P.C. Agenda: 12-12-12
Item: 3.c.

STAFF REPORT

PLANNING COMMISSION

FILE NO.: PD12-014 **Submitted: October 26, 2012**

PROJECT DESCRIPTION:

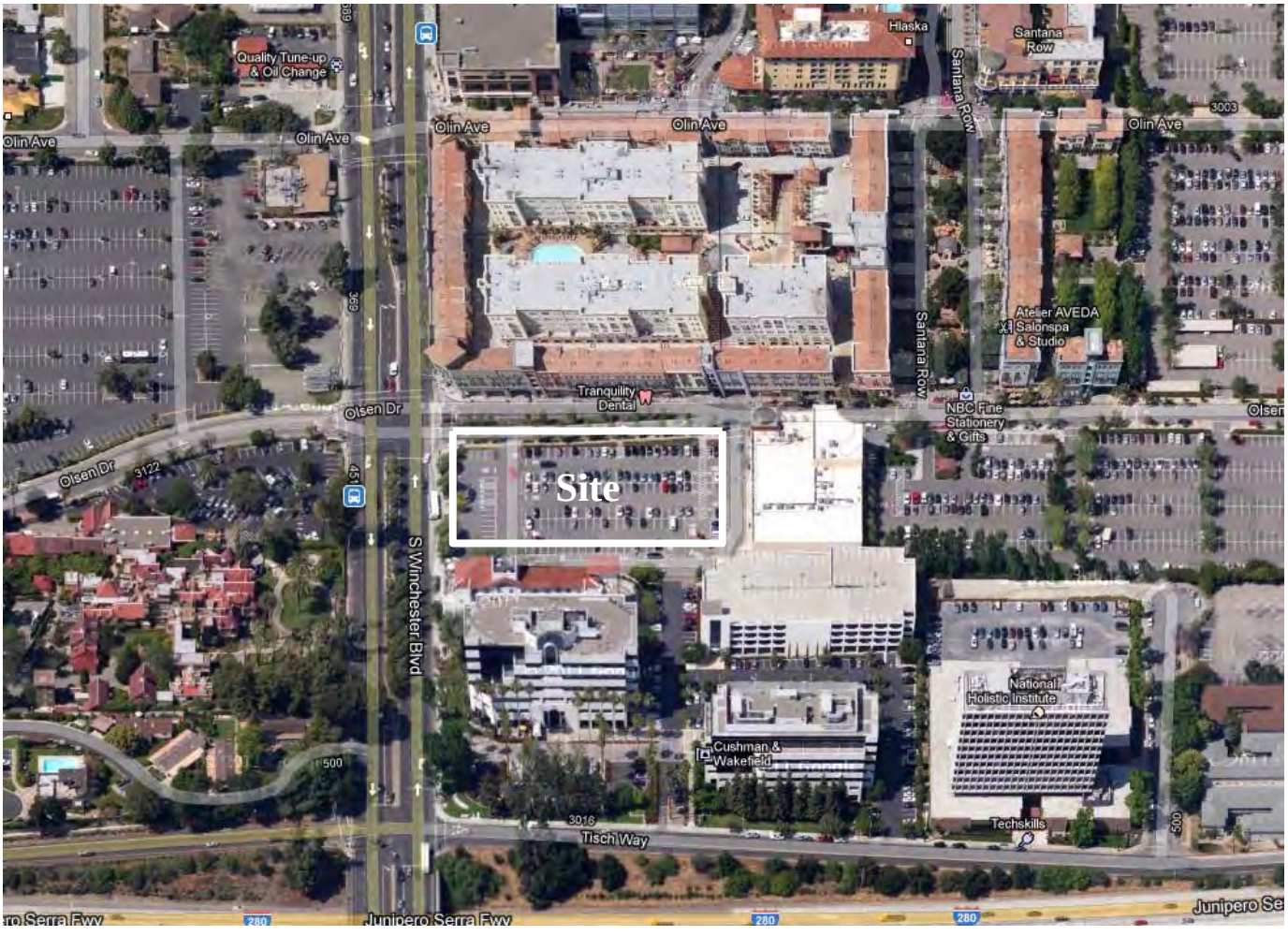
Appeal of the Director's decision to approve a Planned Development Permit to allow for the replacement an existing surface parking lot with the construction of a new 229,794 square foot office/commercial building with a below-grade parking structure on the subject 1.89 gross acre site.

Zoning	A(PD) Planned Development
General Plan	Regional Commercial
Council District	6
Annexation Date	February 18,1954 (Maypark No. 1)
Historic Resource	NA
Redevelopment Area	NA
Specific Plan	NA

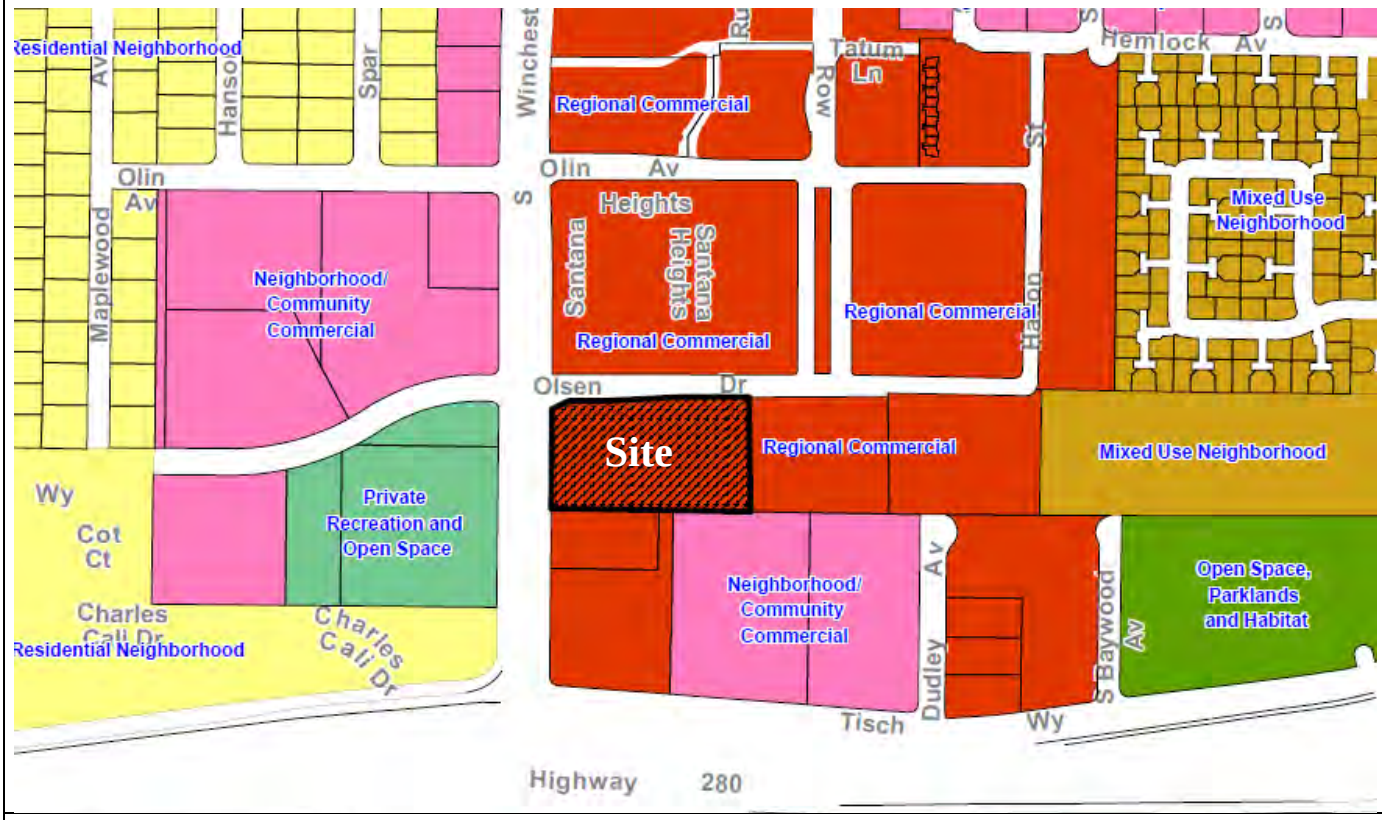
LOCATION:

Southeast corner of Winchester Boulevard and Olsen Drive (Santana Row) (3090 Olsen Drive)

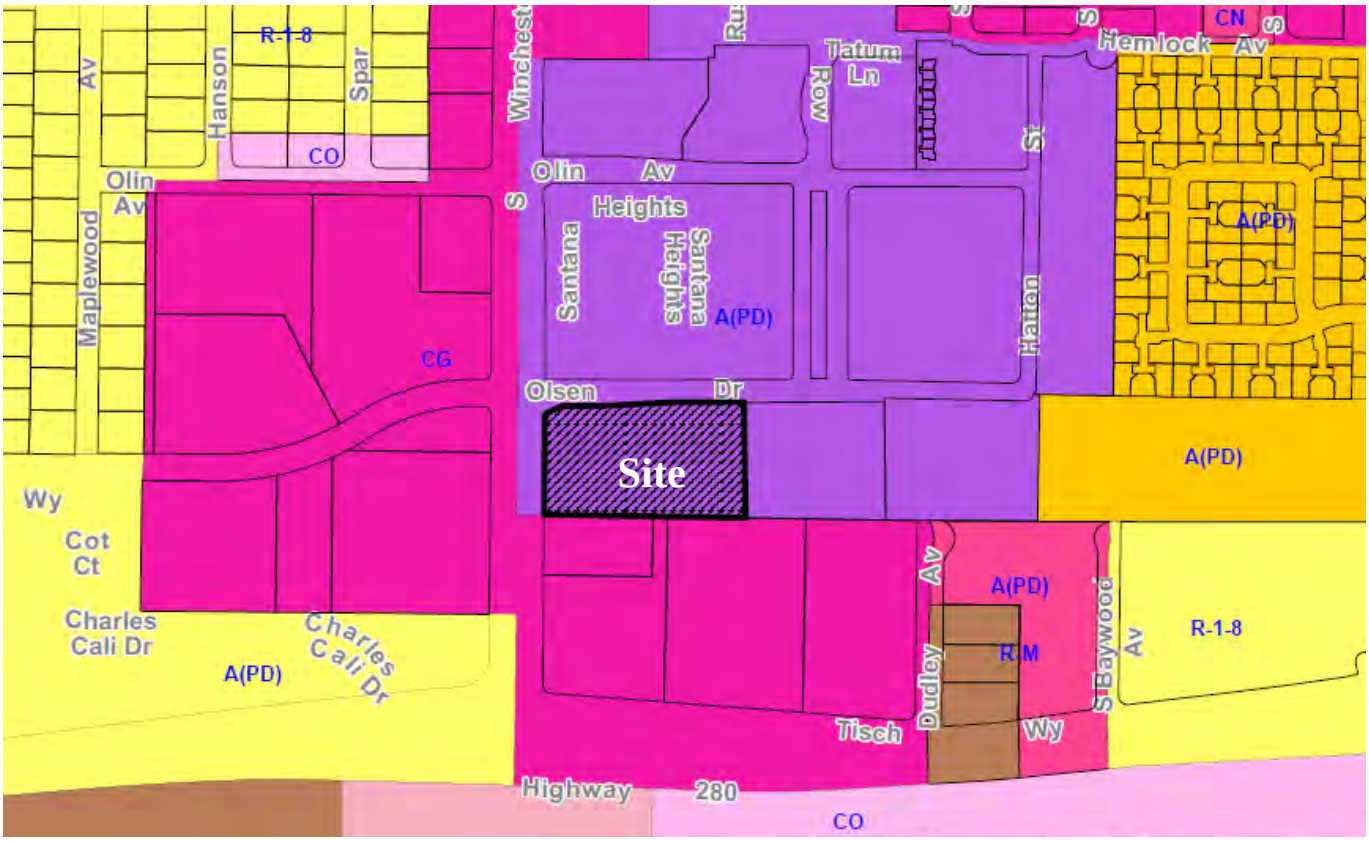
Aerial Map N



GENERAL PLAN



ZONING



RECOMMENDATION

Planning staff recommends that the Planning Commission uphold the Director's decision to approve a Planned Development Permit to allow for the demolition of an existing surface parking lot and the construction of a new 229,794 square foot office building, including a 1,500 square foot ground floor commercial tenant space, and a below grade parking structure on the subject 1.89 gross acre site for the following reasons:

1. The Planned Development Permit, as conditioned, furthers the policies of the General Plan in that, the rezoning under File No. PDC12-009 was found consistent with the site's San Jose 2040 General Plan Land Use/Transportation Diagram land use designation of Regional Commercial in that the General Plan supports intensification and urbanization of Regional Commercial areas in order to promote increased commercial activity and more walkable, urban environments in Regional Commercial districts. Further, the Planned Development Permit is also consistent with the intent of the Focused Growth Major Strategy, which focuses new growth into areas of San José that will enable the achievement of City goals for economic growth, fiscal sustainability and environmental stewardship and support the development of new, attractive urban neighborhoods. The subject site is within an existing urban mixed use area and the project will intensify commercial uses.

2. The Planned Development Permit, as issued, conforms in all respects to the Planned Development Zoning (File No. PDC12-009) for the property in that the proposed project conforms to the approved General Development Plan and Development Standards that were adopted by the City Council with Ordinance No**.** 29118, on August 21, 2012.

3. The environmental impacts of the project for the purposes of the California Environmental Quality Act (CEQA) will not have an unacceptable negative effect on adjacent property or properties. Any potential negative effects on adjacent property or properties have been addressed in that the Mitigated Negative Declaration adopted for File No. PDC12-009 on August 7, 2012 addressed the environmental impacts of this project and determined that the project will not result in any reasonably foreseeable environmental impacts. A Mitigation Monitoring and Reporting Program was adopted for this project and mitigation measures were made a condition of the approval of the project.

BACKGROUND & DESCRIPTION

On October 20, 2012, Philip and Peggy Koen filed a permit appeal of Planned Development Permit, File No. PD12-014, which allows for the construction of a new 229,794 square foot office/commercial building with a below-grade parking structure on the subject 1.89 gross acre site, Lot 11, within the Santana Row Development, located at the southeast corner of Winchester and Olsen Drive (3090 Olsen Drive).

The subject Planned Development Permit was approved by the Director of Planning, Building, and Code Enforcement on October 26, 2012. The Director found the Permit to be consistent with, and within the scope of, the site's approved Planned Development Zoning and environmental clearance.

Development History

The Santana Row project was originally approved by the City Council in 1998 (File No. PDCSH97-06-036) and has been subsequently rezoned seven (7) times, most recently in August of 2012 (File No. PDC12-009). Prior to the most recent rezoning, the site was previously rezoned in 2008 (File No. PDC07-095).

The project as originally approved allowed for a mixed use development on a 38.8 acre site with 650,000 square feet of commercial uses (including offices and a movie theater), 1,200 residential units, and two (2) hotels. This original zoning also included the extension of Hatton Street from within Santana Row out to Tisch Way at the southern end of the development. This street connection is required in order to better distribute traffic within the surrounding area to meet the Level of Service (LOS) requirements of the City's Transportation Policy. The subsequent rezonings allowed for an expansion of the site area to its current 40.78 gross acre size and additional commercial uses, including hotel rooms, but the elimination of the second hotel, additional residential units, a reduction in minimum building setbacks along the perimeter of the site, and modifications to the operating hours for health club uses.

On April 4, 2012, FRIT San Jose Town and Country, LLC (Federal Realty), simultaneously applied for a Planned Development Rezoning and Planned Development Permit for the subject site. The Planned Development Rezoning applied to the overall 40.78 gross acre Santana Row development site and the Planned Development Permit was specifically to effectuate the rezoning and to allow for the construction of a 229,794 square foot office/commercial building on Lot 11, located at the southwest corner of Winchester Boulevard and Olsen Drive, within Santana Row.

At a public hearing on July 25, 2012, the Planning Commission voted 6-0-1 (Commissioner Yob recused) to recommend that the City Council approve the proposed Planned Development Rezoning (File No. PDC12-009) of Santana Row. On August 21, 2012, the City Council approved the seventh rezoning (File No. PDC12-009) of Santana Row by adopting Ordinance No. 29118 with a unanimous vote. This rezoning allowed for the maximum gross floor area for all commercial uses to be increased from the previous rezoning's maximum of 832,500 square feet to 937,500 square feet. Of the total commercial square footage, at least 100,000 square feet will be for office uses, and restaurant and drinking establishment uses shall not exceed a total of 145,200 square feet. This rezoning also allowed for the retail sales of automobiles as a permitted use, revised the maximum height requirement from 90 feet to 120 feet to be consistent with the Envision San Jose 2040 General Plan, and revised the commercial parking ratio to 1 space per 275 square feet of floor area.

Site and Surrounding Uses

The subject site is bounded on the north and west by six-lane thoroughfares, Stevens Creek Boulevard to the north and Winchester Boulevard to the west. The Valley Fair Shopping Mall is located directly to the north, across Stevens Creek Boulevard; commercial buildings, including the Century Movie Theater complex and the Winchester Mystery House, are located to the west across Winchester Boulevard; single-family residences and suburban-style offices (house conversions) exist to the east; and a high rise senior housing development and two multi-story office buildings are located immediately to the south adjacent to Highway 280.

ANALYSIS

The appellants, Philip and Peggy Koen, identified the following seven (7) reasons for the appeal. Each reason is summarized below followed by staff's response. The full letter is attached to this report.

1. ***The Rezoning and Related Actions Have Been Challenged.*** *The prior rezoning approvals included aspects of, and served as necessary predicates or preconditions to, the currently proposed PD Permit. All of the Rezoning-related approvals and actions are now subject to court challenge, and will likely be invalidated. Thus, it is legally improper for the City to seek to undertake any efforts or actions in furtherance of, or which rely upon, the Rezoning or prior MND, including the subject PD Permit.*

The City is aware of the pending litigation as it relates to the proposed project. The City is also aware that a final resolution on this matter has not yet occurred. Additionally, to date, the court has not prohibited the City from taking any actions that are based on the Mitigated Negative Declaration and Council approved Zoning(s).

