

STATEMENT OF EXEMPTION

FILE NO.	H25-021 & ER25-133
LOCATION OF PROPERTY	1295 Curtner Avenue, San José, CA 95125
PROJECT DESCRIPTION	Site Development Permit to allow the demolition of a single-family home for the construction of eight residential townhome units and four condominium units along with the removal of 24 trees and an application under State Density Bonus Law, and a Vesting Tentative Map to allow the subdivision of one lot into ten residential lots and one common area for a private street on approximately 0.65-gross acre site.

CERTIFICATION

Under the provisions of Section 15332. In-fill Development Projects of the State Guidelines for Implementation of the California Environmental Quality Act (CEQA) as stated below, this project is found to be exempt from the environmental review requirements of Title 21 of the San José Municipal Code, implementing the California Environmental Quality Act of 1970, as amended.

15332. In-fill Development Projects

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- (c) The project site has no value as habitat for endangered, rare or threatened species.
- (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- (e) The site can be adequately served by all required utilities and public services.

ENVIRONMENTAL SETTING

The 0.65-gross-acre project site is located at 1295 Curtner Avenue in the City of San José (APN 439-06-042). The site is relatively flat and located in an urbanized area bordered by single-family residences on all sides as well as part of a community garden to its west. Vehicle access is provided via an existing driveway on Cottle Avenue. The project site is currently developed with a single-family house and several accessory structures in the rear. The site is landscaped with concrete-paved surfaces, dirt and grass lawn, ornamental vegetation and 24 trees, 18 of which are ordinance sized.

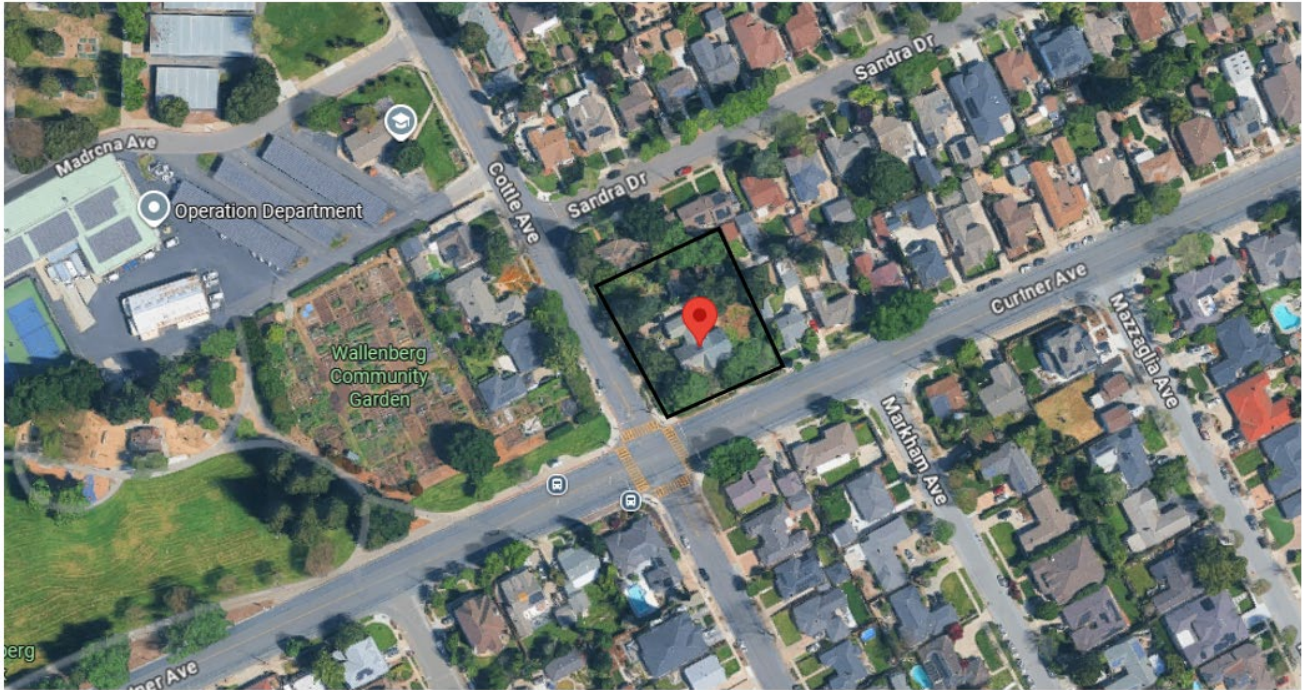


Figure 1: Location Map

The site is designated as Residential Neighborhood in the General Plan Land Use and Transportation Diagram and is located in the R-1-8 Single Family Residence Zoning District. The intent of Residential Neighborhood designation is to preserve the existing character of existing neighborhoods and limit new development to in-fill projects which closely conform to the prevailing existing neighborhood character as defined by density, lot size and shape, massing and neighborhood form and pattern. The R-1-8 Single Family Residence Zoning District is intended for the construction, use and occupancy of single-family subdivisions.

PROPOSED PROJECT

The project includes a Site Development Permit to allow demolition of the existing single-family residence, accessory structures, and all other site improvements to facilitate the construction of eight residential townhome units and four condominium units along with the removal of 24 trees on an approximately 0.65-gross acre site. The project also includes an application for a Vesting Tentative Map to allow the subdivision of one lot into ten residential lots and one common area for a private street on an approximately 0.65-gross-acre site.

The project would result in the removal of 18 ordinance-sized trees and six non-ordinance-sized trees. Due to the proposed removals, trees would either be replaced on the site according to the City's Standard Permit Condition for tree replacement, and/or the project proponent would pay off-site tree replacement fees if there were insufficient area on the project site for the required replacement plantings. The exact tree replacement details would be decided by the City of San José prior to the issuance of a tree removal permit.

Construction

Project construction would involve demolition of all buildings and improvements on site, site preparation, grading, new building construction, paving, and architectural coating. Construction of the project is estimated to occur for approximately six months. Project construction would adhere to City standard construction times from Monday through Friday in between 7:00 a.m. to 7:00 p.m. Additionally, the project's Stormwater Control Plan would be compliant with the City's Post-Construction Urban Runoff Management Policy (City Council Policy 6-29).

The project is also required to implement the City's standard environmental permit conditions which incorporate development policies and standards from various plans, policies, and ordinances (i.e., San José Municipal Code, California Building Code, Uniform Fire Code, the Water Board's Municipal Regional Permit, and etc.), which have been found to substantially mitigate environmental effects. These conditions are incorporated into projects as conditions of approval, regardless of the determination of a project's environmental impacts. As applicable, the standard permit conditions are adopted as requirements of an individual project when it is approved by the City, and are designed to, and will, avoid or substantially reduce a project's environmental effects.

ANALYSIS

In-Fill Exemption Findings from CEQA Guidelines Section 15332

- (a) *The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*

The project site has a General Plan designation of Residential Neighborhood and is located in the R-1-8 Single Family Residence Zoning District. The Residential Neighborhood designation covers most of the established, suburban and traditional residential neighborhood areas in the City. The R-1-8 Single Family Residence Zoning District permits single-family subdivisions and construction. The density allowed is typically eight dwelling units per acre or should meet the prevailing neighborhood density. A newly created parcel in this zoning district must have a minimum lot area of 5,445 square feet.

The proposed residential project is proceeding under the State Density Bonus Law (Government Code Section 65915) and requests one incentive to allow two-family dwelling use in the zoning district, and fourteen waivers related to: height, number of stories, allowed floor area ratio, common and private open space, tree canopy, parking standards, building entrances, and lot depth ratio. Through the use of State Density Bonus, the project is consistent with the density allowed per the General Plan and State Density Bonus Law and additionally, the applicant will use a concession to remove the requirement that two-family dwelling units are not allowed in R-1 zoning designations, thereby complying with the land use requirement with the implementation of a Density Bonus concession.

Therefore, the project is considered consistent with the Residential Neighborhood General Plan designation and R-1-8 Single Family Residence Zoning District for CEQA purposes.

- (b) *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*

The 0.65-gross acre project site is located within the City of San José's boundary and is surrounded by single family residences on all sides.

(c) *The project site has no value as habitat for endangered, rare or threatened species.*

The project site is located on an in-fill parcel in an urbanized area consisting of a developed residential use. The project site is within the Santa Clara Valley Habitat Plan area and is designated as Urban-Suburban land, which is defined as urban development land and has no land cover fees. The project site does not contain nor is it adjacent to waterways, wetlands, or riparian habitat. Due to the developed and disturbed nature of the project site, there is no habitat suitable for endangered, rare, or threatened species. However, the trees on the site may provide habitat for nesting birds and other migratory raptors that could be impacted during tree removal and/or construction activities. With implementation of the following standard permit condition, the project would result in a less than significant impact with regard to nesting birds.

Condition of Approval

Nesting Bird Surveys. Demolition, removal of vegetation (including trees), grading, and construction shall be scheduled to avoid the nesting season to the extent feasible. 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, vegetation removal, and construction cannot be scheduled outside of nesting season, a qualified biologist shall complete pre-construction surveys to identify active raptor nests (i.e., nests containing eggs or young) of protected bird species that may be disturbed during project implementation. This survey shall be completed no more than seven (7) days prior to the initiation of demolition/vegetation removal/grading, and construction activities. During this survey, the qualified biologist shall inspect all vegetation, structures, trees and other possible nesting habitats substrate (including the ground) in and immediately adjacent to the construction areas, and within 300 feet (for raptors) and 100 feet (for non-raptors) of construction areas to the extent access permits, for active nests (i.e., nests with eggs or young). If an active nest is found in an area that will be disturbed by construction, the ornithologist biologist shall designate a construction-free buffer zone (typically 250 feet but the buffer zone depends on the species and project site conditions) to be established around the nest. The buffer zone is typically 300 feet for raptors and 100 feet for non-raptors, though the buffer zone may be modified by the biologist depending on the species and project site conditions. The buffer would ensure that active nests of raptors and other protected birds or migratory bird nests shall not be disturbed directly or indirectly during project construction.

Prior to any vegetation removal, or approval of any demolition or grading permits (whichever occurs first), the applicant shall submit the biologist's report indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of Planning, Building and Code Enforcement (PBCE) or the Director's designee.

During the nesting seasons, if demolition/vegetation removal/grading or construction activities are delayed or paused and the time period between the pre-construction survey and start or restart

of demolition/construction activities exceeds seven (7) days (or any shorter period recommended by the biologist), a new pre-construction survey shall be performed prior to resuming any work on the site. The results of this survey shall be provided to the Director of PBCE or the Director's designee.

Although the project site is not in a Santa Clara Valley Habitat Plan (SCVHP) land cover fee area, the project is required to incorporate the following standard permit condition to offset cumulative impacts of development Citywide and within the areas of Santa Clara County covered by the Habitat Plan. With implementation of the following standard permit condition, the project would not conflict with the provisions of the Habitat Plan:

Standard Permit Condition

Santa Clara Valley Habitat Plan. The project is subject to applicable SCVHP conditions and fees (including the nitrogen deposition fee) prior to issuance of any grading permits. The project applicant would be required to submit the Santa Clara Valley Habitat Plan Coverage Screening Form to the Director of Planning, Building and Code Enforcement (PBCE) or the Director's designee for approval and payment of the nitrogen deposition fee prior to the issuance of a grading permit. The Habitat Plan and supporting materials can be viewed at <https://scv-habitatagency.org/178/Santa-Clara-Valley-Habitat-Plan>.

A Tree Inventory, Assessment, and Protection Report was prepared for the project by Monarch Consulting Arborists dated May 5, 2025 (**Appendix A**). As previously described, the project site contains 18 ordinance-sized trees and six non-ordinance-sized trees. There are 24 trees comprised of ten different species on the site. Of the trees on the site, 18 are ordinance size and six are not. There are seventeen (17) trees in fair condition while only three in good shape and four poor or very poor. The tree inventory and assessment table summarized in the attached **Appendix A**. Implementation of the project would result in the removal of all trees on-site. The project is required to implement the following standard permit condition for tree replacement pursuant to applicable City permits and requirements:

Standard Permit Condition

Tree Replacement. Trees removed for the project shall be replaced at ratios required by the City, as stated in Table 1 below, as amended:

Table 1. Tree Replacement Ratios				
Circumference of Tree to be Removed	Type of Tree to be Removed			Minimum Size of Each Replacement Tree
	Native	Non-Native	Orchard	
38 inches or more	5:1	4:1	3:1	15-gallon
19 up to 38 inches	3:1	2:1	none	15-gallon
Less than 19 inches	1:1	1:1	none	15-gallon
x:x = tree replacement to tree loss ratio Note: Trees greater than or equal to 38-inch circumference shall not be removed unless a Tree Removal Permit, or equivalent, has been approved for the removal of such trees. For Multi-Family residential, Commercial and Industrial properties, a permit is required for removal of trees of any size. A 38-inch tree equals 12.1 inches in diameter. A 24-inch box tree = two 15-gallon trees. Single Family and Two-dwelling properties may be mitigated at a 1:1 ratio.				

The species of trees to be planted shall be determined in consultation with the City Arborist and the Director of Planning, Building, and Code Enforcement. If there is insufficient area on the project site to accommodate the required replacement trees, one or more of the following measures shall be implemented, to the satisfaction of the Director of PBCE, at the Development Permit stage:

- i. The size of a 15-gallon replacement tree may be increased to 24-inch box and count as two replacement trees to be planted on the project site, at the Development Permit stage.
- ii. Pay Off-site Tree Replacement Fee(s) to the City, prior to the issuance of Public Works grading permit(s), in accordance with the City Council-approved Fee Resolution. The City shall use the Off-site Tree Replacement Fee(s) to plant trees at alternative sites.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Traffic:

The project would result in the subdivision of one parcel into ten residential lots and one common area, and the construction 12 residential units. The project meets the screening criterion for small infill projects (Single-family detached residential projects of 15 or fewer units) and does not require additional vehicle miles travelled (VMT) analysis under City Council Policy 5-1. The project site would be accessible via the new private street along the project frontage on Cottle Avenue. Since the project is a residential in-fill project in a residential neighborhood, it would not have significant effects on traffic operations as it is proposed.

Noise:

Construction Noise

According to General Plan Noise and Vibration Policy EC-1.7, the City considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would involve substantial noise-generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months. Project construction involves the demolition of all buildings and improvements on site, site preparation, grading, new building construction, paving, and architectural coating for approximately 6 months. The project does not involve pile driving. Since the project construction would be less than 12 months, construction noise impacts would be less than significant. The project would also be required to implement the following City standard permit condition regarding using best available noise suppression devices and techniques and to limit construction hours near residential uses:

Standard Permit Condition

Construction-related Noise

- Limit construction to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday for any on-site or off-site work within 500 feet of any residential unit. Construction outside of these hours may be approved through a development permit based on a site-specific “construction noise mitigation plan” and a finding by the Director of Planning, Building and Code Enforcement that the construction noise mitigation plan is adequate to prevent noise disturbance of affected residential use.
- Construct solid plywood fences around ground level construction sites adjacent to operational businesses, residences, or other noise-sensitive land uses.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Prohibit unnecessary idling of internal combustion engines.
- Locate stationary noise-generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise-generating equipment when located near adjoining sensitive land uses.
- Utilize “quiet” air compressors and other stationary noise sources where technology exists.
- Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project site.
- Notify all adjacent business, residences, and other noise-sensitive land uses of the construction schedule, in writing, and provide a written schedule of “noisy” construction activities to the adjacent land uses and nearby residences.
- If complaints are received or excessive noise levels cannot be reduced using the measures above, erect a temporary noise control blanket barrier along surrounding building facades that face the construction sites.
- Designate a “disturbance coordinator” who shall be responsible for responding to any complaints about construction noise. The disturbance coordinator shall determine the

cause of the noise complaint (e.g., bad muffler, etc.) and shall 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 it in the notice sent to neighbors regarding the construction schedule.

Compliance with the City's standard permit condition would reduce construction noise impacts to a less than significant level.

Operational Noise

According to Policy EC-1.2 of the City's General Plan, a permanent noise increase would be considered significant if the project would substantially increase noise levels at existing sensitive receptors in the project vicinity. A substantial increase would occur if a) the noise level increase is five dBA day-night average sound level (DNL) or greater, with a future noise level of less than 60 dBA DNL at residences, or b) the noise level increase is three dBA DNL or greater with a future noise level of 60 dBA DNL or greater at residences.

The project would result in the subdivision of one parcel into ten residential lots and one common area with the development of 12 residential units. Residential uses are not significant sources of operational noise and would not result in a noise level increase of five or more dBA in the project area. This project did not require a detailed CEQA transportation analysis as a small residential infill project of 25 multi-family units or less per the Transportation Analysis Handbook (2023). Based on the trips per day generated by the project and the existing average daily traffic in the area, the project would not double existing traffic volumes on Curtner Avenue which is the threshold where traffic would result in a three dBA noise increase. Therefore, project operations would not have a significant impact on the noise environment.

Construction-related Air Quality

Operational Emissions

The proposed project involves the demolition of a single-family house and accessory structures on a single parcel to facilitate the subdivision of the parcel into ten residential lots and one common area, and the construction of 12 residential units. There would be no operational sources of TACs, such as a diesel-powered emergency generator, as part of the proposed project. The 12 residential units that would result from the project would not exceed the Bay Area Air District's screening size for operational criteria air pollutants of 421 single-family residences.¹ The project would not result in significant air quality impacts from operations.

Construction Emissions

A Construction Source Health Risk Assessment (HRA) was prepared for the project by Clark & Associates Environmental Consulting, Inc., dated February 13, 2026 (**Appendix B**). The report evaluated the potential construction-source emissions health risk impacts associated with the development of the

¹ The Bay Area Air District's CEQA Guidelines contains preliminary screening which provides lead agencies with a conservative indication of whether implementing the proposed project could result in the generation of operational criteria air pollutants or precursors that exceed the Air District's thresholds of significance. If the screening criteria is met, the operation of the proposed project would result in a less-than-significant impact related to criteria air pollutants and precursors.

proposed Project. The assessment methodology and emission calculations are detailed in the attached **Appendix B**. The demolition and construction phases of project would introduce new fugitive dust and toxic air contaminants (TACs) in a residential neighborhood with nearby sensitive receptors. TACs include both organic and inorganic chemical substances. One of the main sources of TACs in California is diesel engines that emit exhaust containing solid material known as diesel particulate matter (DPM). The exposure to DPM generated by off-road construction equipment accessing the site could result in potential significant health risk impacts.

Assuming infant-level exposure, the HRA found that the maximally exposed individual receptor (MEIR) with the greatest potential exposure to project construction-source DPM emissions is located at 1298 Sandra Drive, which is adjacent to the north of the project site. A model receptor was placed in the backyard of 1298 Sandra Drive facing the project site. At the MEIR, the maximum incremental cancer risk attributable to unmitigated project construction-source DPM emissions is estimated at 2.23 in one million, which is less than the Bay Area Air District's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be less than 0.01, which would not exceed the applicable Air District's threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of project construction activity. All other receptors during construction activity would experience less risk than what is identified for the MEIR.

The project would also be required to implement the City's standard permit condition, which are derived from the Air District's Best Management Practices (BMPs)² to reduce dust and exhaust during construction:

Standard Permit Condition

Construction-related Air Quality

- Water all exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) two times per day.
- Cover all haul trucks transporting soil, sand, or other loose material off-site.
- Remove all visible mud or dirt trackout onto adjacent public roads at least once per day using wet power vacuum street sweepers. The use of dry power sweeping is prohibited.
- Limit all vehicle speeds on unpaved roads to 15 mph.
- Pave all new roadways, driveways, and sidewalks as soon as possible.
- Lay building pads as soon as possible after grading unless seeding or soil binders are used.
- Suspend all excavation, grading, and/or demolition activities when average wind speeds exceed 20 mph.
- Wash off all trucks and equipment, including their tires, prior to leaving the site.
- Treat unpaved roads providing access to sites located 100 feet or further from a paved road with a 6- to 12-inch layer of compacted wood chips, mulch, or gravel.
- Minimize idling time either by shutting equipment off when not in use or reducing the

² Bay Area Air District CEQA Guidelines. <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>

time of idling to no more than 2 minutes (A 5-minute limit is required by the state Airborne Toxics Control Measures [Title 13, Sections 2449(d)(3) and 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at all access points to the site.

- Maintain and properly tune all construction equipment in accordance with the manufacturer's specifications. Check all equipment by a certified mechanic and record a determination of running in proper condition prior to operation.
- Post a publicly visible sign with the name and phone number of an on-site construction coordinator to contact regarding dust complaints. The on-site construction coordinator shall respond and take corrective action within 48 hours. The sign shall also provide the City's Code Enforcement.
- Complaints email and number and the Bay Area Air District's General Air Pollution Complaints number to ensure compliance with applicable regulations.

By implementing the above City standard permit condition, the project would be consistent with all applicable air quality plans and policies, and it would not exceed any applicable Air District CEQA threshold of significance. Therefore, the project would not result in significant air quality impacts.

Water Quality

The project is required to 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. The project will be required to submit a Stormwater Control Plan and numeric sizing calculations at the Building Permit submittal stage to the Director of the Department of Public Works to verify conformance with City Policy 6-29. The project's compliance with Policy 6-29 and implementation of the following City standard permit condition would ensure less than significant impacts to water quality:

Standard Permit Condition

Construction-related Water Quality

- Burlap bags filled with drain rock shall be installed around storm drains to route sediment and other debris away from the drains.
- Earthmoving or other dust-producing activities shall be suspended during periods of high winds.
- All exposed or disturbed soil surfaces shall be watered at least twice daily to control dust as necessary.
- Stockpiles of soil or other materials that can be blown by the wind shall be watered or covered.
- All trucks hauling soil, sand, and other loose materials shall be covered and all trucks shall maintain at least two feet of freeboard.
- All paved access roads, parking areas, staging areas and residential streets adjacent to the construction sites shall be swept daily (with water sweepers).

- Vegetation in disturbed areas shall be replanted as quickly as possible.
- All unpaved entrances to the site shall be filled with rock to remove mud from tires prior to entering City streets. A tire wash system shall be installed if requested by the City.
- The project applicant shall comply with the City of San José Grading Ordinance, including implementing 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.

(e) The site can be adequately served by all required utilities and public services.

The project site is within the City's Urban Service Area and is served by adequate sewer, water, and electricity services. The project would also not result in the need to expand public utilities or services to the area.

Exceptions to Categorical Exemptions Findings

CEQA Guidelines Section 15300.2 provides exceptions to the use of Categorical Exemptions where the use of a Categorical Exemption is prohibited under certain circumstances. The City has considered the projects applicability to all the exceptions under Section 15300.2. An analysis of each of these exceptions in reference to this specific project is provided below.

- (a) Location. Class 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located. Section 15300.2(a) stated that a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. The proposed project is categorically exempt under Class 32; therefore, this exception is not applicable under CEQA Guidelines Section 15300.2(a).
- (b) Cumulative Impact. Based on the above analysis, there is no evidence of a potential significant cumulative impact on the environment from the proposed project. There are no projects of the same type within a half mile of the project site. The project includes the demolition of a single-family house and accessory structures for the construction of 12 new residential units. It has been determined that the project will not cumulatively impact air quality, biological resources, noise, and transportation.
- (c) Significant Effect. The project would not result in any significant effects on the environment due to unusual circumstances. The proposed project site does not have any unusual circumstances that would negatively impact the environment.
- (d) Scenic Highways. The project is not located adjacent to or visible from a designated scenic highway. Therefore, the project is not subject to 15300.2(d).
- (e) Hazardous Waste Sites. The project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code. Silicon Valley Environmental prepared a Phase I Environmental Site Assessment (ESA) dated September 10, 2025, (**Appendix C**) and a Phase II

ESA Soil Sampling Report dated October 20, 2025 (**Appendix D**) to evaluate potential hazardous materials on and/or adjacent to the project site.

The Phase I ESA did not identify any Recognized Environmental Conditions, Controlled Recognized Environmental Conditions, or Historical Recognized Environmental Conditions based on current and past land uses on the project site. However, the assessment identified that the property and all of the adjoining properties were noted within a historical orchard from sometime prior to 1939 until the mid-1950's.

Historical orchards are known to have used organochlorine pesticides (OCPs). OCPs are chlorinated hydrocarbons that were used extensively from the 1940s through the 1960s in agriculture and mosquito control and are highly toxic. New or redevelopment of properties that resided in potential OCP zones now requires testing shallow soils for their residuals. The Soil Sampling Report detected arsenic in the soil samples at concentrations ranging from 6 to 28 mg/kg which exceed residential Direct Exposure Environmental Screening Levels of 0.032 mg/kg. When averaged together across the entire ~0.65-acre site, the average site-specific background concentration is ~11.9 mg/kg. However, it is common in the San Francisco Bay Area to have a high background concentration for arsenic in soil, with upper ranges to be at 11 mg/kg. The California Environmental Protection Agency and other regulatory agencies within California typically do not require cleanup of naturally occurring chemicals or metal species to less than background concentrations. The concentration of arsenic found on the project site is satisfactory for residential development and does not represent a significant impact.

The City's Environmental Services Department (ESD) has reviewed the Phase I and Phase II reports and concurs with the findings and recommendations disclosed within the reports. To ensure the safety of future residents of the site, the project proponent shall take either of the following steps included as a condition of approval (COA-1) as follows:

Condition of Approval

Additional Soil Testing. Prior to the issuance of any of grading permits, demolition permits, or tree removal permits, whichever occurs first, the applicant shall:

- Perform additional soil sampling for arsenic to determine if the elevated detection of arsenic is an anomaly or portions of the property need to be mitigated to make safe for residential. The additional testing should thoroughly evaluate the horizontal and vertical soil conditions for arsenic; or
- Obtain regulatory oversight from the County of Santa Clara Department of Environmental Health, Department of Toxic Substances Control or Regional Water Quality Control Board. Submit a Soil Management Plan (SMP) for approval by the regulatory agency and perform additional sampling and/or remediation (if required) under regulatory oversight.

The findings of the above-stated reports shall be provided to the Director of Planning, Building and Code Enforcement or the Director's designee, and the Environmental

Compliance Officer for review and approval.

By implementing the above condition of approval, the proposed project would result in a less than significant impact related to hazardous materials.

- (f) Historical Resources. Department of Parks and Recreation (DPR) 523 series forms were prepared by Bonnie Bamberg of Urban Programmers on August 17, 2025 (**Appendix E**) for the existing building on site to identify and document any historical significance. The project site contains a house fronting Curtner Avenue and Cottle Road, two garages and minor accessory structures. The house was constructed in 1938 in a ranch style.

The DPR 523 forms concluded that the property is not eligible for listing on the National Register of Historic Places, California Register of Historical Resources or the San José Historic Resources Inventory as a Candidate City Landmark. The single-family residence on site is a minimal traditional style house in an efficient design in a wood frame construction covered in stucco does not embody distinguishing characteristics of an architectural type or style. The property is not associated with any persons, locations, or events that is important to local or state history. Therefore, the property does not contain any historical resources under CEQA, and implementation of the project would not result in significant impacts to historical resources.

CONCLUSION

The proposed project would result in the demolition of a single-family residence and associated site improvements for the subdivision of a single parcel into 10 residential lots and a common area, and the subsequent construction of 12 residential units. With incorporation of the City's standard permit conditions and conditions of approval detailed in this memorandum, and applicable local, state, and federal regulations, the proposed project meets the criteria for a Class 32 In-fill Development exemption and none of the exceptions to the exemptions set forth in CEQA Guidelines Section 15300.2 apply to the project.

CHRISTOPHER BURTON, Director
Planning, Building and Code Enforcement



Deputy

Date: March 18, 2026

Environmental Project Manager: Cort Hitchens

Appendices:

Appendix A -Tree Inventory, Assessment, and Protection Report, prepared by Monarch Consulting Arborists, dated May 5, 2025.

Appendix B - Construction Source Health Risk Assessment, prepared by Clark & Associates Environmental Consulting, Inc., dated February 13, 2026.

Appendix C - Phase I Environmental Site Assessment, prepared by Silicon Valley Environmental, dated September 10, 2025.

Appendix D - Phase II ESA Soil Sampling Report, prepared by Silicon Valley Environmental, dated October 20, 2025.

Appendix E -Department of Parks and Recreation 523 Forms, prepared by Bonnie Bamburg of Urban Programmers, dated August 17, 2025.



APPEAL OF PERMIT APPLICATION

The San José City Council or Planning Commission may hear appeals to the issuance of a development permit, variance, or exception. Not all permit processes allow for an appeal. Please refer to Table 20-260 of Municipal Code [20.100.220](#) for a complete list of the types of permit that may be appealed and the related hearing body.

The decision made by the hearing body is final and shall be effective immediately.

This application form must be completed as instructed below to facilitate the appeal.

WHO MAY APPEAL

The applicant, or any property owner or tenant of a property within 1,000 feet of the subject site, may file the appeal. The appellant must sign this application or if signed by the appellant's lawful power of attorney, you must submit written evidence to that person's authority.

Exception for Tree Removal Permits - For a Tree Removal Permit, only property owners or occupants of the subject site or of properties immediately adjacent or across the street from the subject site may appeal.

Exception for Tentative Maps - Any person may file.

DEADLINE

File this completed application **on or no later than 10 calendar days** after a copy of the permit decision by the Planning Commission or Director of Planning has been mailed to the project applicant. Permit decisions are typically made on Wednesdays with the issued permit mailed two days later on a Friday. Therefore, the 10 day deadline is commonly the second Monday following the hearing (by 5:00 p.m.).

Exception for Tentative Maps - The appeal must be filed within 10 calendar days of the permit approval.

FEES & PROCESS

The application filing fee must be paid by the deadline as previously explained. Find the current fee for a Permit Appeal on the Table of Applications at www.sanjoseca.gov/PlanningApplications. For Tree Removal Permits, a Public Noticing fee will also be charged.

HOW TO SUBMIT - 2 OPTIONS

- **In-Person (no appointment required):** Before the filing deadline stated above, come to the Planning Offices, third floor of City Hall (200 E. Santa Clara Street, San José) to submit the application. You may pay the appeal fee in person or staff may email you an invoice which must be paid within 14 calendar days of the invoice date for the appeal to be valid.
- **Email:** Before the filing deadline stated above, email the completed application and any attachments to PlanningTechs@sanjoseca.gov. If the appeal is timely and complete, staff will send you an invoice for the appeal fee, which must be paid within 14 calendar days of the invoice date for the appeal to be valid.

WHAT TO SUBMIT

- ☐ This application form, completed and signed.
- ☐ Assessor's parcel map showing the subject site outlined.

City staff will set a public hearing date with the Planning Commission or City Council as appropriate. The appeal item will be placed on the agenda. Staff will also prepare a recommendation of action to the Planning Commission or City Council.

FOR QUESTIONS

Speak with a City Planner at 408 535 3555; see phone service hours at www.sanjoseca.gov/Planning.

Para información en español, comuníquese con un Planificador de la ciudad al **408-793-4100**.

Để được hỗ trợ, nói chuyện với Người lập kế hoạch thành phố tại **408-793-4174**.

1295 Curtner Ave, San Jose, CA, 95125

Dombro Stephen N. and Janet F. Trustee

1295 Curtner Ave, San Jose, CA, 95125

Appeal of permits H25-021,T25-017 and ER25-133 for APN 439-06-042(Curtner/Cottle)

See attached documents/files:

1. Grounds for permit appeal H25-021,T25-017 and ER25-133 PDF
2. Videos and photos of Curtner/Cottle intersection attached

Appeal summary:

1. Concerns around safety
2. Additional concerns for safety around school zones and access driveway at only 85ft from major intersection
3. Untimely posting of public hearing file

CHECK ALL THAT APPLY:



Jennifer & Kevin McClenahan (On behalf of group of opponents to 1295 Curtner development)

04/13/2026

SIGNATURE

For electronic submittal or virtual appointments, a [Digital ID Signature](#) is required.
For in-person appointments, an original ink signature is required.

OFFICE USE ONLY

REASONS FOR PERMIT APPEAL

The neighbors and residents have come together to file this appeal in objection to project file numbers H25-021, T25-017 and ER25-133 at the site of 1295 Curtner Ave in San Jose, CA (APN 439-06-042).

This appeal identifies critical issues with the project regarding **public safety**, specifically the risks associated with its close proximity to multiple schools, posed by the project's current design. Furthermore, the community's ability to conduct a thorough review was significantly hindered by the City's delay in posting the planning meeting recording. While more time was granted for the permit appeal, the environmental appeal window remained at its original deadline. The delay in posting the recording until the final hours of this window effectively compressed the review period, making a comprehensive evaluation of the environmental records impractical and raising concerns about the equity of the process.

We ask for a reduction in the total number of units for this project and for the project's waivers to be declined. As almost all community members have requested during both the community meeting and the planning director's meeting, we again request a traffic impact study to ensure the safety of any development to this site, given a history of traffic incidents, its standing as a Vision Zero corridor, and the involvement of multiple vulnerable populations, especially those under 18 years old.

We are not against building more houses. The collective concern is that building needs to be in a safe, planned manner. Other cities, like Campbell, have already proved this is possible by developing an organized plan: <https://www.campbellca.gov/1535/Starter-Home-Projects>.

Attachments to the Appeal form:

1. This letter - Reasons for appealing
2. Video and pictures of traffic activity at Curtner/Cottle during am commute, pm commute, and school drop offs/pick ups

Points of Concerns

Safety

- **San Jose admitted on record that its own driveway standard is not met**
During the March 25, 2026 Director's Hearing, Public Works stated on record "It [the new development's private road exit] is located about 85 feet away from the intersection, which is a little less than what we would like. We would like it between 100 to 150 feet..." The city is saying that 100-150 feet is the safe distance, but the project does not have that, it has 85 feet. Additionally we were unable to find this specific point regarding 85 ft distance noted in the waivers and concessions. The City's own standard exists because new streets/driveways too close to signalized intersections create conflicts. 85 feet from a signalized intersection on a Vision Zero corridor with documented child injuries is a serious red flag, they admitted it.
Note: The proposed access road's proximity to the major arterial intersection appears to deviate from the **City of San Jose's 200-foot corner clearance standard** for Major Streets. Given the high volume of student pedestrians at nearby schools, this placement creates a significant 'weaving' hazard and restricts vital sight lines, posing an unmitigated risk to public safety. (*See note at bottom for further support on this item.)
- The project involves a critical turning intersection for both Curtner Ave., a major east-west connector street in San Jose and Cottle Ave. a major traffic artery for school traffic. The project reduces current setback rules and thus requires a more formalized sight distance study to ensure there is sufficient visibility to avoid pedestrians, objects, and collisions.
- The City's analysis (Page 7) concludes that 'traffic and pedestrian access are adequate.' However, this finding fails to account for the project's location within 500 feet of [Name of School]. Under **California Education Code § 17213** and **Public Resources Code § 21151.8**, the State recognizes areas within 500 feet of a school as high-scrutiny zones where 'busy traffic corridors' and vehicle conflict points pose an actual or potential endangerment to public health and safety. In the past 2 years, Cottle Ave. between the Willow Glen High School and the Curtner intersection has required the addition of human crossing guards

at 4 intersections because of concerns for student traffic safety. Schools of note are First Discovery Christian Preschool, Willow Glen Middle School and Willow Glen High School.

- Specifically, **Waiver 14**—which allows parking stalls to be located within 20 feet of the driveway entrance—directly contradicts the safety intent of these statutes by creating a documented 'blind corner' at the intersection of a private street and a school-bound sidewalk. By granting this waiver, the City is allowing an obstruction in a 'Clear Visibility Triangle' that is mandated by **SJMC § 20.90.120** to protect pedestrians.
- The City's analysis of 'adequacy' is a subjective conclusion that fails to account for objective safety standards found in the California Fire Code and SJMC Sight Distance requirements. We contend that the execution of Waivers 3, 13, and 14 creates a significant, quantifiable, and direct hazard to the public, particularly given the proximity to three school zones.
- The city is aware of ongoing safety issues at this intersection (per this link: <https://www.sanjoseca.gov/your-government/departments-offices/transportation/projects-planning/curtner-a-venue-safety-project>), and even with these efforts, accidents continue to happen. Adding the proposed project developed as its currently proposed would only further these safety issues.
- At the planning director hearing, Jacqueline Guerrero, the project manager stated: "It should be noted that staff waived these requirements to the citywide design guidelines as they did not pose a safety or health risk." Additionally, the hearing officer, Martina Davis, stated: "...that I haven't found any health or safety impacts that are significant and identifiable that are direct from this project." These assertions have no supporting analysis in the record. The 14 waivers include height, setbacks, lot sizes, and parking standards, and tree canopy coverage, all of which affect the density of the project as well as sight lines at this intersection. No analysis was presented explaining how staff evaluated each waiver against safety criteria. On a Vision Zero corridor with documented child injuries, a blanket conclusion that 14 waivers from design standards pose no safety risk requires more than an assertion.

Proximity to Schools

In addition to the above on general safety, there is additional concern due to the fact there are two large public schools across the street from the project - Willow Glen Middle School and Willow Glen High School. First Discoveries Christian Preschool is also within a few hundred feet of this project. California law requires a heightened level of scrutiny for any project located within 1/4 mile (1,320 feet) of a school, and we haven't seen any documentation supporting this additional review.

Inequitable Access to Hearing Materials and Failure to Address Substantial Evidence of Public Safety Hazards

We wish to formally document a significant procedural irregularity regarding the March 25, 2026 hearing. While materials for concurrent meetings were made available immediately, the files for this specific hearing were not released until March 30, 2026—less than two hours prior to the environmental appeal deadline. This delay, occurring despite multiple written and verbal inquiries, which has truncated the community's review period, effectively obstructing our ability to compile a comprehensive, evidence-based appeal within the required legal timeframe for the environmental appeal. We maintain that this truncated timeline constitutes a failure to provide adequate due process.

While the **Housing Accountability Act (Gov. Code § 65589.5)** and **State Density Bonus Law** limit local discretion, the City retains the authority—and the obligation—to mitigate "specific, adverse impacts" on public safety when supported by substantial evidence. In this case, the community has provided documented records of traffic collisions and injuries involving minors at this exact location. Community members have repeatedly presented evidence of traffic safety concerns, including multiple minor children injured at the project's exact location due to traffic collisions, yet the Planning Commission has failed to reconcile its findings with these specific concerns, instead falling back on computer generated models of idealized conditions. Additionally, during the Hearing Call, ahead of the project approval, the hearing director, Martina Davis, commented that the project's proximity to schools per her "assumption" as she stated, might lessen traffic concerns by students in the proposed new development by them walking rather than driving to school. This finding relies on conjecture rather than evidence and underscores our primary concern: that approval decisions are being based on unsubstantiated assumptions

rather than the empirical safety data and collision history. We contend that the Planning Commission erred by prioritizing theoretical, computer-generated models over this empirical safety data.

Conclusion

The project utilizes a 100% density bonus to double the unit count from 6 to 12. This increase in trip generation, combined with Waiver 11 (allowing parking to exceed 40% of the frontage), creates an excessive number of driveway conflict points. The City has not provided a Health Risk Assessment or a detailed Pedestrian Safety Study to prove that these 14 waivers—when executed in such close proximity to a school—will not result in an actual endangerment to the neighborhood and student population.

