	Street tree	4	High	Street tree; codominant trunks arise from 5 feet; dense crown.
8	Eastern redbud	4	Street tree	4	High	Street tree; codominant trunks arise from 5 feet; dense crown.
9	London plane	9	Street tree	3	Moderate	Street tree; multiple trunks arise from 12 feet with 3 stems braided together; powdery mildew.
10	Eastern redbud	3	Street tree	4	High	Street tree; multiple trunks arise from 5 feet; dense crown; branches tied away from sidewalk with flagging.
11	London plane	9	Street tree	4	High	Street tree; good form and structure; pruned away from utilities; going deciduous.
12	London plane	25	Street tree	4	High	Street tree; codominant trunks arise from 12 feet; minor dieback; hanging branch; going deciduous.
13	London plane	19	Street tree	4	High	Street tree; codominant trunks arise from 12 feet; minor dieback; going deciduous.
14	London plane	16	Street tree	3	High	Street tree; codominant trunks arise from 10 feet; minor dieback; leaning north; narrow crown suppressed by neighboring trees; going deciduous.

Tree Assessment

715 W Julian St.
San Jose, CA
October 26, 2017

Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
15	London plane	23	Street tree	4	High	Street tree; codominant trunks arise from 12 feet; minor dieback; graffiti on trunk; going deciduous.
16	London plane	16	Street tree	3	Moderate	Street tree; multiple trunks arise from 10 feet; gaps between crown where may be separating.
17	London plane	22	Street tree	4	High	Street tree; codominant trunks arise from 8 feet; minor dieback; going deciduous.
18	London plane	30	Street tree	5	High	Street tree; codominant trunks arise from 7 feet; wide spreading crown; going deciduous.
19	Tree of heaven	2,2,2	No	3	Low	Small volunteer.
20	Tree of heaven	2,2	No	3	Low	Small volunteer.
21	Tree of heaven	15	No	2	Low	Growing through building; embedded in concrete and metal.
22	Tree of heaven	3,3,3,2	No	3	Low	Small volunteer.
23	Tree of heaven	3	No	3	Low	Small volunteer.
24	Tree of heaven	2	No	3	Low	Small volunteer.
25	Tree of heaven	4,3,1	No	3	Low	Small volunteer.
26	Tree of heaven	4	No	3	Low	Small volunteer.
27	Tree of heaven	3,3,2	No	3	Low	Small volunteer.
28	Tree of heaven	3,1	No	3	Low	Small volunteer.
29	Tree of heaven	1	No	3	Low	Small volunteer.
30	Tree of heaven	3	No	3	Low	Small volunteer.
31	Tree of heaven	3	No	3	Low	Small volunteer.
32	Tree of heaven	35	Ordinance ؛	2	Low	Dominant tree at corner of property; large cavity in west side of trunk.
33	Tree of heaven	3,1	No	3	Low	Small volunteer.
34	Japanese black pine	5	No	2	Low	Small bonsaied tree; partial failure.
35	Tree of heaven	3	No	3	Low	Small volunteer.

Tree Assessment

715 W Julian St.
San Jose, CA
October 26, 2017

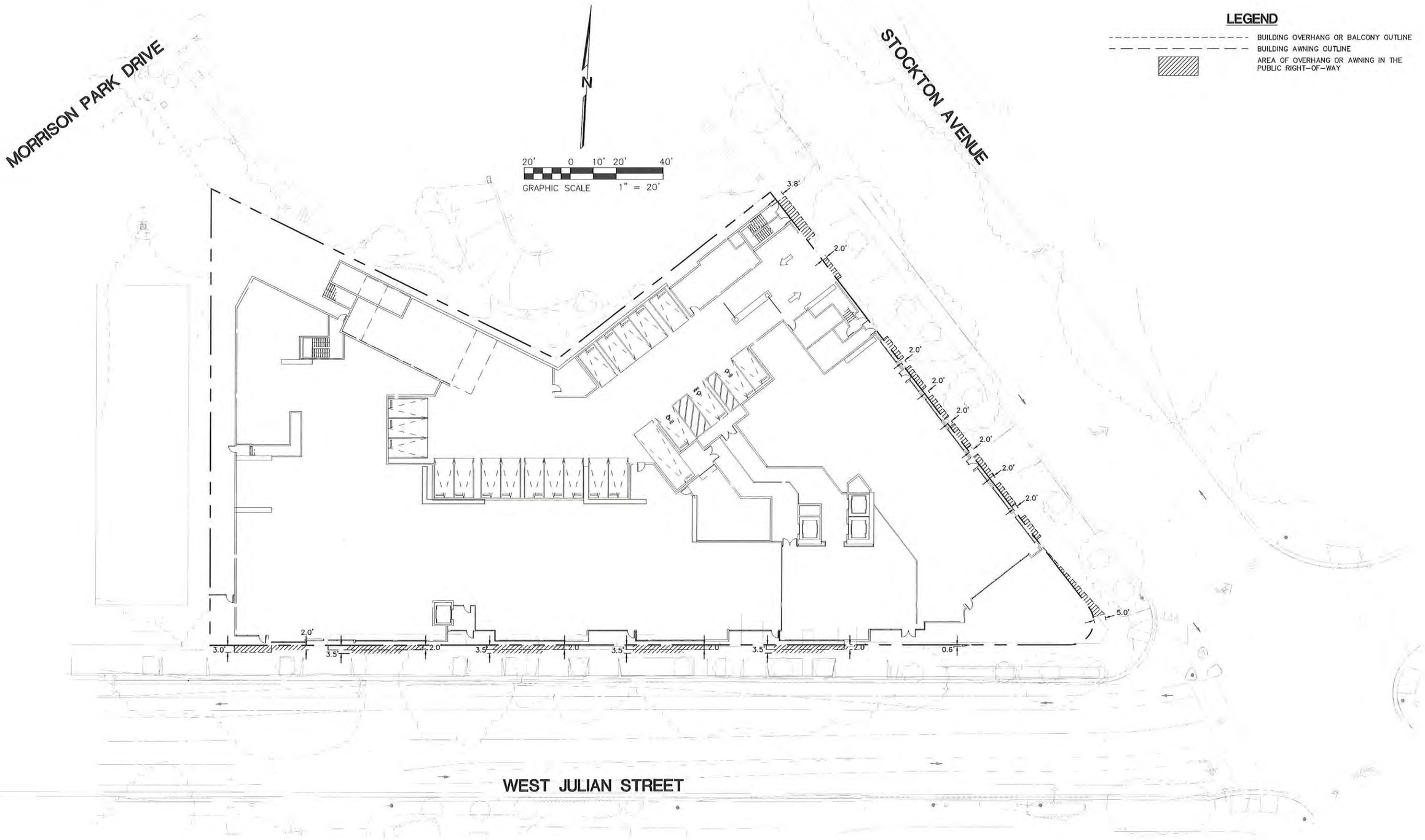
Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
36	Chinese pistache	16	No	2	Low	Many recent failures; bushy dense growth.
37	Coast redwood	46	Ordinance ؛	3	Low	Growing against building; thin crown; poor color; water stressed.
38	Hollywood juniper	17	No	4	Low	Base of tree a foot and a half from building; one sided crown; dense crown.
39	Glossy privet	11	No	3	Low	Multiple trunks arise from 4 feet; base against fence.
40	London plane	19	Yes	3	Moderate	Good form and structure; thin crown; going deciduous.
41	Mayten	18	No	1	Low	All but dead.
42	Mayten	5	No	1	Low	All but dead.
43	Mayten	2	No	2	Low	Small volunteer along fence.
44	Mayten	2	No	2	Low	Small volunteer along fence.
45	Japanese privet	3,1,1	No	3	Low	Bush.
46	Japanese privet	3,2,1	No	3	Low	Bush.
47	Glossy privet	7	No	3	Low	Multiple trunks arise from 10 feet; water stressed.
48	Japanese privet	1,1,1	No	3	Low	Bush.
49	Glossy privet	2,2,1,1,1	No	3	Low	Bushy, suppressed.
50	Glossy privet	5,5,4	No	3	Low	Bushy, suppressed.
51	Brazilian pepper	9	No	3	Low	Interior tree; small crown.
52	Tree of heaven	3,3	No	3	Low	Small volunteer.
53	Mayten	3	No	2	Low	Small volunteer along fence.
54	California fan palm	37	Ordinance ؛	5	High	22 feet brown trunk height;full frond skirt to 5 feet.
55	Tree of heaven	3	No	3	Low	Small volunteer.
56	Tree of heaven	2,1	No	3	Low	Small volunteer.
57	Tree of heaven	2,2,2,2	No	3	Low	Small volunteer.
58	Tree of heaven	2,2	No	3	Low	Small volunteer.

Tree Assessment

715 W Julian St.
San Jose, CA
October 26, 2017

Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
59	Tree of heaven	4	No	3	Low	Small volunteer.
60	Tree of heaven	3,2	No	3	Low	Small volunteer.
61	Tree of heaven	4,4,2,2	No	3	Low	Small volunteer.
62	Tree of heaven	17,15,14	Ordinance ؛	3	Low	Multiple trunks arise from base; included bark; dense crown.
63	Tree of heaven	4	No	3	Low	Small volunteer.
64	Tree of heaven	22	Ordinance ؛	3	Low	Codominant trunks arise from 6 feet; included bark and seam; dense crown
65	Tree of heaven	14,13,9,9, 9,6,4	Ordinance ؛	3	Low	Codominant trunks arise from 1 foot with included bark and seam; crook in one trunk; interior tree.
66	Tree of heaven	13	No	3	Low	Interior tree against fence.
67	Tree of heaven	1	No	3	Low	Small volunteer.
68	Tree of heaven	18	Ordinance ؛	2	Low	Codominant trunks arise from 5 feet with seam; cavity at base, growing in and disrupting asphalt; end of row.
69	Japanese maple	6,5	No	3	Moderate	Codominant trunks arise from base; growing in small space; poorly pruned.

TOTAL NUMBER OF ORDINANCE-SIZED
TREES TO BE REMOVED: 3



JULIAN & STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN, LLC
TCA# 2017-133

PLANNED DEVELOPMENT SET
AUGUST 13, 2018

RUTH AND GOING, INC.
Civil Engineering Land Surveying
Planning
2216 THE ALAMEDA SANTA CLARA, CA. 95050
(408) 236-2400

ENCROACHMENTS OF PRIVATE IMPROVEMENTS
WITHIN THE PUBLIC RIGHT-OF-WAY

4.5

Drawing file: Q:\Civil\7901B\Dwg\PD Permit\ SH4.5 Preliminary Building Overhang Plan.dwg
Aug 10, 2018 - 8:59am

MORRISON PARK DRIVE

STOCKTON AVENUE

N

20' 0 10' 20' 40'

GRAPHIC SCALE 1" = 20'

TCM 5

TCM 2 (GROUND LEVEL)

DMA 5

DMA 11

TCM 6 (COURTYARD LEVEL)

DMA 6

DMA 2

POOL 624 SF

TCM 7

TCM 8

TCM 9

TCM 10

DMA 3

DMA 7

DMA 8

DMA 9

DMA 10

TCM 3

TCM 4

DMA 4

DMA 1

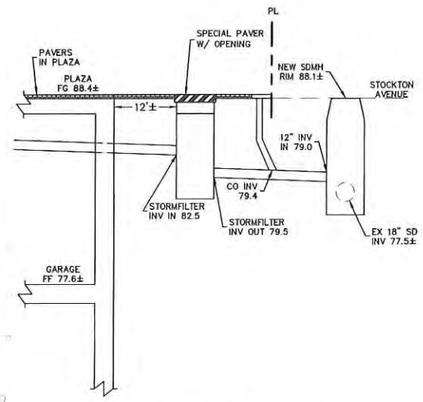
TCM 1
SEE DETAIL A

DMA 12

WEST JULIAN STREET

LEGEND

- BIORETENTION AREA
- FLOW-THROUGH PLANTER
- SELF-RETAINING AREA
- LIMITS OF PUBLIC STREET DMAs
- LIMITS OF ONSITE DMAs



DETAIL A
N.T.S.

JULIAN & STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN, LLC
TCA# 2017-133

PLANNED DEVELOPMENT SET
AUGUST 13, 2018

R+G RUTH AND GOING, INC.
Civil Engineering Land Surveying
Planning
2216 THE ALAMEDA SANTA CLARA, CA. 95050
(408) 236-2400

PRELIMINARY STORMWATER CONTROL PLAN

5.1

TREATMENT CONTROL MEASURE SUMMARY TABLE - ONSITE

DMA #	TCM #	Treatment Type	Drainage Area (s.f.)	Impervious Area (s.f.)*	Pervious Area (s.f.)*	Swimming Pool Area (s.f.)**	Bioretention Area Required (s.f.)***	Bioretention Area Provided (s.f.)	Bioretention Lined or Unlined	Flow-Through Planter Area Required (s.f.)****	Flow-Through Planter Area Provided (s.f.)	Overflow Riser Height (in)	Storage Depth Required (ft)	Storage Depth Provided (ft)	# of Cartridges Required	# of Cartridges Provided	Media Type	Cartridge Height (inches)	# of Credit Trees	Treatment Credit (s.f.)	Location
1	1	Contech StormFilter	26,449	26,373	76	-	-	-	-	-	-	6	0.5	0.5	3	3	PhosphoSorb	27	-	-	Below Ground in Plaza
2	2	Flow-Through Planter	8,038	7,100	314	624	-	-	-	210	314	6	0.5	0.5	-	-	-	-	-	-	Ground Level
3	3	Bioretention	3,622	3,441	181	-	138	181	Lined	-	-	6	0.5	0.5	-	-	-	-	-	-	Ground Level
4	4	Self-Retaining	429	171	258	-	-	-	-	-	-	3	0.25	0.25	-	-	-	-	-	-	Ground Level
5	5	Self-Retaining	2,608	1,488	1,120	-	-	-	-	-	-	3	0.25	0.25	-	-	-	-	-	-	Ground Level
6	6	Flow-Through Planter	4,409	4,284	125	-	-	-	-	125	125	6	0.5	0.5	-	-	-	-	-	-	Courtyard Level
7	7	Flow-Through Planter	1,809	1,737	72	-	-	-	-	50	72	6	0.5	0.5	-	-	-	-	-	-	Courtyard Level
8	8	Flow-Through Planter	1,751	1,698	53	-	-	-	-	49	53	6	0.5	0.5	-	-	-	-	-	-	Courtyard Level
9	9	Flow-Through Planter	1,815	1,709	106	-	-	-	-	48	106	6	0.5	0.5	-	-	-	-	-	-	Courtyard Level
10	10	Flow-Through Planter	1,627	1,574	53	-	-	-	-	44	53	6	0.5	0.5	-	-	-	-	-	-	Courtyard Level
11	-	Self-Treating	647	0	647	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Ground Level
		Totals:	53,204	49,575	3,005	624															

*See Separate Table for Types of Impervious Area and Pervious Area for each DMA
**Swimming pool area is connected to the Sanitary Sewer System. As it result, this area is not included in TCM Sizing calculations.
***Per Chapter 6.1 of the SCVURPPP C.3 Stormwater Handbook, Sizing for Bioretention Area Required determined using the 4% rule
****Per Chapter 6.2 of the SCVURPPP C.3 Stormwater Handbook, Sizing for Flow-Through Planter Area Required calculated using a combination flow and volume-based treatment method described in Appendix B of the Handbook

TREATMENT CONTROL MEASURE SUMMARY TABLE - PUBLIC STREET

DMA #	TCM #	Treatment Type	Drainage Area (s.f.)	Impervious Area (s.f.)	Pervious Area (s.f.)		Bioretention Area Required (s.f.)*	Bioretention Area Provided (s.f.)		Flow-Through Planter Area Required (s.f.)**	Flow-Through Planter Area Provided (s.f.)	Overflow Riser Height (in)	Storage Depth Required (ft)	Storage Depth Provided (ft)	# of Cartridges Required	# of Cartridges Provided	Media Type	Cartridge Height (inches)	# of Credit Trees	Treatment Credit (s.f.)	Location
12	-	Public Street*****	14,177	10,825	3,352	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Offsite
		Totals:	14,177	10,825	3,352	-															

*****Per Chapter 2.3 of the C3 Stormwater Handbook Roadway projects that add new sidewalk along an existing roadway are exempt from Provision C.3.c of the Municipal Stormwater Permit

IMPERVIOUS & PERVIOUS AREA FOR EACH ONSITE DMA

DMA #	Roof	Concrete & Sidewalk	Plaza	Landscaping	Swimming Pool (Other)	Sum
1	25,782	297	294	76	-	26,449
2	7,100	-	-	314	624	8,038
3	3,441	-	-	181	-	3,622
4		171	-	258	-	429
5	-	1,488	-	1,120	-	2,608
6	4,284	-	-	125	-	4,409
7	1,737	-	-	72	-	1,809
8	1,698	-	-	53	-	1,751
9	1,709	-	-	106	-	1,815
10	1,574	-	-	53	-	1,627
11	-	0	-	647	-	647

TOTAL IMPERVIOUS & PERVIOUS AREAS

Total Impervious Area	Total Pervious Area	Total Swimming Pool Area (Other)	Total Area
49,575	3,005	624	53,204

ACCORDING TO THE HMP APPLICABILITY MAP FOR SANTA CLARA COUNTY INCLUDED AS PART OF THE MRP, THE PROJECT SITE IS LOCATED IN AN AERA COLORED RED ON THE MAP, WHICH IS DEFINED AS "CATCHMENTS AND SUBWATERSHEDS GREATER THAN OR EQUAL TO 65% IMPERVIOUS". SINCE HYDROMODIFCATION CONTROL (HMC) STANDARDS AND THE ASSOCIATED REQUIREMENTS DO NOT APPLY TO PROJECTS IN THE RED AREAS ON THE MAP, HMCs FOR THIS PROJECT ARE NOT REQUIRED.

OPERATION AND MAINTENANCE INFORMATION:

I. **PROPERTY INFORMATION:**

I.A. PROPERTY ADDRESS:
715 & 739 West Julian Street
San Jose, CA 95126
(APN 261-01-030 & APN 261-01-094)

I.B PROPERTY OWNER:
Speno Enterprises Keeble LP
73 N. Keeble Avenue
San Jose, CA 95126

II. **RESPONSIBLE PARTY FOR MAINTENANCE:**

II.A. CONTACT:
(TBD)

II.B. PHONE NUMBER OF CONTACT:
(TBD)

II.C. EMAIL:
(TBD)

II.D. ADDRESS:
(TBD)

PROJECT SITE INFORMATION:

1. **SOILS TYPE:** Silt Loam
2. **GROUND WATER DEPTH:** N/A
3. **NAME OF RECEIVING BODY:** Guadalupe River
4. **FLOOD ZONE:** D
5. **FLOOD ELEVATION (IF APPLICABLE):** N/A

STANDARD STORMWATER CONTROL NOTES:

- STANDING WATER SHALL NOT REMAIN IN THE TREATMENT MEASURES FOR MORE THAN FIVE DAYS, TO PREVENT MOSQUITO GENERATION. SHOULD ANY MOSQUITO ISSUES ARISE, CONTACT THE SANTA 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.
- 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.

FORM # - Stormwater Evaluation Form — page 2 of 4

2. SURFACE 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: 1.55 acres
2.c. Total Existing Impervious Surfaces on site: 61897 sq. ft.
2.d. Total area of site that will be disturbed: 1.55 acres

COMPARISON OF IMPERVIOUS AND PERVIOUS SURFACES AT PROJECT SITE	Existing Surface sq. ft.	Proposed Surface: To Be Replaced sq. ft.[1]	Proposed Surface: New sq. ft.[2]	RESET CALCULATIONS
2.e. IMPERVIOUS SURFACES				
Roof Area	17591	47533	0	
Parking	31140	0	0	
Sidewalks, Patios, Driveways, Etc.	1321	2666	0	
Public Streets	11845	10825	0	Total Proposed Impervious Surface (replaced + new)
Private Streets	0	0	0	
Impervious Surfaces Total	e.1. 61897	e.2. 61024	e.3. 0	e.4. 61024
2.f. PERVIOUS SURFACES				
Landscaped Area	3152	3005	0	
Public Streets	2332	2479	873	Total Proposed Pervious Surface (replaced + new)
Green Roof and other Pervious Surfaces	0	0	0	
Pervious Surfaces Total	f.1. 5484	f.2. 5484	f.3. 873	f.4. 6357

2.g. Percentage of Site's Impervious Area Replacement (e.2 ÷ 2.c) X 100: e. 98.59 %

[1] *Proposed Replaced Impervious Surface:* Replacement of an existing impervious surface with another impervious surface.
[2] *Proposed New Impervious Surface.* New impervious surface that will cover an existing pervious surface.

SOURCE CONTROL MEASURES:

1. CONNECT THE FOLLOWING FEATURES TO SANITARY SEWER:
   a. COVERED TRASH/ RECYCLING ENCLOSURES.
   b. INTERIOR PARKING STRUCTURES.
   c. POOLS, SPAS, FOUNTAINS.
2. USE OF WATER EFFICIENT IRRIGATION SYSTEMS.
3. MAINTENANCE (PAVEMENT SWEEPING, CATCH BASIN CLEANING, GOOD HOUSEKEEPING).
4. STORM DRAIN LABELING.
5. OTHER: _____

POLLUTANT SOURCES:

1. ALL USES OF THE PROPERTY, INCLUDING LOADING DOCKS, FOOD SERVICE AREAS, REFUSE AREAS, VEHICLE PARKING, AND STORAGE, ARE INTERIOR TO THE BUILDING. THEREFORE THE ONLY POTENTIAL POLLUTANT WOULD BE AIR PARTICULATES FROM THE ROOF AND PODIUM LEVEL.

SITE DESIGN MEASURES:

1. REDUCE EXISTING IMPERVIOUS SURFACES
2. CREATE NEW PERVIOUS AREAS:
   a. LANDSCAPING
3. DIRECT RUNOFF FROM ROOFS, SIDEWALKS, PATIOS TO LANDSCAPED AREAS.
4. CLUSTER STRUCTURES/PAVEMENT.
5. PARKING:
   a. ON TOP OF OR UNDER BUILDINGS.
6. OTHER: _____

SIZING FOR VOLUME BASED TREATMENT

DMA # 2
A= 7,414 s.f
Impervious Area = 7,100 s.f — % Imperviousness= 95.76%

MAPsite = 14.5 — Correction Factor= 1.0432
MAPgage = 13.9

Clay (D): — Sandy Clay (D): — Clay Loam (D): x
Silt Loam/Loam (B): — Not Applicable (100% Impervious): x

Are the soils outside the building footprint not graded/compacted? Y Yes/No

If no, and the soil will be compacted during site preperation and grading, the soils infiltration ability will be decresed. Modify your answer to a soil with a lower infiltratrion rate (eg. Silt Loam to Clay)
Modified Soil Type:

S= 1.00%
UBS Volume for 1% Slope (UBS1%) = 0.55882385 inches (Use Figure B-2)
UBS Volume for 15% Slope (UBS15%) = 0.57882385 inches (Use Figure B-5)
UBS Volume for X% Slope (UBSX%) = 0.55882385 inches (Corrected Slope for the site)

Adjusted UBS = Correction Factor (Step 2) x UBSx% (Step 5)
Adjusted UBS = 0.5829457 inches
Design Volume = Adjusted UBS (Step 6) x Drainage Area (Step 1) x 1ft/12inch
Design Volume = 360.16 ft^3

COMBO FLOW & VOLUME BIORETENTION CALCULATION

Total Drainage Area = 7,414 sq. ft
Impervious Area = 7,100 sq. ft
Pervious Area = 314 sq. ft
Equivalent Impervious Area = 31 sq. ft — Total Equivalent Impervious = 7,131 sq. ft
Rainfall Intensity = 0.2 in/hr
Duration = Adjusted UBS (Step 6) / Rainfall Intensity
Duration = 2.9147287 hrs

Estimate the Surface Area = 210 sq. ft (Typically start with Total Impervious x 0.03)
Volume of Treated Runoff = 255.03876 cu ft
Volume in Ponding Area = 105.12455 cu ft
Depth of Ponding = 0.5005931 ft — Depth of Ponding = 6 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 of flow through planters.

MEDIA FILTER SIZING

DMA # 1
A= 26449 s.f — A= 0.60719 acre

C Value	Area* (s.f.)	Weighted C Value
0.9	25,782	0.895
0.8	591	
0.7	0	
0.1	76	

Rainfall Intensity (i) i= 0.177

* Input Values by hand or use Table at the bottom of the spreadsheet

Q= C x i x A
Q= 0.0962375 cfs

Manufacturer: Contech
Cartridge Height: 27 in
Cartidge Media (if applicable): PhosphoSorb
G.U.L.D. Cartridge Treatment Flowrate (CTF): 18.79 gpm/cartridge

Cartridges= [Q x (449 gpm/cfs)] / CTF
Cartridges = 2.29066 (round up)
 # Cartridges Required= 3
Treatment Flow Rate Capacity= 0.125546 cfs

4. LID Treatment Reduction Credit Calculation:
(Note: Projects that qualify in multiple Special Project Categories may use the LID Treatment Reduction Credit from only one category.)

Category	Impervious Area Created/Replaced[4] (acres)	Site Coverage (%)	Project Density (DU/Ac or FAR)	Density/Criteria	Allowable Credit (%)	Applied Credit (%)
A			N.A.	N.A.	100%	
				Total Category A Credit:		
B				Res ≥ 50 DU/ac or FAR ≥ 2:1	50%	
				Res ≥ 75 DU/ac or FAR ≥ 3:1	75%	
				Res ≥ 100 DU/ac or FAR ≥ 4:1	100%	
				Total Category B Credit:		
C	N.A.	N.A.	N.A.	**Location credit (select one):***		
				Within ½ mile of existing planned transit hub	50%	
				Within ¼ mile of existing planned transit hub	25%	25%
				Within a PDA	25%	
				Density credit (select one):		
				Res ≥ 30 DU/ac or FAR ≥ 2:1	10%	
				Res ≥ 60 DU/ac or FAR ≥ 4:1	20%	
				Res ≥ 100 DU/ac or FAR ≥ 6:1	30%	30%
			N.A.	**Parking credit (select one):**		
				≤ 10% at grade surface parking[5]	10%	
				No surface parking[5]	20%	20%
				Total Category C Credit:		75%

JULIAN & STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN, LLC
TCA# 2017-133

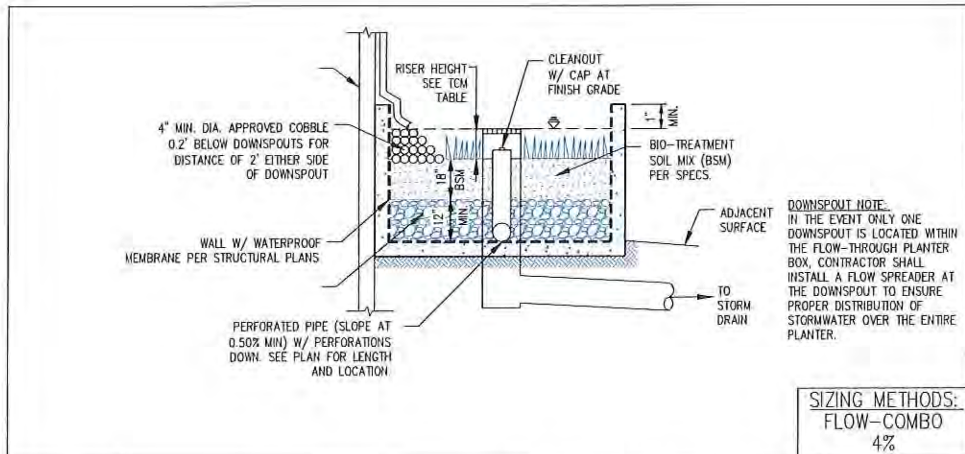
PLANNED DEVELOPMENT SET
AUGUST 13, 2018

R+G RUTH AND GOING, INC.
Civil Engineering Land Surveying Planning
2216 THE ALAMEDA SANTA CLARA, CA. 95050
(408) 236-2400

PRELIMINARY STORMWATER CONTROL PLAN CALCULATIONS

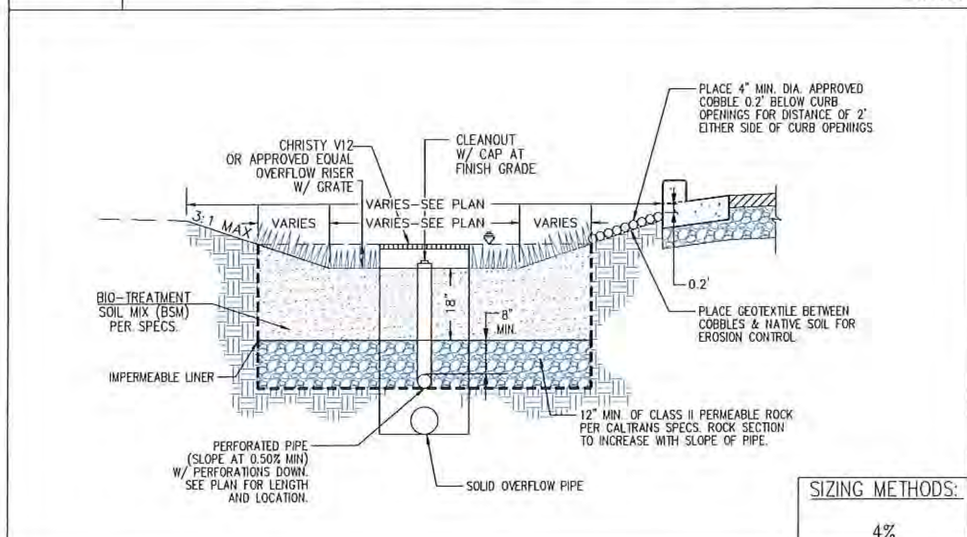
5.2

Drawing file: G:\Civil\7909\Dwg\PD Permit\ 5b5.2 Preliminary Stormwater Control Plan Calculations.dwg
Aug 10, 2018 - 8:40am



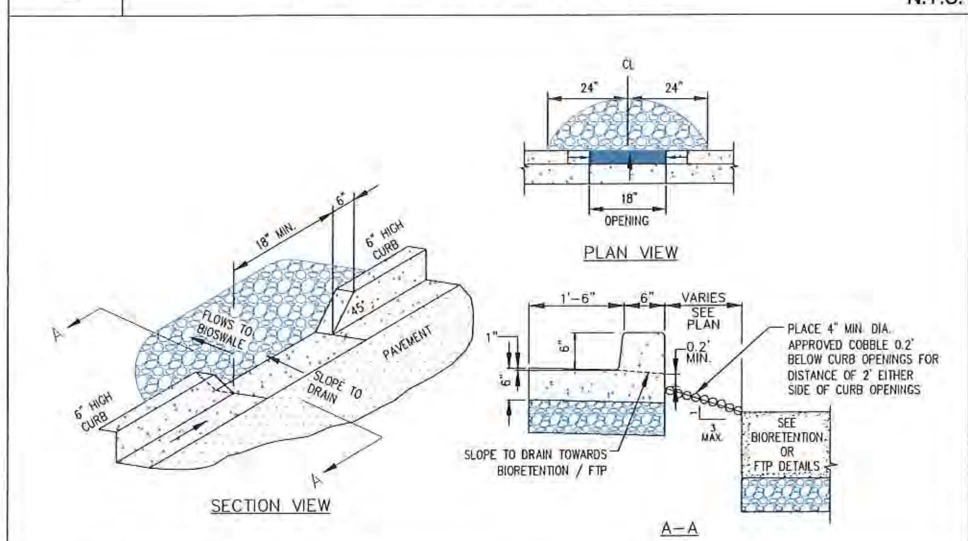
RISER HEIGHT SEE TCM TABLE
CLEANOUT W/ CAP AT FINISH GRADE
4" MIN. DIA. APPROVED COBBLE 0.2' BELOW DOWNSPOUTS FOR DISTANCE OF 2' EITHER SIDE OF DOWNSPOUT
BIO-TREATMENT SOIL MIX (BSM) PER SPECS.
ADJACENT SURFACE
WALL W/ WATERPROOF MEMBRANE PER STRUCTURAL PLANS
TO STORM DRAIN
PERFORATED PIPE (SLOPE AT 0.50% MIN) W/ PERFORATIONS DOWN. SEE PLAN FOR LENGTH AND LOCATION
DOWNSPOUT NOTE:
IN THE EVENT ONLY ONE DOWNSPOUT IS LOCATED WITHIN THE FLOW-THROUGH PLANTER BOX, CONTRACTOR SHALL INSTALL A FLOW SPREADER AT THE DOWNSPOUT TO ENSURE PROPER DISTRIBUTION OF STORMWATER OVER THE ENTIRE PLANTER.
SIZING METHODS:
FLOW-COMBO
4%

1 FLOW-THROUGH PLANTER (ABOVE GRADE) N.T.S.



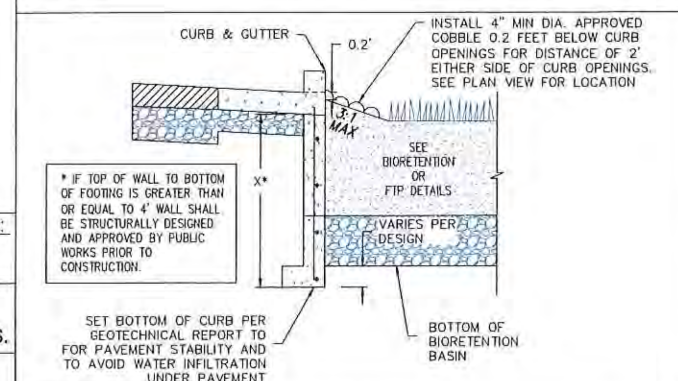
PLACE 4" MIN. DIA. APPROVED COBBLE 0.2' BELOW CURB OPENINGS FOR DISTANCE OF 2' EITHER SIDE OF CURB OPENINGS
CHRISTY V12 OR APPROVED EQUAL OVERFLOW RISER W/ GRATE
CLEANOUT W/ CAP AT FINISH GRADE
VARIES-SEE PLAN
3:1 MAX
BIO-TREATMENT SOIL MIX (BSM) PER SPECS.
PLACE GEOTEXTILE BETWEEN COBBLES & NATIVE SOIL FOR EROSION CONTROL
IMPERMEABLE LINER
12" MIN. OF CLASS II PERMEABLE ROCK PER CALTRANS SPECS. ROCK SECTION TO INCREASE WITH SLOPE OF PIPE.
PERFORATED PIPE (SLOPE AT 0.50% MIN) W/ PERFORATIONS DOWN. SEE PLAN FOR LENGTH AND LOCATION.
SOLID OVERFLOW PIPE
SIZING METHODS:
4%

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



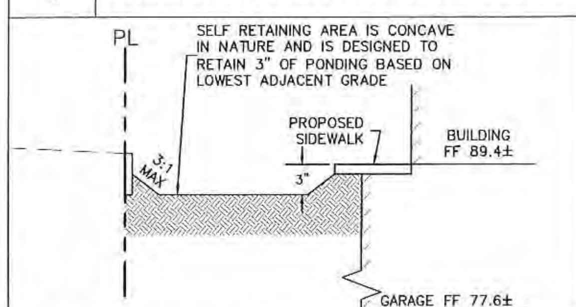
PLAN VIEW
18" OPENING
SECTION VIEW
PAVEMENT
SLOPE TO DRAIN
FLOWS TO BIOSWALE
PLACE 4" MIN. DIA. APPROVED COBBLE 0.2' BELOW CURB OPENINGS FOR DISTANCE OF 2' EITHER SIDE OF CURB OPENINGS
SLOPE TO DRAIN TOWARDS BIORETENTION / FTP
SEE BIORETENTION OR FTP DETAILS
A-A

3 CURB OPENING N.T.S.

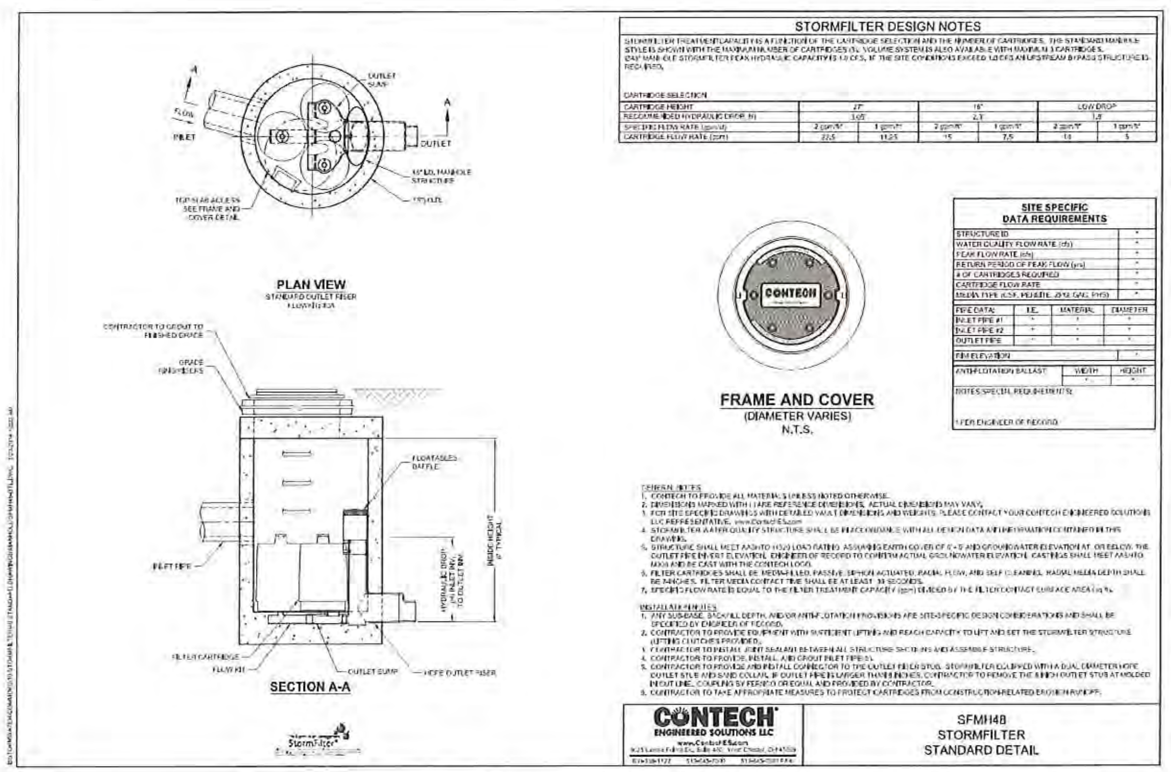


CURB & GUTTER
INSTALL 4" MIN DIA. APPROVED COBBLE 0.2 FEET BELOW CURB OPENINGS FOR DISTANCE OF 2' EITHER SIDE OF CURB OPENINGS. SEE PLAN VIEW FOR LOCATION
* IF TOP OF WALL TO BOTTOM OF FOOTING IS GREATER THAN OR EQUAL TO 4' WALL SHALL BE STRUCTURALLY DESIGNED AND APPROVED BY PUBLIC WORKS PRIOR TO CONSTRUCTION.
SEE BIORETENTION OR FTP DETAILS
VARIES PER DESIGN
SET BOTTOM OF CURB PER GEOTECHNICAL REPORT TO FOR PAVEMENT STABILITY AND TO AVOID WATER INFILTRATION UNDER PAVEMENT
BOTTOM OF BIORETENTION BASIN

4 CURB ADJACENT TO BIORETENTION N.T.S.



5 SELF-RETAINING AREA N.T.S.



BIORETENTION & FLOW-THROUGH PLANTER NOTES:

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

BIOTREATMENT SOIL REQUIREMENTS

- 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 : HTTP: //WWW.SANJOSECA.GOV/INDEX.ASPX?NID=1761
- PRIOR TO ORDERING THE BIOTREATMENT SOIL MIX OR DELIVERY TO THE PROJECT SITE, CONTRACTOR SHALL PROVIDE A BIOTREATMENT SOIL MIX SPECIFICATION CHECKLIST, COMPLETED BY THE SOIL MIX SUPPLIER AND CERTIFIED TESTING LAB.

TABLE 1
ROUTINE MAINTENANCE ACTIVITIES FOR MEDIA FILTERS

NO.	MAINTENANCE TASK	FREQUENCY OF TASK
1	INSPECT FOR STANDING WATER, SEDIMENT, TRASH AND DEBRIS.	MONTHLY DURING RAINY SEASON
2	REMOVE ACCUMULATED TRASH AND DEBRIS IN THE UNIT DURING ROUTINE INSPECTIONS.	MONTHLY DURING RAINY SEASON, OR AS NEEDED AFTER STORM EVENTS
3	INSPECT TO ENSURE THAT THE FACILITY IS DRAINING COMPLETELY WITHIN FIVE DAYS AND PER MANUFACTURER'S SPECIFICATIONS.	ONCE DURING THE WET SEASON AFTER MAJOR STORM EVENT.
4	REPLACE THE MEDIA PER MANUFACTURER'S INSTRUCTIONS OR AS INDICATED BY THE CONDITION OF THE UNIT.	PER MANUFACTURER'S SPECIFICATIONS.
5	INSPECT MEDIA FILTERS USING THE ATTACHED INSPECTION CHECKLIST.	QUARTERLY OR AS NEEDED

MEDIA FILTER NOTE

CLEANING AND MAINTENANCE OF THE MEDIA FILTER WILL BE DONE MANUALLY AND WILL NOT REQUIRE A VAC-TRUCK.