2. ***The Proposed Office Building Exceeds Maximum Development Allowances.*** *As of February 11, 2008, FRIT reported to the Planning Department there was 109,147 sq. ft. of office space built out. Further, in May 2012 at an Analyst Day held at Santana Row, FRIT published a slide (depicting the "Evolution of Santana Row") in which it reported that there was 114,688 sq. ft. of office space developed. If one adds the currently proposed 229,700 sq. ft. Office Building to the above-referenced existing sq. ft., the total is 344,388 sq. ft. This exceeds the maximum development allowance of 288,200 sq. ft. that was noted in Table 1 of the Rezoning's Initial Study (i.e., which forms the basis of the MND's conclusions of "no significant impacts"). Thus, the proposed Office Building exceeds the allowable space by a wide margin.*

The Zoning's development standards for the overall Santana Row development site allows for a total of 937,500 square feet of commercial uses, with a minimum of 100,000 square feet of that total square footage being devoted to office space. The zoning does not prohibit more than the 100,000 square feet of the commercial space being devoted to office uses. The Initial Study and Mitigated Negative Declaration (MND) covered both the rezoning of the entire site and the specific Planned Development Permit for the new office building. Regardless of the size of the office building, the MND covered the addition of 108,200 square feet of commercial space, which includes office uses, to the development potential of the site. The planned Development Permit as approved does not exceed the total allowable square footage of commercial development within the Santana Row development.

3. ***Insufficient Parking.*** *As noted, the PD Permit calls for building a 678-space underground parking garage. Notably, the use of the garage is proposed to be relatively restricted, insofar as during day time hours it will only be available to office tenants. In the "evening" (the definition of which is not given), it will be open to the general public. Currently, the site (Lot 11) is a mixed use parking lot with 175 spaces, open to the general public at all times. During the daytime, it is heavily used, e.g., by people shopping, attending the cinema and day time use of the restaurants. If the Office Building is constructed - and the garage is limited to office users during the day – it is altogether unclear where the numerous cars that currently park at Lot 11's surface parking area during the day will park if the new underground garage is no longer an option. Furthermore, while the PD Permit calls for the construction of an additional 229,700 sq. ft. of office space, it only proposes to add 503 spaces (678 –175). This equates to a net increase of 2.5 slots per 1,000 sq. ft. of incremental floor space. This incremental ratio is 62% of the current City Zoning Ordinance provisions, which call for 4 spaces/1,000 sq. ft. of floor space. Even if one includes all of the proposed 678 spaces, the parking ratio is still only 3.4/1,000 sq. ft., and thus still below the City's Zoning Ordinance. So, we have to ask: "What analysis has been performed to assess whether such a drastic under-investment in parking satisfies the City's ordinances, or somehow will be sufficient to handle the increase in vehicles?"*

Santana Row is zoned as a Planned Development Zoning District, which is specific to its site. In this case, for parking requirement purposes, the development is not subject to the Parking and Loading Chapter 20.90 of the Zoning Ordinance. The development standards of the site's Planned Development Zoning require a parking ratio for commercial uses of no less than 1 space per 275 square feet of floor area over the entire development site. Floor area is defined as being 85% of the gross square footage. This ratio acknowledges the alternating nature of parking demand for office use (primarily weekdays) and other

commercial uses such as retail, café and restaurant (primarily evenings and weekends). Currently, the entire Santana Row development provides 3,640 parking spaces available for all of its developed commercial uses. The new 229,794 square foot office/commercial building on Lot 11 will provide an additional 679 parking spaces, but will remove 182 surface parking spaces. With the construction of the new office building, the total developed commercial square footage of Santana Row will be 860,697 square feet. Using the parking ratio of 1 space per 275 square feet of floor area a total of 2,661 parking spaces should be provided and 4,137 will be provided, which is in excess of the parking requirement.

Additionally, the Valley Transportation Authority's (VTA) Stevens Creek Bus Rapid Transit (BRT) project is proposing a rapid transit service stop at Valley Fair/Santana Row. This BRT line would serve the 8.6 miles between DeAnza College and the Transit Mall in downtown San Jose using San Carlos Avenue and Stevens Creek Boulevard. BRT is a high-quality, high-speed form of transit that provides the same service and amenities as light rail but uses specialized vehicles that operate on city streets and in dedicated lanes.

4. ***The Traffic Analysis Failed to Clearly or Properly Analyze the PD Permit's Impacts.*** *In June 2012, FRIT commissioned Hexagon Transportation to prepare a traffic impact analysis ("Traffic Study"), referenced as Appendix C in the City's Initial Study for the Rezoning. The Traffic Study's Executive Summary states that it presents the results of the traffic impact analysis conducted for the "proposed addition of 125,000 sq. ft. of office space, and 30,000 sq. ft. of restaurant space, to the mixed use development at Santana Row", and that "the proposed additional office and restaurant space would be constructed in lieu of 50,000 sq. ft. of approved retail space". The Traffic Report also states, "A traffic study was completed for the approved 100,000 sq. ft. office space in January 2008. However, this study analyzes only the proposed 125,000 sq.ft. increase in office space along with the restaurant space and reduction in retail space". This analysis is completely confusing, and seems to obfuscate or hide the "baseline" condition, which must be used to evaluate the Rezoning's true traffic impacts thereon. In sum and in general, such inconsistent and confusing analysis undermines the Traffic Study's reliability, as well as its ability to truly satisfy CEQA's overarching purposes.*

The traffic report prepared for this project studies the addition of 128,000 square feet of office; includes converting an existing 50,000 square feet of approved retail into 30,000 square feet of restaurant and 20,000 square feet office; and assumes the 100,000 square feet of office previously approved in 2008 included the background of the analysis. This methodology is consistent with the City's standard practice of traffic analysis and it is not usual for development projects to modify the project scope to respond to the most current demand. In addition, the report does include an analysis of the full project (228,000 square feet of office and 30,000 square feet of restaurant) on the existing traffic conditions.

5. ***The Traffic Study is Factually Incorrect, and Contains Inconsistent Data and Misleading Conclusions.*** *To ascertain the true impacts the proposed 229,700 sq. ft. Office Building would have on the existing traffic situation in and around Santana Row, one must go back to a traffic study performed by Hexagon Transportation dated January 2008 ("2008 Traffic Study"), intended to assess the traffic impacts of adding 100,000 sq. ft. of office space on Lot 11 "in lieu"of 229 approved residential units and 20,000 sq. ft. of retail space. The 2008 Traffic Study, at Table 4, provides a Project Trip Generation analysis, clearly showing that for a 100,000 sq. ft. office building there would be 13.34 daily trips per 1,000 sq. ft. resulting in 1,334 incremental daily trips. Yet, in Table 5 of the June 2012 traffic analysis ("Traffic Study"), which purports to make a calculation similar to that in Table 4 of the 2008 Traffic Study, the conclusion is that, for a 225,000 sq. ft. office building, there will be 11.07 trips per 1,000 sq. ft. –or 2,491 incremental daily trips.*

Purportedly, somehow between 2008 and 2012 the daily trip factor decreased from 13.34 daily trips to 11.07 daily trips, or 17%. One does not have to look further than the City's Initial Study, which admits the complexities of the changes caused by the past three rezoning - namely PDC05-030, PDC07-095 and PDC12-009. The cumulative changes thereby caused have not been adequately analyzed when taken as a whole, and are not cumulatively reflected in the June 2012 Traffic Study, purporting to analyze the existing background, plus the effects of the project on traffic and parking. In sum, given the numerous rezoning, and the use of the "in lieu of" substitutions of various land uses (hotels, residential units, retail space, restaurant space) over the past 5 years, a comprehensive and independent study, analyzing and comparing the impacts of this PD Permit on existing entitlements and the existing physical conditions on the ground, does not exist.

The 2012 daily trip factor included in study used the Institute of Transportation Engineers (ITE) Trip Generation, which is an industry standard for estimating future traffic volumes generated by proposed developments. The rates used from the ITE book were based on a calculation which estimates traffic with size as a variable resulting in nonlinear trip projections. In other words, if the project doubles in size, the estimated traffic does not double.

6. ***The Traffic Study Clearly Shows Significant Intersection Operational Deficiencies, Which the PD Permit Will Necessarily Further Erode.*** *Focusing just on one intersection, the City's prior analysis shows that the Stevens Creek/Santana Row intersection, which is the major entry point into Santana Row and has been a focus of concern for some time, suffers from ongoing deficiencies –which have never been resolved or mitigated, despite requirements to do so (in conditions of prior approvals) –that the PD Permit would further exacerbate.*

   A May 2007 traffic analysis (prepared by Hexagon Transportation) noted that the left turn storage capacity, providing access into Santana Row, was 150 feet per lane with 2 left turn lanes, whereas the required storage was 313 feet per lane. The left turn queuing was found to be inadequate. The April 2008 Addendum to the Final SEIR for PDC07-095 stated that "the westbound Stevens Creek vehicle queue at the Santana Row entrance needs a 300 foot-long left turn pocket. The existing storage is only 175 feet. The proposed project has been conditioned to extend the westbound left turn pocket. The Traffic Study (from June 2012) shows that the same operational deficiency at the Stevens Creek/Santana Row intersection ***still exists****. In fact, the report states "the westbound dual left turn pockets have 150 feet of vehicle storage per lane". One must wonder whatever happened to the extension (to 300 feet that) was a condition of the prior approvals, e.g., PDC07-095? Evidently, the "required" extension was never built.*

   In sum, the above-referenced unacceptable situation has existed since 2007 at the latest, and has been required to be, but never, mitigated. If prior rezonings were approved based on the condition that the left turn pocket be extended to 300 feet (which has not occurred), it is patently illegal to now increase the traffic movement through this same intersection via the PD Permit.

The 2008 Planned Development permit identified operational deficiencies at the intersection of Stevens Creek/Santana Row which were also identified in an updated Westfield Mall study simultaneously. The City prepared an intersection master plan as part of the Stevens Creek corridor plan and conditioned Westfield Mall to construct improvements along Stevens Creek including the intersection Santana Row. The 2008 Planned Development permit conditioned Santana Row to contribute to the overall intersection improvements which increases the left-turn storage capacity into Santana Row. The project has not been

constructed at this time but is a condition of approval for Westfield Mall and Santana Row is conditioned to contribute to the project. It is important to note, operational deficiencies are not CEQA impacts.

7. ***The Garage Entrance Will Operate at LOS E During the PM Peak Hour.*** *Despite that the City's level of service ("LOS") policies and requirements define LOS E during PM peak hour as unacceptable, the Traffic Study indicates that the garage entrance is projected to operate at LOS E during the PM peak hour. The projected delay is due to inadequate gaps in the traffic stream on Olsen Drive, which prevent turning traffic from the proposed garage entrance. It is projected that the garage entrance queue could extend up to 150 feet in the northbound direction (garage exit to Olsen Drive). This is an unacceptable level of service and presents a significant risk.*

The garage entrance along the private Olsen Street is not subject to the City's Level-of-Service Policy, Council Policy 5-3. The policy is only applicable signalized intersections in the public right-of-way

ENVIRONMENTAL REVIEW

An Initial Study (IS) and Mitigated Negative Declaration (MND) were prepared by the Director of Planning, Building, and Code Enforcement for the subject Planned Development Rezoning. The documents were circulated for public review between June 8, 2012 and July 9, 2012 and adopted by the City Council on August 7, 2012 (Resolution No. 76385).

The MND states that the proposed Planned Development Rezoning will not have a significant effect on the environment. The primary environmental issues addressed in the Initial Study include the potential impacts of the physical development of the site on: biologic resources, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, transportation/traffic, and utilities and service systems. The MND includes mitigation measures that would reduce any potentially significant project impacts to a less-than-significant level. The noise related impacts are construction related and temporary. Mitigation measures for this impact include neighborhood notification of the construction schedule, construction hour limitations, and requirements for the staging of equipment and that construction equipment be muffled and maintained. The transportation/traffic related impacts are based on the City's identified thresholds of significance. The intersection of Stevens Creek Boulevard and Monroe Street would be significantly impacted by the project. Project traffic at all other intersections studied would not exceed the thresholds and therefore would result in less than significant impacts. To mitigate the impact at the Stevens Creek Boulevard and Monroe Street intersection, the project will make a fair share contribution to the cost of the improvements at the I-880/Stevens Creek Boulevard interchange. The I-880/Stevens Creek Interchange roadway improvement project is designed and budgeted, and it is likely that construction will start on this project in October 2012.

All of the mitigation measures were included in the project in the form of development standards for the Planned Development Zoning, as well as, in a Mitigation Monitoring Program.

PUBLIC OUTREACH/INTEREST

The property owners and occupants within a 500-foot radius were sent public hearing notices for the Planning Commission hearing and this staff report has been posted on the City's web site. Additionally, those within the noticing radius were previously sent notices of the Director's Hearing for which signage had been posted at the site to inform the public about the proposed project. Staff has also been available to discuss the proposal with any interested members of the public.

Community Engagement

On July 12, 2012, a community meeting was held for both the Planned Development Rezoning of the entire Santana Row development site and the Planned Development Permit (File No. PD12-014) for the office building at the Federal Realty offices within Santana Row located on Olin Avenue. Approximately 13 community members were in attendance. A second community meeting was held on October 11, 2012 to specifically present the proposed Planned Development Permit that would allow for the construction of the office development, only. This meeting was also held at the Federal Realty offices within Santana Row and approximately 5 community members were in attendance. Those in attendance at the second community meeting expressed support for the project.

Project Manager: Lesley Xavier **Approved by:** _____ **Date:** 4 Dec 2012

Owner/Applicant:	Attachments:
Owner: FRIT San Jose Town and Country, LLC 1626 E. Jefferson Street Rockville, MD 20852-4041 Applicant: Wilson Meany Attn: Lin Miller Four Embarcadero Center, Suite 3330 San Francisco, CA 94111	▪ Permit Appeal Application and Letter ▪ Approved Planned Development Permit ▪ Plan Set

SAN JOSE
CAPITAL OF SILICON VALLEY

CITY OF SAN JOSE
Planning, Building and Code Enforcement
200 East Santa Clara Street
San José, CA 95113-1905
tel (408) 535-3555 fax (408) 292-6055
Website: www.sanjoseca.gov/planning

NOTICE OF PERMIT APPEAL

TO BE COMPLETED BY PLANNING STAFF

FILE NUMBER PD12-014	RECEIPT #
PROJECT LOCATION Southeast corner of Winchester and Olsen Drive (3090 Olsen Drive) APN believed to be 277-40-025 - See Exhibit "A"	AMOUNT DATE BY

TO BE COMPLETED BY PERSON FILING APPEAL

PLEASE REFER TO PERMIT APPEAL INSTRUCTIONS BEFORE COMPLETING THIS PAGE. THIS FORM MUST BE ACCOMPANIED BY THE APPROPRIATE FILING FEE.

THE UNDERSIGNED RESPECTFULLY REQUESTS AN APPEAL FOR THE PROPERTY WHICH IS LOCATED AT:
Southeast corner of Winchester and Olsen Drive (3090 Olsen Drive) (See Exhibit "A" attached; APN believed to be 277-40-025)

REASON(S) FOR APPEAL (For additional comments, please attach a separate sheet.):
See Letter to Planning Director, dated October 16, 2012, attached hereto as Exhibit "B".

PERSON FILING APPEAL

NAME Philip & Peggy Koen			DAYTIME TELEPHONE (408) 439-8885
ADDRESS 356 Santana Row, #312	CITY San Jose	STATE CA	ZIP CODE 95128
SIGNATURE Philip & Peggy Koen			DATE October 17, 2012
RELATIONSHIP TO SUBJECT SITE: (e.g., adjacent property owner, property owner within one thousand (1,000) feet)	Residential owner/occupant within 1,000 feet		

CONTACT PERSON
(IF DIFFERENT FROM PERSON FILING APPEAL)

NAME Daniel A. Muller Buchman Provine Brothers Smith, LLP			
ADDRESS 1333 N. California Blvd., Suite 350	CITY Walnut Creek	STATE CA	ZIP CODE 94596
DAYTIME TELEPHONE (925) 609-4326	FAX NUMBER (925) 944-9701	E-MAIL ADDRESS dmuller@bpbsllp.com	

PROPERTY OWNER

NAME Same as above			DATE Same as above
ADDRESS Same as above	CITY	STATE	ZIP CODE

PLEASE CALL THE APPOINTMENT DESK AT (408) 535-3555 FOR AN APPLICATION APPOINTMENT.

OFFICE OF COUNTY ASSESSOR — SANTA CLARA COUNTY, CALIFORNIA

BOOK	PAGE
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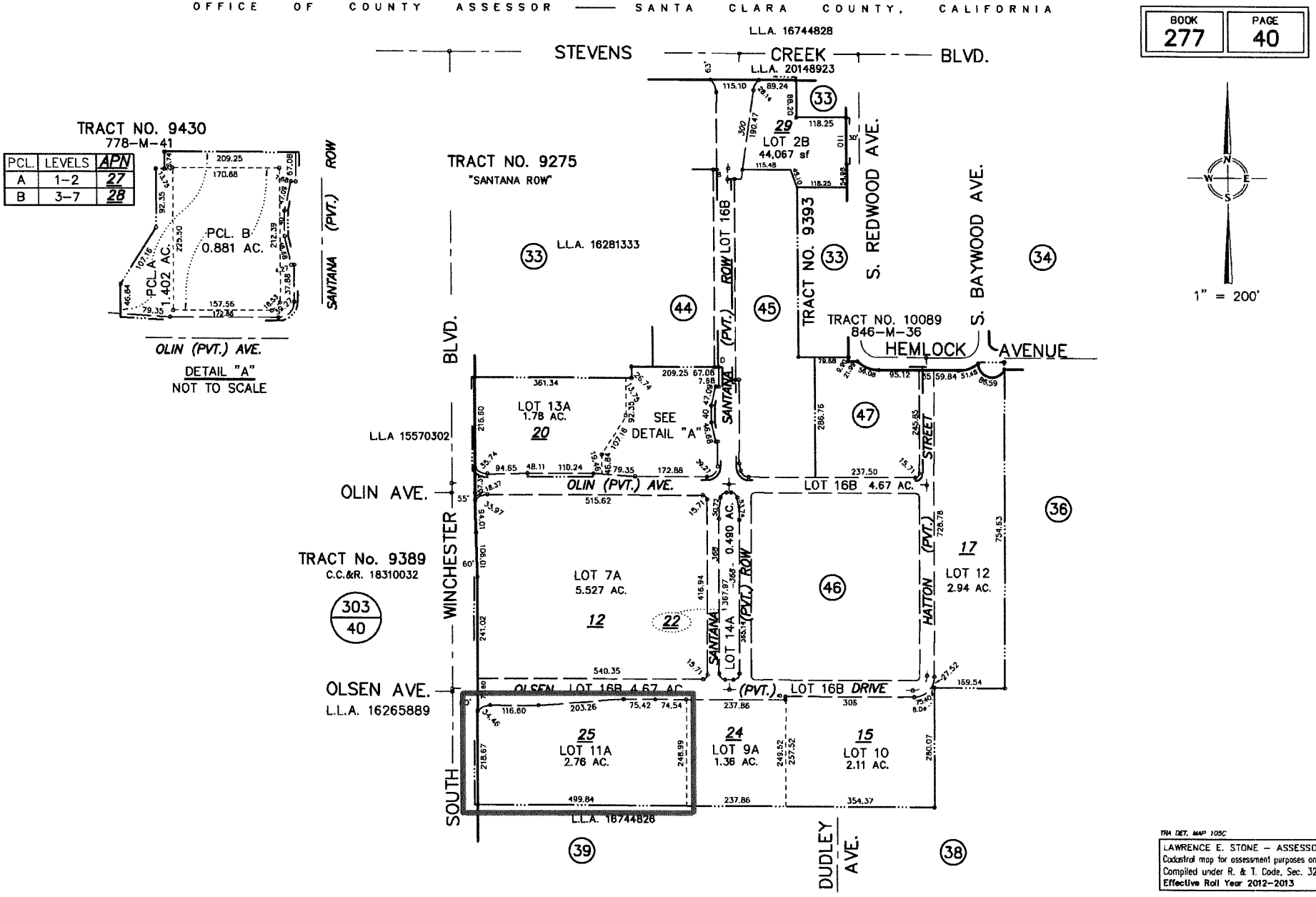


TRA DET. MAP 105C

LAWRENCE E. STONE – ASSESSOR
Cadastral map for assessment purposes only.
Compiled under R. & T. Code, Sec. 327.
Effective Roll Year 2012–2013

KOEN APPEAL - EXHIBIT "A"

BUCHMAN PROVINE BROTHERS SMITH LLP

Reply to:
Daniel A. Muller
dmuller@bpbsllp.com

October 16, 2012

VIA E-MAIL

Joseph Horwedel, Planning Director
Salifu Yakubu, Division Manager & Hearing Officer
c/o Lesley Xavier, Project Manager
City of San Jose
200 East Santa Clara Street
Santa Clara, CA 95113-1905

RE: Planning Director Meeting of October 17, 2012
Public Hearing re PD12-014 (Agenda Item # 3.b)

Dear Planning Director Horwedel, et al.:

This office represents Mr. and Mrs. Philip and Peggy Koen, who reside at and own residential property within Santana Row. The purpose of this letter is to provide Mr. and Mrs. Koen's concerns, comments, and objections regarding the above-referenced, proposed Office Building PD Permit (PD12-014, or "PD Permit") involving what is referred to as "Lot 11" in Santana Row, and which we understand will be considered at the Planning Director's public hearing tomorrow, October 17, 2012, as Agenda Item # 3.b.