Approvals and denials can not be driven by the number of neighbors who show up to oppose them. The public health and safety exception under Gov. Code Section 65589.5 turns on one question only: is there substantial evidence of a specific, adverse impact on public health or safety? That is a legal and evidentiary standard. It is not a referendum. Fourteen neighbors with documented crash data, named victims, and official case numbers carry more legal weight than thousands expressing general displeasure or one hearing officer's assertions. The absence of large-scale organized opposition does not diminish the presence of clear evidence of public health and safety concerns.

City Council should evaluate this appeal based on the evidence in the record, not on the size of the opposition to the project. The evidence is extensive, specific, and documented.

Given the high density of 12 units, the City has not provided a 'preponderance of evidence' to show that this traffic hazard has been mitigated. Therefore, the project creates a **specific, adverse impact to public safety** that warrants a denial of Waivers and a revision of the site plan to ensure student safety is not compromised.

We request that the City:

1. Deny Waivers 2, 3, 11, 13, and 14 and require a revised site plan that adheres to the 20-foot sight distance standard to ensure the safety of students and residents alike.
2. Request city to conduct traffic and safety study.
3. Request a code modification and alternate method form.**

Additional Notes

Population and San Jose Housing Needs

San José's population is **declining** — currently shrinking at 0.31% per year and down nearly 2% since 2020. The broader Bay Area has lost over 100,000 residents in recent years. At the same time, the San José Unified School District just voted to close five elementary schools (Canoas, Empire Gardens, Gardner, Lowell, and Terrell) for the 2026–2027 school year due to a 20% enrollment drop since 2017–2018.

When families are leaving and schools are closing, it is irresponsible to rely on outdated growth projections. Los Angeles, facing the same state laws (including SB 79), recently capped density near transit. San José should recalculate its own housing needs based on current demographics instead of rubber-stamping every waiver. The City's push for maximum density is relying on outdated growth metrics that should not override the immediate, documented safety risks to the current student population.

Signed by neighbors of 1295 Curtner Ave, San Jose, CA, 95125

Jennifer McClenahan
Kevin McClenahan
Kathy Gorman
Helen Solinski
Kantiya Roche
Adam Kasprzyk
Katarzyna Zak
Jaime Pini
Eric Pini
Phuong Christine Nguyen

Robert Daniels
Ron Stern
Terri Lee
Ajit Nair
Alison Nair
Elisa Taube Marfise
Melissa Revenaugh
Jeff Revenaugh
Renee Jones
Jenny Zuniga

*At the March 25, 2026 Director's Hearing, Public Works stated on the record the following about the project's new access road on Cottle Ave: "It is located about 85 feet away from the intersection, which is a little less than what we would like. We would like it between 100 to 250 feet."

At the same Director's hearing, the identical standard was applied to Project 1 (1175-1199 Saratoga Avenue. For that project, city staff confirmed what was a key standard: "One of the key standards is that driveways are not within 150 feet of signalized intersections, and so this complies with both driveways."

In the same hearing, we hear a difference between compliance with safety standards for two projects. For Project 1, on Saratoga Ave., driveway compliance with the 150-foot standard was cited as a basis for approval. For 1295 Curtner, the City acknowledged the driveway falls below that standard. It approved the Curtner project anyway, without any waiver being requested or granted specifically for driveway proximity, and without any findings addressing the safety implications.

An access road 85 feet from a signalized intersection on a Vision Zero-designated corridor with documented child injuries is not a minor variance. The City's own preferred standard exists because proximity to intersections creates dangerous turning conflicts. Approving this driveway placement is a failure to support basic health and safety standards. The Public Works representative stated as much.

Goal from Vision Zero Action Plan: Safety Analysis and Key Initiatives. The Plan includes a comprehensive safety analysis to identify crash trends, high-risk locations, and contributing factors. The City of San José has identified two major crash trends: (1) people walking and biking are the most vulnerable road users, and (2) speeding is a leading cause of fatalities and severe injuries.

***Code Modification and Alternate Method Form.* The purpose of an Alternative Means and Methods Request (AMMR) is to permit alternatives to requirements in the code when substantiated with supporting evidence (including but not limited to tests, reports, engineering analysis). An AMMR is intended to be used when technical or physical limitations prevent code requirements from being met or to allow performance-based alternatives with evidence justifying the proposal meets or exceeds the intent of the code; it is not meant to be a waiver of code requirements without providing equivalent alternatives. The Building Official, in conjunction with the Fire Marshal or other departments as necessary, has the authority to approve or deny the AMMR based on the evidence submitted and add Conditions of Approval if necessary. Each AMMR is approved on a case-by-case basis and may only be applied to the specific project and permit number for which the AMMR was applied. Any deviations from the approval during plan review or inspection will render this AMMR null and void and a new AMMR will need to be filed for the change, the design be reverted to the originally approved AMMR's conditions, or the design be revised to comply with the requirements of the code.

Waivers for Reference

Waiver two. The SJMC Table 20-60 requires a 20-foot front setback for the R-1-8 Zoning District.

Analysis: The Site has frontage on both Curtner Avenue and the proposed private street, creating dual front setback requirements. Imposing a 20-foot setback on both frontages eliminates the building envelope for the duplex structures, reducing the number of achievable units to between 8 and 10. The proposed front setback of 15 to 18.5 feet allows for all 12 units to be accommodated. As a result of the waiver request to reduce the proposed front setback of 15 to 18.5 feet, the request is granted, and the project will be able to construct all units as proposed.

iii. Waiver three. The SJMC Table 20-60 requires a 20-foot rear setback.

Analysis: Combined with the front setback requirement, the rear setback requirement further reduces the buildable depth to the point where at least two units cannot be constructed. The project proposes 10-foot setbacks to maintain the 12-unit density. As a result of the waiver request to reduce the proposed rear setback to 10 feet, the request is granted, and the project will be able to construct all units as proposed.

xi. Waiver eleven. Citywide Design Standards 2.3.6. Standard 5 limits parking to 40% of the site frontage along private streets.

Analysis: The narrow lot widths required to achieve 12 units result in driveways/garages exceeding 40% of individual lot frontages. Compliance would require eliminating parking for several units or reducing the number of lots, either of which would reduce the achievable unit count to six to eight units. As a result of the waiver request to exceed the parking located along the site frontage, the waiver is granted because it will allow the project to construct all the units as proposed.

xiii. Waiver thirteen. Citywide Design Standard 2.2.1 and Standard 3 require building entrances to be within 15 feet of a public sidewalk or public open space.

Analysis: It is not feasible to construct 12 homes and provide vehicular/fire access to all 12 homes and locate the front entrances along the public sidewalk. This would precede the construction of between four and six units. As a result of the waiver request to relocate the building entrance of the residential units, the waiver is granted because it will allow the project to construct all the units as proposed.

xiv. Waiver fourteen. Citywide Design Standards 2.3.6 requires the first parking stall to be at least 20 feet away from the driveway or private street.

Analysis: Lots one and ten, which host units 1, 2, 11, and 12, would need to be removed to provide the requested clearance for the surface parking stalls. This would result in a loss of four units. As a result of the waiver request to place two parking stalls at a closer distance to the driveway entrance, the waiver is granted because it will allow the project to construct all the units as proposed.

Attachment C: Environmental Appeal Application

Please download and save this computer-fillable form to your computer. Follow instructions for [Digital Forms](#).

The undersigned respectfully requests an appeal for the following environmental determination.

1. REASON/S FOR APPEAL: *If more space is needed, attach a separate sheet.*

The categorical exemption determination (ER25-133) under CEQA Guidelines Section 15332 was improperly granted.

(1) the record contains documented child injuries at the exact project intersection that constitute substantial evidence of significant traffic impacts, including an accident December 3, 2025 after the city told me December 1, 2025 that there were no traffic concerns, disqualifying the exemption.

(2) the City's trip generation analysis used inapplicable ITE national averages without field observation and failed to analyze construction-phase traffic impacts or long term impacts of increased street parking as well as along Cottle Ave., Curtner Ave, and other nearby neighborhood streets. Furthermore trip generation analysis does not account for the dangers of decreased visibility to all pedestrians and drivers as a result of 14 exemptions granted to the project. It did not account for the new access road a few feet from a major traffic intersection, Cottle and Curtner. The CEQA exemption has a specific requirement that the project will not result in significant effects relating to traffic. Planning commission ignored community pleas to take into account 3 documented traffic-related child vs vehicle accidents at the exact intersection of the project.

(3) "Unusual circumstances" exist under CEQA Guidelines Section 15300.2(c), including seven schools within 1.5 miles, a 2022 construction fatality on the immediate overflow route as an example of future potential similar dangers, a new intersection being added between Curtner Ave. and Sandra Ave. on Cottle Ave, a few feet from a Vision Zero corridor with a documented crash history. Unusual circumstances such as these have been upheld in the courts as reasons to reject CEQA exemptions.

These issues were raised in written comments submitted to the project file prior to the March 25, 2026 Director's Hearing and at the community meeting of February 23, 2026."

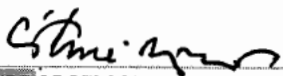
2. PERSON FILING APPEAL

PRINT NAME: Phuong Christine Nguyen

MAILING ADDRESS: [REDACTED]

EMAIL: [REDACTED]

PHONE: [REDACTED]



Phuong Christine
Nguyen

Digitally signed by Phuong
Christine Nguyen
Date: 2026.03.29 21:26:39 -07'00'

03/29/2026

• SIGNATURE OF PERSON FILING THE APPEAL

DATE: [MM/DD/YYYY]

For electronic submittal or virtual appointments, a **Digital ID Signature** is required.
For in-person appointments, an original ink signature is required.

3. CONTACT PERSON IF DIFFERENT FROM PERSON FILING APPEAL

PRINT NAME:

MAILING ADDRESS:

EMAIL:

PHONE:

GROUND FOR ENVIRONMENTAL APPEAL — ER25-133 — 1295 CURTNER AVENUE, SAN JOSE

File Nos. H25-021, T25-017 & ER25-133

Other concerned neighbors and I appeal the categorical exemption (ER25-133) under CEQA Guidelines Section 15332 (Infill Development). The exemption was improperly granted on four grounds. All issues were raised in written comments prior to the March 25, 2026 Director's Hearing and at the February 23, 2026 community meeting.

Ground 1: Unusual Circumstances Disqualify the Exemption (CEQA Section 15300.2(c))

CEQA Section 15300.2(c) bars a categorical exemption when there is a reasonable possibility of significant environmental effect due to unusual circumstances. The following are documented and specific:

- 18 crashes at or near the Curtner/Cottle intersection from 2019-2023 per California TIMS data, including 1 fatality and 3 severe injuries. Research shows 50%+ of incidents go unreported — these figures are a floor.
- January 24, 2022, 8:00 AM: Two children ages 11 and 15 were severely injured at the exact project intersection during school drop-off (TIMS Case ID 9407614).
- December 3, 2025: A child cyclist was struck on Cottle Ave. during morning school drop-off while this application was pending — two days after City staff stated in writing no traffic review was needed.
- Seven schools within 1.5 miles create overlapping peak-hour traffic that already forces Cottle Ave., a two-lane street, to operate as an informal four-lane roadway during school hours.
- May 5, 2022, 7:58 AM: Construction worker Mariano Perez Antonio was killed on Newport Ave., the primary overflow route for this intersection, during a single residential construction project on a garbage collection day.
- The project adds a new private access road and new uncontrolled intersection on a Vision Zero-designated corridor lacking protected left-turn signals from Cottle Ave.

Ground 2: The Section 15332 Exemption Criteria Are Not Met

Section 15332 requires the project will not result in significant traffic effects. The City's finding to that effect is contradicted by the record. The City relied exclusively on ITE national average trip generation rates projecting 5 AM and 6 PM peak trips. These rates do not reflect an intersection serving seven schools within 1.5 miles already gridlocked during school hours. No field observation was conducted. Every neighbor at the February 23, 2026 community meeting raised traffic safety as a primary concern. The model also ignores the new access road's intersection and the AB 413 daylighting no-parking zones it triggers, eliminating street parking currently absorbing overflow traffic. Despite a formal written request by community member Adam Kasprzyk on March 15, 2026 asking whether a Local Transportation Analysis (LTA) was conducted, the City never confirmed one was performed.

Ground 3: The Review Failed to Analyze Construction-Phase Traffic Impacts

CEQA requires analysis of the whole project, including construction. The City's review analyzed only operational trips from future residents. A 12-unit development on a 0.65-acre site cannot stage all construction equipment, deliveries, dumpsters, and worker vehicles on-site. They will inevitably spill onto Cottle Ave. during school hours, causing lane obstructions on a corridor already at capacity. This is a structural certainty, not speculation. The 2022 construction fatality on Newport Ave., the overflow route, demonstrates exactly this risk at 7:58 AM on a garbage collection day. The complete absence of any construction-phase analysis independently disqualifies the exemption.

Ground 4: Public Health and Safety Findings Were Required and Not Made

Under the Housing Accountability Act (Gov. Code §65589.5) and State Density Bonus Law (Gov. Code §65915), the City may impose conditions upon substantial evidence of a specific, adverse public health or safety impact. The record contains named victims, official TIMS case numbers, and a construction fatality in the same context. This is not generalized neighborhood opposition but specific documented evidence. The City was required to make written findings addressing it. None were made. This failure is an independent basis for reversal.

Requested Relief

The appellant requests the City Council: (1) reverse the exemption for ER25-133 and require an Initial Study analyzing school-zone peak hours, construction-phase impacts, the new Cottle Ave. intersection, and AB 413 daylighting effects; or alternatively (2) impose conditions including: a Local Transportation Analysis before any permit issues; prohibition on construction during school hours and on garbage collection days; a Construction Traffic Management Plan coordinated with all seven nearby schools; and a post-occupancy traffic study within 12 months of completion.

Attachment C: Environmental Appeal Application

All records referenced, for example TIMS data, TIMS Case ID 9407614, the November 5, 2025 formal traffic review request, City correspondence of December 1, 2025 declining review, the February 23, 2026 community meeting record, written public comments submitted prior to the March 25, 2026 hearing, and correspondence from multiple residents, have been previously submitted to the project file and are incorporated herein by reference.

Sincerely,

Phuong Christine Nguyen

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

SITE DEVELOPMENT PERMIT

FILE NO.	H25-021 & ER25-133
LOCATION OF PROPERTY	Northeast corner at the intersection of Cottle Avenue and Curtner Avenue (1295 Curtner Avenue, APNs: 439-06-042)
ZONING DISTRICT	R-1-8 Single-Family Residence
GENERAL PLAN DESIGNATION	Residential Neighborhood
PROPOSED USE	Site Development Permit to allow the construction of eight residential condominium units on separate lots and four condominium units on two lots, subject to the State Density Bonus Law, the project uses one incentive to allow the two-family dwelling use in the zoning district, and fourteen waivers related to: height, number of stories, floor area ratio allowed, common and private open space, tree canopy coverage, parking standards, building entrances, and lot depth ratio, including the demolition of a single-family home and the removal of 21 trees on an approximately 0.65-gross-acre site.
ENVIRONMENTAL STATUS	Categorically Exempt, Section 15332 for Infill Development projects
OWNER ADDRESS	Dombro Stephen N. and Janet F. Trustee 1295 Curtner Avenue San Jose, CA 95125
APPLICANT ADDRESS	Cyrus Jahanian City Connect Partners, Inc. 1018 Lincoln Ave San Jose, CA 95125

FACTS AND FINDINGS

The Director of Planning, Building, and Code Enforcement determines, concludes, and finds as follows for this proposed project:

1. **Project Description.**

The project consists of a Site Development Permit authorizing the construction of eight residential condominium units on separate lots and four condominium units on two lots on an approximately 0.65 gross-acre site. The project includes the demolition of an approximately 2,736 single-family home and accessory buildings on-site, and the removal of 21 trees (15 ordinance-size and 6 non-ordinance). Vehicle access to the site is provided via a single driveway along Cottle Avenue, which leads to a private street serving the site. Ten of the twelve units include a two-car garage and a private driveway that can accommodate two cars, accessible from the private street. Additionally, the remaining two units without a garage have a dedicated parking spot for their unit. The project is associated and being processed concurrently with T25-017.

The project is associated and processed concurrently with Tentative Permit file number T25-017, which allows the subdivision of one lot into ten residential lots and one common area for a private street on an approximately 0.65 gross-acre site. The applicant submitted a concurrent application under the State Density Bonus Law (Government Code Section 65915). The project provides one unit for very-low-income households and one unit for moderate-income households. The project requests one incentive to allow two-family dwelling use in the zoning district, and fourteen waivers related to: height, number of stories, allowed floor area ratio, common and private open space, tree canopy, parking standards, building entrances, and lot depth ratio.

2. **Site Description and Surrounding Uses.** The subject site, approximately 0.65 gross acre, is located at the intersection of Curtner Avenue and Cottle Avenue, approximately 50 feet northeast of Curtner Avenue, at 1295 Curtner Avenue. The site currently includes a 2,736-square-foot single-family residence and another building. The site is surrounded by single-family residences to the north, east, south, and west.
3. **Permit Findings.** Permit findings with detailed analysis in the findings section.
 - a. **Site Development Permit Findings.** Chapter 20.100.630 of Title 20 of the San José Municipal Code specifies the required findings for approval of a Site Development Permit.
 - i. The Site Development Permit, as approved, is consistent with and will further the policies of the General Plan and applicable Specific Plans and area development policies; and

General Plan Consistency

The subject site is designated as a Residential Neighborhood on the land-use transportation diagram of the Envision San José 2040 General Plan. This designation is applied broadly throughout the City to encompass most established single-family residential neighborhoods, including both suburban and traditional residential areas, which comprise the majority of its developed land. The intent of this designation is to preserve the existing character of these neighborhoods and to strictly limit new development to infill projects which closely conform to the prevailing existing neighborhood character as defined by density, lot size and shape, massing, and neighborhood form and pattern. New infill development should improve and/or enhance existing neighborhood conditions by completing the neighborhood pattern and bringing infill properties into general conformance with the quality and character of the

surrounding neighborhood. New infill development should be integrated into the existing neighborhood pattern, continuing and, where applicable, extending or completing the existing street network. The average lot size, orientation, and form of new structures for any new infill development must generally match the typical lot size and building form of adjacent development, with particular emphasis on maintaining consistency with other development that fronts onto a public street shared by the proposed new project. The maximum allowed Floor Area Ratio (FAR) is 0.7, and the density is 8 dwelling units per acre.

Analysis: The project includes a 12-unit housing development with a density of 18 DU/AC, which exceeds the maximum allowable six units under the Residential Neighborhood General Plan designation maximum density of 8 DU/AC. The applicant will restrict at least two of the 12 units to be affordable to very-low-income and moderate-income households, resulting in a density-increase allowance of up to 100 percent pursuant to Government Code Section 65915.

With the 100% increase, the project is eligible to build six additional units above the six base units. This results in a total of 12 units allowed. The project is for a total of 12 units, and is therefore consistent with the density allowed per the General Plan and State Density Bonus Law. Please see the discussion under the Density Bonus Section below.

The project is consistent with the following General Plan policies:

Housing Goal H-1: Provide housing throughout our City in a range of residential densities, especially at higher densities, and product types, including rental and for-sale housing, to address the needs of an economically, demographically, and culturally diverse population.

Policy H-1.2: Facilitate the provision of housing sites and structures across location, type, price, and status as rental or ownership that respond to the needs of all economic and demographic segments of the community including seniors, families, the homeless and individuals with special needs.

Housing Policy H-1.9: Facilitate the development, preservation, and rehabilitation of housing to meet San José's fair share of the County's and region's housing needs.

Policy H-2.1: Facilitate the production of extremely low-, very low-, low-, and moderate-income housing by maximizing use of appropriate policies and financial resources at the federal, state, and local levels; and various other programs.

Analysis: The project will provide eight residential condominiums on separate lots and four new residential condo units on two lots, increasing the City's overall housing supply. The project will include one-, three-, and four-bedroom units, which may be more accessible to households unable to afford a detached single-family residence. The project will add to the existing housing diversity in the surrounding neighborhood, which includes a variety of multifamily developments. Therefore, the project is consistent with the General Plan policies above.

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

Zoning Ordinance Consistency

Analysis: The subject site is in the R-1-8 Single-Family Zoning District. The project is consistent with the district's use regulations pursuant to Section 20.30.200 and Table 20-50 of the San Jose Municipal Code (SJMC), as noted below.

Land Use

Eight one-family dwelling units in the R-1 Zoning District are allowed through the issuance of a Site Development permit, pursuant to Section 20.100.610.A.1. A two-family dwelling unit is not an allowed use under R-1 designation; however, through the use of State Density Bonus, the applicant will use a concession to remove this requirement, complying with the land use requirement with the implementation of a Density Bonus concession.

Development Standards

Pursuant to Section 20.30.200, the following table sets forth the required development standards and the project's proposed setbacks and height, per the submitted plans. The project conforms to the required setbacks as shown in the Table below.

Setback Area	Requirement	Proposed (approximately)
Front, Fronting Private Street	20 feet minimum	15 feet; Density Bonus Waiver
Front, Fronting Curtner Avenue	20 feet minimum	10.5 feet; Density Bonus Waiver
Side, Interior Setback	5 feet minimum	0 feet; Density Bonus Waiver
Side, Corner Setback abutting Cottle Avenue	12.5 feet minimum	11 feet; Density Bonus Waiver
Side, Setback abutting residential	5 feet minimum	5 feet; Complies
Rear, Interior Setback	20 feet minimum	10.5 feet; Density Bonus Waiver
Minimum Driveway Length	18 feet minimum	15 feet; Density Bonus Waiver
Maximum Height	35 feet maximum	39 feet; Density Bonus Waiver
Maximum Number of Stories	2.5 maximum	3 stories; Density Bonus Waiver

Transportation Demand Management (“TDM”) and Parking

Vehicle Parking: Pursuant to SJMC Chapter 20.90, there is no minimum vehicle parking requirement, and the project provides 22 vehicle parking spaces. Residential-End Uses that are less than 25 multifamily units are exempt from providing a Transportation Demand Management (TDM) Plan. Since the project includes 12 units, it is exempt from TDM requirements.

Bicycle Parking: For residential use, the project is required to provide one bicycle space per four residential units, under Table 20-210 in Section 20.90. With 12 residential units, this calculates to 3 bicycle parking spaces.

Analysis: The project requires a total of three bicycle parking spaces and provides ten bicycle parking spaces. Each space is located inside one of the ten residential parking garages.

Two-Wheeled Vehicle (Motorcycle) Parking: Per Section 20.90.350, a two-wheeled motorized vehicle parking shall be provided at 2.5% of standard vehicle parking provided, except for multi-family uses that are located within buildings that have individual enclosed garages assigned to each multi-family dwelling unit. Any fractional amount is rounded up. No two-wheeled motorized vehicle parking spaces are required if 10 or fewer vehicle parking spaces are provided.

Analysis: No motorcycle parking spaces are required for the project, as each unit includes an individual enclosed garage.

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

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

The project is consistent with City Council Policy 6-30: Public Outreach Policy for Pending Land Use Development Proposals. Two on-site signs have been posted at the site, facing Curtner Avenue and Cottle Avenue, since October 3, 2025. The project was notified to the surrounding property owners and tenants within a 1,000-foot radius, who attended a Community Meeting held on February 23, 2026, via Zoom. Notices for a public hearing were mailed to property owners within a 1,000-foot radius of the project site. Staff have been available to answer any questions from the public.

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

Analysis: The new residential condominiums and four condo buildings front a new private street created on the site. They provide pedestrian access from the sidewalk. There are sidewalks along Curtner Avenue and Cottle Avenue that provide pedestrian access to the site. The project design includes a Mediterranean-inspired color scheme with varied sections that introduce architectural variation through balconies, wall recesses, and windows. The project's architectural design incorporates elements consistent with the Citywide Design Standards and Guidelines, as analyzed above. Therefore, the multifamily building is compatible with and aesthetically harmonious with other on-site uses. The site provides vehicle and bicycle parking through private residential garages, and all on-site uses are mutually compatible and aesthetically harmonious.

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

The project is consistent with the Citywide Design Guidelines. The application of the Design Guidelines ensures that the relationships among structures and with other on-suite uses are both functional and attractive. The project has broken up the building's massing through articulation and changes in plane depth to ensure the building does not feel like two giant buildings on the lot. The variation in roof pitches and window depths gives each unit a distinctive character. The project uses stucco and gable roofs, which are common in the surrounding neighborhood.

- iv. The environmental impacts of the project, including but not limited to noise, vibration, air quality and dust, biological resources, water quality and storm water runoff, drainage, erosion, 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 demolition of the existing single-family residence, accessory structures, and all other site improvements to facilitate the construction of eight residential townhome units and four condominium units along with the removal of 24 trees on an approximately 0.65-gross acre site. As provided for under the Categorical Exemption per CEQA Guidelines Section 15332, the development will conform to the development standards set forth in the City of San José Zoning Ordinance and comply with the applicable General Plan policies and regulations. The 0.65-gross-acre site is located within an urban area of San José and is surrounded by single-family residences on all sides as well as a community garden to the west.

The site does not have any value as a habitat for endangered, rare, or threatened species. Technical reports prepared for the project conclude that the project will not result in significant effects related to noise, air quality, or water quality. In addition, a historic resources evaluation concluded that the existing buildings proposed to be demolished are not eligible to be listed on the California Register of Historical Resources or the City's Historic Resource Inventory as a Candidate City Landmark. The approval of the Site Development Permit would not include any additional use of the project site beyond the allowable uses in the zoning district or General Plan designation, or applicable State law, and none of the exceptions under CEQA Section 15300.2 apply to the project. For these reasons, the project is not anticipated to have a significant effect on the environment.

Therefore, pursuant to Public Resources Code Section 21083 and categories of exemptions adopted pursuant to the Public Resources Code Section 21084, it has been determined that the project qualifies for the Class 32, Section 15332, In-Fill Development Projects exemption, that the project will not result in a significant effect on the environment, and that it is exempt from further environmental review under CEQA. This Site Development Permit includes standard environmental conditions of approval.

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

Analysis: The project includes landscaped areas along the street frontages, and all units have a private open space area accessible to residents via the rear yards. Trash pickup will occur at the front of the lot during the designated trash pick-up day for the private street. The mechanical condenser units will be screened and located at the rear of the properties, and all features are sufficient to enhance the neighborhood's appearance.

- vi. Traffic access and pedestrian access are adequate.

Analysis: Site access for pedestrians will be from Cottle Avenue, and bicycle parking spaces will be located on private residential garages. A private street abutting Cottle Avenue will provide vehicle access to the site. Vehicles will be parked in their unit driveways or in private residential garages.

- b. **State Density Bonus Law Findings.** The project includes an application pursuant to the State Density Bonus Law (Government Code Section 65915). The project provides one unit for very-low-income households and one unit for moderate-income households. The Residential Neighborhood General Plan land use designation allows residential density at eight dwelling units per acre, equivalent to six base units. Pursuant to Government Code Section 65915(f)(2) and Government Code Section 65915(v)(1)(B), the project is eligible for a 100% density bonus, or six additional units. The project proposes 12 units that fully utilize all the granted density bonus.
- c. **Incentives/Concessions.** Projects that are eligible for a density bonus are also eligible to pursue incentives and concessions, such as reductions in development standards to facilitate the economically viable construction of affordable housing. The applicant qualifies for four incentives/ concessions per Government Code Section 65915. The project has requested one incentive, as follows:
- i. **Incentive/Concession One.** Per the Use Table 20-60 in Section 20.30.200 of the San Jose Municipal Code, a two-family dwelling is not permitted in the R-1 zoning district. The concession authorizes two-family dwellings on Lots 1 and 10.
- Analysis: This incentive provides clear, measurable cost savings in construction costs for attached units compared to separate units due to shared party walls, as detailed in the Permittee's Density Bonus Application received on January 16, 2026. The project plans to build 10 market-rate units, each approximately 2,600 square feet, along with two below-market-rate units, each about 626 square feet. Allowing two units to be built on the same lot maximizes the number of units on the site. Building the proposed duplex on one lot allows all market-rate units to be constructed as planned, generating revenue to support the affordable units. The below-market-rate units are carefully designed to meet affordability standards while remaining financially feasible. With current construction costs averaging over \$500 per square foot, each below-market-rate unit is estimated to cost \$313,000 to build, compared to \$1.3 million for a market-rate unit. These cost reductions improve the project's viability and feasibility. The savings help ensure the project can include all affordable units.*
- d. **Waivers.** Projects that are eligible for a density bonus are also eligible to pursue waivers to development standards if the standard being waived would physically prevent project from being built with the allowed number of units. The project qualifies for unlimited waivers. The project has requested fourteen waivers, as follows:

- i. **Waiver one.** Per the SJMC Table, 20-60 requires that lots in the R-1-8 zoning district be a minimum size of 5,445 square feet. The applicant is requesting a reduction in the minimum lot size requirement.

Analysis: The 28,480-square-foot site can only accommodate five lots at 5,445 square feet each ($28,480/5,445 = 5.2$) and does not consider land loss due to circulation. With R-1 zoning limiting each lot to one unit, conformance results in a maximum of five units, seven fewer than the 12 permitted under the State Density Bonus Law. As a result of the waiver request, the minimum lot size has been reduced, and the project would be able to construct all units as proposed.

- ii. **Waiver two.** The SJMC Table 20-60 requires a 20-foot front setback for the R-1-8 Zoning District.

Analysis: The Site has frontage on both Curtner Avenue and the proposed private street, creating dual front setback requirements. Imposing a 20-foot setback on both frontages eliminates the building envelope for the duplex structures, reducing the number of achievable units to between 8 and 10. The proposed front setback of 15 to 18.5 feet allows for all 12 units to be accommodated. As a result of the waiver request to reduce the proposed front setback of 15 to 18.5 feet, the request is granted, and the project will be able to construct all units as proposed.

- iii. **Waiver three.** The SJMC Table 20-60 requires a 20-foot rear setback.

Analysis: Combined with the front setback requirement, the rear setback requirement further reduces the buildable depth to the point where at least two units cannot be constructed. The project proposes 10-foot setbacks to maintain the 12-unit density. As a result of the waiver request to reduce the proposed rear setback to 10 feet, the request is granted, and the project will be able to construct all units as proposed.

- iv. **Waiver four.** The SJMC Table 20-60 requires a five-foot setback for interior lots.

Analysis: The attached townhouse design requires zero-foot interior side setbacks at party walls. Requiring a five-foot setback between each unit eliminates the attached configuration and reduces the achievable unit count to between eight and ten units. As a result of the waiver request to reduce the interior five-foot setback, the request is granted, and the project will be able to construct all units as proposed.

- v. **Waiver five.** The SJMC Table 20-60 limits the height in R-1-8 to 35 feet.

Analysis: The proposed three-story townhomes require a 39-foot height to accommodate livable floor-to-ceiling heights, roof structure, and grade variations. Limiting height to 35 feet would require eliminating the third floor on several units, reducing the unit count to between 8 and 10. As a result of the waiver request to increase the height to 39 feet, the request is granted, and the project will be able to construct all units as proposed.

- vi. **Waiver six.** The SJMC Table 20-60 limits buildings to 2.5 stories.

Analysis: Restricting the 2.5 stories eliminates the third floor living space necessary to achieve the proposed unit count and marketable floor plans. The limitation, combined with lot coverage constraints, reduces the achievable units to between eight and ten units. As a result of the waiver request to exceed the maximum of 2.5 stories to 3 is granted, and the project will be able to construct all units as proposed.

- vii. **Waiver seven.** The General Plan Residential Neighborhood land-use designation limits the FAR to 0.7.

Analysis: The maximum allowable floor area would be 19,936 sq ft ($0.7 \times 28,480 = 19,936$). The 12-unit project requires approximately 26,000 sq ft (10 market rate units at 2,600 sq. ft. each) plus 1,252 sq. ft for the below market rate units (below market units at 626 sq. ft. each) for a grand total of 27,252 sq. ft. Compliance with a floor area ratio of 0.7 would limit the project to 8 units. As a result of the waiver request, the allowable floor area ratio is granted, as it will enable the project to construct all units as proposed.

- viii. **Waiver eight.** Citywide Design Standards Appendix A.2 requires 150 sq ft of common open space per unit.

Analysis: The Citywide Design standards require 150 square feet of common open space per unit. This would require the project to provide 1,800 square feet ($12 \times 150 = 1,800$ sq ft). Allocating this space, accounting for the private street, driveways, and required setbacks, and dedicating 1,800 sq ft to common open space eliminate the need for building pads between one and two units. As a result of the waiver request, the open space will be eliminated, as this will allow the project to construct all the units as proposed.

- ix. **Waiver nine.** Citywide Design Standards Appendix A.2 requires 300 sq ft of private open space per unit.

Analysis: The required open space is met for all units except the two below-market-rate units. The constrained lot geometry cannot accommodate this area while maintaining building footprints for 12 units. Compliance would reduce the project to 10 units. As a result of the waiver request to reduce the private open space square footage, the waiver is granted because it will allow the project to construct all the units as proposed.

- x. **Waiver ten.** San Jose Municipal Code Section 19.36.230 limits lot depth to 2.5 times average width.

Analysis: Six of the proposed lots (lots 2, 3, 4, 7, 8, and 9) exceed this ratio due to the site's geometry and the need to maximize unit count. Redesigning lots to comply would reduce the number of conforming lots by approximately two, yielding a maximum of 10 units. As a result of the waiver request to increase the lot depth to greater than 2.5 times, the waiver is granted because it will allow the project to construct all the units as proposed.

- xi. **Waiver eleven.** Citywide Design Standards 2.3.6. Standard 5 limits parking to 40% of the site frontage along private streets.

Analysis: The narrow lot widths required to achieve 12 units result in driveways/garages exceeding 40% of individual lot frontages. Compliance would require eliminating parking for several units or reducing the number of lots, either of which would reduce the achievable unit count to six to eight units. As a result of the waiver request to exceed the parking located along the site frontage, the waiver is granted because it will allow the project to construct all the units as proposed.

- xii. **Waiver twelve.** Citywide Design Standards 2.3.8, Standard 1 requires tree canopy shading 50% of surface parking and common open space.

Analysis: Achieving 50% canopy coverage at maturity requires reserving additional ground area for tree planting that conflicts with building footprints. This reduces the achievable

units to between eight and ten. As a result of the waiver request to reduce the required tree canopy coverage, the waiver is granted because it will allow the project to construct all the units as proposed.

- xiii. **Waiver thirteen.** Citywide Design Standard 2.2.1 and Standard 3 require building entrances to be within 15 feet of a public sidewalk or public open space.

Analysis: It is not feasible to construct 12 homes and provide vehicular/fire access to all 12 homes and locate the front entrances along the public sidewalk. This would precede the construction of between four and six units. As a result of the waiver request to relocate the building entrance of the residential units, the waiver is granted because it will allow the project to construct all the units as proposed.

- xiv. **Waiver fourteen.** Citywide Design Standards 2.3.6 requires the first parking stall to be at least 20 feet away from the driveway or private street.

Analysis: Lots one and ten, which host units 1, 2, 11, and 12, would need to be removed to provide the requested clearance for the surface parking stalls. This would result in a loss of four units. As a result of the waiver request to place two parking stalls at a closer distance to the driveway entrance, the waiver is granted because it will allow the project to construct all the units as proposed.

Chapter 20.190.090 of the San José Municipal Zoning Code requires that any project with a Density Bonus, incentives, or development standard waivers must make the following findings:

- i. The Housing Development is eligible for a Density Bonus and any Incentives, waivers or modifications requested.

Analysis: The project is entirely residential, consisting of at least two affordable rental units, and is therefore eligible for the State Density Bonus Law for affordable housing projects.

- ii. If the Density Bonus is based on all or in part on donation of land, a finding that all the requirements for a land transfer Density Bonus that are specified in the State Housing Density Bonuses and Incentives Law have been or will be met.

Analysis: The project does not include a land donation.

- iii. If the Density Bonus or Incentive request is based all or in part on the inclusion of a Child Care Facility, a finding that all of the requirements for a Child Care Facility Density Bonus that are specified in the State Housing Density Bonuses and Incentives Law have been or will be met.

Analysis: The project does not include a Child Care Facility.

- iv. If the Incentive request is for a Mixed-Use development, a finding that all the requirements for a Mixed-Use Incentive development approval that are specified in the State Housing Density Bonuses and Incentives Law have been or will be met.

Analysis: Not applicable to the project scope of work.

- v. If the Incentive includes a request for approval of condominium conversion, a finding that all the requirements for a condominium conversion Incentive that are specified in the State Housing Density Bonuses and Incentives Law have been or will be met.

Analysis: The project does not include a request for condominium conversions.

- e. **Demolition Findings.** With respect to the demolition of the existing buildings, the Director of Planning, Building, and Code Enforcement has considered the following:
- i. The failure to approve the permit would result in the creation of continued existence of a nuisance, blight or dangerous condition.
 - ii. The failure to approve the permit would jeopardize public health, safety or welfare.
 - iii. The approval of the permit should facilitate a project which is compatible with the surrounding neighborhood.
 - iv. Both inventoried and non-inventoried buildings, sites and districts of historical significance will not be negatively impacted.
 - v. The approval of the demolition of the building would maintain the supply of existing housing stock in the City.
 - vi. Rehabilitation or reuse of the existing building would not be feasible.
 - vii. The demolition, removal, or relocation of the building without an approved replacement building should not have an adverse impact on the surrounding neighborhood.

Analysis: The existing building is a single-family residence with a detached garage, built in 1938, and is not a historic resource. The building will be demolished to facilitate the construction of eight residential condominiums on individual lots and four condominium units on two lots. The building heights will be greater, as allowed by the State Density Bonus Law, but the design would be compatible with the surrounding residential neighborhood, which primarily consists of single-family homes, as discussed previously. Rehabilitating or reusing the existing structure would not be feasible to refurbish the building, repair the building, or achieve the allowed density at the project site. The project will demolish one dwelling unit and add 12 dwelling units, increasing San José's residential inventory. Demolition of the existing structure would be approved with this Site Development Permit application and would not be permitted until a building or grading permit is submitted for the replacement with new construction; therefore, the demolition of the structure will not have an adverse impact on the surrounding neighborhood.

- f. **Tree Removal Findings.** Chapter 13.32.100 of the San José Municipal Code establishes at least one of the following required findings must be made for issuance of a Live Tree Removal Permit for ordinance-size trees:
- i. *That the condition of the tree with respect to disease, danger of falling, proximity to an existing or proposed structure, and/or interference with utility services, is such that preservation of the public health or safety requires its removal.*

Tree Replacement Ratios				
Circumference of Tree to be Removed	Type of Tree to be Removed			Minimum Size of Each Replacement Tree
	Native	Non-Native	Orchard	
38 inches or more	5:1	4:1	3:1	15-gallon
19 up to 38 inches	3:1	2:1	none	15-gallon
Less than 19 inches	1:1	1:1	none	15-gallon
x:x = tree replacement to tree loss ratio Note: Trees greater than or equal to 38-inch circumference shall not be removed unless a Tree Removal Permit, or equivalent, has been approved for the removal of such trees. For Multi-Family residential, Commercial and Industrial properties, a permit is required for removal of trees of any size. A 38-inch tree equals 12.1 inches in diameter. A 24-inch box tree = two 15-gallon trees				

Analysis: The project includes the removal of 15 ordinance-sized trees and six non-ordinance-sized trees to facilitate construction. The trees to be removed are either within the proposed building footprint, pedestrian walkways, or stormwater treatment areas. The removal of these trees is necessary in order for the proposed project to be constructed.