TABLE 2
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 3
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 CLEAN 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,

TABLE 4
ROUTINE MAINTENANCE ACTIVITIES FOR EXTENDED DETENTION BASINS

NO.	MAINTENANCE TASK	FREQUENCY OF TASK
1	EVALUATE THE HEALTH OF VEGETATION AND REMOVE AND REPLACE ANY DEAD OR DYING PLANTS.	TWICE A YEAR
2	TRIM VEGETATION AT BEGINNING AND END OF WET SEASON.	TWICE A YEAR
3	INSPECT VEGETATION TO PREVENT ESTABLISHMENT OF WOODY VEGETATION AND FOR AESTHETICS AND MOSQUITO CONTROL.	MONTHLY
4	HARVEST VEGETATION ANNUALLY, DURING THE SUMMER	ANNUALLY
5	EXAMINE THE OUTLET, EMBANKMENTS, DIKES, BERMS, AND SIDE SLOPES FOR STRUCTURAL INTEGRITY AND SIGNS OF EROSION OR RODENT BURROWS. FILL IN ANY HOLES DETECTED IN THE SIDE SLOPES.	TWICE A YEAR
6	INSPECT INLETS, OUTLETS AND OVERFLOW STRUCTURES TO ENSURE THAT PIPING IS INTACT AND NOT PLUGGED. REMOVE ANY ACCUMULATED SEDIMENT AND DEBRIS. ENSURE THAT ENERGY DISSIPATION IS FUNCTIONING ADEQUATELY.	TWICE A YEAR
7	INSPECT FOR STANDING WATER AND CORRECT ANY PROBLEMS THAT PREVENT THE BASIN FROM DRAINING AS DESIGNED.	TWICE A YEAR
8	CONFIRM THAT ANY FENCES AROUND THE FACILITY ARE SECURE	TWICE A YEAR
9	REMOVE SEDIMENT FROM FOREBAY WHEN THE SEDIMENT LEVEL REACHES THE LEVEL SHOWN ON THE FIXED VERTICAL SEDIMENT MARKER AND DISPOSE OF SEDIMENT PROPERLY.	AS NEEDED
10	REMOVE ACCUMULATED SEDIMENT FROM THE DETENTION BASIN AND REGRADE WHEN THE ACCUMULATED SEDIMENT VOLUME EXCEEDS 10% OF BASIN VOLUME AND DISPOSE OF SEDIMENT PROPERLY.	EVERY 10 YEARS, OR AS NEEDED
11	REMOVE ACCUMULATED TRASH AND DEBRIS FROM THE EXTENDED DETENTION BASIN AND DISPOSE OF PROPERLY.	TWICE A YEAR
12	INSPECT EXTENDED DETENTION BASIN USING THE ATTACHED INSPECTION CHECKLIST.	QUARTERLY, OR AS NEEDED

1. EXTERIOR PLASTER

2. METAL PANEL

3. CEMENTITIOUS LAP SIDING

4. STONE VENEER OR PORCELAIN CERAMIC TILE

5. VINYL WINDOW

6. GLASS RAIL SYSTEM

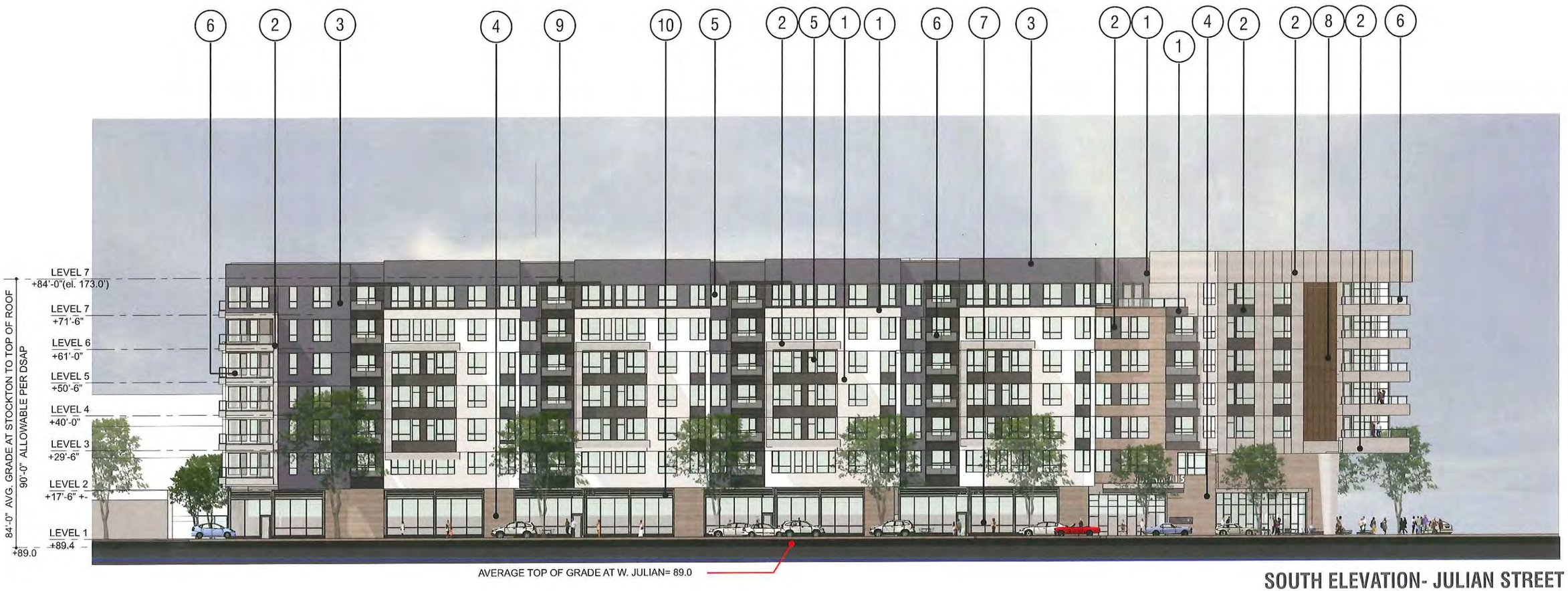
7. ALUMINUM STOREFRONT

8. COMPOSITE ACCENT PANEL

9. PAINTED METAL EYEBROW

10. PAINTED METAL SUNSHADE

11. PAINTED CMU



SOUTH ELEVATION- JULIAN STREET

JULIAN AND STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN L.L.C
PROJECT #: 2017-133

PLANNED DEVELOPMENT PERMIT
AUGUST 13, 2018

0' 8' 16' 32'

BUILDING ELEVATIONS

1. EXTERIOR PLASTER

2. METAL PANEL

3. CEMENTITIOUS LAP SIDING

4. STONE VENEER OR PORCELAIN CERAMIC TILE

5. VINYL WINDOW

6. GLASS RAIL SYSTEM

7. ALUMINUM STOREFRONT

8. COMPOSITE ACCENT PANEL

9. PAINTED METAL EYEBROW

10. PAINTED METAL SUNSHADE

11. PAINTED CMU

EAST ELEVATION- STOCKTON STREET

JULIAN AND STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN L.L.C
PROJECT #: 2017-133

PLANNED DEVELOPMENT PERMIT
AUGUST 13, 2018

0' 8' 16' 32'

BUILDING ELEVATIONS

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7. ALUMINUM STOREFRONT

8. COMPOSITE ACCENT PANEL

9. PAINTED METAL EYEBROW

10. PAINTED METAL SUNSHADE

11. PAINTED CMU

WEST ELEVATION

1. EXTERIOR PLASTER

2. METAL PANEL

3. CEMENTITIOUS LAP SIDING

4. STONE VENEER OR PORCELAIN CERAMIC TILE

5. VINYL WINDOW

6. GLASS RAIL SYSTEM

7. ALUMINUM STOREFRONT

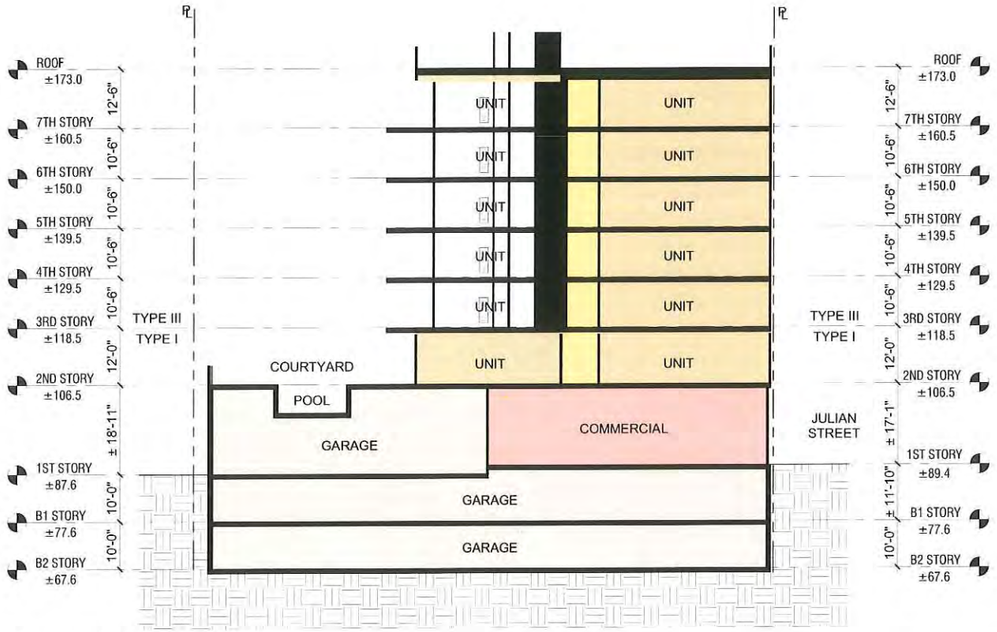
8. COMPOSITE ACCENT PANEL

9. PAINTED METAL EYEBROW

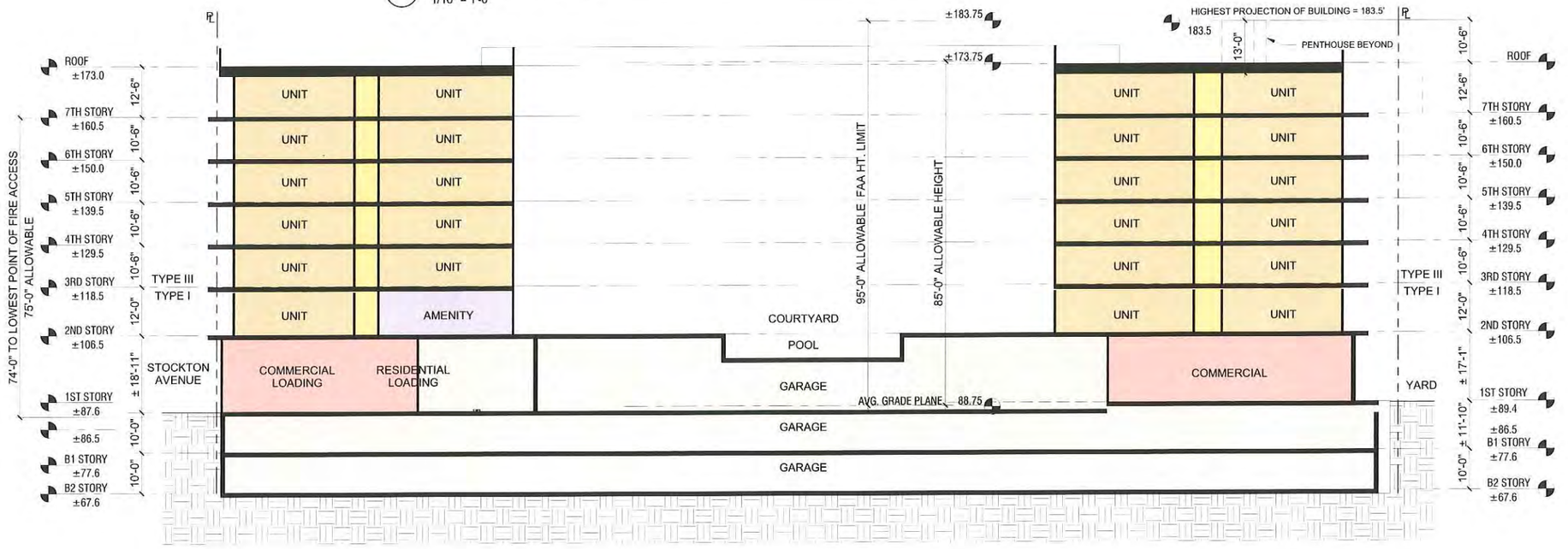
10. PAINTED METAL SUNSHADE

11. PAINTED CMU

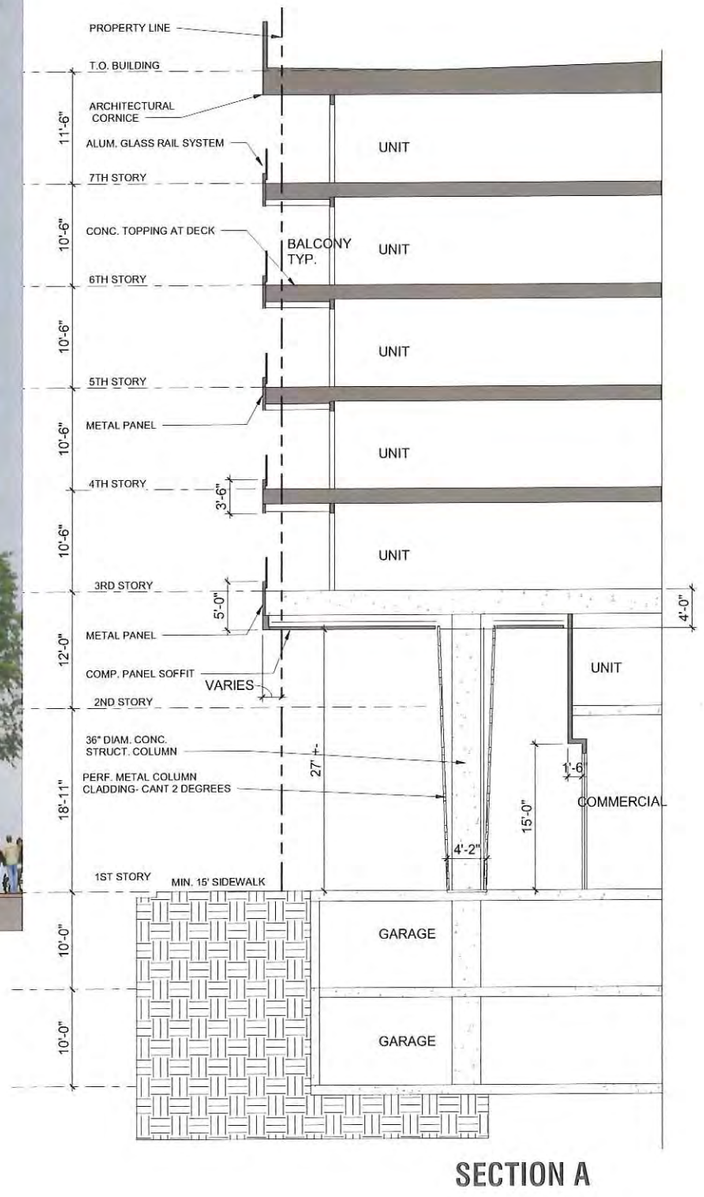
NORTH ELEVATION



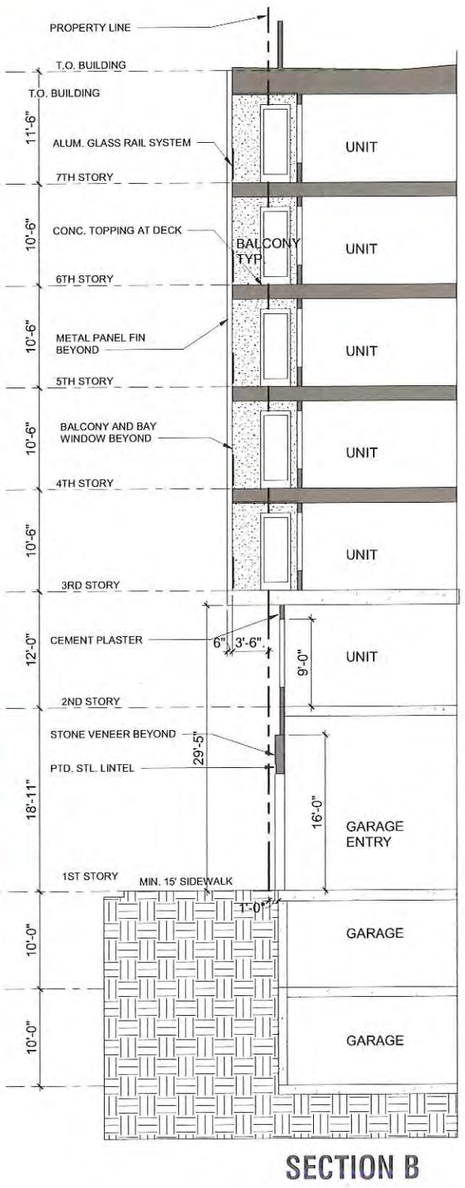
2 BUILDING SECTION B
1/16" = 1'-0"



1 BUILDING SECTION A
1/16" = 1'-0"



ENLARGED ELEV. A



ENLARGED ELEV. B

SECTION B

JULIAN AND STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN L.L.C
PROJECT #: 2017-133

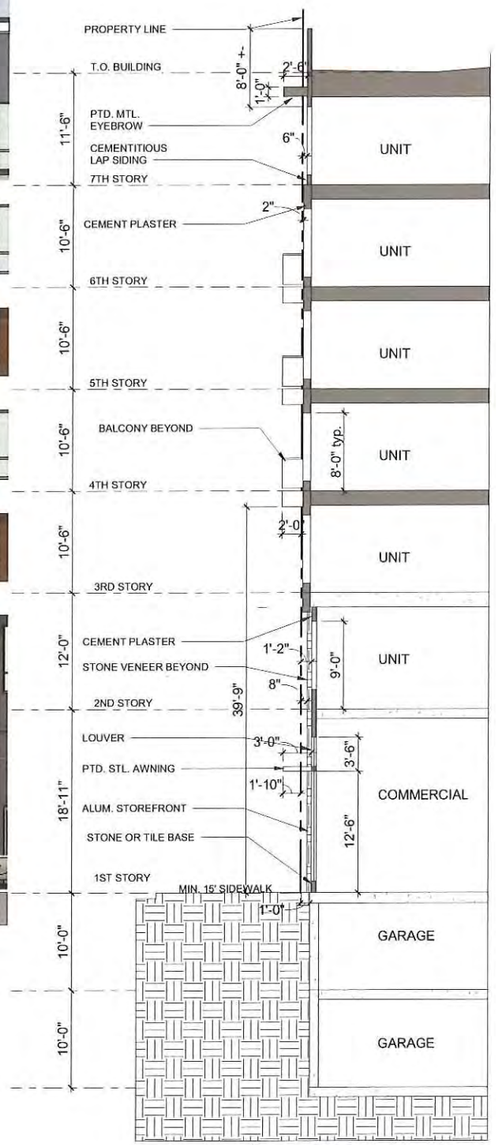
PLANNED DEVELOPMENT PERMIT
AUGUST 13, 2018

0' 8' 16' 32'

WALL SECTIONS/ ENCROACHMENT EXHIBIT

SECTION C

ENLARGED ELEV. C



SECTION D

ENLARGED ELEV. D

JULIAN AND STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN L.L.C
PROJECT #: 2017-133

PLANNED DEVELOPMENT PERMIT
AUGUST 13, 2018

0' 8' 16' 32'

WALL SECTIONS/ ENCROACHMENT EXHIBIT

JULIAN AND STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN L.L.C
PROJECT #: 2017-133

PLANNED DEVELOPMENT PERMIT
AUGUST 13, 2018

SITE VIEWS

WHOLE FOODS/ THE ALAMEDA

RHODES COURT RESIDENTIAL

AVALON/ MORRISON PARK

AVALON ON THE ALAMEDA

PROPOSED RESIDENTIAL
THE ALAMEDA

AVALON ON THE ALAMEDA

COMMERCIAL/ MIXED USE

RESIDENTIAL

JULIAN AND STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN L.L.C
PROJECT #: 2017-133

PLANNED DEVELOPMENT PERMIT
AUGUST 13, 2018

3D VIEWS- STOCKTON STREET

VIEW ALONG STOCKTON

VIEW FROM AVALON MORRISON PARK

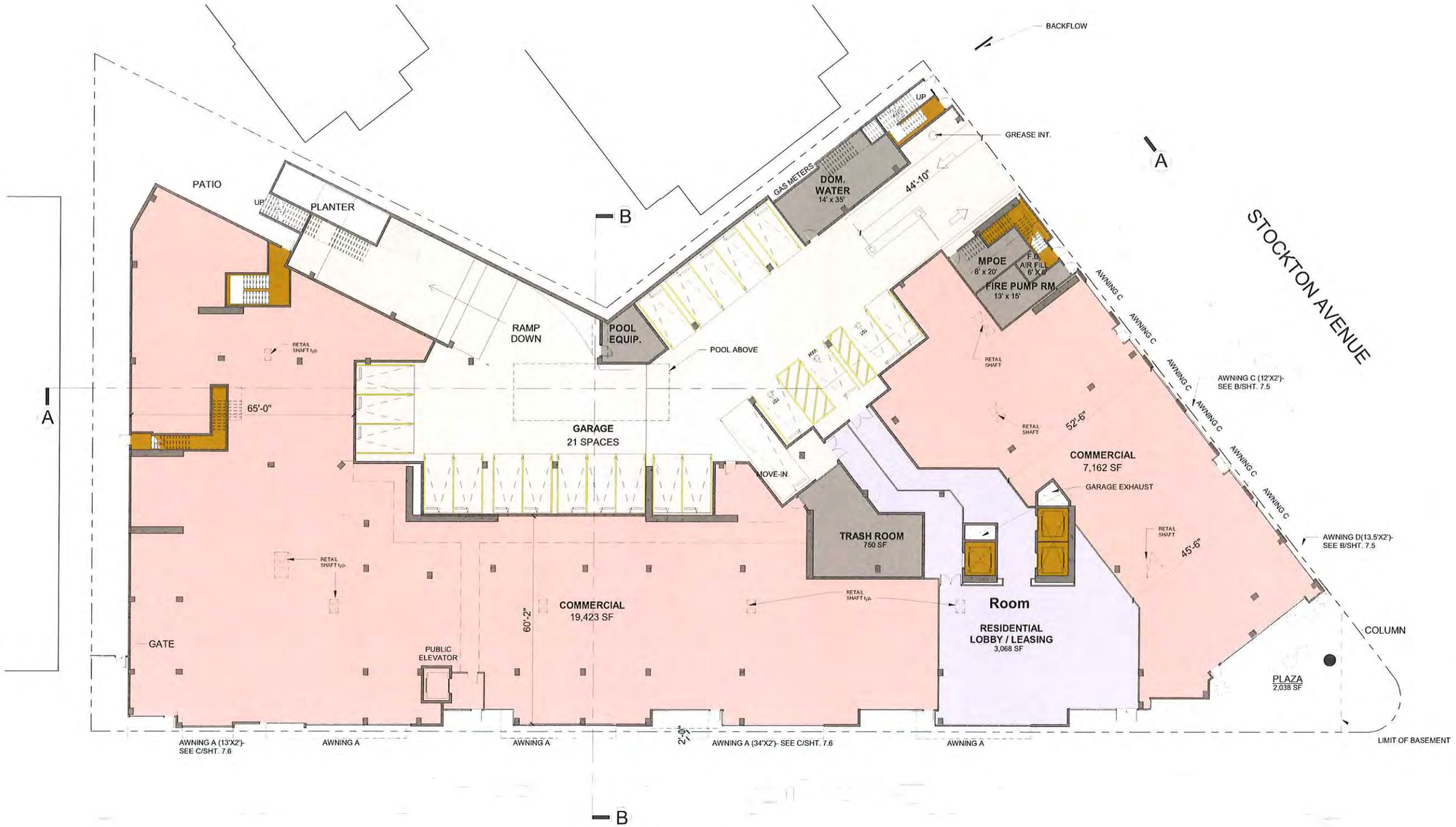
JULIAN AND STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN L.L.C
PROJECT #: 2017-133

PLANNED DEVELOPMENT PERMIT
AUGUST 13, 2018

3D VIEWS- EVENING VIEWS



JULIAN AND STOCKTON

SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN L.L.C

PROJECT #: 2017-133

PLANNED DEVELOPMENT PERMIT

AUGUST 13, 2018

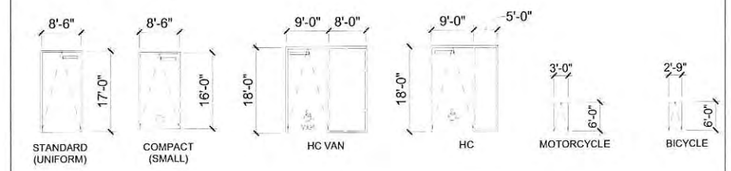
0' 8' 16' 32'

GROUND FLOOR PLAN

9.0

PARKING STALL DETAIL

STALL SIZES:



JULIAN AND STOCKTON

SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN L.L.C

PROJECT #: 2017-133

PLANNED DEVELOPMENT PERMIT

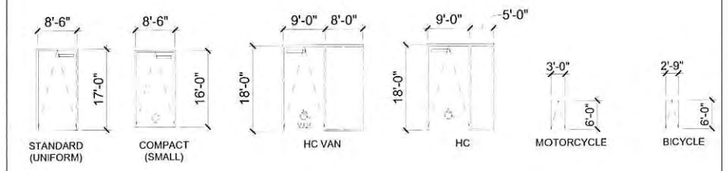
AUGUST 13, 2018

0' 8' 16' 32'

LEVEL B1 PLAN

PARKING STALL DETAIL

STALL SIZES:



JULIAN AND STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN L.L.C
PROJECT #: 2017-133

PLANNED DEVELOPMENT PERMIT
AUGUST 13, 2018

0' 8' 16' 32'

LEVEL B2 PLAN

* PRIVATE RESIDENTIAL DECK
SEE SHEET 3.1 FOR OPEN SPACE SUMMARY

JULIAN AND STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN L.L.C
PROJECT #: 2017-133

PLANNED DEVELOPMENT PERMIT
AUGUST 13, 2018

0' 8' 16' 32'

LEVEL 2 PLAN

JULIAN AND STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN L.L.C
PROJECT #: 2017-133

PLANNED DEVELOPMENT PERMIT
AUGUST 13, 2018

0' 8' 16' 32'

LEVELS 3-5 PLAN

JULIAN AND STOCKTON

SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN L.L.C

PROJECT #: 2017-133

PLANNED DEVELOPMENT PERMIT

AUGUST 13, 2018

0' 8' 16' 32'

LEVEL 6 PLAN

JULIAN AND STOCKTON
SAN JOSE, CA

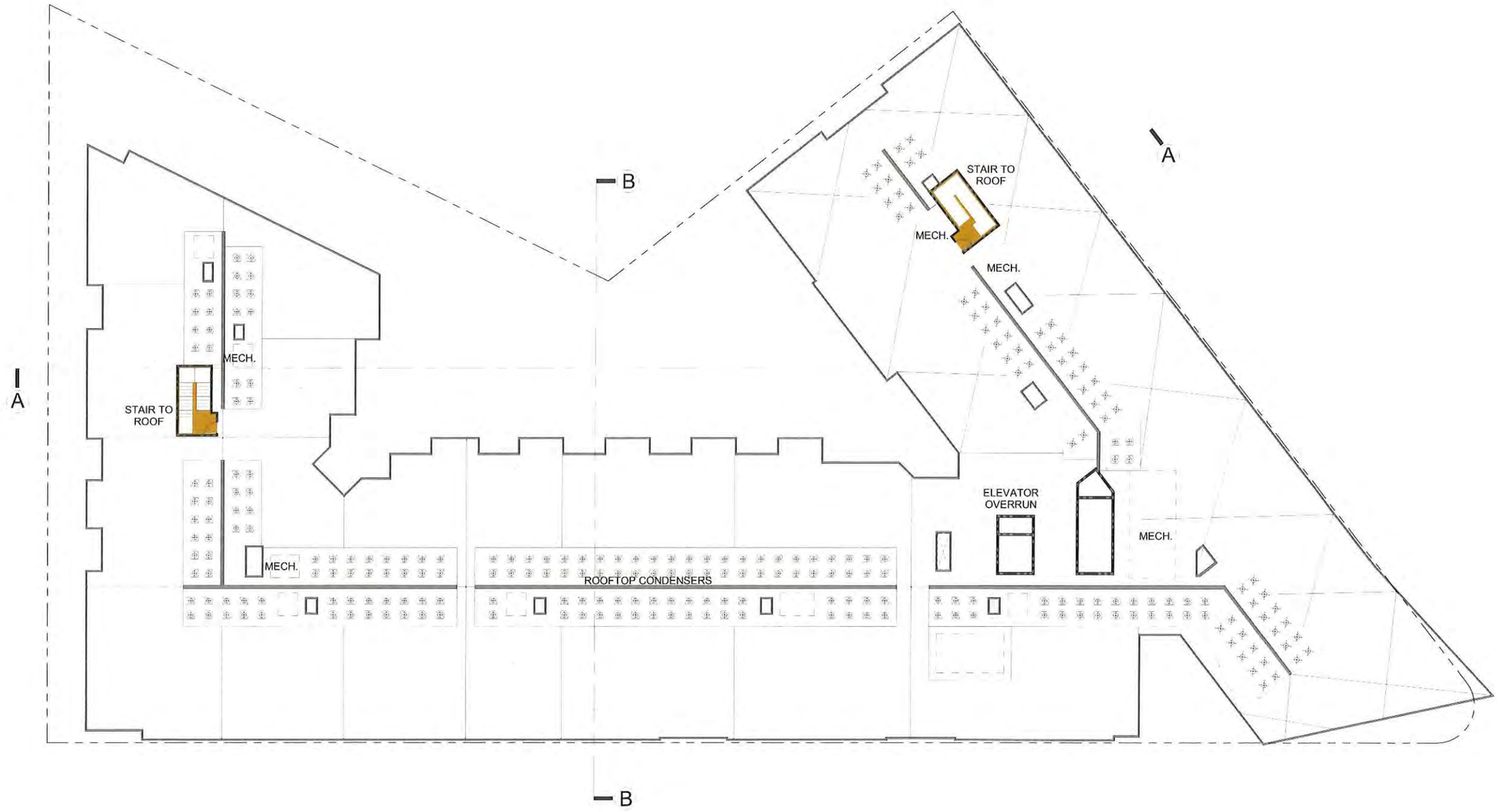
TCA ARCHITECTS

715 WEST JULIAN L.L.C
PROJECT #: 2017-133

PLANNED DEVELOPMENT PERMIT
AUGUST 13, 2018

0' 8' 16' 32'

LEVEL 7 PLAN



JULIAN AND STOCKTON
SAN JOSE, CA

TGA ARCHITECTS

715 WEST JULIAN L.L.C
PROJECT #: 2017-133

PLANNED DEVELOPMENT PERMIT
AUGUST 13, 2018

0' 8' 16' 32'

ROOF PLAN

JULIAN & STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN, LLC
TCA# 2017-133

PLANNED DEVELOPMENT PERMIT
MAY 17, 2017

N

LANDSCAPE PLAN
GROUND FLOOR

10.0

JULIAN & STOCKTON

SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN, LLC
TCA# 2017-133

PLANNED DEVELOPMENT PERMIT
MAY 17, 2017

N

LANDSCAPE PLAN
POOL COURTYARD

10.1

AVALON MORRISON PARK

AVALON MORRISON PARK

COTERIE CELLARS

STOCKTON AVE

W JULIAN ST

UNIT

Raised Pots w/ Decorative Vertical Trellis System

Dining Table w/ Umbrella

BBQ Grill w/ Feature Wall Backdrop

String Lights

JULIAN & STOCKTON

SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN, LLC
TCA# 2017-133

PLANNED DEVELOPMENT PERMIT
MAY 17, 2017

N

LANDSCAPE PLAN
ROOF DECK

10.2

PLANT LIST

BOTANICAL NAME	COMMON NAME	SIZE	SPACING
TREES			
ACER MIYABEI 'MORTON'	STATE STREET MAPLE	24" BOX	AS SHOWN
ACER PALMATUM 'SANGU KAKU'	CORAL BARK MAPLE	24" BOX	AS SHOWN
ACER RUBRUM 'NEW WORLD'	NEW WORLD MAPLE	24" BOX	AS SHOWN
ARBUTUS 'MARINA'	STRAWBERRY TREE	24" BOX	AS SHOWN
BAMBUSA MULTIPLEX 'ALPHONSE KARR'	ALPHONSE KARR BAMBOO	24" BOX	AS SHOWN
ERIOBOTRYA DEFLEXA	BRONZE LOQUAT	24" BOX	AS SHOWN
GINKGO BILOBA 'AUTUMN GOLD'	MAIDENHAIR TREE	24" BOX	AS SHOWN
JUNIPERUS CHINENSIS 'TORULOSA'	HOLLYWOOD JUNIPER	24" BOX	AS SHOWN
OLEA EUROPAEA 'SWAN HILL'	SWAN HILL OLIVE	24" BOX	AS SHOWN
PHOENIX DACTYLIFERA	DATE PALM	16' BOX	AS SHOWN
PLATANUS A. COLUMBIA	LONDON PLANE TREE	24" BOX	AS SHOWN
PODOCARPUS ELONGATUS 'ICEE BLUE'	ICEE BLUE PODOCARPUS	24" BOX	AS SHOWN
PYRUS CALLERYANA 'CAPITOL'	FLOWERING PEAR	24" BOX	AS SHOWN
QUERCUS ROBUR 'FASTIGIATA'	ENGLISH OAK	24" BOX	AS SHOWN
ROBINIA IDAHOENSIS 'PURPLE ROBE'	IDAHO LOCUST	24" BOX	AS SHOWN
TILIA TORMENTOSA	STERLING SILVER LINDEN	24" BOX	AS SHOWN
ULMUS FRONTIER	FRONTIER ELM	24" BOX	AS SHOWN
ZELKOVA SERRATA 'CITY SPRITE'	CITY SPRITE ZELKOVA	24" BOX	AS SHOWN
SHRUBS			
AEONIUM ARBOREUM 'ZWARTKOP'	AEONIUM	5 GAL.	24" O.C.
AGAVE ATTENUATA	AGAVE	5 GAL.	24" O.C.
ASPARAGUS DENSIFLORUS 'SPRENGERI'	SPRENGERI ASPARAGUS	5 GAL.	24" O.C.
ARBUTUS UNEDO 'COMPACTA'	DWARF STRAWBERRY TREE	5 GAL.	48" O.C.
CALLISTEMON 'LITTLE JOHN'	BOTTLE BRUSH	5 GAL.	36" O.C.
CITRUS DORIS 'HIBBERSON ROCKROSE	DORIS HIBBERSON ROCKROSE	5 GAL.	36" O.C.
CAMELLIA SASANQUA 'JEAN MAY'	SASANQUA CAMELLIA	5 GAL.	48" O.C.
DIETES VEGETA	FORTNIGHT LILY	5 GAL.	36" O.C.
ECHIUM CANDICANS	PRIDE OF MADIERA	5 GAL.	72" O.C.
ESCALLONIA FRADESII	FRADESII ESCALLONIA	5 GAL.	48" O.C.
ESCALLONIA RUBRA 'TERRI'	DWARF ESCALLONIA	5 GAL.	48" O.C.
HELITOTRICHON SEMPERVIRENS	BLUE OAT GRASS	1 GAL.	12" O.C.
HEMEROCALIS 'BITSY'	EVERGREEN DAYLILY	1 GAL.	24" O.C.
HEMEROCALIS 'BLACK EYED STELLA'	EVERGREEN DAYLILY	1 GAL.	24" O.C.
JUNCUS PATENS	CALIFORNIA GRAY RUSH	1 GAL.	24" O.C.
LOROPETALUM CHINENSIS 'RAZZLEBERRY'	CHINESE FRINGE FLOWER	5 GAL.	42" O.C.
LIGUSTRUM JAPONICUM 'TEXANUM'	PRIVET	15 GAL.	48" O.C.
MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	5 GAL.	60" O.C.
NANDINA DOMESTICA 'COMPACTA'	HEAVENLY BAMBOO	5 GAL.	36" O.C.
NASSELLA TENUISSIMA	MEXICAN FEATHER GRASS	5 GAL.	24" O.C.
POLYSTICHUM MUNITUM	SWORD FERN	5 GAL.	36" O.C.
PHORMIUM 'SHIRAZ'	NEW ZEALAND FLAX	5 GAL.	36" O.C.
PHORMIUM 'JACK SPRAT'	NEW ZEALAND FLAX	1 GAL.	18" O.C.
PHORMIUM 'TOM THUMB'	NEW ZEALAND FLAX	1 GAL.	24" O.C.
PHORMIUM 'APRICOT QUEEN'	NEW ZEALAND FLAX	5 GAL.	48" O.C.
PHORMIUM 'SURFER'	NEW ZEALAND FLAX	5 GAL.	60" O.C.
PHORMIUM 'YELLOW WAVE'	NEW ZEALAND FLAX	5 GAL.	72" O.C.
PHORMIUM 'WINGS OF GOLD'	NEW ZEALAND FLAX	5 GAL.	30" O.C.
PRUNUS LAUROCERASUS 'ZABELIANA'	ZABEL LAUREL	5 GAL.	84" O.C.
PITTOSPORUM T. 'MARJORIE CHANNON'	TOBIRA	5 GAL.	60" O.C.
PITTOSPORUM TOBIRA 'VARIEGATA'	TOBIRA	5 GAL.	60" O.C.
RAPHIOLEPSIS 'CLARA'	CLARA INDIAN HAWTHORNE	5 GAL.	48" O.C.
RAPHIOLEPSIS 'MAJESTIC BEAUTY'	INDIAN HAWTHORNE	15 GAL.	84" O.C.
RHAMNUS CALIFORNICA 'SEA VIEW'	COFFEEBERRY	5 GAL.	36" O.C.
ROSA KNOCKOUT 'MEIDLAND'	FLORAL CARPET ROSE	5 GAL.	36" O.C.
ROSA KNOCKOUT 'PINK'	KNOCKOUT ROSE	5 GAL.	36" O.C.
SALVIA LEUCANTHA 'SANTA BARBARA'	DWARF SANTA BARBARA SALVIA	1 GAL.	24" O.C.
SOLLYA HETEROPHYLLA	BLUEBELL CREEPER	5 GAL.	24" O.C.
TIBOUCHINA URVILLEANA	PRINCESS FLOWER	15 GAL.	72" O.C.
VIBURNUM TINUS 'SPRING BOUQUET'	LAURUSTINUS	5 GAL.	60" O.C.
WESTRINGIA FRUTICOSA 'MORNING LIGHT'	COASTAL ROSEMARY	5 GAL.	36" O.C.
XYLOSMA CONGESTUM COMPACTA	COMPACT SHINY XYLOSMA	5 GAL.	36" O.C.
GROUNDCOVER			
SEASONAL COLOR	COLOR PLANTING	4" POTS	9" O.C.
ARCTOSTAPHYLOS UVA-URSI 'POINT REYES'	POINT REYES BEARBERRY	1 GAL.	18" O.C.
AGAPANTHUS 'TINKERBELL'	DWARF AGAPANTHUS	1 GAL.	18" O.C.
CAREX PHYLLOCEPHALA 'SPARKLER	SPARKLER PALM SEDGE	1 GAL.	18" O.C.
CAREX OSHIMENSIS 'EVEREST'	BERKELEY SEDGE	1 GAL.	18" O.C.
CEANOTHUS GRISEUS HORIZONTALIS	YANKEE POINT CEANOTHUS	1 GAL.	18" O.C.
COPROSMA KIRKII 'VARIEGATA'	COPROSMA	1 GAL.	18" O.C.
COTONEASTER DAMMERI 'LOWFAST'	BEARBERRY COTONEASTER	1 GAL.	18" O.C.
FESTUCA GLAUCA 'ELIJAH BLUE'	ELIJAH BLUE FESCUE	1 GAL.	24" O.C.
LANTANA MONTEVIDENSIS	LANTANA	1 GAL.	24" O.C.
LIRIOPE 'SILVERY SUNPROOF'	LILY TURF	1 GAL.	24 O.C.
LOTUS MASCULATUS 'NGF'	TRAILING LOTUS	1 GAL.	24" O.C.
MYOPORUM PARVIFOLIUM	CREEPING BOOBIALLA	1 GAL.	16" O.C.
OPHIOPOGON NIGRESCENS	BLACK MONDO GRASS	5 GAL.	24" O.C.
PELARGONIUM PELTATUM 'SUMMER SHOWERS'	IVY GERANIUM	1 GAL.	30" O.C.
ROSMARINUS 'IRENE'	ROSEMARY	5 GAL.	24" O.C.
SEDUM DASPHYLLUM 'MAJOR'	TRAILING SEDUM	4" POT	8" O.C.
SEDUM DRAGONS BLOOD	DRAGONS BLOOD	4" POT	8" O.C.
SENECIO MANDRALISCAE	SENECIO	4" POT	12" O.C.
VERBENA HOMESTEAD 'PURPLE'	VERBENA	4" POT	12" O.C.
LAWN			
FESTUCA SPP.	FESCUE	SOD	N/A

TREES


ACER MIYABEI 'MORTON'
STATE STREET MAPLE


ACER PALMATUM 'SANGU KAKU'
CORAL BARK MAPLE


ACER RUBRUM 'NEW WORLD'
NEW WORLD MAPLE


ARBUTUS 'MARINA'
STRAWBERRY TREE


BAMBUSA MULTIPLEX 'ALPHONSE KARR'
ALPHONSE KARR BAMBOO


ERIOBOTRYA DEFLEXA
BRONZE LOQUAT


GINKO BILOBA 'AUTUMN GOLD'
MAIDENHAIR TREE


JUNIPERUS CHINENSIS 'TORULOSA'
HOLLYWOOD JUNIPER


OLEA EUROPAEA 'SWAN HILL'
SWAN HILL OLIVE


PHOENIX DACTYLIFERA
DATE PALM


PLATANUS A. COLUMBIA
LONDON PLANE TREE


PODOCARPUS GRACILOR 'ICEE BLUE'
FERN PINE


PYRUS CALLERYANA 'CAPITOL'
FLOWERING PEAR


QUERCUS ROBUR 'FASTIGIATA'
ENGLISH OAK


ROBINIA IDAHOENSIS 'PURPLE ROBE'
IDAHO LOCUST


TILIA TORMENTOSE
STERLING SILVER LINDEN


ULMUS FRONTIER
FRONTIER ELM


ZELKOVA SERRATA 'CITY SPRITE'
CITY SPRITE ZELCOVA

SHRUBS


AEONIUM ARBOREUM 'ZWARTKOP'
AEONIUM


AGAVE ATTENUATA
AGAVE


ARBUTUS UNEDO 'COMPACTA'
DWARF STRAWBERRY TREE


ASPARAGUS DENSIFLORUS 'SPRENGER'
SPRENGER ASPARAGUS


CALLISTEMON 'LITTLE JOHN'
BOTTLE BRUSH


CITRUS DORIS 'HIBBERSON'
DORIS HIBBERSON ROCKROSE


CAMELIA SASANQUA 'JEAN JAY'
SASANQUA CAMELIA


DIETES VEGETA
FORTNIGHT LILY


ECHIUM CANDICANS
PRIDE OF MADIERA


ESCALLONIA FRADESII
FRADESII ESCALLONIA


HELITOTRICHON SEMPERVIRENS
BLUE OAT GRASS


HEMEROCALIS 'BITSY'
EVERGREEN DAYLILY


JUNCUS PATENS
CALIFORNIA GRAY RUSH


LOROPETALUM CHINENSIS 'RAZZLEBERRY'
CHINESE FRINGE FLOWER


LIGUSTRUM JAPONICUM 'TEXANUM' - PRIVET


MYRICA CALIFORNICA
PACIFIC WAX MYRTLE


NANDINA DOMESTICA 'COMPACTA'
HEAVENLY BAMBOO


NASELLA TENUISSIMA
MEXICAN FEATHER GRASS


PHORMIUM SPP.
NEW ZEALAND FLAX


POLYSTICHUM MUNITUM
SWORD FERN


PRUNUS LAUROCERASUS 'ZEBELIANA'
ZABEL LAUREL


RAPHOLEPSIS 'CLARA'
CLARA INDIAN HAWTHORNE

RHAMNUS CALIFORNICA 'SEA VIEW'
COFFEEBERRY

ROSA KNOCKOUT 'MEIDLAND'
FLORAL CARPET ROSE

SALVIA LEUCANTHA 'SANTA CRUZ' DWARF
SANTA CRUZ SALVIA

SOLLYA HETEROPHYLLA
BLUEBELL CREEPER

TIBOUCHINA URVILLEANA
PRINCESS FLOWER

VIBURNUM TINUS 'SPRING BOUQUET'
LAURUSTINUS

WESTRINGIA FRUCTOSA 'MORNING LIGHT'
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GROUNDCOVER

ARCTOSTAPHYLOS UVA-URSI 'POINT REYES'
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AGAPANTHUS 'TINKERBELL'
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CEANOTHUS GRISEUS HORIZONTALIS
YANKEE POINT CEANOTHUS

CAREX PHYLLOCEPHALA 'SPARKLER'
SPARKLER PALM SEDGE

COPROSMA KIRKII 'VARIEGATA'
COPROSMA

COTONEASTER DAMMERI 'LOWFAST'
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FESTUCA GLAUCA 'ELIJAH BLUE'
COMMON BLUE FESCUE

LANTANA MONTEVIDENSIS
LANTANA

LIRIOPE 'SILVERY SUNPROOF'
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LOTUS MASCULATUS 'NGF'
TRAILING LOTUS

MYOPORUM PARVIFOLIUM
CREEPING BOOBIALLA

OPHIOPOGON NIGRESCENS
MONDO GRASS

PELARGONIUM PELTATUM 'SUMMER SHOWERS'
IVY GERANIUM

ROSMARINUS 'IRENE'
ROSEMARY

SEDUM DASPHYLLUM 'MAJOR'

SENECIO MANDRALISCAE
SENECIO

VERBENA HOMESTEAD 'PURPLE'
VERBENA

JULIAN & STOCKTON
SAN JOSE, CA

ARCHITECTS

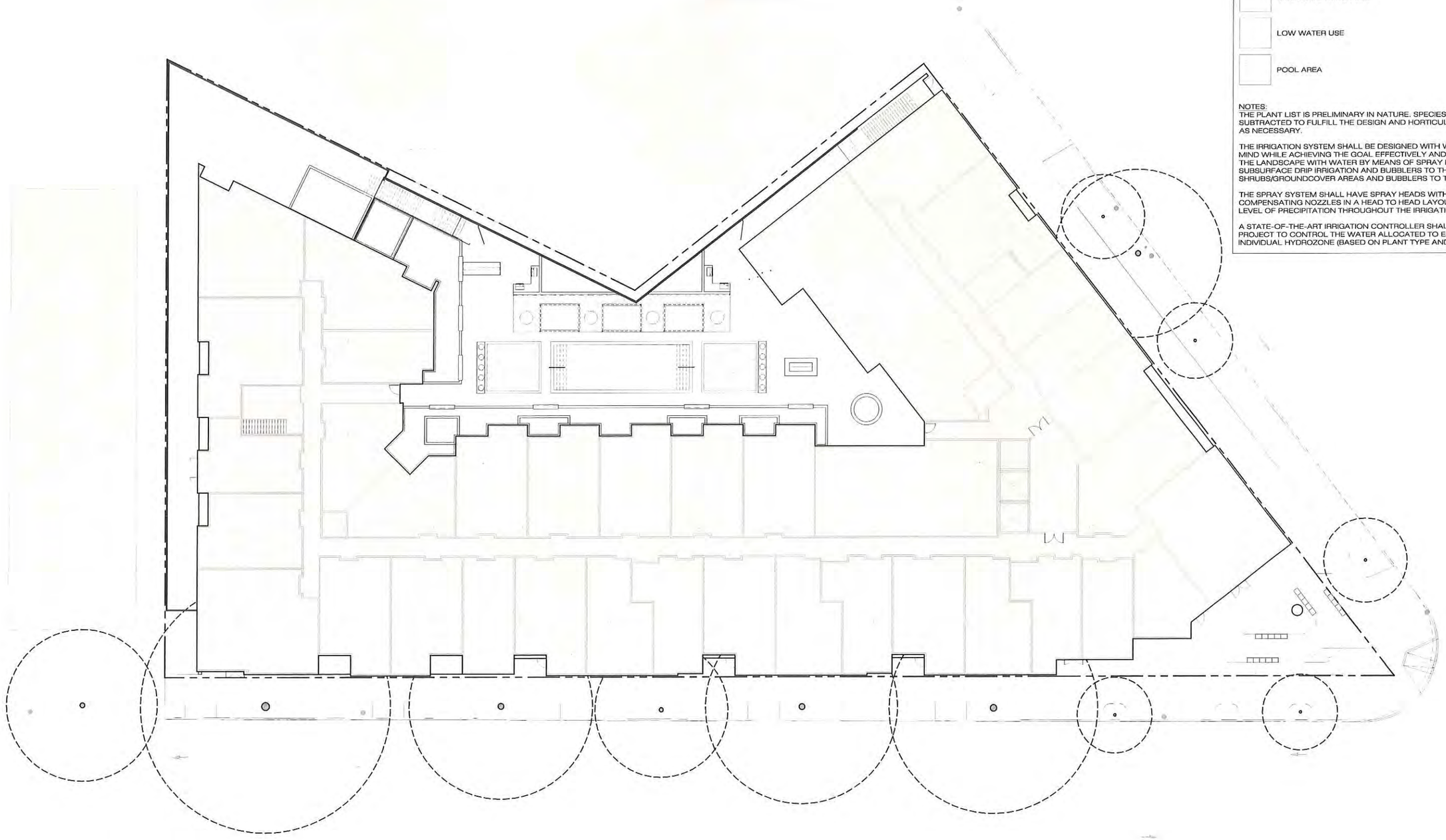
715 WEST JULIAN, LLC
TCA# 2017-133

PLANNED DEVELOPMENT PERMIT
MAY 17, 2017

N

PLANTING LEGEND

10.3



HYDROZONE LEGEND

- NO WATER USE
- MODERATE WATER USE
- LOW WATER USE
- POOL AREA

NOTES:
THE PLANT LIST IS PRELIMINARY IN NATURE. SPECIES SHALL BE ADDED AND SUBTRACTED TO FULFILL THE DESIGN AND HORTICULTURAL REQUIREMENTS AS NECESSARY.