1. BACKGROUND & RELATIONSHIP BETWEEN THE PD PERMIT AND THE PRIOR, NOW-CHALLENGED REZONING APPROVALS

By way of background, for months if not a year, Mr. and Mrs. Koen and others have repeatedly raised increasingly urgent and detailed concerns and objections regarding, and requests to address, a host of serious public safety and land use problems created by certain businesses that operate within Santana Row. Although such problems have run both deep and wide, among the most severe are the ongoing public safety hazards, disturbances, and ordinance violations caused by Santana Row's quickly growing phenomenon of restaurants morphing into loud, late-night "entertainment uses or venues". Without reciting all of the resulting problems in detail, they include public disturbances, loitering, criminal activity, use of common areas, and unreasonably loud noise several nights per week into the early morning hours. Unfortunately, despite such ongoing problems, concerns and requests, neither the City nor Santana Row's owner ("FRIT") has undertaken any meaningful efforts to resolve these severe problems, violations, and hazards.

As you may also know, the above problems - and others – recently came to a head as a result of the City's consideration, and ultimate approval, of FRIT's most recent request to rezone Santana Row (yet again). The rezoning and related proposals – which were considered in late July 2012 by the Planning Commission and early August 2012 by the City Council – were referred to as the *Santana Row Planned Development Rezoning and Office Building* (PDC 12-009, and PD 12-014, together with the associated Mitigated Negative Declaration are hereafter referenced as the "Rezoning"). While the Rezoning was portrayed as slightly "tweaking" Santana Row's existing PD zoning, thus allowing minor changes so that FRIT could ostensibly "fulfill" Santana Row's historic goals and

vision, in reality it was a thinly-veiled effort to build out Santana Row as FRIT sees fit - regardless of, and actually in conflict with, Santana Row's actual original goal and vision - and in direct violation of numerous local and state laws, ordinances, and regulations. For example and without limitation, the Rezoning not only far exceeded Santana Row's originally (or even subsequently) approved and studied scale and environmental impacts, but also reflected and furthered FRIT's intentional shift in Santana Row's mix of land uses, in favor of significantly more "entertainment uses" that have increasingly conflicted with the law and other land uses, as well as a very large office building - intended to allow FRIT to take advantage of a perceived opportunity created by increased demand for such space. Among other things, the Rezoning's significant shift in land uses not only starkly contrasts with Santana Row's original vision, but with any semblance of what its residents ever bargained for or anticipated when they first decided to live there, including if – as one would expect - FRIT followed, and the City enforced, the governing City ordinances and state law. In essence, instead of any minor or slight adjustment, the Rezoning effectuated what can charitably be characterized as the latest "end run" - around the mandatory legal requirements intended to protect the public's interests in preventing violations of law and avoiding or feasibly mitigating significant impacts within and near Santana Row, so that FRIT can do essentially whatever it wants to build out Santana Row in a manner that maximizes its own profits, at the direct expense of the public and existing and future residents.

In sum, during the City's prior hearings regarding the Rezoning, our clients and others repeatedly noted that it would necessarily and significantly exacerbate and increase the above-referenced longstanding problems, without any of the legally required studies, analysis, or mitigation, and in violation of the City's own governing public safety and land use ordinances and regulations. Unfortunately, however, because the Rezoning was approved without regard to, or changes intended to address, any of our clients' and others concerns and objections, Mr. and Mrs. Koen had no choice but to seek relief via the courts. Thus, on September 21, 2012, they filed an action in Santa Clara County Superior Court which respectfully asks that all of the City's Rezoning-related approvals, including the Mitigated Negative Declaration, be invalidated for failing to comply with governing law. It also requests that FRIT uphold the law - as to their profitable "entertainment venue" tenants.

In conclusion, since it appears the City's current consideration at the Planning Director's meeting tomorrow - of the above-referenced PD Permit for FRIT's proposed Office Building on Lot 11 - is yet another ill-advised step toward implementing the above-noted illegal Rezoning and related approvals, and thus if approved as proposed would be another action in violation of the above-referenced legal requirements, this letter is essentially a follow-up to – and expansion of - Mr. and Mrs. Koen's prior comments and objections, including respectfully reiterating their requests that the City do what is legally required before taking any steps whatsoever relating to or implementing any aspects of the recently approved, but currently challenged, Rezoning.

2. BRIEF DESCRIPTION OF THE PROPOSED OFFICE BUILDING PD PERMIT

As described in the October 17th Hearing Agenda, the PD Permit would allow the replacement of an existing 175-space surface parking lot with the construction of a 229,700 sq. ft. office building and a 678-space below-grade parking structure. As noted, the proposed site in Santana Row for this development is the approximately 1.89-gross acre area known as Lot 11. According to the Agenda,

the CEQA analysis for this proposal is the same Mitigated Negative Declaration referenced above, prepared in regard to the aforementioned Rezoning (which is now subject to formal court challenge).

3. COMMENTS & OBJECTIONS REGARDING THE PD PERMIT

Our clients' comments and objections – in addition to all of those described in the above-referenced petition for writ of mandate and complaint in our clients' pending court action (*Philip and Peggy Koen v. City of San Jose, et al.*, Santa Clara County Superior Court, Case No. 112CV232821), which are hereby incorporated by this reference as if fully set forth herein – include the following:

The Rezoning and Related Actions Have Been Challenged

The prior Rezoning approvals included aspects of, and served as necessary predicates or preconditions to, the currently proposed PD Permit. Similarly, the purported CEQA analysis for the PD Permit is the Rezoning's Mitigated Negative Declaration ("MND"). However, all of the Rezoning-related approvals and actions are now subject to court challenge, and will likely be invalidated. Among other things, the PD Permit would necessarily be invalidated as well, or at minimum, would become inconsistent with the prior zoning (to which the site would presumably revert). Thus, it is legally improper and unwise for the City to seek to undertake any efforts or actions in furtherance of, or which rely upon, the Rezoning or prior MND, including the subject PD Permit which so explicitly relies upon, and is tied to, such challenged, legally deficient, and soon to be invalidated, prior actions.

The Proposed Office Building Exceeds Maximum Development Allowances

As of February 11, 2008, FRIT reported to the Planning Department there was 109,147 sq. ft. of office space built out. This included 60,000 sq. ft. in Building 2; 37,639 sq. ft. in Building 13; 7,835 sq. ft. in Building 5 and 3,673 in Building 7. Further, in May 2012 at an Analyst Day held at Santana Row, FRIT published a slide (depicting the "Evolution of Santana Row") in which it reported as of May 2012 there was 114,688 sq. ft. of office space developed.

If one adds the currently proposed 229,700 sq. ft. Office Building to the above-referenced existing sq. ft., the total is 344,388 sq. ft. This exceeds the maximum development allowance of 288,200 sq. ft. that was noted in Table 1 of the Rezoning's Initial Study (i.e., which forms the basis of the MND's conclusions of "no significant impacts"). Thus, the proposed Office Building exceeds the allowable space by a wide margin.

Insufficient Parking

As noted, the PD Permit calls for building a 678-space underground parking garage. Notably, the use of the garage is proposed to be relatively restricted, insofar as during day time hours it will only be available to office tenants. In the "evening" (the definition of which is not given), it will be open to the general public. Currently, the site (Lot 11) is a mixed use parking lot with 175 spaces, open to the general public at all times. During the daytime, it is heavily used, e.g., by people shopping, attending the cinema and day time use of the restaurants. If the Office Building is constructed - and the garage

is limited to office users during the day - it is altogether unclear where the numerous cars that currently park at Lot 11's surface parking area during the day will park if the new underground garage is no longer an option.

Furthermore, while the PD Permit calls for the construction of an additional 229,700 sq. ft. of office space, it only proposes to add 503 spaces (678 – 175). This equates to a net increase of 2.5 slots per 1,000 sq. ft. of incremental floor space. This incremental ratio is 62% of the current City Zoning Ordinance provisions, which call for 4 spaces/1,000 sq. ft. of floor space. Even if one includes all of the proposed 678 spaces, the parking ratio is still only 3.4/1,000 sq. ft., and thus still below the City's Zoning Ordinance. So, we have to ask: "What analysis has been performed to assess whether such a drastic under-investment in parking satisfies the City's ordinances, or somehow will be sufficient to handle the increase in vehicles?"

The only purported rationale that appears to be offered is that somehow the "alternating demand" for parking – e.g., between office uses which occur primarily on weekdays, and other commercial uses such as retail and restaurants which occur primarily evenings and weekends - will theoretically perfectly offset each other, thereby (hopefully) "providing adequate on-site parking for the project". (See, e.g., the Staff Report for the Planning Commission Meeting, submitted or dated April 4, 2012). However, such hopes defy common sense, since it is implausible that building a 229,700 sq. ft. building and effectively adding only 503 "net" parking spaces within Santana Row can in any way be sufficient (much less somehow comply with the City's parking ordinances).

Unfortunately the City did not perform any detailed parking studies to even try to verify this lone, unsupported theory. Thus, the conclusion there will be "adequate on-site parking" is not reliable, but arbitrary and capricious. As noted, the lack of analysis also violates Zoning Ordinance section 20.90, which states:

> "As a condition precedent to approving such parking arrangements, the director, or planning commission on appeal, shall require: 1. Satisfactory statements and evidence by the parties involved in the parking arrangement describing the nature of the use or uses, the timing of demand for such parking if applicable, and the provisions which are to be made to meet the specific parking requirements under this title."

Notably, when the cumulative effects of <u>other</u> prior parking-related reductions in Santana Row over the past several years are considered, the above deficiencies grow even larger. For example, in 2006, the approval of PDC05-030 seems to have reduced the parking ratio for dwelling units from 1.7 spaces/unit to 1.3 spaces/unit, or by 24%. Moreover, this effect was further magnified by the fact that - in order to allow more residential development within Santana Row's 40 acres – the 2006 rezoning simultaneously *increased* the total dwelling units and/or density, i.e., from 1,200 to 1,600 units, and 30 dwelling units/acre to 40 dwelling units/acre, respectively. Thus, not only did the per-unit parking precipitously fall, but the overall effect was multiplied by the addition of more of the resulting "impacted" (or under-parked) units. The result was that FRIT could build 400 more dwelling units, but only 40 more parking spaces. In sum, Santana Row's significant and recently problematic "parking spill-over" (including the phenomenon of residents and their guests increasingly being

forced to use commercial or other spaces) has most likely been caused by these changes – by which parking has been whittled down from and is in violation of such original, reasonable standards.

Logically, such problems will only become significantly worse if the PD Permit is approved. As of February 2008, Santana Row computed the parking demand in accordance with the City's Zoning Ordinance, which required parking spaces in alternating use parking facilities to adequately meet the parking requirements of the individual buildings and uses as specified in Chapter 20.90. In February 2008, FRIT submitted to the City an analysis showing that, based on the 627,927 sq. ft. of mixed use development in place at that time, the commercial parking requirement was 3,075 stalls (1 space per 204 sq. ft. of floor area), after allowing for a shared parking reduction of 15%. In that same analysis FRIT indicated that there were 3,052 stall, thus reflecting a deficit of 23 stalls. Somehow, however, in the aforementioned Staff Report for the Rezoning (PDC12-009) dated April 4, 2012, the parking requirement is no longer computed based on individual building and uses, but rather on Santana Row's zoning as a neighborhood shopping center over 100,000 sq. ft. – i.e., only requiring a parking ratio of 1 space per 225 sq. ft. of floor space. Indeed, the Rezoning purports to go even further, by also relaxing the parking ratio to a mere 1 space per 275 sq. ft. of floor space.

The magnitude of the change from 2008 to the present equates to a 35% reduction in the parking ratio - with no satisfactory analysis or evidence that such is sufficient to meet the actual projected demand for parking. In fact, it appears that the last time a comprehensive study was performed regarding the adequacy of on-site parking at Santana Row was in 2006, by Watry Design Inc., in support of PDC5-030. Yet, since then there have been two additional PDC's passed, the cumulative effect of which has been a dramatic shift or change in the mix of office, residential, and retail uses in Santana Row. In sum, despite the fact that such changes are key drivers of parking demand, it despite how crucial it is to analyze and understand the breakdown of commercial development by individual uses, nothing of the sort has been undertaken.

The Traffic Analysis Failed to Clearly or Properly Analyze the PD Permit's Impacts

In June 2012, FRIT commissioned Hexagon Transportation to prepare a traffic impact analysis ("Traffic Study"), referenced as Appendix C in the City's Initial Study for the Rezoning. The Traffic Study's Executive Summary states that it presents the results of the traffic impact analysis conducted for the "proposed addition of 125,000 sq. ft. of office space, and 30,000 sq. ft. of restaurant space, to the mixed use development at Santana Row", and that "the proposed additional office and restaurant space would be constructed in lieu of 50,000 sq. ft. of approved retail space". The Traffic Report also states, "A traffic study was completed for the approved 100,000 sq. ft. office space in January 2008. However, this study analyzes only the proposed 125,000 sq.ft. increase in office space along with the restaurant space and reduction in retail space". This analysis is completely confusing, and seems to obfuscate or hide the "baseline" condition, which must be used to evaluate the Rezoning's true traffic impacts thereon. In part, the Traffic Report seems to ignore that the proposed project involves building a 229,700 sq. ft. office building and a 678-space underground parking garage, in place of an existing 175-space parking lot. Additionally, the notion of equating or characterizing the project's impacts as being theoretically "in lieu of" (and thereby partially offset by) the impacts of un-built retail square footage (that does not exist) is illogical. It seems curious at best that 100,000 sq. ft. of development was excluded from the traffic analysis, effectively breaking the analysis into

two separate pieces (as well as that one piece is comprised of a traffic study over 4 years old, prepared during one of the worst economic recessions we have ever seen). One would expect that the analysis should review the entire project, as currently proposed and defined by the PD Permit itself. In sum and in general, such inconsistent and confusing analysis undermines the Traffic Study's reliability, as well as its ability to truly satisfy CEQA's overarching purposes, foremost among which is to only consider proposed projects with a full and complete knowledge and understanding beforehand, which provides both the public and decision-makers clear information and analysis regarding the project's true impacts.

The Traffic Study is Factually Incorrect, and Contains Inconsistent Data and Misleading Conclusions

To ascertain the true impacts the proposed 229,700 sq. ft. Office Building would have on the existing traffic situation in and around Santana Row, one must go back to a traffic study performed by Hexagon Transportation dated January 2008 ("2008 Traffic Study"), intended to assess the traffic impacts of adding 100,000 sq. ft. of office space on Lot 11 "in lieu" of 229 approved residential units and 20,000 sq. ft. of retail space. Like the above Traffic Study, the 2008 Traffic Study uses an "in lieu" scheme, which is highly confusing in terms of understanding the true "baseline".

The 2008 Traffic Study, at Table 4, provides a Project Trip Generation analysis, clearly showing that for a 100,000 sq. ft. office building there would be **13.34 daily trips per 1,000 sq. ft.** resulting in 1,334 incremental daily trips. This provides an indication of what a 229,700 sq. ft. office building would generate in daily trips, i.e., 2.29 times 1,334, or 3,055 trips. Since a trip is counted twice, one in and one out, this suggests the 3,055 trips equates to 1,527 vehicles entering the Santana Row just because of the office building. Yet, in Table 5 of the June 2012 traffic analysis ("Traffic Study"), which purports to make a calculation similar to that in Table 4 of the 2008 Traffic Study, the conclusion is that, for a 225,000 sq. ft. office building, there will be **11.07 trips per 1,000 sq. ft.** – or 2,491 incremental daily trips.

Squaring or reconciling such disparate conclusions defies logic and common sense. Purportedly, somehow between 2008 and 2012 the daily trip factor decreased from 13.34 daily trips to 11.07 daily trips, or 17%. Despite the claims that the MND's analysis for the Rezoning "tiers off" of Santana Row's prior CEQA analysis (including presumably the 2008 Traffic Report), no explanation or justification is provided for the disparate, purported 17% reduction in trips. Clearly, if one uses or relies on the 2008 Traffic Study, the latest analysis (in the Traffic Study of June 2012) under-states the impacts by 564 trips, or 282 vehicles.