To replace the removed trees, the project is required to plant 74 15-gallon trees on site, or 37 twenty-four-inch box trees, in accordance with the Tree Replacement Ratio Table above. One 24-inch box tree can count as two 15-gallon size replacement trees. According to the landscape plans, a total of 38 24-inch box trees and 5 15-gallon trees will be planted on site, bringing the replacement count to 81 trees, exceeding the requirement. An in-lieu fee of \$1,000 per tree will be paid if replacement ratios are not satisfied.

See Condition #18 for verification of planting of the required replacement trees that will be planted on site.

In accordance with the findings set forth above, a **Site Development Permit** for said purpose specified above and subject to each and all of the conditions hereinafter set forth is hereby **granted**. The Director of Planning, Building, and Code Enforcement expressly declares that it would not have granted this Permit except upon and subject to each and all of the said conditions, each and all of which conditions shall run with the land and be binding upon the owner and all subsequent owners of the subject property, and all persons who use the subject property for the use conditionally permitted hereby.

APPROVED SUBJECT TO THE FOLLOWING CONDITIONS:

1. **Acceptance of Permit.** Per San José Municipal Code Section 20.100.290(B), should 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 of 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 of 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 (2) years from and after the date of issuance hereof by the Director of Planning, if within such time period, the proposed use of the site or the construction of buildings (if a 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 to extend the validity of this Permit in accordance with Title 20. The Permit Adjustment must be approved prior to the expiration of this Permit.
3. **Senate Bill 330 Expiration.** The Senate Bill 330 Vesting shall automatically expire two (2) and one half years from and after the date of issuance of the “final approval” for the Project as defined by and pursuant to California Government Code Section 65589.5(o)(2)(D), if within such time period, the Project has not “commenced construction”, as that term is defined and interpreted pursuant to California Government Code Section 65589.5(o)(2)(D).
4. **Building Permit/Certificate of Occupancy.** Procurement of a Building Permit and/or Certificate of Occupancy from the Building Official for the structures described or contemplated under this Permit shall be deemed acceptance of all conditions specified in this Permit and the Permittee's agreement to fully comply with all of said conditions. No change in the character of occupancy or change to a different group of occupancies as described in the Building Code shall be made without first obtaining a Certificate of Occupancy from the Building Official, as required under San José Municipal Code Section 24.02.610, and any such change in occupancy must comply with all other applicable local and state laws.
5. **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 makes a determination 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 on the City by the State of California Regional Water Quality Control Board for the San Francisco Bay Region.

6. **Conformance to Plans.** The development of the site and all associated development and improvements shall conform to the approved Site Development Permit plans entitled, "Cottle Homes City Connect, 1295 Curtner Avenue, San Jose, CA 95125" dated January 22, 2025, on file with the Department of Planning, Building and Code Enforcement ("Approved Plans"), and to the San José Building Code (San José Municipal Code, Title 24), with the exception of any subsequently approved changes.
7. **Permit Adjustment.** The applicant must file for a permit adjustment to reflect the physical changes to the buildings/utilities on all the plan set sheets affected by the entire north building shifting 2.38 feet towards Cottle Avenue.
8. **Demolition Permit.** A demolition permit may be issued for the existing fourplex only upon the submittal of a complete Public Works Grading Permit application or the submittal of a complete Building Permit application for new construction. All relevant CEQA Mitigation measures or Housing requirements must be complete prior to any demolition activity.
9. **Density Bonus Regulatory Agreement.** Prior to the issuance of the first Building Permit for new construction, the Permittee shall submit a Permit Adjustment Application and enter into a Density Bonus Regulatory Agreement with the City. The final Regulatory Agreement, as amended and as approved by the City Attorney and by the Director of Planning, Building, and Code Enforcement, shall be recorded in the Office of the County Recorder by the City. This Permit shall take effect upon the date of recordation of the Density Bonus Regulatory Agreement in the form approved by the City and shall have no force and effect prior to that date.
10. **No Extended Construction Hours.** This Permit does not allow any construction activity on a site located within 500 feet of a residential unit before 7:00 a.m. or after 7:00 p.m., Monday through Friday, or at any time on weekends.
11. **Construction Disturbance Coordinator.** Rules and regulations pertaining to all construction activities and limitations identified in this Permit, along with the name and telephone number of a Permittee-appointed disturbance coordinator, shall be posted in a prominent location at the entrance to the job site.
12. **Conformance with Municipal Code.** No part of this approval shall be construed to permit a violation of any part of the San José Municipal Code.
13. **Compliance with Local, State, and Federal Laws.** The subject use shall be conducted in full compliance with all local, state, and federal laws.
14. **Discretionary Review.** The City 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.
15. **Timing of Tree Removals.** Trees that are proposed for removal to accommodate new development shall not be removed until the related complete Public Works Grading Permit Application or Building Permit Application has been filed.
16. **Tree Protection Standards.** The Permittee shall maintain the trees and other vegetation shown to be retained in this project and as noted on the Approved Plan Set. Maintenance shall include pruning and watering as necessary and protection from construction damage. Prior to the removal of any tree on the site, all trees to be preserved shall be permanently identified by metal numbered tags. Prior to issuance of the Grading Permit or removal of any tree, all trees to be saved shall be protected by

chain link fencing or other fencing type approved by the Director of Planning, Building, and Code Enforcement. Said fencing shall be installed at the dripline of the tree in all cases and shall remain during construction. No storage of construction materials, landscape materials, vehicles, or construction activities shall occur within the fenced tree protection area. Any root pruning required for construction purposes shall receive prior review and approval and shall be supervised by the consulting licensed arborist. Fencing and signage shall be maintained by the Permittee to prevent disturbances during the full length of the construction period that could potentially disrupt the habitat or trees.

17. **Tree Replacement Enforcement.** Failure to plant trees in conformance with the Approved Plan set may be subject to in lieu fees of \$1,000 per 15-gallon tree for trees not planted on-site.
18. **Verification of Planting of Replacement Tree(s).** After payment of the in-lieu fee and/or the planting of required replacement trees on-site, the permittee shall provide appropriate evidence, such as but not limited to photographs and/or receipts, to the Planning Project Manager to verify compliance with the tree replacement mitigation requirements. Such evidence shall be uploaded to www.sjpermits.org using these instructions:
 - a. How to set up an account: <https://www.sanjoseca.gov/business/development-services-permit-center/online-permits-at-sjpermits-org> and
 - b. How to upload: <https://www.sanjoseca.gov/home/showpublisheddocument/88853/638088605255430000>
 - c. Such evidence shall also be emailed to the Planning Project Manager and labeled File No. H25-021.
19. **Replacement Tree Failure.** On-site replacement trees that fail within three years after planting shall be promptly replaced per Section 13.32.110.E of the San Jose Municipal Code.
20. **Landscaping.** Planting and irrigation are to be provided by the Permittee, as indicated, on the final Approved Plans. The permittee, at their discretion, may submit changes to the Approved Landscape Plans with the issuance of a Permit Adjustment, before the issuance of Building Permits.
21. **Irrigation Standards.** Irrigation shall be installed in accordance with Part 3 of Chapter 15.11 of Title 15 of the San José Municipal Code, Water Efficient Landscape Standards for New and Rehabilitated Landscaping, the City of San José Landscape and Irrigation Guidelines and the Zonal Irrigation Plan in the Approved Plans. The design of the system shall be approved and stamped by a California Registered Landscape Architect.
22. **Certification.** Pursuant to San José Municipal Code, Section 15.11.1050 certificates of substantial completion for landscape and irrigation installation shall be completed by a licensed or certified professional and provided to the Department of Planning, Building and Code Enforcement prior to approval of the final inspection of the project.
23. **No Sign Approval.** Any signage shown on the Approved Plan Set are conceptual only. No signs are approved at this time. Any signs shall be subject to review and approval by the Director of Planning through a subsequent Permit Adjustment.
24. **Building and Property Maintenance.** The property shall be maintained in good visual and functional condition. This shall include, but not be limited to, all exterior elements of the buildings such as paint, roof, paving, signs, lighting, and landscaping.

25. **Nuisance.** This use shall be operated in a manner that does not create a public or private nuisance. Any such nuisance must be abated immediately upon notice by the City of San José.
26. **Anti-Graffiti.** All graffiti shall be removed from buildings and wall surfaces, including job sites for projects under construction, within 48 hours of defacement.
27. **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.
28. **Refuse.** All trash and refuse storage areas shall be effectively screened from view and covered and maintained in an orderly state to prevent water from entering into the trash or refuse container(s). Trash areas shall be maintained in a manner to discourage illegal dumping.
29. **Outdoor Storage.** No outdoor storage is allowed or permitted unless designated on the Approved Plan Set.
30. **Street Number Visibility.** Street numbers of the buildings shall be easily visible from the street at all times, day and night.
31. **Utilities.** All new on-site telephone, electrical, and other service facilities shall be placed underground.
32. **Mechanical Equipment.** The location and type of mechanical equipment shall be as shown on the Approved Plans and shall be screened from view. Changes to the mechanical equipment require the issuance of a Permit Adjustment or Amendment to the satisfaction of the Director of Planning, Building, and Code Enforcement.
33. **No Generators Approved.** This Permit does not include the approval of any stand-by/backup electrical power generation facility. Any future stand-by/backup generators would require the permittee to secure appropriate permits and conform to the regulations of Title 20 of the Municipal Code.
34. **Stormwater Stenciling.** All storm drain inlets and catch basins shall be stenciled with the “NO DUMPING - FLOWS TO BAY,” applied to the top and/or face of the curb next to the storm drain inlet. The development maintenance entity and/or property owner shall ensure that all storm drain inlet markings located on privately-maintained streets within the property are present and maintained.
35. **Green Building Requirements.** This development is subject to the City’s Green Building Ordinance for Private Sector New Construction as set for in Municipal Code Section 17.84. Prior to the issuance of any shell permits, or complete building permits, for the construction of buildings approved through the scope of this Permit, the Permittee shall pay a Green Building Refundable Deposit. In order to receive a refund of the deposit, the project must achieve the minimum requirements as set forth in Municipal Code Section 17.84. The request for the refund of the Green Building Deposit together with evidence demonstrating the achievement of the green building standards indicated in Municipal Code Section 17.84 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.
36. **Housing Department Conditions under the Inclusionary Housing Ordinance.** Residential Developments proposing to construct or modify three (3) or more residential units are subject to the Inclusionary Housing Ordinance (“IHO”) and must submit an Affordable Housing Compliance Plan (“AHCP”).

- a. **No Conditions.** Pursuant to San Jose Municipal Code (SJMC) Sections 5.08.320(A)(2) and 5.08.400, Density Bonus Units must be excluded from calculations of Inclusionary Unit requirements when determining the total number of Dwelling Units in a Residential Development, and Residential Developments consisting of less than ten (10) Dwelling Units are exempt as small projects. Although the proposed project consists of 12 Dwelling Units, the base units in the Development total only eight (8) Dwelling Units. It is therefore exempt from compliance with the requirements of the IHO.

The IHO defines Dwelling Units as units meeting the definitions of SJMC Sections 20.200.320, 20.200.330, and 20.200.340 regarding one-family, two-family, and multi-family homes as well as any type of dwelling allowed under Title 20 of the SJMC. Applicant may not develop additional units, including ADUs or JADUs, to increase base density to ten (10) or more Dwelling Units without complying with the IHO and its implementing guidelines.

The Housing Department has received and approved Applicant's AHCP and has no further obligations for Applicant pursuant to the IHO.

Conditions of Approval under the Housing Crisis Act

Developments demolishing existing residential units that are occupied by or presumed to be occupied by lower-income households are subject to the Housing Crisis Act ("HCA") and must submit a Replacement Unit Determination ("RUD") application.

- b. **No Conditions.** After careful review of the RUD application and all required attachments, the Housing Department has determined that this project is not subject to the HCA's replacement requirements because the unit(s) being demolished were owner-occupied.

The Housing Department has received and approved Applicant's RUD application and has no further obligations for Applicant pursuant to the HCA.

37. **Public Works Clearance for Building Permit(s) or Map Approval:** Prior to the approval of the Tract or Parcel Map (if applicable) by the Director of Public Works, or the issuance of Building permits, whichever occurs first, the applicant will be required to have satisfied all of the following Public Works conditions. The applicant 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/devresources>.

- 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 in accordance with adopted standards in the City of San Jose Municipal Code Chapters 27.38 and/or 19.32. This agreement includes privately engineered plans, bonds, insurance, a completion deposit, and engineering and inspection fees.
- b. **Transportation:** This project would not require a detailed CEQA transportation analysis because the project is expected to result in less-than-significant VMT impacts based on Table 1 (Screening Criteria for CEQA Transportation Analysis for Development Projects) of the *Transportation Analysis Handbook 2023*, as a small residential infill project of 25 multi-family units or less. Additionally, the projected traffic for the project was reviewed and found to be minimal. No additional transportation analysis is required.

c. **Grading/Geology:**

- i. A grading permit is required prior to the issuance of a Public Works Clearance. The construction operation shall control the discharge of pollutants (sediments) to the storm drain system from the site. An erosion control plan may be required with the grading application.
- ii. All on-site storm drainage conveyance facilities and earth retaining structures 4 foot in height or greater (top of wall to bottom of footing) or is being surcharged (slope of 3:1 or greater abutting the wall) shall be reviewed and approved under Public Works grading and drainage permit prior to the issuance of Public Works Clearance. The drainage plan should include all underground pipes, building drains, area drains and inlets. The project shall provide storm drainage calculations that adhere to the latest California Plumbing Code as adopted under the City of San Jose Municipal Code Section 24.04.100 or submit an engineered design for Public Works approval designed to convey a 10-year storm event in accordance to the City of San Jose Design for Storm Drains design requirements.
- iii. A soils report must be submitted to and accepted by the City prior to the issuance of a grading permit. This report should include, but is not limited to: foundation, earthwork, utility trenching, retaining and drainage recommendations.

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

- i. The project's Stormwater Control Plan and numeric sizing calculations have been reviewed, and this project shall 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.
- iii. A post construction Final Report is required by the Director of Public Works from a Civil Engineer retained by the owner to observe the installation of the BMPs and stating that all post construction storm water pollution control BMPs have been installed as indicated in the approved plans and all significant changes have been reviewed and approved in advance by the Department of Public Works.
- iv. A design of the pervious pavement by a Licensed Geotechnical Engineer shall be submitted prior to the issuance of a Public Works Clearance.

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

f. **Flood: Zone D and AO, Depth 1':**

- i. The majority of the project site is within Zone D, which is an unstudied area where flood hazards are undetermined, but flooding is possible. There are no City floodplain requirements for Zone D.
- ii. Based on the submitted site plan, there are no proposed structures, enclosures and other utility equipment within Zone AO (approx. small 13'x18' area southeast

- iii. project. At Building Permit stage, Public Works will conduct final review of the project and if any structures and/or utility equipment is proposed within the Zone AO area, the structure/equipment shall be elevated to 2' above the Highest Adjacent Grade (HAG) and subject to other floodplain construction requirements.
- g. **Sewage Fees:** In accordance with the City of San Jose Municipal Code Chapter 15.16 all storm sewer area fees, sanitary sewer connection fees, and sewage treatment plant connection fees, less previous credits, are due and payable prior to Public Works Clearance.
- h. **Parks:** This residential project is subject to the payment of park fees in-lieu of land dedication under either the requirements of the City's Park Impact Ordinance (Chapter 14.25 of Title 14 of the San Jose Municipal Code) or the Parkland Dedication Ordinance (Chapter 19.38 of Title 19 of the San Jose Municipal Code).
- i. **Undergrounding:**
 - i. The In-Lieu Undergrounding Fee shall be paid to the City for all frontage(s) adjacent to Curtner 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 2026 base fee is \$626 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 developer to perform the actual undergrounding of all off-site utility facilities fronting the project adjacent to Curtner Ave. The developer shall submit copies of executed utility agreements to Public Works prior to the issuance of a Public Works Clearance.
- j. **Street Improvements:**
 - i. Construct new curb gutter and 10' wide detached City standard sidewalk with parkstrip along the entire Curtner Avenue and Cottle Avenue project frontage.
 - ii. Construct a 26' wide City standard driveway.
 - iii. Reconstruct the existing curb ramp per the City standard detail R-10.
 - iv. Remove and replace broken, uplifted curb and gutter as well as broken, uplifted or non-ADA compliant sidewalk along project frontage.
 - v. Developer 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.
 - vi. Maintain/match existing pavements grades at base of existing traffic signal poles and street lights. Changes in grade may require pole replacement, relocation, and traffic signal modification.
 - vii. Dedication and improvement of the public streets, as required, by the Director of Public Works in accordance with adopted standards in the City of San Jose Municipal Code Chapters 27.38 and/or 19.32.
 - viii. Repair, overlay, or reconstruction of asphalt pavement may be required. The existing pavement will be evaluated with the street improvement plans and any improvement plans in

accordance with adopted standards in the Section Chapter 13.36.030, Title 19 and Title 27 of the City of San Jose Municipal Codes.

- k. **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.

- l. **Street Trees:**

- i. 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 strips. Obtain a DOT street tree planting permit for any proposed street tree plantings. Street trees shown on this permit are conceptual only.
- ii. Replace any missing street trees in empty tree wells or park strips along Curtner Avenue and Cottle Avenue and match existing trees per City standards; refer to the current "Guidelines for Planning, Design, and Construction of City Streetscape Projects". Obtain a DOT street tree planting permit for any proposed street tree plantings.
- iii. Show all existing trees by species and diameter that are to be retained or removed. Obtain a street tree removal permit for any street trees that are over 6 feet in height that are proposed to be removed.

- m. **Private Streets:**

- i. Per the Common Interest Development (CID) Ordinance, all common infrastructure improvements shall be designed and constructed in accordance with the current CID standards.
- ii. The plan set includes details of private infrastructure improvements. The details are shown for information only. Final design shall require the approval of the Director of Public Works.

- n. **Landscape Improvements:**

- i. Retain landscape architect to prepare Landscape Improvement Plans for Type (1 or 2) back-up landscape improvements within the public right-of-way per City standards; refer to the current "Guidelines for Planning, Design, and Construction of City Streetscape Projects".
- ii. All City owned landscaping shall require a dedicated irrigation system and electrical controller, separate from the private onsite system, conforming to City Standard design details and specifications.

38. **Building Division Clearance for Issuing Permits.** Prior to the issuance of a Building Permit, the following requirements must be met to the satisfaction of the Chief Building Official:

- a. *Construction Plans.* This permit file number, H25-021, 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. *Construction Plan Conformance.* A project construction plan conformance review by the Planning Division is required. Planning Division review for project conformance begins 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.

- d. *Common Interest Development.* Prior to issuance of any certificate of occupancy, or release for occupancy, the Permittee shall provide a self-certified statement to the satisfaction of the City's Chief Building Official that the project, as constructed, meets the City of San José Common Interest Development standards.
- e. *Project Addressing Plan.* Prior to issuance of a Building Permit, the following requirements shall be met to the satisfaction of the Chief Building Official: The project Permittee shall submit an addressing plan for approval for the subject development. The addressing plan should include proposed street names for the streets (as referenced on an approved tentative map) and the type of addressing (i.e., individual street addresses as compared to unit numbers off of a primary street).
- f. *Other.* Such other requirements as may be specified by the Chief Building Official.

39. Bureau of Fire Department Clearance for Issuing Permits. Prior to the issuance of a Building Permit, the project must comply with the 2019 California Fire Code, or as may be amended or updated by the City.

40. Standard Environmental Permit Conditions.

- a. Construction-related Air Quality: The following measures shall be implemented during all phases of construction to control dust and exhaust at the project site:
 - i. Water active construction areas at least twice daily or as often as needed to control dust emissions.
 - ii. Cover trucks hauling soil, sand, and other loose materials and/or ensure that all trucks hauling such materials maintain at least two feet of freeboard.
 - iii. Remove visible mud or dirt track-out onto adjacent public roads using wet-power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
 - iv. Limit all vehicle speeds on unpaved roads to 15 mph.
 - v. Pave new or improved roadways, driveways, and sidewalks as soon as possible.
 - vi. Lay building pads as soon as possible after grading unless seeding or soil binders are used.
 - vii. Suspend all excavation, grading, and/or demolition activities when average wind speeds exceed 20 mph.
 - viii. Wash off all trucks and equipment, including their tires, prior to leaving the site.
 - ix. Treat unpaved roads providing access to sites located 100 feet or further from a paved road with a 6- to 12-inch layer of compacted wood chips, mulch, or gravel.
 - x. Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to no more than 2 minutes (A 5-minute limit is required by state Airborne Toxics Control Measures [Title 13, Sections 2449(d)(3) and 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at all access points to the site.
 - xi. Maintain and properly tune all construction equipment in accordance with the manufacturer's

specifications. Check all equipment by a certified mechanic and record a determination of running in proper condition prior to operation.

- xii. Post a publicly visible sign with the name and phone number of an on-site construction coordinator to contact regarding dust complaints. The on-site construction coordinator shall respond and take corrective action within 48 hours. The sign shall also provide the City's Code Enforcement Complaints email and number and the Bay Area Air Quality Management District's General Air Pollution Complaints number to ensure compliance with applicable regulations.

b. Biological Resources:

- i. Santa Clara Valley Habitat Plan. The project is subject to applicable SCVHP conditions and fees (including the nitrogen deposition fee) prior to issuance of any grading permits. The Permittee would be required to submit the Santa Clara Valley Habitat Plan Coverage Screening Form to the Director of Planning, Building and Code Enforcement (PBCE) or the Director's designee for approval and payment of the nitrogen deposition fee prior to the issuance of a grading permit. The Habitat Plan and supporting materials can be viewed at <https://scv-habitatagency.org/178/Santa-Clara-Valley-Habitat-Plan>

c. Cultural Resources:

- i. Subsurface Cultural Resources. If prehistoric or historic resources are encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped, the Director of PBCE or the Director's designee and the City's Historic Preservation Officer shall be notified, and a qualified archaeologist shall examine the find. The archaeologist shall 1) evaluate the find(s) to determine if they meet the definition of a historical or archaeological resource; and (2) make appropriate recommendations regarding the disposition of such finds prior to issuance of building permits. Recommendations could include collection, recordation, and analysis of any significant cultural materials. A report of findings documenting any data recovery shall be submitted to Supervising Environmental Planner and Historic Preservation Officer of the Department of PBCE and the Northwest Information Center (if applicable). Project personnel should not collect or move any cultural materials.
- ii. Human Remains. If any human remains are found during any field investigations, grading, or other construction activities, all provisions of California Health and Safety Code Sections 7054 and 7050.5 and Public Resources Code Sections 5097.9 through 5097.99, as amended per Assembly Bill 2641, shall be followed. 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 Permittee shall immediately notify the Director of PBCE or the Director's designee and the qualified archaeologist, who shall then notify the Santa Clara County Coroner. The Coroner shall make a determination as to whether the remains are Native American. If the remains are believed to be Native American, the Coroner shall contact the NAHC within 24 hours. The NAHC will then designate a Most Likely Descendant (MLD). The MLD shall inspect the remains and make a recommendation on the treatment of the remains and associated artifacts. If one of the following conditions occurs, the landowner or his authorized representative shall work with the Coroner to reinter the Native American human remains and associated grave goods with appropriate dignity in a location not subject to further subsurface disturbance:

- 1) The NAHC is unable to identify a MLD or the MLD failed to make a recommendation within 48 hours after being given access to the site.
- 2) The MLD identified fails to make a recommendation; or
- 3) The landowner or his authorized representative rejects the recommendation of the MLD, and the mediation by the NAHC fails to provide measures acceptable to the landowner.

d. Geology and Soils:

Seismic Hazards

- i. To avoid or minimize potential damage from seismic shaking, the project shall be constructed using standard engineering and seismic safety design techniques. Building design and construction at the site shall be completed in conformance with the recommendations of an approved geotechnical investigation. The report shall be reviewed and approved by the City of San José Department of Public Works as part of the building permit review and issuance process. The buildings shall meet the requirements of applicable Building and Fire Codes as adopted or updated by the City. The project shall be designed to withstand soil hazards identified on the site and the project shall be designed to reduce the risk to life or property on site and off site to the extent feasible and in compliance with the Building Code.
- ii. All excavation and grading work shall be scheduled in dry weather months or construction sites shall be weatherized.
- iii. Stockpiles and excavated soils shall be covered with secured tarps or plastic sheeting.
- iv. Ditches shall be installed to divert runoff around excavations and graded areas if necessary.
- v. The project shall be constructed in accordance with the standard engineering practices in the California Building Code, as adopted by the City of San José. A grading permit from the San José Department of Public Works shall be obtained prior to the issuance of a Public Works clearance. These standard practices would ensure that the future building on the site is designed to properly account for soils-related hazards on the site.

Paleontological Resources

- i. If vertebrate fossils are discovered during construction, all work on the site shall stop immediately, the Director of Planning or Director's designee of the Department of Planning, Building and Code Enforcement (PBCE) shall be notified, and a qualified professional paleontologist shall assess the nature and importance of the find and recommend appropriate treatment. Treatment may include, but is not limited to, 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 Permittee shall be responsible for implementing the recommendations of the qualified paleontologist. A report of all findings shall be submitted to the Director of Planning or the Director's designee.

e. Construction-related Water Quality.

- i. Burlap bags filled with drain rock shall be installed around storm drains to route sediment and other debris away from the drains.
- ii. Earthmoving or other dust-producing activities shall be suspended during periods of high winds.

- iii. All exposed or disturbed soil surfaces shall be watered at least twice daily to control dust as necessary.
 - iv. Stockpiles of soil or other materials that can be blown by the wind shall be watered or covered.
 - v. All trucks hauling soil, sand, and other loose materials shall be required to cover all trucks or maintain at least two feet of freeboard.
 - vi. All paved access roads, parking areas, staging areas and residential streets adjacent to the construction sites shall be swept daily (with water sweepers).
 - vii. Vegetation in disturbed areas shall be replanted as quickly as possible.
 - viii. All excavation and grading work shall be scheduled in dry weather months or construction sites shall be weatherized.
 - ix. All unpaved entrances to the site shall be filled with rock to knock mud from truck tires prior to entering City streets. A tire wash system shall be installed if requested by the City.
 - x. The Permittee shall comply with the City of San José Grading Ordinance, including implementing 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.
- f. Construction-related Noise.
- i. Pile driving is prohibited.
 - ii. Limit construction hours to between 7:00 a.m. and 7:00 p.m. Monday through Friday for any on-site or off-site work within 500 feet of any residential unit. Construction outside of these hours may be approved through a development permit based on a site-specific “construction noise mitigation plan” and a finding by the Director of Planning, Building and Code Enforcement that the construction noise mitigation plan is adequate to prevent noise disturbance of affected residential uses.
 - iii. Construct solid plywood fences around ground level construction sites adjacent to operational business, residences, or other noise-sensitive land uses.
 - iv. Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
 - v. Prohibit unnecessary idling of internal combustion engines.
 - vi. Locate stationary noise-generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise-generating equipment when located near adjoining sensitive land uses.
 - vii. Utilize “quiet” air compressors and other stationary noise sources where technology exists.
 - viii. Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project site.
 - ix. Notify all adjacent businesses, residences, and other noise-sensitive land uses of the construction schedule, in writing, and provide a written schedule of “noisy” construction activities to adjacent land uses and nearby residences.
 - x. If complaints are received or excessive noise levels cannot be reduced using the measures above, erect a temporary noise control blanket barrier along the surrounding building facades that face the construction sites.

- xi. 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 shall 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 it in the notice sent to neighbors regarding the construction schedule.

41. **Environmental Conditions of Approval.**

- a. **Nesting Bird Surveys.** Demolition, removal of vegetation (including trees), grading, and construction shall be scheduled to avoid the nesting season to the extent feasible. 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, vegetation removal, and construction cannot be scheduled outside of nesting season, a qualified biologist shall complete pre-construction surveys to identify active raptor nests (i.e., nests containing eggs or young) of protected bird species that may be disturbed during project implementation. This survey shall be completed no more than seven (7) days prior to the initiation of demolition/vegetation removal/grading, and construction activities. During this survey, the qualified biologist shall inspect all vegetation, structures, trees and other possible nesting habitats substrate (including the ground) in and immediately adjacent to the construction areas, and within 300 feet (for raptors) and 100 feet (for non-raptors) of construction areas to the extent access permits, for active nests (i.e., nests with eggs or young). If an active nest is found in an area that will be disturbed by construction, the ornithologist biologist shall designate a construction-free buffer zone (typically 250 feet but the buffer zone depends on the species and project site conditions) to be established around the nest. The buffer zone is typically 300 feet for raptors and 100 feet for non-raptors, though the buffer zone may be modified by the biologist depending on the species and project site conditions. The buffer would ensure that active nests of raptors and other protected birds or migratory bird nests shall not be disturbed directly or indirectly during project construction.

Prior to any vegetation removal, or approval of any demolition or grading permits (whichever occurs first), the applicant shall submit the biologist’s report indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of Planning, Building and Code Enforcement (PBCE) or the Director’s designee.

- b. **Additional Soil Testing.** Prior to the issuance of any of grading permits, demolition permits, or tree removal permits, whichever occurs first, the applicant shall:
 - i. Perform additional soil sampling for arsenic to determine if the elevated detection of arsenic is an anomaly or portions of the property need to be mitigated to make safe for residential. The additional testing should thoroughly evaluate the horizontal and vertical soil conditions for arsenic; or
 - ii. Obtain regulatory oversight from the County of Santa Clara Department of Environmental Health, Department of Toxic Substances Control or Regional Water Quality Control Board. Submit a Soil Management Plan (SMP) for approval by the regulatory agency and perform additional sampling and/or remediation (if required) under regulatory oversight.

42. **Revocation, Suspension, Modification.** This Site Development Permit may be revoked, suspended, or modified by the Planning Director, or by the Planning Commission 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 3, Chapter 20.44, Title 20 of the San José Municipal Code it finds:

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

APPROVED and issued on this **25th day of March, 2026.**

CHRISTOPHER BURTON, Director
Planning, Building, and Code Enforcement

Deputy
Martina Davis

Attachment E: Permit Plan Set

PROJECT ZONING INFORMATION			
1295 CURTNER AVENUE, SAN JOSE , CA 95125			
APN: 439-06-042			
		EXISTING	PROPOSED
		RESIDENTIAL NEIGHBORHOOD	RESIDENTIAL NEIGHBORHOOD
GENERAL PLAN	EAR	UP TO 0.7	LOT 1 CONFORMS. ALL OTHERS REQUIRE STATE DENSITY BONUS WAIVER (SEE FOLLOWING TABLE)
	STORIES	1 TO 2.5	3 STORIES (DENSITY BONUS WAIVER)
		NO	-
HISTORIC RESOURCE		AD/D	FIRM NUMBER: 06085C0242H EFFECTIVE DATE: MAY 18,2009
FEMA FLOOD ZONE		R-1-8 SINGLE-FAMILY RESIDENTIAL (UP TO EIGHT DWELLING UNITS PER ACRE)	R-1-8
ZONING		SINGLE FAMILY RESIDENTIAL	12 UNITS - 8 SINGLE FAMILY 4 CONDOMINIUM (2/BLDG)
DWELLING UNITS		8 DUA	15 DUA (DENSITY BONUS WAIVER)
DENSITY		RESIDENTIAL	R3/U @ LOTS 2-9 R2/U LOTS 1&10
OCCUPANCY			-
		RESIDENTIAL	V-B
CONSTRUCTION TYPE		2 UNITS (LOTS 1 AND 9 - LOCATION SEE SITE PLAN)	
ACCESSIBLE UNITS (10% x 12)		NFPA 13 R @ LOTS 1 & 10, NFPA 13D @ LOTS 2-9	
R-1-8 DEVELOPMENT STANDARDS			
SPRINKLER SYSTEM		REQUIRED	PROPOSED
MIN. LOT AREA		5,445 SQ.. FT.	2, 001 SQ. FT. (SMALLEST LOT PROPOSED) 4, 173 SQ. FT. (LARGEST LOT PROPOSED) (DENSITY BONUS WAIVER)
MIN. LOT DEPTH TO WIDTH RATIO		LOT DEPTH < 2.5 LOT WIDTH	LOTS 2-4 AND 7-9 D = 76'-6" / W = 26'-2" 26'-2" X 2.5 = 65'-4" < 76'-6" (DENSITY BONUS WAIVER) LOTS 1, 5, 6, AND 10 D = 76'-6" / W = +33'-0" 33'-0" X 2.5 = 82'-5" > 76'-6" NO WAIVER SOUGHT
SETBACKS			
FRONT SETBACK FRONTING PRIVATE DRIVE (LOTS 1-5 AND 6-10)		20'-0" MIN. MORE THAN 120 FT PER SIDE - (2) FRONT SIDES	15 FT. (DENSITY BONUS WAIVER)
DOUBLE FRONTAGE SETBACK FRONTING CURTNER AVE/ DRIVE AISLE (LOTS 6-10)		20'-0" MIN. MORE THAN 120 FT PER SIDE - (2) FRONT SIDES	10.5 FT. (DENSITY BONUS WAIVER)
SIDE, INTERIOR SETBACK		5'-0" MIN.	0 FT. (DENSITY BONUS WAIVER)
SIDE CORNER SETBACK @ COTTLE		20' FT MIN. LOT 1/12.5 FT LOT 10	11 FT. LOT 10 (DENSITY BONUS WAIVER)
SIDE INTERIOR SETBACK @ RESIDENTIAL		5'-0"	5 FT. MIN.
REAR INTERIOR SETBACK		20'-0"	10 FT. (DENSITY BONUS WAIVER)
MIN. DRIVEWAY LENGTH		18 FT	15 FT. (DENSITY BONUS WAIVER)
BUILDING HEIGHT			
MAX. HEIGHT		35 FT.	39 FT. (DENSITY BONUS WAIVER)
MAX. NO. OF STORIES		2.5 STORIES	3 STORIES (DENSITY BONUS WAIVER)
PARKING			
UNITS 2-11 (10)		0	2/UNIT = 20 TOTAL (GARAGE PKG)
UNITS 1 & 12 (2)		0	1/UNIT = 2 TOTAL (SURFACE PKG)
GUEST PARKING		0	0

OPEN SPACE, CITYWIDE DESIGN GUIDELINES APPENDIX A-2, BOWLING HOUSES	150 SQ. FT. PER UNIT	NONE PROVIDED (DENSITY BONUS WAIVER)
COMMON OPEN SPACE		
PRIVATE OPEN SPACE	300 SQ. FT. MIN./ UNIT	UNIT 1 (DENSITY BONUS WAIVER) UNIT 12 (DENSITY BONUS WAIVER) UNITS 2-10 MEET REQUIREMENT

APPROVED
City of San Jose Planning Division
By: Jacqueline Guerrero
File Number: H25-021/25-017
Date: 01/25/26

	UNIT SUMMARY										
PLAN NO.	PLAN INFO	TOT. UNITS	TOT. LIVING SF	GARAGE	DECKS	PRIVATE YARD	STD. PARKING	TOTAL PARKING	LIVING SF/ PLAN TYPE	GARAGE SF/ PLAN TYPE	PRIVATE OPEN SPACE
PLAN 1 (INT)	4 BD / 3-1/2 BATH	6	2580	424	103	519	2	12	15,480	2,544	3,732
PLAN 1A END (LOT 1 & 10)	3 BD / 2 1/2 BATH	2	2679	460	201	371	2	4	5,358	920	1,144
PLAN 1B END	4 BD / 3-1/2 BATH	2	2626	424	103	927	2	4	5,252	848	2,060
FLAT (LOT 1 & 10)	1 BD / 1 BATH	2	626	0	0	0	1	2	1252	0	0
TOTALS		12						22	27,342	4,312	6,936

BLDG. SUMMARY							
BLDG.	PLANS					TOTAL GROUND FLOOR (LOT COVERAGE)	TOTAL BUILDING (INC. GARAGE)
	PLAN 1A	PLAN 1B	PLAN 1 INT	PLAN 2	TOTAL		
BLDG. A	1	1	3	1	6	5,523	15,891
BLDG. B	1	1	3	1	6	5,523	15,891
TOTAL	2	2	6	2	12	11,046	31,782

LOT COVERAGE					
BLDG.	GROUND FLOOR	TOT. UNITS	GROUND FLOOR SQUARE FOOTAGE	LOT AREA	LOT COVERAGE
BLDG. A	(5) TH STYLE UNITS (1) FLAT	6	5,523 SQ. FT.		
BLDG B	(5) TH STYLE UNITS (1) FLAT	6	5,523 SQ. FT.		
LOT				28,979 SQ. FT.	
TOTALS		12	11,046	28,979	38%

FLOOR AREA RATIO			
LOT	TOTAL LIVING AREA	LOT AREA	FAR
1	2,679 SF	4,173 SF	2,679 / 4,173 = 0.64
LOTS 2-4, 7-9	2,580 SF	2,001 SF	2,580 / 2,001 = 1.29
LOTS 5-6	2,631 SF	2,531 SF	2,631 / 2,531 = 1.04
LOT 10	2,679 SF	3,525 SF	2,679 / 3,525 = 0.76

COTTLE HOMES

CITY CONNECT

1295 CURTNER AVENUE

SAN JOSE, CA 95125



FILE NO. H25-021

ZONING AND DATA

G 1

SCALE: 1"=20'-0"

DATE: 12.19.2025 REV

PROJECT: 379001

Attachment E: Permit Plan Set

APPROVED
City of San Jose Planning Division
By: Jaqueline Cisneros
File Number: H25-021/P25-017
Date: 03/25/26

STATE DENSITY BONUS WAIVERS		
WAIVER 1	FRONT SETBACK PRIVATE STREET AND CURTNER AVE.	SAN JOSE ZONING CODE: SECTION 20.30.200, TABLE 20-60
WAIVER 2	REAR INTERIOR SETBACK	SAN JOSE ZONING CODE: SECTION 20.30.200, TABLE 20-60
WAIVER 3	SIDE, INTERIOR SETBACK	
WAIVER 4	SIDE, CORNER SETBACK FRONTING CURTNER	
WAIVER 5	MAXIMUM HEIGHT	SAN JOSE ZONING CODE: SECTION 20.30.200, TABLE 20-60
WAIVER 6	MAXIMUM NUMBER OF STORIES	SAN JOSE ZONING CODE: SECTION 20.30.200, TABLE 20-60
WAIVER 7	MINIMUM LOT AREA	SAN JOSE ZONING CODE: SECTION 20.30.200, TABLE 20-60 SECTION 19.36.170
WAIVER 8	LOT DEPTH TO WIDTH RATIO	SAN JOSE ZONING CODE: SECTION 19.36.220 AND 230
WAIVER 9	DOUBLE FRONTAGE	SAN JOSE ZONING CODE: SECTION 19.36.210
WAIVER 10	ZONING CONSISTENCY - PERMITTED USE	SAN JOSE ZONING CODE: SECTION 20.30.100, TABLE 20-50
WAIVER 11	LOT FRONTAGE REQUIREMENTS	SAN JOSE ZONING CODE: SECTION 19.36.200
WAIVER 12	FLOOR ARE RATIO (FAR) LOT 1 CONFORMS LOTS 2-10 DO NOT	GENERAL PLAN
WAIVER 13	DRIVEWAYS AND VEHICLE DROP OFFS	CITYWIDE DESIGN GUIDELINES SECTION 2.2.2 STANDARD 1
WAIVER 14	BICYCLE PARKING PLACEMENT - BICYCLES ACCESSING ACROSS PARKING	CITYWIDE DESIGN GUIDELINES SECTION 2.3.5 STANDARD 3
WAIVER 15	VEHICLE PLACEMENT AND SURFACE PARKING DESIGN - STANDARD 2 - FIRST STALL 20FT. FROM DRIVEWAY AT STREET	CITYWIDE DESIGN GUIDELINES SECTION 2.3.6 STANDARD 2
WAIVER 16	VEHICLE PLACEMENT AND SURFACE PARKING DESIGN - 25% OF SITE FRONTAGE	CITYWIDE DESIGN GUIDELINES SECTION 2.3.6 STANDARD 5
WAIVER 17	COMMON OPEN SPACE -150 SQ. FT. /UNIT	CITYWIDE DESIGN GUIDELINES - APPENDIX A2
WAIVER 18	PRIVATE OPEN SPACE AT UNITS 1 AND 12	CITYWIDE DESIGN GUIDELINES - APPENDIX A2
WAIVER 19	BUILDING ENTRANCES FACING PUBLIC SIDEWALK A MAX. 15 FT.	CITYWIDE DESIGN GUIDELINES SECTION 2.2.1 STANDARD 3