THE IRRIGATION SYSTEM SHALL BE DESIGNED WITH WATER CONSERVATION IN MIND WHILE ACHIEVING THE GOAL EFFECTIVELY AND EFFICIENTLY PROVIDING THE LANDSCAPE WITH WATER BY MEANS OF SPRAY IRRIGATION, SUBSURFACE DRIP IRRIGATION AND BUBBLERS TO THE LAWN AREAS,THE SHRUBS/GROUNDCOVER AREAS AND BUBBLERS TO THE TREES.

THE SPRAY SYSTEM SHALL HAVE SPRAY HEADS WITH PRESSURE COMPENSATING NOZZLES IN A HEAD TO HEAD LAYOUT TO ACHIEVE AN EVEN LEVEL OF PRECIPITATION THROUGHOUT THE IRRIGATION SYSTEM.

A STATE-OF-THE-ART IRRIGATION CONTROLLER SHALL BE SPECIFIED FOR THIS PROJECT TO CONTROL THE WATER ALLOCATED TO EACH VALVE GROUP PER INDIVIDUAL HYDROZONE (BASED ON PLANT TYPE AND SUN EXPOSURE).

JULIAN & STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

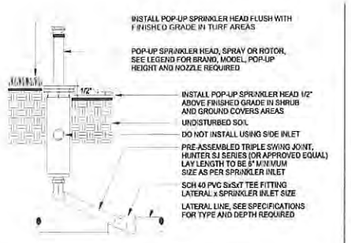
715 WEST JULIAN, LLC
TCA# 2017-133

PLANNED DEVELOPMENT PERMIT
MAY 17, 2017

N

IRRIGATION PLAN
COMPREHENSIVE SITE PLAN

10.4

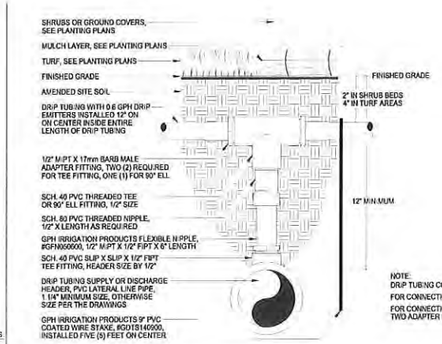


NOTE:
INSTALL SPRINKLER HEADS 6" FROM PAVING EDGE IN SHRUB AND GROUND COVER AREAS.
INSTALL SPRINKLER HEADS 12" FROM THE FACE OF BUILDING WALLS OR WINDOWS.
INSTALL SPRINKLER HEADS 4" FROM PAVING EDGE IN TURF AREAS.

INSTALL SPRINKLER HEADS PLUMB. ADJUST SPRAYS OR NOZZLE STREAM TO COVER LANDSCAPE AREA WITHOUT OVERSPRAY ONTO PAVING, FENCES, WALLS OR BUILDINGS.

SECTION VIEW - N.T.S

(A) POP-UP SPRINKLER



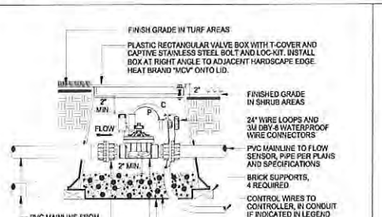
NOTE:
DRIP TUBING CONNECTION REQUIRED FOR ALL CONNECTIONS BETWEEN DRIP TUBING AND PVC HEADERS.

FOR CONNECTIONS AT END RUNS OF TUBING, USE A 90° ELL FITTING AND ONE ADAPTER FITTING FOR CONNECTION.

FOR CONNECTIONS IN THE MIDDLE OF RUNS OF TUBING, USE A TEE FITTING AND TWO ADAPTER FITTINGS FOR THE CONNECTION.

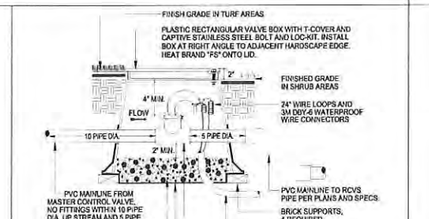
SECTION VIEW - N.T.S

(B) DRIPLINE CONNECTION



NOTE:
USE STANDARD OPENINGS PROVIDED IN VALVE BOX FOR PIPE, DO NOT CUT BOX.

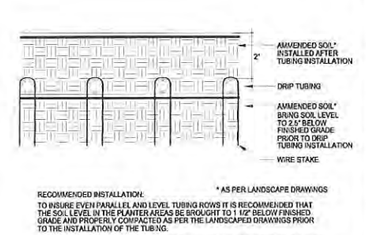
SECTION VIEW - N.T.S



NOTE:
USE STANDARD OPENINGS PROVIDED IN VALVE BOX FOR PIPE, DO NOT CUT BOX.
USE SCH 80 PVC 45 DEGREE ELLS TO ACHIEVE MAINLINE DEPTH AS REQUIRED.

SECTION VIEW - N.T.S

(C) DRIPLINE LAYOUT



RECOMMENDED INSTALLATION: * AS PER LANDSCAPE DRAWINGS

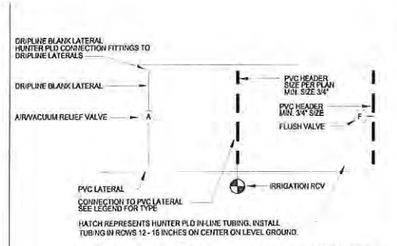
TO INSURE EVEN PARALLEL AND LEVEL TUBING ROWS IT IS RECOMMENDED THAT THE SOIL LEVEL IN THE PLANTER AREAS BE BROUGHT TO 1 1/2" BELOW FINISHED GRADE AND PROPERLY COMPACTED AS PER THE LANDSCAPED DRAWINGS PRIOR TO THE INSTALLATION OF THE TUBING.

INSTALL TUBING AS INDICATED ON THESE DRAWINGS AND SECURE TO GRADE USING WIRE HOOP STAKES AT 5 FEET ON CENTER SPACING.

BACKFILL FINAL 2" OF SOIL OVER THE TUBING AFTER INSTALLATION OF THE TUBING

SECTION VIEW - N.T.S

(D) DRIPLINE LAYOUT

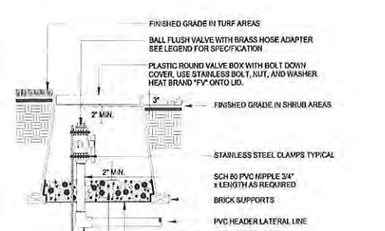


HATCH REPRESENTS HUNTER PLD IN-LINE TUBING. INSTALL TUBING IN ROWS 12 - 18 INCHES ON CENTER ON LEVEL GROUND.

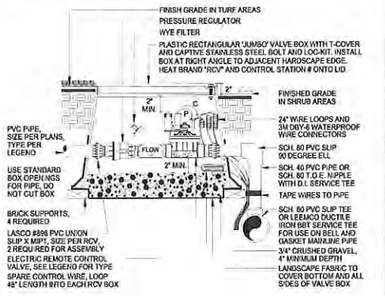
INSTALL DRIP FLUSH VALVE PER DETAIL AT THE END OF EACH TUBING SECTION PER PLAN. INSTALL AIR RELIEF VALVES PER DETAIL, AT HIGH POINTS OF EACH TUBING SECTION PER PLAN. RUN AIR/VACUUM RELIEF BLANK TUBING LATERAL ALONG HIGH POINT OF MOUND OR BERM. ATTACH ALL IN-LINE DRIP TUBING TO BLANK LATERAL. MORE THAN TWO RELIEF VALVES MAY NEED TO BE INSTALLED PER SECTION

SECTION VIEW - N.T.S

(E) DRIP FLUSH VALVE

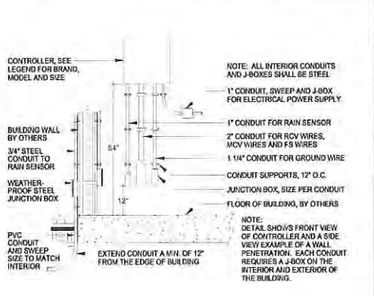


SECTION VIEW - N.T.S



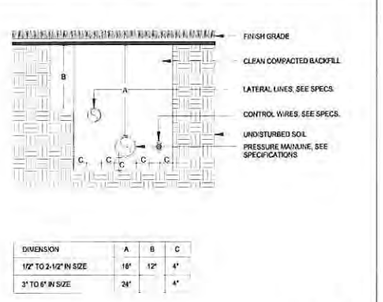
SECTION VIEW - N.T.S

(L) DRIP RCV ASSY.



SECTION VIEW - N.T.S

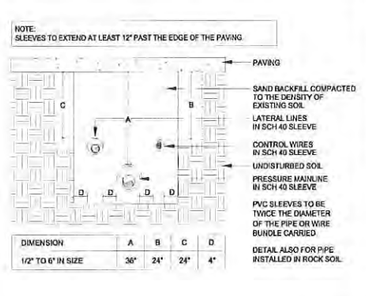
(M) WALL-MOUNT CONTROLLER



DIMENSION	A	B	C
1/2" TO 2-1/2" IN SIZE	18"	12"	4"
3" TO 6" IN SIZE	24"		4"

SECTION VIEW - N.T.S

(N) PIPE UNDER SOFTSCAPE

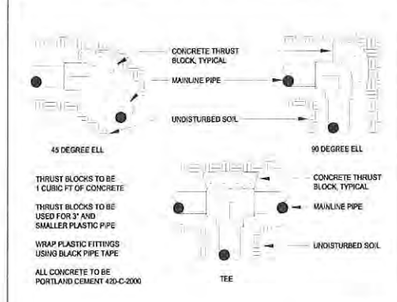


DIMENSION	A	B	C	D
1/2" TO 6" IN SIZE	36"	24"	24"	4"

DETAIL ALSO FOR PIPE INSTALLED IN ROCK SOIL.

SECTION VIEW - N.T.S

(O) PIPE UNDER HARDSCAPE



THRUST BLOCKS TO BE 1 CUBIC FT OF CONCRETE

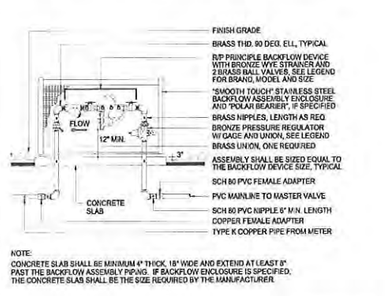
THRUST BLOCKS TO BE USED FOR 3" AND SMALLER PLASTIC PIPE

WRAP PLASTIC FITTINGS USING BLACK PIPE TAPE

ALL CONCRETE TO BE PORTLAND CEMENT 420-C-2000

PLAN VIEW - N.T.S

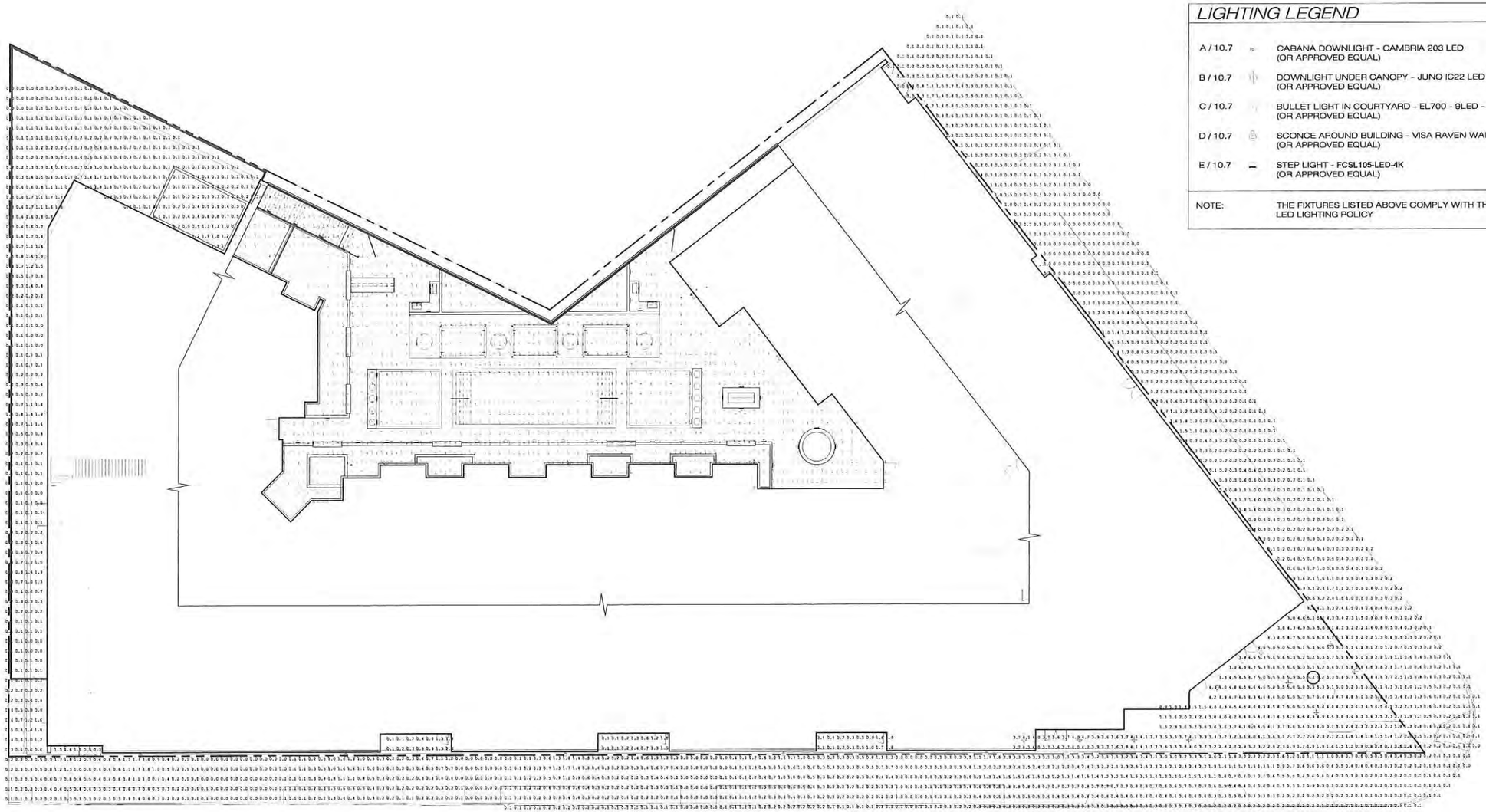
(P) CONCRETE THRUST BLOCKS



NOTE:
CONCRETE SLAB SHALL BE MINIMUM 4" THICK, 18" WIDE AND EXTEND AT LEAST 8" PAST THE BACKFLOW ASSEMBLY PIPING. IF BACKFLOW ENCLOSURE IS SPECIFIED, THE CONCRETE SLAB SHALL BE THE SIZE REQUIRED BY THE MANUFACTURER.

SECTION VIEW - N.T.S

(B) BACKFLOW DEVICE



LIGHTING LEGEND

A / 10.7		CABANA DOWNLIGHT - CAMBRIA 203 LED (OR APPROVED EQUAL)
B / 10.7		DOWNLIGHT UNDER CANOPY - JUNO IC22 LED (OR APPROVED EQUAL)
C / 10.7		BULLET LIGHT IN COURTYARD - EL700 - 9LED - 4.2K (OR APPROVED EQUAL)
D / 10.7		SCONCE AROUND BUILDING - VISA RAVEN WALL - 24" LED (OR APPROVED EQUAL)
E / 10.7		STEP LIGHT - FCSL105-LED-4K (OR APPROVED EQUAL)
NOTE:		THE FIXTURES LISTED ABOVE COMPLY WITH THE SAN JOSE LED LIGHTING POLICY

JULIAN & STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

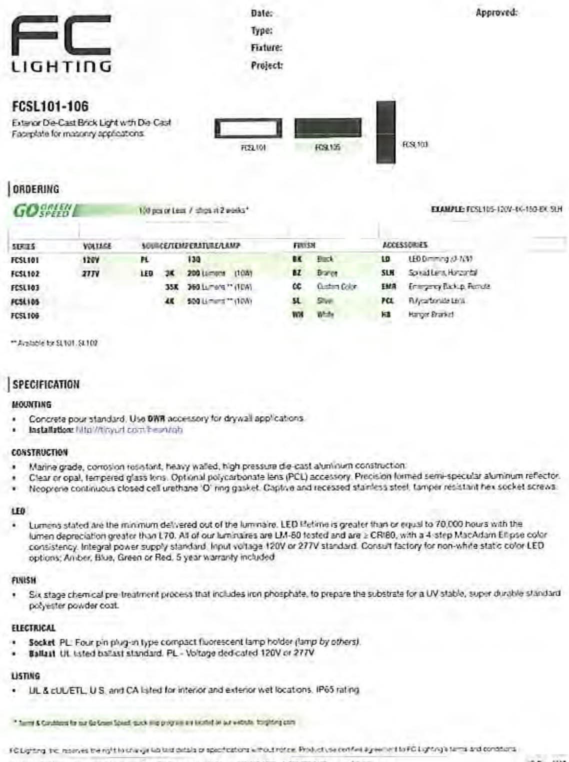
715 WEST JULIAN, LLC
TCA# 2017-133

PLANNED DEVELOPMENT PERMIT
MAY 17, 2017

N

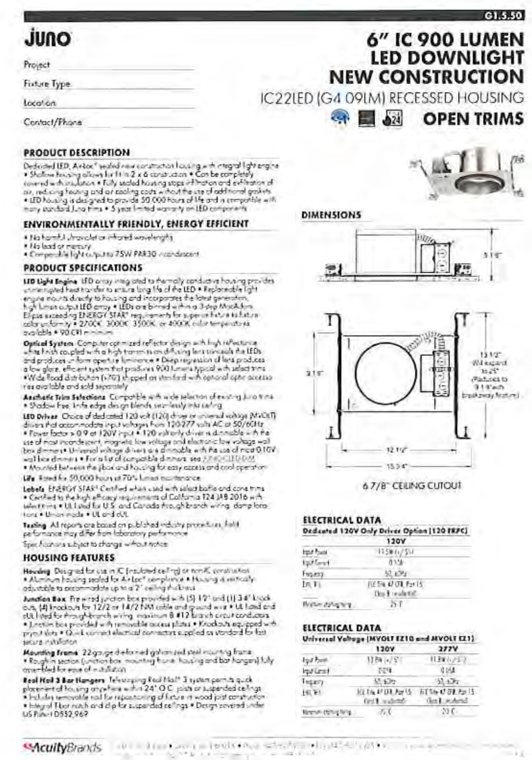
LIGHTING PLAN
COMPREHENSIVE SITE PLAN

10.6



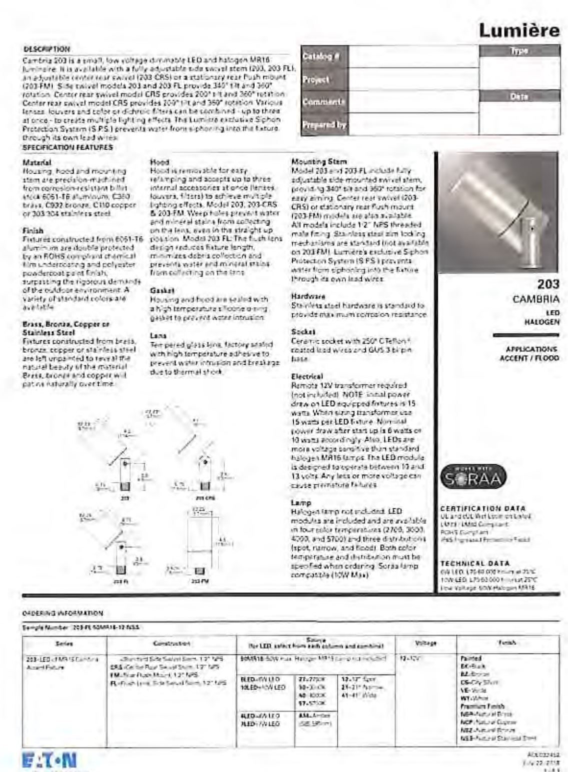
E STEP LIGHT - FCSL105-LED-4K
SCALE: N.T.S.

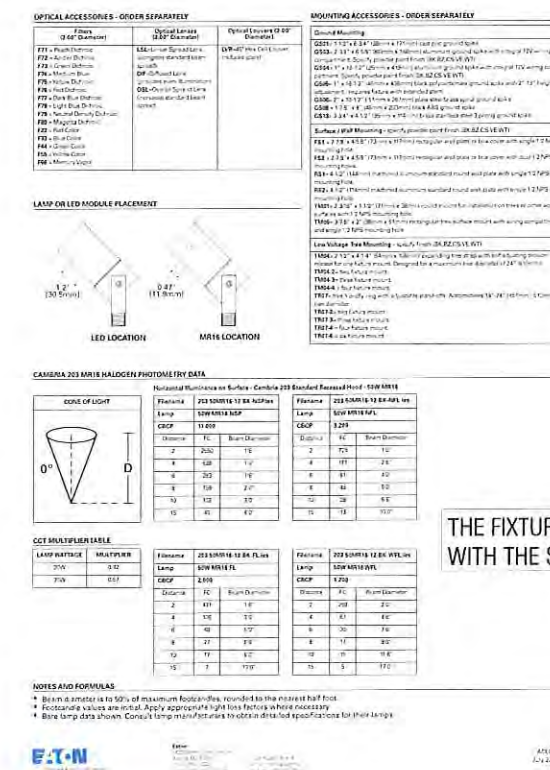
D BUILDING SCONCE - VISA RAVEN WALL 24" LED
SCALE: N.T.S.



B DOWNLIGHT UNDER CANOPY - JUNO IC22 LED
SCALE: N.T.S.

C BULLET LIGHT IN COURTYARD - EL700 - 9LED - 4.2K
SCALE: N.T.S.





A CABANA DOWNLIGHT - CAMBRIA 203 LED
SCALE: N.T.S.

THE FIXTURES LISTED ON THIS SHEET COMPLY WITH THE SAN JOSE LED LIGHTING POLICY

JULIAN & STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

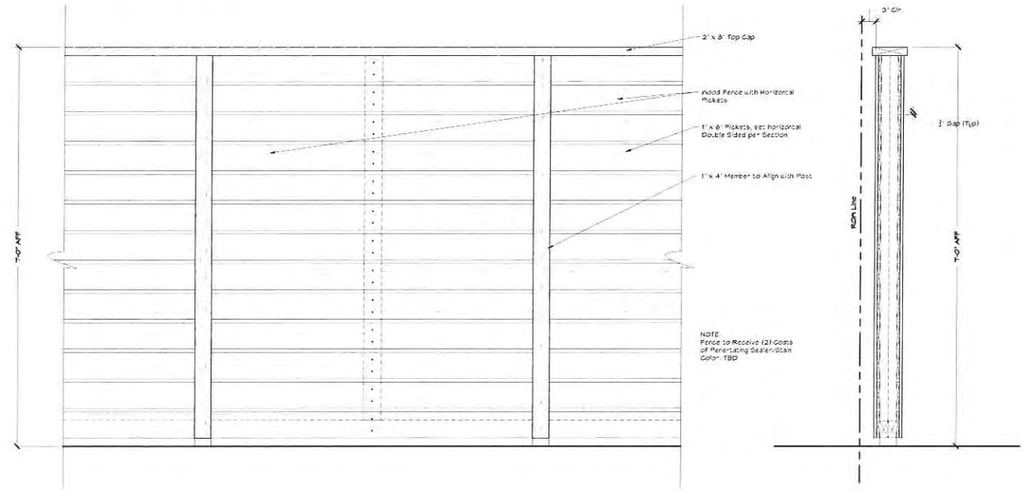
715 WEST JULIAN, LLC
TCA# 2017-133

PLANNED DEVELOPMENT PERMIT
MAY 17, 2017

N

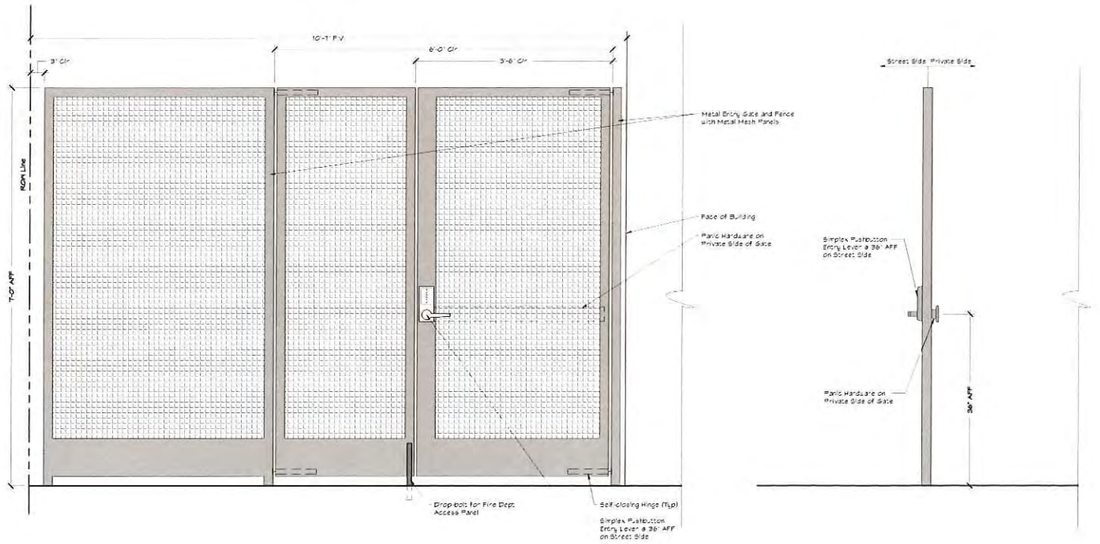
LIGHT FIXTURE DETAILS

10.7



C SECTION / ELEVATION
SCALE:

7' HT. PERIMETER WOOD FENCE
1" = 1'-0"



B ELEVATION
SCALE:

FENCE & GATE AT WEST ELEVATION
1" = 1'-0"

A DECORATIVE PAVING AT PLAZA
SCALE: N.T.S.

AVALON MORRISON PARK

AVALON MORRISON PARK

TCM 5

T-0" HT Wood Perimeter Fence RE: C / 10.8

TCM 2

Property Line (Typ)

UTILITY

Garage Entry

COMMERCIAL LOADING

Broom Finish Concrete Sidewalk

R.O.W.

STOCKTON AVE

RESIDENTIAL LOADING

Exst. Tree To Remain (Typ)

Planting Area (Typ)

GARAGE

TRASH

COMMERCIAL

COTERIE CELLARS

TCM 3

Proposed Tree to Match Existing

Broom Finish Concrete Sidewalk

Planting Area (Typ)

Exst. Tree To Remain (Typ)

TCM 4

COMMERCIAL

Planting Area in Plaza (Typ)

LOBBY/LEASING

Planting Area in Plaza (Typ)

Bench at Plaza

Decorative Plaza Paving Paving #1 RE: A/10.8

Decorative Plaza Paving #2 RE: A/10.8

Property Line (Typ)

T-0" Ornamental Iron Gate & Fence RE: B / 10.8

TCM 1

R.O.W

R.O.W

R.O.W

R.O.W

Planting Area (Typ)

Broom Finish Concrete Sidewalk

Decorative Paving #1

Property Line (Typ)

Exist. Street Tree To Remain (Typ)

Decorative Paving #1

Broom Finish Concrete Sidewalk

Planting Area (Typ)

Proposed Tree to Match Existing

Exst. Street Tree To Remain (Typ)

Planting Area (Typ)

Proposed Tree to Match Existing

Planting Area in Plaza (Typ)

Planting Area (Typ)

W JULIAN ST

JULIAN & STOCKTON

SAN JOSE, CA

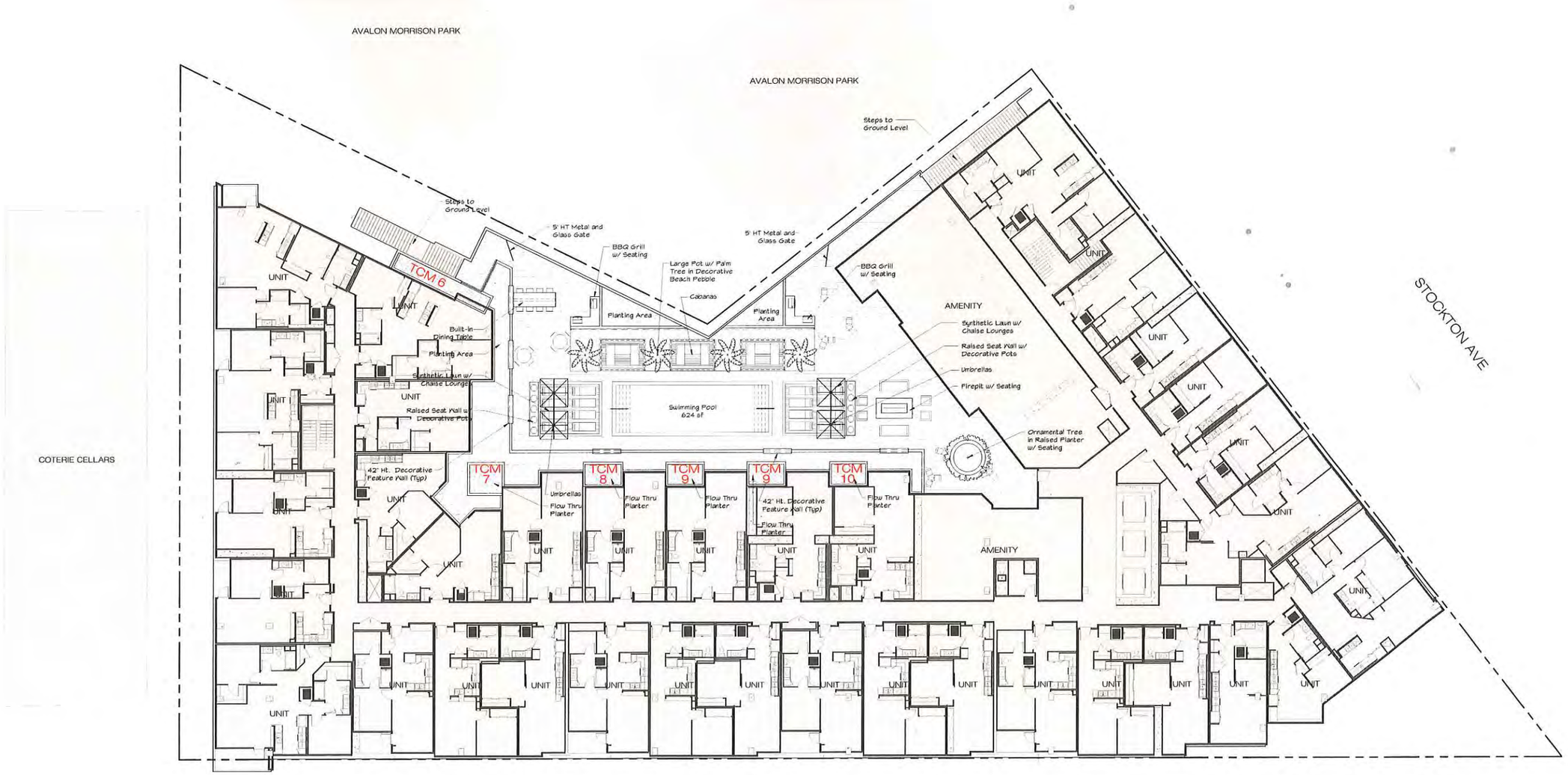
TCA ARCHITECTS

715 WEST JULIAN, LLC
PROJECT # 2017-133

PUBLIC WORKS MEMO RESPONSE
AUGUST 13, 2018

PLAN - GROUND FLOOR

10.9



JULIAN & STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN, LLC
PROJECT # 2017-133

PUBLIC WORKS MEMO RESPONSE
AUGUST 13, 2018

PLAN - LEVEL 2

10.10

PLANT LIST / LEGEND

TREES

BOTANICAL NAME	COMMON NAME
Acer circinatum	Vine Maple
Arbutus 'Marina'	Strawberry Tree
Cercis canadensis	Eastern Redbud
Cercis occidentalis	Western Redbud
Laurus nobilis 'Saratoga'	Saratoga Bay Laurel
Prunus ilicifolia	Holley leaf Cherry
Prunus ilicifolia spp. Lyonii	Catalina Cherry Laurel

SHRUBS

Arctostaphylos densiflora 'McMinn'	Mazanita 'McMinn'
Arctostaphylos hookeri	Hooker's Manzanita
Callistemon viminalis 'Little John'	Dwarf Bottlebrush
Cistus spp.	Rockrose
Cotinus coggygria	Smoke Tree
Garrya elliptica	Silk Tassel
Grevillea spp.	Grevillea
Heteromeles arbutifolia	Toyon
Mahonia aquifolium 'Compacta'	Oregon Grape
Mahonia aquifolium var. repens	Creeping Barberry
Mahonia nevini	Nevin Mahonia
Mahonia pinnata	California Holly Grape
Rhamnus californica 'Little Sur'	Little Sur Coffeeberry
Ribes sanguineum (incl cultivars)	Red Flowering Currant
Symphoricarpos albus	Snowberry

PLANT LIST / LEGEND CONT'D

GRASSES

BOTANICAL NAME	COMMON NAME
Aristida purpurea	Purple Three - Awn
Bouteloua gracilis 'Blonde Ambition'	Blonde Ambition Blue Grama
Calamagrostis x acutiflora 'Karl Foerster'	Feather Reed Grass
Carex barbarae	Santa Barbara Sedge
Carex divulsa (C. tumulicola)	Berkeley Sedge
Carex pansa	Dune Sedge
Chondropetalum elephantinum	Large Cape Rush
Chondropetalum tectorum	Small Cape Rush
Deschampsia caespitosa	Tufted Hairgrass
Deschampsia caespitosa ssp. Holciformis	Pacific Hairgrass
Festuca californica	California Fescue
Festuca glauca 'Elijah Blue'	Blue Fescue
Festuca idahoensis	Blue Bunchgrass
Helictotrichon sempervirens	Blue Oat Grass
Juncus patens	California Grey Rush
Muhlenbergia rigens	Deer Grass
Muhlenbergia capillaris	Pink Muhly Grass
Sisyrinchium bellum	Blue - Eyed Grass
Stipa arundinacea	New Zealand Wind Grass
Stipa pulchra	Purple Needlegrass

PLANT LIST / LEGEND CONT'D

GROUNDCOVERS

BOTANICAL NAME	COMMON NAME
Arctostaphylos 'Emerald Carpet'	Emerald Carpet Manzanita
Arctostaphylos uva-ursi	Bearberry, Kinnikinnick
Baccharis pilularis 'Twin Peaks'	Dwarf Coyote Brush
Fragaria chiloensis	Beach Strawberry
Fragaria vesca	Mountain Strawberry
Grindelia stricta platyphylla	Coastal Gum Plant
Mahonia repens	Creeping Oregon Grape
Salvia sonomensis	Creeping Sage
Verbena peruviana	Peruvian Verbena

TURF ALTERNATIVES

Bouteloua gracilis	Blue Gramma Grass
Buchloe dactyloides	Blue Gramma Grass
Festuca rubra 'molate'	Molate Fescue
Dymondia margaretae	Dymondia, Silver Carpet
Lippia nodiflora	Kurapia
NA	Biofiltration Sod
NA	Native, No - Mow Sod

PLANT LIST / LEGEND CONT'D

PERENNIALS

BOTANICAL NAME	COMMON NAME
Achillea millefolium	Common Yarrow
Achillea filipendulina	Fern - Leaf Yarrow
Armeria maritima	Sea Pink
Anigozanthus spp.	Kangaroo Paw
Coreopis grandiflora	Coreopsis
Dietes iridioides	Fortnight Lily
Echeveria spp.	Hens and Chicks
Epilobium bowman	Bowman California Fuchsia
Epilobium canum	California Fuchsia
Erigeron glaucus 'Wayne Roderick'	Wayne Roderick Daisy
Erigeron karvinskianus	Santa Barbara Daisy
Eriogonum grande var. rubescens	Red - Flowered Buckwheat
Eriogonum latifolium	Coast Buckwheat
Eschscholzia californica	California Poppy
Gaillardia grandiflora	Blanket Flower
Gaura lindheimeri	Gaura
Heuchera maxima	Island Alum Root
Iris douglasiana	Douglas Iris
Mimulus aurantiacus	Sticky Monkey Flower
Mimulus aurantiacus var. puniceus	Red Monkey Flower
Monardella villosa	Coyote Mint
Penstemon heterophyllus 'Blue Springs'	Foothill Penstemon
Sedum sp. (many)	Stone Crop
Tulbaghia violacea	Society Garlic
Verbena lilacina	De La Mina Lilac

JULIAN & STOCKTON

715-739 W. JULIAN ST. SAN JOSE, CALIFORNIA

PLANNED DEVELOPMENT REZONING

715 W. JULIAN LLC

08.13.2018

RUTH AND GOING, INC.
Civil Engineering Land Surveying Planning

TCA ARCHITECTS

APPLICANT:
715 W. JULIAN LLC

ARCHITECT:
TCA ARCHITECTS

CIVIL ENGINEER:
RUTH & GOING

PROJECT DESCRIPTION:

PLANNED DEVELOPMENT PERMIT TO ALLOW FOR CONSTRUCTION OF UP TO 249 APARTMENTS AND 26, 585 SQUARE FEET OF COMMERCIAL SPACE ON A 1.22 GROSS ACRE LOT.

THE PROPOSED PROJECT INCLUDES THE DEMOLITION OF (5) EXISTING BUILDINGS, EXISTING ON-SITE TREES, AND THE CONSTRUCTION OF A NEW 7-STORY ABOVE GRADE BUILDING, WITH TWO SUB-GRADE PARKING LEVELS. THE GROUND FLOOR WILL CONSIST OF COMMERCIAL SPACE, RESIDENTIAL LOBBY AND LEASING, AND ADDITIONAL PARKING. RESIDENTIAL UNITS AND AMENTITY SPACES WILL BE ON FLOORS 2-7, INCLUDING A RESIDENT COURTYARD AT LEVEL 2.

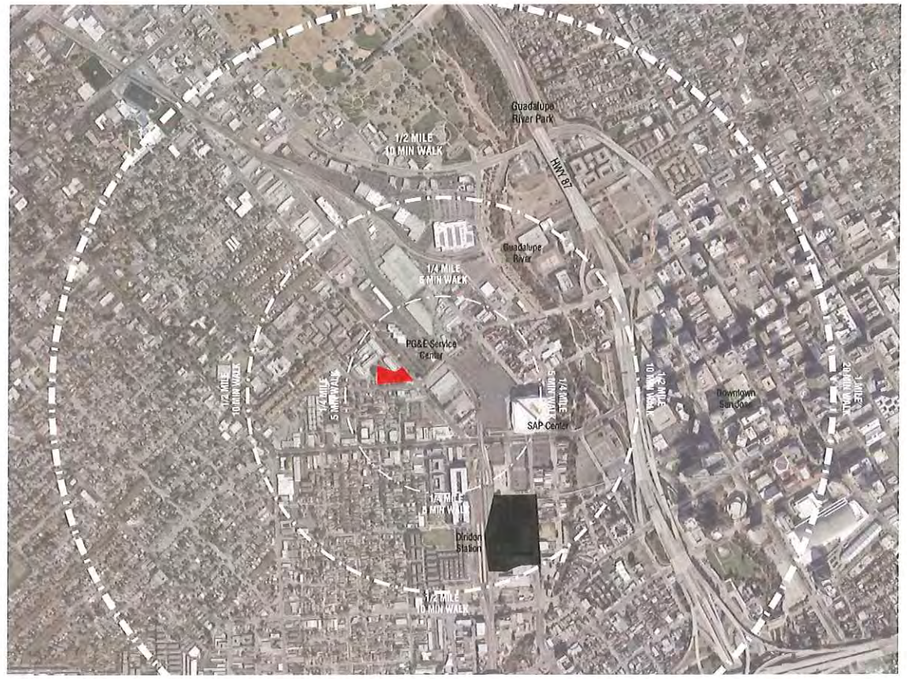
PRIOR DEVELOPMENT PERMITS:

FILE NO. GP17-006: GENERAL PLAN AMENDMENT TO CHANGE LAND USE DESIGNATION FROM MIXED USE COMMERCIAL TO URBAN VILLAGE

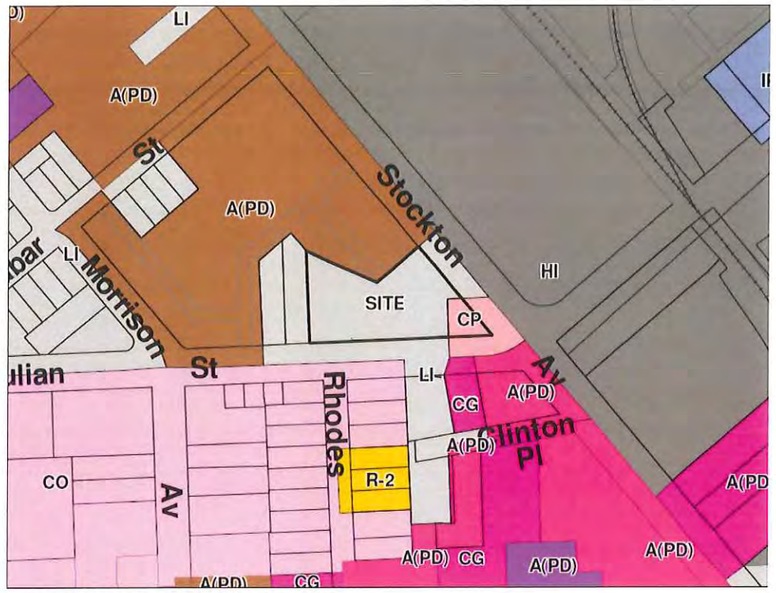
FILE NO. GP17T-008: GENERAL PLAN TEXT AMENDMENT TO REVISE THE DIRIDON STATION AREA PLAN TO SHIFT RESDIENTIAL AND PARKING CAPACITY FROM THE SOUTHERN ZONE TO THE NORTHERN ZONE OF THE PLAN AREA.