Regardless of such efforts to reconcile what seems potentially unresolveable, taking the project in its entirety, the impact of approximately 3,000 incremental trips on the existing environment has not been clearly analyzed. One does not have to look further than the City's Initial Study, which admits the complexities of the changes caused by the past three rezoning - namely PDC05-030, PDC07-095 and PDC12-009. The cumulative changes thereby caused have not been adequately analyzed when taken as a whole, and are not cumulatively reflected in the June 2012 Traffic Study, purporting to analyze the existing background, plus the effects of the project on traffic and parking.

For example, the 2008 Traffic Study was prepared as to PDC07-095, which among other things approved the rezoning for a 1) newly constructed 60,000 sq. ft. office building on Lot 2, and 2) another 100,000 sq. ft. of office space (on Lot 11). However that report did not consider the incremental traffic impact from this 60,000 sq. ft. of office space, even though PDC07-095 covered both of these items.

In sum, given the numerous rezoning, and the use of the "in lieu of" substitutions of various land uses (hotels, residential units, retail space, restaurant space) over the past 5 years, a comprehensive and independent study, analyzing and comparing the impacts of this PD Permit on existing entitlements and the existing physical conditions on the ground, does not exist.

The Traffic Study Clearly Shows Significant Intersection Operational Deficiencies, Which the PD Permit Will Necessarily Further Erode

Focusing just on one intersection, and ignoring for the moment others that are similarly affected by the PD Permit, the City's prior analysis shows that the Stevens Creek/Santana Row intersection, which is the major entry point into Santana Row and has been a focus of concern for some time, suffers from ongoing deficiencies – which have never been resolved or mitigated, despite requirements to do so (in conditions of prior approvals) – that the PD Permit would further exacerbate.

A May 2007 traffic analysis (prepared by Hexagon Transportation) noted that the left turn storage capacity, providing access into Santana Row, was 150 feet per lane with 2 left turn lanes, whereas the required storage was 313 feet per lane. Under both existing and cumulative conditions, the left turn queuing was found to be inadequate. This report, however, stated that "the turn pocket providing access to Santana Row **is planned to be substantially lengthened and this will result in less queue spillover than is occurring today**".

The April 2008 Addendum to the Final SEIR for PDC07-095 stated that "the westbound Stevens Creek vehicle queue at the Santana Row entrance needs a 300 foot-long left turn pocket. The existing storage is only 175 feet. The proposed project **has been conditioned** to extend the westbound left-turn pocket. **As conditioned**, the project rezoning would not have any new traffic impacts or result in traffic impact greater than previously disclosed in the EIR prepared for the project".

The 2008 Traffic Study (again, by Hexagon Transportation) describes the "conditioned extension" in Table 7, entitled "Intersection Operational Analysis". Under existing conditions, it shows the 175 feet of storage mentioned in the above-referenced SEIR Addendum, and that under the "project conditions" the storage has been increased to 300 feet.

Clearly, these conclusions – that there "will not be any new impacts on traffic" were all based on the premise the left turn storage queue would be extended to the required 300 feet and thus mitigate an existing unacceptable condition.

However, the Traffic Study (from June 2012) shows something fairly disturbing – namely, that the same operational deficiency at the Stevens Creek/Santana Row intersection **still exists**. In fact, the

report states "the westbound dual left turn pockets have 150 feet of vehicle storage per lane". One must wonder whatever happened to the extension (to 300 feet that) was a condition of the prior approvals, e.g., PDC07-095? Evidently, the "required" extension was never built. The report goes on to state that the maximum vehicle queues would exceed the existing vehicle storage capacity under background plus project conditions during the AM peak hour and currently exceeds the existing vehicle storage capacity. In sum, the above-referenced unacceptable situation has existed since 2007 at the latest, and has been required to be, but never, mitigated. If prior rezonings were approved based on the condition that the left turn pocket be extended to 300 feet (which has not occurred), it is patently illegal to now increase the traffic movement through this same intersection via the PD Permit.

The Garage Entrance Will Operate at LOS E During the PM Peak Hour

Despite that the City's level of service ("LOS") policies and requirements define LOS E during PM peak hour as unacceptable, the Traffic Study indicates that the garage entrance is projected to operate at LOS E during the PM peak hour. The projected delay is due to inadequate gaps in the traffic stream on Olsen Drive, which prevent turning traffic from the proposed garage entrance. It is projected that the garage entrance queue could extend up to 150 feet in the northbound direction (garage exit to Olsen Drive). This is an unacceptable level of service and presents a significant risk.

4. CONCLUSION

Based on the above, including the arguments in the above-referenced, pending court action, we respectfully request that the PD Permit (PD12-014) be denied.

Thank you for your consideration of the above information.

Very truly yours,

BUCHMAN PROVINE
BROTHERS SMITH LLP

Daniel A. Muller

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Department of Planning, Building and Code Enforcement
JOSEPH HORWEDEL, DIRECTOR

PLANNED DEVELOPMENT PERMIT

FILE NO.	**PD12-014**
LOCATION OF PROPERTY	**Southeast corner of Winchester and Olsen Drive (Santana Row) (3090 Olsen Drive)**
ZONING DISTRICT	**A(PD) Planned Development**
ZONING FILE NUMBER	**PDC12-009**
GENERAL PLAN DESIGNATION	**Regional Commercial w/in a Urban Village Area boundary**
PROPOSED USE	**Replace an existing surface parking lot and allow construction of a new 229,700 square foot office/commercial building with below-grade parking structure on the subject 1.89 gross acre site.**
ENVIRONMENTAL STATUS	**Mitigated Negative Declaration for the Santana Row Planned Development Rezoning and Office Building Project under Planning File Nos. PDC12-009 and File No. PD12-014 (Resolution No. 76385)**
OWNER/ADDRESS	**FRIT San Jose Town and Country, LLC 1626 E. Jefferson Street Rockville, MD 20852-4041**

FACTS

The Director of Planning, Building, and Code Enforcement finds that the following are the relevant facts regarding this proposed project:

1. This subject site has a designation of Regional Commercial within an Urban Village Boundary on the adopted San José 2040 General Plan Land Use/Transportation Diagram.
2. The project site is located in the A(PD) Planned Development Zoning District. The Planned Development Zoning (File No. PDC12-009) was reviewed by the City Council and approved with Ordinance No. 29118, adopted August 21, 2012.
3. The subject site contains approximately 1.89 gross acres.

4. The subject site is currently developed as a surface parking lot with perimeter landscaping.
5. The subject site is bounded on the west by a six-lane thoroughfare Winchester Boulevard to the west. The Santana Row center is located directly to the north and east, commercial buildings, including the Century Movie Theater complex and the Winchester Mystery House, are located to the west across Winchester Boulevard; a high rise senior housing development and two multi-story office buildings are located immediately to the south adjacent to Highway 280.
6. This Planned Development Permit will allow for the demolition of the existing surface parking lot and the construction of a new 229,794 square foot office building, including a 1,500 square foot ground floor commercial tenant space, and a below grade parking structure.
7. There are 29 trees, of which 4 are ordinance sized, on the subject development area.
8. The proposed project will meet all of the development regulations set forth in Planned Development Zoning, File No. PDC12-009, including but not limited to heights, setbacks, densities, open space, parking and environmental mitigation.
9. A Mitigated Negative Declaration for File No. PDC12-009, was prepared for this project pursuant to the provisions of CEQA. The project includes mitigation measures that reduce any potentially significant impacts to a less than significant level.

FINDINGS

The Director of Planning, Building, and Code Enforcement concludes and finds, based on the analysis of the above facts, that:

1. The Planned Development Permit, as issued, furthers the policies of the General Plan, in that:
   a. The rezoning under File No. PDC12-009 was found consistent with the site's San Jose 2040 General Plan Land Use/Transportation Diagram land use designation of Regional Commercial in that the General Plan supports intensification and urbanization of Regional Commercial areas in order to promote increased commercial activity and more walkable, urban environments in Regional Commercial districts.
   b. Consistent with the intent of the Focused Growth Major Strategy, which focuses new growth into areas of San José that will enable the achievement of City goals for economic growth, fiscal sustainability and environmental stewardship and support the development of new, attractive urban neighborhoods, the subject site is an existing urban mixed use neighborhood that the project will intensify.
2. The Planned Development Permit, as issued, conforms in all respects to the Planned Development Zoning of the property in that:
   a. The proposed project conforms to the approved General Development Plan.
3. The interrelationship between the orientation, location, mass and scale of building volumes, and elevations of proposed buildings, structures and other uses on-site are appropriate, compatible and aesthetically harmonious, in that:

a. The Planned Development Zoning and its development standards were found consistent with the Commercial Design Guidelines. This permit is in conformance with the zonings development standards.

4. Pursuant to Chapter 13.32 of the San José Municipal Code Director of Planning, Building, and Code Enforcement concludes and finds, based on the analysis of the above facts,

   a. The removal of 29 trees, of which 4 are ordinance sized, is proposed as part of the subject development. The trees affected are in such a location in such surroundings that their removal would not significantly frustrate the purposes of Section 13.32.010 of the San Jose Municipal Code in that the location of the trees with respect to the proposed improvement unreasonably restricts the economic development of the subject property.

   b. That the location of the trees with respect to a proposed improvement unreasonably restricts the economic development of the parcel in question.

5. The environmental impacts of the project including, but not limited to noise, vibration, dust, drainage, erosion, storm water runoff, and odor, which, even if insignificant for the purposes of the California Environmental Quality Act (CEQA), will not have an unacceptable negative effect on adjacent property or properties. Any potential negative effects on adjacent property or properties have been addressed in that:

   a. A Mitigated Negative Declaration adopted for File No. PDC12-009 on August 7, 2012 addressed the environmental impacts of this project.

   b. The project will not result in any reasonably foreseeable environmental impacts.

   c. A Mitigation Monitoring and Reporting Program was adopted for this project.

   d. Mitigation measures were made a condition of the approval of the project.

Based upon the above-stated finding and subject to the Conditions of Approval set forth below, the Director of Planning approves pursuant to the San José Municipal Code Part 8 of Chapter 20.100 (Planned Development Permits) and Chapter 13.32 (Tree Removal Controls), a Planned Development Permit allow for the demolition of the existing surface parking lot, tree removals, and the construction of a new 229,794 square foot office building, including a 1,500 square foot ground floor commercial tenant space, and a below grade parking structure on the subject site.

APPROVED SUBJECT TO THE FOLLOWING CONDITIONS:

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

   a. Acceptance of the Permit by the applicant; and

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

2. **Permit Expiration.** This Planned Development Permit shall automatically expire four (4) years from and after the date of issuance hereof by said Director, if within such four year period, the proposed use of this site or the construction of buildings has not commenced, pursuant to and in accordance with the provisions of this Planned Development 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 of the San Jose Municipal Code. The Permit Adjustment must be approved prior to the expiration of this Permit.
3. **Sewage Treatment Demand.** Chapter 15.12 of Title 15 of the San José Municipal Code requires that all land development approvals and applications for such approvals in the City of San José shall provide notice to the applicant for, or recipient of, such approval that no vested right to a Building Permit shall accrue as the result of the granting of such approval when and if the City Manager makes a determination that the cumulative sewage treatment demand of the San José-Santa Clara Water Pollution Control Plant represented by approved land uses in the area served by said Plant will cause the total sewage treatment demand to meet or exceed the capacity of San José-Santa Clara Water Pollution Control Plant to treat such sewage adequately and within the discharge standards imposed on the City by the State of California Regional Water Quality Control Board for the San Francisco Bay Region. Substantive conditions designed to decrease sanitary sewage associated with any land use approval may be imposed by the approval authority.
4. **Building Permit/Certificate of Occupancy.** Procurement of a Building Permit for demolition 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 applicant's agreement to fully comply with all of said conditions. No change in the character of occupancy or change to a different group of occupancies as described by the "Building Code" shall be made without first obtaining a Certificate of Occupancy from the Building Official, as required under San Jose Municipal Code Section 24.02.610, and any such change in occupancy must comply with all other applicable local and state laws.
5. **Conformance to Plans.** Development of the site shall conform to approved Planned Development plans entitled "Federal Realty Investment Trust, San Jose California, Planned Development Permit for Lot 11", dated August 10, 2012 and last revised on September 14, 2012, on file with the Department of Planning, Building and Code Enforcement, and to the San José Building Code (San José Municipal Code, Title 17, Chapter 17.04), with the exception of any subsequently approved changes.
6. **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.
7. **Conformance with Previously Approved Zoning and Environmental Clearance.** All conditions of approval and required environmental mitigation measures from the approved Planned Development Zoning, File No. PDC12-009, remain in effect.

8. **Planned Development District Effectuated.** Once this Planned Development Permit is accepted, the use of territory not covered by the permit shall only be land uses consistent with the Planned Development Zoning District and only upon issuance of a Planned Development Permit for those uses. Issuance of this permit in no way negates the permitee's or property owner's obligation to fully and timely comply with each and every provision set forth in the Development Standards of Planned Development Zoning, File No. PDC12-009.
9. **Revocation.** This Planned Development Permit is subject to revocation for violation of any of its provisions or conditions.
10. **Discretionary Review.** The Director of Planning, Building and Code Enforcement maintains the right of discretionary review of requests to alter or amend structures, conditions, or restrictions of this Planned Development Permit incorporated by reference in this Permit in accordance with Chapter 20.100 of the San Jose Municipal Code.
11. **Planned Development Permit.** This Planned Development Permit approves the demolition of the existing surface parking lot and the construction of a new 229,794 square foot office building, including a 1,500 square foot ground floor commercial tenant space, and a below grade parking structure on the subject site.
12. **Tree Removals.** This permit approves the removal of four (4) ordinance size trees and 25 non-ordinance size trees. A total of 33 replacement trees are required for the site. Given that the site cannot accommodate all of the required mitigation trees, the replacement tree requirement may be satisfied by donation of $300.00 per replacement tree to the "Our City Forest" non-profit organization, (408) 998-7337 or www.ourcityforest.org . The applicant shall provide a donation receipt from "Our City Forest" for the offsite tree planting to the Planning Project Manager. The receipt should be labeled with File No. PD12-014.
13. **Tree Removal Permit Posting.** Prior to commencement of and during removal of any ordinance-size tree pursuant to this Permit, the applicant shall post on the site, or cause to be posted, a copy of this Permit in conformance with the following:
    a. The copy of the permit shall be a minimum size of 8.5 by 11.0 inches; shall be posted at each public street frontage within 2 feet of the public sidewalk or right-of-way; and shall be posted in such a manner that the permit is readable from the public sidewalk or right-of-way; or
    b. If the site does not have a public street frontage, a copy of the permit shall be posted at a location where the permit is readable from a common access driveway or roadway.
14. **Presentation of Permit**. During removal of any ordinance-size tree pursuant to this permit, the applicant shall maintain the permit on the site and present it immediately upon request by the Director of Planning, Building and Code Enforcement, Police Officers or their designee.
15. **Public Works Clearance for Building Permit(s):** Prior to the issuance of Building permits, the applicant will be required to have satisfied all of the following Public Works conditions.

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

b. *Transportation:* The traffic report prepared for this project resulted in a level of service impact at the intersection of Monroe Street and Stevens Creek Boulevard. The mitigation for this impact is a fair share contribution toward the 880/Stevens Creek Interchange project. The 880/ Stevens Creek Interchange project will reconfigure the existing full cloverleaf I-880/Stevens Creek Boulevard interchange to improve traffic flow in the surrounding interchange area including the intersection of Monroe Street/Stevens Creek Boulevard. The fair share contribution per project trip at the intersection of Stevens Creek Boulevard and Monroe Street is $4,400.00. This fee shall be paid prior to the issuance of a Building permit. The fee is estimated to be $330,000.00 based on 75 additional pm peak hour trips generated by 128,200 square feet of office use and 1,500 square feet of retail use.

c. *Grading/Geology:*

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

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

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

   iv. A soils report must be submitted to and accepted by the City prior to the issuance of a grading permit.

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 site design measures, source controls, and stormwater treatment controls to minimize stormwater pollutant discharges. Post-construction treatment control measures, shown on the project's Stormwater Control Plan, shall meet the numeric sizing design criteria specified in City Policy 6-29.

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

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

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

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

g. *Street Improvements*:

   i. Remove and replace broken or uplifted curb and gutter and construct 10-foot wide attached sidewalk with tree wells along the Winchester project frontage.

   ii. Construct handicap ramps (2) at opposite returns across Olsen Drive per City standards.

   iii. Provide crosswalk at the southerly intersection of Winchester Boulevard and Olsen Drive. Modification of the existing traffic signal will be required.

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

h. *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.

i. *Street Trees*: Install street trees within public right-of-way along entire project street frontage per City standards; refer to the current "Guidelines for Planning, Design, and Construction of City Streetscape Projects". Street trees shall be installed in cut-outs at the back of curb. Obtain a DOT street tree planting permit for any proposed street tree plantings.

16. **Green Building.** The development is subject to the City's Green Building Ordinance for Private Sector New Construction. Prior to the issuance of any shell or complete building permits for the construction of buildings approved through the scope of this Planned Development Permit, the applicant shall pay a Green Building Refundable Deposit applicable to the gross square footage for the building which is approved through this Planned Development Permit. The project must receive the minimum green building certification of LEED Silver. The request for refund of the Green Building Deposit together with green building certification evidence demonstrating the achievement of the green building standards indicated above shall be submitted within a year after the building permit expires or becomes final, unless a request for an extension is submitted to the Director of Planning, Building, and Code Enforcement in accordance with Section 17.84.305D of the Municipal Code.

17. **Building 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, *PD12-014* shall be printed on all construction plans submitted to the Building Division.

b. *Americans with Disabilities Act.* The applicant shall provide appropriate access and accessible parking as required by the Americans with Disabilities Act (ADA).

c. *Emergency Address Card.* The project developer shall file an Emergency Address Card, Form 200-14, with the City of San José Police Department.

d. *Street Number Visibility.* Street numbers of the buildings shall be easily visible at all times, day and night.

e. *Construction Plan Conformance.* A project construction plan conformance review by the Planning Division is required. Planning Division review for project conformance will begin with the initial plan check submittal to the Building Division. Prior to any building permit issuance, building permit plans shall conform to the approved Planning development permits and applicable conditions.

18. **Fire Clearance for Issuing Permits.** The review of the project was limited to verifying compliance of the project with Chapter 5, Appendix B, and Appendix C of the 2010 California Fire Code with City of San Jose Amendments (SJFC). Additional review will be required at the building permit stage. All other code requirements for this project shall be reviewed and commented upon by both Fire and Building departments during the building permit process.