STATE DENSITY BONUS CONCESSIONS		
CONCESSION 1	ONE FAMILY DWELLING PER LOT	SAN JOSE MUNICIPAL CODE: SECTION 20.30.100 NOTE -1

PROJECT PARKING				
	CALIF. CODES	SAN JOSE ZONING ORDINANCE	PROPOSED	NOTES
PARKING		R-1-8 / CHAPTER 20.90		
		NO REQUIREMENT	22 SPACES	20 PRIVATE GARAGES 2 OPEN SPACES
UNIT		NO REQUIREMENT	NONE	-
GUEST ACCESSIBILITY				
	CBC SECT. 1109A.4 2% OF ASSIGNED SPACES x 62 SPACES = 1.24 = 2 SPACES	N/A	2 SPACES	LOCATION TO BE FINALIZED AT CONSTRUCTION DOCUMENTS PHASE
ASSIGNED	CBC SECT. 1109A.5 5% OF SPACES x 0 SPACES =0 SPACES	N/A	1 SPACE	
UNASSIGNED				
CLEAN AIR	CAL GRN TBL. 5.106.5.2 0-9 SPACES = 0 SPACES	N/A	0 SPACES	
EV SPACE		-		
RESIDENTIAL	CAL GRN SECT. 4.106.4.2.2 40% OF SPACES x 67 =26.8 SPACES = 27	-	-	LOCATION TO BE FINALIZED AT CONSTRUCTION DOCUMENTS PHASE
RECEPTICLES	CAL GRN SECT. 4.106.4.2.2 10% OF SPACES x 67 = 6.7 SPACES = 7	-	6 ASSIGNED & 1 UNASSIGNED (ADA)	LOCATION TO BE FINALIZED AT CONSTRUCTION DOCUMENTS PHASE
CHARGERS READY	-	LDC 15.26.090 15% UNITS LEVEL 2 EV READY 15% X 31 = 4.65 = 5 85% UNITS LOW LEVEL 2 85% X 31 = 26.35 = 26	25 READY (6 CHARGERS SEE ABOVE = 31)	LOCATION TO BE FINALIZED AT CONSTRUCTION DOCUMENTS PHASE
BICYCLE				
RESIDENTIAL SHORT TERM (VISITOR)	CAL GRN. A4.106.9.1 (VOLUNTARY) 5% OF GUEST PRKG = 5% x 7 SPACES = .35 = 1 SPACE	TABLE 3.2 1:VISITOR SPACE/ (4)UNITS 31 UNITS/4 = 7.75= 8 SPACES	0 SPACES	SEE NOTE 6 ON SHEET L-1 OF THE LANDSCAPE PLANS (DENSITY BONUS WAIVER)
LONG TERM (IN UNIT)	CAL GRN. A4.106.9.3 (VOLUNTARY) 1:2 UNITS = 31 x .5 = 16 SPACES	SBMC TBL 12.100-3 1:1 UNITS = 31 UNITS = 31 SPACES	10 SPACES MIN.	SPACE LOCATED WITHIN GARAGE OF EACH HOME

COTTLE HOMES
CITY CONNECT
1295 CURTNER AVENUE
SAN JOSE, CA 95125



FILE NO. H25-021

ZONING AND DATA

G 2

SCALE: 1"=20'-0"

DATE: 12.19.2025 REV

PROJECT: 379001

APPROVED
City of San Jose Planning Division
By: Jacqueline Cisneros
File Number: H25-021-175-007
Date: 03/25/26



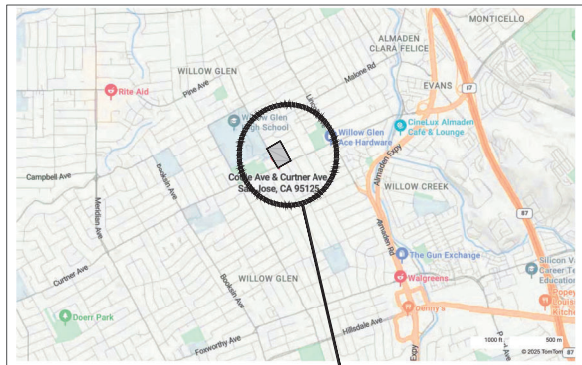
1295 CURTNER AVE.
SAN JOSE, CALIFORNIA 95125

APN: 439-06-042

PROPOSED DEVELOPMENT AND TENTATIVE MAP

FIRST SUBMITTAL: 6.4.2025 SECOND SUBMITTAL: 10.3.25 THIRD SUBMITTAL: 12.19.25

FOURTH SUBMITTAL: 01.22.26 FIFTH SUBMITTAL: 02.17.26



LOCATION MAP

SITE LOCATION

APPLICANT:
CITY CONNECT
1018 LINCOLN AVENUE
SAN JOSE, CA 95125
CONTACT: TOM WILSON
CEO
PHONE: 408.353.0283
E-MAIL: twilson@cityconnect.dev
<https://www.cityconnect.dev>

ARCHITECT:
HUNT HALE JONES ARCHITECTS
444 SPEAR STREET, SUITE 105
SAN FRANCISCO, CA 94105
CONTACT: DAN HALE
Architect
PHONE: 415.568.3833
E-MAIL: dhale@hhja.com
<http://www.hhja.com>

CIVIL ENGINEER:
STERLING CONSULTANTS
46560 FREMONT BOULEVARD, SUITE NO. 205
FREMONT, CA 94538
CONTACT: DILIP KISHNANI
Project Manager
PHONE: 510.344.8956
E-MAIL: dkishnani@1sterlingconsultants.com

LANDSCAPE ARCHITECT:
THOMAS H. PHELPS
LANDSCAPE ARCHITECTURE
P.O. BOX 170129
BOISE, IDAHO 83717
CONTACT: THOMAS PHELPS
PHONE: 208.906.1300
E-MAIL: thp@idlainc.net

COTTLE HOMES

CITY CONNECT
1295 CURTNER AVENUE
SAN JOSE, CA 95125



CITY
CONNECT
REAL ESTATE DEVELOPMENT

FILE NO. H25-021

COVER SHEET

CS1

SCALE: N.T.S.
DATE: 01.22.2025 REV
PROJECT: 379001

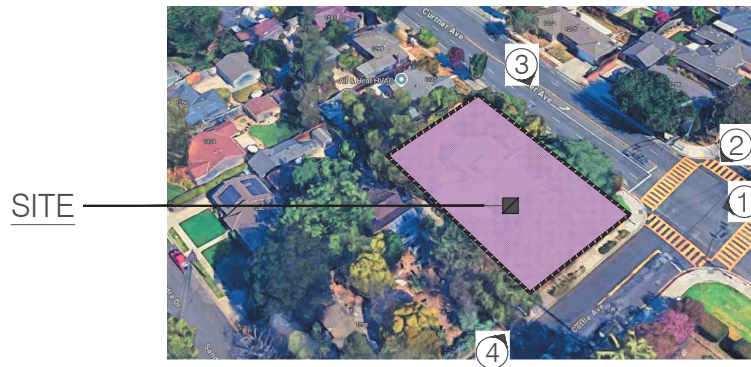
Attachment E: Permit Plan Set



VIEW NO. 2 NORTH - FRONT OF PROPERTY AT FLORENCE



VIEW NO. 1 NORTHEAST - CORNER OF FLORENCE AVE AND S CAPITOL AVE.



VIEW NO. 4 SOUTHWEST - CORNER OF NANCY LN. AND WILBUR AVE.



VIEW NO. 5 SOUTH - BACK SIDE OF PROPERTY AT EMILIE DR.

COTTLE HOMES
CITY CONNECT
1295 CURTNER AVENUE
SAN JOSE, CA 95125



SHEET INDEX AND PROJECT IMAGES

CS2

SCALE: N.T.S.
DATE: 01.22.2025 REV
PROJECT: 379001

FILE NO. H25-021

SHEET INDEX

GENERAL

- CS1 - COVER SHEET
- CS2 - SHEET INDEX AND PROJECT IMAGES
- G 1 - ZONING AND DATA
- G 2 - ZONING AND DATA
- G3 - EERO FIRE DIAGRAM
- G4 - WASTE MANAGEMENT
- SP - CONCEPTUAL SITE PLAN

ARCHITECTURAL

- A1.1 - CONCEPTUAL EXTERIOR ELEVATIONS
- A2.1 - BLDG A CONCEPTUAL GROUND FLOOR PLAN
- A2.2 - BLDG A CONCEPTUAL MAIN FLOOR PLAN
- A2.3 - BLDG A CONCEPTUAL UPPER FLOOR PLAN
- A2.4 - BLDG A CONCEPTUAL ROOF PLAN
- A3.1 - FLOOR PLAN 1- INT
- A3.2 - FLOOR PLAN 1- END A
- A4.1 - CONCEPTUAL COLORS AND MATERIALS

CIVIL

- TM1.1 - VICINITY MAP AND NOTES
- TM1.2 - VICINITY MAP AND NOTES STREET SECTIONS
- TM2 - SITE PHOTOGRAPHS
- TM3 - BOUNDARY AND TOPOGRAPHIC SURVEY
- TM4 - PRELIMINARY DEMOLITION PLAN
- TM5 - PRELIMINARY GRADING AND DRAINAGE PLAN
- TM6 - PRELIMINARY UTILITY PLAN
- TM7 - PRELIMINARY STORMWATER CONTROL PLAN
- TM8.1 - PRELIMINARY STORMWATER CONTROL DETAILS
- TM8.2 - PRELIMINARY STORMWATER CONTROL DETAILS
- TM9 - PRELIMINARY FIRE ACCESS & HYDRANT SPOTTING PLAN

LANDSCAPE

- L1 - LANDSCAPE PLAN
- L2 - TREE DISPOSITION PLAN
- L3 - IRRIGATION DETAILS
- L4 - SCHEMATIC IRRIGATION PLAN

PHOTOMETRICS

- PH1 - PRELIMINARY PHOTOMETRICS PLAN
- PH2 - LIGHT FIXTURE SPEC SHEET

APPROVED
City of San Jose Planning Division
By: Jacqueline Giammusso
File Number: H25-021/725-017
Date: 03/25/26

Attachment E: Permit Plan Set

PROJECT ZONING INFORMATION		
1295 CURTNER AVENUE, SAN JOSE, CA 95125		
APN: 439-06-042		
	EXISTING	PROPOSED
	RESIDENTIAL NEIGHBORHOOD	RESIDENTIAL NEIGHBORHOOD
GENERAL PLAN	UP TO 0.7	LOT 1 CONFORMS. ALL OTHERS REQUIRE STATE DENSITY BONUS WAIVER (SEE FOLLOWING TABLE)
STORIES	1 TO 2.5	3 STORIES (DENSITY BONUS WAIVER)
	NO	-
HISTORIC RESOURCE	AD/D	FIRM NUMBER: 06085C0242H EFFECTIVE DATE: MAY 18,2009
FEMA FLOOD ZONE	R-1-8	R-1-8
ZONING	SINGLE-FAMILY RESIDENTIAL (UP TO EIGHT DWELLING UNITS PER ACRE)	12 UNITS - 8 SINGLE FAMILY 4 CONDOMINIUM (2/BLDG)
DWELLING UNITS	8 DUA	15 DUA (DENSITY BONUS WAIVER)
DENSITY	-	-
OCCUPANCY	R3/U @ LOTS 2-9 TOWNHOMES PER CRC 302.2 R3/U LOTS 1&10 CRC 302.3	-
	V-B	-
CONSTRUCTION TYPE	2 UNITS (LOTS 1 AND 9 - LOCATION SEE SITE PLAN)	-
RESIDENTIAL ACCESSIBLE UNITS (10% x 12)	NFPA 13 D THROUGHOUT	-
SPRINKLER SYSTEM	R-1-8 DEVELOPMENT STANDARDS	
RESIDENTIAL	REQUIRED	PROPOSED
MIN. LOT AREA	5,445 SQ.. FT.	2, 001 SQ. FT. (SMALLEST LOT PROPOSED) 4, 173 SQ. FT. (LARGEST LOT PROPOSED) (DENSITY BONUS WAIVER)
MIN. LOT DEPTH TO WIDTH RATIO	LOT DEPTH < 2.5 LOT WIDTH	LOTS 2-4 AND 7-9 D = 76'-6" / W = 26'-2" 26'-2" X 2.5 = 65'-4" < 76'-6" (DENSITY BONUS WAIVER) LOTS 1, 5, 6, AND 10 D = 76'-6" / W = +33'-0" 33'-0" X 2.5 = 82'-5" > 76'-6" NO WAIVER SOUGHT
SETBACKS	20'-0" MIN.	15 FT. (DENSITY BONUS WAIVER)
FRONT SETBACK FRONTING PRIVATE DRIVE (LOTS 1-5 AND 6-10)	MORE THAN 120 FT PER SIDE - (2) FRONT SIDES	15 FT. (DENSITY BONUS WAIVER)
DOUBLE FRONTAGE SETBACK FRONTING CURTNER AVE/ DRIVE AISLE (LOTS 6-10)	20'-0" MIN. MORE THAN 120 FT PER SIDE - (2) FRONT SIDES	10.5 FT. (DENSITY BONUS WAIVER)
SIDE, INTERIOR SETBACK	5'-0" MIN.	0 FT. (DENSITY BONUS WAIVER)
SIDE CORNER SETBACK @ COTTLE	20' FT MIN. LOT 1/12.5 FT LOT 10	11 FT. LOT 10 (DENSITY BONUS WAIVER)
SIDE INTERIOR SETBACK @ RESIDENTIAL	5'-0"	5 FT. MIN.
REAR INTERIOR SETBACK	20'-0"	10 FT. (DENSITY BONUS WAIVER)
MIN. DRIVEWAY LENGTH	18 FT	15 FT. (DENSITY BONUS WAIVER)
BUILDING HEIGHT	35 FT.	39 FT. (DENSITY BONUS WAIVER)
MAX. NO. OF STORIES	2.5 STORIES	3 STORIES (DENSITY BONUS WAIVER)
PARKING		
UNITS 2-11 (10)	0	2/UNIT = 20 TOTAL (GARAGE PKG)
UNITS 1 & 12 (2)	0	1/UNIT = 2 TOTAL (SURFACE PKG)
GUEST PARKING	0	0

OPEN SPACE, CITYWIDE DESIGN GUIDELINES APPENDIX 12-2 BOWLING HOUSES	300 SQ. FT. MIN./ UNIT	NONE PROVIDED (DENSITY BONUS WAIVER)
COMMON OPEN SPACE		
PRIVATE OPEN SPACE		UNIT 1 (DENSITY BONUS WAIVER) UNIT 12 (DENSITY BONUS WAIVER) UNITS 2-10 MEET REQUIREMENT

APPROVED	
City of San Jose Planning Division	
By: <u>Jessica Gutierrez</u>	
File Number: <u>H25-021725-017</u>	
Date: <u>03/25/24</u>	

UNIT SUMMARY											
PLAN NO.	PLAN INFO	TOT. UNITS	TOT. LIVING SF	GARAGE	DECKS	PRIVATE YARD	STD. PARKING	TOTAL PARKING	LIVING SF/ PLAN TYPE	GARAGE SF/ PLAN TYPE	PRIVATE OPEN SPACE
PLAN 1 (INT)	4 BD / 3-1/2 BATH	6	2580	424	103	519	2	12	15,480	2,544	3,732
PLAN 1A END (LOT 1 & 10)	3 BD / 2 1/2 BATH	2	2679	460	201	371	2	4	5,358	920	1,144
PLAN 1B END	4 BD / 3-1/2 BATH	2	2626	424	103	927	2	4	5,252	848	2,060
FLAT (LOT 1 & 10)	1 BD / 1 BATH	2	626	0	0	0	1	2	1252	0	0
TOTALS		12						22	27,342	4,312	6,936

BLDG. SUMMARY							
BLDG.	PLANS					TOTAL GROUND FLOOR (LOT COVERAGE)	TOTAL BUILDING (INC. GARAGE)
	PLAN 1A	PLAN 1B	PLAN 1 INT	PLAN 2	TOTAL		
BLDG. A	1	1	3	1	6	5,523	15,891
BLDG. B	1	1	3	1	6	5,523	15,891
TOTAL	2	2	6	2	12	11,046	31,782

LOT COVERAGE					
BLDG.	GROUND FLOOR	TOT. UNITS	GROUND FLOOR SQUARE FOOTAGE	LOT AREA	LOT COVERAGE
BLDG. A	(5) TH STYLE UNITS (1) FLAT	6	5,523 SQ. FT.		
BLDG B	(5) TH STYLE UNITS (1) FLAT	6	5,523 SQ. FT.		
LOT				28,979 SQ. FT.	
TOTALS		12	11,046	28,979	38%

FLOOR AREA RATIO			
LOT	TOTAL LIVING AREA	LOT AREA	FAR
1	2,679 SF	4,173 SF	2,679 / 4,173 = 0.64
LOTS 2-4, 7-9	2,580 SF	2,001 SF	2,580 / 2,001 = 1.29
LOTS 5-6	2,631 SF	2,531 SF	2,631 / 2,531 = 1.04
LOT 10	2,679 SF	3,525 SF	2,679 / 3,525 = 0.76

COTTLE HOMES

CITY CONNECT

1295 CURTNER AVENUE

SAN JOSE, CA 95125



FILE NO. H25-021

ZONING AND DATA

G 1

SCALE: 1"=20'-0"

DATE: 01.22.2025 REV

PROJECT: 379001

Attachment E: Permit Plan Set

APPROVED
City of San Jose Planning Division
By: [Signature]
File Number: H25-021 (25-06)
Date: 03/25/25

STATE DENSITY BONUS WAIVERS		
WAIVER 1	FRONT SETBACK PRIVATE STREET AND CURTNER AVE.	SAN JOSE ZONING CODE: SECTION 20.30.200, TABLE 20-60
WAIVER 2	REAR INTERIOR SETBACK	SAN JOSE ZONING CODE: SECTION 20.30.200, TABLE 20-60
WAIVER 3	SIDE, INTERIOR SETBACK	
WAIVER 4	SIDE, CORNER SETBACK FRONTING CURTNER	
WAIVER 5	MAXIMUM HEIGHT	SAN JOSE ZONING CODE: SECTION 20.30.200, TABLE 20-60
WAIVER 6	MAXIMUM NUMBER OF STORIES	SAN JOSE ZONING CODE: SECTION 20.30.200, TABLE 20-60
WAIVER 7	MINIMUM LOT AREA	SAN JOSE ZONING CODE: SECTION 20.30.200, TABLE 20-60 SECTION 19.36.170
WAIVER 8	LOT DEPTH TO WIDTH RATIO	SAN JOSE ZONING CODE: SECTION 19.36.220 AND 230
WAIVER 9	DOUBLE FRONTAGE	SAN JOSE ZONING CODE: SECTION 19.36.210
WAIVER 10	ZONING CONSISTENCY - PERMITTED USE	SAN JOSE ZONING CODE: SECTION 20.30.100, TABLE 20-50
WAIVER 11	LOT FRONTAGE REQUIREMENTS	SAN JOSE ZONING CODE: SECTION 19.36.200
WAIVER 12	FLOOR ARE RATIO (FAR) LOT 1 CONFORMS LOTS 2-10 DO NOT	GENERAL PLAN
WAIVER 13	DRIVEWAYS AND VEHICLE DROP OFFS	CITYWIDE DESIGN GUIDELINES SECTION 2.2.2 STANDARD 1
WAIVER 14	BICYCLE PARKING PLACEMENT - BICYCLES ACCESSING ACROSS PARKING	CITYWIDE DESIGN GUIDELINES SECTION 2.3.5 STANDARD 3
WAIVER 15	VEHICLE PLACEMENT AND SURFACE PARKING DESIGN - STANDARD 2 - FIRST STALL 20FT. FROM DRIVEWAY AT STREET	CITYWIDE DESIGN GUIDELINES SECTION 2.3.6 STANDARD 2
WAIVER 16	VEHICLE PLACEMENT AND SURFACE PARKING DESIGN - 25% OF SITE FRONTAGE	CITYWIDE DESIGN GUIDELINES SECTION 2.3.6 STANDARD 5
WAIVER 17	COMMON OPEN SPACE -150 SQ. FT. /UNIT	CITYWIDE DESIGN GUIDELINES - APPENDIX A2
WAIVER 18	PRIVATE OPEN SPACE AT UNITS 1 AND 12	CITYWIDE DESIGN GUIDELINES - APPENDIX A2
WAIVER 19	BUILDING ENTRANCES FACING PUBLIC SIDEWALK A MAX. 15 FT.	CITYWIDE DESIGN GUIDELINES SECTION 2.2.1 STANDARD 3

STATE DENSITY BONUS CONCESSIONS		
CONCESSION 1	ONE FAMILY DWELLING PER LOT	SAN JOSE MUNICIPAL CODE: SECTION 20.30.100 NOTE -1

PROJECT PARKING				
	CALIF. CODES	SAN JOSE ZONING ORDINANCE	PROPOSED	NOTES
PARKING		R-1-8 / CHAPTER 20.90		
		NO REQUIREMENT	22 SPACES	20 PRIVATE GARAGES 2 OPEN SPACES
UNIT		NO REQUIREMENT	NONE	-
GUEST ACCESSIBILITY				
	CBC SECT. 1109A.4 2% OF ASSIGNED SPACES x 62 SPACES = 1.24 = 2 SPACES	N/A	2 SPACES	LOCATION TO BE FINALIZED AT CONSTRUCTION DOCUMENTS PHASE
ASSIGNED	CBC SECT. 1109A.5 5% OF SPACES x 0 SPACES = 0 SPACES	N/A	1 SPACE	
UNASSIGNED				
CLEAN AIR	CAL GRN TBL. 5.106.5.2 0-9 SPACES = 0 SPACES	N/A	0 SPACES	
EV SPACE		-		
RESIDENTIAL	CAL GRN SECT. 4.106.4.2.2 40% OF SPACES x 67 = 26.8 SPACES = 27	-	-	LOCATION TO BE FINALIZED AT CONSTRUCTION DOCUMENTS PHASE
RECEPTICLES	CAL GRN SECT. 4.106.4.2.2 10% OF SPACES x 67 = 6.7 SPACES = 7	-	6 ASSIGNED & 1 UNASSIGNED (ADA)	LOCATION TO BE FINALIZED AT CONSTRUCTION DOCUMENTS PHASE
CHARGERS READY	-	LDC 15.26.090 15% UNITS LEVEL 2 EV READY 15% X 31 = 4.65 = 5 85% UNITS LOW LEVEL 2 85% X 31 = 26.35 = 26	25 READY (6 CHARGERS SEE ABOVE = 31)	LOCATION TO BE FINALIZED AT CONSTRUCTION DOCUMENTS PHASE
BICYCLE				
RESIDENTIAL SHORT TERM (VISITOR)	CAL GRN. A4.106.9.1 (VOLUNTARY) 5% OF GUEST PRKG = 5% x 7 SPACES = .35 = 1 SPACE	TABLE 3.2 1:VISITOR SPACE/ (4)UNITS 31 UNITS/4 = 7.75= 8 SPACES	0 SPACES	SEE NOTE 6 ON SHEET L-1 OF THE LANDSCAPE PLANS (DENSITY BONUS WAIVER)
LONG TERM (IN UNIT)	CAL GRN. A4.106.9.3 (VOLUNTARY) 1:2 UNITS = 31 x .5 = 16 SPACES	SBMC TBL 12.100-3 1:1 UNITS = 31 UNITS = 31 SPACES	10 SPACES MIN.	SPACE LOCATED WITHIN GARAGE OF EACH HOME

COTTLE HOMES
CITY CONNECT
1295 CURTNER AVENUE
SAN JOSE, CA 95125



FILE NO. H25-021

ZONING AND DATA

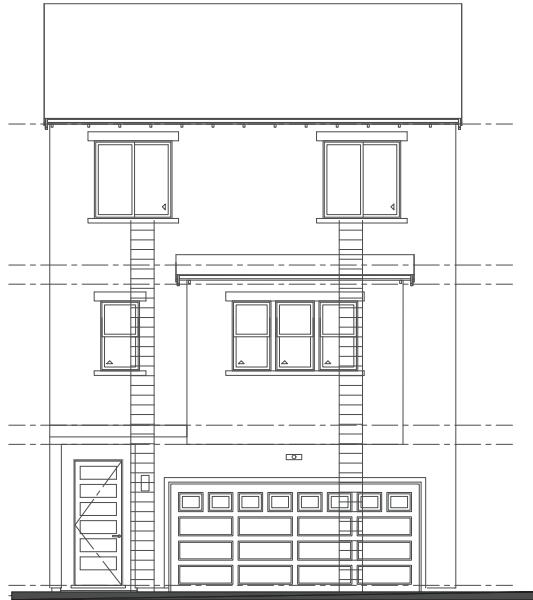
G 2

SCALE: 1"=20'-0"

DATE: 01.22.2025 REV

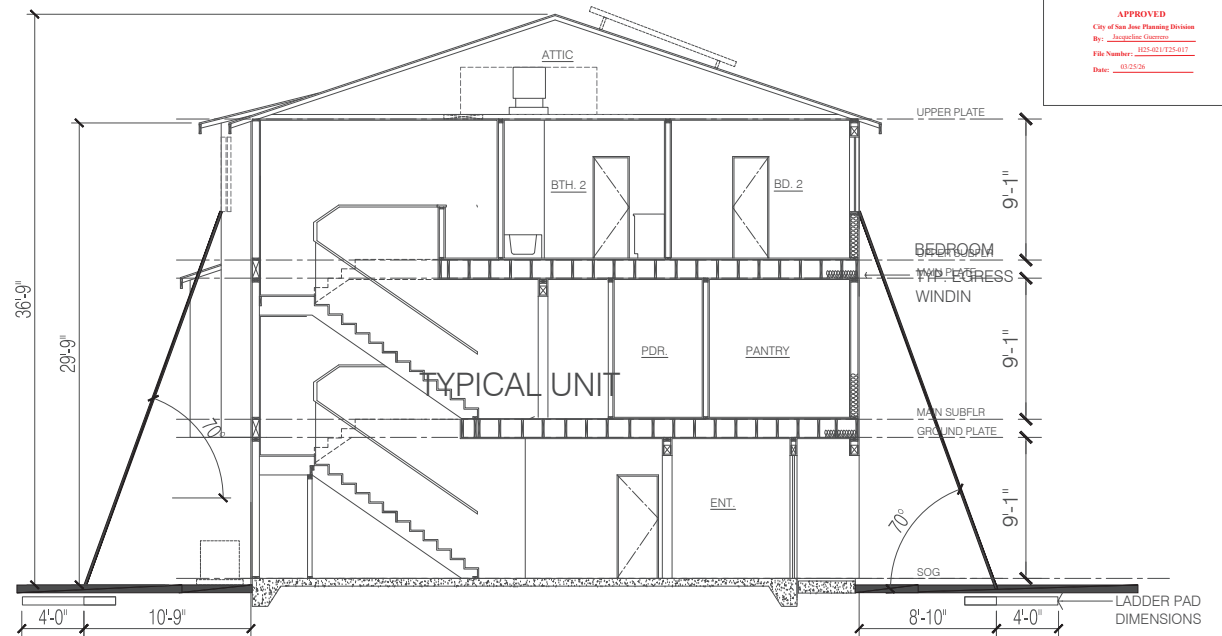
PROJECT: 379001

Attachment E: Permit Plan Set

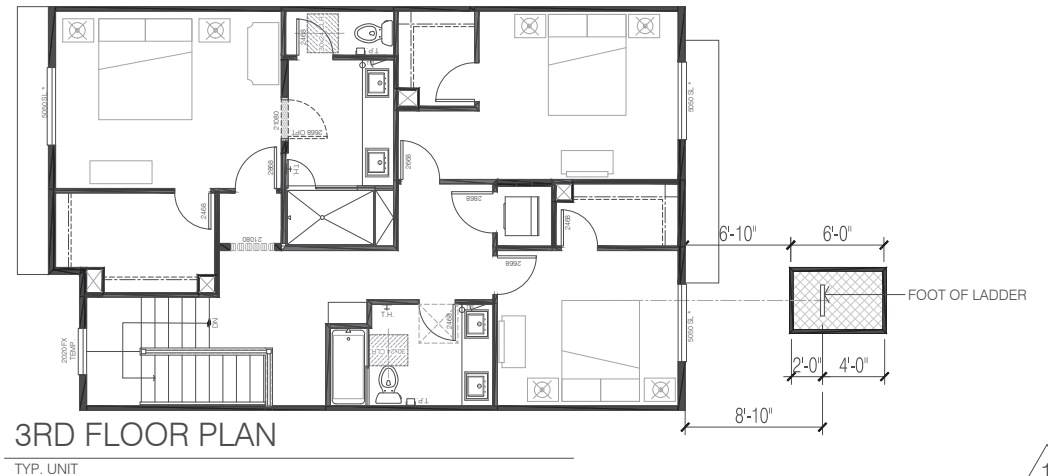


NOTES:

1. PER CBC SECTION 1031.2, LADDER PADS ARE PROVIDED FOR EMERGENCY ESCAPE AND RESCUE OPENINGS IN R-2 OCCUPANCIES FOR BASEMENTS & SLEEPING ROOMS BELOW THE FOURTH STORY ABOVE GRADE PLANE..
2. * INDICATES WINDOW SIZED TO REQUIRED EGRESS REQUIREMENTS FOR EMERGENCY EGRESS AND RESCUE.
3. SEE SITE PLAN FOR LADDER PAD LOCATIONS



APPROVED
City of San Jose Planning Division
By: [Signature]
File Number: H25-021 T25-417
Date: 03/25/26



COTTLE HOMES
CITY CONNECT
1295 CURTNER AVENUE
SAN JOSE, CA 95125



CITY CONNECT
REAL ESTATE DEVELOPMENT

FILE NO. H25-021

EERO FIRE DIAGRAM

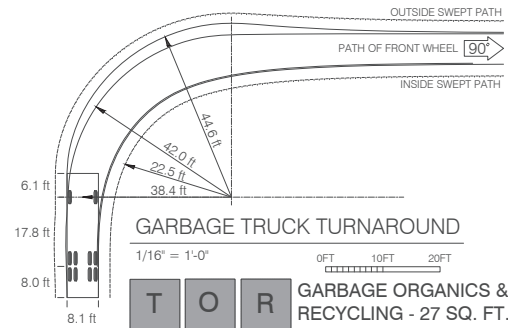
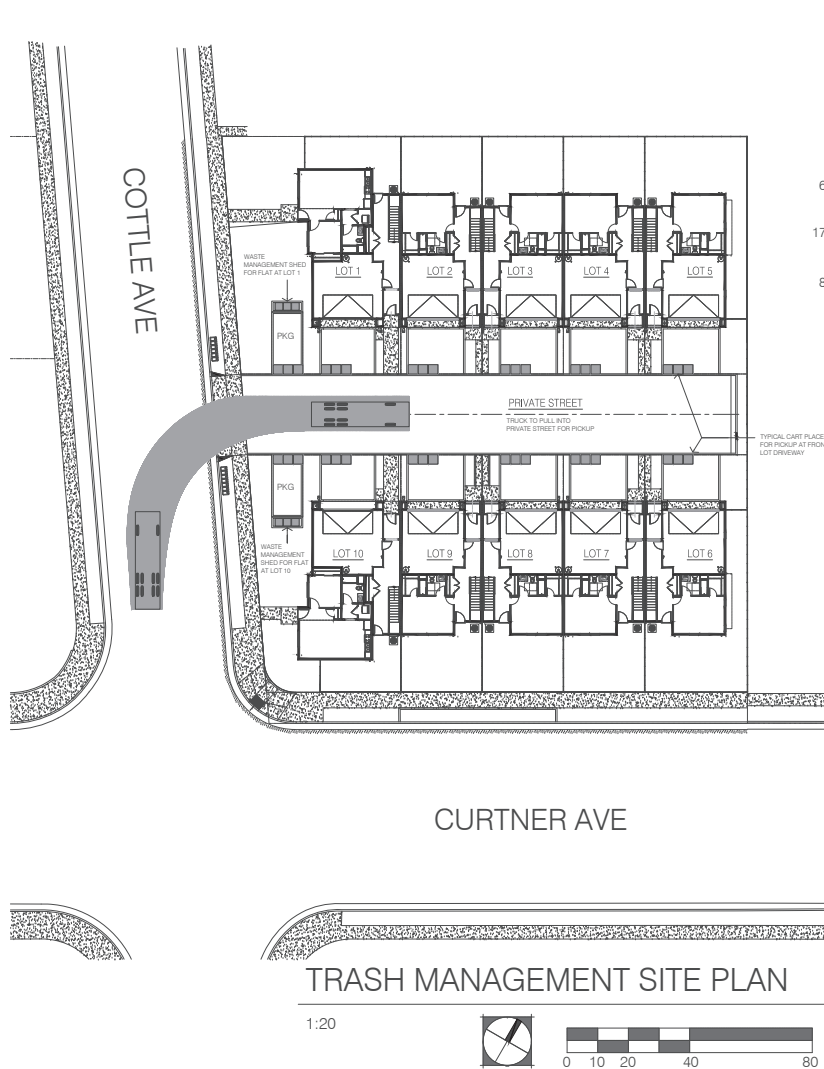
G3

SCALE: 1"=20'-0"

DATE: 01.22.2025 REV

PROJECT: 379001

APPROVED
City of San Jose Planning Division
By: Jacqueline Gutierrez
File Number: H25-021
Date: 03/23/24



GARBAGE TRUCK SPECIFICATIONS



6'x3' Oscar - Waste Management Shed

Our 6'x3' Oscar Waste Management Shed keeps those pesky critters out of your trash, it also allows you to



WASTE MANAGEMENT SHED

Kit Includes:

- Convenient and easy to use curved top access
- Holds up to 2 large 220 liter garbage
- Western Red Cedar Double Doors
- Panelized For Quick Assembly/Disassembly
- (CUT recommends to paint or stain)
- Accepts a wide range of finishes
- Hardware included (screws and nail)
- Approximately 1 hour to assemble

Waste Management Proposal

1295 Curtner Boulevard, San Jose CA, 95125

The proposed project is 12 residential units. 10 units have private garages and 2 flats. The following is an assessment and description of how we propose to provide waste handling service. We are using the following calculation for once per week residential service. **This calculation is 0.33 cyd/unit for garbage, 50% of the calculation for recycle, and 10 gallons/unit for compost. 1 cubic yard equals 200 gallons.**

1. 12 townhome style residential units. - Individual cart use

These residents will wheel their carts to the front of their drive aisle for pickup.

- Per calculations for 1 unit
 - Garbage
 - (1 x 0.33) = 0.33 yards
 - For weekly service this is (1) residential cart
 - Recycle
 - 50% of the above = 0.165 cyds.
 - For weekly service this is (1) residential cart
 - Compost
 - 1 x 10 gallons = 10 gallons per week
 - For weekly service (1) residential cart

2. Proposed Service Access

- Servicing Provider -Green Team of San Jose
 - Green Team will enter the site as diagramed for individual pickup of each unit as shown in the site plan.
- Unit Provisions
 - (10) Units will have private garages with cart space provided
 - (2) units will have Waste management sheds at the end of their parking space
- The HOA documents may provide maintenance conditions for each owner to provide transport to the front of the unit drive aisle on collection days, return of the cart to its enclosed location, and cleanup of drop area.