FILE NO. C17-031: CONFORMING REZONING FROM LI ZONING DISTRICT TO THE CP ZONING DISTRICT

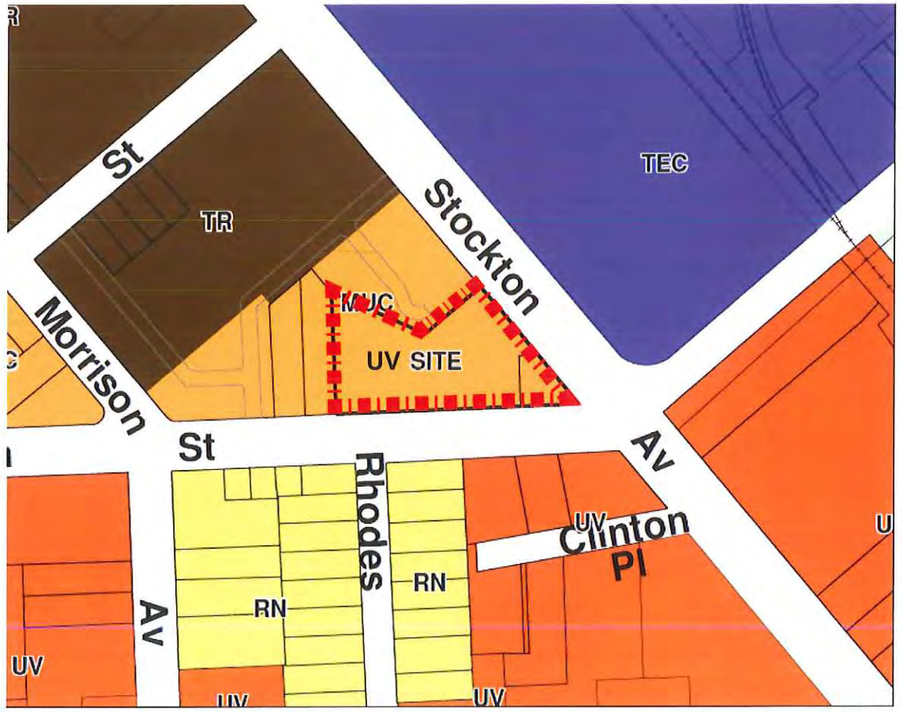
DRAWING LIST :



VICINITY MAP

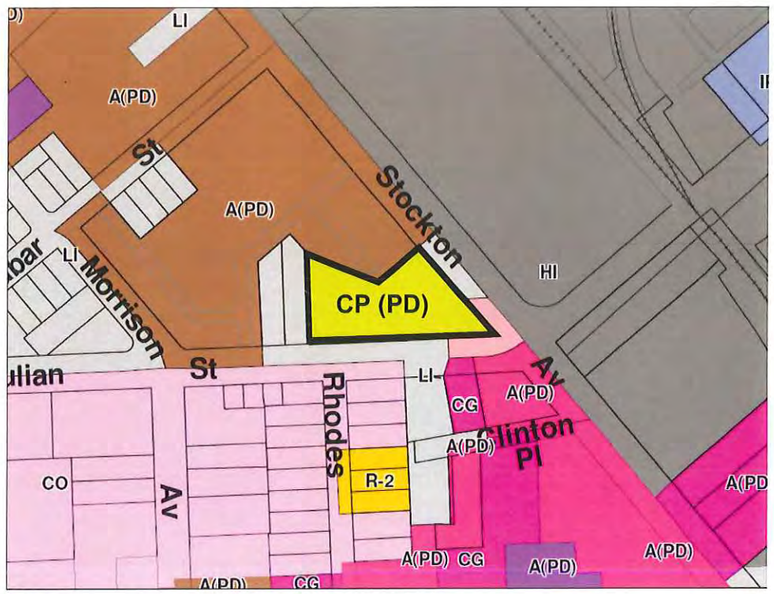


CURRENT ZONING- (MAP TO BE UPDATED)
CURRENT USE - CP (COMMERCIAL PEDESTRIAN)



GENERAL PLAN- (MAP TO BE UPDATED)

Street Address:	715-739 W. Julian St, San Jose, CA
Assessor's Parcel Number:	261-01-094 & 261-01-030
Land Area:	1.2167 Acres
Current Zoning:	CP (Commercial Pedestrian)
Proposed Zoning:	CP (PD)
Land Use:	Urban Village
Construction Type:	Type IIIA over Type IA



- PROPOSED ZONING- CP (PD)

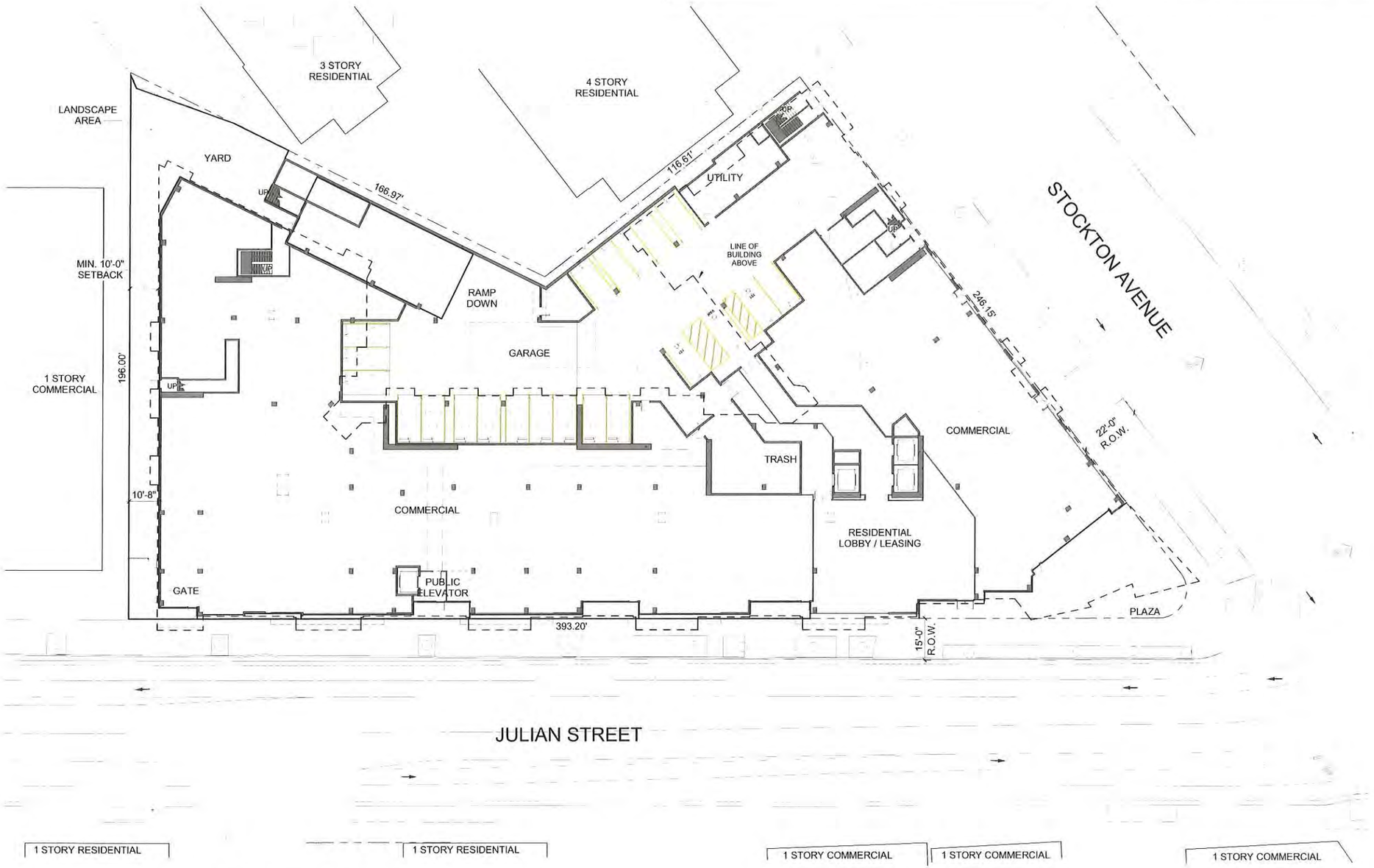
SETBACK SUMMARY:

STREET/FRONTAGE	PROPOSED
STOCKTON STREET (FRONT)	0′
JULIAN STREET (FRONT)	0′
WEST PROP. LINE (SIDE)	10′
NORTH PROP. LINE- WEST (REAR)	3′ MIN. BELOW 25′
NORTH PROP. LINE- WEST (REAR)	25′ ABOVE 25′
NORTH PROP. LINE -EAST (SIDE)	3′ BELOW 25′
NORTH PROP. LINE- EAST (SIDE)	5′ ABOVE 25′

VICINITY MAP:

GENERAL NOTES:

1	**Address**	715 West Julian Street San Jose, CA 95122
2	**Owner:**	Speno Enterprises 650 Spring Street Santa Cruz, CA 95060 (408)234-2307
3	**Applicant / Developer**	715 West Julian LLC 279 Front Street, Suite 102 Danville, CA 94526 (925) 490-2990
4	**Engineer**	Ruth and Going Inc. 2216 The Alameda Santa Clara, CA 95050 (408)236- 2400
5	**Architect**	TCA Architects 1111 Broadway, Suite 1320 Oakland, CA 94607 (510)545-42222
6	**Assessor's Parcel No.**	261-01-030 261-01-094
7	**Existing Zoning**	CP (Commercial Pedestrian)
8	**Proposed Zoning**	CP (PD)
9	**Exisiting Use**	2 Single Family Homes 1 Commercial building 2 vacant industrial/commercial buildings
10	**Proposed Use**	Residential/ Retail/ Commercial
11	**Existing General Plan / Land Use**	Urban Village (UV) Diridon Station Area Plan
12	**Proposed General Plan / Land Use**	Urban Village (UV) Diridon Station Area Plan
13	**Site Area**	1.22 +- Acres
14	**Gross Non-Residential Area**	
	Existing	15,038 sf
	Proposed Total	**26,585 sf**
	Commercial A	19,423 sf
	Commercial B	7,162 sf
15	**Net Non- Residential Area/Commercial**	
	Existing	12,782 sf (85% of gross)
	Proposed	22,597 sf (85% of gross)
16	**Parking Summary**	
	Existing Off-Street Parking	25
	Proposed Off-Street Parking	246
17	**Proposed Site Coverage**	
		87.2%
18	**Total Dwelling Units (DU)**	249
19	**Residential Density**	205 units/acre
20	**Floor Area Ratio**	4.46 : 1
	Building Gross Floor Area	236,816 sf
	Residential leaseable Area	203,000 sf
	Retail Gross Floor Area	26,585 sf
21	**Utilities**	
	Sewer	City of San Jose
	Water	San Jose Water Compnay
	Storm Drain	City of San Jose
	Gas/Electric	Pacific Gas & Electric
	Trash	City of San Jose
	Cable/Telephone	Comcast



JULIAN AND STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN L.L.C
PROJECT #: 2017-133

PLANNED DEVELOPMENT REZONING
AUGUST 13, 2018

0 10 20 40

CONCEPTUAL SITE PLAN
SEE SHEET 2.1 FOR APPLICABLE DEVELOPMENT STANDARDS

UNIT SUMMARY

UNIT SUMMARY	Unit Counts By Level						Total	
Unit Type	1	2	3	4	5	6	7 Units	%
Studio (S)	-	5	7	7	7	7	7 40	16%
1 Bedroom (A)	-	23	26	26	26	26	25 152	61%
2 Bedroom (B)	-	7	10	10	10	10	10 57	23%
	-	35	43	43	43	43	42 249	100%

Total square footage of leasable area 203,000 SF

PARKING SUMMARY

PARKING REQUIRED		
COMMERCIAL		
Commercial Area	26,585 SF	
Parking Rate	1/200 SF	
Total		113

RESIDENTIAL			
Type	Units	Rate	Total
Studio	40	1	40
1 Bedroom	152	1	152
2 Bedroom	57	1	57
Total	249		249
Total Required			362
Reductions Allowed and TDM Plan			-130
GRAND TOTAL REQUIRED			232

PARKING SUMMARY- PROVIDED	Level 1	Level B1	Level B2	Total
Shared Commercial/ Resid.	19	36	0	55
Accessible Shared	2	0	0	2
Total	21	36	0	57
Residential	0	68	117	185
Accessible Residential	0	4	0	4
Total	0	72	117	189
Total	21	108	117	246
Motorcycle Parking				8
Bicycle Parking				250

OPEN SPACE SUMMARY

One Bedrooms										
A1.1	60	6 x 10		1	1	1	1		4	240
A2.1	0								0	0
A3.1	0								0	0
A4.1-4.4	60	6 x 10	2	2	2	2	2	2	12	720
A5.1	0								0	0
A6.1	0								0	0
A7.1-7.2	60	6 x 10	2	2	2	2	2	2	12	720
A8.1-8.4	60	6 x 10		5	5	5	5	5	25	1,500
A9.1-9.2	63	6 x 10.5	4	4	4	4	4	4	24	1,512
A10.1	0								0	0
A11.1	65	6.5 x 10.5		1	1	1	1		4	260
										0
Unit Total			8	15	15	15	15	13	81	
Area Total			492	917	917	917	917	792		4,952
Two Bedrooms										
B1.1	60	6 x 10		1	1	1	1		4	240
B1.2	0								0	0
B2.1									0	0
B3.1	60	6 x 10		2	2	2	2	2	10	600
B4.1	60	6 x 10	1	1	1	1	1	1	6	360
B5.1	60	6 x 10		1	1	1	1		4	240
B6.1	65	6 x 10 avg		1	1	1	1	1	5	325
B7.1	60	6 x 10		1	1	1	1	1	5	300
B8.1	90	6 x 15	1	1	1	1	1		5	450
B9.1	130	6.5 x 20		1	1	1	1	1	5	650
B10.1	0								0	0
B11.1	0								0	0
Unit Total			2	9	9	9	9	6	44	
Area Total			150	645	645	645	645	435		3,165
Building 1 Total										
Unit Total			10	24	24	24	24	19	125	
Net Deck Area			642	1,562	1,562	1,562	1,562	1,227		8,117

Total Private	
	8,117
Common	
Ground Floor Plaza	2,038
Ground Floor Yards	2,770
2nd Floor Courtyard	8,455
Roof Deck	372
Total Exterior	13,635
Ground Floor Lounge	1,330
2nd Floor Amenities	4,559
Total Common	19,524
Common Open space per unit	78.4 sf/unit
Total Open Space	27,641

SITE PLAN- SECOND FLOOR

SITE PLAN- GROUND FLOOR

JULIAN AND STOCKTON

SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN L.L.C

PROJECT #: 2017-133

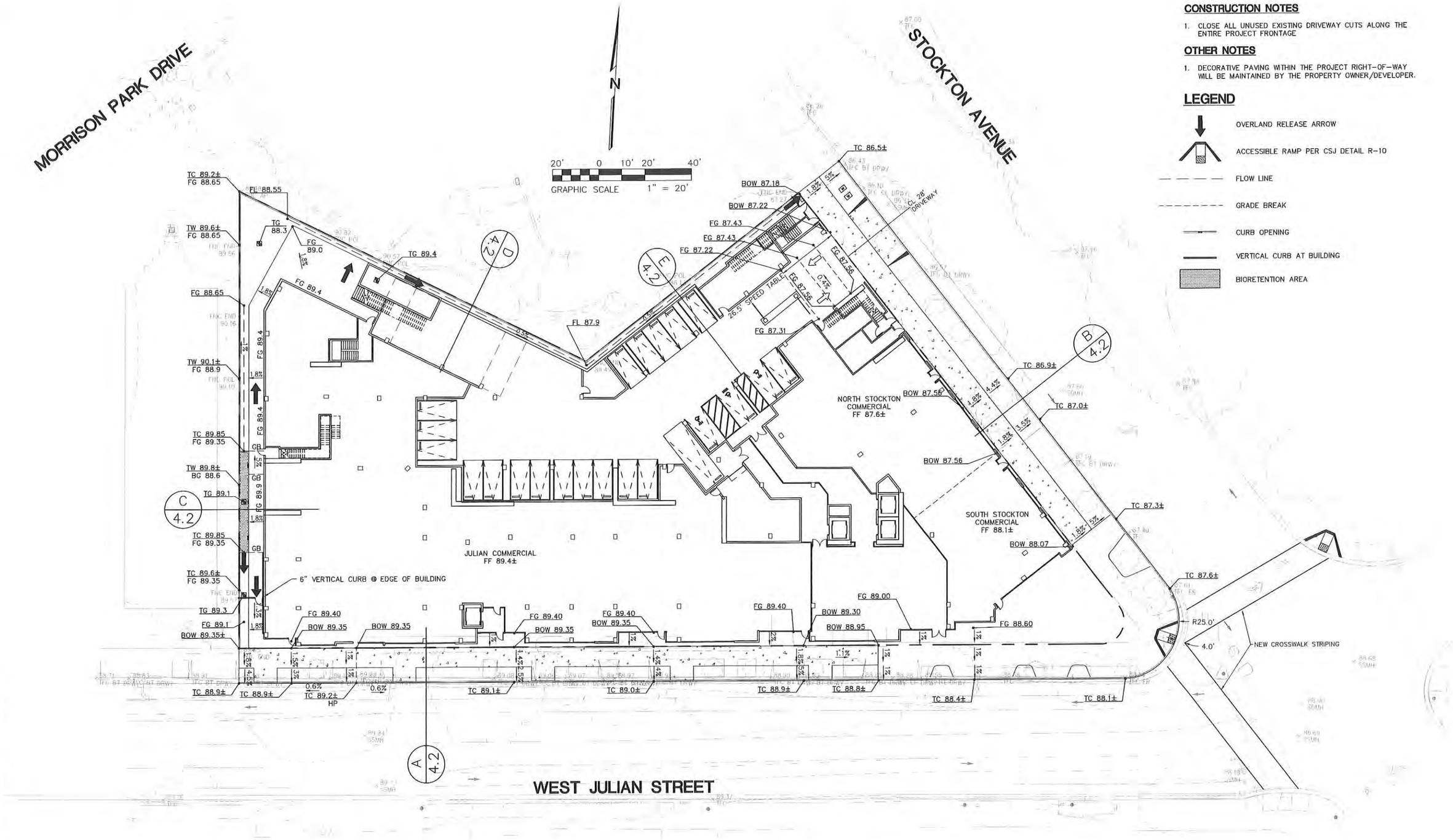
PLANNED DEVELOPMENT REZONING

AUGUST 13, 2018

0' 15' 30' 60'

CONCEPTUAL ARCHITECTURAL SITE PLAN

SEE SHEET 2.1 FOR APPLICABLE DEVELOPMENT STANDARDS



CONSTRUCTION NOTES

1. CLOSE ALL UNUSED EXISTING DRIVEWAY CUTS ALONG THE ENTIRE PROJECT FRONTAGE

OTHER NOTES

1. DECORATIVE PAVING WITHIN THE PROJECT RIGHT-OF-WAY WILL BE MAINTAINED BY THE PROPERTY OWNER/DEVELOPER.

LEGEND

- OVERLAND RELEASE ARROW
- ACCESSIBLE RAMP PER CSJ DETAIL R-10
- FLOW LINE
- GRADE BREAK
- CURB OPENING
- VERTICAL CURB AT BUILDING
- BIORETENTION AREA

JULIAN & STOCKTON

SAN JOSE, CA

TCA ARCHITECTS

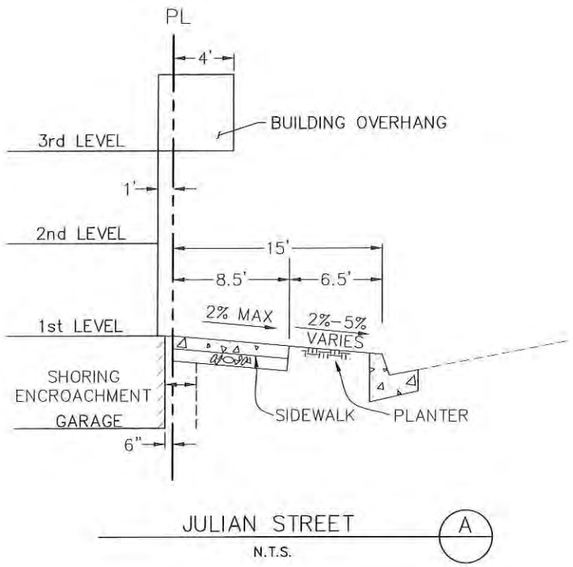
715 WEST JULIAN, LLC
TCA# 2017-133

PLANNED DEVELOPMENT REZONING
AUGUST 13, 2018

R+G RUTH AND GOING, INC.
Civil Engineering Land Surveying Planning
2216 THE ALAMEDA SANTA CLARA, CA 95050
(408) 236-2400

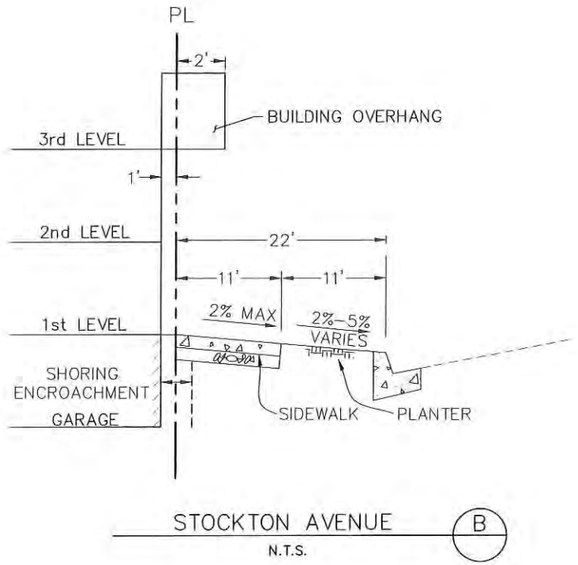
CONCEPTUAL GROUND FLOOR GRADING PLAN

4.1



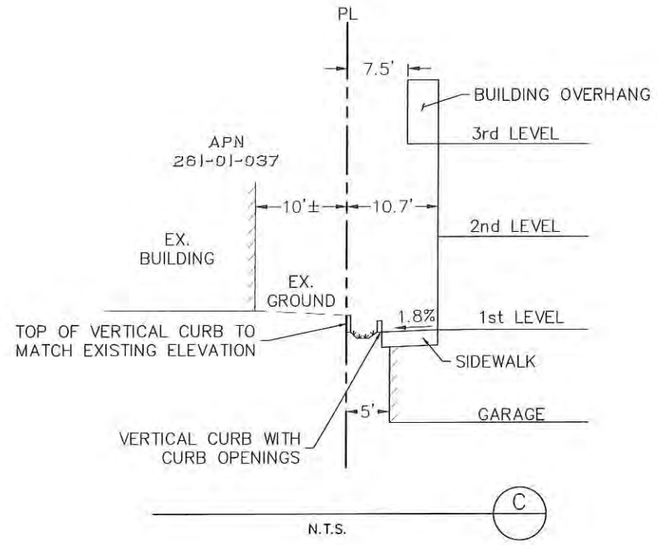
JULIAN STREET A

N.T.S.



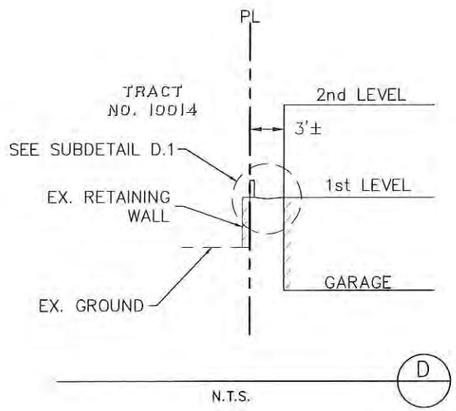
STOCKTON AVENUE B

N.T.S.



C

N.T.S.



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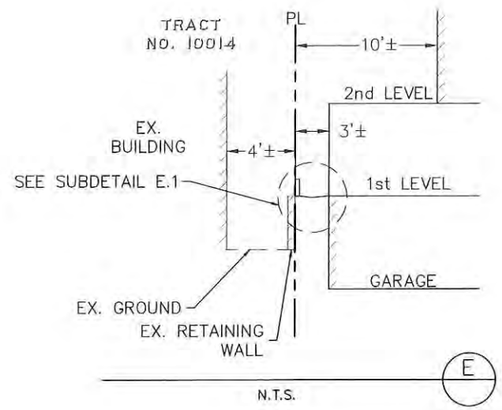

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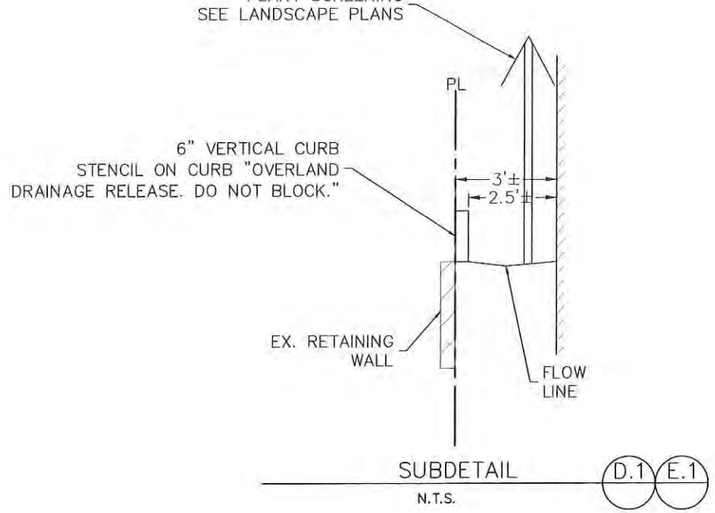


SUBDETAIL D.1 E.1

N.T.S.

JULIAN & STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN, LLC
TCA# 2017-133

PLANNED DEVELOPMENT REZONING
AUGUST 13, 2018

R+G RUTH AND GOING, INC.
Civil Engineering Land Surveying
Planning
2216 THE ALAMEDA SANTA CLARA, CA 95050
(408) 236-2400

CONCEPTUAL GRADING PLAN
CROSS SECTIONS

MORRISON PARK DRIVE

STOCKTON AVENUE

N

20' 0 10' 20' 40'

GRAPHIC SCALE 1" = 20'

TCM 5

TCM 2 (GROUND LEVEL)

DMA 5

DMA 11

TCM 6 (COURTYARD LEVEL)

DMA 6

DMA 2

POOL 624 SF

TCM 7

TCM 8

TCM 9

TCM 10

DMA 3

DMA 7

DMA 8

DMA 9

DMA 10

TCM 3

TCM 4

DMA 4

DMA 1

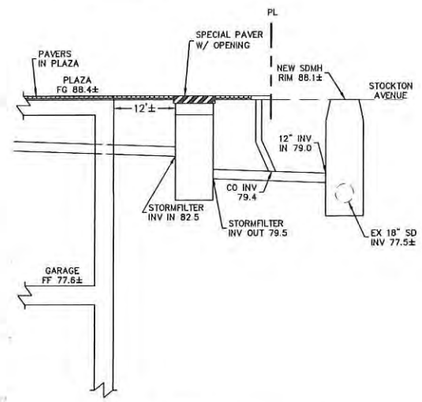
TCM 1
SEE DETAIL A

DMA 12

WEST JULIAN STREET

LEGEND

- BIORETENTION AREA
- FLOW-THROUGH PLANTER
- SELF-RETAINING AREA
- LIMITS OF PUBLIC STREET DMAs
- LIMITS OF ONSITE DMAs



DETAIL A
N.T.S.

JULIAN & STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN, LLC
TCA# 2017-133

PLANNED DEVELOPMENT REZONING
AUGUST 13, 2018

RUTH AND GOING, INC.
Civil Engineering Land Surveying
Planning
2216 THE ALAMEDA SANTA CLARA, CA. 95050
(408) 236-2400

CONCEPTUAL STORMWATER CONTROL PLAN

5.1

TREATMENT CONTROL MEASURE SUMMARY TABLE - ONSITE

DMA #	TCM #	Treatment Type	Drainage Area (s.f.)	Impervious Area (s.f.)*	Pervious Area (s.f.)*	Swimming Pool Area (s.f.)**	Bioretention Area Required (s.f.)***	Bioretention Area Provided (s.f.)	Bioretention Lined or Unlined	Flow-Through Planter Area Required (s.f.)****	Flow-Through Planter Area Provided (s.f.)	Overflow Riser Height (in)	Storage Depth Required (ft)	Storage Depth Provided (ft)	# of Cartridges Required	# of Cartridges Provided	Media Type	Cartridge Height (inches)	# of Credit Trees	Treatment Credit (s.f.)	Location
1	1	Contech StormFilter	26,449	26,373	76	-	-	-	-	-	-	6	0.5	0.5	3	3	PhosphoSorb	27	-	-	Below Ground in Plaza
2	2	Flow-Through Planter	8,038	7,100	314	624	-	-	-	210	314	6	0.5	0.5	-	-	-	-	-	-	Ground Level
3	3	Bioretention	3,622	3,441	181	-	138	181	Lined	-	-	6	0.5	0.5	-	-	-	-	-	-	Ground Level
4	4	Self-Retaining	429	171	258	-	-	-	-	-	-	3	0.25	0.25	-	-	-	-	-	-	Ground Level
5	5	Self-Retaining	2,608	1,488	1,120	-	-	-	-	-	-	3	0.25	0.25	-	-	-	-	-	-	Ground Level
6	6	Flow-Through Planter	4,409	4,284	125	-	-	-	-	125	125	6	0.5	0.5	-	-	-	-	-	-	Courtyard Level
7	7	Flow-Through Planter	1,809	1,737	72	-	-	-	-	50	72	6	0.5	0.5	-	-	-	-	-	-	Courtyard Level
8	8	Flow-Through Planter	1,751	1,698	53	-	-	-	-	49	53	6	0.5	0.5	-	-	-	-	-	-	Courtyard Level
9	9	Flow-Through Planter	1,815	1,709	106	-	-	-	-	48	106	6	0.5	0.5	-	-	-	-	-	-	Courtyard Level
10	10	Flow-Through Planter	1,627	1,574	53	-	-	-	-	44	53	6	0.5	0.5	-	-	-	-	-	-	Courtyard Level
11	-	Self-Treating	647	0	647	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Ground Level
		Totals:	53,204	49,575	3,005	624															

*See Separate Table for Types of Impervious Area and Pervious Area for each DMA.
**Swimming pool area is connected to the Sanitary Sewer System. As it result, this area is not included in TCM Sizing calculations.
***Per Chapter 6.1 of the SCVURPPP C.3 Stormwater Handbook, Sizing for Bioretention Area Required determined using the 4% rule.
****Per Chapter 6.2 of the SCVURPPP C.3 Stormwater Handbook, Sizing for Flow-Through Planter Area Required calculated using a combination flow and volume-based treatment method described in Appendix B of the Handbook.

TREATMENT CONTROL MEASURE SUMMARY TABLE - PUBLIC STREET

DMA #	TCM #	Treatment Type	Drainage Area (s.f.)	Impervious Area (s.f.)	Pervious Area (s.f.)		Bioretention Area Required (s.f.)*	Bioretention Area Provided (s.f.)		Flow-Through Planter Area Required (s.f.)**	Flow-Through Planter Area Provided (s.f.)	Overflow Riser Height (in)	Storage Depth Required (ft)	Storage Depth Provided (ft)	# of Cartridges Required	# of Cartridges Provided	Media Type	Cartridge Height (inches)	# of Credit Trees	Treatment Credit (s.f.)	Location
12	-	Public Street*****	14,177	10,825	3,352	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Offsite
		Totals:	14,177	10,825	3,352	-															

*****Per Chapter 2.3 of the C3 Stormwater Handbook Roadway projects that add new sidewalk along an existing roadway are exempt from Provision C.3.c of the Municipal Stormwater Permit.

IMPERVIOUS & PERVIOUS AREA FOR EACH ONSITE DMA

DMA #	Roof	Concrete & Sidewalk	Plaza	Landscaping	Swimming Pool (Other)	Sum
1	25,782	297	294	76	-	26,449
2	7,100	-	-	314	624	8,038
3	3,441	-	-	181	-	3,622
4		171	-	258	-	429
5	-	1,488	-	1,120	-	2,608
6	4,284	-	-	125	-	4,409
7	1,737	-	-	72	-	1,809
8	1,698	-	-	53	-	1,751
9	1,709	-	-	106	-	1,815
10	1,574	-	-	53	-	1,627
11	-	0	-	647	-	647

TOTAL IMPERVIOUS & PERVIOUS AREAS

Total Impervious Area	Total Pervious Area	Total Swimming Pool Area (Other)	Total Area
49,575	3,005	624	53,204

ACCORDING TO THE HMP APPLICABILITY MAP FOR SANTA CLARA COUNTY INCLUDED AS PART OF THE MRP, THE PROJECT SITE IS LOCATED IN AN AERA COLORED RED ON THE MAP, WHICH IS DEFINED AS "CATCHMENTS AND SUBWATERSHEDS GREATER THAN OR EQUAL TO 65% IMPERVIOUS", SINCE HYDROMODIFCATION CONTROL (HMC) STANDARDS AND THE ASSOCIATED REQUIREMENTS DO NOT APPLY TO PROJECTS IN THE RED AREAS ON THE MAP, HMCs FOR THIS PROJECT ARE NOT REQUIRED.

OPERATION AND MAINTENANCE INFORMATION:

I. **PROPERTY INFORMATION:**

I.A. PROPERTY ADDRESS:
715 & 739 West Julian Street
San Jose, CA 95126
(APN 261-01-030 & APN 261-01-094)

I.B PROPERTY OWNER:
Speno Enterprises Keeble LP
73 N. Keeble Avenue
San Jose, CA 95126

II. **RESPONSIBLE PARTY FOR MAINTENANCE:**

II.A. CONTACT:
(TBD)

II.B. PHONE NUMBER OF CONTACT:
(TBD)

II.C. EMAIL:
(TBD)

II.D. ADDRESS:
(TBD)

PROJECT SITE INFORMATION:

1. **SOILS TYPE:** Silt Loam
2. **GROUND WATER DEPTH:** N/A
3. **NAME OF RECEIVING BODY:** Guadalupe River
4. **FLOOD ZONE:** D
5. **FLOOD ELEVATION (IF APPLICABLE):** N/A

STANDARD STORMWATER CONTROL NOTES:

- STANDING WATER SHALL NOT REMAIN IN THE TREATMENT MEASURES FOR MORE THAN FIVE DAYS, TO PREVENT MOSQUITO GENERATION. SHOULD ANY MOSQUITO ISSUES ARISE, CONTACT THE SANTA 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.
- 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.

FORM # - Stormwater Evaluation Form — page 2 of 4

2. SURFACE 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: 1.55 acres

2.c. Total Existing Impervious Surfaces on site: 61897 sq. ft.

2.d. Total area of site that will be disturbed: 1.55 acres

COMPARISON OF IMPERVIOUS AND PERVIOUS SURFACES AT PROJECT SITE	Existing Surface sq. ft.	Proposed Surface: To Be Replaced sq. ft.[1]	Proposed Surface: New sq. ft.[2]	RESET CALCULATIONS
2.e. IMPERVIOUS SURFACES				
Roof Area	17591	47533	0	
Parking	31140	0	0	
Sidewalks, Patios, Driveways, Etc.	1321	2666	0	
Public Streets	11845	10825	0	Total Proposed Impervious Surface (replaced + new)
Private Streets	0	0	0	
Impervious Surfaces Total	e.1. 61897	e.2. 61024	e.3. 0	e.4. 61024
2.f. PERVIOUS SURFACES				
Landscaped Area	3152	3005	0	
Public Streets ~~Pervious Paving~~	2332	2470	873	Total Proposed Pervious Surface (replaced + new)
Green Roof and other Pervious Surfaces	0	0	0	
Pervious Surfaces Total	f.1. 5484	f.2. 5484	f.3. 873	f.4. 6357

2.g. Percentage of Site's Impervious Area Replacement (e.2 ÷ 2.c) X 100: g. 98.59 %

[1] *Proposed Replaced Impervious Surface:* Replacement of an existing impervious surface with another impervious surface.
[2] *Proposed New Impervious Surface:* New impervious surface that will cover an existing pervious surface.

SOURCE CONTROL MEASURES:

1. CONNECT THE FOLLOWING FEATURES TO SANITARY SEWER:
   a. COVERED TRASH/ RECYCLING ENCLOSURES.
   b. INTERIOR PARKING STRUCTURES.
   c. POOLS, SPAS, FOUNTAINS.
2. USE OF WATER EFFICIENT IRRIGATION SYSTEMS.
3. MAINTENANCE (PAVEMENT SWEEPING, CATCH BASIN CLEANING, GOOD HOUSEKEEPING).
4. STORM DRAIN LABELING.
5. OTHER: _____

POLLUTANT SOURCES:

1. ALL USES OF THE PROPERTY, INCLUDING LOADING DOCKS, FOOD SERVICE AREAS, REFUSE AREAS, VEHICLE PARKING, AND STORAGE, ARE INTERIOR TO THE BUILDING. THEREFORE THE ONLY POTENTIAL POLLUTANT WOULD BE AIR PARTICULATES FROM THE ROOF AND PODIUM LEVEL.

SITE DESIGN MEASURES:

1. REDUCE EXISTING IMPERVIOUS SURFACES.
2. CREATE NEW PERVIOUS AREAS:
   a. LANDSCAPING
3. DIRECT RUNOFF FROM ROOFS, SIDEWALKS, PATIOS TO LANDSCAPED AREAS.
4. CLUSTER STRUCTURES/PAVEMENT.
5. PARKING:
   a. ON TOP OF OR UNDER BUILDINGS.
6. OTHER: _____

SIZING FOR VOLUME BASED TREATMENT

DMA # 2
A= 7,414 s.f.
Impervious Area = 7,100 s.f. — % Imperviousness= 95.76%

MAPsite = 14.5 — Correction Factor= 1.0432
MAPgage = 13.9

Clay (D): ___ Sandy Clay (D): ___ Clay Loam (D): x
Silt Loam/Loam (B): ___ Not Applicable (100% impervious): x

Are the soils outside the building footprint not graded/compacted? Y Yes/No

If no, and the soil will be compacted during site preperation and grading, the soils infiltration ability will be decresed. Modify your answer to a soil with a lower infiltratraion rate (eg. Silt Loam to Clay)
Modified Soil Type: ___

S= 1.00%
UBS Volume for 1% Slope (UBS1%) = 0.55882385 inches (Use Figure B-2)
UBS Volume for 15% Slope (UBS15%) = 0.57682385 inches (Use Figure B-5)

UBS Volume for X% Slope (UBSX%) = 0.55882385 inches (Corrected Slope for the site)

Adjusted UBS = Correction Factor (Step 2) x UBSx% (Step 5)

Adjusted UBS = 0.5829457 inches

Design Volume = Adjusted UBS (Step 6) x Drainage Area (Step 1) x 1ft/12inch

Design Volume = 360.16 ft^3

COMBO FLOW & VOLUME BIORETENTION CALCULATION

Total Drainage Area = 7,414 sq. ft
Impervious Area = 7,100 sq. ft
Pervious Area = 314 sq. ft
Equivalent Impervious Area = 31 sq. ft — Total Equivalent Impervious = 7,131 sq. ft

Rainfall Intensity = 0.2 in/hr
Duration = Adjusted UBS (Step 6) / Rainfall Intensity
Duration = 2.9147287 hrs

Estimate the Surface Area = 210 sq. ft (Typically start with Total Impervious x 0.03)
Volume of Treated Runoff = 255.03976 cu. ft
Volume in Ponding Area = 105.12455 cu. ft
Depth of Ponding = 0.5005931 ft — Depth of Ponding = 6 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 of flow through planters.

MEDIA FILTER SIZING

DMA # 1
A= 26449 s.f. — A= 0.60719 acre

C Value	Area* (s.f.)	Weighted C Value
0.9	25,782	0.895
0.8	591	
0.7	0	
0.1	76	

Rainfall Intensity (i) i = 0.177

* Input Values by hand or use Table at the bottom of the spreadsheet

Q= C x i x A
Q= 0.0962375 cfs

Manufacturer: Contech
Cartridge Height: 27 in
Cartridge Media (if applicable): PhosphoSorb
G.U.L.D. Cartridge Treatment Flowrate (CTF): 18.79 gpm/cartridge

Cartridges= (Q x (449 gpm/cfs)) / CTF
Cartridges = 2.29966 (round up)
 # Cartridges Required= 3
Treatment Flow Rate Capacity= 0.125546 cfs

4. LID Treatment Reduction Credit Calculation:
(Note: Projects that qualify in multiple Special Project Categories may use the LID Treatment Reduction Credit from only one category.)

Category	Impervious Area Created/Replaced[3] (acres)	Site Coverage (%)	Project Density (DU/Ac or FAR)	Density/Criteria	Allowable Credit (%)	Applied Credit (%)
A			N.A.	N.A.	100%	
				Total Category A Credit:		
B				Res ≥ 50 DU/ac or FAR ≥ 2:1	30%	
				Res ≥ 75 DU/ac or FAR ≥ 3:1	75%	
				Res ≥ 100 DU/ac or FAR ≥ 4:1	100%	
				Total Category B Credit:		
C	N.A.	N.A.	N.A.	**Location credit (select one):***		
				Within ¼ mile of existing/planned transit hub	30%	
				Within ½ mile of existing/planned transit hub	25%	25%
				Within a PDA	25%	
				Density credit (select one):		
				Res ≥ 30 DU/ac or FAR ≥ 2:1	10%	
				Res ≥ 60 DU/ac or FAR ≥ 4:1	20%	
				Res ≥ 100 DU/ac or FAR ≥ 6:1	30%	30%
			N.A.	**Parking credit (select one):**		
				≥ 10% at-grade surface parking[4]	10%	
				No surface parking[4]	20%	20%
				Total Category C Credit:		75%

JULIAN & STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN, LLC
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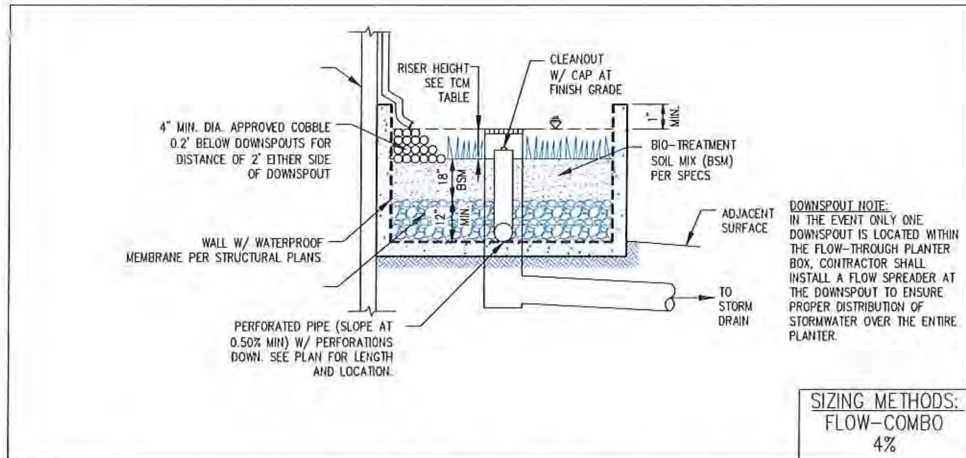
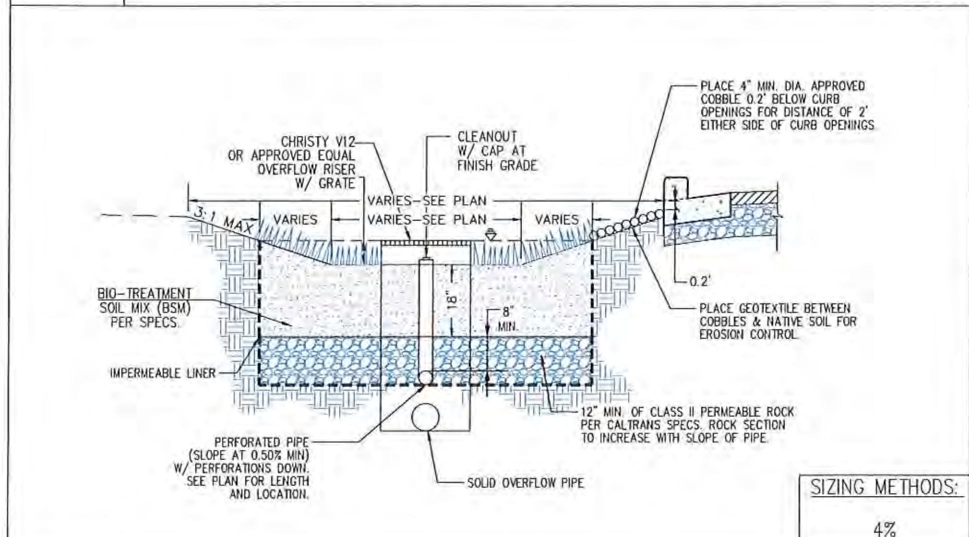
CONCEPTUAL STORMWATER CONTROL PLAN CALCULATIONS



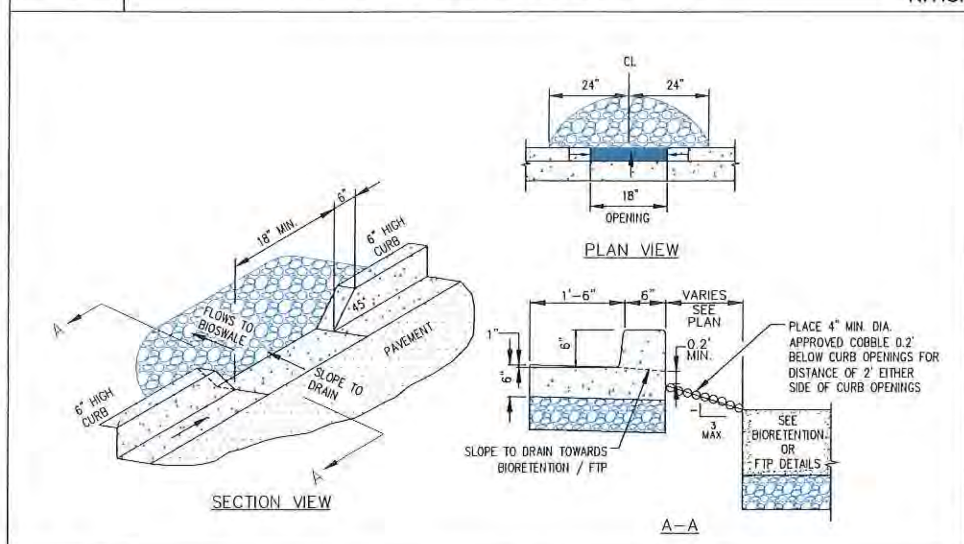
RISER HEIGHT SEE TCM TABLE
CLEANOUT W/ CAP AT FINISH GRADE
4" MIN. DIA. APPROVED COBBLE 0.2' BELOW DOWNSPOUTS FOR DISTANCE OF 2' EITHER SIDE OF DOWNSPOUT
BIO-TREATMENT SOIL MIX (BSM) PER SPECS
ADJACENT SURFACE
WALL W/ WATERPROOF MEMBRANE PER STRUCTURAL PLANS
TO STORM DRAIN
PERFORATED PIPE (SLOPE AT 0.50% MIN) W/ PERFORATIONS DOWN. SEE PLAN FOR LENGTH AND LOCATION.
DOWNSPOUT NOTE:
IN THE EVENT ONLY ONE DOWNSPOUT IS LOCATED WITHIN THE FLOW-THROUGH PLANTER BOX, CONTRACTOR SHALL INSTALL A FLOW SPREADER AT THE DOWNSPOUT TO ENSURE PROPER DISTRIBUTION OF STORMWATER OVER THE ENTIRE PLANTER.
SIZING METHODS:
FLOW-COMBO
4%

1 FLOW-THROUGH PLANTER (ABOVE GRADE) N.T.S.



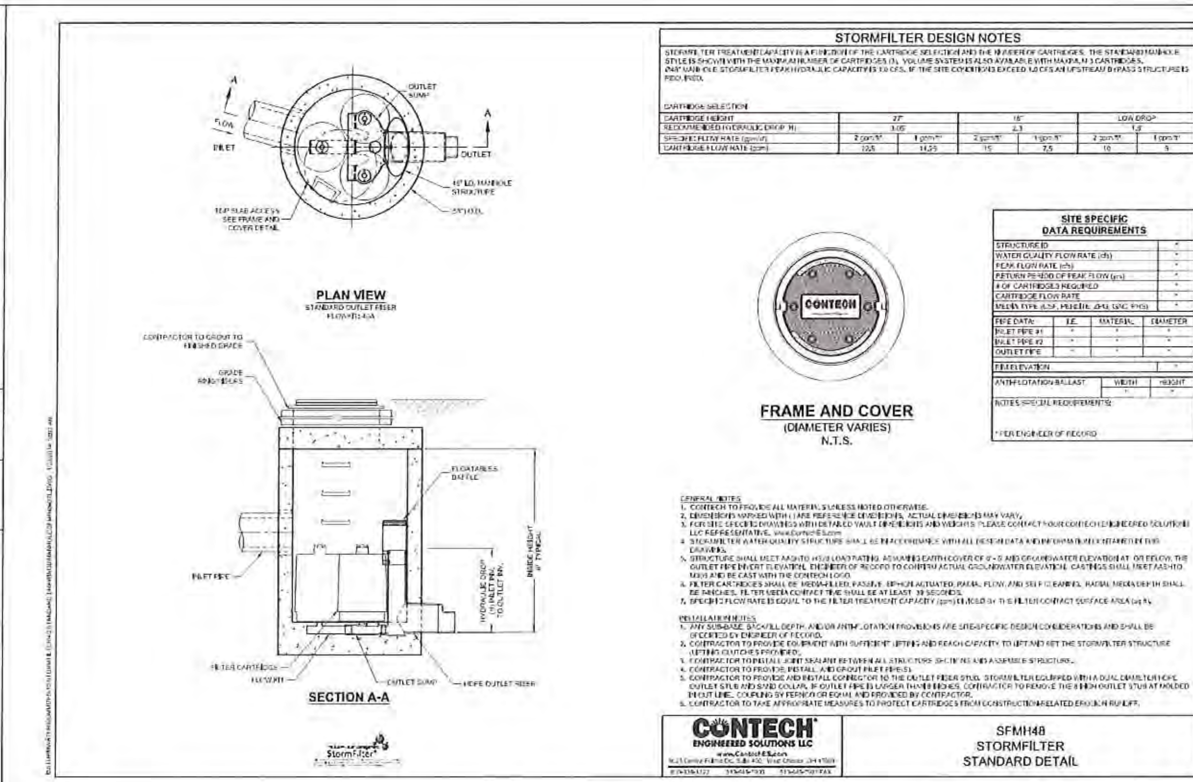
PLACE 4" MIN. DIA. APPROVED COBBLE 0.2' BELOW CURB OPENINGS FOR DISTANCE OF 2' EITHER SIDE OF CURB OPENINGS
CHRISTY V12 OR APPROVED EQUAL OVERFLOW RISER W/ GRATE
CLEANOUT W/ CAP AT FINISH GRADE
VARIES-SEE PLAN
VARIES
3:1 MAX
0.2'
BIO-TREATMENT SOIL MIX (BSM) PER SPECS
PLACE GEOTEXTILE BETWEEN COBBLES & NATIVE SOIL FOR EROSION CONTROL
IMPERMEABLE LINER
12" MIN. OF CLASS II PERMEABLE ROCK PER CALTRANS SPECS. ROCK SECTION TO INCREASE WITH SLOPE OF PIPE.
PERFORATED PIPE (SLOPE AT 0.50% MIN) W/ PERFORATIONS DOWN. SEE PLAN FOR LENGTH AND LOCATION.
SOLID OVERFLOW PIPE
SIZING METHODS:
4%

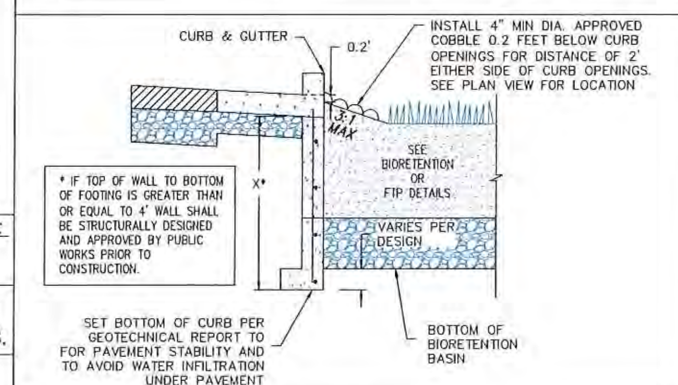
2 BIORETENTION BASIN W/ LINER N.T.S.