19. **Construction Impact Mitigation Measures.** The applicant is responsible for notifying all contractors of the conditions of this permit and that they shall perform construction activities in compliance with these conditions, or be subject to enforcement action.

a. *Compliance.* The applicant shall ensure that the following construction impact mitigation measures are fully complied with throughout the duration of all construction activities associated with this project and related off-site construction work. Failure to comply with these conditions by the applicant, their contractors or subcontractors shall be cause for shutdown of the project site until compliance with the following conditions can be ensured by the City. These construction impact mitigation measures shall be included in all contract documents for the project to ensure full disclosure to contractors and subcontractors.

b. *Construction Hours.* Construction and grading activities shall be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday. This includes the staging of equipment and construction personnel. The construction hours shall be printed on all plans for the project used to construct the project. Interior construction activities that do not generate any audible noise impacts at residential properties are allowed on Saturdays between 9:00 a.m. and 5:00 p.m.

c. *Noise.* Control noise from construction workers' radios to the point where they are not audible at existing residences bordering the project site.

d. *Enforcement.* The Director of Planning, Building and Code Enforcement may order an immediate halt to construction activities on the project site any time that the Director determines that the project is not in substantial conformance with the requirements of this Permit. Within seven days of ordering such a halt to construction, the Director of Planning, Building and Code Enforcement shall issue a Notice of Noncompliance in conformance with Section 20.100.320 of Title 20 of the San José Municipal Code indicating the specific area(s) of noncompliance and providing notice that the Director may issue an Order to Show Cause why the development permit shall not be revoked, suspended, or modified if the noncompliance is not corrected.

e. *Construction Deliveries.* Deliveries shall not occur outside the above construction hours. All deliveries shall be coordinated to ensure that no delivery vehicles arrive prior to the opening of the gates to prevent the disruption of nearby residents.

f. *Fencing.* The site shall be wholly enclosed by security fencing where the site is accessible by vehicles. The gates to the project site shall remain locked during all other times, except for a 30-minute period immediately preceding and following the above hours of construction.

g. *Assembly Area.* Workers shall not arrive to the site until the opening of the project gates. The applicant shall designate a location without adjacent residential units for workers to wait prior to the opening of the project gates.

h. *Equipment.* The contractor shall use "new technology" power construction equipment with state-of-the- art noise shielding and muffling devices. All internal combustion engines used on the project site shall be equipped with adequate mufflers and shall be in good mechanical condition to minimize noise created by faulty or poorly maintained engines or other components.

   i. Stationary noise-generating equipment shall be located as far as possible from sensitive receptors. Staging areas shall be located a minimum of 200 feet from noise-sensitive receptors, such as residential uses.

   ii. Unnecessary idling of internal combustion engines shall be prohibited.

i. *Disturbance Coordinator.* A Construction/Disturbance Coordinator shall be identified by the developer for this project. The Construction/Disturbance Coordinator shall be responsible for ensuring compliance with the hours of construction, site housekeeping, and other nuisance compliance conditions in this permit. The coordinator shall also compile information regarding construction phasing/operations and keep the neighborhood informed of the stages of development. The coordinator shall also listen and respond to neighborhood concerns regarding construction, determine the cause of the concern (e.g., starting too early, bad muffler, etc.) and institute reasonable measures warranted to correct the problem in a timely manner. The coordinator shall maintain a log of calls and shall make that log available to the City of San Jose upon request.

j. *Posting of Telephone Number.* The name and phone number of the Construction/ Disturbance coordinator, the hours of construction limitations, City File Number PD11-024, shall be displayed on a weatherproof sign posted at each entrance to the project site. A local phone number with answering service shall be maintained during the duration of project construction.

20. **Recycling.** Scrap construction and demolition material should be recycled. Integrated Waste Management staff at (408)535-8566 can provide assistance on how to recycle construction and demolition debris from the project, including information on available haulers and processors.
21. **Landscaping.** Planting and irrigation are to be provided as indicated on the approved plans. Landscaped areas shall be maintained and watered and all dead plant material is to be removed and replaced. Permanent irrigation is to be installed in accordance with Part 4 of Chapter 15.10 of Title 15 of the San José Municipal Code, Water Efficient Landscape Standards for New and Rehabilitated Landscaping and the City of San José Landscape and Irrigation Guidelines.
22. **Irrigation Standards.** The applicant shall install an adequately sized irrigation distribution system with automatic controllers in all areas to be landscaped that conforms to the Zonal Irrigation Plan in the Approved Plan Set and is consistent with the City of San Jose Landscape and Irrigation Guidelines. The design of the system shall be approved and stamped by a California Registered Landscape Architect prior to Certificate of Occupancy.
23. **Certification.** Pursuant to San José Municipal Code, Section 15.10.486, certificates of substantial completion for landscape and irrigation installation shall be completed by licensed or certified professionals and provided to the Department of Planning, Building and Code Enforcement prior to approval of the final inspection of the project.
24. **Storm Water Stenciling.** All drain inlets shall be labeled "No Dumping—Flows to Bay." Please contact the City of San José, Department of Public Works, at (408) 277-5161 to obtain free stencils.
25. **Lighting.** On-site, exterior lighting, shall be as shown on the approved plans and shall conform to the Outdoor Lighting Policy. Lighting shall be designed, controlled and maintained so that no light source is visible from outside of the property.
26. **Colors and Materials**. All building colors and materials are to be those specified on the Approved Plan Set.
27. **Mechanical Equipment.** All roof equipment shall be screened from view.
28. **Outside Storage.** Unless specifically identified on an approved site plan, no outside storage is permitted for the project.
29. **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.
30. **Anti-Graffiti.** The applicant shall remove all graffiti from buildings and wall surfaces within 48 hours of defacement.
31. **Building and Property Maintenance.** The developer shall maintain the property in good visual and functional condition. This shall include, but not be limited to all exterior elements of the buildings such as paint, roof, paving, signs, lighting and landscaping.
32. **Refuse.** All trash areas shall be effectively screened from view and covered and maintained in an orderly state to prevent water from entering into the garbage container. Trash areas shall be maintained in a manner to discourage illegal dumping.

33. **Sign Approval.** No signs are approved at this time. All proposed signs shall be subject to approval by the Director of Planning.

34. **Nuisance.** This use shall be operated in a manner that does not create a public or private nuisance. This use shall not adversely affect the peace, health, safety, morals or welfare of persons residing or working in the surrounding area or be detrimental to public health, safety or general welfare. Any such nuisance shall be abated immediately upon notice by the City.

35. **Environmental Mitigation.** The applicant is responsible for notifying all contractors of the conditions of this permit and that they shall perform construction activities in compliance with these conditions, or be subject to enforcement action.

    a. *Biological Resources.* With implementation of the required mitigation measures, future development under the proposed PD Rezoning and the construction of an office building on Lot 11 will have a less than significant impact on trees and the City's urban forest.

        i. A certified arborist will establish a tree protection zone for each of the street trees prior to start of construction. No grading, construction, demolition or other work shall occur within the tree protection zone. Any modification to the tree protection zone must be approved and monitored by the consulting arborist.

        ii. Prior to issuance of demolition permits, all trees to be retained will be fenced in accordance to the established tree protection zone. Fences shall be 6 ft. chain link or equivalent as approved by the consulting arborist. The fences will remain on-site until all grading and construction is completed.

        iii. Any root pruning or canopy pruning required for construction purposes shall receive the prior approval of, and be supervised by, the consulting arborist.

        iv. Supplemental irrigation shall be applied as determined by the consulting arborist.

        v. If injury should occur to any tree during construction, work will stop in the area around the tree and the damage shall be evaluated by the consulting arborist so that appropriate treatments can be applied.

        vi. No materials or liquids of any kind can be dumped or stored within the designated tree protection zones.

    b. *Greenhouse Gas Emissions.* The project proponent shall implement a transportation demand management program for the subject office building on Lot 11.

    c. *Grading and Geology.*

        i. All excavation and grading work will be scheduled in dry weather months or construction sites will be weatherized.

        ii. Stockpiles and excavated soils will be covered with secured tarps or plastic sheeting.

        iii. Ditches will be installed, if necessary, to divert runoff around excavations and graded areas.

d. *Hazards and Hazardous Materials.* A Removal Action Workplan (RAW) will be developed in conjunction with the Department of Toxic Substances Control and the City of San José requirements. The RAW will describe the specific measures that will be implemented to reduce or avoid the potential exposure of future residents, workers, and users of the site to hazardous materials, if it is determined that such measures are necessary. The Workplan will include proposed remedial measures such as capping the contaminated soil with buildings or pavement and/or removing all or a portion of the contaminated soil for off-site treatment or disposal at an appropriate disposal site.

e. *Hydrology and Water Quality.* The following measures are required to avoid and reduce impacts from construction stormwater runoff:

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 covered and all trucks would be required to 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 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 may also be employed at the request of the City.

ix. A Storm Water Permit will be administered by the RWQCB. Prior to construction grading for the proposed land uses, the project proponent will file a "Notice of Intent" (NOI) to comply with the General Permit and prepare a SWPPP which addresses measures that would be included in the project to minimize and control construction and post-construction runoff. Measures will include, but are not limited to, the aforementioned RWQCB mitigation.

x. The project proponent will submit a copy of the NOI and draft SWPPP to the City of San José for review and approval prior to start of construction on the project site. The certified SWPPP will be posted at the project site and will be updated to reflect current site conditions.

xi. When construction is complete, a Notice of Termination (NOT) for the General Permit for Construction will be filed with the RWQCB. The NOT will document that all elements of the SWPPP have been executed, construction materials and waste have been properly disposed of, and a post-construction storm water management plan is in place as described in the SWPPP for the site.

f. *Noise.* Implement the following measures during all current and future phases of construction on the project site

i. Demolition and construction activities on- or off-site, within 500 feet of sensitive receptors, such as residential development, shall be restricted to the hours of 7 AM to 7 PM Monday through Friday, non-holidays only.

ii. Staging areas and construction material areas shall be located as far away as possible from adjacent land uses.

iii. All internal combustion engines for construction equipment used on the site shall be properly muffled and maintained.

iv. All unnecessary idling of internal combustion engines is prohibited.

v. All stationary, noise-generating construction equipment, such as air compressors and portable power generators, shall be located as far as practical from existing residences and businesses.

vi. The Director of Planning and residential neighborhoods proximately located to the project site shall be notified in writing by the developer of the construction schedule at least seven days prior to the start of construction.

vii. A noise disturbance coordinator shall be designated who is responsible for responding to complaints about construction noise. The telephone number of the disturbance coordinator shall be posted in a conspicuous place at the construction site and shall also be included in the notice sent to neighbors and the Director of Planning regarding the schedule.

g. *Transportation/ Traffic.* An improvement project that will mitigate the project's impacts at this intersection is being implemented. The roadway improvement project is designed and budgeted, and is scheduled for construction. The 880/Stevens Creek Interchange consists of the reconfiguration the existing full cloverleaf I-880/Stevens Creek Boulevard interchange to improve traffic flow in the surrounding interchange area by widening and realigning ramps, widening the overcrossing structure at Stevens Creek Boulevard over I-880, improving intersections and providing enhanced access for pedestrians and bicyclists and separation of freeway-to-freeway traffic from local traffic by constructing a new direct connector from northbound I-280 to northbound I-880 with an estimated construction cost of $41.4 million. All the traffic capacity improvements are fully funded but other parts of the interchange project are not fully funded. The project shall make a fair share contribution to the cost of these improvements, based on the level of impact that would otherwise occur.

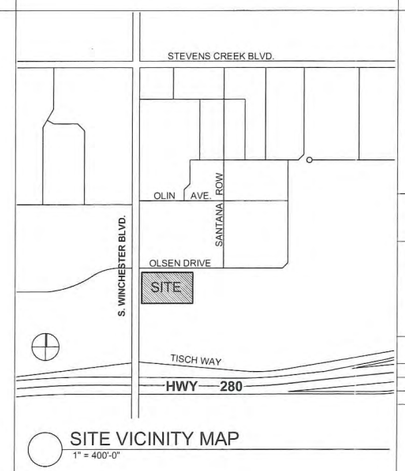
APPROVED and issued on this **26th day of October, 2012**.

Joseph Horwedel, Director
Planning, Building, and Code Enforcement

Deputy

FEDERAL REALTY INVESTMENT TRUST
SAN JOSE, CALIFORNIA
Planned Development Permit for Lot 11
Planned Development Zoning PDC 12-009
City File No. PD 12-014

SHEET INDEX



SITE VICINITY MAP
1" = 400'-0"

GENERAL

OWNER / APPLICANT
FEDERAL REALTY INVESTMENT TRUST
3055 OLIN AVENUE
SUITE 2100
SAN JOSE, CA 95128

ARCHITECT
WRNS STUDIO
501 SECOND STREET
SUITE 402
SAN FRANCISCO, CA 94107
415-489-2242

LANDSCAPE
INTERSTICE ARCHITECTS
587 SHOTWELL STREET
SAN FRANCISCO, CA 94110
415-285-3960

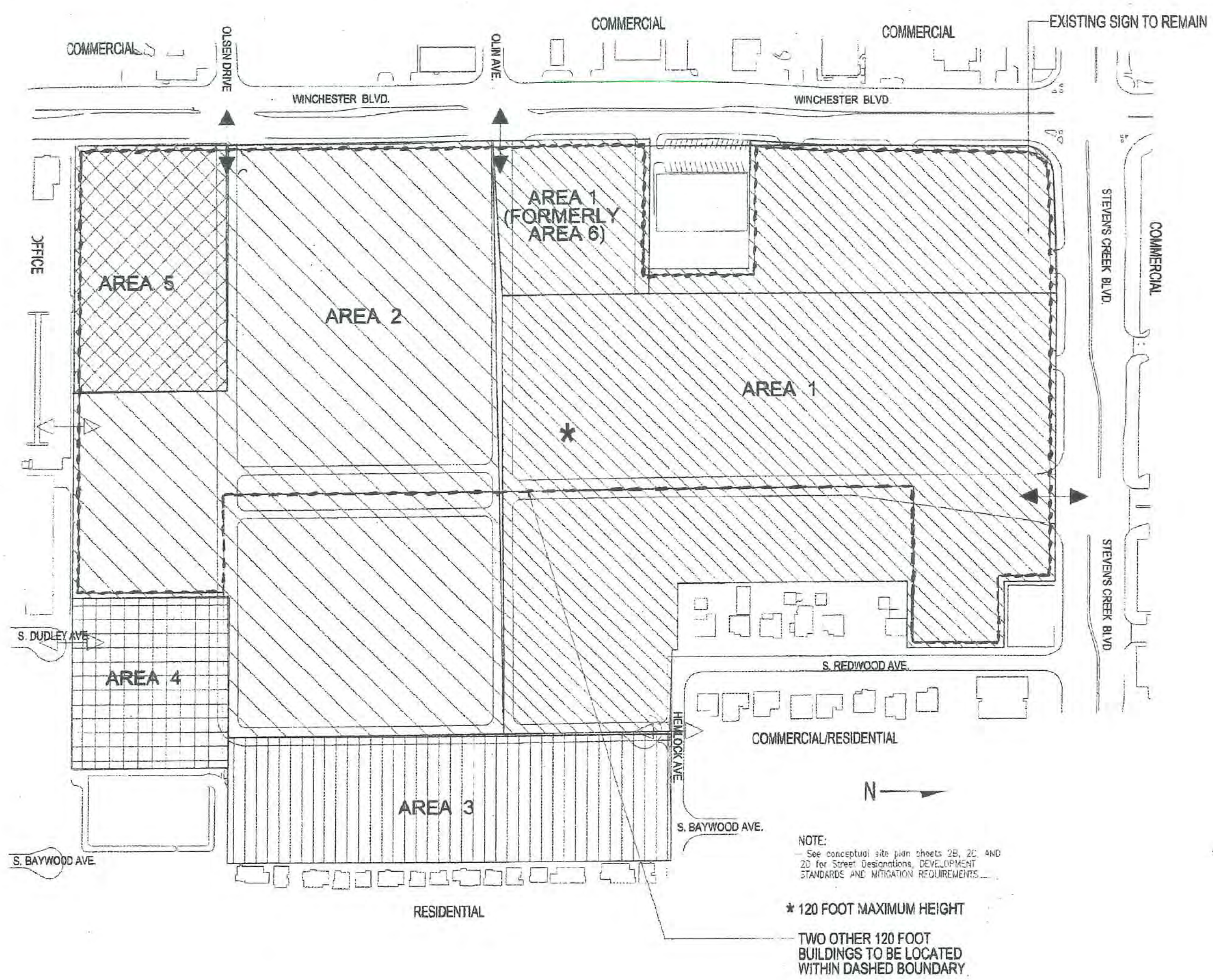
CIVIL
BKF ENGINEERS
1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100

PURPOSE OF PLANNED DEVELOPMENT PERMIT

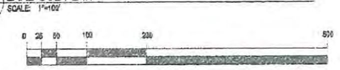
The purpose of this Planned Development Permit is to construct an office and retail / commercial building on Lot 11 at the southeast corner of S. Winchester Blvd. & Olsen Drive for up to 228,200 gsf of office space and 1,500 gsf of retail space along with a below grade parking structure accommodating a minimum of 650 parking spaces. A landscaped plaza is planned fronting on Olsen Drive.

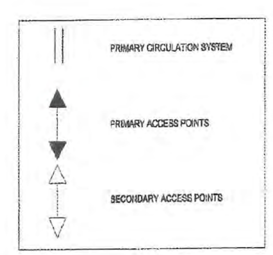
PLAN SET REVISIONS

#	REVISION / SUBMISSION	DATE
	PLANNED DEVELOPMENT PERMIT PACKAGE	04/04/2012
1	PLANNED DEVELOPMENT RESUBMITTAL	09/14/2012



1 LAND USE PLAN
SCALE: 1"=100'





CONCEPTUAL LAND USE BREAKDOWN BY AREA TOWN & COUNTRY

AREA	RESIDENTIAL (DWELLING UNITS)	COMMERCIAL (SQUARE FOOTAGE)	HOTEL (ROOMS)	PARKING SPACES
1	300 - 400	350,000 – 550,000	214	2,500 – 3,500
2	600 - 750	175,000 – 300,000	0	2,000 – 2,500
3	0 - 100	0	0	100 – 200
4	0 – 150	0 – 100,000	0	150 – 300
5	0	0 - 250,000	0	600 - 700
TOTALS	1,182	937,500	214 MAX	5,350 - 7,200

RESIDENTIAL USES MAY BE TRANSFERRED BETWEEN AREAS.