COTTLE HOMES

CITY CONNECT

1295 CURTNER AVENUE

SAN JOSE, CA 95125



CITY
CONNECT
REAL ESTATE DEVELOPMENT

WASTE MANAGEMENT

G4

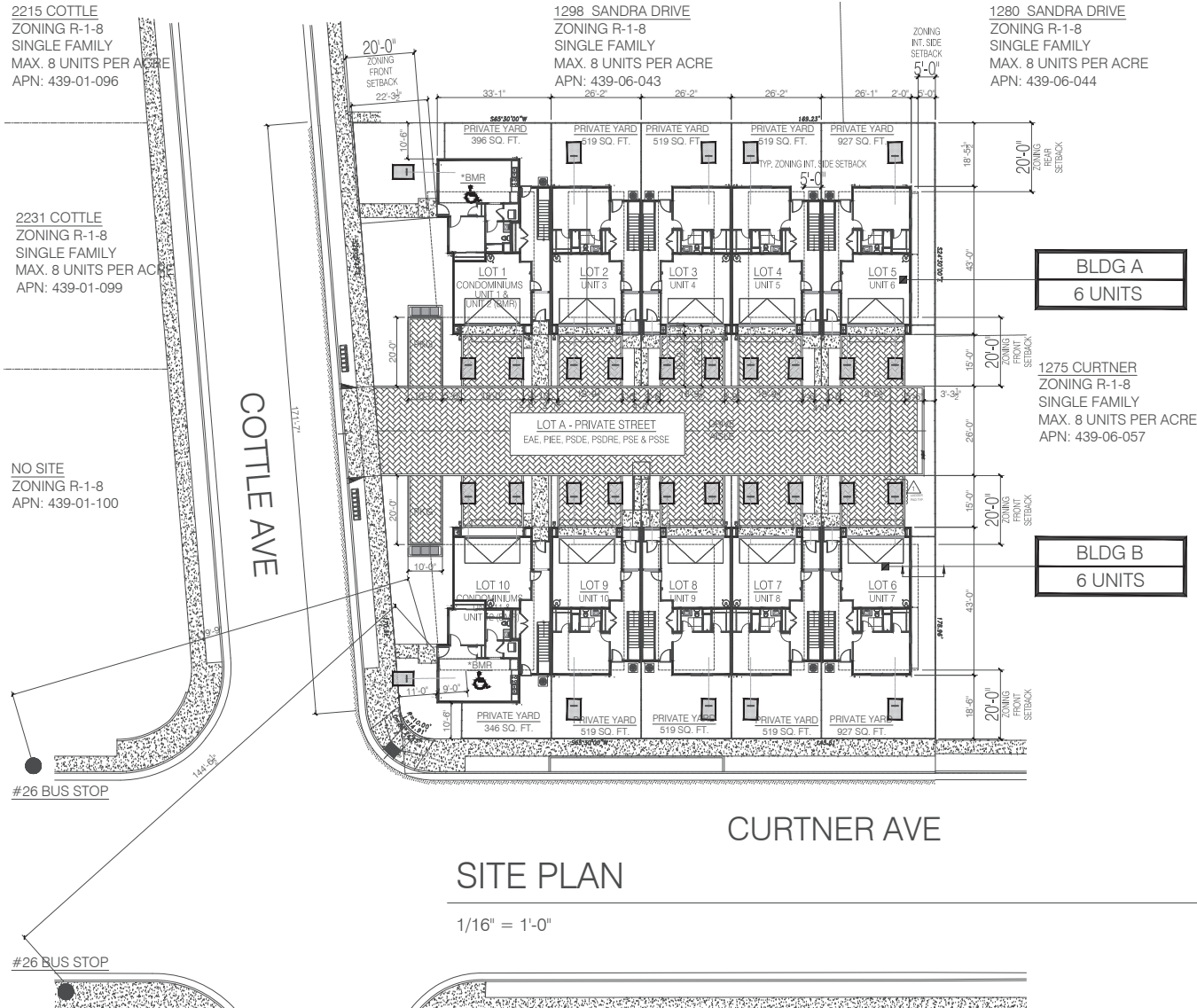
SCALE: 1/16" = 1'-0"

DATE: 01.22.2025 REV

PROJECT: 379001

FILE NO. H25-021

Attachment E: Permit Plan Set



SITE PLAN

GENERAL INFORMATION

SITE INFORMATION

- LOT AREA - ± 28,979 SQ. FT. (0.663 ACRES)
- APN: 439-06-042
- 12 UNITS PROPOSED
- 11 LOTS PROPOSED
 - (8) LOTS WITH SINGLE FAMILY ROWHOUSE TYPE UNIT
 - (2) LOTS WITH A DUPLEX
 - ONE THREE-STORY UNIT
 - ONE GROUND LEVEL UNIT
 - (1) LOT SHARED DRIVE AISLE ACCESS
- (22) PARKING SPACES PROPOSED
 - (2) COVERED SPACES PER (10) MULTI-STORY DWELLING UNITS
 - 18 FT. DRIVEWAY APRONS
 - (1) OPEN SPACE FOR (2) FLATS

BLDG LEGEND

BLDG	← BLDG NUMBER
X UNITS	← TOTAL UNIT

BLDG TYPES

RESIDENTIAL ROWHOUSE STYLE CONDOMINIUM

ADA UNIT NOTE:

- 10% OF THE TOTAL UNIT WILL BE ACCESSIBLE
- 10 TOTAL MULTISTORY UNITS PROPOSED X 10% = 1 ACCESSIBLE UNIT
- (2) GROUND LEVEL FLATS ARE ACCESSIBLE

GENERAL NOTE:

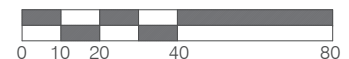
FOR ACCESSIBLE ROUTE AND GARBAGE TRUCK INFO SEE CIVIL DRAWING.
FOR BIKE PARKING INFO, SEE LANDSCAPE DRAWING.
DENSITY BONUS WAIVERS USED FOR SETBACK REDUCTION AND OTHER FEATURES. SEE PROPOSED WAIVER REQUESTS

* DENSITY BONUS WAIVER REQUESTED AT SETBACKS

BMR = LOCATION OF BMR UNITS

♿ = LOCATION OF ACCESSIBLE UNITS

FLAME = FIRE ACCESS LADDER PAD



COTTLE HOMES

CITY CONNECT

1295 CURTNER AVENUE

SAN JOSE, CA 95125



CITY
CONNECT
REAL ESTATE DEVELOPMENT

FILE NO. H25-021

CONCEPTUAL SITE PLAN

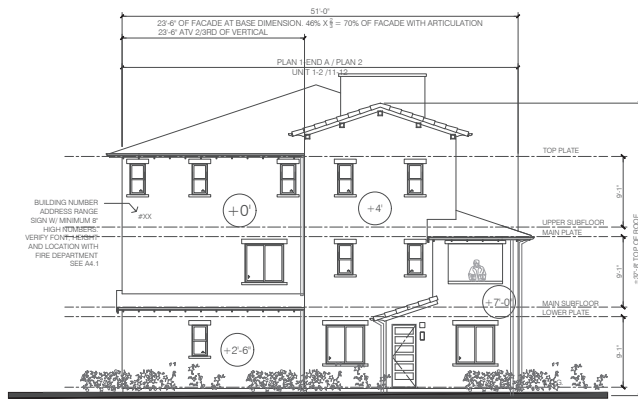
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SCALE: 1/16" = 1'-0"

DATE: 01.22.2025 REV

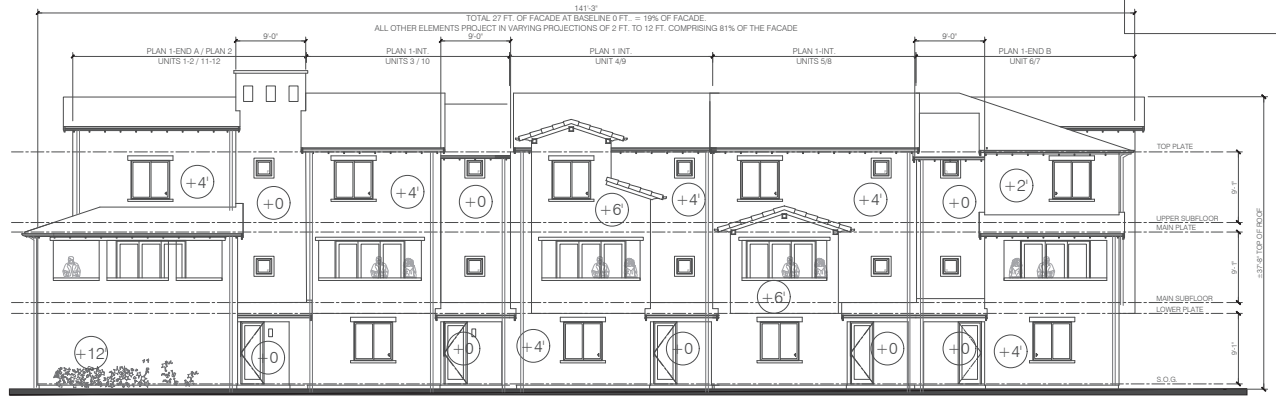
PROJECT: 379001

Attachment E: Permit Plan Set



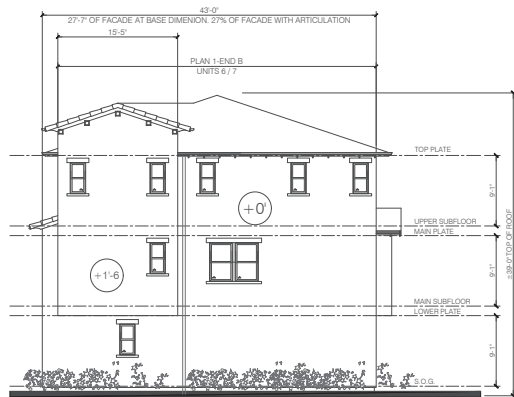
BUILDING B - WEST ELEVATION (COTTLE SIDE EE)

6 UNITS - BUILDING A MIRRORED



BUILDING B - SOUTH - REAR YARD ELEVATION (CURTNER EE)

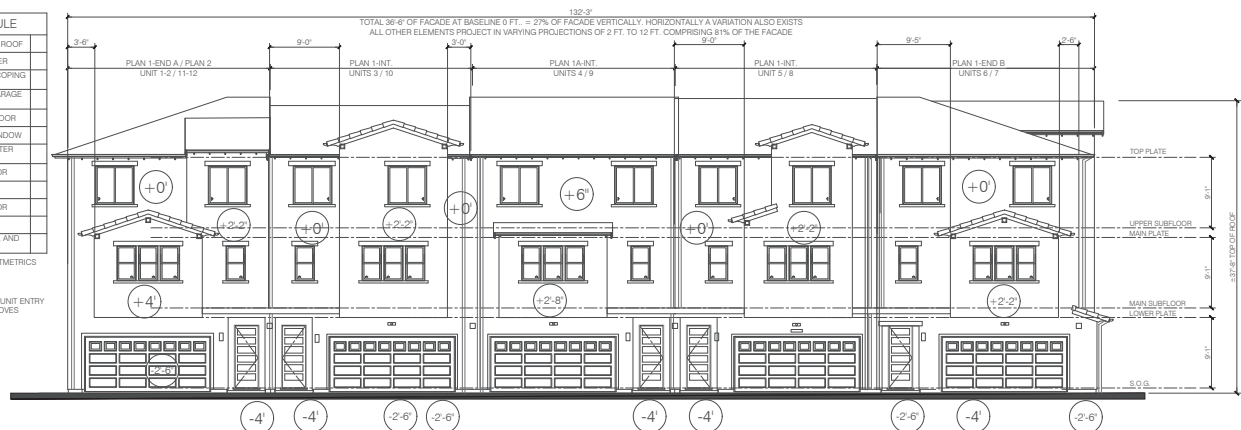
6 UNITS - BUILDING A MIRRORED



BUILDING B EAST ELEVATION (INTERIOR EE)

BUILDING B - 6 UNITS (BUILDING A MIRRORED)

FINISH SCHEDULE
1 COMPOSITION SHINGLE ROOF
2 5" OEE GSM GUTTER
3 PARAPET WALL w/GSM CORING CAP
4 SECTIONAL ROLL-UP GARAGE DOOR
5 FIBERGLASS FRONT DOOR
6 DUAL GLAZED VINYL WINDOW
7 METAL DOORS AT METER CLOSET
8 SLIDING GLASS DOOR
9 FRENCH DOOR
10 SLIDING GLASS DOOR
11 STUCCO SIDING
12 WOOD TRIM, CORNICES, AND KICKERS
☐ HOUSE LIGHT PER PHOTOMETRICS
☐ ADDRESS LIGHT
NOTE: DOWNLIGHTS USED AT UNIT ENTRY AND REAR YARD ACCESS ALCOVES



BUILDING B - NORTH ELEVATION (ENTRY COURT ELEVATION)

6 UNITS (BUILDING A MIRRORED)

COTTLE HOMES
CITY CONNECT
1295 CURTNER AVENUE
SAN JOSE, CA 95125



CITY CONNECT
REAL ESTATE DEVELOPMENT

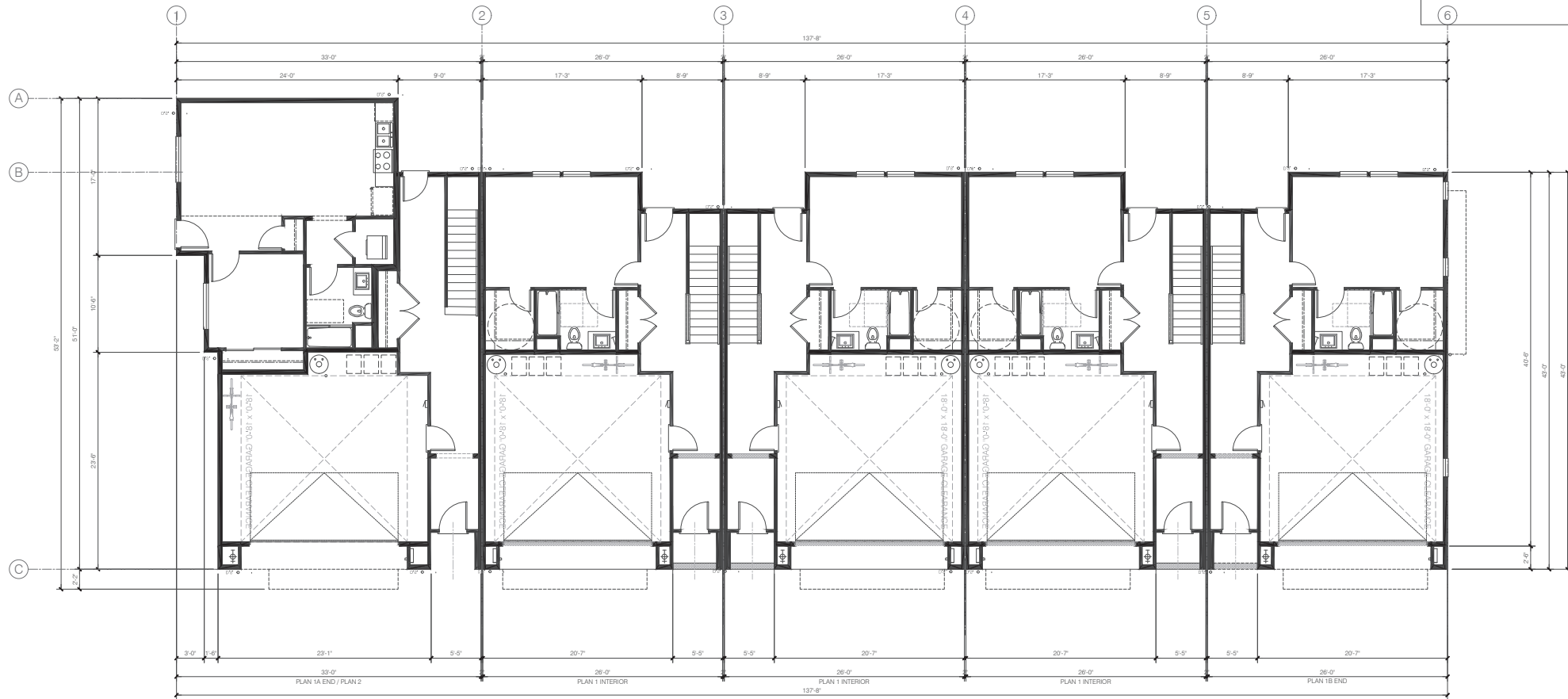
FILE NO. H25-021

CONCEPTUAL EXTERIOR ELEVATIONS

A1.1

SCALE: N.T.S.

DATE: 01.22.2025 REV
PROJECT: 379001

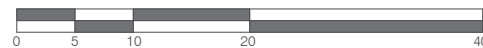


BUILDING A GROUND FLOOR PLAN

5,523 SQ. FT.

TOTAL AREA: 15,891 SQ. FT. (NOT INCL. DECKS)

6 UNITS / 5 LOTS_ BUILDING B REVERSED



COTTLE HOMES
CITY CONNECT
1295 CURTNER AVENUE
SAN JOSE, CA 95125



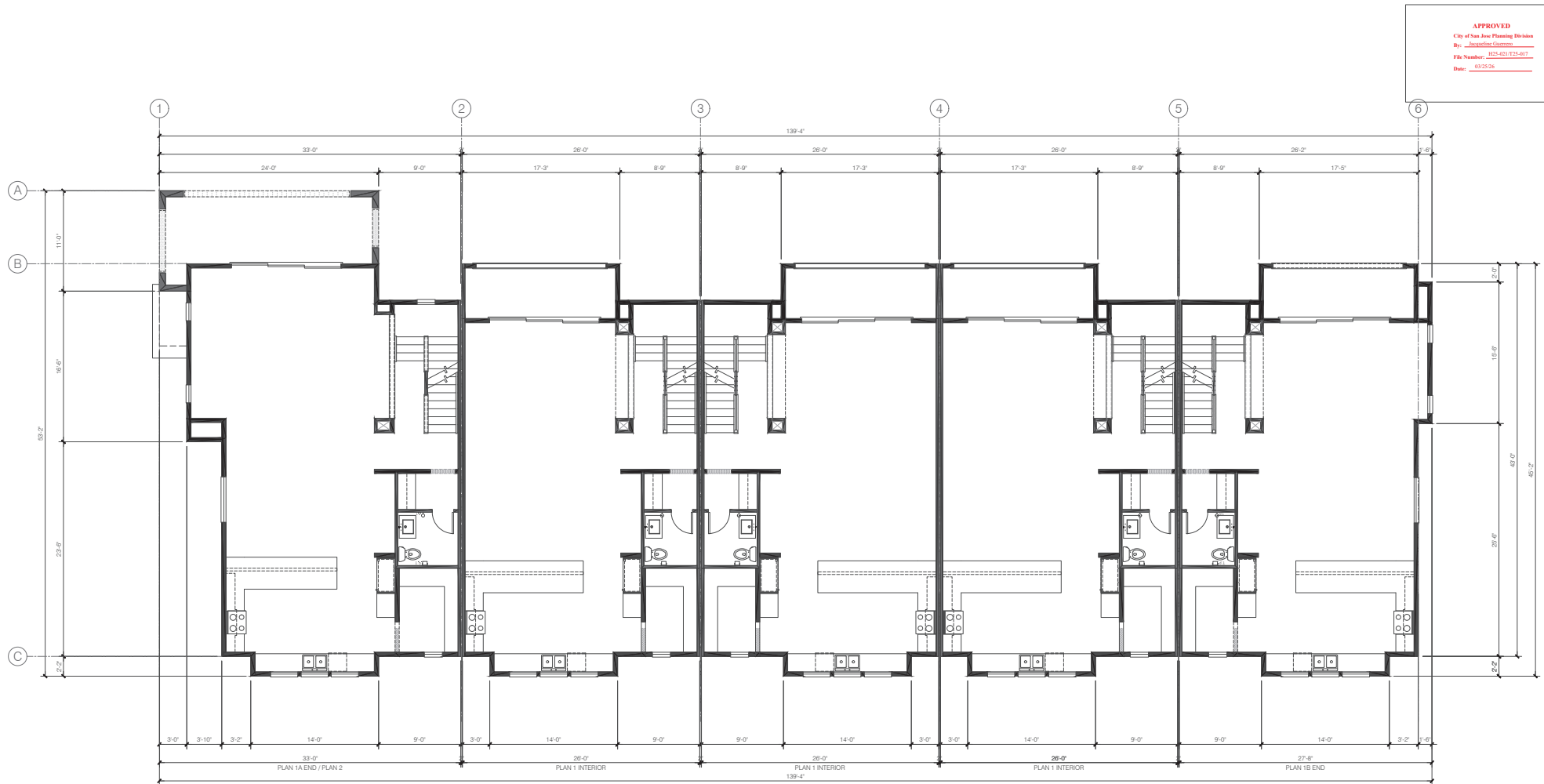
CITY CONNECT
REAL ESTATE DEVELOPMENT

BLDG A_CONCEPTUAL GROUND FLOOR PLAN

A2.1

SCALE: 1/4"=1'-0"
DATE: 01.22.2025 REV
PROJECT: 379001

FILE NO. H25-021

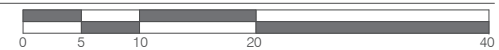


APPROVED
City of San Jose Planning Division
By: Inspector (Signature)
File Number: H25-021 H25-021-017
Date: 01/25/2025

BUILDING A MAIN FLOOR PLAN

5,264 SQ. FT.

6 UNITS / 5 LOTS_ BUILDING B REVERSED



COTTLE HOMES
CITY CONNECT
1295 CURTNER AVENUE
SAN JOSE, CA 95125



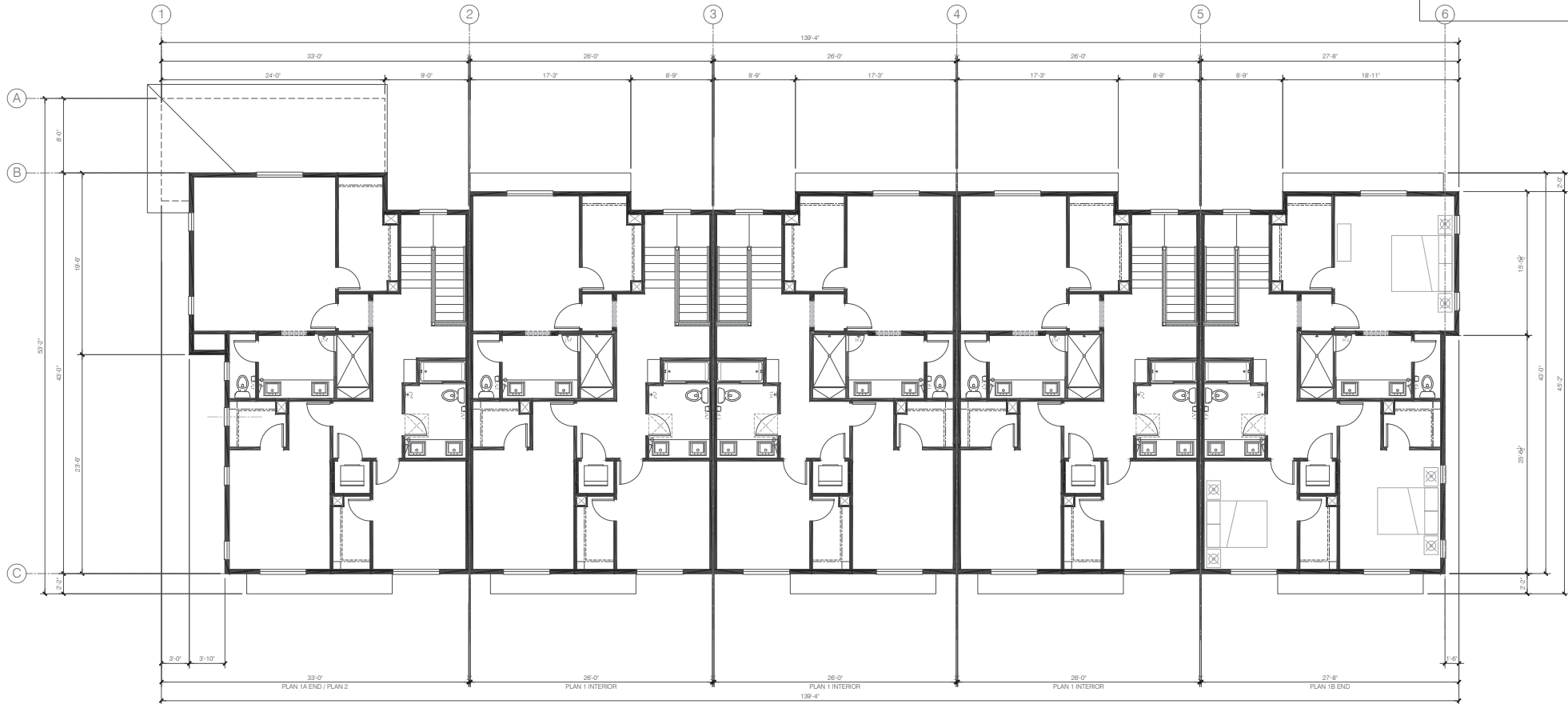
CITY
CONNECT
REAL ESTATE DEVELOPMENT

BLDG A_CONCEPTUAL MAIN FLOOR PLAN

A2.2

SCALE: 1/4"=1'-0"
DATE: 01.22.2025 REV
PROJECT: 379001

FILE NO. H25-021

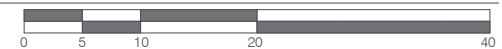


APPROVED
City of San Jose Planning Division
By: [Signature]
File Number: H25-021-125-017
Date: 03/25/20

BUILDING A UPPER FLOOR PLAN

6 UNITS / 5 LOTS_ BUILDING B REVERSED

5,105 SQ. FT.



COTTLE HOMES
CITY CONNECT
1295 CURTNER AVENUE
SAN JOSE, CA 95125



CITY
CONNECT
REAL ESTATE DEVELOPMENT

BLDG A_CONCEPTUAL UPPER FLOOR PLAN

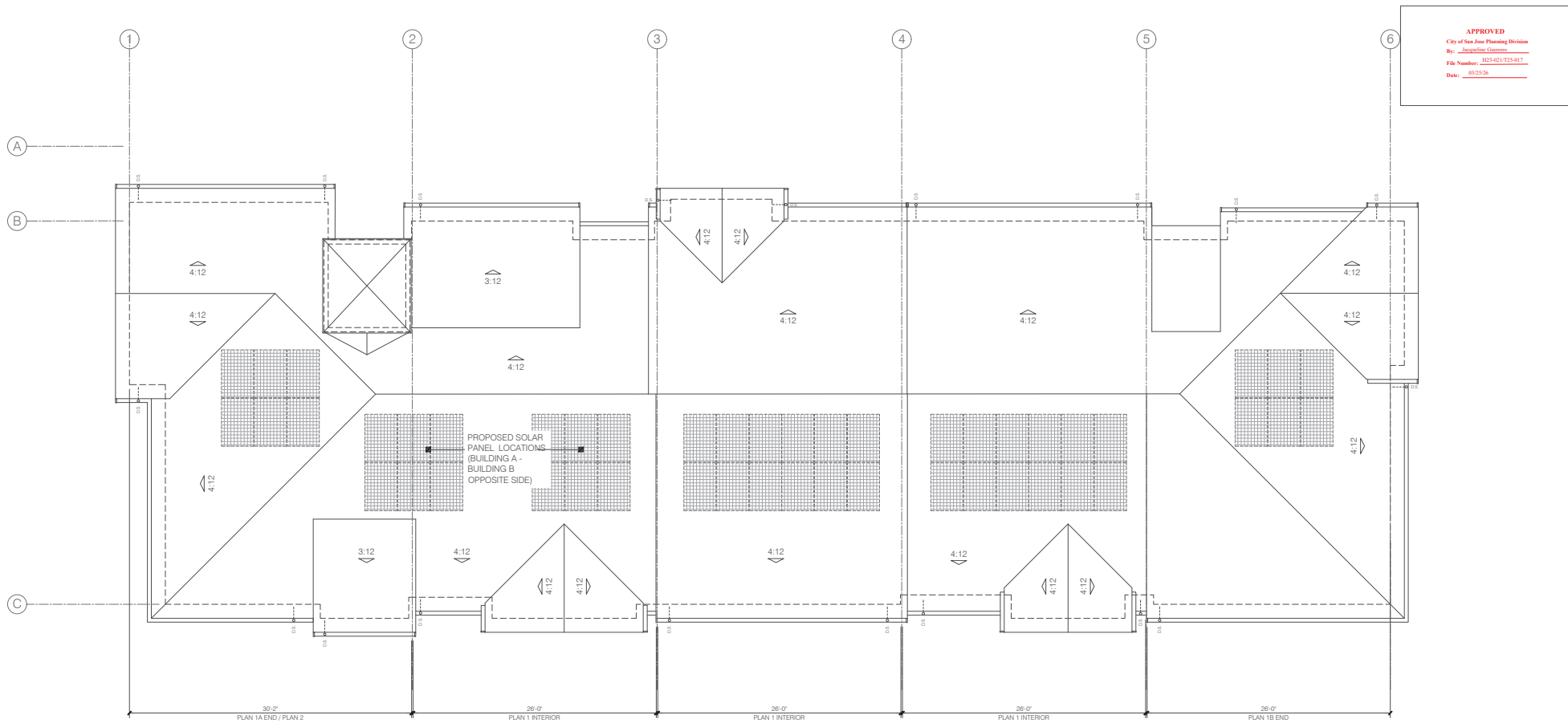
A2.3

SCALE: 1/4"=1'-0"

DATE: 01.22.2025 REV

PROJECT: 379001

FILE NO. H25-021



BUILDING A ROOF PLAN

6 UNITS / 5 LOTS_ BUILDING B REVERSED

COTTLE HOMES
CITY CONNECT
1295 CURTNER AVENUE
SAN JOSE, CA 95125



CITY CONNECT
REAL ESTATE DEVELOPMENT

FILE NO. H25-021

BLDG A_CONCEPTUAL ROOF PLAN

A2.4

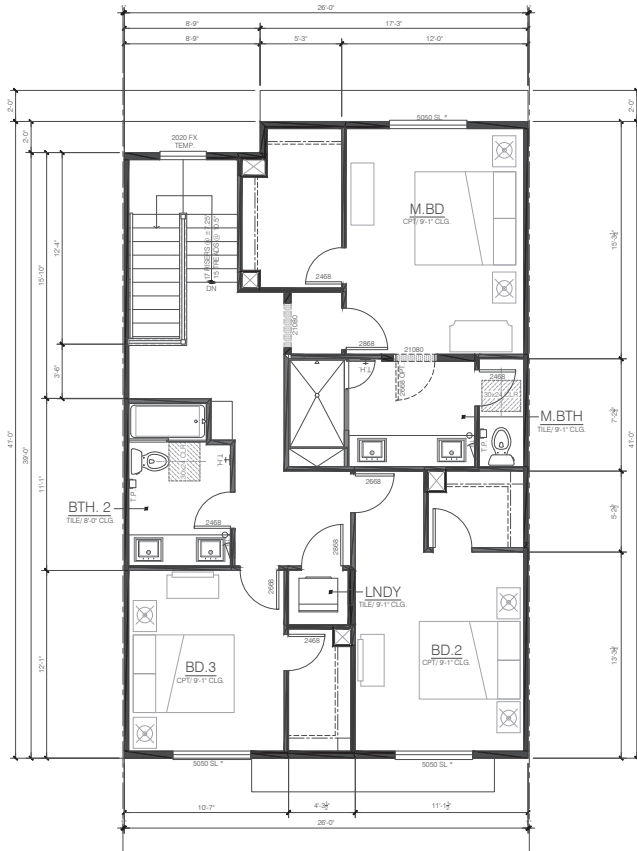
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DATE: 01.22.2025 REV

PROJECT: 379001

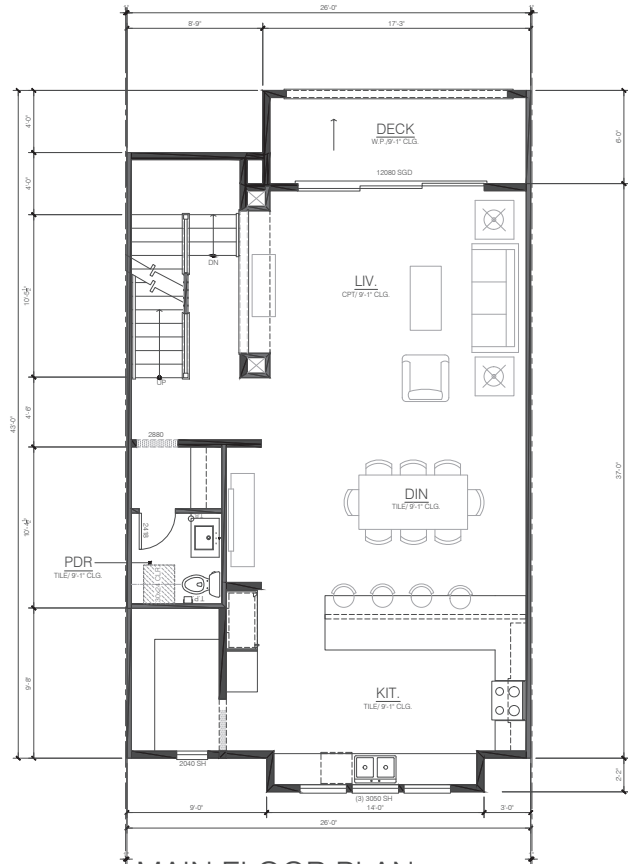
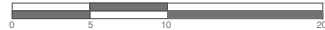
Attachment E: Permit Plan Set

APPROVED
City of San Jose Planning Division
By: Jacqueline Cisneros
File Number: 2025-021 H25-007
Date: 01/25/26



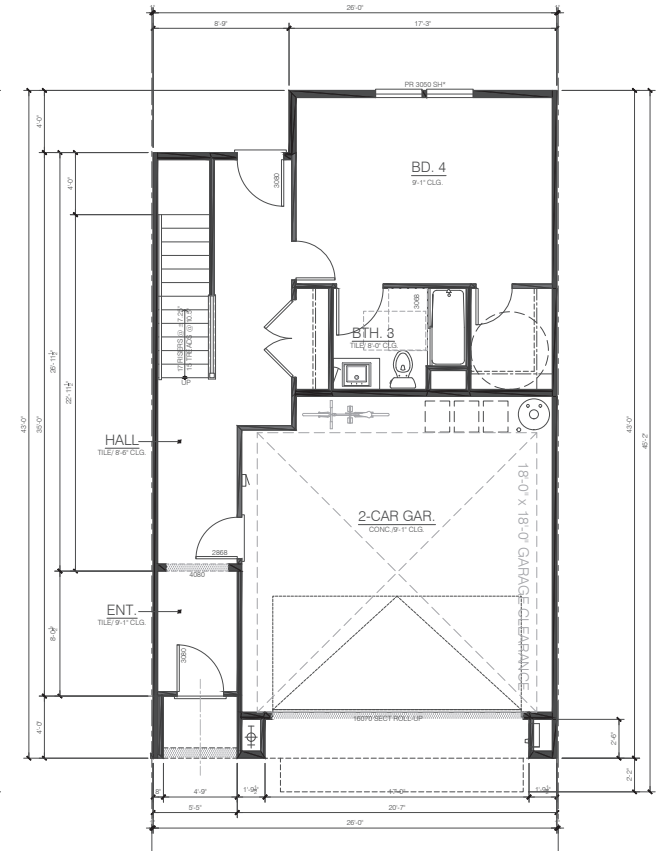
UPPER FLOOR PLAN

PLAN 1-INT. UPPER LIVING: 973 SQ. FT.



MAIN FLOOR PLAN

PLAN 1-INT. MAIN LIVING: 1011 SQ. FT.
TOTAL LIVING: 2580 SQ. FT.
DECK: 103 SQ. FT.



GROUND FLOOR PLAN

PLAN 1-INT. LOWER LIVING: 595 SQ. FT.
GARAGE: 424 SQ. FT.
NOTE: * INDICATES EGRESS WINDOW

COTTLE HOMES
CITY CONNECT
1295 CURTNER AVENUE
SAN JOSE, CA 95125



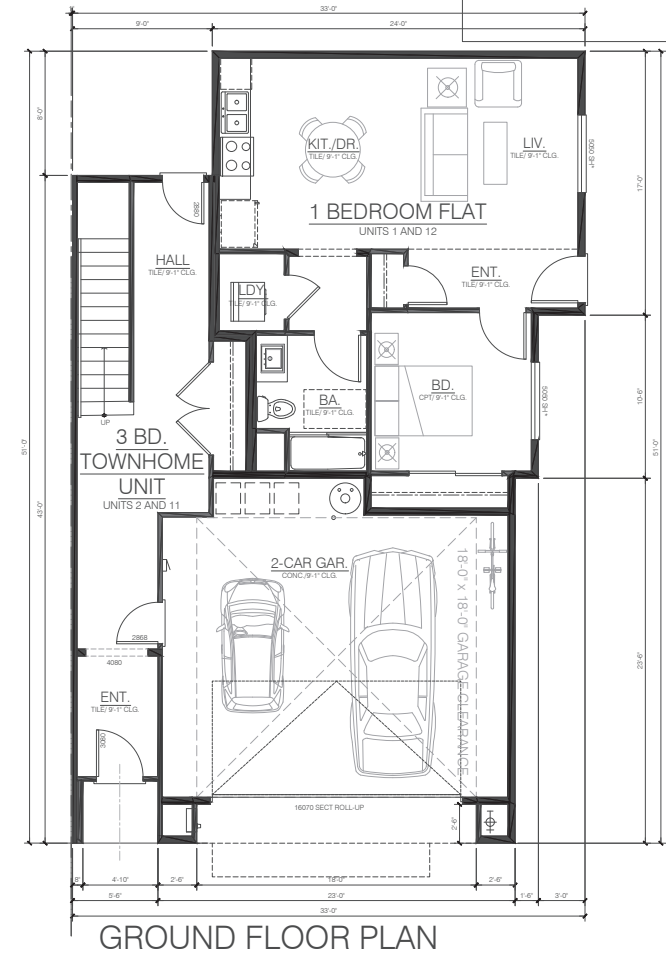
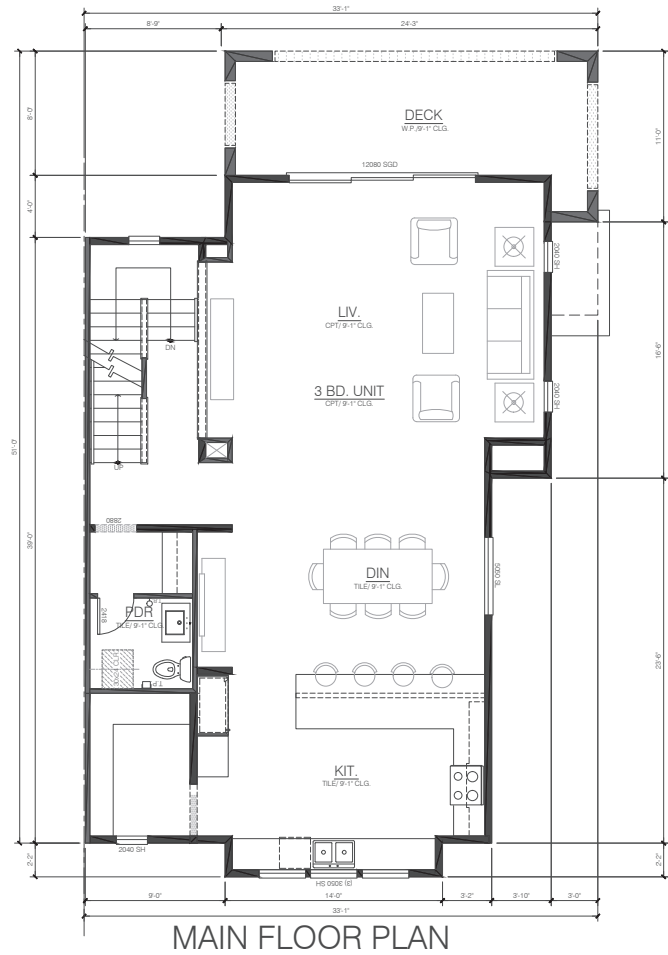
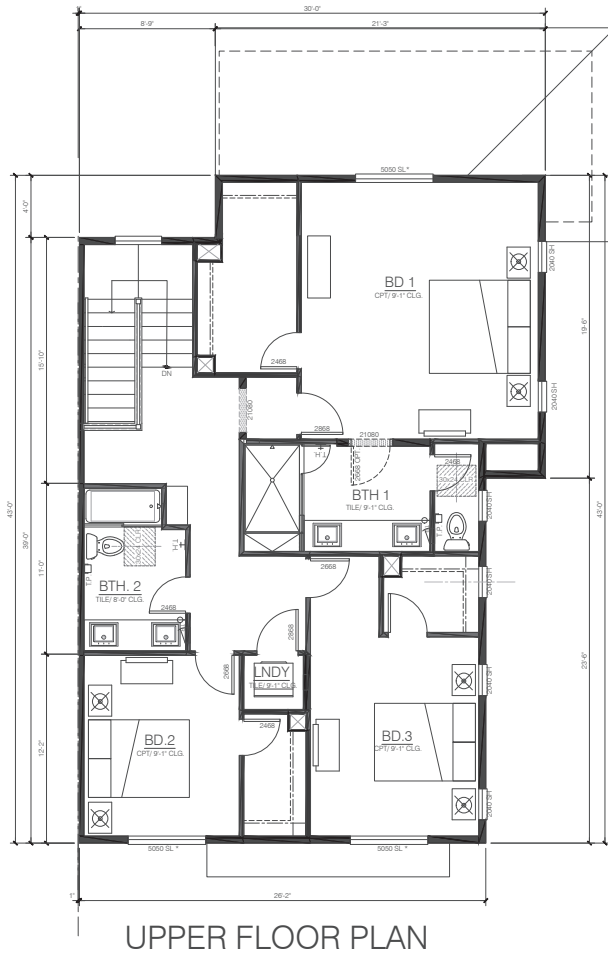
CITY CONNECT
REAL ESTATE DEVELOPMENT