CL
24"
18"
OPENING
PLAN VIEW
18" MIN.
6" HIGH CURB
FLOWS TO BIOSWALE
PAVEMENT
SLOPE TO DRAIN
SECTION VIEW
PLACE 4" MIN. DIA. APPROVED COBBLE 0.2' BELOW CURB OPENINGS FOR DISTANCE OF 2' EITHER SIDE OF CURB OPENINGS
SLOPE TO DRAIN TOWARDS BIORETENTION / FTP
SEE BIORETENTION OR FTP DETAILS
A-A

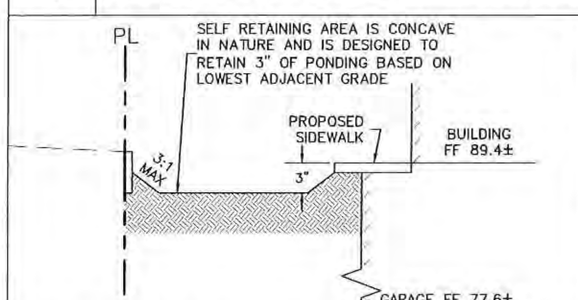
3 CURB OPENING N.T.S.





CURB & GUTTER
0.2'
INSTALL 4" MIN DIA. APPROVED COBBLE 0.2 FEET BELOW CURB OPENINGS FOR DISTANCE OF 2' EITHER SIDE OF CURB OPENINGS. SEE PLAN VIEW FOR LOCATION
3:1 MAX
SEE BIORETENTION OR FTP DETAILS
VARIES PER DESIGN
* IF TOP OF WALL TO BOTTOM OF FOOTING IS GREATER THAN OR EQUAL TO 4' WALL SHALL BE STRUCTURALLY DESIGNED AND APPROVED BY PUBLIC WORKS PRIOR TO CONSTRUCTION.
SET BOTTOM OF CURB PER GEOTECHNICAL REPORT TO FOR PAVEMENT STABILITY AND TO AVOID WATER INFILTRATION UNDER PAVEMENT
BOTTOM OF BIORETENTION BASIN

4 CURB ADJACENT TO BIORETENTION N.T.S.



5 SELF-RETAINING AREA N.T.S.

BIORETENTION & FLOW-THROUGH PLANTER NOTES

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

BIOTREATMENT SOIL REQUIREMENTS

- 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 : HTTP: //WWW.SANJOSECA.GOV/INDEX.ASPX?NID=1761
- PRIOR TO ORDERING THE BIOTREATMENT SOIL MIX OR DELIVERY TO THE PROJECT SITE, CONTRACTOR SHALL PROVIDE A BIOTREATMENT SOIL MIX SPECIFICATION CHECKLIST, COMPLETED BY THE SOIL MIX SUPPLIER AND CERTIFIED TESTING LAB.

TABLE 1
ROUTINE MAINTENANCE ACTIVITIES FOR MEDIA FILTERS

NO.	MAINTENANCE TASK	FREQUENCY OF TASK
1	INSPECT FOR STANDING WATER, SEDIMENT, TRASH AND DEBRIS.	MONTHLY DURING RAINY SEASON
2	REMOVE ACCUMULATED TRASH AND DEBRIS IN THE UNIT DURING ROUTINE INSPECTIONS.	MONTHLY DURING RAINY SEASON, OR AS NEEDED AFTER STORM EVENTS
3	INSPECT TO ENSURE THAT THE FACILITY IS DRAINING COMPLETELY WITHIN FIVE DAYS AND PER MANUFACTURER'S SPECIFICATIONS.	ONCE DURING THE WET SEASON AFTER MAJOR STORM EVENT.
4	REPLACE THE MEDIA PER MANUFACTURER'S INSTRUCTIONS OR AS INDICATED BY THE CONDITION OF THE UNIT.	PER MANUFACTURER'S SPECIFICATIONS.
5	INSPECT MEDIA FILTERS USING THE ATTACHED INSPECTION CHECKLIST.	QUARTERLY OR AS NEEDED

MEDIA FILTER NOTE

CLEANING AND MAINTENANCE OF THE MEDIA FILTER WILL BE DONE MANUALLY AND WILL NOT REQUIRE A VAC–TRUCK.

TABLE 2
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 3
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,

TABLE 4
ROUTINE MAINTENANCE ACTIVITIES FOR EXTENDED DETENTION BASINS

NO.	MAINTENANCE TASK	FREQUENCY OF TASK
1	EVALUATE THE HEALTH OF VEGETATION AND REMOVE AND REPLACE ANY DEAD OR DYING PLANTS.	TWICE A YEAR
2	TRIM VEGETATION AT BEGINNING AND END OF WET SEASON.	TWICE A YEAR
3	INSPECT VEGETATION TO PREVENT ESTABLISHMENT OF WOODY VEGETATION AND FOR AESTHETICS AND MOSQUITO CONTROL.	MONTHLY
4	HARVEST VEGETATION ANNUALLY, DURING THE SUMMER	ANNUALLY
5	EXAMINE THE OUTLET, EMBANKMENTS, DIKES, BERMS, AND SIDE SLOPES FOR STRUCTURAL INTEGRITY AND SIGNS OF EROSION OR RODENT BURROWS. FILL IN ANY HOLES DETECTED IN THE SIDE SLOPES.	TWICE A YEAR
6	INSPECT INLETS, OUTLETS AND OVERFLOW STRUCTURES TO ENSURE THAT PIPING IS INTACT AND NOT PLUGGED. REMOVE ANY ACCUMULATED SEDIMENT AND DEBRIS. ENSURE THAT ENERGY DISSIPATION IS FUNCTIONING ADEQUATELY.	TWICE A YEAR
7	INSPECT FOR STANDING WATER AND CORRECT ANY PROBLEMS THAT PREVENT THE BASIN FROM DRAINING AS DESIGNED.	TWICE A YEAR
8	CONFIRM THAT ANY FENCES AROUND THE FACILITY ARE SECURE	TWICE A YEAR
9	REMOVE SEDIMENT FROM FOREBAY WHEN THE SEDIMENT LEVEL REACHES THE LEVEL SHOWN ON THE FIXED VERTICAL SEDIMENT MARKER AND DISPOSE OF SEDIMENT PROPERLY.	AS NEEDED
10	REMOVE ACCUMULATED SEDIMENT FROM THE DETENTION BASIN AND REGRADE WHEN THE ACCUMULATED SEDIMENT VOLUME EXCEEDS 10% OF BASIN VOLUME AND DISPOSE OF SEDIMENT PROPERLY.	EVERY 10 YEARS, OR AS NEEDED
11	REMOVE ACCUMULATED TRASH AND DEBRIS FROM THE EXTENDED DETENTION BASIN AND DISPOSE OF PROPERLY.	TWICE A YEAR
12	INSPECT EXTENDED DETENTION BASIN USING THE ATTACHED INSPECTION CHECKLIST.	QUARTERLY, OR AS NEEDED

WEST ELEVATION

SOUTH ELEVATION- JULIAN STREET

EAST ELEVATION- STOCKTON STREET

NORTH ELEVATION

JULIAN AND STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

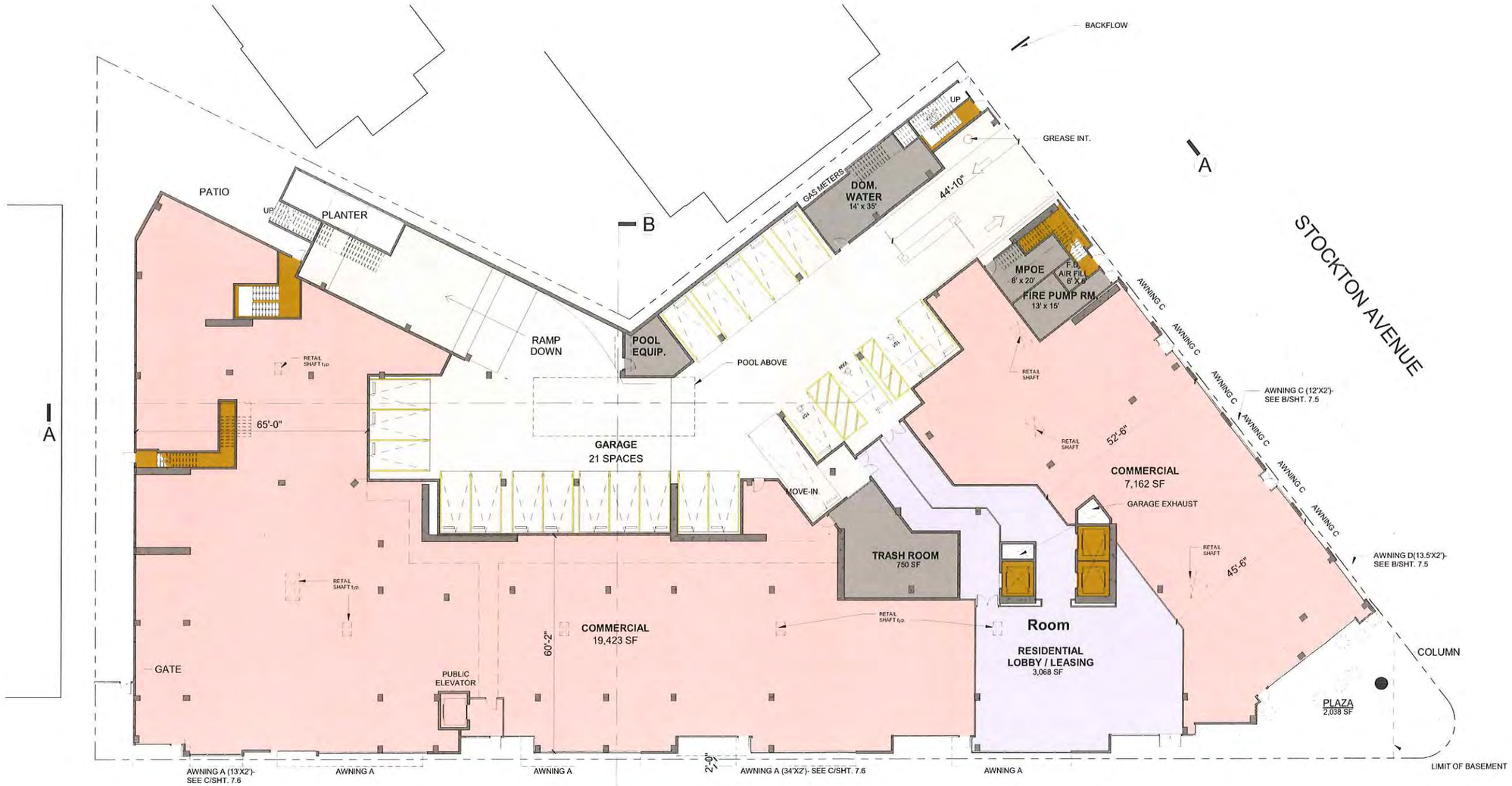
715 WEST JULIAN L.L.C
PROJECT #: 2017-133

PLANNED DEVELOPMENT REZONING
AUGUST 13, 2018

0' 8' 16' 32'

SITE PHOTOS

8.0



JULIAN AND STOCKTON

SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN L.L.C

PROJECT #: 2017-133

PLANNED DEVELOPMENT REZONING

AUGUST 13, 2018

0' 8' 16' 32'

CONCEPTUAL GROUND FLOOR PLAN

9.0

JULIAN AND STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN L.L.C
PROJECT #: 2017-133

PLANNED DEVELOPMENT REZONING
AUGUST 13, 2018

0' 8' 16' 32'

CONCEPTUAL LEVEL B1 PLAN

9.1

JULIAN AND STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN L.L.C
PROJECT #: 2017-133

PLANNED DEVELOPMENT REZONING
AUGUST 13, 2018

0 8 16 32

CONCEPTUAL LEVEL B2 PLAN

JULIAN AND STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN L.L.C
PROJECT #: 2017-133

PLANNED DEVELOPMENT REZONING
AUGUST 13, 2018

0' 8' 16' 32'

CONCEPTUAL LEVEL 2 PLAN

JULIAN AND STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN L.L.C
PROJECT #: 2017-133

PLANNED DEVELOPMENT REZONING
AUGUST 13, 2018

CONCEPTUAL LEVELS 3-5 PLAN

JULIAN AND STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN L.L.C
PROJECT #: 2017-133

PLANNED DEVELOPMENT REZONING
AUGUST 13, 2018

0' 8' 16' 32'

CONCEPTUAL LEVEL 6 PLAN

JULIAN AND STOCKTON
SAN JOSE, CA

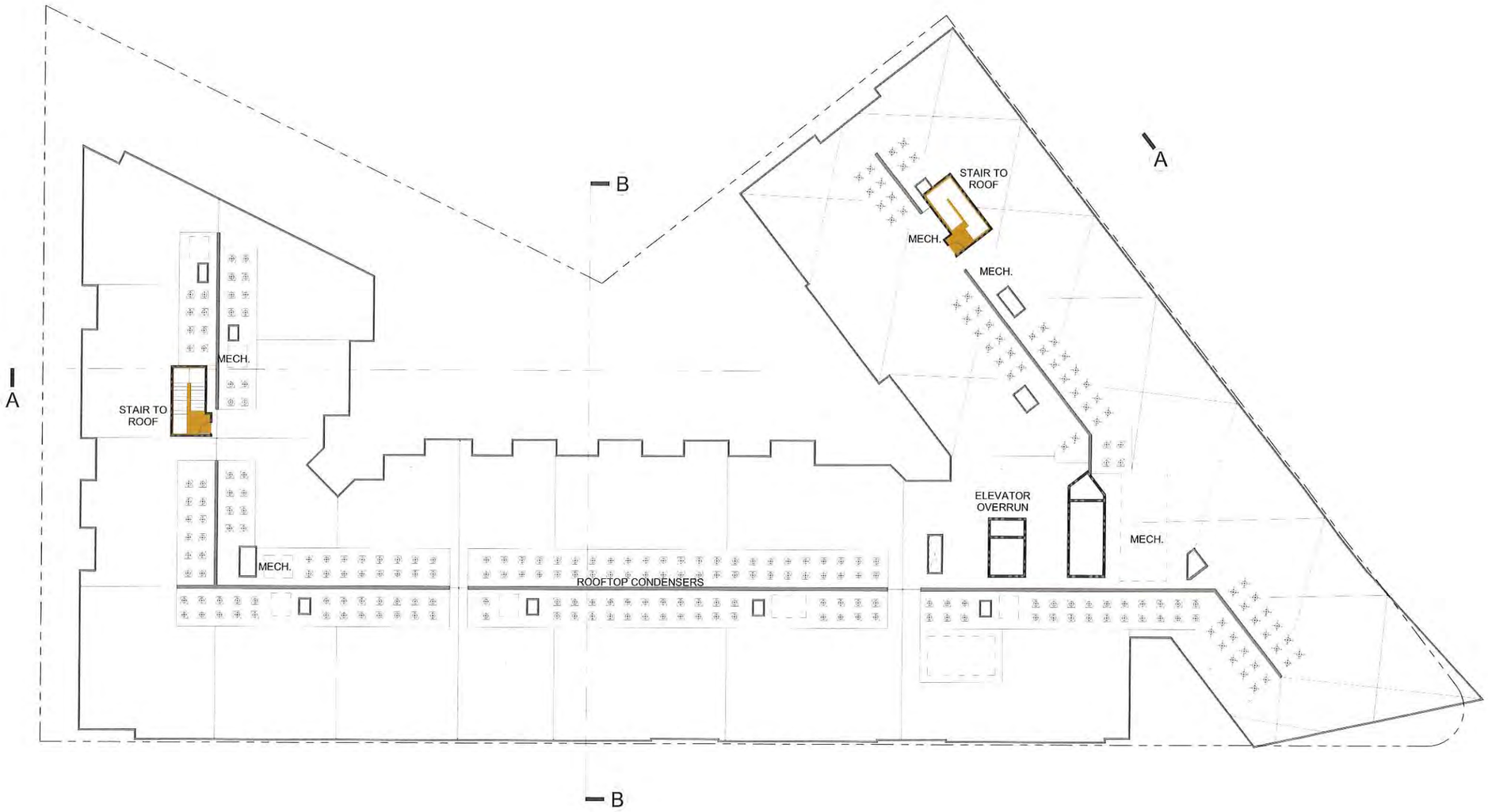
TCA ARCHITECTS

715 WEST JULIAN L.L.C
PROJECT #: 2017-133

PLANNED DEVELOPMENT REZONING
AUGUST 13, 2018

0 8' 16' 32'

CONCEPTUAL LEVEL 7 PLAN



JULIAN AND STOCKTON
SAN JOSE, CA

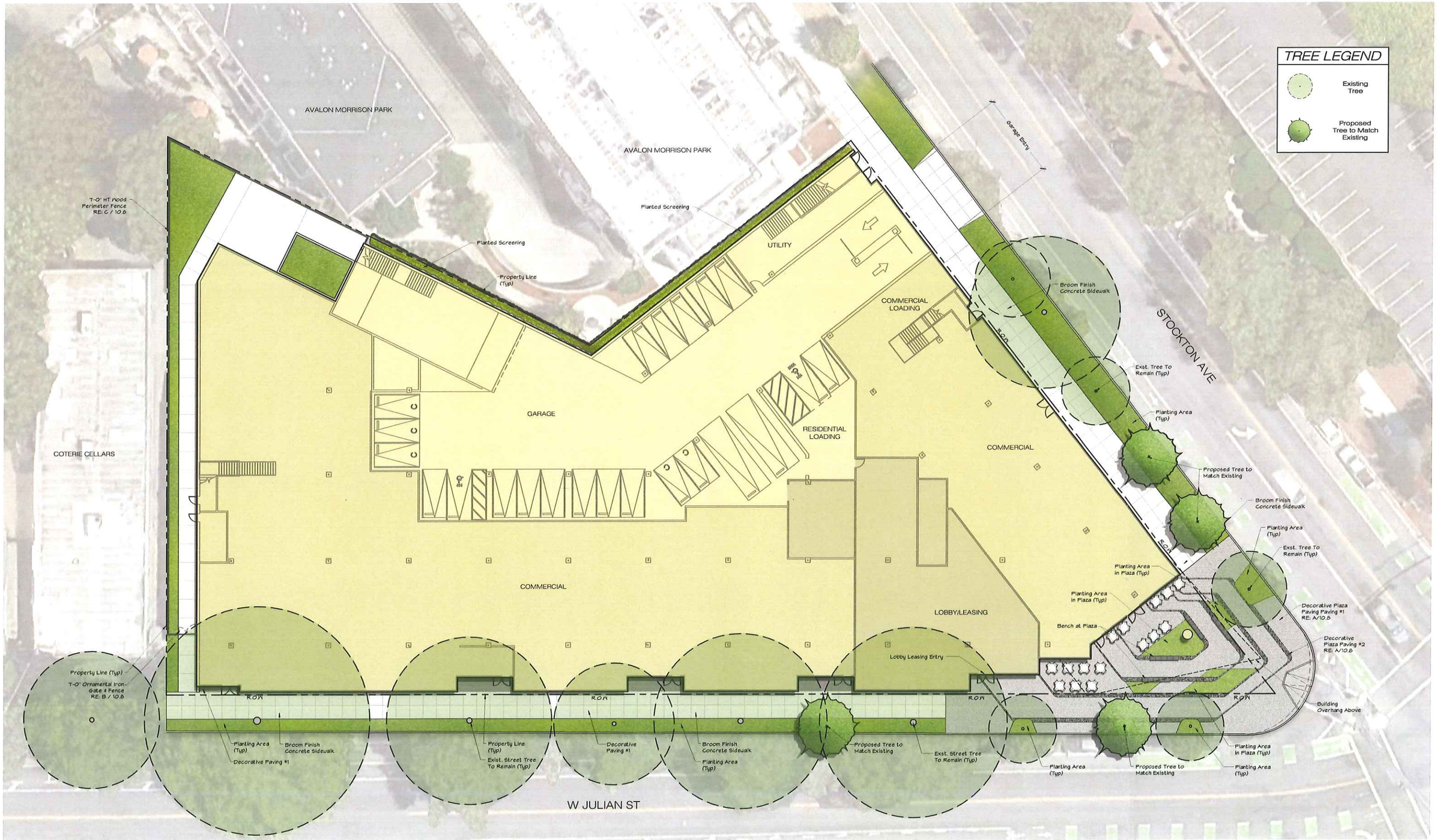
TCA ARCHITECTS

715 WEST JULIAN L.L.C
PROJECT #: 2017-133

PLANNED DEVELOPMENT REZONING
AUGUST 13, 2018

0 8' 16' 32'

CONCEPTUAL ROOF PLAN



JULIAN & STOCKTON
SAN JOSE, CA

ARCHITECTS

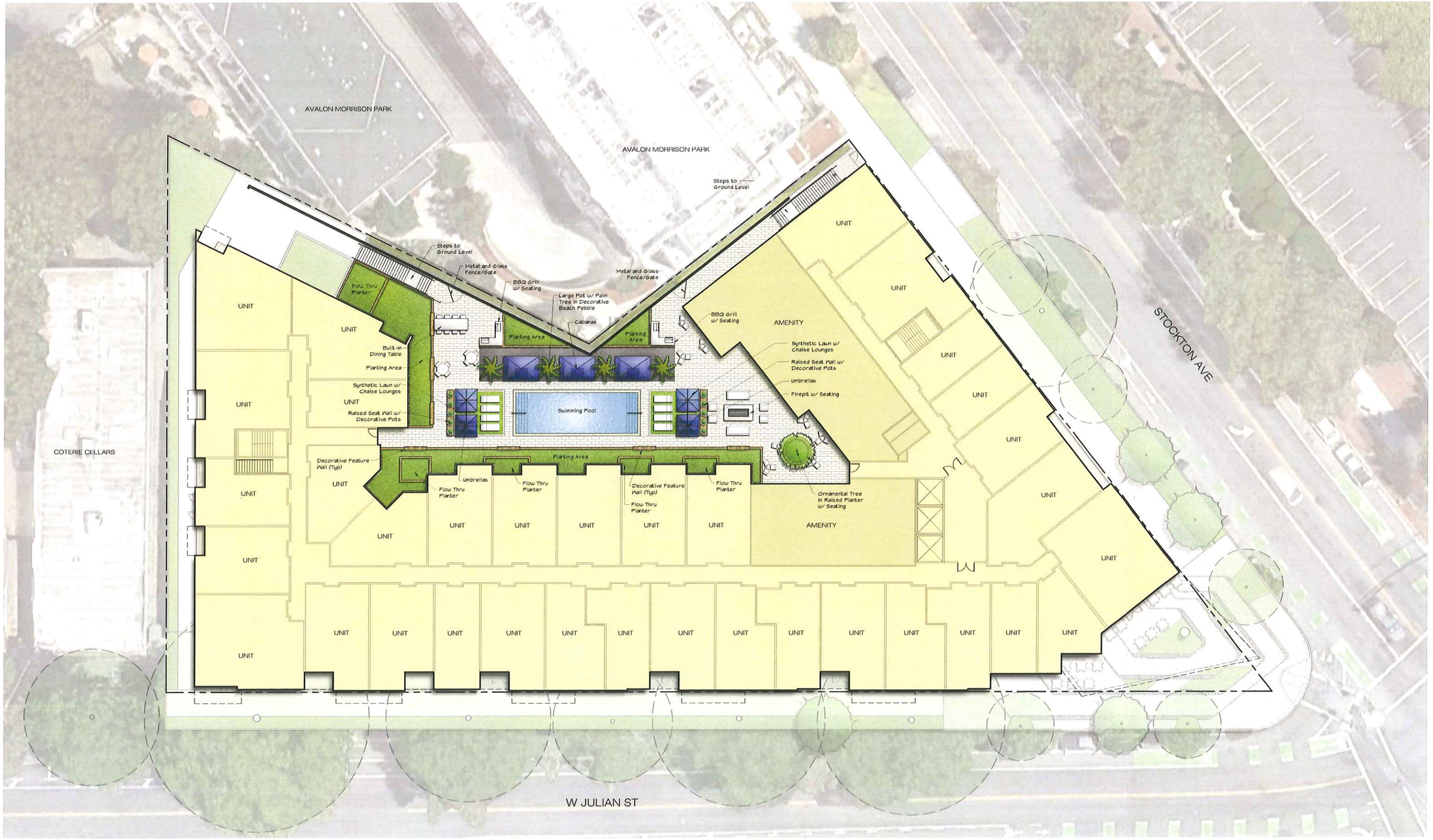
715 WEST JULIAN, LLC
TCA# 2017-133

PLANNED DEVELOPMENT REZONING
MAY 17, 2017

N

CONCEPTUAL
LANDSCAPE PLAN
GROUND FLOOR

10.0



JULIAN & STOCKTON

SAN JOSE, CA

TCA ARCHITECTS

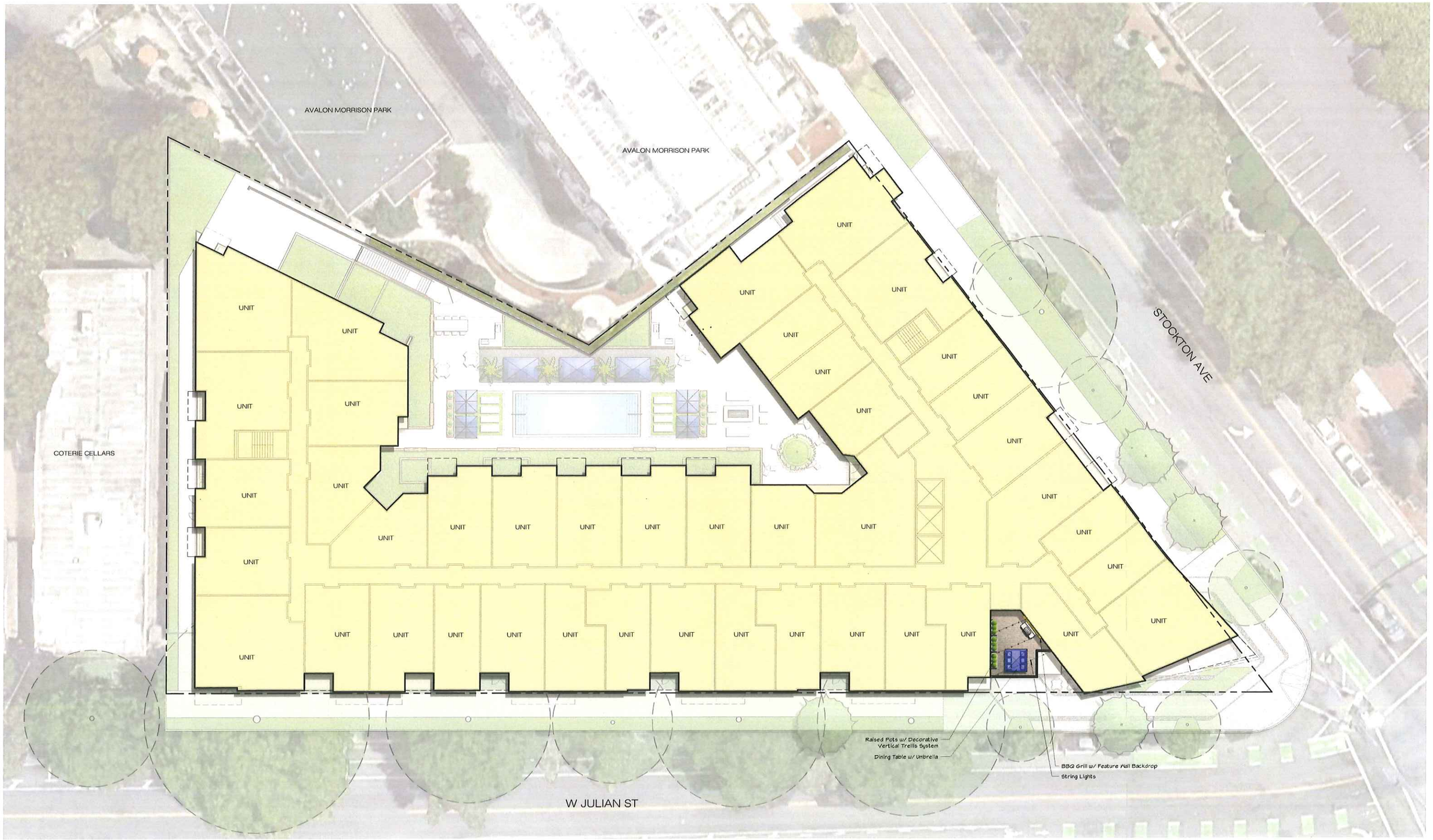
715 WEST JULIAN, LLC
TCA# 2017-133

PLANNED DEVELOPMENT REZONING
MAY 17, 2017

N

CONCEPTUAL
LANDSCAPE PLAN
POOL COURTYARD

10.1



JULIAN & STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN, LLC
TCA# 2017-133

PLANNED DEVELOPMENT REZONING
MAY 17, 2017

N

CONCEPTUAL
LANDSCAPE PLAN
ROOF DECK

10.2

VESTING TENTATIVE PARCEL MAP
JULIAN AND STOCKTON
715 AND 739 W. JULIAN STREET
SAN JOSE, CALIFORNIA
FOR UP TO 26,750 SF OF COMMERCIAL AND 249 RESIDENTIAL RENTAL APARTMENTS

STATEMENTS & TABLES

GENERAL PLAN:	URBAN VILLAGE (GP17-006)
EXISTING ZONING:	CP-COMMERCIAL PEDESTRIAN (C17-031)
PROPOSED ZONING:	TBD
APN:	261-01-030 & 094
SITE AREA:	1.22 ACRES (GROSS) MORE OR LESS
EXISTING USE:	LIGHT INDUSTRIAL, RESIDENTIAL & COMMERCIAL
PROPOSED USE:	ONE 7 STORY PODIUM BUILDING FOR A MIXED-USE PROJECT WITH UP TO 26,750 SF COMMERCIAL AND 249 RESIDENTIAL RENTAL APARTMENT UNITS, OVER 2 LEVELS OF BELOW PARKING

VICINITY MAP
NTS

GENERAL INFORMATION

OWNER:	SPENO ENTERPRISES LP 650 SPRING ST SANTA CLARA, CA 95060
CLIENT CONTACT:	ERIK SCHOENNAUER THE SCHOENNAUER COMPANY LLC 90 HAWTHORNE WAY SAN JOSE, CA 95110 408-947-1234
ARCHITECT:	TCA ARCHITECTS CONTACT: ROBERT COLLINS 1111 BROADWAY # 1320 OAKLAND, CA 94607 510-545-4222
ENGINEERING:	RUTH AND GOING, INC. CONTACT: MICHAEL SHEEHY RCE #C029693 PO BOX 26460 SAN JOSE, CA 95159-6460 408-236-2400

GENERAL NOTES

1. EXISTING WELLS: THERE ARE NO KNOWN WELLS ON THE PROPERTY
2. THE PROJECT SITE IS LOCATED WITHIN FLOOD ZONE D AS SHOWN ON FIRM PANELS 06085C0233H AND 06085C0234H, DATED MAY 18, 2009. FLOOD ZONE D IS DEFINED AS AREAS IN WHICH FLOOD HAZARDS ARE UNDETERMINED, BUT POSSIBLE. THERE ARE NO CITY FLOOD PLAN REQUIREMENTS FOR ZONE D.
3. SURROUNDING USES:
   NORTH – MULTI FAMILY RESIDENTIAL
   EAST – HEAVY INDUSTRIAL
   WEST – LIGHT INDUSTRIAL
   SOUTH – LIGHT INDUSTRIAL, COMMERCIAL OFFICE & GENERAL COMMERCIAL
4. WATER: SAN JOSE WATER COMPANY
5. FIRE PROTECTION: CITY OF SAN JOSE
6. STORM/SANITARY SEWER: CITY OF SAN JOSE SYSTEMS
7. POWER AND GAS: PACIFIC GAS AND ELECTRIC
8. TELEPHONE: AT&T
9. AREA TO BE SUBDIVIDED:
   53,167 SQ. FT. (1.221± AC.) GROSS, MORE OR LESS
   53,074 SQ. FT. (1.218± AC.) NET, MORE OR LESS
10. STREET TREES: ANY NEW STREET TREES IN PUBLIC RIGHT-OF-WAY TO BE PLANTED IN ACCORDANCE WITH CITY OF SAN JOSE STANDARDS. THIS SUBDIVISION WILL CONFORM TO THE STREET TREE PLAN OF THE CITY OF SAN JOSE.
11. THIS SUBDIVISION IS SUBJECT TO THE REQUIREMENTS OF THE PARKLAND DEDICATION ORDINANCE (CHAPTER 19.38 OF TITLE 19 OF THE SAN JOSE MUNICIPAL CODE), FOR THE DEDICATION OF LAND FOR PARKS PURPOSES, UNDER THE FORMULAE CONTAINED WITHIN THAT CHAPTER.
12. ALL DIMENSIONS ARE APPROXIMATE.
13. REFER TO PDC 17-058 FOR DEVELOPMENT STANDARDS AND ADDITIONAL INFORMATION RELATED TO THIS VESTING TENTATIVE MAP.
14. THIS TENTATIVE MAP CONTAINS A TOTAL OF 1 LOT.
15. NO NEW STREET NAMES ARE REQUIRED OR PROPOSED.
16. THERE ARE NO CONDOMINIUMS PLANNED FOR THIS PROJECT
17. THE ONLY DEDICATION REQUIRED IS AT THE CORNER OF WEST JULIAN STREET AND STOCKTON AVENUE. SEE DETAIL B ON SHEET 2.
18. NO EXISTING OR PROPOSED EASEMENTS ARE ON-SITE.

TABLE OF CONTENTS

PLAN SET REVISIONS		
No.	Date	Description
1	12/15/2017	1st Submittal
2	5/2/2018	2nd Submittal
3	8/13/2018	3rd Submittal

FILE NO. PT17-063

PT17-063
3-0-18

Designed ATN/JS
Drawn MCS
Checked

Revisions

No.	Description	Mark	Date	By

VESTING TENTATIVE MAP

RUTH AND GOING, INC.
Civil Engineering Land Surveying Planning
2216 THE ALAMEDA SANTA CLARA, CA 95050
TEL. (408) 236-2400 FAX (408) 236-2410

TITLE, GENERAL INFORMATION, STATEMENTS & TABLES

LANDS OF SPENO ENTERPRISES

SAN JOSE CALIFORNIA

Scale AS SHOWN

Date 8/13/2018

1 of 2 Sheets

Job No. 17901B

Drawing

CINNABAR STREET

STOCKTON AVENUE

MORRISON PARK DRIVE

N49°15'00"E 353.29'

N49°07'26"E 26.64'

N40°45'00"W 49.58'

N49°07'26"E 63.25'

383 STOCKTON AVENUE

AVALON MORRISON PARK LP

N66°48'20"W 166.97'

N49°15'00"E 118.61'

N40°45'00"W 90.00'

50.00'

N40°45'00"W 866.57' (BASIS OF BEARINGS)

50.00'

N40°45'00"W 51.30'

N87°08'20"E 46.61' (46.77') (R6)

N40°45'00"W 84.40'

S02°51'40"E 82.75'

R=10.00'
L=22.32'
Δ=127°53'20"

N87°08'20"E 90.55'

AREA TO BE DEDICATED TO THE CITY OF SAN JOSE SEE DETAIL B

28.82'

N87°08'20"E 282.20'

N87°08'20"E 621.43'

587.61'

N03°04'21"W 224.31'

N03°17'19"W 179.77'

S03°17'19"E 218.72'

N02°51'40"W 196.00'

MORRISON PARK DRIVE

909 W JULIAN STREET

885 W JULIAN STREET

DAVID M ZANOTTI

VINTERS PROPERTY COMPANY LLC

N87°08'20"E 33.92'

N87°08'20"E 50.12'

N87°08'20"E 49.81'

40.09'

40.00'

40.00'

34.12'

SEE DETAIL A

JULIAN STREET

AREA
1.221± AC. (GROSS)
1.218± AC. (NET)

EXISTING LOT LINE TO BE REMOVED (TYPICAL)

APN
261-01-094

APN
261-01-030

N

30' 0 15' 30' 60'

GRAPHIC SCALE 1" = 30'

BASIS OF BEARINGS

THE BEARING NORTH 40°45'00" WEST OF THE CENTER LINE OF STOCKTON AVENUE AS SHOWN ON THAT CERTAIN PARCEL MAP FILED FOR RECORD IN BOOK 584 OF MAPS, PAGE 7, SANTA CLARA COUNTY RECORDS, AND AS FOUND MONUMENTED.

BENCHMARK INFORMATION

ELEV DATUM: SCVWD BM1015, 90.91 FEET, NAVD 88 (ADJUSTED 02-05-2013)

"USGS BRASS DISK (J880 RESET 1984): ON TOP OF THE SOUTHEASTERLY CORNER OF CONCRETE PLATFORM FOR WATER TANK; WEST SIDE OF SAN JOSE WATER COMAPNY'S MAIN BUILDING AT DELMAS AVENUE AND SANTA CLARA STREET; ABOUT 200 FEET SOUTH OF CENTERLINE FOR SANTA CLARA STREET; 600 FEET EAST FROM CENTERLINE OF DELMAS STREET; TOP OF PLATFORM S 4 FEET HIGHER THAN GROUND. CITY OF SAN JOSE."

TEMPORARY BENCHMARK: PT 5 FROM HMH#4247, ELEV = 86.05' (ADJUSTED TO CURRENT BM ELEV)

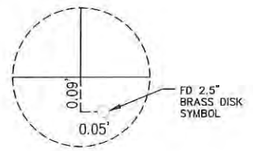
REFERENCES

(R1) PARCEL MAP, BK 584 M 7-8
(R2) TR 10014, BK 828 M 50-51
(R3) ROS, BK 538 M 28
(R4) RHODES TRACT BK B M 87
(R5) PRELIMINARY TITLE REPORT ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY DATED SEPTEMBER 8, 2017, ORDER NUMBER NCS-869415-HOU1
(R6) LOT LINE ADJUSTMENT, DOC 13894399

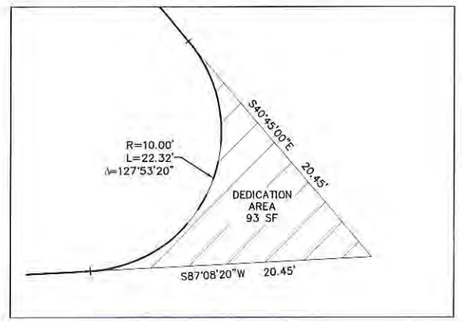
LEGEND

- DISTINCTIVE BORDER LINE
- LOT LINES WITHIN DISTINCTIVE BORDER
- EXISTING PROPERTY LINE
- EXISTING TIE LINE
- EXISTING CENTER LINE
- EXISTING LOT LINE TO BE REMOVED
- FOUND GRANITE MON IN BOX
- 2.5" BRASS DISK W/ PUNCH IN WELL LS6868
- FD 3/4" IRON PIPE (SFNF)
- (XX.XX) (RX) RECORD DIMENSION W/ REFERENCE
- AREA TO BE DEDICATED TO THE CITY OF SAN JOSE

AREA WITHIN DISTINCTIVE SITE BOUNDARY:
53,074 SQUARE FEET (NET)
1.218 ACRES± (NET)



DETAIL A
NTS



DETAIL B
SCALE: 1" = 5'

Revisions			
Description	Mark	Date	By

Designed ATN/JS
Drawn MCS
Checked

VESTING TENTATIVE MAP

OVERALL MAP

LANDS OF SPENO ENTERPRISES

SAN JOSE CALIFORNIA

RUTH AND GOING, INC.
Civil Engineering Land Surveying Planning
2216 THE ALAMEDA SANTA CLARA, CA 95050
TEL (408) 235-2400 FAX (408) 236-2410

Scale AS SHOWN
Date 8/13/2018
2 of 2 Sheets
Job No. 17901B
Drawing

Drawing file: G:\Civil\17901B\Dwg\Tentative Map\SHT2.dwg
Aug 09, 2018 - 2:49pm

From: Jason Uhlenkott [mailto:jpu914@uhlenkott.net]
Sent: Saturday, May 12, 2018 11:11 AM
To: Slim, Nizar <Nizar.Slim@sanjoseca.gov>; syoudall@hanoverco.com; es@stanfordalumni.org; Hughey, Rosalynn <Rosalynn.Hughey@sanjoseca.gov>; advocacy@CatalyzeSV.org; info@CatalyzeSV.org
Subject: Let's Make the Corner of Stockton & Julian Amazing!