REVISED
GENERAL DEVELOPMENT PLAN
7-24-12
DATE LAST REVISED
A (PD) PLANNED DEVELOPMENT
ORDINANCE NO. 29118
CC APPROVAL DATE 8-21-12
EFFECTIVE DATE
SIGNED

Street-Works
Development & Consulting Group
A Division of PEG/Park LLC
30 Glenn Street
White Plains, NY 10603
914.949.6505

CONSULTANTS:

PDC12-009

SEAL:

PROJECT:
TOWN & COUNTRY GENERAL
DEVELOPMENT PLAN EXHIBIT "C"

No.
ISSUE/REVISIONS

SCALE: AS NOTED
DATE: REV. 07/24/12
PROJECT NO.: 09450-10
PLOT DATE:
FILE PATH:

DRAWING TITLE:
LAND USE PLAN

SHEET TITLE:
SHEET 2A OF 7

WRNS
501 SECOND STREET
4TH FLOOR, STE. 402
SAN FRANCISCO
CALIFORNIA 94107
415.489.2224 TEL
415.358.9100 FAX
WWW.WRNSSTUDIO.COM

ISSUES	DATE
PLANNED DEVELOPMENT PERMIT PACKAGE	04/04/2012

#	REVISION LIST	DATE
1	PLANNED DEVELOPMENT RESUBMITTAL	09/14/2012

PD12-014

SANTANA ROW
3090 Olsen Dr.
San Jose, CA

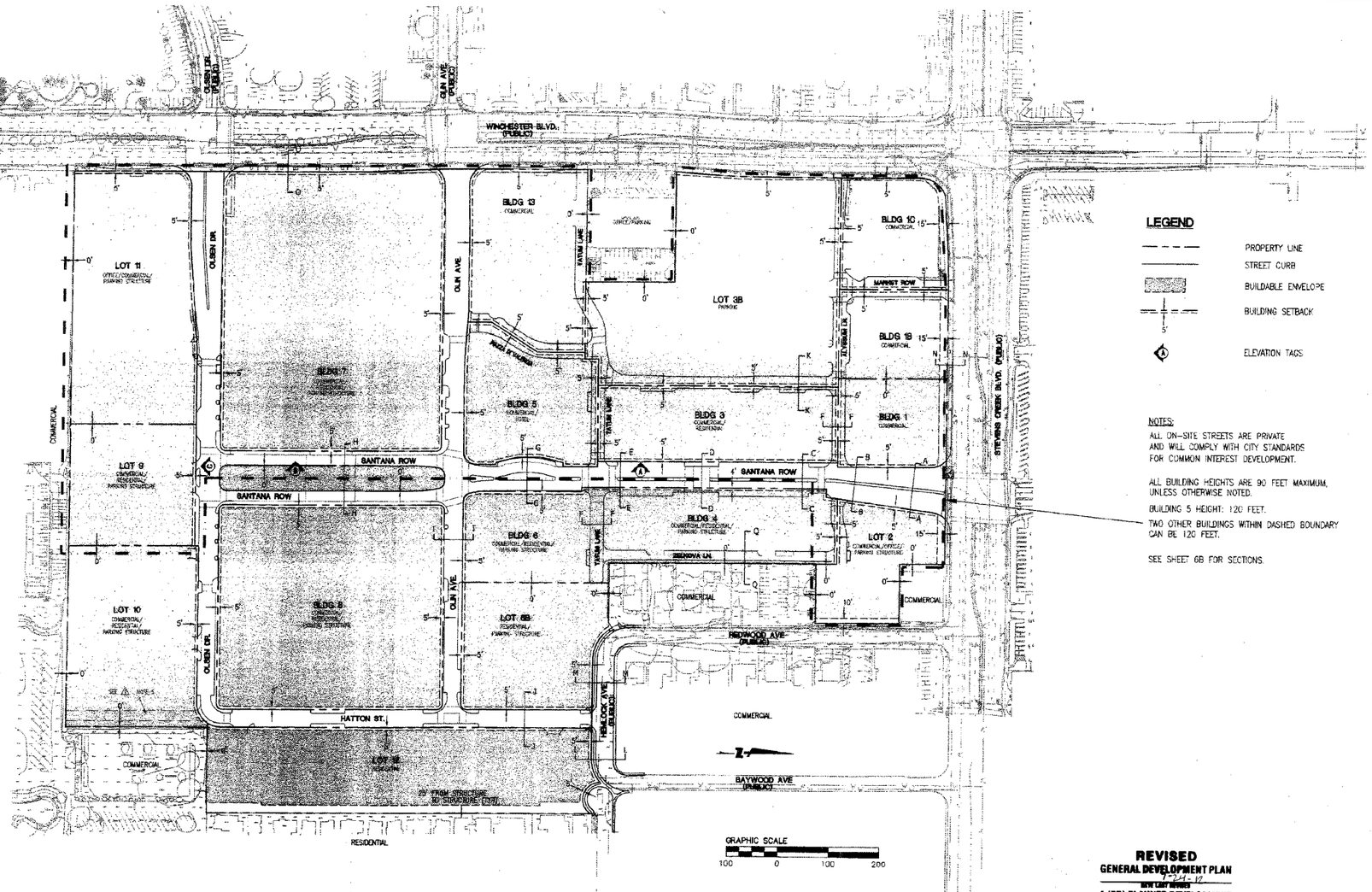
KEYPLAN

PROJECT NO.: 10020.00
DATE: 08/10/2012
SCALE:

SHEET TITLE:
LAND USE PLAN

SHEET NO:
2A

9/11/2012 8:52:36 AM



LEGEND

- PROPERTY LINE
- STREET CURB
- BUILDABLE ENVELOPE
- BUILDING SETBACK
- ELEVATION TAGS

NOTES:

ALL ON-SITE STREETS ARE PRIVATE AND WILL COMPLY WITH CITY STANDARDS FOR COMMON INTEREST DEVELOPMENT.

ALL BUILDING HEIGHTS ARE 90 FEET MAXIMUM, UNLESS OTHERWISE NOTED.

BUILDING 5 HEIGHT: 120 FEET.

TWO OTHER BUILDINGS WITHIN DASHED BOUNDARY CAN BE 120 FEET.

SEE SHEET 6B FOR SECTIONS.

REVISED
GENERAL DEVELOPMENT PLAN
7-24-12
NEW LOT REVISED
A (PD) PLANNED DEVELOPMENT
ORDINANCE NO. 29118
CC APPROVAL DATE 5-21-12
EFFECTIVE DATE
SIGNED

SETBACK CLARIFICATIONS:

1. SETBACKS BETWEEN NEIGHBORING ADJACENT COMMERCIAL USES (0' TYP.) HAVE BEEN ADDED TO THE PLAN.
2. ADDITIONAL SETBACK CALLOUTS TO INTERIOR PROPERTY LINES (5' TYP.) HAVE BEEN ADDED TO THE PLAN.
3. SETBACKS TO REDWOOD AVE. AND HEMLOCK AVE. HAVE BEEN MODIFIED TO: 10' FOR REDWOOD AVE. AND 5' FOR HEMLOCK AVE., PER MINIMUM SETBACK NOTE 1; DEVELOPMENT STANDARDS, SHEET 2C.
4. LOT/BUILDING USES HAVE BEEN CLARIFIED.
5. LOCATION AND WIDTH OF CONNECTING STREET FOR ACCESS TO TISCH WAY TO BE FINALIZED AT PD PERMIT STAGE. THE STATUS OF THIS STREET AS A PRIVATE OR PUBLIC STREET TO BE FINALIZED AT PD PERMIT OR REZONING THAT AFFECTS THIS AREA OF THE SITE.

WRNS STUDIO
501 SECOND STREET
4TH FLOOR, STE. 402
SAN FRANCISCO
CALIFORNIA 94107
415.489.2224 TEL
415.358.9100 FAX
WWW.WRNSTUDIO.COM

CONSULTANTS:

BKF
ENGINEERS / SURVEYORS / PLANNERS
1650 TECHNOLOGY DRIVE, SUITE 650
SAN JOSE, CALIFORNIA 95110
PHONE (408) 467-9100 FAX (408) 467-9199

ISSUES	DATE
PLANNED DEVELOPMENT PERMIT PACKAGE	04/04/2012

⚠	REVISION LIST	DATE
1	PLANNED DEVELOPMENT RESUBMITTAL	09/14/2012

PDC12-009

⚠ 4/3/08 – SETBACK CLARIFICATIONS

PROJECT:
TOWN & COUNTRY GENERAL
DEVELOPMENT PLAN EXHIBIT "C"

NO.	ISSUE/REVISIONS
SCALE:	AS NOTED
DATE:	REV: 07/24/12
PROJECT NO.:	92450-10
PLOT DATE:	
FILE PATH:	

DRAWING TITLE:
LAND USE PLAN

SHEET TITLE:
SHEET 2B OF 7

PD12-014

SANTANA ROW
3090 Olsen Dr.
San Jose, CA

KEYPLAN

PROJECT NO.: 10020.00
DATE: 08/10/2012
SCALE:
SHEET TITLE:
LAND USE PLAN

SHEET NO:
2B

9/11/2012 8:52:39 AM

If this drawing is not 30"x42", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

FILE NO. PDC12-009
SANTANA ROW
DEVELOPMENT STANDARDS
JULY 24, 2012

"In any cases where the graphic plans and text may differ, the text takes precedence."

USE ALLOWANCES:

1. The permitted, special, and conditional uses of the CG Commercial General Zoning District, as amended. Conditional and Special uses shall require the approval of a Planned Development Permit.

2. All of the uses identified as "Permitted" in Use Table 20-90 of Section 20.40.100 of the Zoning Ordinance, as amended, shall be permitted as a matter of right except those uses listed below which are prohibited:

   a. All health and veterinary services listed in the Use Table 20-90 except for those uses that are expressly permitted as indicated in these development standards. Medical, dental, and health practitioner use is permitted by right.

   b. All uses between 12:00 Midnight and 6:00 A.M. excepting those within the hotel building/block and health club uses. Any allowed health club uses shall not operate between the hours of 12:00 Midnight and 5:00 A.M.

   c. Recycling facilities, except as incidental to an allowed primary use.

3. The following uses require the issuance of a Planned Development Permit:

   a. Offices larger than 10,000 gross square feet.
   b. Public eating establishments and entertainment/drinking establishments larger than 9,000 gross square feet.
   c. Eating and drinking establishment uses between midnight and 6:00 A.M. within the hotel site footprint. Such uses, incidental to the hotel facility, and having no independent exterior access, shall be allowed by right.
   d. Outdoor Vending Uses (note: Individual outdoor vending shall be allowed by right in areas where a Planned Development Permit has already been approved for such uses).
   e. Live/work user (note: Individual live-work uses shall be allowed by right in areas where a Planned Development Permit has already been approved for such uses)
   f. Commercial indoor and commercial outdoor recreational uses.
   g. Amusement arcades for 19 or fewer games or fewer than 19 amusement arcade games incidental to an allowed primary use.
   h. Maintenance and repair, small household appliances.
   i. Day care centers, including those located in school and/or church facilities.
   j. Retail sales establishments with tenant spaces larger than 48,000 gross square feet.
   k. Animal grooming and indoor animal boarding.
   l. All vehicle related uses listed in the Use Table 20-90 except for those that are permitted as a matter of right. Except that automobile sales must occur within a building, no outdoor display or maintenance and repair can occur on the site, and additional car stock, if kept on site, must be within the building and not displace any parking spaces in the Santana Row development.

MAXIMUM DEVELOPMENT ALLOWANCES:

COMMERCIAL USES:

4. The maximum gross floor area for all commercial uses shall be 937,500 square feet, including any theater uses, plus that area required for up to 214 hotel rooms. At least 100,000 square feet of this commercial area will be for office use.

5. Gross square footage is calculated using the following definition, with the addition that unenclosed walkways and stairs shall also be excluded from the gross square footage calculations: The sum of the gross horizontal areas of the several floors of a building or buildings in a lot, on or above or below grade, situate within the exterior walls of the building or buildings, excluding such cellar or basement areas as are proposed to be used and are used exclusively for the following purposes:

   a. Off-street parking, loading and/or unloading of vehicle of owners, occupants, employees, and or visitors of the building;

   b. Ways of ingress to and or egress from off-street vehicular parking, loading and/or unloading areas;

   c. Heating, cooling and/or air conditioning of the building;

   d. Heating and/or cooling of water for occupants, employees and visitors of building.

   e. Building maintenance rooms and facilities;

   f. Storage space and facilities for use of owners, occupants and/or employees of the building;

   g. To provide public utility and other services to owners, occupants and/or employees of the building, other than services which are not accessory to the maintenance, operation and use of the building.

LIMITATIONS ON PUBLIC EATING ESTABLISHMENTS, DRINKING ESTABLISHMENTS:

6. The maximum cumulative gross building area allowed for all "restaurant" drinking establishment uses shall not exceed a total of 145,200 square feet at any time.

7. Restaurants shall be defined as those establishments meeting the definition of "bona fide public eating establishment" as defined by California Business and Professions Code Section 23038. ["Bona fide public eating place" means a place which is regularly and in a bona fide manner used and kept open for the serving of meals to guests for compensation and which has suitable kitchen facilities connected therewith, containing conveniences for cooking an assortment of foods which may be required for ordinary meals, the kitchen of which must be kept in a sanitary condition with the proper amount of refrigeration for keeping of food on said premises and must comply with all the regulations of the local department of health. "Meals" means the usual assortment of foods commonly ordered at various hours of the day; the service of such food and victuals only as sandwiches or salads shall not be deemed a compliance with this requirement."]

RESIDENTIAL USES:

8. A maximum of 1,182 residential units shall be allowed. All residential development shall be constructed to meet common interest subdivision standards.

9. Residential uses shall include a mix of condominiums, townhouses and apartments, as well as leasing offices, club houses, pools and other residential amenities. The specific type and variety of units shall be determined by an approved Planned Development Permit/Amendment or Adjustment.

DESIGN STANDARDS:

INTERFACES:

10. Since the character of this project is mixed-use in nature, the adjacency of noise, traffic or odor-generating activities such as loading areas, access and circulation driveways, trash and storage areas, and rooftop equipment to sensitive residential and other uses is anticipated - segregation of these uses is not a requirement for this project. However, partial mitigation of these effects is anticipated and should occur in the design and construction techniques of all buildings through the employment of a combination of internal loading facilities, masonry screen walls, landscaping, building orientation, activity usage limitations and construction techniques.

11. Since this project is mixed-use in character with shared residential and commercial parking facilities, any proposed restrictions at the access points for any parking facility must be approved through a Planned Development Permit.

12. All covered unenclosed walkways are to be accessible as public pedestrian ways, 24 hours per day.

ARCHITECTURE/BUILDING ORIENTATION:

13. Architectural design and building materials are subject to approval by the Director of Planning and shall be of equal or superior quality to those shown on sheet 5 of the original zoning, PDC91-027, entitled "Building Elevations" of the approved plan set for this planned development zoning.

14. "Non-active Building Elevations" facing a street will include details and/or appropriate architectural design consistent with the scale and style of active street facades in the project.

15. Because of the variety of uses within this project, the exterior building design, roof style, color, materials, architectural form and detailing may not be consistent among all buildings. However, each building and each facade on that building will contribute to the project character.

LOADING AND TRASH COLLECTION FACILITIES:

16. Loading docks may be located adjacent to residential structures or private rear yards.

17. Loading areas, dock and truck circulation aisles will be separated from residential uses, where possible, by a masonry screen wall or similar device.

18. Aisles designed as fire lanes will be a minimum of 20 feet, unless otherwise agreed to by the San Jose Fire Department

19. Loading/trash collection spaces will be provided throughout the development. Loading and trash collection facilities may be shared between residential and commercial used when appropriate.

20. Loading access may be allowed directly from the street. Such access shall include architectural detailing and other screening measures.

MAXIMUM HEIGHT:

21. The maximum building height shall be provided per Title 20, Section 20.85.020, as amended, and with the following exception:

   a. Portions of structures within 30 feet of residentially zoned single-family units shall have a maximum building height of 35 feet.

   b. The overall maximum height of buildings on Lot 12 shall be 90 feet.

MINIMUM SETBACKS:

22. All perimeter setbacks are subject to approval by the Director of Planning at the Planned Development Permit stage.

23. Setbacks will be 15 feet from proposed structures to property line along Stevens Creek Boulevard, 5 feet along Winchester Boulevard and 25 feet from structure-to-structure adjacent to residentially zoned, single-family detached units except as specifically identified in the General Development Plan Exhibit C.

24. Canopies, lights, signs, awnings, balconies and other similar architectural features may project into setbacks if approved by a Planned Development Permit or Planned Development Permit Adjustment, to the satisfaction of the Director of Planning.

OPEN SPACE REQUIREMENTS:

25. The parks and open space requirements for the original 1201 units are subject to the terms and conditions of that certain agreement entitled "Settlement and Parkland Agreement Between City of San Jose and HRI San Jose Town and Country Village, LLC" bearing the effective date of December 5, 2006.

26. The locations of existing and future private recreation amenities are shown on Sheet 7 hereof, entitled "Park Plans", and incorporated into this General Development Plan, subject to the provisions of the Agreement identified in paragraph (1) above. These provisions are intended to supersede prior diagrams depicting such site amenities.

27. The future private recreation improvements shall be installed in conjunction with the construction of the associated residential units as delineated on Sheet 7A, and shall be completed on each parcel on or before the date the Certificate of Occupancy is issued for the last building to be constructed on the parcel that includes the planned private recreational improvements. With respect to any improvements given credit pursuant to the Agreement which relate to the original 1201 dwelling units and which are not completed in accordance with the schedule on Sheet 7A, the credits for the incomplete improvements shall be disallowed and Parkland Fees shall be required to be paid to the City as calculated using the methodology set forth in attachment A to the Agreement.

28. As of the effective date of the Planned Development Rezoning City File Number PDC05-030, the Parks and Open Space requirements for the residential units beyond the first 1201 for the project shall be as set forth in the City's PDO/PDD Ordinances and associated Fee and Credit Resolution.

PARKING REQUIREMENTS:

29. As an interim use, surface parking may be permitted with a Planned Development Permit for any area on which a building is ultimately proposed.

30. On-site parking for the commercial uses shall be provided at a ratio of no less than 1 space per 275 square feet of floor area. This ratio acknowledges the alternating nature of parking demand for office use (primarily weekdays) and other commercial uses such as retail, café and restaurant (primarily evenings and weekends). For parking purposes, "floor area" shall be as defined in Chapter 20.90.050 of the Zoning Ordinance, as amended.

31. The standard for off-street parking for residential units shall be one and three-tenths (1.3) spaces per unit. Shared and/or alternating parking arrangements based on a parking analysis for specific uses and residential unit types may be approved through a Planned Development Permit or Amendment.

CIRCULATION:

32. On-site vehicular access shall be accommodated along internal street and driveway networks, should the site be subdivided. Each site will share the private circulation system common to all sites. Sidewalks shall be provided within the public right-of-way as shown.

33. Internal sidewalk networks will provide access to public spaces and connection points to adjacent sites and the public sidewalk network. Provisions will be made to integrate private pedestrian networks with public sidewalks.