FILE NO. H25-021

FLOOR PLAN 1-INT
A3.1

SCALE: 1/4"=1'-0"
DATE: 01.22.2025 REV
PROJECT: 379001

Attachment E: Permit Plan Set



APPROVED
City of San Jose Planning Division
By: Jacqueline Gutierrez
File Number: H25-021-001
Date: 03/23/24

COTTLE HOMES
CITY CONNECT
1295 CURTNER AVENUE
SAN JOSE, CA 95125

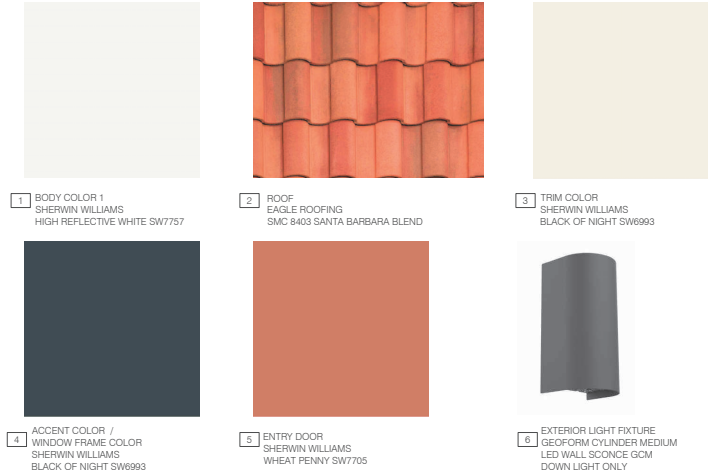


CITY CONNECT
REAL ESTATE DEVELOPMENT

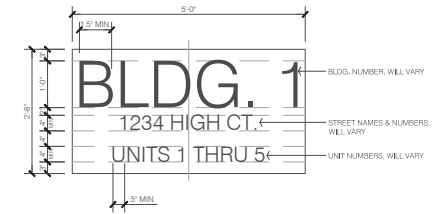
FILE NO. H25-021

FLOOR PLAN 1- END A
A3.2
SCALE: 1/4"=1'-0"
DATE: 01.22.2025 REV
PROJECT: 379001

Attachment E: Permit Plan Set



NOTE:
 ALL COLORS & MATERIALS ARE CONCEPTUAL AND SHALL BE FINALIZED DURING BUILDING PERMIT



NOTES:
 PROVIDE AND MAINTAIN BLDG. ADDRESS NUMBERS OR LETTERS, PLAINLY VISIBLE & LEGIBLE FROM THE STREET OR ROAD. THE CHARACTERS SHALL NOT BE LESS THAN 12" HIGH WITH 1/2" STROKE. WHEN A BUILDING IS LOCATED GREATER THAN 50 FEET FROM STREET FRONTAGE, THE ADDRESS SHALL BE MINIMUM 18" HIGH WITH 1/2" STROKE. ENTRANCES TO INDIVIDUAL UNITS ARE NOT VISIBLE FROM THE STREET OR ROAD. UNIT NUMBERS SHALL BE DISPLAYED IN GROUPS FOR ALL UNITS WITHIN EACH STRUCTURE, EITHER ON THE STRUCTURE OR A POST, INDEPENDENT OF THE STRUCTURE, AND SHALL BE PLAINLY VISIBLE FROM THE STREET OR ROAD IN ACCORDANCE WITH CBC SECTION 201.2.
 REFER TO THE JURISDICTION OF RECORD FOR STANDARDS
 REFER TO DRAWINGS BY SIGNAGE CONSULTANT FOR LOCATIONS, MATERIALS, COLORS AND REQUIRED TEXT

BUILDING ADDRESS

COTTLE HOMES
 CITY CONNECT
 1295 CURTNER AVENUE
 SAN JOSE, CA 95125



CITY CONNECT
 REAL ESTATE DEVELOPMENT

FILE NO. H25-021

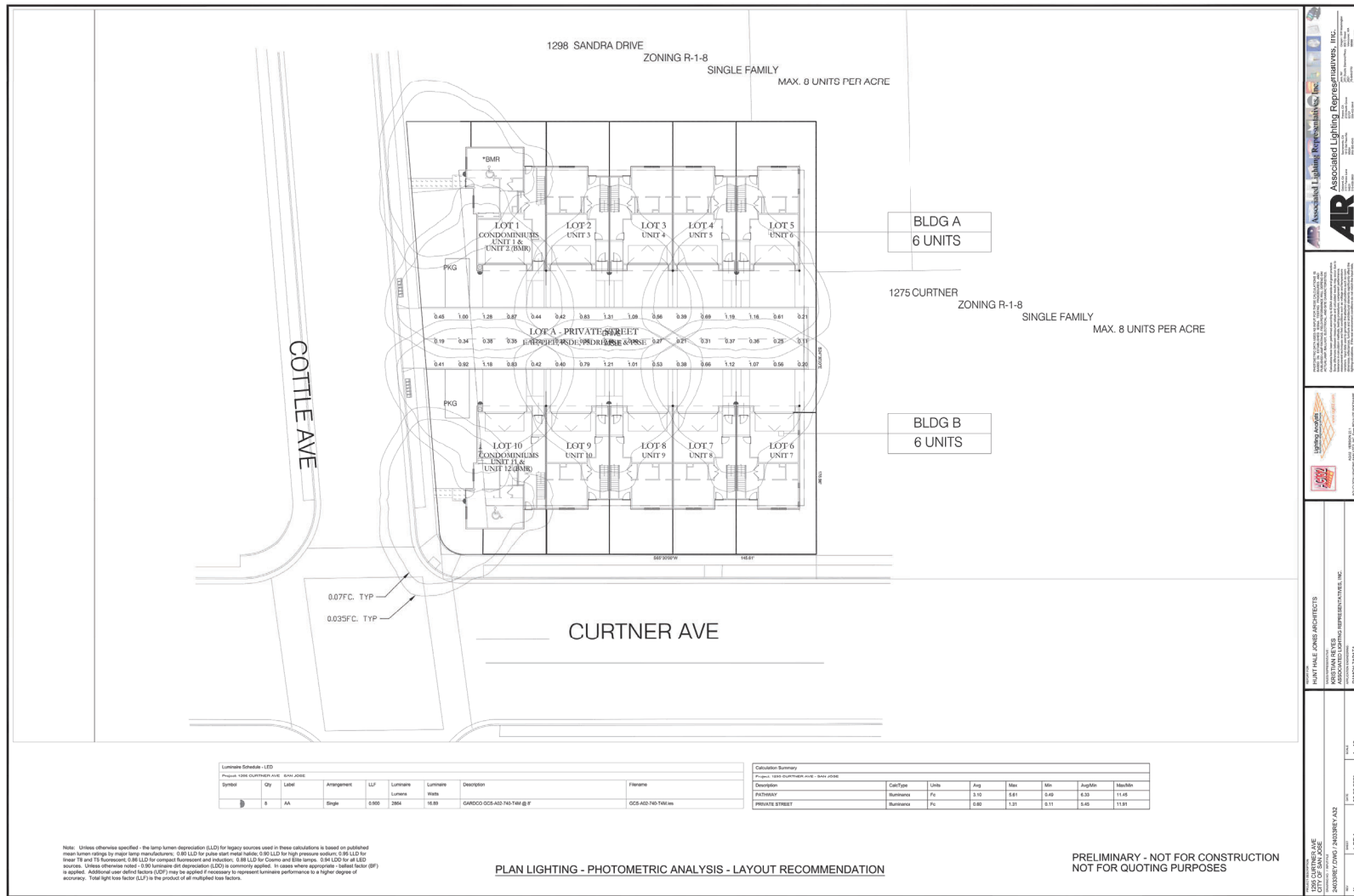
CONCEPTUAL COLORS AND MATERIALS

A4.1

SCALE: N.T.S.

DATE: 01.22.2025 REV

PROJECT: 379001



APPROVED
City of San Jose Planning Division
By: Joanette Guevara
File Number: 202-021125-017
Date: 05/25/20

Associated Lighting Representatives, Inc.
AIR
Associated Lighting Representatives, Inc.
1234 Main Street
San Jose, CA 95128
Phone: (408) 123-4567
Fax: (408) 123-4568
Email: info@alr.com
Website: www.alr.com

HUNT HALE JONES ARCHITECTS
HUNT HALE JONES ARCHITECTS
1234 Main Street
San Jose, CA 95128
Phone: (408) 123-4567
Fax: (408) 123-4568
Email: info@hunt-hale-jones.com
Website: www.hunt-hale-jones.com

DATE: 05/25/2020
SCALE: 1" = 10'

Luminaire Schedule - LED

Symbol	Qty	Label	Arrangement	LUF	Luminaire Lumen	Luminaire Watts	Description	Footcandle
1	8	AA	Single	0.065	2854	16.81	OSRAM OSRAM 400 740 T8M @ 8'	OSRAM 400 740 T8M @ 8'

Calculation Summary

Description	Category	Units	Avg	Max	Min	Avg/Min	Max/Min
Footcandle	Footcandle	8	0.10	0.41	0.00	0.00	11.00
Footcandle	Footcandle	8	0.00	1.01	0.11	0.00	11.01

Note: Unless otherwise specified - the lamp lumen depreciation (LLD) for legacy sources used in these calculations is based on published mean lumen ratings for major lamp manufacturers. 0.80 LLD for pulse start metal halide, 0.80 LLD for high pressure sodium, 0.80 LLD for linear T8 and T5 fluorescent, 0.80 LLD for compact fluorescent and incandescent, 0.80 LLD for C-Fluorescent and E-Fluorescent, 0.80 LLD for all LED sources. Unless otherwise noted, 0.70 luminaire dirt depreciation (LDD) is commonly applied. It is noted when appropriate - luminaire dirt factor (LDF) is applied. Additional user defined factors (UDF) may be applied if necessary to represent luminaire performance to a higher degree of accuracy. Total light loss factor (LLF) is the product of all multiplied loss factors.

COTTLE HOMES
CITY CONNECT
1295 CURTNER AVENUE
SAN JOSE, CA 95125



CITY
CONNECT
REAL ESTATE DEVELOPMENT

PRELIMINARY PHOTOMETRICS PLAN
PH1
SCALE: N.T.S.
DATE: 01.22.2025 REV
PROJECT: 379001

FILE NO. H25-021

[illegible][illegible]

File Name: W13258
Date: 06/25/20

ALIGN OF ALL DEVICES AS SHOWN ON PLANS, OR NEXT TO DOOR/OPENING AS DIMENSIONED BELOW

TEMPERED SIDE LIGHT WHERE OCCURS

ILLUMINATED HIGH CONTRAST UNIT ADDRESS SIGN (PARALLEL RECOMMENDED)

PUSH BUTTON DOOR BELL

LEVER HARDWARE, PER CBC SECT 1008.1.9

WIDE ANGLE PEEP HOLE

5'-0"
3'-0" - 4'-0" MAX.
3'-2"
1'-0" - 1'-6"

Unit Entry Heights

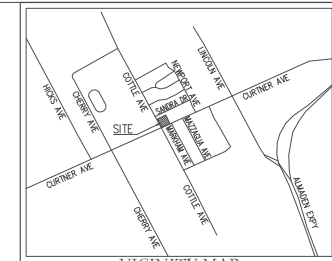
1'-2" = 1'-0"

[illegible][illegible][illegible]

TENTATIVE TRACT MAP

1295 CURTNER AVE

CITY OF SAN JOSE SANTA CLARA COUNTY CALIFORNIA

VICINITY MAP
NOT TO SCALE

PROJECT GENERAL NOTES:

- OWNER: STEPHEN N. DOMERO AND JANET FISHTOM DOMERO, AS TRUSTEES OF THE DOMERO 2024 REVOCABLE TRUST
- APPLICANT/DEVELOPER: CITY CONNECT
1030 LINCOLN AVE
SAN JOSE, CA 95125
- CIVIL ENGINEER: STERLING CONSULTANTS
4650 FREMONT BLVD, SUITE 205
FREMONT, CA 94538
CONTACT: DILP S. KISHAN, P.E., CSD
TEL: 925-765-3633
- ARCHITECT: HUNT HALE JONES
CONTACT: BOB MERSON
TEL: 415-568-3843
- LANDSCAPE ARCHITECT: THOMAS H. PHELPS
PO BOX 170129
BOISE, ID 83717
TEL: 208-906-1300
- SOILS ENGINEER: TBD
- APN: 439-06-042
- EXISTING LAND USE: RESIDENTIAL
- PROPOSED LAND USE: RESIDENTIAL
- SITE AREA: 28,979.59 SQ.FT. (0.6653 ACRES)
- NUMBER OF LOTS: 10 LOTS, 1 COMMON AREA, 12 UNITS
- GENERAL PLAN: RESIDENTIAL NEIGHBORHOOD (RN)
- EXISTING ZONING: SINGLE-FAMILY RESIDENTIAL (R-1-B)
- PROPOSED ZONING: SINGLE-FAMILY RESIDENTIAL (R-1-B)
- WATER SYSTEM: SAN JOSE WATER COMPANY
- SEWER SYSTEM: CITY OF SAN JOSE
- STORM DRAIN SYSTEM: CITY OF SAN JOSE
- GAS & ELECTRIC: PACIFIC GAS & ELECTRIC (P.G.&E.)
- CABLE: AT&T CABLE / COMCAST CABLE
- TOPOGRAPHY: EXISTING TOPOGRAPHY IS BASED ON A FIELD SURVEY DONE BY STERLING CONSULTANTS IN FEBRUARY 2025.
- BOUNDARY: BOUNDARY AS SHOWN IS BASED ON A FIELD SURVEY DONE BY STERLING CONSULTANTS IN FEBRUARY 2025.
- STREETS: ACCESS TO THE PROPOSED LOTS IS THROUGH A PRIVATE STREET FROM COTTLE AVE.
- FLOOD ZONE: PANEL NO. 060850242H
99% OF SITE IS IN ZONE D. THE SOUTHEAST CORNER IS IN ZONE AO (DEPTH 1 FOOT)
- GRADING: PRELIMINARY GRADES FOR THE PROPOSED SUBDIVISION ARE SHOWN ON SHEET TM-5.
- DIMENSIONS: LOT DIMENSIONS (KNOWN TO NEAREST TENTH OF A FOOT) AND AREAS SHOWN HEREIN ARE APPROXIMATE AND SUBJECT TO MINOR CHANGES DURING FINAL DESIGN.
- CONTOURS: EXISTING CONTOURS ARE SHOWN.
- UTILITIES: ALL PROPOSED UTILITIES SHALL BE PLACED UNDERGROUND. ALL STORM DRAINS, SANITARY SEWERS AND WATER MAINS SHALL ADHERE TO MINIMUM SIZES & SLOPES PER THE GOVERNING AGENCIES.
- STORMWATER: C-3 COMPLIANCE WILL BE MET THROUGH THE PERVIOUS PAVING DRIVEWAY WITH STORAGE LAYER SECTION DESIGNED TO STORE AND INFILTRATE THE C-3 AMOUNT OF RUNOFF FOR THE PROJECT'S ONSITE INFILTRATION AREA.
- MONUMENTS: DEVELOPER SHALL INSTALL IRON PIPES AT PROPERTY CORNERS AND STREET MONUMENTS PER APPROVED FINAL MAP TO THE SATISFACTION OF THE CITY ENGINEER.
- FIRE SPRINKLERS: FIRE SPRINKLER SYSTEM WILL BE PROVIDED AND INSTALLED PER NFPA 130 2016 EDITION STANDARD.
- STREET TREES: THIS SUBDIVISION WILL CONFORM TO THE STREET TREE PLAN OF THE CITY OF SAN JOSE.
- PRIVATE STREET NAME: PRIVATE STREET WILL BE NAMED ACCORDING TO CITY COUNCIL POLICY 6-5 AND CHOSEN NAME WILL BE APPROVED BY THE CITY PLANNING DEPARTMENT.
- PARKLAND DEDICATION: 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



APPROVED
City of San Jose Planning Division
By: [Signature]
File Number: 2024-012345-1
Date: 06/25/24

DEVELOPER:
CITY CONNECT
1018 LINCOLN AVE
SAN JOSE, CA 95125

PREPARED BY:
STERLING CONSULTANTS
4650 FREMONT BOULEVARD, SUITE NO. 205
FREMONT, CA 94538
sterlingconsultants@gmail.com
PHONE: 510.344.9556

TENTATIVE TRACT MAP
COTTLE HOMES - H25-021 & T25-17
PROPOSED SUBDIVISION PLAN,
VICINITY MAP & NOTES

SHEET
TM.1.1
1 OF 11 SHEETS

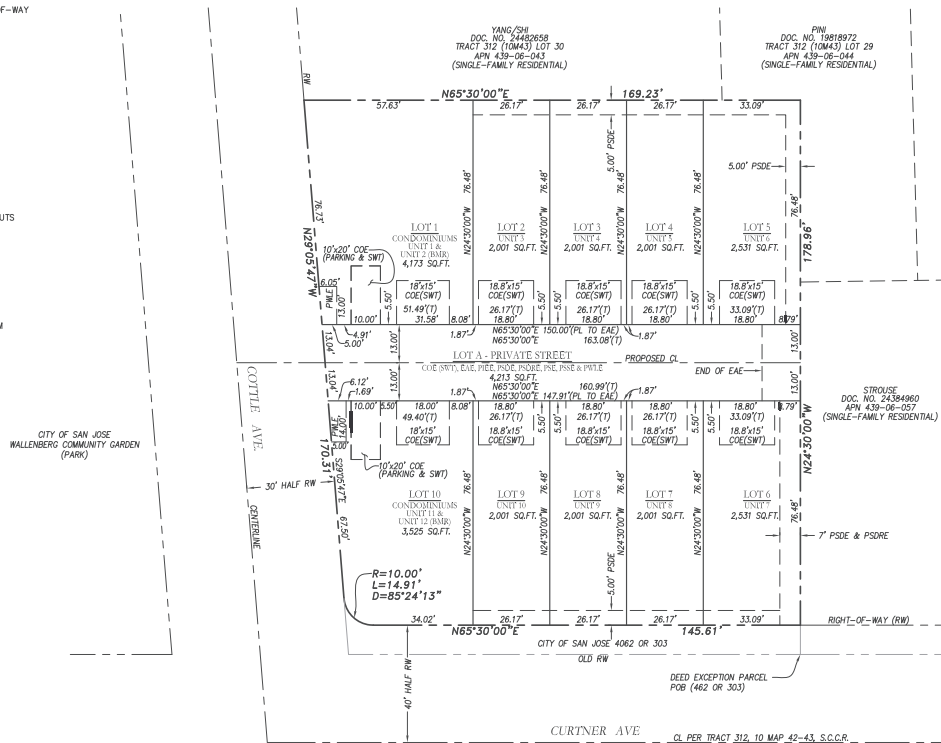
PW PROJECT #
3-27392

SYMBOL	DESCRIPTION
EXISTING	PROPOSED
	HINGE LINE/TOP/TOE
	CONCRETE V-DITCH
	GRADED SWALE
	CONTOUR LINES
	DAYLIGHT LINE/LIMIT OF GRADING
	PROPERTY LINE/ BOUNDARY / RIGHT-OF-WAY
	EASEMENT LINE
	CENTERLINE (E)
	FENCE (CHAIN LINK)
	DRIVEWAY
	CURB, GUTTER & SIDEWALK
	RETAINING WALL (AS DESCRIBED) w/ SUB-DRAIN
	CITY STANDARD BARRICADE
	WATER LINE AND VALVE
	SANITARY SEWER LINE AND MANHOLE OR CLEANOUT
	STORM DRAIN LINE AND MANHOLE
	4" PERF/SOLID SUBDRAIN WITH CLEANOUTS
	WATER LATERAL / METER
	SANITARY SEWER CLEANOUT (SSCO)
	AREA DRAIN WITH SUMP BOTTOM (NDS 1212 OR APPROVED EQUAL)
	FLAT DRAIN INLET AS SPECIFIED
	FIRE HYDRANT
	STREETLIGHT STANDARD WITH MAST ARM AND LUMINAIRE (ELECTROLUX)
	PULL BOX (AS NOTED)
	ELECTRICAL CONDUIT
	GAS MAIN
	TELEPHONE CONDUIT
	STREET MONUMENT
	BOLLARD
	JOINT POLE w/ GUY ANCHOR
	PERCENT GRADE
	VERTICAL GRADE BREAK (PROFILE)
	BIO-RETENTION AREA NUMBER
	TREE

ABBREVIATIONS

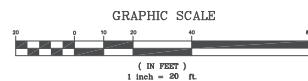
AB	AGGREGATE BASE	N/B	NORTH BOUND
AC	ASPHALT CONCRETE	P	PAV
AD	AREA DRAIN	PL	P/L
BC	BEIN CURVE	PL	P/L
BM	BENCHMARK	POC	POINT OF COMPOUND CURVATURE
BMP	BEST MANAGEMENT PRACTICE	PPF	PERFORATED
BOT	BOTTOM	PIE	PRIVATE INGRESS & EGRESS EASEMENT
BSW	BACK OF SIDEWALK	PRC	POINT OF REVERSE CURVATURE
BVC	BEIN VERTICAL CURVE	PROJ	PROJECTED
BW	BOTTOM OF WALL (EXPOSED)	PSDE	PRIVATE STORM DRAIN EASEMENT
CL	CENTER LINE	PSRE	PRIVATE STORM DRAIN RELEASE EASEMENT
CB	CATCH BASIN	PSSE	PRIVATE SANITARY SEWER EASEMENT
CD	CLEAN OUT	PWLE	PRIVATE WATER LINE EASEMENT
COE	COVENANT OF EASEMENT	R=	RADIUS OF CURVE
CR	CURB RETURN	Δ=	INCLUDED ANGLE OF CURVE
DI	DRAIN INLET	L=	ARC LENGTH OF CURVE
DS	DOWN SPOUT	RCP	REINFORCED CONCRETE PIPE
EC	END CURVE	RM	RIGHT OF WAY
EL	ELEVATION	R/W	RIGHT OF WAY
EP	EDGE OF PAVEMENT	S	SLOPE
EAP	EMERGENCY ACCESS PAVEMENT	S/B	SOUTH BOUND
EX	EXISTING	SD	STORM DRAIN
ENAE	EMERGENCY ACCESS EASEMENT	SSCO	STORM DRAIN CLEANOUT
FC, F/C	FACE OF CURB	SSD	STORM DRAIN EASEMENT
FDC	FIRE DEPARTMENT CONNECTION	SSMH	STORM DRAIN MANHOLE
FF	FINISHED FLOOR	SE	SIDEWALK EASEMENT
FG	FINISHED GRADE	SF	SQUARE FEET
FI	FIRE HYDRANT	SO	SIDE OPENING
FL	FLOW LINE	SS	SANITARY SEWER
FOG/L	FOG LINE (WHITE STRIPE)	SSS	SANITARY SEWER EASEMENT
GB	GRADE BREAK	SSCO	SANITARY SEWER CLEANOUT
GI	GRADE INTERCEPTOR	SSMH	SANITARY SEWER MANHOLE
GM	GAS METER	STD	STANDARD
GR	GRATE ELEVATION	SWT	STORMWATER TREATMENT
HP	HIGH POINT	(T)	TOTAL
IRR	IRRIGATION	TB	TOP OF BERM
JT	JOINT TRENCH	TC	TOP OF CURB
LF	LINEAL FEET	TCM	TREATMENT CONTROL MEASURE
LP	LOW POINT	TW	TOP OF WALL
MAX	MAXIMUM	TYP	TYPICAL
MH	MANHOLE	VC	VERTICAL CURVE
		W	WATER LINE
		WM	WATER METER

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PROPOSED SUBDIVISION PLAN
SCALE: 1"=20'

SHEET INDEX

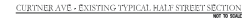
SHEET NO.	DESCRIPTION
TM.1	PROPOSED SUBDIVISION PLAN, VICINITY MAP & NOTES
TM.2	TYPICAL STREET SECTIONS
TM.3	SITE PHOTOGRAPHS
TM.4	BOUNDARY & TOPOGRAPHIC SURVEY
TM.5	PRELIMINARY DEMOLITION PLAN
TM.6	PRELIMINARY GRADING & DRAINAGE PLAN
TM.7	PRELIMINARY UTILITY PLAN
TM.8	PRELIMINARY STORMWATER CONTROL PLAN
TM.9	PRELIMINARY STORMWATER CONTROL DETAILS
TM.10	PRELIMINARY STORMWATER CONTROL DETAILS
TM.11	PRELIMINARY FIRE FLOW CALCULATIONS & ACCESS PLAN



(IN FEET)

1 inch = 20 ft.

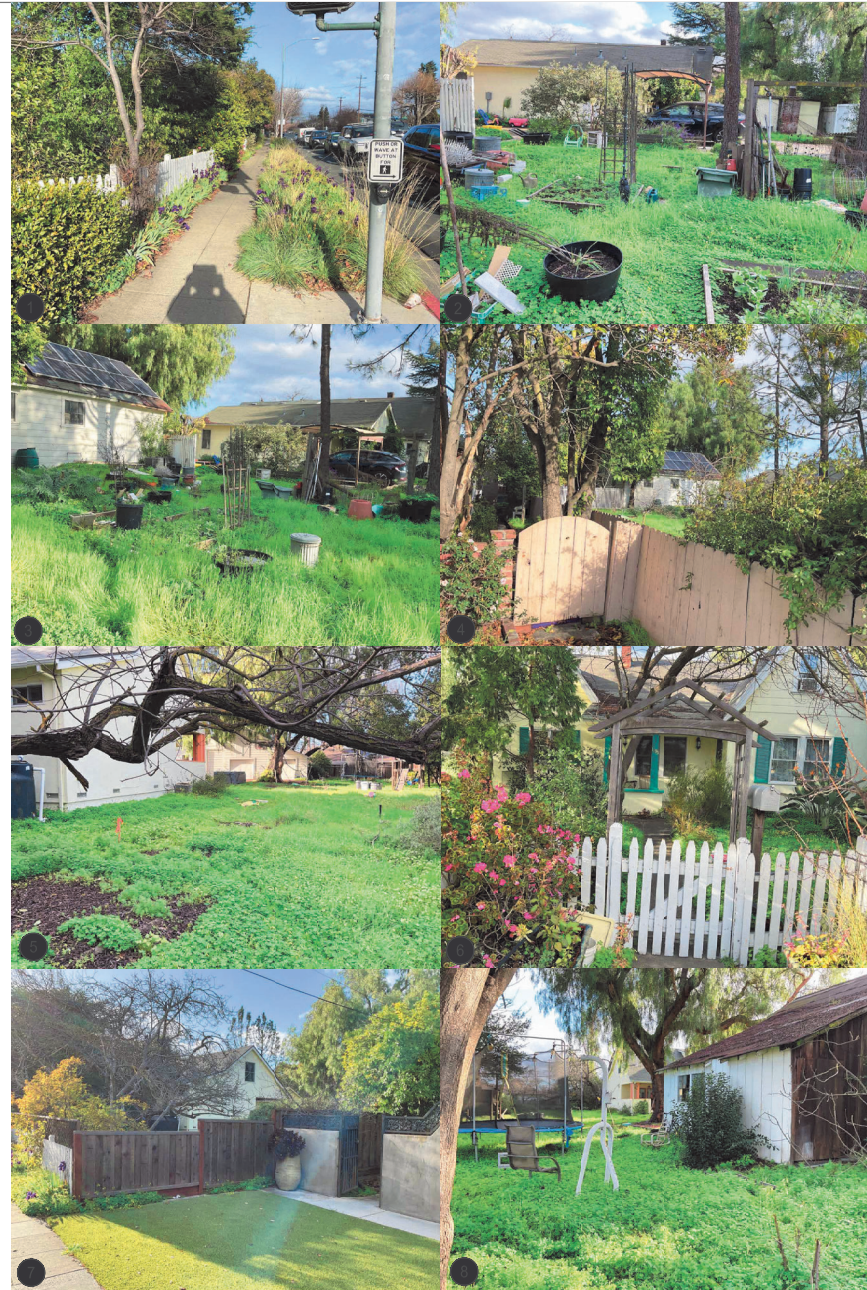
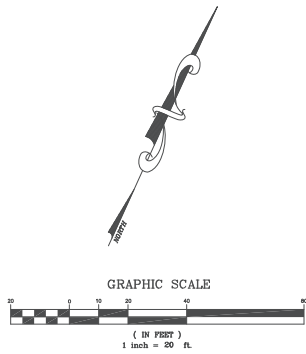
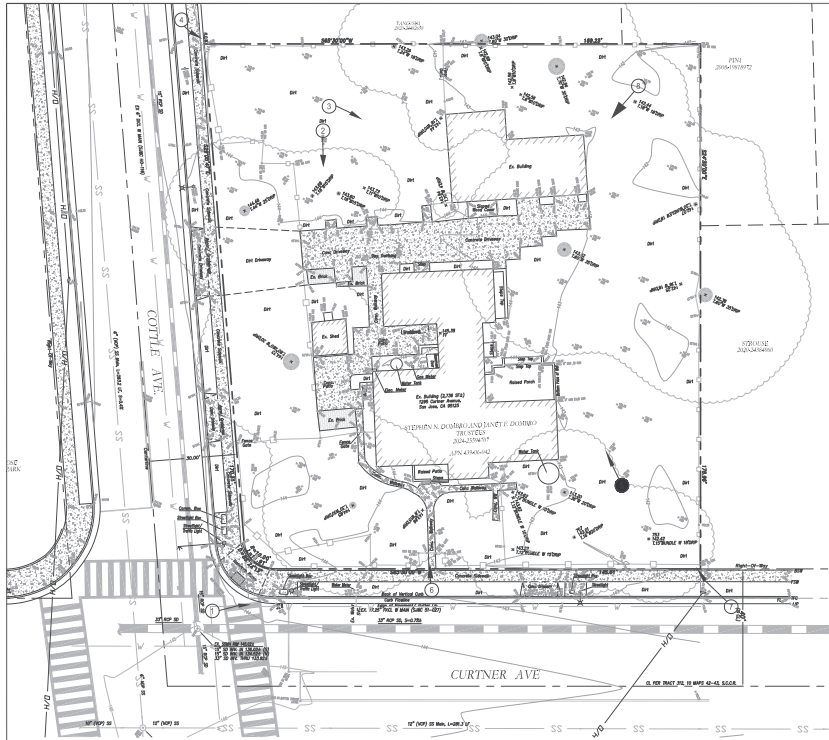
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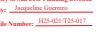


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[illegible]

Attachment E: Permit Plan Set



REVISIONS	
BY	DATE
CSJ	
△	
△	
△	
△	
	
APPROVED City of San Jose Planning Division By:  File Number: 652461725467 Date: 03/25/24	
DEVELOPER: CITY CONNECT 1018 LINCOLN AVE SAN JOSE, CA 95125	
PREPARED BY:  46560 FREMONT BOULEVARD, SUITE NO. 205 FREMONT, CA 94538 Info@sterlingconsultants.com	
TENTATIVE TRACT MAP COTTLE HOMES - H25-4021 & 725-17 SITE PHOTOGRAPHS DATE: 03/25/24 Project No.: [Blank]	
SHEET TM2 3 OF 11 SHEETS PW PROJECT # 3-27392	

-----	PROPERTY LINE (DEMOLITION LIMITS)
-----	DEMOLITION LINE
(#)	REMOVAL/PROTECTION NOTE
⦿	EX. TREE & TREE TAG / SEE ARBOUR REPORT
✕	REMOVE EXISTING TREE

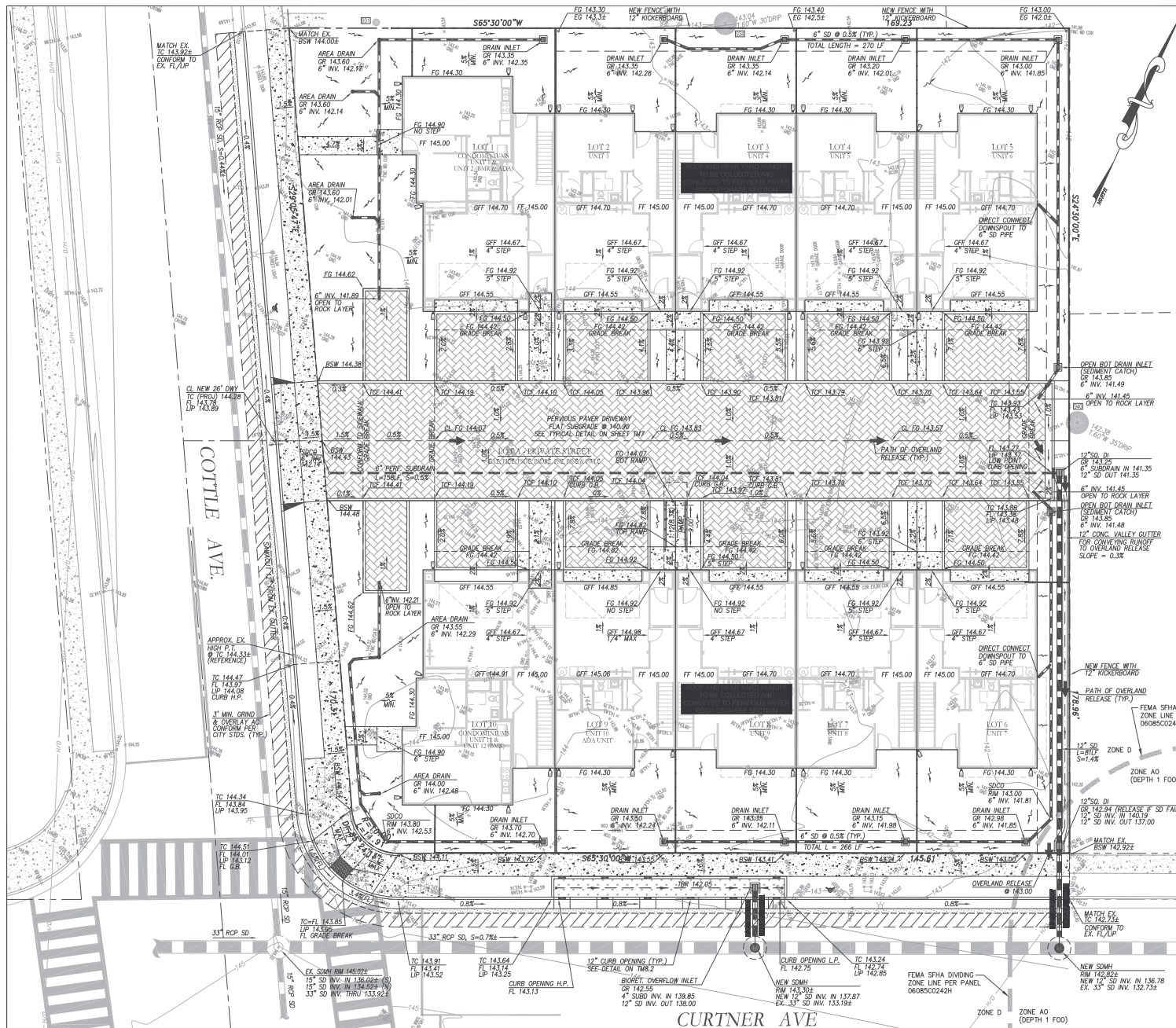
- ① REMOVE EXISTING BUILDING / PORCH / STRUCTURE
- ② REMOVE EXISTING CONCRETE / DRIVEWAY
- ③ REMOVE WATER TANKS
- ④ REMOVE ELECTRICAL / GAS METER (COORD. WITH PG&E)
- ⑤ REMOVE FENCE

- ⑥ REMOVE CONCRETE DRIVEWAY
- ⑦ REMOVE CURB, GUTTER AND SIDEWALK
- ⑧ REMOVE EXISTING CURB RAMP
- ⑨ REMOVE / ABANDON EXISTING WATER METER AND SERVICE

(A) — PROTECT EXISTING STREETLIGHT AND PULL BOX
(B) — PROTECT EXISTING JOINT POLE
(C) — PROTECT EXISTING SIGN

1. DEVELOPER'S CONTRACTOR SHALL OBTAIN A DEMOLITION PERMIT FROM THE CITY OF SAN JOSE'S BUILDING DEPARTMENT PRIOR TO START OF DEMOLITION.
2. THE PROPERTY LINE SHALL BE THE LIMITS OF DEMOLITION UNDER THE GRADING PERMIT. DEMOLITION WITHIN CITY RIGHT-OF-WAY SHALL BE UNDER AN ENCROACHMENT PERMIT.
3. CONTRACTOR SHALL COORDINATE UTILITY DISCONNECTIONS WITH THE RESPECTIVE UTILITY AGENCIES PRIOR TO START OF DEMOLITION ON THE SITE.
4. UTILITIES TO BE ABANDONED WITHIN THE AREAS OF PROPOSED IMPROVEMENTS SHALL BE REMOVED IN THEIR ENTIRETY OR ABANDONED IN PLACE PER RECOMMENDATIONS IN THE PROJECT SOLS REPORT.