Dear Planning Staff,

I am writing to urge you to help improve the proposed 715 W. Julian St project by The Hanover Company.

I believe the proposal from Hanover that will bring 249 units to the market in a dense, vibrant neighborhood will greatly benefit our City and our Valley, especially if it includes an affordable housing component on site to promote integrated, diverse communities.

I'm very glad this proposal will include a below-standard parking ratio. I hope that planning staff will not require more parking for this project. I also hope that this project can become a model to move toward having even less parking for projects near transit-rich areas.

The developer's current plan does not include any affordable units. Hanover has said that it is not required to place any units onsite as they will be qualifying for an exemption from the Inclusionary Housing Ordinance and will be complying with the Affordable Housing Impact Fee. This will mean that the affordable housing units will likely be built elsewhere. Due to the nature of local land prices, it will make difficult to have these units built in a comparable neighborhood. I hope that the community, the developer, and the City can work together to find a way to use the fee to place units on site or to fund a nearby project.

I also hope that the developer will consider making the plaza at the corner of Stockton and Julian larger and include more street-level amenities to promote access and make it an attractive place for residents and pedestrians.

This is a very promising project; I look forward to advocating for it in the months ahead, especially if it improves further.

Thank you for considering my perspective.

Sincerely,
Jason Uhlenkott

From: Karen Schlesser [mailto:karenschlesser@gmail.com]
Sent: Saturday, May 12, 2018 12:26 AM
To: Hughey, Rosalynn <Rosalynn.Hughey@sanjoseca.gov>; advocacy@catalyzesv.org; es@stanfordalumni.org; info@catalyzesv.org; Slim, Nizar <Nizar.Slim@sanjoseca.gov>; syoudall@hanoverco.com
Subject: Let's Make the Corner of Stockton & Julian Amazing!

Dear Planning Staff,

I am writing to urge you to help improve the proposed 715 W. Julian St project by The Hanover Company. I believe the proposal from Hanover that will bring 249 units to the market in a dense, vibrant neighborhood will greatly benefit our City and our Valley, especially if it includes an affordable housing component on site to promote mixed income, diverse communities.

I'm very glad this proposal will include a below-standard parking ratio. I hope that planning staff will not require more parking for this project. I also hope that this project can become a model to move toward having even less parking for projects near transit-rich areas.

The developer's current plan does not include any affordable units. Hanover has said that it is not required to place any units onsite as they will be qualifying for an exemption from the Inclusionary Housing Ordinance and will be complying with the Affordable Housing Impact Fee. This will mean that the affordable housing units will likely be built elsewhere. Due to the nature of local land prices, it will make difficult to have these units built in a comparable neighborhood. I hope that the community, the developer, and the City can work together to find a way to use the fee to place units on site or to fund a nearby project.

This is a very promising project; I look forward to advocating for it in the months ahead, especially if it improves further. Thank you for considering my perspective.

Thank you,

Karen Schlesser

From: kirk vartan [mailto:kirk@kvartan.com]
Sent: Saturday, May 12, 2018 12:29 AM
To: Slim, Nizar <Nizar.Slim@sanjoseca.gov>; syoudall@hanoverco.com; Erik Schoennauer <es@stanfordalumni.org>; Hughey, Rosalynn <Rosalynn.Hughey@sanjoseca.gov>; advocacy@CatalyzeSV.org; info@CatalyzeSV.org
Subject: Let's Make the Corner of Stockton & Julian Amazing!

Dear Planning Staff,

I am writing to urge you to help improve the proposed 715 W. Julian St project by The Hanover Company.

I believe the proposal from Hanover that will bring 249 units to the market in a dense, vibrant neighborhood will greatly benefit our City and our Valley, especially if it includes an affordable housing component on site to promote integrated, diverse communities.

I'm very glad this proposal will include a below-standard parking ratio. I hope that planning staff will not require more parking for this project. I also hope that this project can become a model to move toward having even less parking for projects near transit-rich areas.

The developer's current plan does not include any affordable units. Hanover has said that it is not required to place any units onsite as they will be qualifying for an exemption from the Inclusionary Housing Ordinance and will be complying with the Affordable Housing Impact Fee. This will mean that the affordable housing units will likely be built elsewhere. Due to the nature of local land prices, it will make difficult to have these units built in a comparable neighborhood. I hope that the community, the developer, and the City can work together to find a way to use the fee to place units on site or to fund a nearby project.

I also hope that the developer will consider making the plaza at the corner of Stockton and Julian larger and include more street-level amenities to promote access and make it an attractive place for residents and pedestrians.

This is a very promising project; I look forward to advocating for it in the months ahead, especially if it improves further.

Thank you for considering my perspective.

Sincerely,
Kirk Vartan

From: Clelia Busadas [mailto:cbusadas@gmail.com]
Sent: Saturday, May 12, 2018 8:17 AM
To: Slim, Nizar <Nizar.Slim@sanjoseca.gov>; Scott Youdall <syoudall@hanoverco.com>; es@stanfordalumni.org; Hughey, Rosalynn <Rosalynn.Hughey@sanjoseca.gov>; advocacy@catalyzesv.org; info@catalyzesv.org
Subject: Let's Make the Corner of Stockton & Julian Amazing!

Dear Planning Staff,

I am writing to urge you to help improve the proposed 715 W. Julian St project by The Hanover Company.

I believe the proposal from Hanover that will bring 249 units to the market in a dense, vibrant neighborhood will greatly benefit our City and our Valley, especially if it includes an affordable housing component on site to promote integrated, diverse communities.

I'm very glad this proposal will include a below-standard parking ratio. I hope that planning staff will not require more parking for this project. I also hope that this project can become a model to move toward having even less parking for projects near transit-rich areas.

The developer's current plan does not include any affordable units. Hanover has said that it is not required to place any units onsite as they will be qualifying for an exemption from the Inclusionary Housing Ordinance and will be complying with the Affordable Housing Impact Fee. This will mean that the affordable housing units will likely be built elsewhere. Due to the nature of local land prices, it will make difficult to have these units built in a comparable neighborhood. I hope that the community, the developer, and the City can work together to find a way to use the fee to place units on site or to fund a nearby project.

I also hope that the developer will consider making the plaza at the corner of Stockton and Julian larger and include more street-level amenities to promote access and make it an attractive place for residents and pedestrians.

This is a very promising project; I look forward to advocating for it in the months ahead, especially if it improves further.

Thank you for considering my perspective.

Sincerely,

From: Paul Bickmore1 [mailto:paulbickmore@gmail.com]
Sent: Saturday, May 12, 2018 12:33 AM
To: Slim, Nizar <Nizar.Slim@sanjoseca.gov>; syoudall@hanoverco.com; es@stanfordalumni.org; Hughey, Rosalynn <Rosalynn.Hughey@sanjoseca.gov>; advocacy@catalyzesv.org; info@catalyzesv.org
Subject: Let's Make the Corner of Stockton & Julian Amazing!

Dear Planning Staff,

I

mprove the proposed 715 W. Julian St

reet

project

.

I believe the proposal from Hanover will greatly benefit our City and our Valley, especially if it includes an affordable housing component on site

.

I'm very glad this proposal will include a below-standard parking ratio.

Keep this parking ratio low.

I also hope that this project can become a model to move toward having even less parking for projects near transit-rich areas.

The developer's current plan does not include any affordable units. Hanover has said that it is not required to place any units onsite as they will be qualifying for an exemption from the Inclusionary Housing Ordinance and will be complying with the Affordable Housing Impact Fee. This will mean that the affordable housing units will likely be built elsewhere. Due to the nature of local land prices, it will make difficult to have these units built in a comparable neighborhood. I hope that the community, the developer, and the City can work together to find a way to use the fee to place units on site or to fund a nearby project.

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This is a very promising project; I look forward to advocating for it in the months ahead, especially if it improves further.

Thank you

,

Paul Bickmore

From: Sean McFeely [mailto:seanmcfeely@gmail.com]
Sent: Saturday, May 12, 2018 5:29 PM
To: Slim, Nizar <Nizar.Slim@sanjoseca.gov>; Scott Youdall <syoudall@hanoverco.com>; Erik Schoennauer <es@stanfordalumni.org>; Hughey, Rosalynn <Rosalynn.Hughey@sanjoseca.gov>; advocacy@CatalyzeSV.org; Catalyze SV <info@catalyzesv.org>
Subject: Let's Make the Corner of Stockton & Julian Amazing!

Dear Planning Staff,

I want to express my support in concept for the proposed 715 W. Julian St project by The Hanover Company.

This medium density project will help develop a vibrant neighborhood near the Diridon station and provide housing units during our critical housing shortage. Unfortunately the developer has opted to utilize the in lieu fee option for affordable housing. While this does help address our affordable housing and rental crisis, we need to include these units within the same neighborhood to encourage equality. Including affordable units onsite is a much better solution and should be encouraged for this project. If unable, the developer needs to help the city identify a nearby site within the same neighborhood for the in lieu fees to go towards.

I also support the low parking ratio for the project (1.0 Spaces/DU). Projects near transit should not be held to the same parking standards as suburban single family homes. In fact projects near heavy transit stations such as Diridon or downtown San Jose should have near zero parking. I urge the planning staff will not require more parking for this project. I also hope that this project can become a model to move toward having even less parking for projects near transit-rich areas.

I also hope that the developer will use durable quality materials for the plaza at the corner of Stockton and Julian especially the column. These will be prominent features of the building and the main public interface. Therefore this should be designed in a pleasing manner, with no cheap stucco, cement fiber panels, rough structural concrete, etc. that deteriorate in a few years.

This is a very promising project; I look forward to advocating for it in the months ahead, especially if it improves further.

Thank you for considering my perspective.

Sincerely,

Sean McFeely

Resident, local Architect, CatalyzeSV PAC committee Co-Chair

From: Hughey, Rosalynn
Sent: Saturday, May 12, 2018 3:51 PM
To: Slim, Nizar <Nizar.Slim@sanjoseca.gov>
Subject: FW: Let's Make the Corner of Stockton & Julian Amazing!

Hi - when does this project go to hearing?

-----Original Message-----
From: kirk vartan [mailto:kirk@kvartan.com]
Sent: Saturday, May 12, 2018 12:29 AM
To: Slim, Nizar <Nizar.Slim@sanjoseca.gov>; syoudall@hanoverco.com; Erik Schoennauer <es@stanfordalumni.org>; Hughey, Rosalynn <Rosalynn.Hughey@sanjoseca.gov>; advocacy@CatalyzeSV.org; info@CatalyzeSV.org
Subject: Let's Make the Corner of Stockton & Julian Amazing!

Dear Planning Staff,

I am writing to urge you to help improve the proposed 715 W. Julian St project by The Hanover Company.

I believe the proposal from Hanover that will bring 249 units to the market in a dense, vibrant neighborhood will greatly benefit our City and our Valley, especially if it includes an affordable housing component on site to promote integrated, diverse communities.

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I also hope that the developer will consider making the plaza at the corner of Stockton and Julian larger and include more street-level amenities to promote access and make it an attractive place for residents and pedestrians.

This is a very promising project; I look forward to advocating for it in the months ahead, especially if it improves further.

Thank you for considering my perspective.

Sincerely,
Kirk Vartan

From: Trish [mailto:pgcavnlvr@aol.com]
Sent: Friday, May 18, 2018 5:37 PM
To: Slim, Nizar <Nizar.Slim@sanjoseca.gov>; syoudall@hanoverco.com; es@stanfordalumni.org; Hughey, Rosalynn <Rosalynn.Hughey@sanjoseca.gov>; advocacy@CatalyzeSV.org; info@CatalyzeSV.org
Subject: Let's Make the Corner of Stockton & Julian Amazing!

Dear Planning Staff,

I am writing to urge you to help improve the proposed 715 W. Julian St project by The Hanover Company.

I believe the proposal from Hanover that will bring 249 units to the market in a dense, vibrant neighborhood will greatly benefit our City and our Valley, especially if it includes an affordable housing component on site to promote integrated, diverse communities.

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This is a very promising project; I look forward to advocating for it in the months ahead, especially if it improves further.

Thank you for considering my perspective.

Sincerely,

Sent from my iPhone

From: Andrew Tubbs [mailto:andrew.5faster@gmail.com]
Sent: Tuesday, May 22, 2018 11:35 AM
To: Slim, Nizar <Nizar.Slim@sanjoseca.gov>; syoudall@hanoverco.com; es@stanfordalumni.org; Hughey, Rosalynn <Rosalynn.Hughey@sanjoseca.gov>; advocacy@catalyzesv.org; info@catalyzesv.org
Subject: Let's Make the Corner of Stockton & Julian Amazing!

Dear Planning Staff,

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This is a very promising project; I look forward to advocating for it in the months ahead, especially if it improves further.

Thank you for considering my perspective.

Sincerely,

Andrew Tubbs

From: Anthony Perry [mailto:perryanthonyj@gmail.com]
Sent: Monday, May 14, 2018 6:11 PM
To: Slim, Nizar <Nizar.Slim@sanjoseca.gov>; Scott Youdall <syoudall@hanoverco.com>; Erik Schoennauer <es@stanfordalumni.org>; Hughey, Rosalynn <Rosalynn.Hughey@sanjoseca.gov>; advocacy <advocacy@catalyzesv.org>; info@catalyzesv.org
Subject: Big Opportunity: Corner of Stockton & Julian!

Dear Planning Staff,

I am writing to urge you to help improve the proposed 715 W. Julian St project by The Hanover Company.

I believe the proposal from Hanover that will bring 249 units to the market in a dense, vibrant neighborhood will greatly benefit our City and our Valley, especially if it includes an affordable housing component on site to promote integrated, diverse communities.

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This is a very promising project; I look forward to advocating for it in the months ahead, especially if it improves further.

Thank you for considering my perspective.

Sincerely,

Anthony (A.J.) Perry
PerryAnthonyJ@gmail.com

From: tessa woodmansee [mailto:cleanairsj@gmail.com]
Sent: Wednesday, April 25, 2018 12:54 PM
To: Slim, Nizar <Nizar.Slim@sanjoseca.gov>
Subject: Re: Pd17-029. 715 Julian

More trees bushes ground cover on both sides of sidewalk!

On Wed, Apr 25, 2018 at 12:50 PM tessa woodmansee <cleanairsj@gmail.com> wrote:

Hi nizar ,

This building g is not green enough more natural materials, more teees in both side more setback more natural colors other than white. Less flat.. more architectural details more bushes live ground cover corner more life plants on building and all around in pots etc green vines on building more life more set back!!! more open space green plant area on a strip in front of buildings as well as on parking strip. More green gathering space in front . Green roof with plants coming over top Yo soften hardscapre More wood and bricks less flat windows more depth more 3D around windows not flat

When is next step for this development am I on list to let me know???

Tessa Woodmansee

641 Stockton ave

95126

415.902.1464

From: Kyle Loudon [mailto:kyle@coteriecellars.com]
Sent: Monday, May 21, 2018 9:30 AM
To: Slim, Nizar <Nizar.Slim@sanjoseca.gov>
Subject: Thank you for the community meeting about 715 West Julian St

Hi Nizar,

I just wanted to thank you and the city for hosting the community meeting last week about the proposed project at 715 West Julian St (PDC17-058 and PD17-029). It was great to have the chance to speak with the development team and to hear from other neighbors.

As the property and business owners next door at 885 West Julian St, we are excited to see the project moving forward. We wanted to pass along some comments we had from the meeting, and hope they could be incorporated into the records and considered for the project.

Thank you!

Kyle and Shala Loudon

Property/Business Owners

885 West Julian St

San Jose, CA 95126

408-828-3046 (Direct Line)

Walkability

Our understanding was that the city feels it would be desirable (and we agree) to incorporate some features on the Julian side of this development to promote street activation, walkability, and community. We felt in the current plans, it's really just the corner that addresses these issues.

We heard it mentioned a few times by the development team that the commercial units on the Julian side would be well suited to realtors, title companies, and banks, etc. as tenants. These won't do much for street activation. While we understand that ultimately it's the market that chooses the tenants, it does seem important to include some features that at least leave the doors open for good choices, to the extent that the PD zoning allows. Our understanding is that PD gives some leeway with this.

With this in mind, items we would ask to be considered for the Julian side are:

1) Require at least a little food-and-beverage infrastructure beyond just the corner (e.g., venting, grease traps, etc.) at some reasonable spacing along Julian St. They are prohibitive to add later as tenant improvements.

2) Size some commercial units on the Julian side small enough to make it more likely that smaller, community-oriented businesses could afford them. As I recall from the plans, it seems that the units are all rather large.

3) Add some features that encourage street seating at some reasonable spacing along Julian. The setbacks sound adequate, but are there some other features that would make those commercial units more attractive?

Everyone hopes these commercial spaces will rent quickly. Unfortunately, there are many examples of lengthy commercial vacancies underneath large residential structures in San Jose because they just aren't attractive from the perspective of businesses that activate the street.

An active corner needs support from down the street as well.

Parking Requirements

We understand that the parking requirements have been greatly reduced as a result of the proximity to Diridon Station. While we are always happy to see transportation options moving towards greener solutions, we hope that the ratio you are considering reflects the reality of roommates and SAP events, which already stress neighborhood parking now and are likely to continue for some time. It's only going to be worse too if first-floor businesses don't activate the street and end up as businesses that people generally don't walk to.

Demolition

To whatever extent possible, we'd like to recommend as a condition of approval that the vacant buildings on the western half of the site be demolished and cleared in an expedited manner in the interest of public safety, and construction fencing with obscuring windscreens be placed to secure the lot. Recently there was a large fire in one of the abandoned buildings. Had it not been a rainy morning, the proximity of this fire to the residences behind it could have made the situation much worse. This property has ongoing security issues.

HEXAGON TRANSPORTATION CONSULTANTS, INC.

715 West Julian Mixed-Use Development

Transportation Demand Management (TDM) Plan

Prepared for:

Denise Duffy & Associates, Inc.

August 10, 2018

Hexagon Transportation Consultants, Inc.
Hexagon Office: 4 North Second Street, Suite 400
San Jose, CA 95113
Hexagon Job Number: 17LK11
Phone: 408.971.6100
Client Name: Denise Duffy & Associates, Inc.

Table of Contents

List of Tables

List of Figures

1. Introduction

Transportation Demand Management (TDM) is a combination of services, incentives, facilities, and actions that reduce single–occupant vehicle (SOV) trips to help relieve traffic congestion, parking demand, and air pollution problems. The purposes of TDM are to (1) reduce the amount of traffic generated by new development; (2) promote more efficient utilization of existing transportation facilities and ensure that new developments are designed to maximize the potential for alternative transportation usage; (3) reduce the parking demand generated by new development and allow for a reduction in parking supply; and (4) establish an ongoing monitoring and enforcement program to guarantee the desired trip and parking reductions are achieved.

This TDM Plan has been prepared for the proposed mixed-use development at 715 West Julian Street in San Jose, California, in order to propose effective and appropriate TDM measures based on the project's size, location, and land use. The main purpose of the proposed TDM plan is to satisfy the parking reduction requirements outlined in Sections 20.70.330 and 20.90.220 of the San Jose Code of Ordinances, and to qualify for a 32 percent parking reduction that can be granted by the City. The City of San Jose Planning Director may reduce the required number of parking spaces for a project by up to 50 percent, so long as (1) the reduction in parking will not adversely affect surrounding projects; (2) the reduction in parking will not rely upon or reduce the public parking supply; and (3) the project provides a detailed TDM plan and demonstrates that the TDM program can be maintained indefinitely.

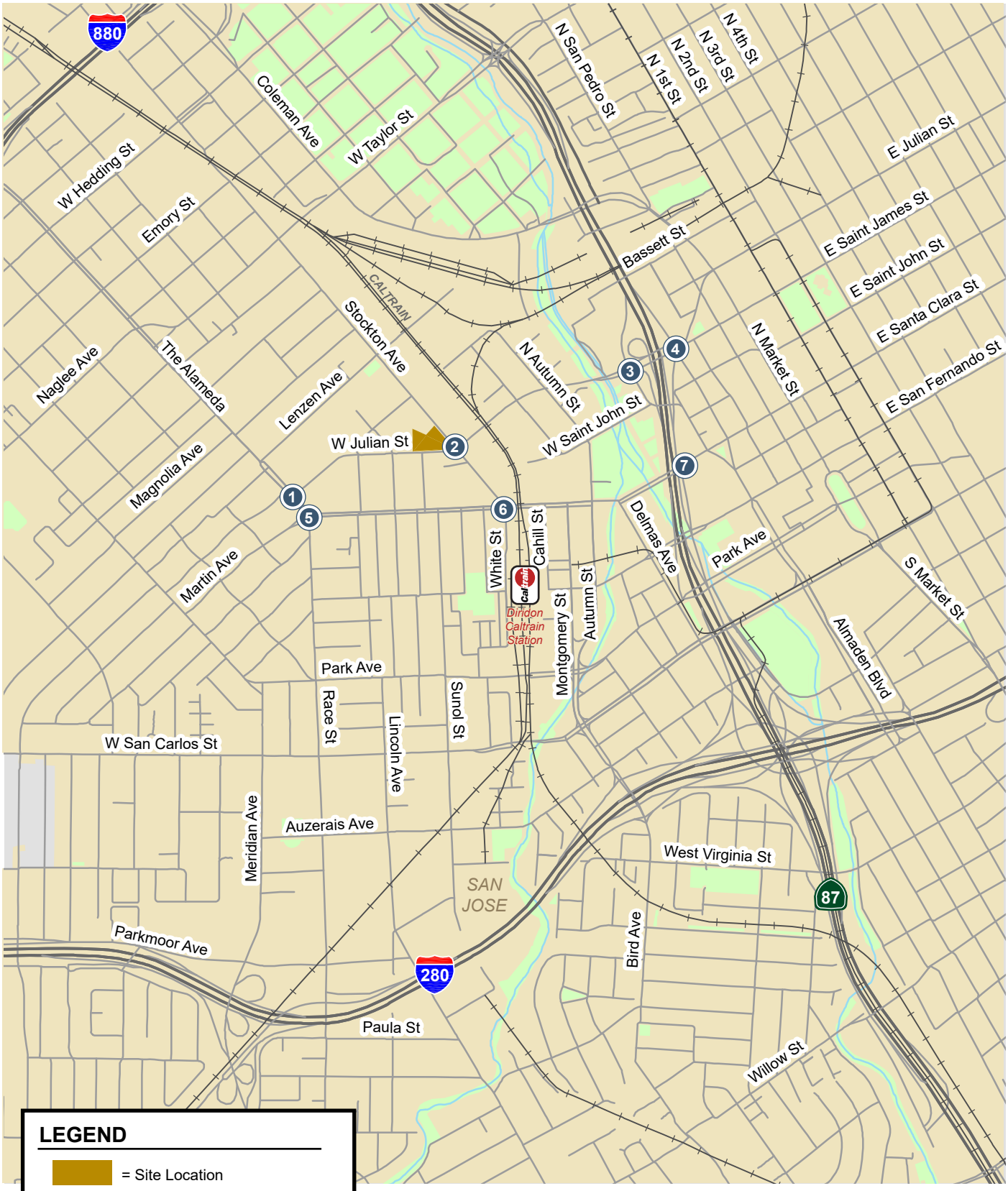
Project Description

The project site is located on the northwest corner of Stockton Avenue/W. Julian Street intersection at 715 W. Julian Street in San Jose, California (see Figure 1). The project as proposed would replace two single-family homes, six apartments, and approximately 25,000 square feet (s.f.) of light industrial and commercial uses, with 249 multi-family dwelling units and up to 27,000 square feet of commercial uses (see Figure 2). The project proposes 246 parking spaces in a two-level subterranean garage. Access to the project site would be provided via a full-access driveway on Stockton Avenue.

Project Site Location and Proximity to Transit

Projects located within or adjacent to a central business district promote pedestrian and bicycle travel in a high-density area of complementary land uses. The project site is situated on the edge of the western boundary of the Downtown Core, is located within the Stockton Corridor Block of the Diridon Station Area Plan (DSAP), and is a short walk or bicycle ride from the Guadalupe River multi-use trail system and numerous VTA bus routes. Thus, the project location effectively renders it part of a large-scale mixed-use development in a pedestrian- and bike-friendly environment with a significant share of trips internal to the study area.

Given the location of the project site, it is expected that the project would benefit from the nearby transit services. The San Jose Diridon Station is located approximately ½ mile walk from the project site. Diridon Station provides Caltrain, LRT, ACE, and Amtrak rail services as well as additional bus transit services and bike facilities (i.e. bike racks and bike lockers). Residential developments located within approximately a half-mile from a rail station that provides frequent and reliable transit services to a high percentage of regional destinations, such as the Diridon Station, can generally be considered a transit-oriented development.



LEGEND

= Site Location

X = Study Intersection

Figure 1
Site Location and Study Intersections

JULIAN AND STOCKTON
SAN JOSE, CA

TCA ARCHITECTS

715 WEST JULIAN L.L.C
PROJECT #: 2017-133

PLANNED DEVELOPMENT PERMIT
MAY 24, 2018

0' 8' 16' 32'

GROUND FLOOR PLAN

9.0

Figure 2
Project Site Plan

NORTH
Not to Scale

2. Transportation Facilities and Services

Transportation facilities and services that support sustainable modes of transportation include commuter rail, buses and shuttle buses, bicycle facilities, and pedestrian facilities. This chapter describes the existing and future transit services, as well as bicycle and pedestrian facilities, in the vicinity of the project site.

Existing Bicycle and Pedestrian Facilities

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted City Bike Master Plan establishes goals, policies and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along many City streets, including designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

Note that the City's General Plan identifies both walk and bicycle commute mode split targets as 15 percent or more for the year 2040. This level of pedestrian and bicycle mode share is a reasonable goal for the project, particularly if Caltrain, LRT, and bus services (including BRT) are utilized in combination with bicycle commuting.

Existing Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. In the project vicinity, sidewalks exist along both sides of West Julian Street and Stockton Avenue, as well as along The Alameda and Race Street, providing pedestrian access to and from the project site. There are no sidewalks along the south side of Julian Street between Stockton Avenue and Montgomery Street. However, pedestrians can use the sidewalk along the north side of Julian Street to cross under the train tracks. Access to the San Jose Diridon Station from the project site is provided via sidewalks along both sides of Stockton Avenue, Santa Clara Street, and Cahill Street. Marked crosswalks with pedestrian signal heads and push buttons are provided on all approaches of The Alameda/Julian Street, Stockton Avenue/Julian Street, Race Street/The Alameda, and Stockton Avenue/The Alameda intersections. Crosswalks are also provided along the following approaches of the study intersections:

- North, south, and east legs of the SR 87 northbound ramps/Julian Street intersection
- North, south, and west legs of the SR 87 southbound ramps/Julian Street intersection
- South leg of the SR 87 northbound off-ramp/Santa Clara Street intersection

Although some crosswalk connections are missing along West Julian Street and Santa Clara Street, the overall network of sidewalks and crosswalks in the study area has adequate connectivity and provides pedestrians with safe routes to transit services and other points of interest near the project site.

Existing Bicycle Facilities

There are several bicycle facilities in the vicinity of the project site. The existing bicycle facilities within the study area are described below and are shown on Figure 3.

Class I Bikeway/Trail is an off-street path with exclusive right-of-way for non-motorized transportation used for commuting as well as recreation. The Guadalupe River multi-use trail is a Class I bicycle facility in the immediate vicinity of the project site. The trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north. The trail system offers many connections to other streets with bicycle facilities, both inside and outside the downtown area. Access to the trail system is provided via an entrance along Julian Street just west of the signalized intersection of SR 87 southbound ramps and Julian Street (West).

Class II Bike Lanes are striped along the following street segments:

- Stockton Avenue between Asbury Street and the Alameda
- Santa Clara Street between Stockton Avenue and Notre Dame Avenue
- West Julian Street between The Alameda and Stockton Avenue
- San Fernando Street between the Diridon Station and 10th Street
- Almaden Boulevard between Woz Way and Santa Clara Street
- Taylor Street between Walnut Street and 1st Street
- Coleman Avenue between Newhall Drive and Santa Teresa Street
- Autumn Parkway between Coleman Avenue and West Julian Street

Class III Bike Routes are signed bike routes that provide a connection through residential, downtown, and rural/hillside areas to Class I and Class II facilities. Bike routes serve as transportation routes within neighborhoods to parks, schools and other community amenities. The Alameda is a designated Class III bike route in the vicinity of the project site between Hedding Street and Montgomery Street. Although none of the local streets adjacent to the project site are designated as bike routes, due to their low traffic volumes many of them are conducive to bicycle usage.

LEGEND

- = Site Location
- = Study Intersection
- = Existing Class I Bike Paths
- = Existing Class II Bike Lanes
- = Existing Class III Bike Routes
- = Proposed Class I Bike Paths
- = Proposed Class II Bike Lanes
- = Proposed Class III Bike Routes

Figure 3
Existing Bicycle Facilities

NORTH
Not to Scale

It should also be noted that bicycles are allowed on LRT trains and Caltrain. The San Jose Diridon station, located within 2,000 feet of the project site, is situated along the Mountain View-Winchester LRT line and is served by Caltrain.

The City of San Jose participates in the Bay Area's Ford GoBike bike share program, which allows users to rent and return bicycles at various locations in and around the downtown area.

The following Ford GoBike stations are located near the project site:

- The Alameda at Bush Street Station
- Morrison Avenue at Julian Street Station

Transit Services

The project's close proximity to existing and planned transit services would provide the opportunity for multi-modal travel to and from the project site. Existing and future transit services near the project site are described below.

Existing Transit Services

Existing transit services near the project site are provided by the Santa Clara Valley Transportation Authority (VTA), Caltrain, Altamont Commuter Express (ACE), Amtrak, and Monterey-Salinas Transit (MST). The transit stations and local bus lines near the project site are shown on Figure 4.

Local VTA Bus Service

The project site is situated on the edge of downtown near the San Jose Diridon Station. The closest bus stops are located ¼-mile south of the project site on The Alameda, providing access to local bus routes 22 and 63. Additional bus routes, including BRT, are available at the San Jose Diridon Station. Bus lines that run through the station and operate near the project site are listed in Table 1, including their route description and commute hour headways.

Bus Rapid Transit (BRT) Service

The Santa Clara/Alum Rock BRT line provides a rapid bus service that connects East San Jose to the Downtown area using specialized buses and enhanced BRT stations. The BRT system includes a combination of dedicated bus lanes with median platforms, shared bus lanes with curbside platform bulb outs at various locations, and transit signal priority at all intersections within the system. A BRT stop is located on W. Santa Clara Street adjacent to the SAP Center approximately ½-mile walk from the project site. BRT lines provide service at each stop every 10 minutes during the weekday peak traffic periods.

Figure 4
Existing Transit Services

Table 1
Existing Transit Service Near the Project Site

Bus Route	Route Description	Headway [1]
Operated by VTA		
Local Route 22	Palo Alto Transit Center to Eastridge Transit Center via El Camino	12 min
Local Route 63	Almaden Expwy. & Camden to San Jose State University	30 - 35 min
Local Route 64	Almaden LRT Station to McKee & White via Downtown San Jose	15 min
Local Route 65	Kooser & Blossom Hill to 13th & Hedding	45 - 50 min
Local Route 68	Gilroy Transit Center to San Jose Diridon Station	15 - 20 min
Express Route 168	Gilroy Transit Center to San Jose Diridon Station	15 - 30 min
Express Route 181	Fremont BART Station to San Jose Diridon Station	15 min
Rapid Route 522 (BRT)	Palo Alto Transit Center to Eastridge Transit Center	12 min
Hwy 17 Express (Route 970)	Downtown Santa Cruz / Scotts Valley to Downtown San Jose	10 - 30 min
Operated by Monterey-Salinas Transit		
Express Route 55	Monterey Transit Plaza to San Jose Diridon Station	N/A [2]
Express Route 86	King City Greyhound Station to San Jose Airport	N/A [2]

Notes:
[1] Approximate headways during peak commute periods.
[2] N/A - Route has only one trip.

VTA Light Rail Transit (LRT) Service

The Santa Clara Valley Transportation Authority (VTA) currently operates the 42.2-mile VTA light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View, and Sunnyvale. The service operates nearly 24-hours a day with 15-minute headways during much of the day. The San Jose Diridon Station is located along the Mountain View–Winchester LRT line.

San Jose Diridon Station

The San Jose Diridon Station, located approximately ½-mile walk from the project site, is situated along the Mountain View-Winchester LRT line and is served by Caltrain, ACE and Amtrak. The Diridon Station provides bike racks and bike lockers. The Diridon Station can be easily accessed from the project site by taking Stockton Avenue and Santa Clara Street.

Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain, which operates 92 weekday trains. Trains stop frequently at the Diridon station between 4:30 AM and 10:30 PM in the northbound direction, and between 6:30 AM and 1:35 AM in the southbound direction. Caltrain provides passenger train service seven days a week and provides extended service to Morgan Hill and Gilroy during weekday commute hours.

Altamont Commuter Express (ACE) Service

ACE provides commuter rail service between Stockton, Tracy, Pleasanton, and San Jose during commute hours, Monday through Friday. Service is limited to four westbound trips in the morning and four eastbound trips in the evening. ACE trains stop at the Diridon Station between 6:30 AM and 9:20 AM in the westbound direction, and between 3:35 PM and 6:40 PM in the eastbound direction.

Amtrak Service

Amtrak provides daily commuter passenger train service along the 170-mile Capitol Corridor between the Sacramento region and the Bay Area. The Capitol Corridor trains stop at the San Jose Diridon Station seven times during the weekdays between approximately 7:40 AM and 9:15 PM in the westbound direction. In the eastbound direction, Amtrak stops at the Diridon Station seven times during the weekdays between 6:40 AM and 7:15 PM.

Future Transit Services

Some future transit services are planned in Downtown San Jose, which will further enhance the opportunities for commute alternatives for downtown and nearby residents. These include services that will be provided by BART and high-speed rail. The future transit services are described below.

Bay Area Rapid Transit (BART) Phase II Project

Phase II of VTA's BART Silicon Valley Extension project will include a 6-mile-long subway tunnel through downtown San Jose and will extend the BART system from the Berryessa Extension terminus (Phase I). The Phase II project includes the addition of four BART stations including the Alum Rock, Downtown San Jose, Diridon, and Santa Clara stations. The BART extension will travel through downtown beneath Santa Clara Street, and terminate at grade in the City of Santa Clara near the Santa Clara Caltrain Station. Passenger service for the Phase II Project is planned to begin in 2025.

The Diridon BART Station would be located in the area of the Diridon Caltrain Station. The proposed Diridon BART Station would be located underground between Los Gatos Creek (to the east) and the Diridon Caltrain Station (to the west) and south of/parallel to West Santa Clara Street. The existing VTA bus transit center at the Diridon Station would be reconfigured for better access and circulation to accommodate projected bus and shuttle transfers to and from the BART station. A kiss-and-ride facility would be located at the Diridon Station along Cahill Street.

Access to the Diridon BART Station would be provided from West Santa Clara Street at Cahill and Autumn Streets from the north. Access from the south would be provided via West San Fernando Street. Street-level station entrance portals would provide pedestrian linkages to the Diridon Caltrain Station and SAP Center.

California High-Speed Rail (HSR) Phase I Project

Phase I of the California HSR project will provide passenger high-speed rail service connecting San Jose to the state's major cities in the Bay Area, Central Valley, and Los Angeles Basin. Functioning as the Silicon Valley stop, the HSR project will travel through downtown San Jose and include an HSR stop at Diridon Station. Passenger service operations between Silicon Valley and the Central Valley is planned to begin in 2025.

3. Compliance with the City Parking Code

This chapter describes the City of San Jose's parking requirements and allowable parking reductions as outlined in Sections 20.90.220 and 20.70.330 of the San Jose Code of Ordinances. The proposed parking supply and the project's conformance with the City Parking Code are also described.

City of San Jose Parking Requirements

Proximity to Transit Requirement

The project site is located on the edge of the Downtown Core Area and within 2,000 feet of the existing Diridon Caltrain Station, an existing BRT stop, and the future BART Station at Diridon. The project site is also easily accessible by VTA bus lines operating along The Alameda and at the Diridon Station. Thus, the project would conform to Subsection 20.90.220.A.1.a of the Parking Code.

Bicycle Parking Requirement

According to the City's Bicycle Parking Standards (Chapter 20.90, Table 20-210), the project is required to provide bicycle parking for the new building at a rate of one bicycle parking space per 3,000 s.f. of retail space plus one bicycle parking space per four residential units. This equates to a total requirement of 71 bicycle parking spaces, of which 8 bicycle parking spaces would serve the commercial component and 63 bicycle parking spaces would serve the residential component. Of the required bicycle parking, City standards require that 80 percent be short-term bicycle spaces and 20 percent be secured long-term bicycle spaces.

Vehicle Parking Requirement

The City of San Jose Zoning Code requirements for retail development and multiple dwellings with all open parking are as follows: 1.0 parking space per 200 square feet of retail space, 1.25 spaces per studio and one-bedroom unit, 1.7 spaces per two-bedroom unit, and 2.0 spaces per three-bedroom unit. However, given the project's proximity to the Downtown Core, the residential parking requirement was adjusted to 1.0 space per unit based on the Planned Development process. The project as proposed would provide up to 249 residential units and 26,585 square feet of commercial space (according to the current site plan). Based on the City's parking requirements and the current project description, the project would be required to provide 249 parking spaces for the residential component and 113 parking spaces for the retail component (based on a FAR of 0.85), for a total of 362 parking spaces.

Proposed Parking Supply

Bicycle Parking Supply

The project site plan shows a total of 164 bicycle parking spaces consisting of 58 long-term spaces and 18 short-term spaces on the first below-grade floor of the parking garage, and 70 long-term spaces and 18 short-term spaces on the second below-grade floor of the parking garage. Therefore, the project would conform to Subsection 20.90.220.A.1.b of the Parking Code.

Vehicle Parking Supply

Based on the project site plan dated May 24, 2018, the parking garage would comprise 21 parking spaces on the ground-floor level, 108 spaces on the first below-grade level, and 117 spaces available on the second below-grade level. This equates to a total parking supply of 246 parking spaces, with 57 spaces shared between the commercial and residential components of the project, and 189 spaces solely serving the residential component. The proposed parking supply would not meet the City's Parking Code, with the project being a total 113 spaces short of the City's parking requirements. This represents a parking deficit of approximately 32 percent. Thus, the project plans to implement various parking reduction strategies as part of a comprehensive Transportation Demand Management (TDM) plan to meet the City's parking requirement (see Allowable Parking Reductions with TDM below). The specific TDM measures that are being proposed by the project are described in the following chapter.

Allowable Parking Reductions with TDM

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

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

A. Alternative transportation.

1. A reduction in the required off-street vehicle parking spaces of up to fifty percent may be authorized with a development permit or a development exception if no development permit is required, for structures or uses that conform to all the following and implement a total of at least three transportation demand management (TDM) measures as specified in the following provisions:

a. The structure or use is located within two thousand feet of a proposed or an existing rail station or bus rapid transit station, or an area designated as a Neighborhood Business District, or as an Urban Village, or as an area subject to an area development policy in the city's general plan or the use is listed in Section 20.90.220G.; and

b. The structure or use provides bicycle parking spaces in conformance with the requirements of Table 20-90.

c. For any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a transportation demand

management (TDM) program that contains but is not limited to at least one of the following measures:

i. Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc. and assign car pool, van pool and car-share parking at the most desirable onsite locations at the ratio set forth in the development permit or development exception considering type of use; or

ii. Develop a transit use incentive program for employees and tenants, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the region-wide Clipper Card or VTA EcoPass system will satisfy this requirement).

d. In addition to the requirements above in Section 20.90.220.A.1.c. for any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a transportation demand management (TDM) program that contains but is not limited to at least two of the following measures:

i. Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc. and assign car pool, van pool and car-share parking at the most desirable on-site locations; or

ii. Develop a transit use incentive program for employees, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the regionwide Clipper Card or VTA EcoPass system will satisfy this requirement); or

iii. Provide preferential parking with charging facility for electric or alternatively-fueled vehicles; or

iv. Provide a guaranteed ride home program; or

v. Implement telecommuting and flexible work schedules; or

vi. Implement parking cash-out program for employees (non-driving employees receive transportation allowance equivalent to the value of subsidized parking); or

vii. Implement public information elements such as designation of an on-site TDM manager and education of employees regarding alternative transportation options; or

viii. Make available transportation during the day for emergency use by employees who commute on alternate transportation. (This service may be provided by access to company vehicles for private errands during the workday and/or combined with contractual or pre-paid use of taxicabs, shuttles, or other privately provided transportation); or

ix. Provide shuttle access to Caltrain stations; or

x. Provide or contract for on-site or nearby child-care services; or

xi. Incorporate on-site support services (food service, ATM, drycleaner, gymnasium, etc. where permitted in zoning districts); or

xii. Provide on-site showers and lockers; or

xiii. Provide a bicycle-share program or free use of bicycles on-site that is available to all tenants of the site; or

xiv. Unbundled parking; and

e. For any project that requires a TDM program:

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

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

4. Recommended TDM Measures

This chapter describes TDM measures recommended for the mixed-use development at 715 West Julian Street, including services that promote sustainable modes of transportation. The recommended TDM measures are intended to encourage future tenants of the mixed-use development to utilize alternative transportation modes available in the area to reduce single-occupancy vehicle (SOV) trips and parking demand generated by the project. The specific TDM measures recommended for the project are described below and are based on the measures specified in Subsections 20.90.220.A.1.c, d, and e, as well as Subsection 20.70.330.A.1 of the San Jose Code of Ordinances, which are aimed at meeting the 32 percent parking reduction that can be granted by the City with implementation of a comprehensive TDM plan. Additionally, the project must include specific measures to ensure that the TDM plan would be maintained for the life of the project, which complies with Subsection 20.70.330.A.2.

Proposed TDM Measures

1. Bicycle Facilities and Resources

Providing secure bicycle parking encourages bicycle commuting and increases the parking supply available to residents. The on-site management will provide a bicycle storage room on both levels of the subterranean garage that will accommodate a total of 128 long-term bicycle spaces between two rooms. An additional 21 long-term spaces will be located in the garage structure for a total of 149 long term spaces to serve the development.

As part of the information available in the “online kiosk” discussed in more detail below, resources useful to cyclists will be included. For example, the local bikeways map will be posted for easy reference.

The following resources are available to bicycle commuters through 511.org. These resources will be noted on the project’s online information center, in order to make tenants aware of them.

- Free Bike Buddy-matching
- Bicycle maps
- Bicycle safety tips
- Information about taking bikes on public transit
- Location and use of bike parking at transit stations
- Information on Bike to Work Day

- Tips on selecting a bike, commute gear, and clothing
- Links to bicycle organizations

2. On-Site Car Share Program

The on-site management will provide subsidized memberships to a car sharing program (e.g. Zipcar, City Carshare) for future residents upon request. Dedicated car share parking will also be provided in a preferential location. Car sharing services are a low-cost alternative to car ownership and provide flexibility to those who use other transportation modes for their daily commute but may need to access a car for mid-day errands.

3. On-Site TDM Coordinator and Services

Experience with other TDM programs indicates that having a transportation coordinator who focuses on transportation issues and is responsible for implementing the TDM program is key to its success. The building owner or management would need to appoint an individual as the Transportation Coordinator or TDM contact person, and that person's name and contact information would be provided to the City.

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

- Provide new tenant information packets at the time of move-in. The welcome packets would include information about public transit services, bicycle maps, Ford GoBike Share program and station locations, Zipcar station locations, and ride-matching services.
- Set up and maintain an on-site information board and/or the online kiosk with information of non-auto transportation alternatives.
- Provide trip planning assistance and/or ride-matching assistance to residents who are considering an alternative mode.
- Conduct parking surveys annually to track actual parking demand and determine whether additional TDM measures, or another parking solution, is needed (e.g., use of public parking).

The Transportation Coordinator should maintain a supply of up-to-date transit schedules and route maps for VTA and Caltrain and be knowledgeable enough to answer residents' TDM program related questions.

Information Board/Online Kiosk

The transportation coordinator would set up and maintain an on-site bulletin board and/or online kiosk with information regarding non-auto transportation alternatives. The transportation board would update key transportation information included in the welcome packets. Additionally, transportation news and commuter alerts would be posted on the board.