GENERAL NOTES:

WATER POLLUTION CONTROL PLANT NOTICE:

34. Pursuant to Chapter 15.12 of the San Jose Municipal Code, no vested right to a Building Permit shall accrue as the result of the granting of any land development approvals and applications when and if the City Manager makes a determination that the cumulative sewage treatment demand at the San Jose-Santa Clara Water Pollution Control Plant represented by approved land uses in the area served by said Plant will cause the total sewage treatment demand to meet or exceed the capacity of the San Jose-Santa Clara Water Pollution Control Plant to treat such sewage adequately and within the discharge standards imposed on the City by the State of California Regional Water Quality Control Board for the San Francisco Bay region. Substantive conditions designed to decrease sanitary sewage associated with any land use approval may be imposed by the approving authority.

TRAFFIC MEASURES:

35. Provide an irrevocable offer of dedication of 4 feet for an easement for sidewalk purposes to the City along the project frontage on Stevens Creek Boulevard. **COMPLETED.**

36. Prior to the issuance of a Public Works Clearance for the Parcel 2 parking garage the applicant shall execute a construction agreement with the City guaranteeing proposed improvements (as generally described in the cost estimate prepared by HMH Engineers and dated 4/26/06) at the southwest corner of the intersection of Santana Row and Stevens Creek Blvd. Scope includes removal of the existing pork chop island and necessary modifications to the traffic signal at this corner. The applicant shall be responsible for design and construction for this work. The applicant is also required to contribute its fair share ($89,160.08 cash) for the extension of the left turn lanes on the east approach of the intersection. **COMPLETED.**

37. The design and construction of the future Hatton Street will be determined with a subsequent Planned Development Permit. Hatton Street is identified as a future connection from Santana Row to Tisch Street.

PUBLIC WORKS CLEARANCE:

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:

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

2. **Transportation**: The traffic report prepared for this project resulted in a level of service impact at the intersection of Monroe Street and Stevens Creek Boulevard. The mitigation for this impact is a fair share contribution toward the 880/Stevens Creek Interchange project. The 880/Stevens Creek Interchange project will reconfigure the existing full cloverleaf I-880/Stevens Creek Boulevard interchange to improve traffic flow in the surrounding interchange area including the intersection of Monroe Street and Stevens Creek Boulevard. The fair share contribution per project trip at the intersection of Stevens Creek Boulevard and Monroe Street is $4,400.00. The total contribution based on 137 project trips is $602,800.00. This fee shall be paid prior to the issuance of a Building permit.

3. **Grading/Geology:**
   a) A grading permit is required prior to the issuance of a Public Works Clearance.
   b) If the project proposes to haul more than 10,000 cubic yards of cut/fill to or from the project site, a haul route permit is required. Prior to issuance of a grading permit, contact the Department of Transportation at (408) 535-3850 for more information concerning the requirements for obtaining this permit.
   c) Because this project involves a land disturbance of one or more acres, the applicant is required to submit a Notice of Intent to the State Water Resources Control Board and to prepare a Storm Water Pollution Prevention Plan (SWPPP) for controlling storm water discharges associated with construction activity. Copies of these documents must be submitted to the City Project Engineer prior to issuance of a grading permit.
   d) A soils report must be submitted to and accepted by the City prior to the issuance of a grading permit.

4. **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) that include site design measures, source controls, and stormwater treatment controls to minimize stormwater pollutant discharges. Post-construction treatment control measures, shown on the project's Stormwater Control Plan, shall meet the numeric sizing design criteria specified in City Policy 6-29.

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

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

7. **Street Improvements**
   a) Remove and replace broken or uplifted curb and gutter and construct 10-foot wide attached sidewalk with tree wells along the Winchester project frontage.
   b) Construct handicap ramps (2) at opposite returns across Olsen Drive per City standards.
   c) Provide crosswalk at the southerly intersection of Winchester Boulevard and Olsen Drive. Modification of the existing traffic signal will be required.
   d) Repair, overlay, or reconstruction of asphalt pavement may be required. The existing pavement will be evaluated with the street improvement plans and any necessary pavement restoration will be included as part of the final street improvement plans.

8. **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.

9. **Street Trees**: Install street trees within public right-of-way along entire project street frontage per City standards; refer to the current "Guidelines for Planting, Design, and Construction of City Streetscape Projects". Street trees shall be installed in cut-outs at the back of curb. Obtain a DOT street tree planting permit for any proposed street tree plantings.

ENVIRONMENTAL MITIGATION:

BIOLOGICAL RESOURCES:

1. With implementation of the required mitigation measures, future development under the proposed PD Rezoning and the construction of an office building on Lot 11 will have a less than significant impact on trees and the City's urban forest. (Less Than Significant Impact With Mitigation)

GREENHOUSE GAS EMISSIONS:

2. The proposed office development incorporates voluntary measures such as structured parking and a reduction in the number of parking spaces provided due to the potential shared use of those spaces with the existing development on the PD rezoning site. The City of San Jose will require that the developer implement a transportation demand management program as a condition of approval of the PD permit for the proposed office building on Lot 11. (Less Than Significant Impact with Mitigation Required)

HAZARDS AND HAZARDOUS MATERIALS:

3. Prior to issuance of a PD Permit for development of either (1) the Courtesy Chevrolet portion of the property, (2) the Building 9 area of the vacant former dry cleaner operation, or (3) the former agricultural area, a Removal Action Workplan (RAW) will be developed in conjunction with the Department of Toxic Substances Control and the City of San Jose requirements. The RAW will describe the specific measures that will be implemented to reduce or avoid the potential exposure of future residents, workers, and users of the site to hazardous materials, if it is determined that such measures are necessary. The Workplan will include proposed remedial measures such as capping the contaminated soil with buildings or pavement and/or removing all or a portion of the contaminated soil for off-site treatment or disposal at an appropriate disposal site. Once implemented, the RAW will reduce the levels of contamination within the areas designated for residential uses to acceptable threshold levels as established by local, State, and Federal regulatory agencies.

HYDROLOGY AND WATER QUALITY:

4. Because construction of the office building and retail pavilion on Lot 11 includes the specific measures and actions identified in the Initial Study, and will be required by the City to comply with local and regional regulatory programs, the project will have a less than significant construction related water quality impact.

NOISE:

5. Each construction project undertaken on the Santana Row project site, including the office building/retail pavilion on Lot 11, will be required by conditions of project approval to implement specific measures listed in the Initial Study during all current and future phases of construction on the project site.

TRANSPORTATION AND TRAFFIC:

6. The project will make a fair share contribution to the cost of improvements at the I-880/Stevens Creek Interchange, based on the level of impact that would otherwise occur. Completion of these proposed roadway improvements will reduce project impacts at the Stevens Creek/Monroe intersection to less than significant. This is consistent with Council Policy 5-3 and with the mitigation anticipated by General Plan Policy TR-5.3.

UTILITIES AND SERVICE SYSTEMS:

7. The City of San Jose Department of Public Works analyzed the existing sanitary sewer capacities in the area. At this time, the applicant has not provided plans showing where the proposed office building would connect to the existing sanitary sewer system. Should the applicant propose to connect to the 6-inch sewer on Winchester Boulevard, a capacity analysis will be needed to determine if upsizing of the 6-inch line in Winchester Boulevard is necessary. Connection to the existing 8-inch line on Olsen Drive would not warrant additional studies, nor would it trigger upsizing of sanitary sewer facilities.

REVISED
GENERAL DEVELOPMENT PLAN
MOST RECENT REVISED
A (PD) PLANNED DEVELOPMENT
ORDINANCE NO. 27115
CC APPROVAL DATE 8-21-12
EFFECTIVE DATE
SIGNED

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Street-Works
Development & Consulting Group
A Division of PEG/Park LLC
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White Plains, NY 10603
914.949.6605

CONSULTANTS:

ISSUES	DATE
PLANNED DEVELOPMENT PERMIT PACKAGE	04/04/2012

REVISION LIST	DATE
1 PLANNED DEVELOPMENT RESUBMITTAL	09/14/2012

PDC12-009

SEAL:

PROJECT:
TOWN & COUNTRY GENERAL
DEVELOPMENT PLAN EXHIBIT "C"

No.
ISSUE/REVISIONS

SCALE: AS NOTED
DATE: REV. 07/24/12
PROJECT NO.: 8945O-10
PLOT DATE:
FILE PATH:

DRAWING TITLE:
DEVELOPMENT STANDARDS

SHEET TITLE:
SHEET 2C OF 7

PD12-014

SANTANA ROW
3090 Olsen Dr.
San Jose, CA

KEYPLAN

PROJECT NO.: 10020.00
DATE: 08/10/2012
SCALE:

SHEET TITLE:
LAND USE PLAN

SHEET NO:
2C

9/11/2012 8:52:42 AM

If this drawing is not 30"x42", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch

GENERAL DEVELOPMENT PLAN NOTES

Town & Country Shopping Center Redevelopment Project
File No: PDCSH 97-06-036

1. Mitigation for Geologic and Seismic Impacts

(a) All buildings and structures shall be designed to conform to Uniform Building Code Zone 4 guidelines.

(b) A design-level geo-technical/foundation investigation shall be completed to address the geologic hazards on the site. This investigation shall be completed prior to the approval of Grading Permits for the specific buildings and structures. New buildings and structures shall be designed in accordance with the recommendations of this report.

2. Mitigation for Hydrology and Water Quality Impacts

(a) The project shall comply with the NPDES General Construction Activity Storm Water Permit, administered by the State Regional Water Quality Control Board. Prior to construction grading, the applicant shall file a Notice of Intent (NOI) to comply with the General Permit and shall prepare a Storm Water Pollution Prevention Plan (SWPPP), which addresses measures that will be implemented to control construction and post-construction runoff. The following measures shall be included in the SWPPP:

(i) No non-storm water discharges shall be made to the storm water system.

(ii) Monitoring of discharges to the storm water system.

(b) The project shall submit a copy of the draft SWPPP to the City of San Jose, Department of Public Works for review and approval prior to the issuance of a Grading Permit.

(c) The project grading plans shall conform to the drainage and erosion control standards adopted by the City of San Jose and shall be approved by the City Public Works Department. The following specific measure shall be implemented to prevent storm water pollution during construction:

(i) Restriction of grading to the dry season (April-October) or use of Best Management Practices for wet season erosion control.

(d) The project developer shall install filter inlet inserts in all new and existing storm drainage inlets on the project site. These filters shall be installed, maintained, and replaced by a qualified consultant hired by the property owner. Copies of all inspection and maintenance records shall be provided to the City upon request.

(e) The project developer shall implement a maintenance program for these filter inlet inserts that includes, but is not limited to, the following measures:

(i) The filter inlet inserts shall be installed by a qualified individual in conformance with the manufacturer's specifications. Installation records shall be maintained by the project developer and any subsequent property owners.

(ii) The property owner must keep a record available for inspection on the project site of all inspections and maintenance of the filter inlet inserts.

(iii) Paved surfaces subject to runoff should be swept regularly during dry periods to remove dirt, silt, or other loose debris.

(iv) The filter inlet inserts shall be inspected monthly between September and April of each year, and the absorbent material shall be replaced by a qualified individual, as necessary, to ensure that the filters are functioning properly.

(v) The absorbent material shall be replaced by a qualified individual in conformance with the manufacturer's specifications. Care shall be taken to avoid spilling the contaminated material into the drainage system.

(vi) Used absorbent material shall be disposed of in conformance with all applicable City, state, and federal regulations.

(vii) The property owner shall keep a sufficient amount of absorbent material on hand to replace the amount of installed absorbent plus a reserve to handle emergencies.

3. Mitigation for Impacts to Archaeological and Cultural Resources

In the event that archaeological traces are encountered, all construction within a 100-foot radius of the find shall be halted, the Director of Planning shall be notified, and an archaeologist shall be employed to examine the find and make appropriate recommendations to the Director of Planning.

If human remains are discovered, the Santa Clara County Coroner shall be notified. The Coroner shall determine whether or not the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he shall notify the Native American Heritage Commission, who shall attempt to identify descendants of the deceased Native American.

If the Director of Planning finds that the archaeological find is not a significant resource, work shall resume only after the submittal of a preliminary archaeological report and after provisions for reburial and ongoing monitoring are accepted. Provisions for identifying descendants of a deceased Native American and for reburial would follow the protocol set forth in "Appendix K" of the CEQA Guidelines. If the site is found to be a significant archaeological site, a mitigation program will be prepared and submitted to the Director of Planning for consideration and approval in conformance with the protocol set forth in "Appendix K" of the CEQA Guidelines.

A final report shall be prepared when a find is determined to be a significant archaeological site, and/or when Native American remains are found on the site. The final report shall include background information on the completed work, a description and list of identified resources, the disposition and duration of those resources, any testing, other recovered information, and conclusions.

4. Mitigation for Short-term Air Quality Impacts due to Construction Activities

The following measures shall be implemented during demolition of the existing structures and during all phases of construction to minimize short-term air quality impacts:

(a) During demolition, dust-proof chutes will be used, whenever possible, for loading construction debris onto trucks.

(b) During demolition, watering will be used to control dust generation of structures and the break-up of pavement materials.

(c) Internal haul roads shall be paved, sealed, or stabilized to control dust from truck traffic. Paved haul roads shall be regularly swept and cleaned to remove accumulated dust and debris.

(d) The recycling of demolition materials is encouraged as it would reduce the number of truck trips to the site during construction. It is possible that materials from the demolition of the existing shopping center buildings and pavement could be recycled after being crushed on the project site. The use of a crusher device on the site is subject to regulation by the BAAQMD.

(e) All active construction areas shall be watered twice daily, or more often if necessary. Increased watering frequency shall be required whenever wind speeds exceed 15 miles-per-hour.

(f) Pave, apply water three times daily, or apply non-toxic soil stabilizers on all unpaved access roads and parking and staging areas at construction sites.

(g) Cover stockpiles of debris, soil, sand, and any other materials that can be windblown. Trucks transporting these materials shall be covered.

(h) Damp sweep daily, or more often if necessary, all paved construction areas and adjacent streets of dust and debris.

(i) Subsequent to clearing, grading, or excavating, exposed portions of the site shall be watered, landscaped, treated with soil stabilizers, or covered as soon as possible. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas and previously graded areas inactive for ten days or more.

(j) Traffic speeds shall not exceed 15 m.p.h. on unpaved roads.

(k) Installation of sandbags or other erosion control measures to prevent silt runoff to public roadways.

(l) Replanting of vegetation in disturbed areas as soon as possible after the completion of construction.

5. Mitigation for Construction Noise Impacts

The following measures shall be implemented during all phases of construction on the project site:

(a) Demolition and construction activities on- or off-site, within 500 feet of sensitive receptors, such as residential development, shall be restricted to the hours of 7 AM to 7 PM Monday through Friday, non-holidays only.

(b) All internal combustion engine for construction equipment used on the site shall be properly muffled and maintained.

(c) All stationary, noise-generating construction equipment, such as air compressors and portable power generators, shall be located as far as practical from existing residences and businesses.

(d) The Director of Planning and residential neighborhoods proximately located to the project site shall be notified in writing by the developer of the construction schedule at least seven days prior to the start of construction.

(e) A noise disturbance coordinator shall be designated who is responsible for responding to complaints about construction noise. The telephone number of the disturbance coordinator shall be posted in a conspicuous place at the construction site and shall also be included in the notice sent to neighbors and the Director of Planning regarding the construction schedule.

6. Mitigation for Post-Construction Noise Impacts

Prior to the approval of any Planned Development Permits for the project, a detailed acoustical analysis shall be prepared and the recommendations for noise attenuation shall be incorporated into the design of the residential buildings proposed for the project site to reduce the interior noise levels to 45 dBA, in accordance with City General Plan policies. Design features that could provide noise attenuation include sound-rated windows, forced-air mechanical ventilation, and special building construction techniques such as insulation and sound-proofing.

7. Mitigation to Potential Sanitary Sewer Service Impacts

Should it be determined prior to the issuance of a Planned Development Permit that the existing sanitary sewer system does not contain sufficient capacity to serve the project, the project shall implement some or all of the following mitigation measures, as necessary:

(a) Up-size the existing eight-inch sanitary sewer line that runs from Stevens Creek Boulevard to the existing 10-inch sanitary sewer line at the adjacent Valley Fair Mall.

(b) Redesign of the project to connect to both the existing 10-inch sewer line at Valley Fair Mall and the six-inch line that runs under Interstate 280 from Dudley Avenue to Monpark Avenue.

(c) Up-size the existing 10-inch sanitary sewer line that runs through Valley Fair Mall from Stevens Creek Boulevard to Forest Avenue.

(d) Construct a new sanitary sewer line along Winchester Boulevard from the project site to Forest Avenue.

8. Mitigation for Impacts to Burrowing Owls

In conformance with federal and state regulations regarding the protection of raptors, a pre-construction survey for burrowing owls shall be completed in accordance with appropriate protocols no more than 30 days prior to the start of any phase of construction on the vacant portion of the site. If burrowing owls are not located during these surveys, then no additional action shall be warranted.

However, if breeding or resident owls are located on, or immediately adjacent to the project site, a construction-free buffer zone around the active burrow shall be established as determined by the ornithologist, in consultation with the California Department of Fish and Game (CDFG). No construction activities shall proceed that will disturb breeding owls.

If resident or breeding owls are located on the project site during pre-construction surveys, a site-specific mitigation plan shall be prepared. This plan shall include: performing any construction in the vicinity of the nests outside the breeding season; or, alternatively, establishing a construction-free buffer zone around the nest. Construction shall only proceed after owl chicks have fledged and are independent of any immediate nesting area. No construction activities shall proceed that will disturb breeding owls.

Any relocation site(s) shall be monitored at least three times during the breeding season, and for a period of three years following the relocation. Monitoring results shall be provided to the CDFG and the U.S. Fish and Wildlife Service as part of the Permit requirements.

The project developer has entered into a contract with the Department of Fish and Game in conformance with the mitigation measures described above. That document is entitled "MITIGATION AGREEMENT Between FRIT SAN JOSE TOWN AND COUNTRY VILLAGE, LLC, a California limited liability company and the CALIFORNIA DEPARTMENT OF FISH AND GAME Ref: No. 1902-2000-607-3.

9. Mitigation for the Removal of Existing Trees on the Project Site

All trees that are removed shall be replaced by new trees at the following ratios based on the trunk size of the existing trees:

Diameter of Existing Tree	No. of Replacement Trees	Size of Replacement Trees
> 18 -inch Diameter	Four	24-inch Box
12 -17 inch Diameter	Two	24-inch Box
< 12 -inch Diameter	One	15 -gallon

10. Mitigation for Hazardous Material Impacts

Prior to the issuance of a Planned Development Permit, for development of any portion of the site currently occupied by the Courtesy Chevrolet auto dealership, a detailed site assessment shall be conducted on that portion of that site that is proposed for development. The proposed project shall identify and implement remediation measures as necessary to reduce potential health risks in conformance with City, state, and federal regulations.