[illegible]



GRADING NOTES:

1. SITE GRADING & ELEVATIONS SHALL ADHERE TO ALL RECOMMENDATIONS CONTAINED IN THE PROJECT GEOTECHNICAL REPORT.
2. ALL GRADES SHOWN ARE FINISHED GRADES, UNLESS OTHERWISE NOTED.
3. ALL CUT AND FILL SLOPES AT THE BOUNDARY LINES SHALL BE CONSTRUCTED IN SUCH A MANNER THAT ADJACENT FENCES WILL NOT BE DAMAGED. GRADING SHALL CONFORM TO BOUNDARY LINES.
4. ALL CUT SLOPES SHALL BE ROUNDED TO MEET EXISTING GRADES AND BLEND WITH SURROUNDING TOPOGRAPHY. ALL GRADED SLOPES OVER FIVE FEET IN HEIGHT SHALL BE PLANTED WITH SUITABLE GRASS COVER.
5. DURING GRADING OPERATIONS, THE CONTRACTOR SHALL IMPLEMENT DUST CONTROL MEASURES BOTH ON-SITE. STREETS SHALL BE SWEEP PER REQUIREMENTS SPECIFIED IN BLUEPRINT FOR CLEAN BAY.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF SAID GRADING QUANTITIES PRIOR TO THE START OF THE GRADING OPERATION. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR DISTRIBUTING ANY EXCESS MATERIAL OR SUPPLY MATERIAL FOR DEFICIENCIES TO BRING PAYMENT OR LOTS TO REQUIRED GRADE. CLARIFICATION OF GRADING SHALL BE DONE BY THE ENGINEER.
7. WASTEWATER GENERATED DURING CONSTRUCTION SHALL NOT BE DISCHARGED TO THE STORM DRAIN SYSTEM. THIS INCLUDES WASTE FROM PAINTING, SAWCUTTING, CONCRETE WORK, ETC. THE CONTRACTOR SHALL MAKE ARRANGEMENTS TO ELIMINATE DISCHARGES TO THE STORM DRAIN SYSTEM AND, IF NECESSARY, PROVIDE AN AREA FOR ON-SITE WASHING ACTIVITIES DURING CONSTRUCTION. MATERIALS WHICH COULD CONTAMINATE STORM RUNOFF SHALL BE STORED IN AREAS WHICH ARE DESIGNED TO PREVENT EXPOSURE TO RAINFALL AND TO NOT ALLOW STORM WATER TO RUN ONTO THE AREA.
8. WASTEWATER GENERATED DURING CONSTRUCTION SHALL NOT BE DISCHARGED TO THE STORM DRAIN SYSTEM. THIS INCLUDES WASTE FROM PAINTING, SAWCUTTING, CONCRETE WORK, ETC. THE CONTRACTOR SHALL MAKE ARRANGEMENTS TO ELIMINATE DISCHARGES TO THE STORM DRAIN SYSTEM AND, IF NECESSARY, PROVIDE AN AREA FOR ON-SITE WASHING ACTIVITIES DURING CONSTRUCTION. MATERIALS WHICH COULD CONTAMINATE STORM RUNOFF SHALL BE STORED IN AREAS WHICH ARE DESIGNED TO PREVENT EXPOSURE TO RAINFALL AND TO NOT ALLOW STORM WATER TO RUN ONTO THE AREA.
9. WHERE UNSTABLE OR UNSUITABLE MATERIALS ARE ENCOUNTERED DURING SUBGRADE PREPARATION, THE AREA IN QUESTION SHALL BE OVER EXCAVATED AND REPLACED BY SELECT BACKFILL MATERIAL AS NEEDED.
10. WHERE ABANDONED UNDERGROUND STRUCTURES ARE ENCOUNTERED IN THE STREET AREAS, REMOVE TO SUFFICIENT DEPTH TO ALLOW UNDERGROUND LINES TO CROSS, BACKFILL AND COMPACT DURING ROUGH GRADING. THE INSPECTOR MAY REQUIRE FURTHER WORK TO BE DONE IF VISUAL INSPECTION INDICATES SO DURING CONSTRUCTION.
11. PRIOR TO ANY GRADING, DEMOLITION OF THE SITE SHOULD BE COMPLETED. DEMOLITION SHOULD INCLUDE THE COMPLETE REMOVAL OF ALL SURFACE AND SUBSURFACE STRUCTURES. IF ANY OF THE FOLLOWING ARE ENCOUNTERED: TREE ROOT SYSTEMS, CONCRETE SEPTIC TANKS, GAS OR OIL TANKS, STORM INLETS, IRRIGATION PIPES, FOUNDATIONS, ASPHALT, DEBRIS AND TRASH, THESE SHOULD ALSO BE REMOVED, WITH THE EXCEPTION OF ITEMS SPECIFIED BY THE OWNER FOR SALVAGE.
12. EARTHWORK QUANTITIES IF SHOWN ON THESE PLANS ARE APPROXIMATE ESTIMATED QUANTITIES AND ARE FURNISHED FOR THE CITY OF SAN JOSE'S INFORMATION ONLY. THE ACTUAL AMOUNT MAY VARY DEPENDING ON COMPACTION, CONSOLIDATION, STRIPPING AND THE CONTRACTOR'S METHOD OF OPERATION.
13. THE GROUND IMMEDIATELY ADJACENT TO THE FOUNDATION SHALL BE SLOPED AWAY FROM THE BUILDING AT A SLOPE OF 3% FOR A MINIMUM DISTANCE OF 10 FEET MEASURED PERPENDICULAR TO THE FACE OF THE WALL. IF PHYSICAL OBSTRUCTIONS OR LOT LINES PROHIBIT FEET OF HORIZONTAL DISTANCE, A 5% SLOPE SHALL BE PROVIDED TO AN APPROVED ALTERNATIVE METHOD OF DIVERTING WATER AWAY FROM THE FOUNDATION. IMPERVIOUS SURFACES WITHIN 10 FEET OF THE BUILDING FOUNDATION SHALL BE SLOPED A MINIMUM OF 2 PERCENT AWAY FROM THE BUILDING.

PRELIM EARTHWORK SUMMARY

MEASURED RAW CUT : 719 CY
 MEASURED RAW FILL : 351 CY
 ESTIMATED EXCESS: 368 CY

ASSEMBLED 18 INCH THICK SLAB AND ROCK SECTION, 36 INCH PERVIOUS PAVING SECTION, AND 8 INCH CONCRETE SECTION.

EARTHWORK QUANTITIES SHOWN HEREON ARE APPROXIMATE ONLY FOR ESTABLISHMENT OF FEES. CONTRACTORS SHALL BASE BID AND/OR CONTRACT AMOUNTS UPON THEIR OWN EARTHWORK ESTIMATES FOR COMPLETION OF THE WORK SHOWN HEREON, NOT ON THE QUANTITIES SHOWN ABOVE.

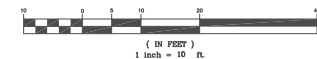
QUANTITIES MAY CHANGE PRIOR TO GRADING BASED ON REQUIREMENTS OF ANY REMEDIAL WORK THAT MAY BE NEEDED OR ANY REMOVAL OF UNSUITABLE SOILS OR MATERIALS FROM THE SITE.

NO ADJUSTMENTS HAVE BEEN MADE FOR SHRINK OR SWELL. QUANTITIES ABOVE DO NOT INCLUDE TRENCH REPAIR OR SPILLS.

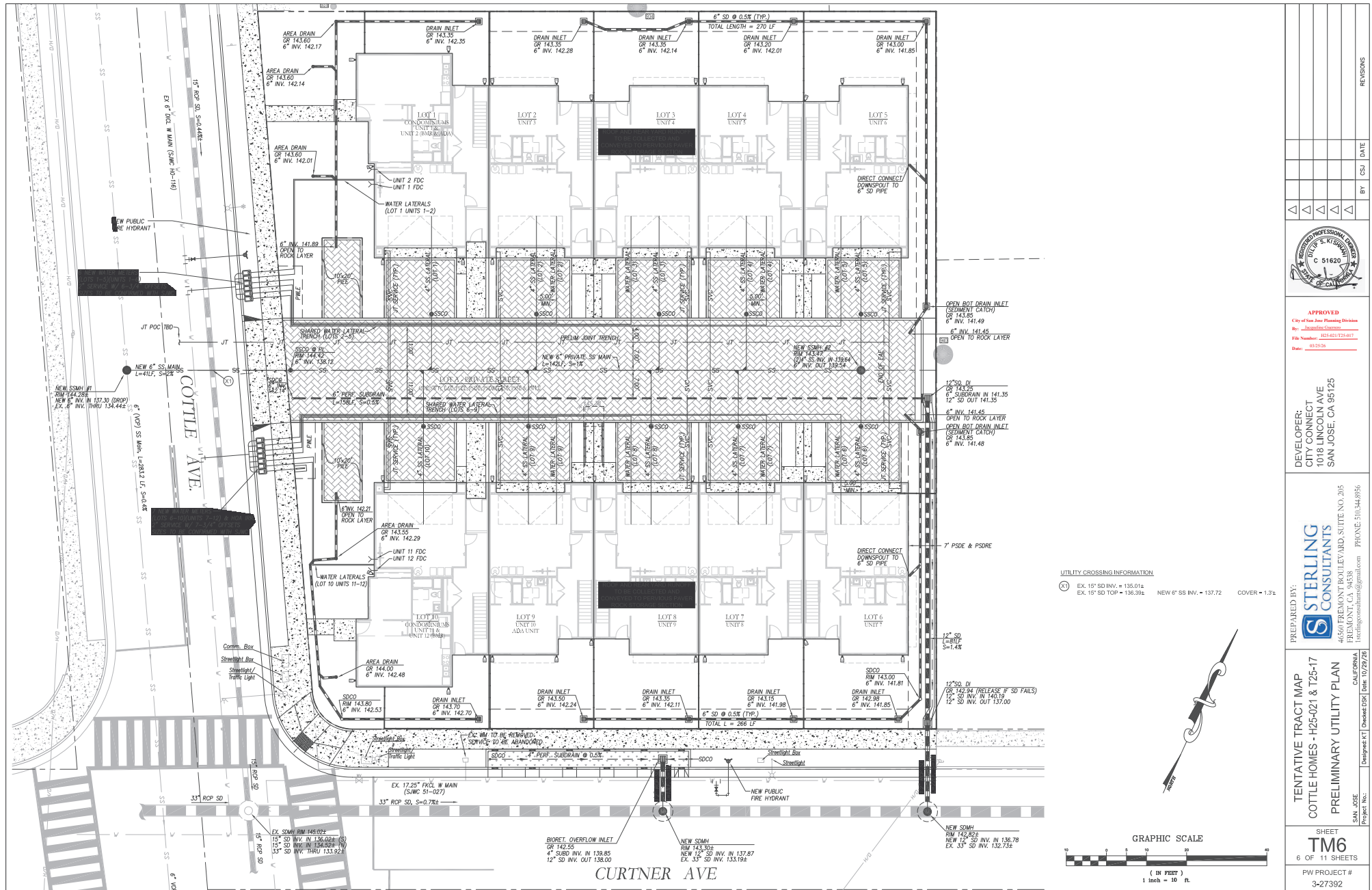
STRIPPING NOTES:

1. ALL STRIPPING AND MARKINGS THAT CONFLICT WITH THE CONSTRUCTION SHALL BE REMOVED AND REPLACED TO THE SATISFACTION OF CITY OF SAN JOSE DEPARTMENT OF TRANSPORTATION.
2. DEVELOPER SHALL INSTALL A NEW HIGH-VISIBILITY YELLOW CONTINENTAL CROSSWALKS IN ADVANCE STOP LINE ACROSS SANDRA DRIVE AND COTTE AVENUE.

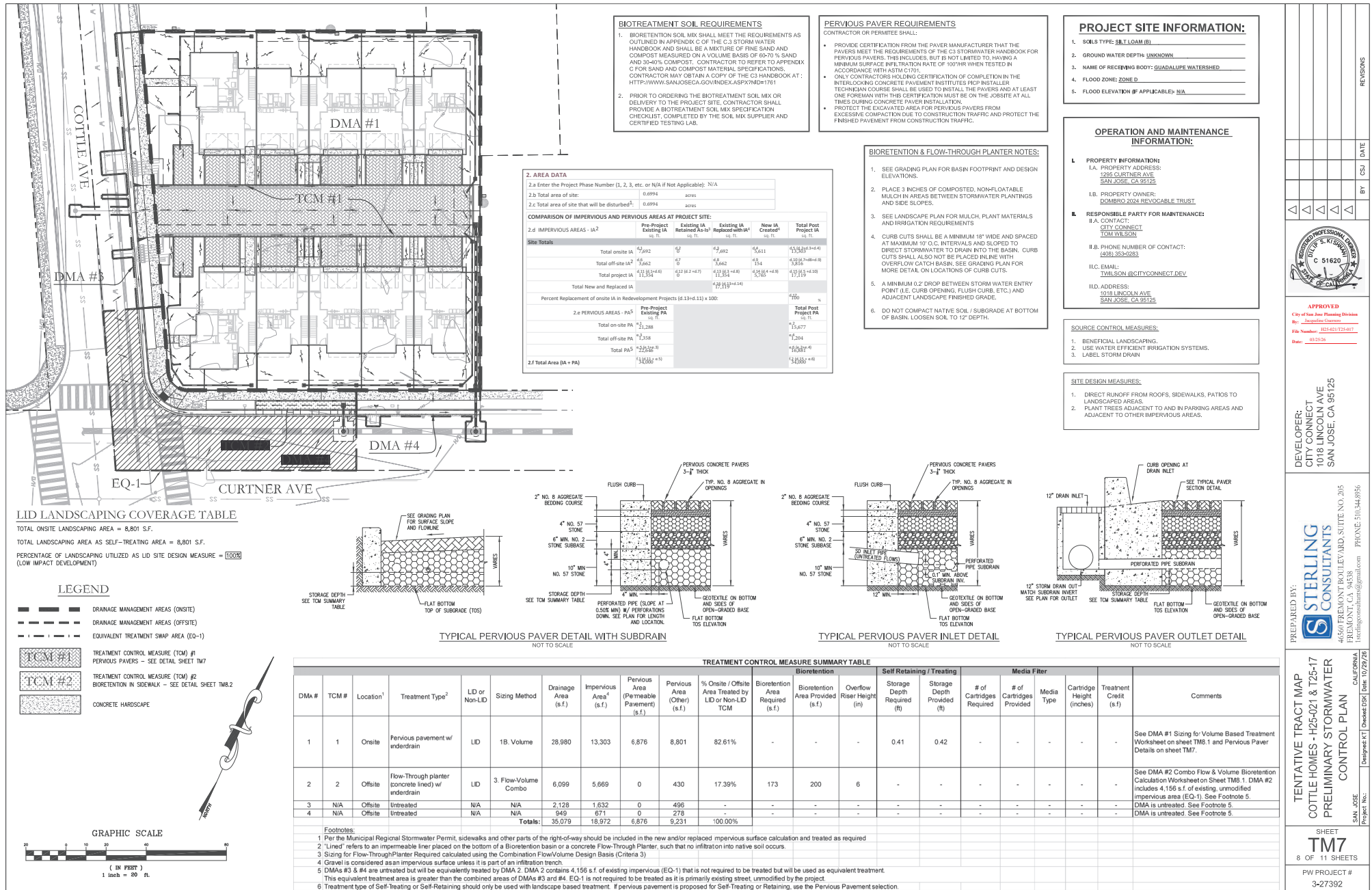
GRAPHIC SCALE



REVISIONS	BY	DATE
	CSJ	
APPROVED City of San Jose Planning Division By: File Number: 902-4511234-67 Date: 09/25/2016		
DEVELOPER: CITY CONNECT 1018 LINCOLN AVE SAN JOSE, CA 95125		
PREPARED BY: 4650 FREMONT BOULEVARD, SUITE NO. 205 FREMONT, CA 94538 Info@sterlingconsultants.com		
TENTATIVE TRACT MAP COTTE HOMES - H25-021 & 725-17 PRELIMINARY GRADING & DRAINAGE PLAN		
SHEET TM5 6 OF 11 SHEETS PW PROJECT # 3-27392		



Attachment E: Permit Plan Set



Page 28

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 FOR DISTRICT MOSQUITO LAUNCHES 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

WEBSITE: <https://vector.sccgov.org/home>

PHONE: (408) 518-4770

DO NOT USE PESTICIDES OR OTHER CHEMICAL APPLICATIONS TO TREAT DISEASED PLANTS, CONTROL WEEDS OR REMOVED PLANTS OR GROWTH. ONLY USE 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

TENTATIVE TRACT MAP COTTLE HOMES - H25-021 & T25-17 PRELIMINARY STORMWATER CONTROL DETAILS	SAN JOSE PROJECT NO.	DESIGNED BY K1 CONSULTING	CALIFORNIA DATE 10/29/26
	SHEET TM8.1 9 OF 11 SHEETS		
	PW PROJECT # 3-27392		
	PREPARED BY:  46360 FREMONT BOULEVARD, SUITE NO. 205 FREMONT, CA 94538 tsterlingcenter@gmail.com PHONE 510.344.8956		
	DEVELOPER: CITY CONNECT 1018 LINCOLN AVE. SAN JOSE, CA 95125		
	 APPROVED City of San Jose Planning Division By: <u>Juanpablo Gutierrez</u> File Number: <u>H25-021/T25-017</u> Date: <u>03/29/26</u>		
BY	CS	DATE	REVISIONS
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The figure contains three main technical drawings:

- STORMWATER TREATMENT MEASURE MEDALLION:** A circular medallion with a blue border and a white center. The border contains the text "STORMWATER TREATMENT MEASURE" and "ALL GREY COPY IS RAISED UNLESS INDICATED OTHERWISE". The center contains a blue fish icon. A section view shows a cross-section of the medallion with a 0.187" height, a 0.187" corner radius, and a 0.187" embossing height. Notes specify that the medallion must be made of nonreflective blue or green material, be affixed to a clean prepared surface with adhesive fasteners or heat, and must include the words "STORMWATER TREATMENT MEASURE - DO NOT ALTER OR REMOVE" and be weatherproof. It also states that the medallion shall be installed at each curb opening location or 10' apart if multiple curb openings exist, and if there are no curb openings, it shall be placed 10' apart. For information only, it mentions that the medallion part # STD-1023-SSPS can be purchased through Almetex Industries, Inc. (www.almatex.com or call 800-246-0286), but the contractor may purchase from any source subject to review and approval from the City of San Jose Environmental Services Department at (408) 946-3800 for more info.
- BIORETENTION DETAIL ATTACHED OR DETACHED SIDEWALK NO PARKING - SIDEWALK ADJACENT TO BASIN:** A cross-section drawing showing a bioretention basin. It includes a 18" bio-treatment soil mix (BSM) layer, a 4" wide bioretention section, a 12" min. of class II permeable rock for caltrans specifications, a concrete retaining structure, an impermeable waterproof liner, and a native soil compact to 95%. Notes specify that the placement of bioretention soil mix shall be constructed under the observation of the soils engineer, and that the soil at the bottom of the retention area shall have a minimum percolation rate of 5 inches/hour and a maximum rate of 10 inches/hour. It also states that in-site testing shall be performed by the soils engineer before and after soil installation to verify percolation rate. Curb openings shall not be located adjacent to overflow riser structures. Cleanouts shall include long sweep fittings.
- CURB OPENING DETAILS:** Three cross-section drawings showing different curb opening configurations: Profile 1 (N.T.S.), Profile 2 (N.T.S.), and Profile 3 (N.T.S.). They show a curb opening at the low point or end of a sub-basin, a curb opening at an intermediate point, and a curb opening at a high point. Notes specify that the detail is for curb opening details only, that curb openings shall be spaced at a minimum 10' intervals and shall not be located adjacent to overflow riser structures, and that the slope opening to drain towards basin.

REVISIONS

NO.	DATE	BY	CS
1			
2			
3			
4			
5			

APPROVED

City of San Jose Planning Division

By: [Signature]

File Number: J025-021-T25-017

Date: 03/25/20

DEVELOPER:

CITY CONNECT

1018 LINCOLN AVE

SAN JOSE, CA 95125

PREPARED BY:

STERLING CONSULTANTS

46560 FREMONT BOULEVARD, SUITE NO. 205

FREMONT, CA 94538

lucifengong@gmail.com

PHONE: 510-344-8856

TENTATIVE TRACT MAP

COTTLE HOMES - H25-021 & T25-17

PRELIMINARY STORMWATER CONTROL DETAILS

SAN JOSE, CALIFORNIA

Designed: KCT (October 2024) Date: 10/29/2024

Project No.:

SHEET

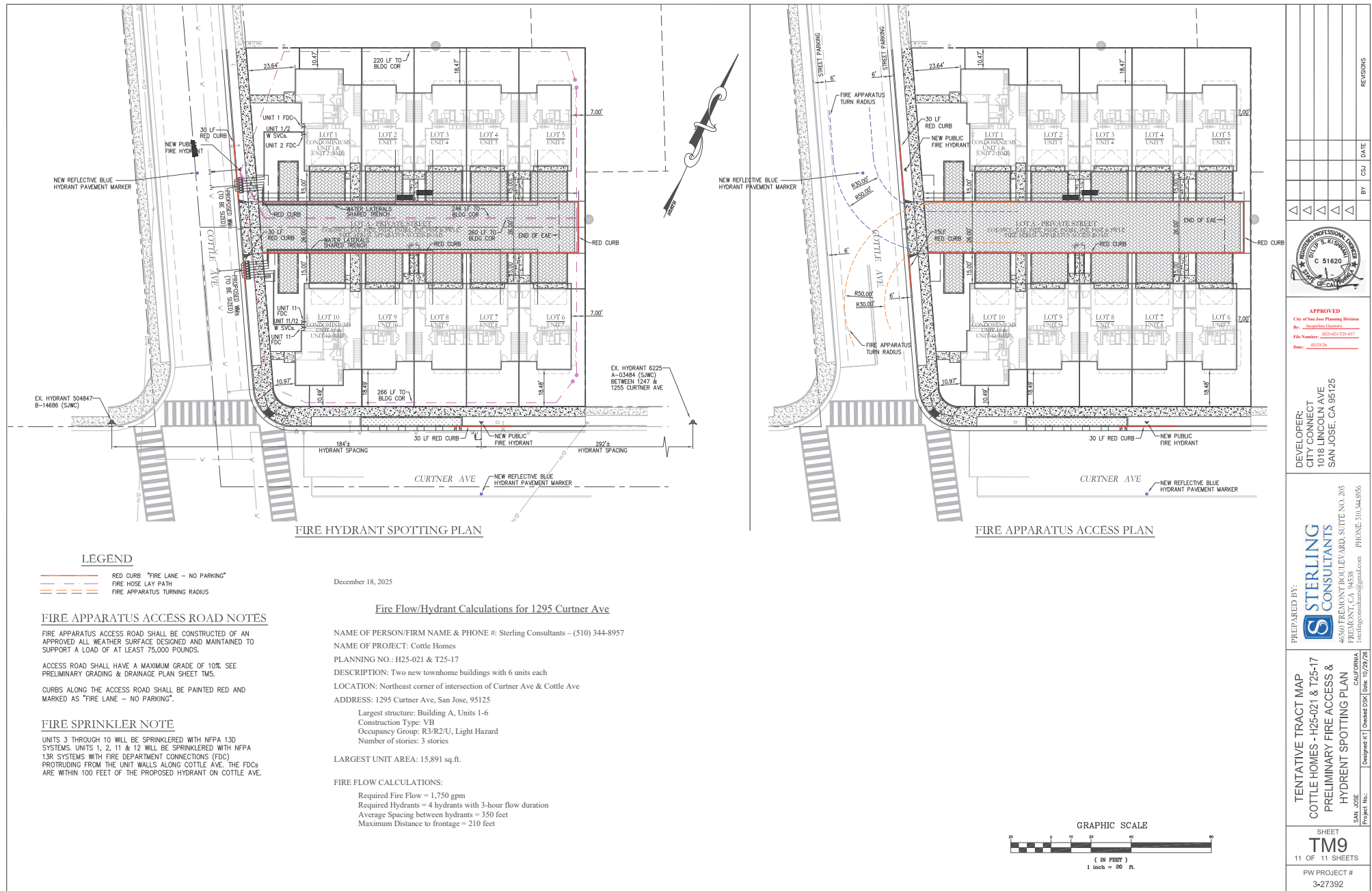
TM8.2

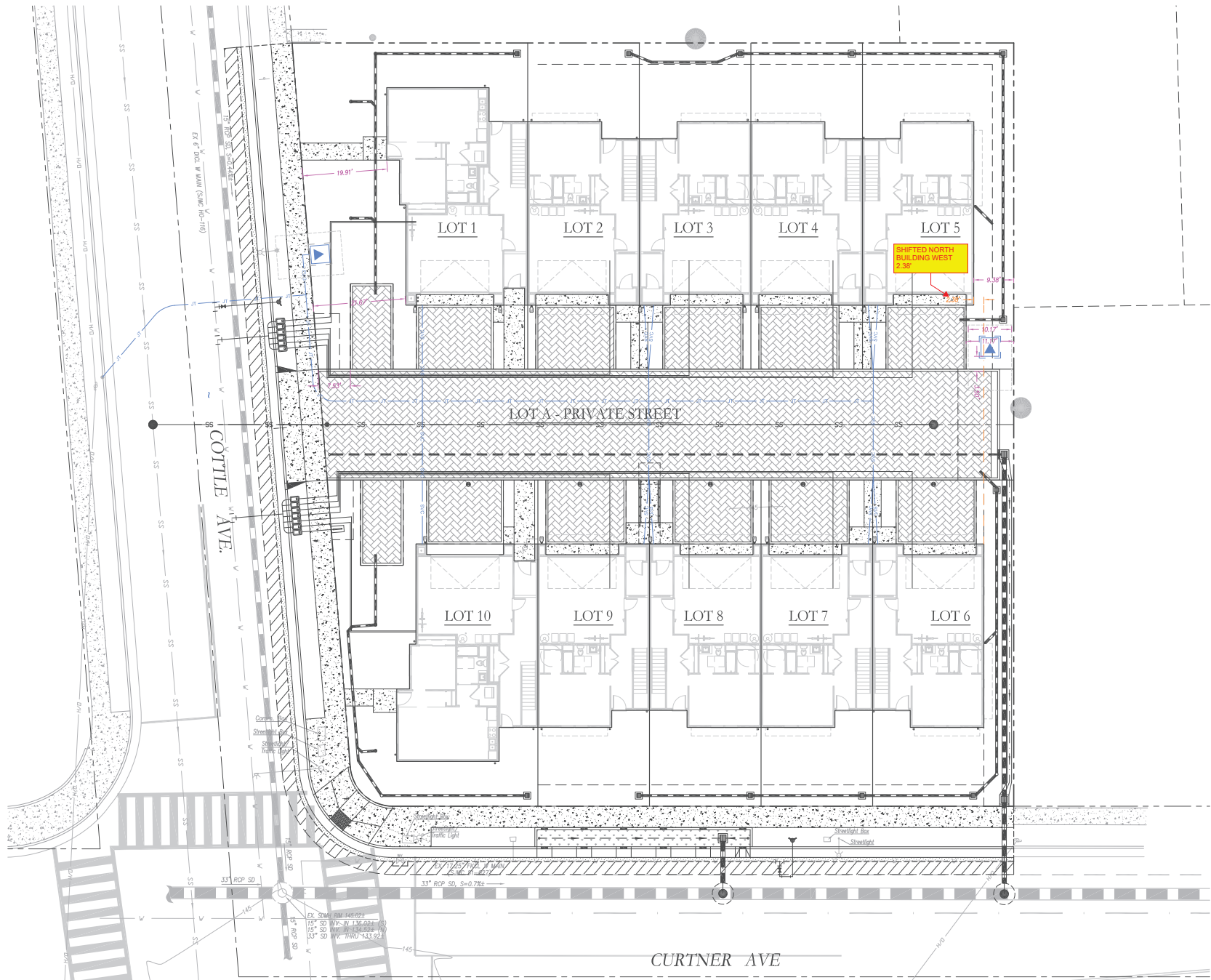
10 OF 11 SHEETS

PW PROJECT #

3-27392

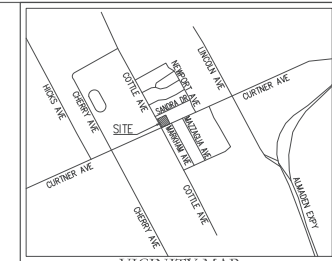
Attachment E: Permit Plan Set





TENTATIVE TRACT MAP 1295 CURTNER AVE

CITY OF SAN JOSE SANTA CLARA COUNTY CALIFORNIA



PROJECT GENERAL NOTES:

- OWNER: STEPHEN N. DOMERO AND JANET FISHTOM DOMERO, AS TRUSTEES OF THE DOMERO 2024 REVOCABLE TRUST
- APPLICANT/DEVELOPER: CITY CONNECT
1030 LINCOLN AVE
SAN JOSE, CA 95125
- CIVIL ENGINEER: STERLING CONSULTANTS
4650 FREMONT BLVD, SUITE 205
FREMONT, CA 94538
CONTACT: DILP S. KISHAN, P.E., CSD
TEL: 408-765-3633
- ARCHITECT: HUNT HALE JONES
CONTACT: BOB MERSON
TEL: 415-568-3843
- LANDSCAPE ARCHITECT: THOMAS H. PHELPS
PO BOX 170129
BOISE, ID 83717
TEL: 208-906-1300
- SOILS ENGINEER: TBD
- APN: 439-06-042
- EXISTING LAND USE: RESIDENTIAL
- PROPOSED LAND USE: RESIDENTIAL
- SITE AREA: 28,979.59 SQ.FT. (0.6653 ACRES)
- NUMBER OF LOTS: 10 LOTS, 1 COMMON AREA, 12 UNITS
- GENERAL PLAN: RESIDENTIAL NEIGHBORHOOD (RN)
- EXISTING ZONING: SINGLE-FAMILY RESIDENTIAL (R-1-B)
- PROPOSED ZONING: SINGLE-FAMILY RESIDENTIAL (R-1-B)
- WATER SYSTEM: SAN JOSE WATER COMPANY
- SEWER SYSTEM: CITY OF SAN JOSE
- STORM DRAIN SYSTEM: CITY OF SAN JOSE
- GAS & ELECTRIC: PACIFIC GAS & ELECTRIC (P.G.&E.)
- CABLE: AT&T CABLE / COMCAST CABLE
- TOPOGRAPHY: EXISTING TOPOGRAPHY IS BASED ON A FIELD SURVEY DONE BY STERLING CONSULTANTS IN FEBRUARY 2025.
- BOUNDARY: BOUNDARY AS SHOWN IS BASED ON A FIELD SURVEY DONE BY STERLING CONSULTANTS IN FEBRUARY 2025.
- STREETS: ACCESS TO THE PROPOSED LOTS IS THROUGH A PRIVATE STREET FROM COTTLE AVE.
- FLOOD ZONE: PANEL NO. 060850242H
99% OF SITE IS IN ZONE D. THE SOUTHEAST CORNER IS IN ZONE AO (DEPTH 1 FOOT)
- GRADING: PRELIMINARY GRADES FOR THE PROPOSED SUBDIVISION ARE SHOWN ON SHEET TM-5.
- DIMENSIONS: LOT DIMENSIONS (KNOWN TO NEAREST TENTH OF A FOOT) AND AREAS SHOWN HEREIN ARE APPROXIMATE AND SUBJECT TO MINOR CHANGES DURING FINAL DESIGN.
- CONTOURS: EXISTING CONTOURS ARE SHOWN.
- UTILITIES: ALL PROPOSED UTILITIES SHALL BE PLACED UNDERGROUND. ALL STORM DRAINS, SANITARY SEWERS AND WATER MAINS SHALL ADHERE TO MINIMUM SIZES & SLOPES PER THE GOVERNING AGENCIES.
- STORMWATER: C-3 COMPLIANCE WILL BE MET THROUGH THE PERVIOUS PAVEMENT DRIVEWAY WITH STORAGE LAYER SECTION DESIGNED TO STORE AND INFILTRATE THE C-3.4 AMOUNT OF RUNOFF FOR THE PROJECT'S ONSITE INFILTRATION AREA.
- MONUMENTS: DEVELOPER SHALL INSTALL IRON PIPES AT PROPERTY CORNERS AND STREET MONUMENTS PER APPROVED FINAL MAP TO THE SATISFACTION OF THE CITY ENGINEER.
- FIRE SPRINKLERS: FIRE SPRINKLER SYSTEM WILL BE PROVIDED AND INSTALLED PER NFPA 130 2016 EDITION STANDARD.
- STREET TREES: THIS SUBDIVISION WILL CONFORM TO THE STREET TREE PLAN OF THE CITY OF SAN JOSE.
- PRIVATE STREET NAME: PRIVATE STREET WILL BE NAMED ACCORDING TO CITY COUNCIL POLICY 6-5 AND CHOSEN NAME WILL BE APPROVED BY THE CITY PLANNING DEPARTMENT.
- PARKLAND DEDICATION: 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



APPROVED
City of San Jose Planning Division
By: *Jacqueline Cisneros*
File Number: 402-403725-001
Date: 4/23/25

DEVELOPER:
CITY CONNECT
1018 LINCOLN AVE
SAN JOSE, CA 95125

PREPARED BY:
STERLING CONSULTANTS
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TENTATIVE TRACT MAP
COTTLE HOMES - H25-021 & T25-17
PROPOSED SUBDIVISION PLAN,
VICINITY MAP & NOTES

SHEET
TM.1.1
1 OF 11 SHEETS

PW PROJECT #
3-27392

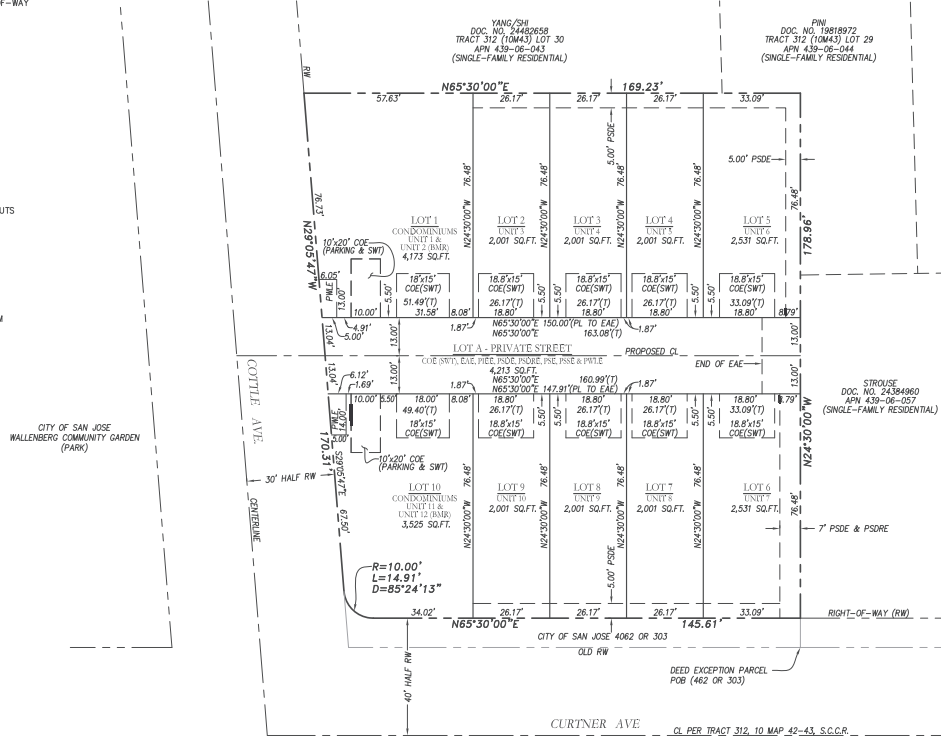
LEGEND

SYMBOL DESCRIPTION

EXISTING	PROPOSED	
		HINGE LINE/TOP/TOE
		CONCRETE V-DITCH
		GRADED SWALE
		CONTOUR LINES
		DAYLIGHT LINE/LIMIT OF GRADING
		PROPERTY LINE / BOUNDARY / RIGHT-OF-WAY
		EASEMENT LINE
		CENTERLINE (E)
		FENCE (CHAIN LINK)
		DRIVEWAY
		CURB, GUTTER & SIDEWALK
		RETAINING WALL (AS DESCRIBED) w/ SUB-DRAIN
		CITY STANDARD BARRICADE
		WATER LINE AND VALVE
		SANITARY SEWER LINE AND MANHOLE OR CLEANOUT
		STORM DRAIN LINE AND MANHOLE
		4\"/>
		WATER LATERAL / METER
		SANITARY SEWER CLEANOUT (SSCO)
		AREA DRAIN WITH SUMP BOTTOM (NDS 1212 OR APPROVED EQUAL)
		FLAT DRAIN INLET AS SPECIFIED
		FIRE HYDRANT
		STREETLIGHT STANDARD WITH MAST ARM AND LUMINAIRE (ELECTROLIER)
		PULL BOX (AS NOTED)
		ELECTRICAL CONDUIT
		GAS MAIN
		TELEPHONE CONDUIT
		STREET MONUMENT
		BOLLARD
		JOINT POLE w/ GUY ANCHOR
		PERCENT GRADE
		VERTICAL GRADE BREAK (PROFILE)
		BIO-RETENTION AREA NUMBER
		TREE

ABBREVIATIONS

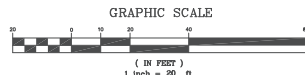
AB	AGGREGATE BASE	N/B	NORTH BOUND
AC	ASPHALT CONCRETE	P	PAV
BC	BEIN CURVE	PL	P/L
BM	BENCHMARK	POC	POINT OF COMPOUND CURVATURE
BMP	BEST MANAGEMENT PRACTICE	PPF	PERFORATED
BOT	BOTTOM	PIE	PRIVATE INGRESS & EGRESS EASEMENT
BSW	BACK OF SIDEWALK	PRC	POINT OF REVERSE CURVATURE
BVC	BEIN VERTICAL CURVE	PROJ	PROJECTED
BW	BOTTOM OF WALL (EXPOSED)	PSDE	PRIVATE STORM DRAIN EASEMENT
CL	CENTER LINE	PSRE	PRIVATE STORM DRAIN RELEASE EASEMENT
CB	CATCH BASIN	PSE	PRIVATE SANITARY SEWER EASEMENT
CD	CLEAN OUT	PWLE	PRIVATE WATER LINE EASEMENT
COE	COVENANT OF EASEMENT	R=	RADIUS OF CURVE
CR	CURB RETURN	Δ=	INCLUDED ANGLE OF CURVE
DI	DRAIN INLET	L=	ARC LENGTH OF CURVE
DS	ROOF DOWN SPOUT	RCP	REINFORCED CONCRETE PIPE
EC	END CURVE	RM	RIGHT OF WAY
EL	ELEVATION	R/W	RIGHT OF WAY
EP	EDGE OF PAVEMENT	S	SLOPE
EAC	EMERGENCY ACCESS EASEMENT	S/B	SOUTH BOUND
EX	EXISTING	SD	STORM DRAIN
EW	EMERGENCY WHEEL ACCESS EASEMENT	SOCO	STORM DRAIN CLEANOUT
FC, F/C	FACE OF CURB	SDC	STORM DRAIN EASEMENT
FDC	FIRE DEPARTMENT CONNECTION	SDMH	STORM DRAIN MANHOLE
FF	FINISHED FLOOR	SE	SIDEWALK EASEMENT
FG	FINISHED GRADE	SF	SQUARE FEET
FI	FIRE HYDRANT	SO	SIDE OPENING
FL	FLOW LINE	SS	SANITARY SEWER
FOG	FOG LINE (WHITE STRIPE)	SSS	SANITARY SEWER EASEMENT
GB	GRADE BREAK	SSCO	SANITARY SEWER CLEANOUT
GI	GRADE INTERCEPTOR	SSMH	SANITARY SEWER MANHOLE
GM	GAS METER	STD	STANDARD
GR	GRATE ELEVATION	SWT	STORMWATER TREATMENT
HP	HIGH POINT	(T)	TOTAL
IRR	IRRIGATION	TB	TOP OF BERM
JT	JOINT TRENCH	TC	TOP OF CURB
LF	LINEAL FEET	TCM	TREATMENT CONTROL MEASURE
LP	UP OF GUTTER	TW	TOP OF WALL
LP	LOW POINT	TYP	TYPICAL
MAX	MAXIMUM	VC	VERTICAL CURVE
MH	MANHOLE	W	WATER LINE
		WM	WATER METER