Most TDM plans have traditionally included a requirement for a kiosk or bulletin board to be created for posting information related to alternative travel modes. Experience often shows, however, that few residents look at these kiosks after an initial period of interest. This TDM Plan proposes to establish an online kiosk with similar information that a resident could access from their home, their desk at work, or anywhere else. The developer would implement this measure as part of the currently used Active Building site or an equivalent site, which is a community webpage used to connect residents, distribute information, and manage property. TDM related links and information would be posted on this forum, and the Transportation Coordinator would have host permissions to send residents email notifications pertaining to the TDM Plan and measures. The online kiosk would include information about all the measures, services, and facilities discussed in this plan, including:

- A summary of VTA and Caltrain services and links to further information about their routes and schedules.
- Bicycling resources on 511.org.
- A local bikeways map and information about the bike lockers on site and those nearby.
- Information about ride-matching services (511.org, Zimride, and TwoGo) and the available car-share program (Zipcar).
- A link to the many other trip planning resources available in the Bay Area such as Dadnab, the 511 Transit Trip Planner, real-time traffic conditions, etc.

The building developer would have responsibility for creating the webpage so that it is up and running as soon as residents move in. More specific information can be added later to reflect any programs specific to certain residents. The Transportation Coordinator would be responsible for adding new information to the website (or providing it to the website designer) so that the online kiosk remains current and informative.

Transportation Information Packet

In addition to the online information center, the transportation coordinator would provide “hard copy” transportation information packets to all new residents upon move-in and to all employees when they are first hired at one of the commercial spaces. Because all information would be available online, the welcome packets need not be a comprehensive stack of paper about all services available, which residents tend to disregard anyway. Instead, the New Resident Packet and New Employee Packet will provide a quick easy-to-read announcement of the most important features of the TDM program for residents/employees to know about immediately. The packet would also include information regarding how to contact the transportation coordinator. New residents/employees would also be advised to gather information regarding non-auto transportation alternatives from the on-site information board and/or online transportation kiosk.

In addition, the packets would include a message to residents that their building manager and/or owner values alternative modes of transportation and takes their commitment to supporting alternative transportation options seriously. For example, it would include a flyer announcing the "online kiosk", information about the Car Share program and station locations, and a ride-matching application.

4. Preferential Parking for Electric Vehicles

The on-site management (or any future building owner) will provide preferential parking spaces made available only for all-electric vehicles or plug-in hybrids, but not hybrid vehicles that do not have a charger. If demand for preferential parking for electric vehicles exceeds the initial designated spaces, the building will designate additional spaces as demand warrants. The on-site management will work with the City to determine the initial number of charging stations to be installed at the site. Preferential parking spaces provide a prominent visual message to residents and employees that alternative transportation is valued.

5. Unbundled Parking

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

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

6. Trip Planning Resources

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

511 Transit Trip Planner

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

511 Mobile

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

511 Carpool Calculator

The 511 Carpool Calculator is a 511-sponsored online calculator that determines the cost of commuting by driving alone. Users input commute details such as the number of miles traveled to and from work, vehicle mileage, fuel cost, parking costs, and bridge tolls. The tool then calculates solo commuting costs and vehicle CO_2 emissions, as well as the potential savings by adding carpool partners.

511 RideMatch

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

Private Ride-matching Resources

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

Summary of TDM Measures

The specific TDM measures recommended for the project are summarized below and are based on the measures specified in Subsections 20.90.220.A.1.c, d, and e, as well as Subsection 20.70.330.A.1 of the San Jose Code of Ordinances, which are aimed at meeting the 50 percent maximum parking reduction that can be granted by the City with implementation of a comprehensive TDM Plan. The proposed TDM Plan includes the following measures:

1. Bicycle Facilities and Resources
2. On-Site Car Share Program
3. On-Site TDM Coordinator and Services
4. Preferential Parking for Electric Vehicles
5. Unbundled Parking
6. Trip Planning Resources

5. TDM Implementation and Monitoring

The primary purpose of the TDM plan is to reduce the project parking demand by 50 percent. Per Sections 20.70.330 and 20.90.220 of the San Jose Code of Ordinances, monitoring will be necessary to ensure that the TDM measures are effective and continue to be successfully implemented.

Implementation

The project applicant needs to submit this TDM Plan to the City of San Jose and would be responsible for ensuring that the TDM elements are incorporated into the project. After the development is constructed and the units are occupied, the project applicant needs to identify a TDM coordinator. It is assumed that the property manager for the project would be responsible for implementing the ongoing TDM measures. If the TDM coordinator changes for any reason, the City and tenants should be notified of the name and contact information of the new designated TDM coordinator.

Monitoring and Reporting

The TDM Plan would need to be re-evaluated annually for the life of the project. If it is determined that the 50 percent parking reduction is not being achieved, additional TDM measures, or the parking management measure described below, would need to be introduced to ensure that the parking is being addressed by the project without the burden being placed on outside entities.

It is recommended that the designated TDM coordinator consult with City staff to ensure the monitoring and reporting meets the City's expectations. Monitoring should include the following components:

- Annual Vehicle Parking Counts
- Annual Mode Share Survey
- Annual Monitoring Report

Annual Vehicle Parking Counts

Annual parking counts should be conducted by a third party on a typical weekday (Tuesday, Wednesday, or Thursday). Counts of the number of parked vehicles and vacant residential spaces should be conducted after 10:00 PM. The goal of the TDM Plan is to avoid parking spillover. Thus, if the counts show that parking spaces are less than fully occupied (i.e., counts show one or more vacant spaces), it can be assumed that all parking demand is being accommodated on site, and the TDM Plan is effective. If parking spaces are 100 percent occupied, then spillover is likely occurring and the TDM Plan may need to be enhanced.

Annual Mode Share Survey

The annual survey would provide qualitative data regarding tenant perceptions of the alternative transportation programs and perceptions of the obstacles to using an alternative mode of transportation. The annual survey would also provide quantitative data regarding the number of tenants who utilize alternative modes of transportation (e.g., bike-to-work) to commute to work, including the frequency of use. The mode share survey results would measure the relative effectiveness of individual program components and facilitate the design of possible program enhancements.

Annual Monitoring Report

The property manager should submit annual reports to the City of San Jose for three years, and then upon request of the Zoning Administrator for the life of the project with the following information:

- Findings of the vehicle parking counts and mode share surveys, including the reduction in parking demand.
- Effectiveness of individual program components from the annual mode share survey.
- A description of the TDM programs and services that were offered to tenants in the preceding year, with an explanation of any changes or new programs offered or planned.

Potential Parking Management Solution

If all possible TDM measures were implemented and it is determined that the project still fails to meet the parking demand with the 246 on-site parking spaces provided, the property manager (TDM coordinator) shall give rental priority to households that do not own personal vehicles. Should the on-site parking garage reach full capacity, prospective tenants who own personal vehicles shall be required to provide evidence of a secured off-site parking lease agreement valid for the duration of the residential lease.

The following items were received after packets were distributed.

From: Michael Lozeau [mailto:michael@lozeaudrury.com]
Sent: Wednesday, September 26, 2018 12:16 PM
To: Hughey, Rosalynn <Rosalynn.Hughey@sanjoseca.gov>; Mathur, Krinjal <krinjal.mathur@sanjoseca.gov>; Planning Commission 3 <PlanningCom3@sanjoseca.gov>; Planning Commission 4 <PlanningCom4@sanjoseca.gov>; Planning Commission 7 <PlanningCom7@sanjoseca.gov>; Planning Commission 6 <PlanningCom6@sanjoseca.gov>; Planning Commission 1 <PlanningCom1@sanjoseca.gov>; Planning Commission 2 <PlanningCom2@sanjoseca.gov>; Planning Commission 5 <PlanningCom5@sanjoseca.gov>
Subject: 715 West Julian Mixed Use (File Nos. PDC17-058, PD17-029, PT17-063)

Dear Chair Allen, Commissioners, Ms. Hughey and Ms. Mathur,

Attached please find comments on the 715 West Julian Mixed Use Project being considered by the Planning Commission this evening (Agenda Item 4.c). The comments are submitted on behalf of LIUNA Local 270. LIUNA asks that the item be taken off of the consent calendar for tonight's meeting. I will be available at tonight's meeting to present comments orally and to respond to any questions.

Sincerely,

Michael Lozeau

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September 26, 2018 Via E-mail and Hand-Delivery

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Re: 715 West Julian Mixed Use (File Nos. PDC17-058, PD17-029, PT17-063) - Addendum to the Diridon Station Area Plan Environmental Impact Report (Sch# 2011092022), The Envision San Jose 2040 General Plan Environmental Impact Report (Sch# 2009072096), Supplemental Environmental Impact Report, and Addenda Thereto

Dear Chair Allen, Commissioners, and Mss. Hughey and Mathur:

I am writing on behalf of the Laborers International Union of North America, Local Union 270 and its members living in and around the City of San Jose ("LIUNA") regarding the

addendum prepared for the 715 West Julian Mixed Use Project ("Project") (Project Files Nos. PDC17-058, PD17-029, PT17-063). After reviewing the addendum and the previous environmental impact reports prepared for the City's General Plan and the Diridon Station Area Plan, it is clear that an addendum is not authorized for this mixed use project as a means of satisfying the California Environmental Quality Act's environmental review requirements. In addition, reviews by Certified Industrial Hygienist, Francis "Bud" Offermann, PE, CIH regarding the Project's indoor air emissions and environmental consulting firm SWAPE of the air emissions and greenhouse gas emission assessments prepared for the Project indicate that the Project may have significant environmental impacts. The Offermann and Swape comments are attached as Exhibits A and B. As a result, an environmental impact report ("EIR") is required to analyze these impacts and to propose all feasible mitigation measures to reduce those impacts. We urge the Planning Commission to decline to approve the addendum and the Project and instead to instruct staff to prepare an EIR for the Project prior to any Project approvals.

I. PROJECT BACKGROUND

The Project is proposed to be located on a 1.22 acre site at the northeast corner of West Julian Street and Stockton Avenue near downtown San José. Currently zoned as Commercial Pedestrian (CP), the Project seeks to rezone the site as Planned Development (PD). The Project includes the demolition of five single –story buildings that currently occupy the site. The Project would construct a seven story, 272,000 square foot building that would include 249 residential units and 26,585 square feet of ground-level commercial and/or retail space. An underground garage would be constructed including 246 parking spaces and 164 bike parking spaces. The Project would take 26 months to construct.

Staff has opted to prepare an addendum for the Project pursuant to CEQA Guidelines, 14 Cal. Admin. Code § 15164. The addendum was not circulated for public review and comments. Nevertheless, LIUNA submits the following comments objecting to the City's reliance upon an addendum to comply with CEQA for this Project. LIUNA further submits the substantial evidence of possible significant impacts from the Project prepared by several expert consultants.

II. STANDING

Members of LIUNA live, work, and recreate in the vicinity of the Project site. These members will suffer the impacts of a poorly executed or inadequately mitigated Project, just as would the members of any nearby homeowners association, community group or environmental group. LIUNA members live and work in areas that will be affected by air pollution generated by the project. Therefore, LIUNA and its members have a direct interest in ensuring that the Project is adequately analyzed and that its environmental and public health impacts are mitigated to the fullest extent feasible.

III. LEGAL BACKGROUND

As the California Supreme Court held, "[i]f no EIR has been prepared for a nonexempt project, but substantial evidence in the record supports a fair argument that the project may result

in significant adverse impacts, the proper remedy is to order preparation of an EIR." *Communities for a Better Env't v. South Coast Air Quality Management Dist.* (2010) 48 Cal.4th 310, 319-320 ["*CBE v. SCAQMD*"], citing, *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.3d 68, 75, 88; *Brentwood Assn. for No Drilling, Inc. v. City of Los Angeles* (1982) 134 Cal.App.3d 491, 504–505. "Significant environmental effect" is defined very broadly as "a substantial or potentially substantial adverse change in the environment." Pub. Res. Code ["PRC"] § 21068; see also 14 CCR § 15382. An effect on the environment need not be "momentous" to meet the CEQA test for significance; it is enough that the impacts are "not trivial." *No Oil, Inc., supra,* 13 Cal.3d at 83. "The 'foremost principle' in interpreting CEQA is that the Legislature intended the act to be read so as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language." *Communities for a Better Env't v. Cal. Resources Agency* (2002) 103 Cal.App.4th 98, 109 ["*CBE v. CRA*"].

The EIR is the very heart of CEQA. *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1214; *Pocket Protectors v. City of Sacramento* (2004) 124 Cal.App.4th 903, 927. The EIR is an "environmental 'alarm bell' whose purpose is to alert the public and its responsible officials to environmental changes before they have reached the ecological points of no return." *Bakersfield Citizens,* 124 Cal.App.4th at 1220. The EIR also functions as a "document of accountability," intended to "demonstrate to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological implications of its action." *Laurel Heights Improvements Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 392. The EIR process "protects not only the environment but also informed self-government." *Pocket Protectors*, 124 Cal.App.4th at 927.

An EIR is required if "there is substantial evidence, in light of the whole record before the lead agency, that the project may have a significant effect on the environment." PRC § 21080(d); see also *Pocket Protectors*, 124 Cal.App.4th at 927. In very limited circumstances, an agency may avoid preparing an EIR by issuing a negative declaration, a written statement briefly indicating that a project will have no significant impact thus requiring no EIR (14 Cal. Code Regs. § 15371), only if there is not even a "fair argument" that the project will have a significant environmental effect. PRC, §§ 21100, 21064.) Since "[t]he adoption of a negative declaration . . . has a terminal effect on the environmental review process," by allowing the agency "to dispense with the duty [to prepare an EIR]," negative declarations are allowed only in cases where "the proposed project will not affect the environment at all." *Citizens of Lake Murray v. San Diego* (1989) 129 Cal.App.3d 436, 440.

Where an initial study shows that the project may have a significant effect on the environment, a mitigated negative declaration may be appropriate. However, a mitigated negative declaration is proper *only* if the project revisions would avoid or mitigate the potentially significant effects identified in the initial study "to a point where clearly no significant effect on the environment would occur, and…there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment." (Public Resources Code §§ 21064.5 and 21080(c)(2); *Mejia v. City of Los Angeles* (2005) 130 Cal.App.4th 322, 331.) In that context, "may" means a *reasonable possibility* of a significant effect on the environment. (Pub. Resources Code, §§ 21082.2(a),

21100, 21151(a); *Pocket Protectors, supra,* 124 Cal.App.4th at 927; *League for Protection of Oakland's etc. Historic Resources v. City of Oakland* (1997) 52 Cal.App.4th 896, 904–905.)

Under the "fair argument" standard, an EIR is required if any substantial evidence in the record indicates that a project may have an adverse environmental effect—even if contrary evidence exists to support the agency's decision. 14 CCR § 15064(f)(1); *Pocket Protectors,* 124 Cal.App.4th at 931; *Stanislaus Audubon Society v. County of Stanislaus* (1995) 33 Cal.App.4th 144, 150-15; *Quail Botanical Gardens Found., Inc. v. City of Encinitas* (1994) 29 Cal.App.4th 1597, 1602. The "fair argument" standard creates a "low threshold" favoring environmental review through an EIR rather than through issuance of negative declarations or notices of exemption from CEQA. *Pocket Protectors,* 124 Cal.App.4th at 928.

The "fair argument" standard is virtually the opposite of the typical deferential standard accorded to agencies. As a leading CEQA treatise explains:

> This 'fair argument' standard is very different from the standard normally followed by public agencies in making administrative determinations. Ordinarily, public agencies weigh the evidence in the record before them and reach a decision based on a preponderance of the evidence. [Citations]. The fair argument standard, by contrast, prevents the lead agency from weighing competing evidence to determine who has a better argument concerning the likelihood or extent of a potential environmental impact. The lead agency's decision is thus largely legal rather than factual; it does not resolve conflicts in the evidence but determines only whether substantial evidence exists in the record to support the prescribed fair argument.

Kostka & Zishcke, *Practice Under CEQA,* §6.29, pp. 273-274. The Courts have explained that "it is a question of law, not fact, whether a fair argument exists, and the courts owe no deference to the lead agency's determination. Review is de novo, with a preference for resolving doubts in favor of environmental review." *Pocket Protectors,* 124 Cal.App.4th at 928 [emphasis in original].

IV. DISCUSSION

A. The City Cannot Rely Upon an Addendum to Either a General Plan or Area Plan EIR in Order to Satisfy CEQA's Environmental Review Requirements for a Separate Development Project.

An addendum is authorized by CEQA in certain limited circumstances. "The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." 14 Cal. Admin Code § 15164(a). Section 15162 establishes a condition precedent that the prior EIR being relied upon be adopted for the same project currently before the agency. Thus, "[w]hen an EIR has been certified or a negative declaration adopted for ***a project***, no subsequent EIR shall be prepared for ***that project*** unless the

lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following…." 14 Cal. Admin. Code § 15162(a) (emphasis added).

A specific development project is not the same as either an area plan or a general plan. Neither the Diridon Station Area nor the Envision San Jose 2040 General Plan describe the 715 West Julian Mixed Use Project. Although not the same projects, CEQA does provide for tiering the environmental review of the 715 West Julian Mixed Use Project from the prior EIR reviews to the extent some of the environmental impact analysis of the overarching plans would be applicable to considering impacts of this specific project. Thus, **"**[a]gencies are encouraged to tier the environmental analyses which they prepare for ***separate*** but related projects including general plans, zoning changes, and development projects." 14 Cal. Admin. Code § 15152(b). Just because tiering is appropriate does not mean that a specific development project is deemed to be the same project as the prior approved area plan or general plan:

> Where an EIR has been prepared and certified for a program, plan, policy, or ordinance consistent with the requirements of this section, any lead agency for ***a later project pursuant to or consistent with*** the program, plan, policy, or ordinance should limit the EIR or negative declaration on the ***later project*** to effects which:
>
> > (1) Were not examined as significant effects on the environment in the prior EIR; or
> > (2) Are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means.

14 Cal. Admin. Code § § 15152(d) (emphasis added). Thus, the tiering provision expressly treats a later site specific development project as a separate project from the planning level decisions.

Additionally, when the tiering requirements are being employed by a lead agency, the agency is expressly limited to preparing either an EIR or a negative declaration.

> A ***later EIR shall be required*** when the initial study or other analysis finds that the later project may cause significant effects on the environment that were not adequately addressed in the prior EIR. A ***negative declaration shall be required*** when the provisions of Section 15070 are met.

14 Cal. Admin. Code § § 15152(f) (emphasis added). Although tiering does relieve the lead agency from having to revisit effects of the newer project that were in fact addressed in the prior program-level EIR, it does not eliminate site specific analyses or the need to prepare either an EIR or negative declaration subject to CEQA's public notice, reviewing and hearing requirements. Moreover, by requiring at least a negative declaration when Section 15070's requirements are met, the tiering procedure expressly incorporates CEQA's fair argument standard. Section 15070 provides:

> A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:
> (a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
> (b) The initial study identifies potentially significant effects, but:
> (1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
> (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

14 Cal. Admin. Code § 15070. There is no authority to use an addendum to another project's EIR in order to tier from that prior program EIR for a specific development project. If, in the end, the City is not presented with substantial evidence of a fair argument that the Project may have a significant environmental effect, it must at least prepare a negative declaration.

The City's attempt to use an addendum to tier the environmental analysis for the Project from the Area Plan's and General Plan's EIRs improperly sidesteps CEQA's important public participation requirements. Even if the City believes that the Project will not have any significant effects, it must still provide notice to the public and other responsible agencies of its intent to rely on the negative declaration (14 Cal. Admin. Code § 15072), allow the public at least a 20-day period (30 days if state agencies must review) to review and comment on the negative declaration (14 Cal. Admin. Code § 15073), and base any adoption of the negative declaration on certain findings (14 Cal. Admin. Code § 15074). All of these requirements have been cast aside by the City's attempted reliance on an addendum to EIRs prepared for separate projects.

B. An EIR Is Required Because There is a Fair Argument that the Project Will Have Significant Indoor Air Quality Impacts

Certified Industrial Hygienist, Francis "Bud" Offermann, PE, CIH concludes that it is likely that the Project will expose future residents to significant impacts related to indoor air quality, and in particular, emissions for the cancer-causing chemical formaldehyde. Mr. Offermann is one of the world's leading experts on indoor air quality and has published extensively on the topic.

Mr. Offermann explains that many composite wood products typically used in modern home construction contain formaldehyde-based glues which off-gas formaldehyde over a very long time period. He states, "The primary source of formaldehyde indoors is composite wood products manufactured with urea-formaldehyde resins, such as plywood, medium density fiberboard, and particle board. These materials are commonly used in residential building construction for flooring, cabinetry, baseboards, window shades, interior doors, and window and door trims."

Formaldehyde is a known human carcinogen. Mr. Offermann states that there is a fair argument that residents of the 715West Julian Street project will be exposed to a cancer risk from formaldehyde of approximately 180 per million. This is far above the Bay Area Air Quality Management District (BAAQMD) CEQA significance threshold for airborne cancer risk of 10 per million. (Exhibit C). Mr. Offermann states:

> Therefore, the cancer risk of a resident living in a median California home with the median indoor formaldehyde concentration of 36 $\mu g/m^3$, is 180 per million as a result of formaldehyde alone. Assuming this project will be built using typical materials and construction methods used in California, there is a fair argument that future residents will experience a cancer risk from formaldehyde of approximately 180 per million. The CEQA significance threshold for airborne cancer risk is 10 per million, as established by the Bay Area Air Quality Management District (BAAQMD, 2017). There is a fair argument that this project will expose future residents to a significant airborne cancer risk of 180 per million, which is 18 times above the CEQA significance threshold. This impact should be analyzed in an environmental impact report ("EIR"), and the agency should impose all feasible mitigation measures to reduce this impact. Several feasible mitigation measures are discussed below and these and other measures should be analyzed in an EIR.

Offermann Comments, p. 2. Mr. Offermann concludes that this significant environmental impact should be analyzed in an EIR and mitigation measures should be imposed to reduce the risk of formaldehyde exposure.

When a Project exceeds a duly adopted CEQA significance threshold, as here, this alone establishes a fair argument that the project will have a significant adverse environmental impact and an EIR is required. Indeed, in many instances, such air quality thresholds are the only criteria reviewed and treated as dispositive in evaluating the significance of a project's air quality impacts. See, e.g. *Schenck v. County of Sonoma* (2011) 198 Cal.App.4th 949, 960 (County applies BAAQMD's "published CEQA quantitative criteria" and "threshold level of cumulative significance"). See also *Communities for a Better Environment v. California Resources Agency* (2002) 103 Cal.App.4th 98, 110-111 ("A 'threshold of significance' for a given environmental effect is simply that level at which the lead agency finds the effects of the project to be significant"). The California Supreme Court made clear the substantial importance that an air district significance threshold plays in providing substantial evidence of a significant adverse impact. *Communities for a Better Environment v. South Coast Air Quality Management Dist.* (2010) 48 Cal.4th 310, 327 ("As the [South Coast Air Quality Management] District's established significance threshold for NOx is 55 pounds per day, these estimates [of NOx emissions of 201 to 456 pounds per day] constitute substantial evidence supporting a fair argument for a significant adverse impact"). Since expert evidence demonstrates that the Project will exceed the BAAQMD's CEQA significance threshold, there is a fair argument that the Project will have significant adverse impacts and an EIR is required.

Mr. Offermann also notes that the high cancer risk that may be posed by the project indoor air emissions is exacerbated to 187 in a million by the additional cancer risk calculated for the project from emissions from nearby roadways and railroad tracks. Offermann Comments, p. 5. Mr. Offermann suggests several feasible mitigation measures, such as requiring the use of no-added-formaldehyde composite wood products, which are readily available. *Id*., pp. 6-7. Mr. Offermann also suggests requiring air ventilation systems which would reduce formaldehyde levels. Since the MND does not analyze this impact at all, none of these or other mitigation measures are considered.

C. There is substantial evidence of a fair argument that the Project may have significant air pollution and health risk impacts from its emissions of air contaminants.

The environmental consulting firm, Soil, Water, Air Protection Enterprise (SWAPE), has reviewed the air modeling conducted for the Project as well as the Addendum's discussion of health risks. SWAPE concludes that the air modeling is not supported by substantial evidence because it applies a number of key inputs that are inconsistent with the project description set forth in the Addendum. As for health risks, SWAPE points out the absence of any quantitative health risk assessment in support of the Addendum's conclusion that the project would not have any significant health risk impacts on nearby residents. SWAPE's screening analysis of the Project's health risks indicates that the Project could create a cancer risk as high as 220 in a million, well above the BAAQMD's threshold of 10 in one million. These potential environmental impacts are not addressed in the previous General Plan and Area Plan EIRs. The Addendum's analysis is not supported by substantial evidence and SWAPE's analysis is substantial evidence that the Project may have significant air quality and health risk impacts.

1. The MND's air quality analysis is not based on substantial evidence because it relies upon incorrect inputs regarding key characteristics of the Project.

The air modeling conducted for the Project is not supported by substantial evidence because it relies upon inputs that understate the number of residents and other key aspects of the Project. As a result, the projected air emissions relied upon by the Addendum are underestimated and unreliable.

First, the air modeling understates the number of residents that will reside at the Project. The Addendum indicates that there will be 779 residents. Addendum, p. 81, Table 8. However, the air modeling is based on only 712 residents, apparently a default number in the CalEEMod model. SWAPE Comment, p. 2. By understating the number of residents, the air modeling underestimates air emissions from the Project.

Second, pollution from vehicles using the Project also are understated. The traffic impact analysis attached to the Addendum at Appendix F estimates that the Project will generate 1,729 vehicle trips per day. Appendix F, p. 32, Table 6. *See* SWAPE Comments, p. 2. Rather than 1,729 vehicle trips, the air modeling assumes only 1,658 vehicle trips. Appendix A, pp. 52. *See*

SWAPE Comments, p. 3. To make matters worse, the air modeling also assumes a higher number of trips already occurring at the site. Appendix F indicates that the existing land uses result in 187 vehicle trips per day. Appendix A, pp. 52. *See* SWAPE Comments, p. 2. The air model boosts this number to 233 existing vehicle trips. Because the air models vehicle trip numbers do not jibe with the traffic impact assessment, the air modeling is not supported by substantial evidence.

Third, the air modeling double counts pass-by trips. SWAPE Comments, pp. 4-5. Because pass-by trips are assumed to be much shorter than other types of trips, using an inflated number of pass-by trips will reduce the vehicle miles travelled associated with the Project. 217 pass-by trips were accounted for in the traffic impact assessment and are taken into account by the 1,729 vehicle trips per day estimated for the Project. Nevertheless, the air modeling takes another percentage discount out of the total vehicle trips purportedly to, once again, account for pass-by trips. This double-counting of pass-by trips again artificially reduces the projected air emissions from the Project.

Because of these inaccuracies, the air pollution modeling result is not supported by substantial evidence. The applicant should rerun the modeling in order to ascertain the actual anticipated emissions from the Project's construction and operation.

2. There is substantial evidence of a fair argument that the Project's construction may have significant health risk impacts from its emissions of toxic air contaminants.

People sensitive to toxic air contaminants live adjacent to the proposed site. "The closest sensitive receptors to the project site are the multi-family residences to the north and west of the project site and single-family homes to the south." Addendum, p. 39. SWAPE measures the Project's distance to the nearest sensitive receptor as approximately 107 feet. SWAPE Comments, p. 10. The BAAQMD has established a significance threshold for cancer risk of 10.0 in one million. The air analysis for the Project concludes that, without mitigations, construction of the Project will result in a cancer risk of 48.4 in one million for an infant exposure. *Id*., p. 44. The Addendum identifies mitigation MM-AQ-1, requiring the applicant to "develop a plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average of 81 percent reduction in diesel particulate matter (DPM) exhaust emissions or greater." *Id*. The Addendum then identifies a nonexclusive list of "[m]easures that can be implemented to achieve this reduction…." *Id*. Two measures are described:

> All mobile diesel-powered off-road equipment larger than 25 horsepower and operating on the site for more than two days continuously shall meet, at a minimum, U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent.
>
> The use of equipment with CARB-certified Level 3 Diesel Particulate Filters or alternatively-fueled equipment (i.e., non-diesel), and/or additional exhaust devices.

Addendum, p. 47. The developer is not required to use either of these two measures. "The construction contractor could use other measures to minimize construction period DPM emissions to reduce the predicted cancer risk below the thresholds." *Id*. The types and mix of measures would be set forth in a plan to be submitted to the Planning Department: "A written plan to achieve a fleet-wide average reduction in DPM emissions shall be prepared by a qualified consultant and submitted to the Supervising Environmental Planner of the Planning, Building and Code Enforcement Department prior to issuance of any grading permits." *Id*.

The health risk mitigation measure is inadequate as it is likely infeasible and improperly defers the selection of the actual mitigation measures. Measures to minimize significant environmental impacts must be feasible. 14 Cal. Admin. Code § 15126.4(a)(1). Mitigation measures also must be fully enforceable. 14 Cal. Admin. Code § 15126(a)(2). Measure MM-AQ-1 is neither.

SWAPE's review has identified substantial evidence that indicates it is unlikely that the applicant will be able to identify measures that will achieve a fleet-wide average reduction of 81 percent in diesel particulate matter. SWAPE Comment, pp. 6-8. There is no evidence that Tier 4 equipment will be available for the Project. Based on recent reports, only about 22 percent of all off-road equipment currently available in the State of California

Thus, by stating that the Project could use Tier 4 equipment during construction, the Addendum is relying on a fleet of construction equipment that only accounts for 22% of all off-road equipment currently available in the State of California that meets the Tier 4 standard. Whether or not any Tier 4 equipment will be available to this Project is speculative and unlikely. Because it is unlikely that the applicant would be able to develop a feasible plan to achieve the 81 percent DPM reduction, the City cannot assume this mitigation measure will reduce the Project's health risk impact.

In addition, measure MM-AQ-1 improperly defers the actual development and identification of the mitigation measure. CEQA disallows deferring the formulation of mitigation measures to post-approval studies. CEQA Guidelines § 15126.4(a)(1)(B); *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 308-309. An agency may only defer the formulation of mitigation measures when it possesses "'meaningful information' reasonably justifying an expectation of compliance." *Sundstrom* at 308; *see also Sacramento Old City Association v. City Council of Sacramento* (1991) 229 Cal.App.3d 1011, 1028-29 (mitigation measures may be deferred only "for kinds of impacts for which mitigation is known to be feasible"). A lead agency is precluded from making the required CEQA findings unless the record shows that all uncertainties regarding the mitigation of impacts have been resolved; an agency may not rely on mitigation measures of uncertain efficacy or feasibility. *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 727 (finding groundwater purchase agreement inadequate mitigation because there was no evidence that replacement water was available). This approach helps "insure the integrity of the process of decisionmaking by precluding stubborn problems or serious criticism from being swept under the rug." *Concerned Citizens of Costa Mesa, Inc. v. 32nd Dist. Agricultural Assn.* (1986) 42 Cal.3d 929, 935.

Moreover, by deferring the development of specific mitigation measures, the Applicant has effectively precluded public input into the development of those measures. CEQA prohibits this approach. As explained by the *Sundstrom* court:

> An EIR … [is] subject to review by the public and interested agencies. This requirement of "public and agency review" has been called "the strongest assurance of the adequacy of the EIR." The final EIR must respond with specificity to the "significant environmental points raised in the review and consultation process." . . . Here, the hydrological studies envisioned by the use permit would be exempt from this process of public and governmental scrutiny.

Sundstrom, 202 Cal.App.3d at 308.

The second option identified in the Addendum calling for filters on unnamed equipment and measure MM-AQ-1's calling for a future plan setting forth the actual mitigations are mere deferrals of developing the mitigation. Because there is no plan to review during the project approval process, the Planning Commission and public have no idea whether the proposed future measures will achieve an 81 percent reduction. Because there is no evidence of available measures that could achieve the 81 percent reduction, mitigation of the Project's cancer risk has been improperly deferred. There is simply no substantial evidence that whatever plan the applicant comes up with in the future will mitigate the Project's cancer risk.

3. There is substantial evidence of a fair argument that the Project's operation may have significant health risk impacts from its emissions of toxic air contaminants.

As for operation of the Project, the Addendum does not rely on a quantitative assessment. Instead, the Addendum states that "[o]peration of the project is not expected to cause any localized emissions that could expose sensitive receptors to unhealthy air pollutant levels" noting that the Project does not include any stationary sources of toxic air contaminants such as a generator. *Id*., p. 44. As SWAPE points out, "Simply because the Project Applicant states that the Project will not expose "sensitive receptors to unhealthy air pollutant levels" does not mean that an analysis is not needed." SWAPE Comments, p. 9. The BAAQMD CEQA Guidelines specifically recommend that "all receptors located within a 1,000 foot radius of the project's fence line be assessed for potentially significant impacts from the incremental increase in risks or hazards from the proposed new source." BAAQMD CEQA Guidelines, May 2017, p. 5-7; SWAPE Comments, p. 9. Likewise, guidance published by the Office of Environmental Health Hazard Assessment (OEHHA) also recommends the preparation of a quantified health risk assessment. SWAPE Comments, p. 10. In order to fully disclose the potential health risks associated with the Project, an accurate health risk assessment for the entire Project consistent with guidelines published by OEHHA must be prepared. Currently, the Addendum's conclusion that the Project will not result in any significant health risks is not supported by substantial evidence and a fair argument exists that the Project may have significant health risk impacts.

Based on the limited information provided by the Addendum, a fair argument exists that the Project may have a significant health risk impact to nearby sensitive receptors. SWAPE has prepared a Level 2 health risk screening assessment ("HRSA") for the project. BAAQMD recommends a significance threshold of 10 in one million cancer risk for infants, children, adults, and lifetime residency. Applying the U.S. Environmental Protection Agency's AERSCREEN model, as recommended by OEHHA and CAPCOA, SWAPE calculates that construction and operation of the Project will result in cancer risks to infants, children, adults, and nearby residents over the course of a 30-year residential lifetime of, respectively, 92 in one million, 110 in one million, 13 in one million, and 220 in one million, well in excess of BAAQMD's threshold. SWAPE Comment, pp. 10-13. Based on this substantial screening evidence, a fair argument is present that the Project may have significant health risk impacts on nearby residents. A complete health risk assessment must be prepared for the Project in order to provide a substantial basis for any conclusions regarding the Project's health risks to current residents.

V. CONCLUSION

For the foregoing reasons, the Addendum for the Project should be withdrawn, an EIR should be prepared, and the draft EIR should be circulated for public review and comment in accordance with CEQA. Thank you for considering these comments.

Sincerely,

Michael R. Lozeau
Lozeau | Drury LLP

EXHIBIT A

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Date: September 24, 2018

To: Michael R. Lozeau
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From: Bud Offermann PE CIH

Subject: Indoor Air Quality: 715 W. Julian Street, San Jose Development

Pages: 9

Indoor Air Quality Impacts

Indoor air quality (IAQ) directly impacts the comfort and health of building occupants, and the achievement of acceptable IAQ in newly constructed and renovated buildings is a well-recognized design objective. For example, IAQ is addressed by major high-performance building rating systems and building codes (California Building Standards Commission, 2014; USGBC, 2014). Indoor air quality in homes is particularly important because occupants, on average, spend approximately ninety percent of their time indoors with the majority of this time spent at home (EPA, 2011). Some segments of the population that are most susceptible to the effects of poor IAQ, such as the very young and the elderly, occupy their homes almost continuously. Additionally, an increasing number of adults are working from home at least some of the time during the workweek.

The concentrations of many air pollutants often are elevated in homes relative to outdoor air because many of the materials and products used indoors contain and release a variety of pollutants to air (Hodgson et al., 2002; Offermann and Hodgson, 2011). With respect to indoor air contaminants for which inhalation is the primary route of exposure, the critical design and construction parameters are the provision of adequate ventilation and

the reduction of indoor sources of the contaminants.

Indoor Formaldehyde Concentrations Impact. In the California New Home Study (CNHS) of 108 new homes in California (Offermann, 2009), 25 air contaminants were measured, and formaldehyde was identified as the indoor air contaminant with the highest cancer risk as determined by the California Proposition 65 Safe Harbor Levels (OEHHA, 2017), No Significant Risk Levels (NSRL) for carcinogens. The NSRL is the daily intake level calculated to result in one excess case of cancer in an exposed population of 100,000 (i.e., ten in one million cancer risk) and for formaldehyde is 40 µg/day. The NSRL concentration of formaldehyde that represents a daily dose of 40 µg is 2 $\mu g/m^3$, assuming a continuous 24-hour exposure, a total daily inhaled air volume of 20 m^3, and 100% absorption by the respiratory system. All of the CNHS homes exceeded this NSRL concentration of 2 $\mu g/m^3$. The median indoor formaldehyde concentration was 36 $\mu g/m^3$, and ranged from 4.8 to 136 $\mu g/m^3$, which corresponds to a median exceedance of the 2 $\mu g/m^3$ NSRL concentration of 18 and a range of 2.3 to 68.

Therefore, the cancer risk of a resident living in a median California home with the median indoor formaldehyde concentration of 36 $\mu g/m^3$, is 180 per million as a result of formaldehyde alone. Assuming this project will be built using typical materials and construction methods used in California, there is a fair argument that future residents will experience a cancer risk from formaldehyde of approximately 180 per million. The CEQA significance threshold for airborne cancer risk is 10 per million, as established by the Bay Area Air Quality Management District (BAAQMD, 2017). There is a fair argument that this project will expose future residents to a significant airborne cancer risk of 180 per million, which is 18 times above the CEQA significance threshold. This impact should be analyzed in an environmental impact report ("EIR"), and the agency should impose all feasible mitigation measures to reduce this impact. Several feasible mitigation measures are discussed below and these and other measures should be analyzed in an EIR.

Besides being a human carcinogen, formaldehyde is also a potent eye and respiratory irritant. In the CNHS, many homes exceeded the non-cancer reference exposure levels

(RELs) prescribed by California Office of Environmental Health Hazard Assessment (OEHHA, 2017). The percentage of homes exceeding the RELs ranged from 98% for the Chronic REL of 9 µg/m^3 to 28% for the Acute REL of 55 µg/m^3.

The primary source of formaldehyde indoors is composite wood products manufactured with urea-formaldehyde resins, such as plywood, medium density fiberboard, and particle board. These materials are commonly used in residential building construction for flooring, cabinetry, baseboards, window shades, interior doors, and window and door trims.

In January 2009, the California Air Resources Board (CARB) adopted an airborne toxics control measure (ATCM) to reduce formaldehyde emissions from composite wood products, including hardwood plywood, particleboard, medium density fiberboard, and also furniture and other finished products made with these wood products (California Air Resources Board 2009). While this formaldehyde ATCM has resulted in reduced emissions from composite wood products sold in California, they do not preclude that homes built with composite wood products meeting the CARB ATCM will have indoor formaldehyde concentrations that are below cancer and non-cancer exposure guidelines.

Outdoor Air Ventilation Impact. Another important finding of the CNHS, was that the outdoor air ventilation rates in the homes were very low. Outdoor air ventilation is a very important factor influencing the indoor concentrations of air contaminants, as it is the primary removal mechanism of all indoor air generated air contaminants. Lower outdoor air exchange rates cause indoor generated air contaminants to accumulate to higher indoor air concentrations. Many homeowners rarely open their windows or doors for ventilation as a result of their concerns for security/safety, noise, dust, and odor concerns (Price, 2007). In the CNHS field study, 32% of the homes did not use their windows during the 24-hour Test Day, and 15% of the homes did not use their windows during the entire preceding week. Most of the homes with no window usage were homes in the winter field session. Thus, a substantial percentage of homeowners never open their windows, especially in the winter season. The median 24-hour measurement was 0.26 ach, with a range of 0.09 ach to 5.3 ach. A total of 67% of the homes had outdoor air exchange rates

below the minimum California Building Code (2001) requirement of 0.35 ach. Thus, the relatively tight envelope construction, combined with the fact that many people never open their windows for ventilation, results in homes with low outdoor air exchange rates and higher indoor air contaminant concentrations.

The mixed-use development proposed at 715 W. Julian Street in San Jose is located close to roads with moderate to high traffic, and as a result has been determined to be a sound impacted site according to the Addendum to the Diridon Station Area Plan Environmental Impact Report- SCH# 2011092022 (City of San Jose, 2018), Chapter 3 - Section L, Noise, and future exterior noise levels of up to 71 dBA L_{dn} may occur at southern and eastern facades of the proposed building. The Standard Permit Conditions in Chapter 3 - Section L of this report state that the project applicant shall retain a qualified acoustical specialist to prepare a detailed analysis of interior residential noise levels resulting from all exterior sources during the final design phase of the project pursuant to requirements set forth in the State Building Code.

As a result of the high outdoor traffic related noise levels, the current project anticipates the need for mechanical supply of outdoor air ventilation air to allow for a habitable interior environment with closed windows and doors within each residential unit. Such a ventilation system would allow windows and doors to be kept closed at the occupant's discretion to control exterior noise within residential interiors.

Mechanical outdoor air ventilation systems may be designed in three airflow configurations; exhaust only systems, balanced outdoor air supply and exhaust systems, and outdoor air supply only systems. Exhaust only systems are the least expensive system, and in multi-family residential buildings, such as those at this project, typically consist of continuously operated bathroom exhaust fans and an acoustically treated opening in the exterior wall, sometimes referred to as a Z-Duct. The Z-Duct exterior opening typically has soundliner installed on the inside surfaces of the opening to reduce the transmission of exterior noise to the indoors. The continuously operating bathroom fans create a negative air pressure in the unit that causes outdoor air to enter the indoor space through the Z-Duct. However, this negative air pressure allows for air to infiltrate the units from adjacent units, the hallways, and the exterior walls. This infiltrating air can cause staining on

carpeting and on walls around electrical outlets, as well as transporting air between adjacent units, which causes complaints from cooking and smoking odors. Since tobacco smoke is a known carcinogen, the transport of the tobacco smoke to adjacent units, poses a health risk to those exposed in the adjacent units. In addition, the negative pressure created in units by exhaust only systems can cause sewer gas to enter the indoor air should plumbing drain traps become dry.

Also, the Z-Duct openings for exhaust only systems preclude the inclusion of efficient outdoor air filtration without adversely impacting the flow of outdoor air into the unit. Both balanced outdoor air supply and exhaust systems, and outdoor air supply only systems, can have efficient outdoor air filtration without adversely impacting the flow of outdoor air into the unit.

$PM_{2.5}$ Outdoor Concentrations Impact. An additional impact of the nearby motor vehicle and railroad traffic and stationary sources associated with this project, are the increased outdoor concentrations of $PM_{2.5}$. The modeled maximum annual $PM_{2.5}$ concentration was determined to be 0.25 $\mu g/m^3$ (City of San Jose, 2018, Table 6). The maximum increased cancer risk for residential receptors was calculated to be 7.1 per million. As a result, the airborne cancer risk for the future residents of the project, including the cancer risk of 180 per million cited earlier for indoor formaldehyde exposures, may be 187 per million.

It should also be noted, that the Total Cancer Risk in Table 6 (see below) from the six sources is 11.77 per million not the 7.1 per million in Table 6.

Table 6 Community Risk to Proposed Residential Occupants			
Source	**Cancer Risk (per million)**	**Annual $PM_{2.5}$ ($\mu g/m^3$)**	**Acute or Chronic Hazard Index**
SR-82 (The Alameda) at ~825 feet SR 82, Link 332 (6-foot elevation)	2.1	0.02	<0.01
Stockton Avenue at 50 feet	4.5	0.16	<0.01
West Julian Street at 50 feet	1.6	0.05	<0.01
Plant #G7202 at ~370 feet (Diesel Internal Combustion Engine distance multiplier)	0.04	0.0	0.0
Plant #3100 at ~370 feet (Diesel Internal Combustion Engine distance multiplier)	0.03	<0.01	<0.01
Railroad line at ~500 feet	3.5	0.01	<0.01
Total	7.1	<0.25	<0.07
BAAQMD Cumulative Source Threshold	*100*	*0.8*	*10.0*
Significant?	No	No	No
* The on-site MEI is at a greater distance from SR-82 than the nearest project site receptor. Hence, the risk at the on-site MEI would be lower.			

Indoor Air Quality Impact Mitigation Measures

The following are recommended mitigation measures to minimize the impacts upon indoor quality:

- indoor formaldehyde concentrations
- outdoor air ventilation
- $PM_{2.5}$ outdoor air concentrations

Indoor Formaldehyde Concentrations Mitigation. Use only composite wood materials (e.g. hardwood plywood, medium density fiberboard, particleboard) for all interior finish systems that are made with CARB approved no-added formaldehyde (NAF) resins or ultra-low emitting formaldehyde (ULEF) resins (CARB, 2009).

Outdoor Air Ventilation Mitigation. Provide each habitable room with a mechanical supply of outdoor air that meets or exceeds the California 2016 Building Energy Efficiency Standards (California Energy Commission, 2015) requirements of the greater of 15 cfm/occupant or 0.15 cfm/ft^2 of floor area. Following installation of the system

conduct testing and balancing to insure that required amount of outdoor air is entering each habitable room and provide a written report documenting the outdoor air flow rates. Do not use exhaust only mechanical outdoor air systems, use only balanced outdoor air supply and exhaust systems or outdoor air supply only systems. Provide a manual for the occupants that describes the purpose of the mechanical outdoor air system and the operation and maintenance requirements of the system.

$PM_{2.5}$ Outdoor Air Concentration Mitigation. Install air filtration with a minimum efficiency of MERV 13 to filter the outdoor air entering the mechanical outdoor air supply system. Install the air filters in the system such that that they are accessible for replacement by the occupants. Include in the mechanical outdoor air ventilation system manual instructions on how to replace the air filters and the estimated frequency of replacement.

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EXHIBIT B

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September 25, 2018

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Subject: Comments on the 715 West Julian Mixed-Use Project

Dear Mr. Lozeau,

We have reviewed the August 2018 Addendum to the Diridon Station Area Plan Environmental Impact Report ("Addendum") for the 715 West Julian Mixed-Use Project ("Project") located in the City of San Jose ("City"). The Project lot lies within the boundaries of the Diridon Station Area Plan (DSAP) and the Project is proposing a Planned Development Rezoning and Permit in order to combine two lots into one parcel and rezone the site from CP Commercial Pedestrian Zoning District and LI Light Industrial Zoning District to CP (PD) Planned Development Zoning District. The Project proposes to demolish five existing buildings in order to construct 249 residential units and 26,585 square feet of commercial and/or retail space in a seven-story building with two below-grade levels of parking.

Our review concludes that the Addendum fails to adequately evaluate the Project's Air Quality and Greenhouse Gas (GHG) impacts. As a result, emissions and health impacts associated with construction and operation of the proposed Project are underestimated and inadequately addressed. An updated CEQA document should be prepared to adequately assess and mitigate the potential health risk and GHG impacts the Project may have on the surrounding environment.

Air Quality

Unsubstantiated Input Parameters Used to Estimate Project Emissions

The Addendum relies on emissions calculated from the California Emissions Estimator Model Version CalEEMod.2016.3.2 ("CalEEMod").[1] CalEEMod provides recommended default values based on site specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but the California Environmental Quality

[1] CalEEMod website, *available at*: http://www.caleemod.com/

Act (CEQA) requires that such changes be justified by substantial evidence.[2] Once all of the values are inputted into the model, the Project's construction and operational emissions are calculated, and "output files" are generated. These output files disclose to the reader what parameters were utilized in calculating the Project's air pollutant emissions, and make known which default values were changed as well as provide a justification for the values selected.[3]

When we reviewed the Project's CalEEMod output files, found in Appendix A, we found that several of the values inputted into the model were not consistent with information disclosed in the Addendum. As a result, the Project's construction and operational emissions are greatly underestimated. An updated CEQA document should be prepared to include an updated air quality analysis that adequately evaluates the impacts that construction and operation of the Project will have on local and regional air quality.

Failure to Use Project Specific Data

According to the Addendum, the proposed Project will be populated with 779 residents (Table 8, pp. 81). However, review of the Project's CalEEMod demonstrates that the Project uses CalEEMod's default number of residents to estimate Project emissions (see excerpt below) (Appendix A, pp. 50).

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	27.00	1000sqft	0.00	27,000.00	0
Enclosed Parking with Elevator	246.00	Space	0.00	98,400.00	0
Apartments High Rise	249.00	Dwelling Unit	1.22	249,000.00	712

As you can see in the excerpt above, the Project Applicant underestimated the number of the residents. According to the CalEEMod User's Guide, "If the actual population data is known, the user should override the default value."[4] Therefore, the Project Applicant should have estimated emissions with the correct number of residents in order to accurately estimate emissions.

Incorrect Daily Vehicle Trip Estimation

Review of the Traffic Impact Analysis (TIA) found in Appendix F demonstrates that the Project Applicant modeled the existing and proposed land uses with an incorrect number of daily vehicle trips. As a result, both the existing emissions and proposed Project's emissions are incorrect.

According to the TIA, conducted by Hexagon Transportation Consultants, Inc., the proposed Project would generate 1,729 vehicle trips per day and the existing land uses generate 187 vehicle trips per day (see excerpt below) (Table 6, Appendix F, pp. 32).

[2] CalEEMod User Guide, p. 1, 11, *available at:* http://www.caleemod.com/
[3] CalEEMod User Guide, p. 8, 12, *available at:* http://www.caleemod.com/ (A key feature of the CalEEMod program is the "remarks" feature, where the user explains why a default setting was replaced by a "user defined" value. These remarks are included in the report.)
[4] CalEEMod Model 2016.3.2 User's Guide, pp. 2,30, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4

Table 6
Project Trip Generation Estimates

Land Use	Size	Daily Rate	Daily Trips	AM Peak Hour Rate	AM In	AM Out	AM Total	PM Peak Hour Rate	PM In	PM Out	PM Total
Proposed Uses											
Apartments [1]	249 units	5.44	1,355	0.36	23	67	90	0.44	67	43	110
Transit Reduction for Residential (9%) [2]			(122)		(2)	(6)	(8)		(6)	(4)	(10)
Housing and Retail Internal Reduction (15%) [2]			(153)		(2)	(2)	(4)		(8)	(7)	(15)
Subtotal			*1,080*		*19*	*59*	*78*		*53*	*32*	*85*
Retail Space [3]	27,000 s.f.	37.75	1,019	0.94	16	9	25	3.81	49	54	103
Housing and Retail Internal Reduction (15%) [2]			(153)		(2)	(2)	(4)		(7)	(8)	(15)
Retail Pass-By Reduction (25%) [4]			(217)		(3)	(3)	(6)		(11)	(11)	(22)
Subtotal			*649*		*11*	*4*	*15*		*31*	*35*	*66*
Total Project Trips			**1,729**		**30**	**63**	**93**		**84**	**67**	**151**
Existing Uses											
Apartments [5]	6 units	7.32	(44)	0.46	(1)	(2)	(3)	0.56	(2)	(1)	(3)
Single-Family Residential [6]	2 units	9.44	(19)	0.74	0	(1)	(1)	0.99	(1)	(1)	(2)
General Light Industrial [7]	25.000 s.f.	4.96	(124)	0.70	(16)	(2)	(18)	0.63	(2)	(14)	(16)
Subtotal			*(187)*		*(17)*	*(5)*	*(22)*		*(5)*	*(16)*	*(21)*
Net Project Trips			**1,542**		**13**	**58**	**71**		**79**	**51**	**130**

Notes:
[1] Multifamily Housing (Mid-Rise) (Land Use 221) average rates published in ITE's *Trip Generation Manual, 10th Edition, 2017.*
[2] Based on reduction percentages published in VTA's *Transportation Impact Analysis Guidelines, 2014.*
[3] Shopping Center (Land Use 820) average rates published in ITE's *Trip Generation Manual, 10th Edition, 2017.*
[4] A typical 25% pass-by trip reduction was applied to the retail component of the project during the peak hour.
[5] Multifamily Housing (Low-Rise) (Land Use 220) average rates published in ITE's *Trip Generation Manual, 10th Edition, 2017.*
[6] Single-Family Detached Residential (Land Use 210) average rates published in ITE's *Trip Generation Manual, 10th Edition, 2017.*
[7] General Light Industrial (Land Use 110) average rates published in ITE's *Trip Generation Manual, 10th Edition, 2017.*

However, review of the Addendum's CalEEMod model for the proposed Project demonstrates the Project Applicant modeled emissions assuming the Project would generate approximately 1,658 trips per day (see excerpt below) (Appendix A, pp. 52).

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate: Weekday	Saturday	Sunday	Unmitigated: Annual VMT	Mitigated: Annual VMT
Apartments High Rise	1,045.80	1,240.02	908.85	2,434,283	2,434,283
Enclosed Parking with Elevator	0.00	0.00	0.00		
Strip Mall	612.09	136.62	58.32	716,201	716,201
Total	1,657.89	1,376.64	967.17	3,150,484	3,150,484

As you can see in the excerpt above, the Project Applicant underestimates the number of vehicle trips generated by the proposed Project by 71 trips per day, or 25,915 trips per year. Therefore, the operational emissions from the proposed Project are significantly underestimated.

Furthermore, review of the Addendum's CalEEMod model for the existing land uses demonstrates that the Project Applicant modeled existing emissions assuming the Project would generate approximately 233 trips per day (see excerpt below) (Appendix A, pp. 59).

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	39.90	38.34	35.16	90,075	90,075
General Light Industry	174.25	33.00	17.00	384,229	384,229
Single Family Housing	19.04	19.82	17.24	43,638	43,638
Total	233.19	91.16	69.40	517,942	517,942

As you can see in the excerpt above, the Project Applicant overestimates the number of vehicle trips generated by the existing land uses by approximately 46 vehicle trips per day, or 16,790 trips per year. As a result, the emissions generated by the existing land uses are significantly overestimated.

The Addendum incorrectly models the vehicle trips generated by the proposed and existing land uses. As a result, the CalEEMod models are incorrect and should not be used to determine Project significance.

Use of Incorrect Trip Purpose Percentage

Review of the Project's CalEEMod output files demonstrate that the model double counts the number of pass-by trips expected to occur throughout Project operation. As a result, the model underestimates the Project's operational emissions.

CalEEMod separates the operational trip purposes into three categories: primary, diverted, and pass-by trips. According to Appendix A of the CalEEMod User's Guide, the primary trips utilize the complete trip lengths associated with each trip type category. Diverted trips are assumed to take a slightly different path than a primary trip and are assumed to be 25% of the primary trip lengths. Pass-by trips are assumed to be 0.1 miles in length and are a result of no diversion from the primary route.[5] Review of the Project's CalEEMod output files demonstrates that the trip purpose percentage was divided amongst primary, diverted, and pass-by trip types for the Project's proposed retail land uses (see excerpt below) (Appendix A, pp. 52).

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

However, as demonstrated in the Addendum's TIA, pass-by trips for the retail land uses were already accounted for in the TIA's Trip Generation calculations (see excerpt below) (Table 6, Appendix F, pp. 32).

[5] "CalEEMod User's Guide, Appendix A: Calculation Details for CalEEMod." *SCAQMD, available at:* http://www.aqmd.gov/docs/default-source/caleemod/caleemod-appendixa.pdf?sfvrsn=2, p. 20

Table 6
Project Trip Generation Estimates

Land Use	Size	Daily Rate	Daily Trips	AM Peak Hour Rate	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour Rate	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Proposed Uses											
Apartments [1]	249 units	5.44	1,355	0.36	23	67	90	0.44	67	43	110
Transit Reduction for Residential (9%) [2]			(122)		(2)	(6)	(8)		(6)	(4)	(10)
Housing and Retail Internal Reduction (15%) [2]			(153)		(2)	(2)	(4)		(8)	(7)	(15)
Subtotal			*1,080*		*19*	*59*	*78*		*53*	*32*	*85*
Retail Space [3]	27,000 s.f.	37.75	1,019	0.94	16	9	25	3.81	49	54	103
Housing and Retail Internal Reduction (15%) [2]			(153)		(2)	(2)	(4)		(7)	(8)	(15)
Retail Pass-By Reduction (25%) [4]			(217)		(3)	(3)	(6)		(11)	(11)	(22)
Subtotal			*649*		*11*	*4*	*15*		*31*	*35*	*66*
Total Project Trips			**1,729**		**30**	**63**	**93**		**84**	**67**	**151**
Existing Uses											
Apartments [5]	6 units	7.32	(44)	0.46	(1)	(2)	(3)	0.56	(2)	(1)	(3)
Single-Family Residential [6]	2 units	9.44	(19)	0.74	0	(1)	(1)	0.99	(1)	(1)	(2)
General Light Industrial [7]	25,000 s.f.	4.96	(124)	0.70	(16)	(2)	(18)	0.63	(2)	(14)	(16)
Subtotal			*(187)*		*(17)*	*(5)*	*(22)*		*(5)*	*(16)*	*(21)*
Net Project Trips			**1,542**		**13**	**58**	**71**		**79**	**51**	**130**

Notes:
[1] Multifamily Housing (Mid-Rise) (Land Use 221) average rates published in ITE's *Trip Generation Manual, 10th Edition, 2017.*
[2] Based on reduction percentages published in VTA's *Transportation Impact Analysis Guidelines, 2014.*
[3] Shopping Center (Land Use 820) average rates published in ITE's *Trip Generation Manual, 10th Edition, 2017.*
[4] A typical 25% pass-by trip reduction was applied to the retail component of the project during the peak hour.
[5] Multifamily Housing (Low-Rise) (Land Use 220) average rates published in ITE's *Trip Generation Manual, 10th Edition, 2017.*
[6] Single-Family Detached Residential (Land Use 210) average rates published in ITE's *Trip Generation Manual, 10th Edition, 2017.*
[7] General Light Industrial (Land Use 110) average rates published in ITE's *Trip Generation Manual, 10th Edition, 2017.*

Therefore, the CalEEMod model should have divided the trip purpose between primary and diverted trips for the retail land uses, as pass-by trips are already accounted for in the 1,729-daily trip total. By spreading the trip purpose percentages amongst the three categories, the model is accounting for pass-by trips that have already been accounted for in the TIA. Because the proposed Project's CalEEMod model incorrectly allocates the Project's operational trips to the various categories of trip purposes, the emissions associated with these trips are underestimated and, as a result, the Project's operational emissions are underestimated. An updated CalEEMod model must be prepared in an Addendum in order to accurately estimate the Project's operational emissions.

Diesel Particulate Matter Health Risk Emissions Inadequately Evaluated

According to the Addendum, Project construction will cause an increased infant health risk of 48.4 in one million (Table 5, p. 47). The Project Applicant states that with mitigation, the infantile health risk will be reduced to 5.4 in one million and, therefore, will be less than significant (see excerpt below) (Table 5, p. 47).

Table 5 Impacts from Combined Sources at Construction MEI			
Source	**Maximum Cancer Risk (per million)**	**$PM_{2.5}$ concentration ($\mu g/m^3$)**	**Hazard Index**
Project Construction Unmitigated Construction Mitigated Construction	 **48.4** 5.4	 0.25 0.04	 0.05 0.01
BAAQMD Threshold – Single Source	*10.0*	*0.3*	*1.0*
SR-82 (The Alameda)	1.7	0.01	0.00
Stockton Avenue	2.4	0.08	<0.02
West Julian Street at ~200 feet	0.9	0.02	0.00
Plant #G7202 at ~550 feet	0.0	0.00	0.00
Plant #3100 at ~550 feet	0.0	0.00	0.00
Rail line	<3.5	0.01	0.00
Combined Sources Unmitigated Construction Mitigated Construction	 56.9 13.9	 0.37 0.16	 <0.07
BAAQMD Threshold – Combined Sources	*100*	*0.8*	*10.0*
Significant? Unmitigated Mitigated	 Yes No	 No No	 No No

However, review of the Addendum demonstrates that the assessment fails to adequately evaluate the potential health risk impact that the proposed Project would have on nearby sensitive receptors. Specifically, the HRA: (1) relies on a mitigation that is not feasible; (2) defers proposing all necessary mitigation to reduce the construction health risk; and (3) fails to prepare a quantitative operational health risk assessment to the nearest sensitive receptor as a result of the Project. As a result, the Addendum's conclusion that the Project would not result in a significant health risk is incorrect and unsubstantiated.

Construction Health Risk Significance Determination Relies on Mitigation that is not Feasible

As previously stated, the Project Applicant determines that the Project's construction health risk would be less than significant with mitigation (Table 5, p. 47). However, review of the proposed mitigation in MM AQ-1 demonstrates that not all of the measures proposed are feasible. Specifically, the Addendum states,

> "All mobile diesel-powered off-road equipment larger than 25 horsepower and operating on the site for more than two days continuously shall meet, at a minimum, U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent" (p. 47).

Due to the limited number of Tier 4 Interim and Tier 4 Final construction equipment available, the Project should have assessed the feasibility in obtaining engines equipped with Tier 4 engines for all 34 pieces of construction equipment (Appendix A, pp. 35-36). By failing to demonstrate how the Project will actually comply with this mitigation measure, this measure may not actually be feasible and thus, the Addendum cannot claim the emissions reductions from this measure.

The United States Environmental Protection Agency's (USEPA) 1998 nonroad engine emission standards were structured as a three-tiered progression. Tier 1 standards were phased-in from 1996 to 2000 and Tier 2 emission standards were phased in from 2001 to 2006. Tier 3 standards, which applied to engines from 37-560 kilowatts (kW) only, were phased in from 2006 to 2008. The Tier 4 emission standards were introduced in 2004, and were phased in from 2008 to 2015.[6] These tiered emission standards, however, are only applicable to newly manufactured nonroad equipment. According to the USEPA, "if products were built before EPA emission standards started to apply, they are generally not affected by the standards or other regulatory requirements."[7] Therefore, pieces of equipment manufactured prior to 2000 are not required to adhere to Tier 2 emission standards, and pieces of equipment manufactured prior to 2006 are not required to adhere to Tier 3 emission standards. Construction equipment often lasts more than 30 years; as a result, Tier 1 equipment and non-certified equipment are currently still in use.[8] It is estimated that of the two million diesel engines currently used in construction, 31 percent were manufactured before the introduction of emissions regulations.[9]

Although Tier 4 Interim engines are currently being produced and installed in new off-road construction equipment, the vast majority of existing diesel off-road construction equipment in California is not equipped with Tier 4 Interim engines.[10] In a 2010 white paper, the California Industry Air Quality Coalition estimated that approximately 7% and less than 1% of all off-road heavy duty diesel equipment in California was equipped with Tier 2 and Tier 3 engines, respectively.[11] Similarly, based on information and data provided in the *San Francisco Clean Construction Ordinance Implementation Guide for San Francisco Public Projects*, the availability of Tier 3 equipment is extremely limited. In 2014, 25% of all off-road equipment in the state of California were equipped with Tier 2 engines, approximately 12% were equipped with Tier 3 engines, approximately 18% were equipped with Tier 4 Interim engines, and only 4% were equipped with Tier 4 Final engines (see excerpt below).[12]

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[6] Emission Standards, Nonroad Diesel Engines, *available at:* https://www.dieselnet.com/standards/us/nonroad.php#tier3

[7] "Frequently Asked Questions from Owners and Operators of Nonroad Engines, Vehicles, and Equipment Certified to EPA Standards." United States Environmental Protection Agency, August 2012. *Available at:* http://www.epa.gov/oms/highway-diesel/regs/420f12053.pdf

[8] "Best Practices for Clean Diesel Construction." Northeast Diesel Collaborative, August 2012. *Available at:* http://northeastdiesel.org/pdf/BestPractices4CleanDieselConstructionAug2012.pdf

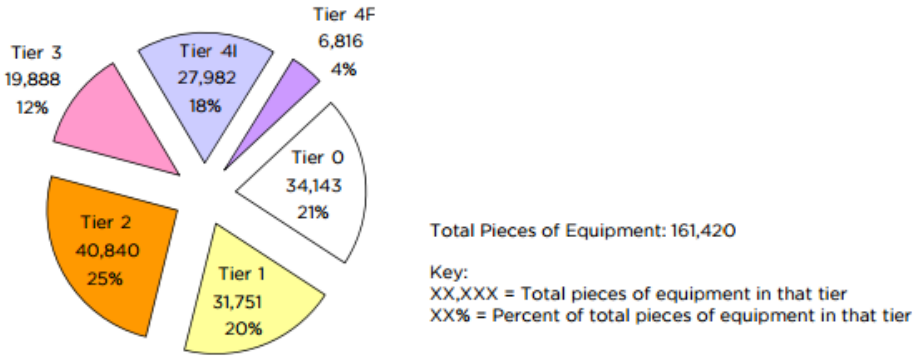
[9] Northeast Diesel Collaborative Clean Construction Workgroup, *available at:* http://northeastdiesel.org/construction.html

[10] California Industry Air Quality Coalition White Paper, p. 3, *available at:* http://www.agc-ca.org/uploadedFiles/Member_Services/Regulatory-Advocacy-Page-PDFs/White_Paper_CARB_OffRoad.pdf

[11] "White Paper: An Industry Perspective on the California Air Resources Board Proposed Off-Road Diesel Regulations." Construction Industry Air Quality Coalition, *available at:* http://www.agc-ca.org/uploadedFiles/Member_Services/Regulatory-Advocacy-Page-PDFs/White_Paper_CARB_OffRoad.pdf

[12] "San Francisco Clean Construction Ordinance Implementation Guide for San Francisco Public Projects." August 2015, *available at:* https://www.sfdph.org/dph/files/EHSdocs/AirQuality/San_Francisco_Clean_Construction_Ordinance_2015.pdf, p. 6

Figure 4: 2014 Statewide All Fleet Sizes (Pieces of Equipment)



As demonstrated in the figure above, Tier 4 Interim and Tier 4 Final equipment only accounts for 18% and 22%, respectively, of all off-road equipment currently available in the state of California. Thus, by stating that the Project proposes to use Tier 4 equipment during construction, the Addendum is relying on a fleet of construction equipment that only accounts for 22% of all off-road equipment currently available in the state of California. Therefore, by failing to evaluate the feasibility of implementing Tier 4 mitigation into the Project's construction phases, the Project's construction emissions are underestimated. Thus, we find the Addendum to be incorrect and this mitigation should not be used to determine the Project's health risk.

Mitigation Measures Necessary to Reduce Construction Health Risk Deferred

Furthermore, MM AQ-1 recommends mitigation measures in order to achieve a fleet-wide average reduction of diesel particulate matter (DPM) emissions by 81% (p. 51). In order to reach the reduction target, MM AQ-1 recommends that all construction equipment have Tier 4 engines and meet CARB-Certified Level 3 Diesel Particulate Filters or have alternatively fueled equipment (p. 53). MM AQ-1 also states,

> "The construction contractor could use other measures to minimize construction period DPM emissions to reduce the predicted cancer risk below the thresholds. A written plan to achieve a fleet-wide average reduction in DPM emissions shall be prepared by a qualified consultant and submitted to the Supervising Environmental Planner of the Planning, Building and Code Enforcement Department prior to issuance of any grading permits" (p. 53).

However, the Project Applicant fails to actually list any other mitigation measures that the Project should implement in order to reach an 81% reduction in DPM emissions. Instead, the Project Applicant is deferring the proposal of any other mitigation to a later date. The California Supreme Court case decision in *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal.App.4th 48 (*Madera* Case)[13] makes clear that it is improper to defer mitigation to the future. The *Madera* Case decision states,

> "An additional legal error arises because mitigation measures MM4.5-2(a) through (e) improperly defer the formulation of actual mitigation measures to the future. (Guidelines, §

[13] https://cases.justia.com/california/court-of-appeal-5th-appellate-district/F059153.PDF

15126.4, subd. (a)(1)(B).) Despite being labeled as mitigation measures in the EIR, these provisions simply are statements that the County will decide the mitigation to be adopted after it received the recommendation of a professional archaeologist. The proper course of action —was not to defer the specification and adoption of mitigation measures [until after receiving further recommendations], but, rather, to defer approval of the Project until proposed mitigation measures were fully developed , clearly defined, and made available to the public and interested agencies for review and comment.‖ (Communities for a Better Environment v. City of Richmond, supra, 184 Cal.App.4th at p. 95.)"[14]

The *Madera* case clearly states that rather than deferring the adoption of mitigation measures, the Project itself should defer approval until the Project Applicant can propose all mitigation necessary. Therefore, the Addendum is completely incorrect by relying on unknown mitigation measures to reduce DPM emissions by 81%. Since the Project Applicant fails to propose all necessary mitigation measures in the Addendum to reduce DPM emissions by these levels, the mitigated construction health risk is completely underestimated and should not be used to determine Project significance.

Failure to Conduct an Operational Health Risk Assessment

Additionally, the Project fails to conduct a health risk assessment for nearby sensitive receptors as a result of Project operation. The Addendum states,

> "Project impacts related to increased community risk can occur either by introducing a new sensitive receptor, such as a residential use, in proximately to an existing source of TACs or by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in the project vicinity. The BAAQMD recommends using a 1,000-foot screening radius around a project site to identify community health risk from siting a new sensitive receptor or a new source of TACs. Operation of the project is not expected to cause any localized emissions that could expose sensitive receptors to unhealthy air pollutant levels. No stationary sources of TACs, such as generators, are proposed as part of the project" (p. 44-45).

This justification for failing to conduct an operational health risk is incorrect for several reasons.

First, as stated by the Addendum, the Bay Area Air Quality Management District (BAAQMD) recommends that, should a Project be located within 1,000 feet of a sensitive receptor, the potential impacts to that sensitive receptor should be evaluated. Specifically, the BAAQMD CEQA Guidelines state,

> "BAAQMD recommends that all receptors located within a 1,000 foot radius of the project's fence line be assessed for potentially significant impacts from the incremental increase in risks or hazards from the proposed new source".[15]

Simply because the Project Applicant states that the Project will not expose "sensitive receptors to unhealthy air pollutant levels" does not mean that an analysis is not needed. According to Google Earth,

[14] https://cases.justia.com/california/court-of-appeal-5th-appellate-district/F059153.PDF, p. 40-41
[15] "CEQA Guidelines". BAAQMD, May 2017, *available at:* http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en, p. 5-7.

the nearest residential receptor is approximately 107 feet from the Project site. Therefore, according to the BAAQMD, the Project Applicant should determine the health risk posed to this sensitive receptor during both construction and operation. The potential health-related impacts posed to that sensitive receptor as a result of emissions generated during operation should be properly assessed in an updated Addendum.

Second, the omission of a quantified operational health risk to nearby sensitive receptors is inconsistent with the most recent guidance published by Office of Environmental Health Hazard Assessment (OEHHA), the organization responsible for providing recommendations and guidance on how to conduct health risk assessments in California. In February of 2015, OEHHA released its most recent *Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments*, which was formally adopted in March of 2015.[16] This guidance document describes the types of projects that warrant the preparation of a health risk assessment. Project operation will generate truck trips, which will generate exhaust emissions, thus continuing to expose nearby sensitive receptors to DPM emissions. The OEHHA document recommends that exposure from projects lasting more than 6 months should be evaluated for the duration of the project, and recommends that an exposure duration of 30 years be used to estimate individual cancer risk for the maximally exposed individual resident (MEIR). [17] Even though we were not provided with the expected lifetime of the Project, we can reasonably assume that the Project will operate for at least 30 years, if not more. Therefore, per OEHHA guidelines, health risk impacts from Project operation should have been evaluated by the Addendum. These recommendations reflect the most recent health risk assessment policy, and as such, an assessment of health risks to nearby sensitive receptors from operation should be included in a revised CEQA evaluation for the Project.

Updated Health Risk Assessment for Nearby Sensitive Receptors

In an effort to demonstrate the potential risk posed by Project operation to nearby sensitive receptors, we prepared a simple screening-level HRA. The results of our assessment, as described below, provide substantial evidence that the Project's operational DPM emissions may result in a potentially significant health risk impact that was not previously identified.

In order to conduct our screening level risk assessment we relied upon AERSCREEN, which is a screening level air quality dispersion model. [18] The model replaced SCREEN3, and AERSCREEN is included in the OEHHA[19] and the California Air Pollution Control Officers Associated (CAPCOA)[20] guidance as the appropriate air dispersion model for Level 2 health risk screening assessments ("HRSAs"). A Level 2 HRSA

[16] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* http://oehha.ca.gov/air/hot_spots/hotspots2015.html
[17] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* http://oehha.ca.gov/air/hot_spots/2015/2015GuidanceManual.pdf, p. 8-6, 8-15
[18] "AERSCREEN Released as the EPA Recommended Screening Model," USEPA, April 11, 2011, *available at:* http://www.epa.gov/ttn/scram/guidance/clarification/20110411_AERSCREEN_Release_Memo.pdf
[19] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* http://oehha.ca.gov/air/hot_spots/2015/2015GuidanceManual.pdf
[20] "Health Risk Assessments for Proposed Land Use Projects," CAPCOA, July 2009, *available at:* http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA_HRA_LU_Guidelines_8-6-09.pdf

utilizes a limited amount of site-specific information to generate maximum reasonable downwind concentrations of air contaminants to which nearby sensitive receptors may be exposed. If an unacceptable air quality hazard is determined to be possible using AERSCREEN, a more refined modeling approach is required prior to approval of the Project.

We prepared a preliminary operational HRA of the Project's health-related impact to sensitive receptors using the annual PM10 exhaust estimates from the Project Applicant's CalEEMod output files, which includes the on-road mobile vehicle trips (Appendix A, pp. 51). According to Google Maps, the closest sensitive receptor is approximately 107 feet, or approximately 33 meters, from the Project site. Consistent with recommendation from the Office of Environmental Health and Hazard Assessment (OEHHA), we used a residential exposure duration of 30 years, starting from the 3rd trimester stage of life. The annual CalEEMod model's annual emissions indicate that operational activities will generate approximately 60.2 pounds of DPM per year. The AERSCREEN model relies on a continuous average emission rate to simulate maximum downward concentrations from point, area, and volume emission sources. To account for the variability in equipment usage and truck trips over Project operation, we calculated an average DPM emission rate by the following equation.

$$Emission\ Rate\ \left(\frac{grams}{second}\right) = \frac{60.2\ lbs}{365\ days} \times \frac{453.6\ grams}{lbs} \times \frac{1\ day}{24\ hours} \times \frac{1\ hour}{3{,}600\ seconds} = \mathbf{0.000866\ g/s}$$

Using this equation, we estimated an operational emission rate of 0.000866 g/s. Operational activity was simulated as a 1.22-acre lot with dimensions of 81 meters by 61 meters. A release height of three meters was selected to represent the height of exhaust stacks on operational equipment and other heavy-duty vehicles, and an initial vertical dimension of one and a half meters was used to simulate instantaneous plume dispersion upon release. An urban meteorological setting was selected with model-default inputs for wind speed and direction distribution.

The AERSCREEN model generates maximum reasonable estimates of single-hour DPM concentrations from the Project site. EPA guidance suggests that in screening procedures, the annualized average concentration of an air pollutant be estimated by multiplying the single-hour concentration by 10%.[21] For example, for the MEIR the single-hour concentration estimated by AERSCREEN for Project operation is approximately 3.287 µg/m^3 DPM at approximately 25 meters downwind. Multiplying this single-hour concentration by 10%, we get an annualized average concentration of 0.3287 µg/m^3 for Project operation at the MEIR.

We calculated the excess cancer risk to the residential receptors located closest to the Project site using applicable HRA methodologies prescribed by OEHHA and the BAAQMD. The annualized average concentration for operation was used for the entire the 30-year exposure period, which makes up the third trimester of pregnancy (0.25), the infant stages of life (0-2 years), the child stages of life (2 to 16 years) and adult stages of life (16 to 30 years). Consistent with OEHHA guidance, we used Age Sensitivity Factors (ASFs) to account for the heightened susceptibility of young children to the carcinogenic toxicity

[21] http://www.epa.gov/ttn/scram/guidance/guide/EPA-454R-92-019_OCR.pdf

of air pollution.[22] According to the updated guidance, quantified cancer risk should be multiplied by a factor of ten during the first two years of life (infant) and should be multiplied by a factor of three during the child stage of life (2 to 16 years). Furthermore, in accordance with guidance set forth by OEHHA, we used 95th percentile breathing rates for infants.[23] Finally, according to BAAQMD guidance, we used a Fraction of Time At Home (FAH) Value of 0.85 for the 3rd trimester and infant receptors, 0.72 for child receptors, and 0.73 for the adult receptors.[24] We used a cancer potency factor of 1.1 (mg/kg-day)$^{-1}$ and an averaging time of 25,550 days. The results of our calculations are shown below.

Parameter	Description	Units	3rd Trimester	Infant	Child	Adult
Cair	Concentration	µg/m^3	0.3287	0.3287	0.3287	0.3287
DBR	Daily breathing rate	L/kg-day	361	1090	745	261
EF	Exposure Frequency	days/year	350	350	350	350
ED	Exposure Duration	years	0.25	2.00	14.00	14.00
AT	Averaging Time	days	25550	25550	25550	25550
	Inhaled Dose	(mg/kg-day)	4.1E-07	9.8E-06	4.7E-05	1.6E-05
CPF	Cancer Potency Factor	1/(mg/kg-day)	1.1	1.1	1.1	1.1
ASF	Age Sensitivity Factor	-	10	10	3	1
FAH	Fraction of Time at Home	-	0.85	0.85	0.72	0.73
	Cancer Risk by Age Group		***3.8E-06***	***9.2E-05***	***1.1E-04***	***1.3E-05***
	Total Operational Cancer Risk			**2.2E-04**		

The excess cancer risk to adults, children, infants, and during the third trimester pregnancy at a sensitive receptor located approximately 25 meters away, over the course of Project operation is approximately 13, 110, 92, and 3.8 in one million, respectively. Furthermore, the excess cancer risk over the course of a residential exposure (30 years) is approximately 220 in one million. Consistent with OEHHA and BAAQMD guidance, exposure was assumed to begin at the 3rd trimester stage of life to provide the most conservative estimates of air quality hazards. The infant, child, adult, and lifetime cancer risks exceed the BAAQMD's threshold of 10 in one million, thus resulting in a potentially significant impact not previously addressed or identified by the Addendum.

[22] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf

[23] "Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics 'Hot Spots' Information and Assessment Act," June 5, 2015, *available at:* http://www.aqmd.gov/docs/default-source/planning/risk-assessment/ab2588-risk-assessment-guidelines.pdf?sfvrsn=6, p. 19
"Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf

[24] "Air Toxics NSR Program Health Risk Assessment (HRA) Guidelines." BAAQMD, January 2016, *available at:* http://www.baaqmd.gov/~/media/files/planning-and-research/rules-and-regs/workshops/2016/reg-2-5/hra-guidelines_clean_jan_2016-pdf.pdf?la=en

It should be noted that our analysis represents a screening-level health risk assessment, which is known to be more conservative, and tends to err on the side of health protection.[25] The purpose of a screening-level HRA is to determine if a more refined HRA needs to be conducted. If the results of a screening-level health risk are above applicable thresholds, then the Project should conduct a more refined HRA that is more representative of site specific concentrations. Our screening-level HRA demonstrates that construction and operation of the Project could result in a potentially significant health risk impact. As a result, a refined health risk assessment must be prepared to examine the air quality impacts generated by Project construction and operation using site-specific meteorology and specific equipment usage schedules. A revised Addendum must be prepared to adequately evaluate the Project's health risk impact, and should include additional mitigation measures to reduce these impacts to a less-than-significant level.

Sincerely,

Matt Hagemann, P.G., C.Hg.

Hadley Nolan

[25] https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf p. 1-5

From: Michael Lozeau [mailto:michael@lozeaudrury.com]
Sent: Wednesday, September 26, 2018 2:54 PM
To: Hughey, Rosalynn <Rosalynn.Hughey@sanjoseca.gov>
Cc: Mathur, Krinjal <krinjal.mathur@sanjoseca.gov>; Planning Commission 3 <PlanningCom3@sanjoseca.gov>; Planning Commission 4 <PlanningCom4@sanjoseca.gov>; Planning Commission 7 <PlanningCom7@sanjoseca.gov>; Planning Commission 6 <PlanningCom6@sanjoseca.gov>; Planning Commission 1 <PlanningCom1@sanjoseca.gov>; Planning Commission 2 <PlanningCom2@sanjoseca.gov>; Planning Commission 5 <PlanningCom5@sanjoseca.gov>
Subject: Re: 715 West Julian Mixed Use (File Nos. PDC17-058, PD17-029, PT17-063)

Thank you Rosalynn,

I also would like to include in the record for this evening's meeting the attached analysis prepared by Traffic Engineer Daniel T. Smith Jr., P.E. identifying a fundamental mistake in the traffic calculations prepared for the Project.

Thank you again,

Michael Lozeau

SMITH ENGINEERING & MANAGEMENT

September 26, 2018

Mr. Michael Lozeau
Lozeau Drury
410 12th Street, Suite 250
Oakland, CA 94607

Subject: 715 W. Julian Mixed Use Project, File Nos. PDC 17-058, PD 17-029 & Pt 17-063 P18039

Dear Mr. Lozeau:

At your request, I have reviewed the Proposed Addendum to the Diridon Station Area Plan Environmental Impact Report (the "Addendum") related to the proposed 715 W. Julian Mixed Use Project (the "Project"). My review is specific to the traffic and transportation.

My qualifications to perform this review include registration as a Civil and Traffic Engineer in California and over 50 years professional consulting engineering practice in the traffic and transportation industry. I have both prepared and performed adequacy reviews of numerous transportation and circulation sections of environmental impact reports prepared under the California Environmental Quality Act (CEQA). My professional resume is attached. Findings of my review are summarized below.

The Addendum Traffic Analysis Seriously Understates Trip Generation For the Project

The Addendum estimates trip generation for the Project's retail component at average rates for shopping centers (ITE *Trip Generation, 10th Edition,* Land Use Category 820. The problem with this is that very large shopping centers generate trips at lower than average rates while small retail developments generate trips at much higher than average shopping center trip rates. The size of shopping centers that generate trips at about average rates is about 400,000 square feet. The proposed retail component of the Project is only 27,000 square feet. It is evident that the analysis should have considered the retail component as a "neighborhood shopping center" (retail less than 100,000 square feet).[1] Had the Addendum analyzed the retail component as a neighborhood center per this reference, it would have found the gross trip generation of the retail to be 3,240 trips daily, 130 in the AM peak and 356 in the PM peak instead of

[1] See San Jose Traffic Impact Analysis Handbook, November, 2009, specifically page 49.

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5311 Lowry Road, Union City, CA 94587 tel: 510.489.9477 fax: 510.489.9478

the respective gross totals of only 1,019, 25 and 103 reported in the Addendum. And although we doubt that the 25 percent passer-by attraction could be achieved for a small amount of retail encapsulated in a residential building that would require attracted passers-by to enter an underground parking structure to be able to shop there, just maintaining the trip discounts assumed in the Addendum analysis plus the same trip credits for existing uses, the net new trip generation of the Project would be 3,170 daily, 151 in the AM Peak and 316 in the PM peak instead of the respective net new trip totals of 1,729 daily, 93 AM peak and 151 PM peak trips reported in the Addendum's Appendix F.

Due to the Gross Underestimates of Net New Project Trips Generation, the Impacts At Intersections and Freeway Segments Must Be Recalculated

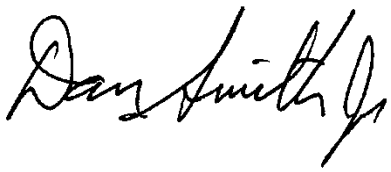
The error in under-reporting net new trips generated by the Project is over 62 percent in the AM peak and 109 percent in the PM peak. Since everything else flows from the trip generation numbers, these levels of error invalidate all the findings based on the intersection and freeway impact calculations. These must be done based on an appropriate trip generation analysis as input.

Conclusion

This concludes my comments on the Addendum for the 715 Julian Mixed Use Project. Because of the critical flaw in trip generation, the Addendum must be revised and recirculated.

Sincerely,

Smith Engineering & Management
A California Corporation



Daniel T. Smith Jr., P.E.
President

Attachment 1
Resume of Daniel T. Smith Jr., P.E.

SMITH ENGINEERING & MANAGEMENT

DANIEL T. SMITH, Jr.
President

EDUCATION

Bachelor of Science, Engineering and Applied Science, Yale University, 1967
Master of Science, Transportation Planning, University of California, Berkeley, 1968

PROFESSIONAL REGISTRATION

California No. 21913 (Civil)
California No. 938 (Traffic)
Nevada No. 7969 (Civil)
Washington No. 29337 (Civil)
Arizona No. 22131 (Civil)

PROFESSIONAL EXPERIENCE

Smith Engineering & Management, 1993 to present. President.
DKS Associates, 1979 to 1993. Founder, Vice President, Principal Transportation Engineer.
De Leuw, Cather & Company, 1968 to 1979. Senior Transportation Planner.
Personal specialties and project experience include:

Litigation Consulting. Provides consultation, investigations and expert witness testimony in highway design, transit design and traffic engineering matters including condemnations involving transportation access issues; traffic accidents involving highway design or traffic engineering factors; land use and development matters involving access and transportation impacts; parking and other traffic and transportation matters.

Urban Corridor Studies/Alternatives Analysis. Principal-in-charge for State Route (SR) 102 Feasibility Study, a 35-mile freeway alignment study north of Sacramento. Consultant on I-280 Interstate Transfer Concept Program, San Francisco, an AA/EIS for completion of I-280, demolition of Embarcadero freeway, substitute light rail and commuter rail projects. Principal-in-charge, SR 238 corridor freeway/expressway design/environmental study, Hayward (Calif.) Project manager, Sacramento Northeast Area multi-modal transportation corridor study. Transportation planner for I-80N West Terminal Study, and Harbor Drive Traffic Study, Portland, Oregon. Project manager for design of surface segment of Woodward Corridor LRT, Detroit, Michigan. Directed staff on I-80 National Strategic Corridor Study (Sacramento-San Francisco), US 101-Sonoma freeway operations study, SR 92 freeway operations study, I-880 freeway operations study, SR 152 alignment studies, Sacramento RTD light rail systems study, Tasman Corridor LRT AA/EIS, Fremont-Warm Springs BART extension plan/EIR, SRs 70/99 freeway alternatives study, and Richmond Parkway (SR 93) design study.

Area Transportation Plans. Principal-in charge for transportation element of City of Los Angeles General Plan Framework, shaping nations largest city two decades into 21'st century. Project manager for the transportation element of 300-acre Mission Bay development in downtown San Francisco. Mission Bay involves 7 million gsf office/commercial space, 8,500 dwelling units, and community facilities. Transportation features include relocation of commuter rail station; extension of MUNI-Metro LRT; a multi-modal terminal for LRT, commuter rail and local bus; removal of a quarter mile elevated freeway; replacement by new ramps and a boulevard; an internal roadway network overcoming constraints imposed by an internal tidal basin; freeway structures and rail facilities; and concept plans for 20,000 structured parking spaces. Principal-in-charge for circulation plan to accommodate 9 million gsf of office/commercial growth in downtown Bellevue (Wash.). Principal-in-charge for 64 acre, 2 million gsf multi-use complex for FMC adjacent to San Jose International Airport. Project manager for transportation element of Sacramento Capitol Area Plan for the state governmental complex, and for Downtown Sacramento Redevelopment Plan. Project manager for Napa (Calif.) General Plan Circulation Element and Downtown Riverfront Redevelopment Plan, on parking program for downtown Walnut Creek, on downtown transportation plan for San Mateo and redevelopment plan for downtown Mountain View (Calif.), for traffic circulation and safety plans for California cities of Davis, Pleasant Hill and Hayward, and for Salem, Oregon.

Transportation Centers. Project manager for Daly City Intermodal Study which developed a $7 million surface bus terminal, traffic access, parking and pedestrian circulation improvements at the Daly City BART station plus development of functional plans for a new BART station at Colma. Project manager for design of multi-modal terminal (commuter rail, light rail, bus) at Mission Bay, San Francisco. In Santa Clarita Long Range Transit Development Program, responsible for plan to relocate system's existing timed-transfer hub and development of three satellite transfer hubs. Performed airport ground transportation system evaluations for San Francisco International, Oakland International, Sea-Tac International, Oakland International, Los Angeles International, and San Diego Lindberg.

Campus Transportation. Campus transportation planning assignments for UC Davis, UC Berkeley, UC Santa Cruz and UC San Francisco Medical Center campuses; San Francisco State University; University of San Francisco; and the University of Alaska and others. Also developed master plans for institutional campuses including medical centers, headquarters complexes and research & development facilities.

Special Event Facilities. Evaluations and design studies for football/baseball stadiums, indoor sports arenas, horse and motor racing facilities, theme parks, fairgrounds and convention centers, ski complexes and destination resorts throughout western United States.

Parking. Parking programs and facilities for large area plans and individual sites including downtowns, special event facilities, university and institutional campuses and other large site developments; numerous parking feasibility and operations studies for parking structures and surface facilities; also, resident preferential parking .

Transportation System Management & Traffic Restraint. Project manager on FHWA program to develop techniques and guidelines for neighborhood street traffic limitation. Project manager for Berkeley, (Calif.), Neighborhood Traffic Study, pioneered application of traffic restraint techniques in the U.S. Developed residential traffic plans for Menlo Park, Santa Monica, Santa Cruz, Mill Valley, Oakland, Palo Alto, Piedmont, San Mateo County, Pasadena, Santa Ana and others. Participated in development of photo/radar speed enforcement device and experimented with speed humps. Co-author of Institute of Transportation Engineers reference publication on neighborhood traffic control.

Bicycle Facilities. Project manager to develop an FHWA manual for bicycle facility design and planning, on bikeway plans for Del Mar, (Calif.), the UC Davis and the City of Davis. Consultant to bikeway plans for Eugene, Oregon, Washington, D.C., Buffalo, New York, and Skokie, Illinois. Consultant to U.S. Bureau of Reclamation for development of hydraulically efficient, bicycle safe drainage inlets. Consultant on FHWA research on effective retrofits of undercrossing and overcrossing structures for bicyclists, pedestrians, and handicapped.

MEMBERSHIPS

Institute of Transportation Engineers Transportation Research Board

PUBLICATIONS AND AWARDS

Residential Street Design and Traffic Control, with W. Homburger *et al*. Prentice Hall, 1989.

Co-recipient, Progressive Architecture Citation, *Mission Bay Master Plan*, with I.M. Pei WRT Associated, 1984.

Residential Traffic Management, State of the Art Report, U.S. Department of Transportation, 1979.

Improving The Residential Street Environment, with Donald Appleyard et al., U.S. Department of Transportation, 1979.

Strategic Concepts in Residential Neighborhood Traffic Control, International Symposium on Traffic Control Systems, Berkeley, California, 1979.

Planning and Design of Bicycle Facilities: Pitfalls and New Directions, Transportation Research Board, Research Record 570, 1976.

Co-recipient, Progressive Architecture Award, *Livable Urban Streets, San Francisco Bay Area and London*, with Donald Appleyard, 1979.

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