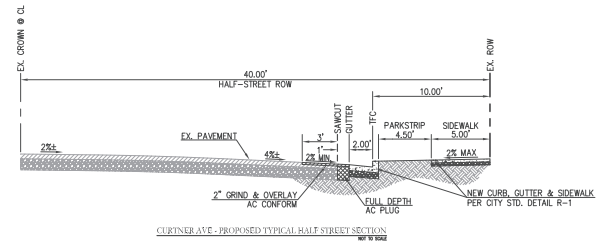
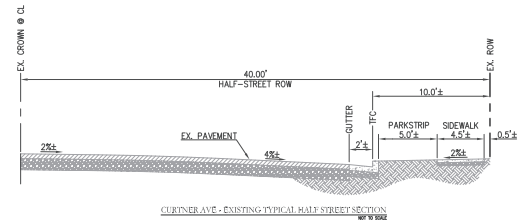
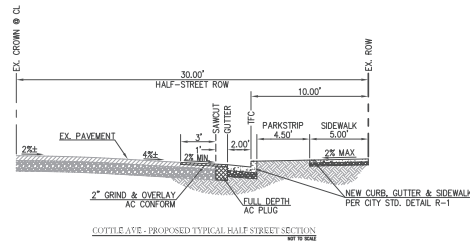
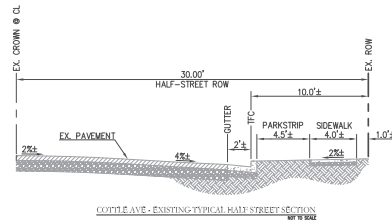
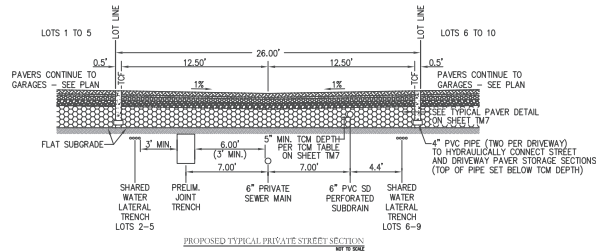
SHEET INDEX

SHEET NO.	DESCRIPTION
TM.1	PROPOSED SUBDIVISION PLAN, VICINITY MAP & NOTES
TM.2	TYPICAL STREET SECTIONS
TM.3	SITE PHOTOGRAPHS
TM.4	BOUNDARY & TOPOGRAPHIC SURVEY
TM.5	PRELIMINARY DEMOLITION PLAN
TM.6	PRELIMINARY GRADING & DRAINAGE PLAN
TM.7	PRELIMINARY UTILITY PLAN
TM.8	PRELIMINARY STORMWATER CONTROL PLAN
TM.9	PRELIMINARY STORMWATER CONTROL DETAILS
TM.10	PRELIMINARY STORMWATER CONTROL DETAILS
TM.11	PRELIMINARY FIRE FLOW CALCULATIONS & ACCESS PLAN

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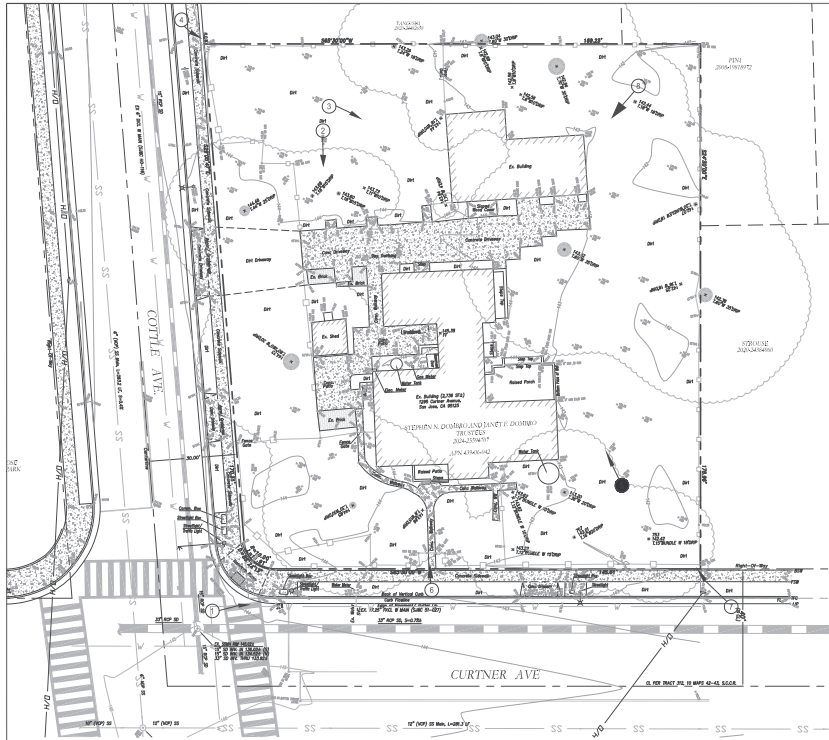
Attachment E: Permit Plan Set



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REVISIONS	
BY	DATE
APPROVED City of San Jose Planning Division By: <u>Jacqueline Chien</u> File Number: <u>2024-001732-001</u> Date: <u>09/25/24</u>	
DEVELOPER: CITY CONNECT 1018 LINCOLN AVE SAN JOSE, CA 95125	
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TENTATIVE TRACT MAP COTTLE HOMES - H25-021 & T25-17 PROPOSED SUBDIVISION PLAN, VINCINITY MAP & NOTES SHEET TM1.2 2 OF 11 SHEETS PW PROJECT # 3-27392	

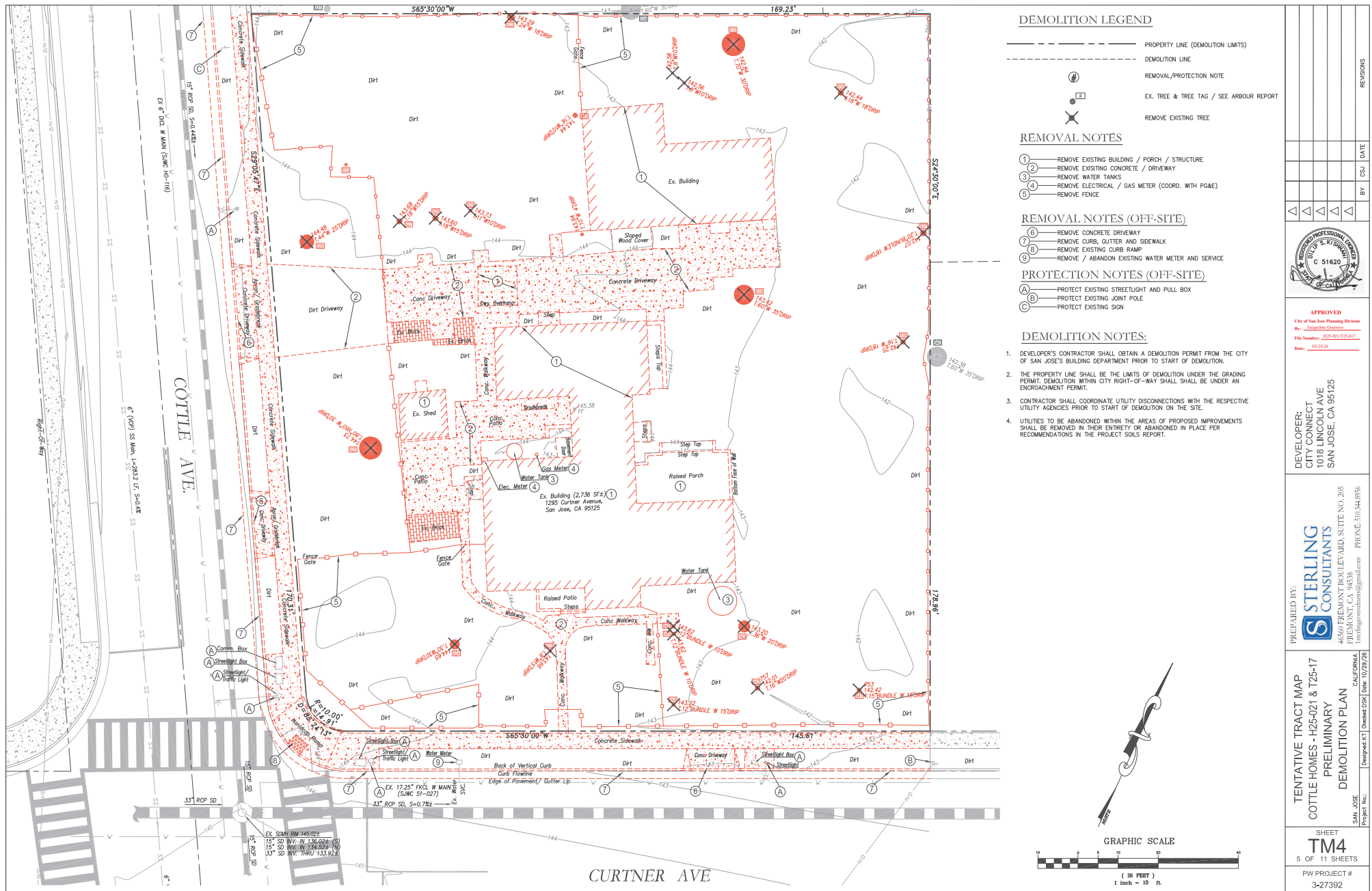
Attachment E: Permit Plan Set

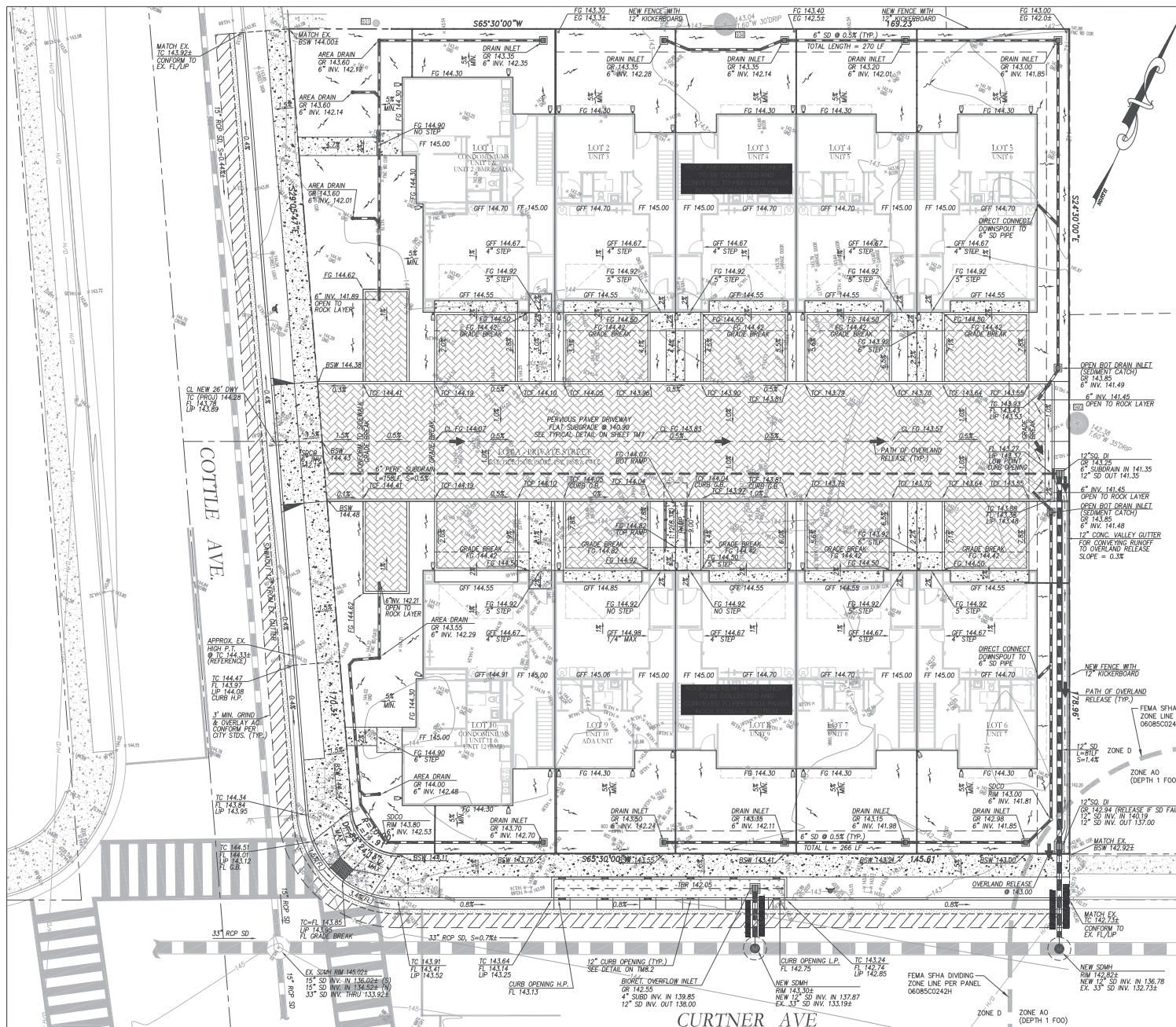


REVISIONS	
BY	DATE
CSJ	
BY	DATE
CSJ	
BY	DATE
CSJ	
APPROVED City of San Jose Planning Division By: <u>Stephanie Graham</u> File Number: <u>1625-051725-001</u> Date: <u>01/25/26</u>	
DEVELOPER: CITY CONNECT 1018 LINCOLN AVE SAN JOSE, CA 95125	
PREPARED BY: STERLING CONSULTANTS 46560 FREMONT BOULEVARD, SUITE NO. 205 FREMONT, CA 94538 Info@sterlingconsultants.com PHONE: 510.344.9556	
TENTATIVE TRACT MAP COTTLE HOMES - H25-021 & 725-17 SITE PHOTOGRAPHS SHEET TM2 3 OF 11 SHEETS PW PROJECT # 3-27392	

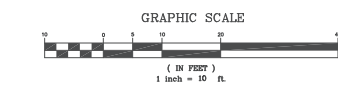
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TENTATIVE TRACT MAP COTTLE HOMES - H25-021 & T25-17 BOUNDARY & TOPOGRAPHIC SURVEY	SHEET TM3 4 OF 11 SHEETS		PW PROJECT 3-27392		PREPARED BY:  STERLING CONSULTANTS 46560 FREMONT BOULEVARD, SUITE NO. 205 FREMONT, CA. 94538 tsterlingconsultants@gmail.com PHONE: 510.344.8956	DEVELOPER: CITY CONNECT 1018 LINCOLN AVE SAN JOSE, CA 95125		APPROVED City of San Jose Planning Division By: <u>Jonathan Garmier</u> File Number: <u>893-021/T25-017</u> Date: <u>03/25/26</u>		REVISIONS				





- ### GRADING NOTES:
- SITE GRADING & ELEVATIONS SHALL ADHERE TO ALL RECOMMENDATIONS CONTAINED IN THE PROJECT GEOTECHNICAL REPORT.
 - ALL GRADES SHOWN ARE FINISHED GRADES, UNLESS OTHERWISE NOTED.
 - ALL CUT AND FILL SLOPES AT THE BOUNDARY LINES SHALL BE CONSTRUCTED IN SUCH A MANNER THAT ADJACENT FENCES WILL NOT BE DAMAGED. GRADING SHALL CONFORM AT BOUNDARY LINES.
 - ALL CUT SLOPES SHALL BE ROUNDED TO MEET EXISTING GRADES AND BLEND WITH SURROUNDING TOPOGRAPHY. ALL GRADED SLOPES OVER FIVE FEET IN HEIGHT SHALL BE PLANTED WITH SUITABLE GRASS COVER.
 - DURING GRADING OPERATIONS, THE CONTRACTOR SHALL IMPLEMENT DUST CONTROL MEASURES BOTH ON-SITE. STREETS SHALL BE SWEEP PER REQUIREMENTS SPECIFIED IN BLUEPRINT FOR CLEAN BAY.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF SAID GRADING QUANTITIES PRIOR TO THE START OF THE GRADING OPERATION. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR DISTRIBUTING ANY EXCESS MATERIAL OR SUPPLY MATERIAL FOR DEFICIENCIES TO BRING PAYMENT OR LOTS TO REQUIRED GRADE. CLARIFICATION OF GRADING SHALL BE DONE BY THE ENGINEER.
 - WASTEWATER GENERATED DURING CONSTRUCTION SHALL NOT BE DISCHARGED TO THE STORM DRAIN SYSTEM. THIS INCLUDES WASTE FROM PAINTING, SAWCUTTING, CONCRETE WORK, ETC. THE CONTRACTOR SHALL MAKE ARRANGEMENTS TO ELIMINATE DISCHARGES TO THE STORM DRAIN SYSTEM AND, IF NECESSARY, PROVIDE AN AREA FOR ON-SITE WASHING ACTIVITIES DURING CONSTRUCTION. MATERIALS WHICH COULD CONTAMINATE STORM RUNOFF SHALL BE STORED IN AREAS WHICH ARE DESIGNED TO PREVENT EXPOSURE TO RAINFALL AND TO NOT ALLOW STORM WATER TO RUN ONTO THE AREA.
 - WASTEWATER GENERATED DURING CONSTRUCTION SHALL NOT BE DISCHARGED TO THE STORM DRAIN SYSTEM. THIS INCLUDES WASTE FROM PAINTING, SAWCUTTING, CONCRETE WORK, ETC. THE CONTRACTOR SHALL MAKE ARRANGEMENTS TO ELIMINATE DISCHARGES TO THE STORM DRAIN SYSTEM AND, IF NECESSARY, PROVIDE AN AREA FOR ON-SITE WASHING ACTIVITIES DURING CONSTRUCTION. MATERIALS WHICH COULD CONTAMINATE STORM RUNOFF SHALL BE STORED IN AREAS WHICH ARE DESIGNED TO PREVENT EXPOSURE TO RAINFALL AND TO NOT ALLOW STORM WATER TO RUN ONTO THE AREA.
 - WHERE UNSTABLE OR UNSUITABLE MATERIALS ARE ENCOUNTERED DURING SUBGRADE PREPARATION, THE AREA IN QUESTION SHALL BE OVER EXCAVATED AND REPLACED BY SELECT BACKFILL MATERIAL AS NEEDED.
 - WHERE ABANDONED UNDERGROUND STRUCTURES ARE ENCOUNTERED IN THE STREET AREAS, REMOVE TO SUFFICIENT DEPTH TO ALLOW UNDERGROUND LINES TO CROSS, BACKFILL AND COMPACT DURING ROUGH GRADING. THE INSPECTOR MAY REQUIRE FURTHER WORK TO BE DONE IF VISUAL INSPECTION INDICATES SO DURING CONSTRUCTION.
 - PRIOR TO ANY GRADING, DEMOLITION OF THE SITE SHOULD BE COMPLETED. DEMOLITION SHOULD INCLUDE THE COMPLETE REMOVAL OF ALL SURFACE AND SUBSURFACE STRUCTURES. IF ANY OF THE FOLLOWING ARE ENCOUNTERED: TREE ROOT SYSTEMS, CONCRETE SEPTIC TANKS, GAS OR OIL TANKS, STORM INLETS, IRRIGATION PIPES, FOUNDATIONS, ASPHALT, DEBRIS AND TRASH, THESE ITEMS SHOULD BE REMOVED, WITH THE EXCEPTION OF ITEMS SPECIFIED BY THE OWNER FOR SALVAGE.
 - EARTHWORK QUANTITIES IF SHOWN ON THESE PLANS ARE APPROXIMATE ESTIMATED QUANTITIES AND ARE FURNISHED FOR THE CITY OF SAN JOSE'S INFORMATION ONLY. THE ACTUAL AMOUNT MAY VARY DEPENDING ON COMPACTION, CONSOLIDATION, STRIPPING AND THE CONTRACTOR'S METHOD OF OPERATION.
 - THE GROUND IMMEDIATELY ADJACENT TO THE FOUNDATION SHALL BE SLOPED AWAY FROM THE BUILDING AT A SLOPE OF 3% FOR A MINIMUM DISTANCE OF 10 FEET MEASURED PERPENDICULAR TO THE FACE OF THE WALL. IF PHYSICAL OBSTRUCTIONS OR LOT LINES PROHIBIT FEET OF HORIZONTAL DISTANCE, A 5% SLOPE SHALL BE PROVIDED TO AN APPROVED ALTERNATIVE METHOD OF DIVERTING WATER AWAY FROM THE FOUNDATION. IMPERVIOUS SURFACES WITHIN 10 FEET OF THE BUILDING FOUNDATION SHALL BE SLOPED A MINIMUM OF 2 PERCENT AWAY FROM THE BUILDING.
- ### PRELIM EARTHWORK SUMMARY
- MEASURED RAW CUT : 719 CY
 MEASURED RAW FILL : 351 CY
 ESTIMATED EXCESS: 368 CY
- APPROX 18 INCH THICK SLAB AND ROCK SECTION, 36 INCH PERVIOUS PAVING SECTION, AND 8 INCH CONCRETE SECTION.
- EARTHWORK QUANTITIES SHOWN HEREON ARE APPROXIMATE ONLY FOR ESTABLISHMENT OF FEES. CONTRACTORS SHALL BASE BID AND/OR CONTRACT AMOUNTS UPON THEIR OWN EARTHWORK ESTIMATES FOR COMPLETION OF THE WORK SHOWN HEREON, NOT ON THE QUANTITIES SHOWN ABOVE.
- QUANTITIES MAY CHANGE PRIOR TO GRADING BASED ON REQUIREMENTS OF ANY REMEDIAL WORK THAT MAY BE NEEDED OR ANY REMOVAL OF UNSUITABLE SOILS OR MATERIALS FROM THE SITE.
- NO ADJUSTMENTS HAVE BEEN MADE FOR SHRINK OR SWELL. QUANTITIES ABOVE DO NOT INCLUDE TRENCH REPAIR OR SPILLS.
- ### STRIPPING NOTES:
- ALL STRIPPING AND MARKINGS THAT CONFLICT WITH THE CONSTRUCTION SHALL BE REMOVED AND REPLACED TO THE SATISFACTION OF CITY OF SAN JOSE DEPARTMENT OF TRANSPORTATION.
 - DEVELOPER SHALL INSTALL A NEW HIGH-VISIBILITY YELLOW CONTINENTAL CROSSWALKS IN ADVANCE STOP LINE ACROSS SANDRA DRIVE AND COTTLE AVENUE.



REVISIONS	DATE	BY	CSJ

APPROVED
 City of San Jose Planning Division
 File Number: H25-02172-001
 Date: 01/25/24

DEVELOPER:
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 1018 LINCOLN AVE
 SAN JOSE, CA 95125

PREPARED BY:

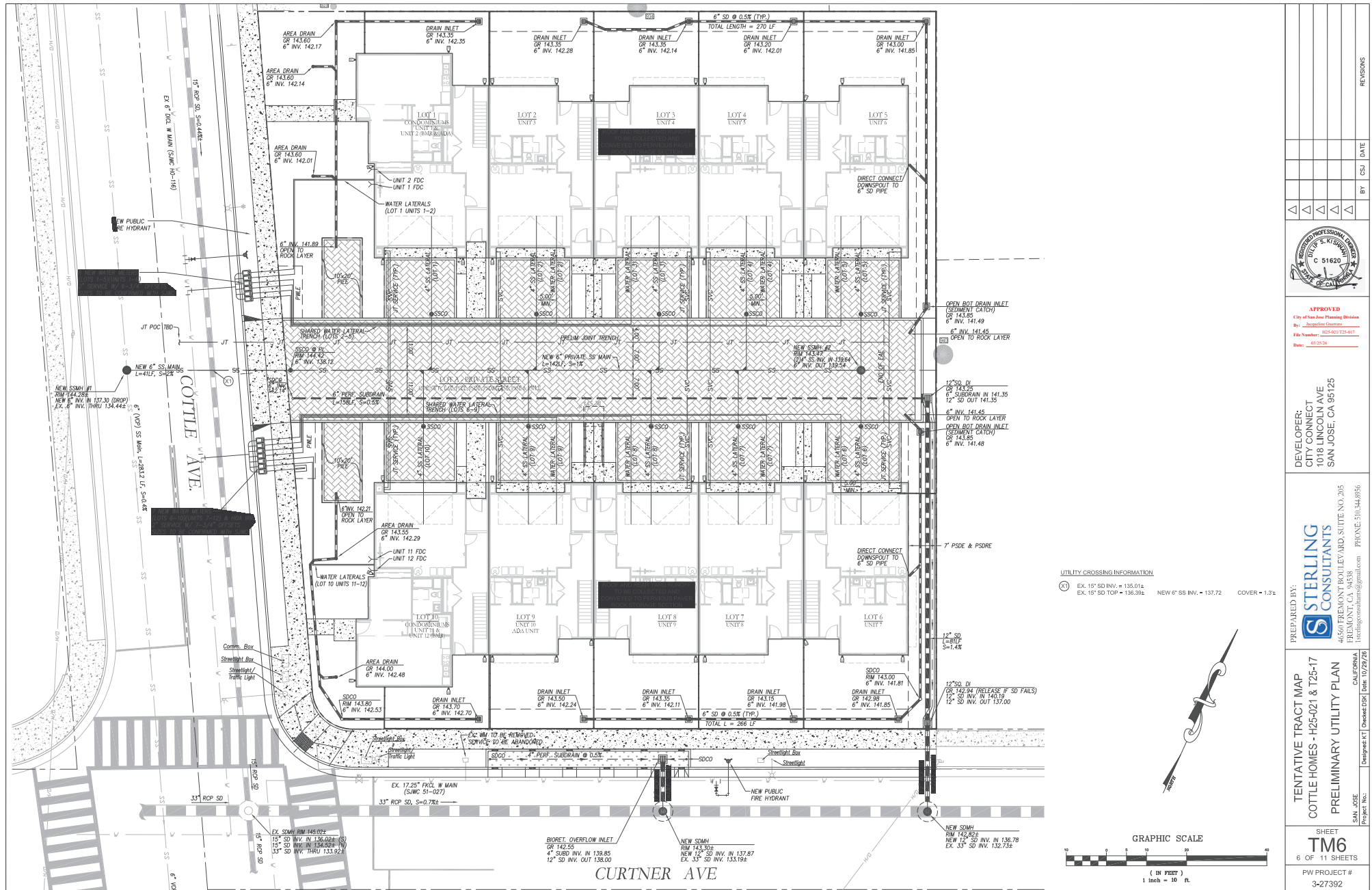
STERLING CONSULTANTS
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 Info@sterlingconsultants.com

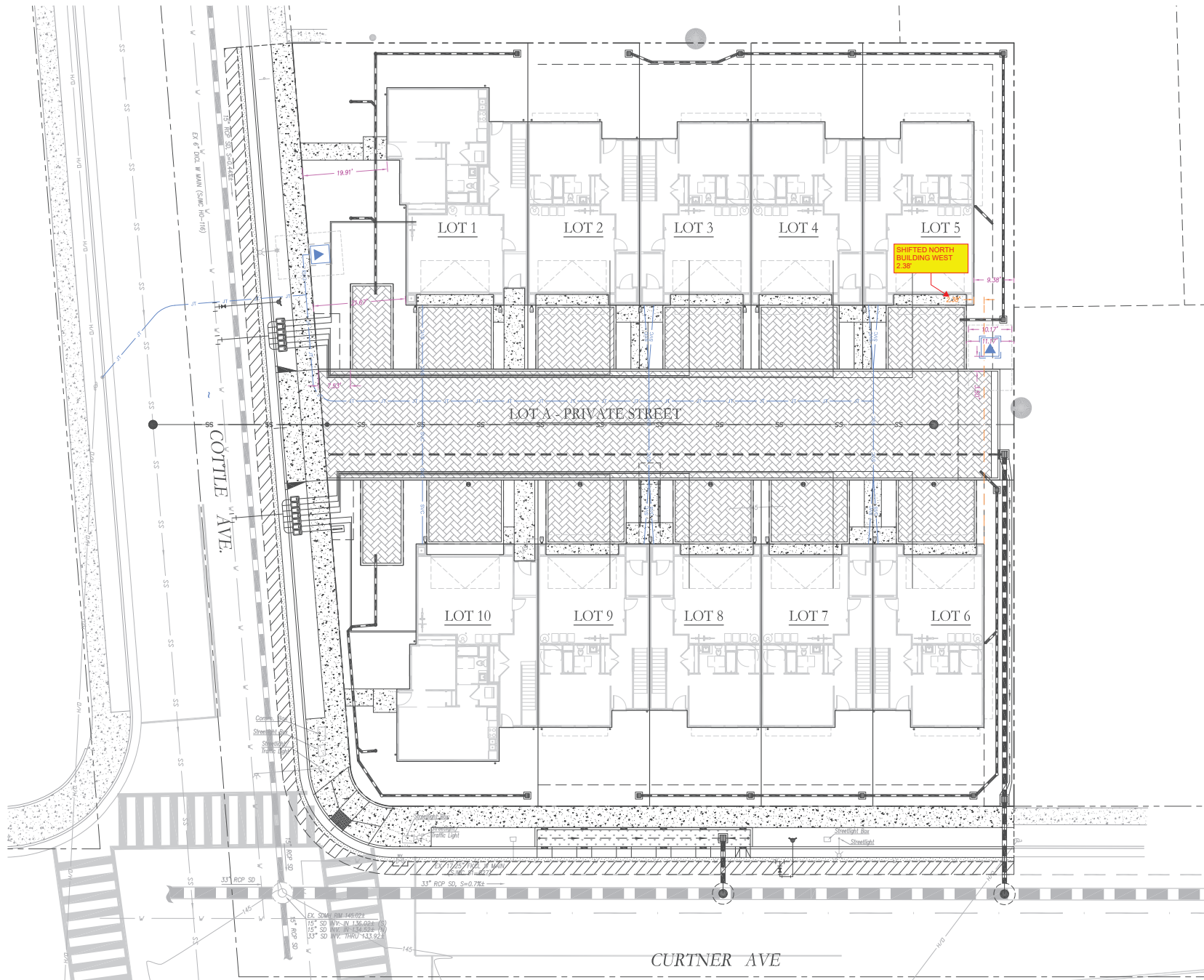
TENTATIVE TRACT MAP
 COTTLE HOMES - H25-0217 & 725-17
 PRELIMINARY GRADING &
 DRAINAGE PLAN

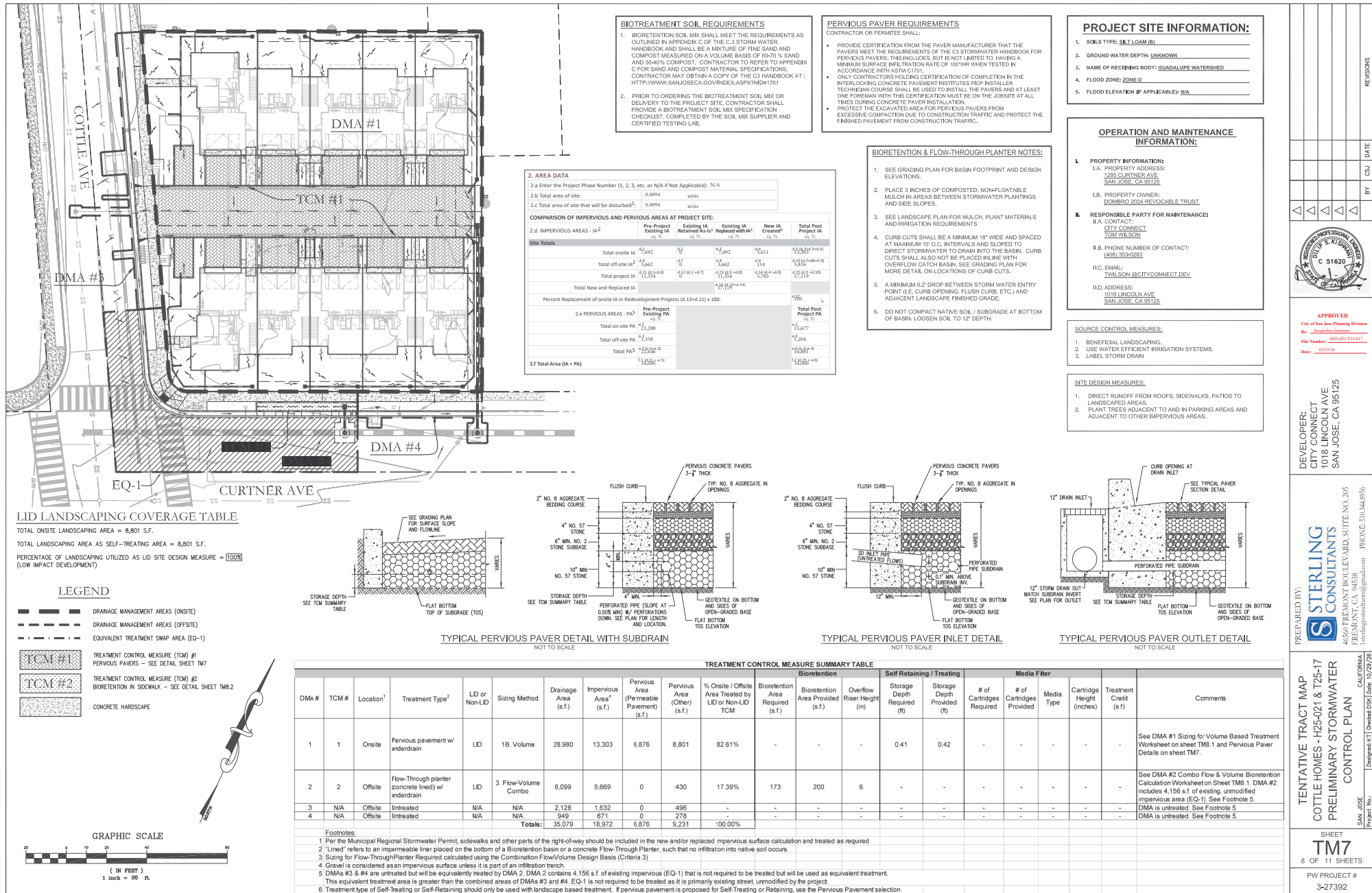
DATE: 01/25/24
 Project No.: [Redacted]
 Drawn by: [Redacted]
 Date: 10/29/23

SHEET
Tm5
 6 OF 11 SHEETS

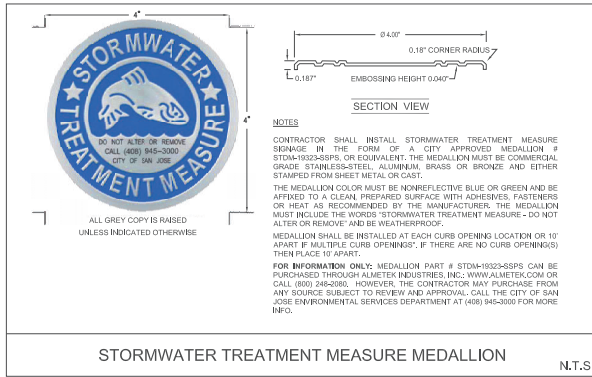
PW PROJECT #
 3-27392





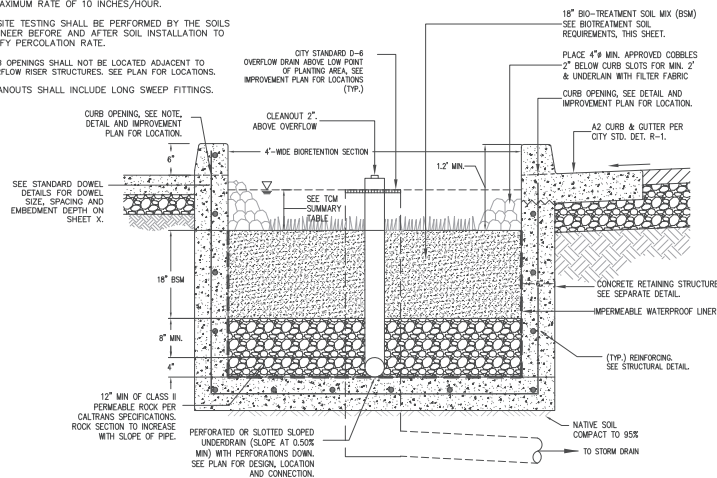


Attachment E: Permit Plan Set



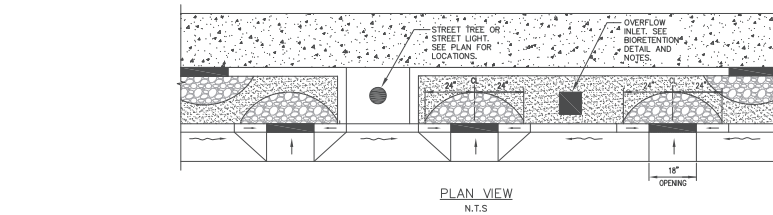
NOTES:

1. PLACEMENT OF BIOTREATMENT SOIL MIX SHALL BE CONSTRUCTED UNDER THE OBSERVATION OF THE SOILS ENGINEER.
2. SOIL AT BOTTOM OF RETENTION AREA SHALL HAVE A MINIMUM PERCOLATION RATE OF 5 INCHES/HOUR AND A MAXIMUM RATE OF 10 INCHES/HOUR.
3. IN-SITE TESTING SHALL BE PERFORMED BY THE SOILS ENGINEER BEFORE AND AFTER SOIL INSTALLATION TO VERIFY PERCOLATION RATE.
4. CURB OPENINGS SHALL NOT BE LOCATED ADJACENT TO OVERFLOW RISER STRUCTURES. SEE PLAN FOR LOCATIONS.
5. CLEANOUTS SHALL INCLUDE LONG SWEEP FITTINGS.



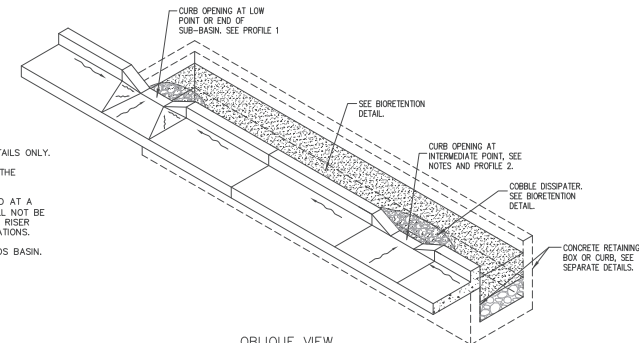
BIOTRETENTION DETAIL ATTACHED OR DETACHED SIDEWALK
NO PARKING - SIDEWALK ADJACENT TO BASIN

N.T.S.

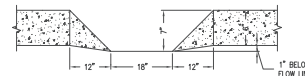


NOTES:

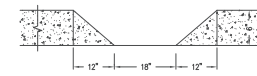
1. DETAIL IS FOR CURB OPENING DETAILS ONLY. REFER TO SEPARATE DETAILS FOR IMPROVEMENTS ASSOCIATED WITH THE BIOTRETENTION DESIGN.
2. CURB OPENINGS SHALL BE SPACED AT A MINIMUM 10' INTERVALS AND SHALL NOT BE LOCATED ADJACENT TO OVERFLOW RISER STRUCTURES. SEE PLAN FOR LOCATIONS.
3. SLOPE OPENING TO DRAIN TOWARDS BASIN.



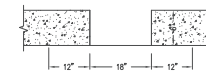
OBLIQUE VIEW
N.T.S.



PROFILE 1
N.T.S.



PROFILE 2
N.T.S.



PROFILE 3
N.T.S.

CURB OPENING DETAILS

N.T.S.

REVISIONS	DATE	BY	CSJ



APPROVED
City of San Jose Planning Division
By: Felicia S. Kirshenbaum
File Number: 853-451-123-4567
Date: 03/23/24

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TENTATIVE TRACT MAP
COTTLE HOMES - H25-021 & 725-17
PRELIMINARY STORMWATER
CONTROL DETAILS
DATE: 03/23/24
Project No.: [Redacted]

SHEET
TM8.2
10 OF 11 SHEETS

PW PROJECT #
3-27392

Attachment E: Permit Plan Set