Prior to issuance of a PD permit for the development on a portion of the project site that is subject to a Removal Action Workplan (RAW), the RAW will be developed in conjunction with the Department of Toxic Substances Control and the City of San Jose requirements.

The final RAW dated November 10, 1999 was approved by the California Department of Toxic Substances Control by letter dated November 17, 1999.

11. Mitigation for Transportation Impacts

I. Stevens Creek Boulevard and Monroe Street: Prior to the issuance of any Building Permits, the developer shall enter into and comply with the terms of a Construction Agreement for the construction of the following improvements at the intersection of Stevens Creek Boulevard and Monroe Street:

(a) The addition of a fourth eastbound through-lane on Stevens Creek Boulevard, requiring the removal and reconstruction of the existing curb, gutter, and sidewalk, and the re-paving and re-striping of the west and east approaches in the eastbound direction.

(b) The acquisition of 10 feet of right-of-way along the south side of Stevens Creek Boulevard over a distance of approximately 600 linear feet west of Monroe Street to the southbound on-ramp to Interstate 880. The additional through-lane, described above, will transition into a second lane on the southbound on-ramp to Interstate 880.

II. Winchester Boulevard and Moorpark Avenue: Prior to the issuance of any Building Permits, the developer shall enter into and comply with the terms of a Construction Agreement for the construction of the following improvements at the intersection of Winchester Boulevard and Moorpark Avenue:

(a) Improvement of the west-leg of the intersection, on Moorpark Avenue, to include the addition of a second exclusive left-turn lane and the conversion of the existing, shared through- and left-turn-lane to an exclusive through-only lane.

III. Stevens Creek and Winchester Boulevards: Prior to the issuance of any Building Permits the developer shall enter into and comply with the terms of a Construction Agreement for the construction of the following improvements at the intersection of Stevens Creek and Winchester Boulevards:

Modifications to the south-leg of the intersection, on Winchester Boulevard, to include the addition of a second northbound left-turn lane. The south-leg of the intersection is located wholly within the City of San Jose.

IV. (a) Prior to the issuance of a Public Works Clearance, the developer shall enter into a Construction Agreement to provide at the intersection of Olin Avenue and Winchester Boulevard, double left turning lanes from southbound Winchester Boulevard, provided those improvements can be constructed within the existing right of way.

(b) Prior to the issuance of a Public Works Clearance, the developer shall enter into a Construction Agreement to provide at the intersection of Olsen Drive and Winchester Boulevard, double left turning lanes from southbound Winchester Boulevard, provided those improvements can be constructed within the existing right of way.

(c) The project shall include a traffic diversion measure in the vicinity of Baywood and Hemlock Avenues to prevent project-related automobile traffic from circulating through existing residential neighborhoods east of the project site.

V. Prior to the occupancy of any building covered by this Planned Development zoning and prior to the occupancy of any new retail building at the adjacent Valley Fair Mall, approved through Site Development Permit HSH 97-02-012, a plan implementing shuttle service between the two projects shall be adopted to the satisfaction of the Director of Planning. Shuttle vehicles shall employ a non-polluting power source, such as propane or electricity, in lieu of conventional gasoline or diesel powered vehicles.

VI. Prior to the issuance of any Planned Development Permit, the developer shall contribute to the City of San Jose $300,000 toward a study to analyze freeway and interchange improvements in the project vicinity to the satisfaction of the Director of Public Works.
In connection with Master PD Permit PDSH 98-11-074, the $300,000 was paid to the City of San Jose.

REVISED
GENERAL DEVELOPMENT PLAN
DATE LAST REVISED
(PD) PLANNED DEVELOPMENT
ORDINANCE NO. 29118
APPROVAL DATE 8-21-12
EFFECTIVE DATE
SIGNED

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A Division of PEGIPark LLC
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White Plains, NY 10603
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CONSULTANTS:

ISSUES	DATE
PLANNED DEVELOPMENT PERMIT PACKAGE	04/04/2012

REVISION LIST	DATE
1 PLANNED DEVELOPMENT RESUBMITTAL	09/14/2012

PDC12-009

SEAL:

PROJECT:
TOWN & COUNTRY GENERAL
DEVELOPMENT PLAN EXHIBIT "C"
No.
ISSUE/REVISIONS

SCALE: AS NOTED
DATE: REV. 07/24/12
PROJECT NO.: 09450-10
PLOT DATE:
FILE PATH:

DRAWING TITLE:
DEVELOPMENT STANDARDS

SHEET TITLE:
SHEET 2D OF 7

PD12-014

SANTANA ROW
3090 Olsen Dr.
San Jose, CA

KEYPLAN

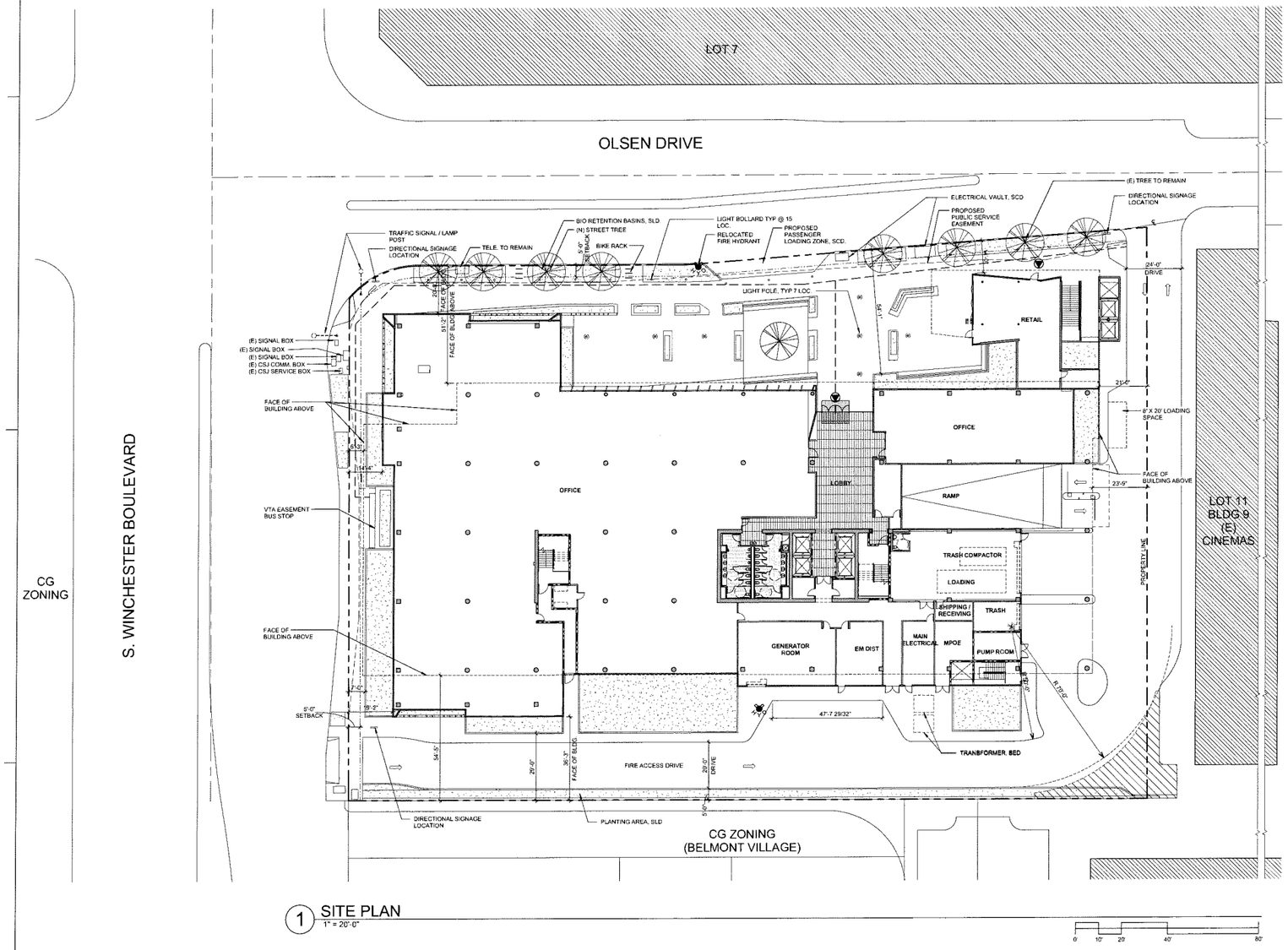
PROJECT NO.: 10020.00
DATE: 08/10/2012
SCALE:

SHEET TITLE:
LAND USE PLAN

SHEET NO:
2D

9/11/2012 8:52:45 AM

If this drawing is not 30"x42", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 SITE PLAN
1" = 20'-0"

0' 10' 20' 40' 80'

APN # 277-40-25

LOT SIZE:	82,469 SF	100%
LOT COVERAGE:		
NEW BUILDING 11	42,317 SF	51%
LANDSCAPE	8,225 SF	10%
LOADING / ACCESS / HARDSCAPE	31,927 SF	39%

BUILDING AREA CALCULATIONS:

FLOOR:	1	2	3	4	5	6	BLDG. TOTAL
GROSS OFFICE (SF)	37,379	37,877	39,375	39,375	39,375	34,925	228,306
GROSS RETAIL (SF)	1,488	0	0	0	0	0	1,488
TOTAL GROSS (SF)	38,826	37,877	39,375	39,375	39,375	34,925	229,794
NET OFFICE (SF) (85% OF GROSS)	31,772	32,195	33,468	33,468	33,468	29,686	194,057
NET RETAIL (SF) (85% OF GROSS)	1,264	0	0	0	0	0	1,264
TOTAL NET (SF)	33,036	32,646	33,829	33,829	33,829	29,829	195,321
INTERIOR GROSS AREA (SF)	36,726	37,695	39,221	39,221	39,221	34,649	226,733
BOMA RENTABLE (SF)	29,848	37,709	39,278	39,278	39,278	34,045	219,437

PARKING CALCULATIONS:

FLOOR:	P1	P2	P3	P4	BLDG. TOTAL
GROSS PARKING (SF)	72,368	72,368	72,368	46,594	263,698

OFF-STREET PARKING PROVIDED / OFFICE NET SF:	3.44 / 1000 = 679 SPACES
OFF STREET LOADING:	2 SPACES PROVIDED
ADA PARKING REQ'D. @ 2% OF TOTAL:	679 x .02 = 13.58 USE 14
ADA PARKING PROVIDED:	14 SPACES
VAN ACCESSIBLE PARKING REQ'D. @ 1/8 OF TOTAL:	2 SPACES
VAN ACCESSIBLE PARKING PROVIDED:	2 SPACES
BICYCLE PARKING REQ'D @ 1 / 4,000SF PER TABLE 20-190	226,733 / 4,000 = 56
BICYCLE PARKING PROVIDED:	56 SPACES (SEE SHEETS 3A, 6A, 6F)

ACCESSIBLE PATH OF TRAVEL

ACCESSIBLE BLDG. ENTRANCE

WRNS STUDIO
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4TH FLOOR, STE 402
SAN FRANCISCO
CALIFORNIA 94107
415.489.2224 TEL
415.358.9100 FAX
WWW.WRNSSTUDIO.COM

ISSUES:	DATE
PLANNED DEVELOPMENT PERMIT PACKAGE	04/04/2012

⚠ REVISION LIST	DATE
⚠ PLANNED DEVELOPMENT RESUBMITTAL	09/14/2012

PD12-014

SANTANA ROW
3090 Olsen Dr.
San Jose, CA

KEYPLAN

PROJECT NO.: 10020.00
DATE: 08/10/2012
SCALE: 1" = 20'-0"

SHEET TITLE:
ARCHITECTURAL SITE PLAN

SHEET NO:
3A

9/27/2012 9:03:23 AM

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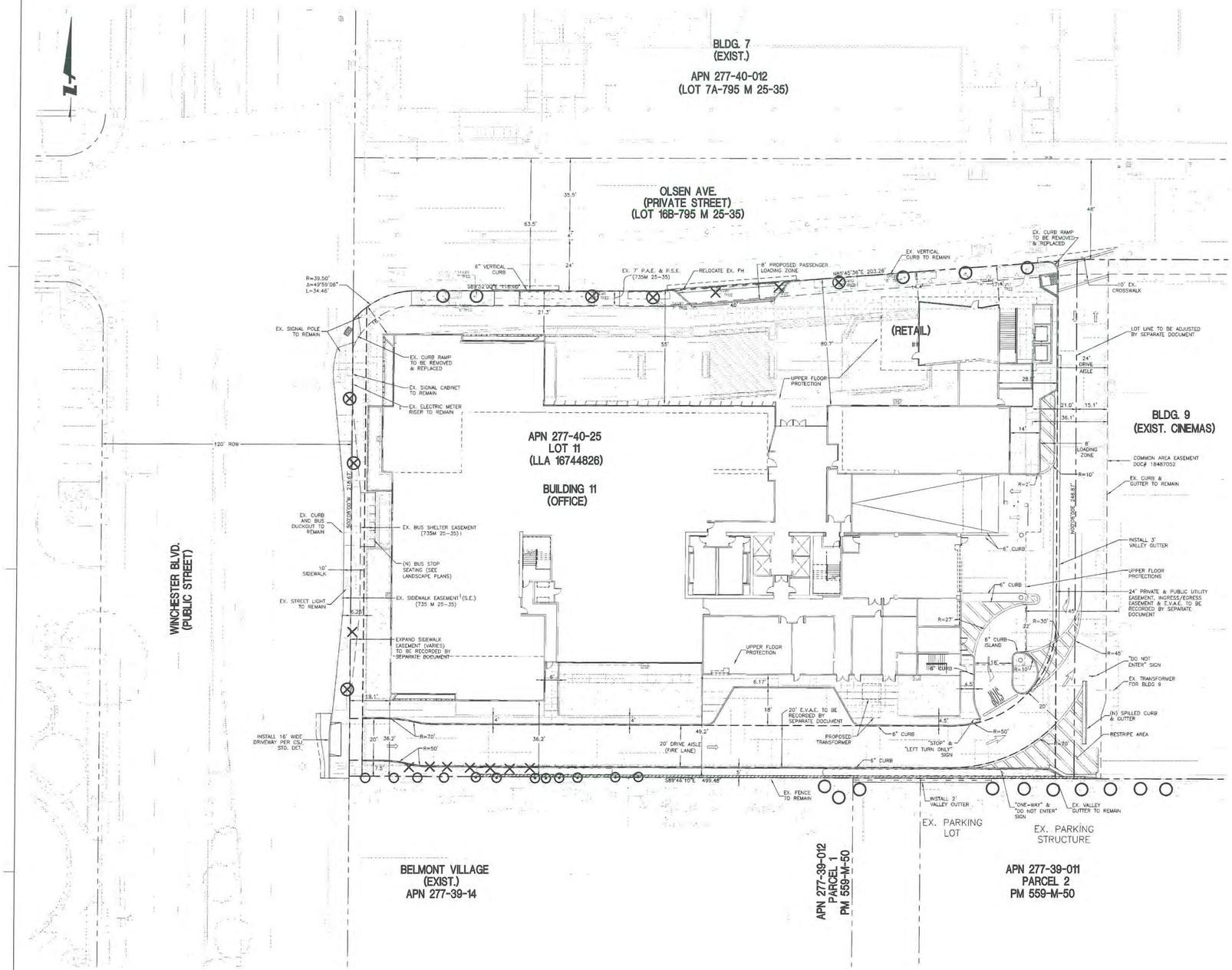
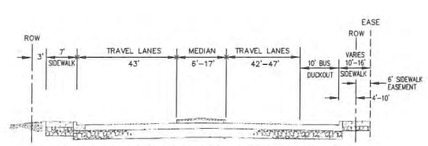


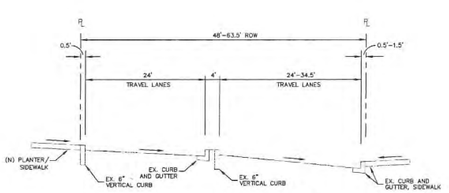
GRAPHIC SCALE

30 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

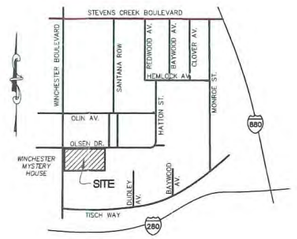


TYPICAL WINCHESTER BLVD. STREET SECTION
N.T.S.



TYPICAL OSLEN DRIVE STREET SECTION
N.T.S.

LOCATION MAP:



LEGEND:

- LIMIT OF WORK
- PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED UNDERGROUND PARKING GARAGE
- PROPOSED EASEMENT
- UPPER FLOOR PROTECTION
- NEW CONCRETE PAVEMENT
- 6" VERTICAL CURB AND GUTTER
- VALLEY GUTTER
- 6" VERTICAL CURB
- RETAINING WALL
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- EXISTING TREE TO BE REMOVED AND REPLACED (SEE LANDSCAPE PLANS)
- EXISTING TREE TO REMAIN. TREE SHALL BE REPLACE IF DAMAGE DURING CONSTRUCTION.
- BIORETENTION BASIN

PROJECT STATEMENT:

ASSESSORS PARCEL MAP NUMBER (APN):	277-40-025
TOTAL SITE AREA (GROSS & NET):	1.89 ACRES
TOTAL DISTURBED AREA:	1.89 ACRES
TOTAL NUMBER OF DWELLING UNITS:	0 UNITS
NON-RESIDENTIAL FLOOR SPACE (EXISTING, GROSS):	0 SF
NON-RESIDENTIAL FLOOR SPACE (EXISTING, NET):	0 SF
NON-RESIDENTIAL FLOOR SPACE (PROPOSED, GROSS):	232,488 SF
NON-RESIDENTIAL FLOOR SPACE (PROPOSED, NET):	197,620 SF (BASED ON 85%)
OFF-STREET PARKING (EXISTING):	175 SPACES
OFF STREET PARKING (PROPOSED):	675 SPACES
RESIDENTIAL DENSITY:	N/A

THERE ARE NO KNOWN WELLS ON THE PROJECT SITE.

SITE COVERAGE:

BUILDING:	42,317 SF
OFF STREET PARKING:	263,698 SF
LANDSCAPE:	8,225 SF

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SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

ISSUES	DATE
PLANNED DEVELOPMENT PERMIT PACKAGE	04/04/2012

⚠	REVISION LIST	DATE
1	PLANNED DEVELOPMENT RESUBMITTAL	09/14/2012

PD12-014

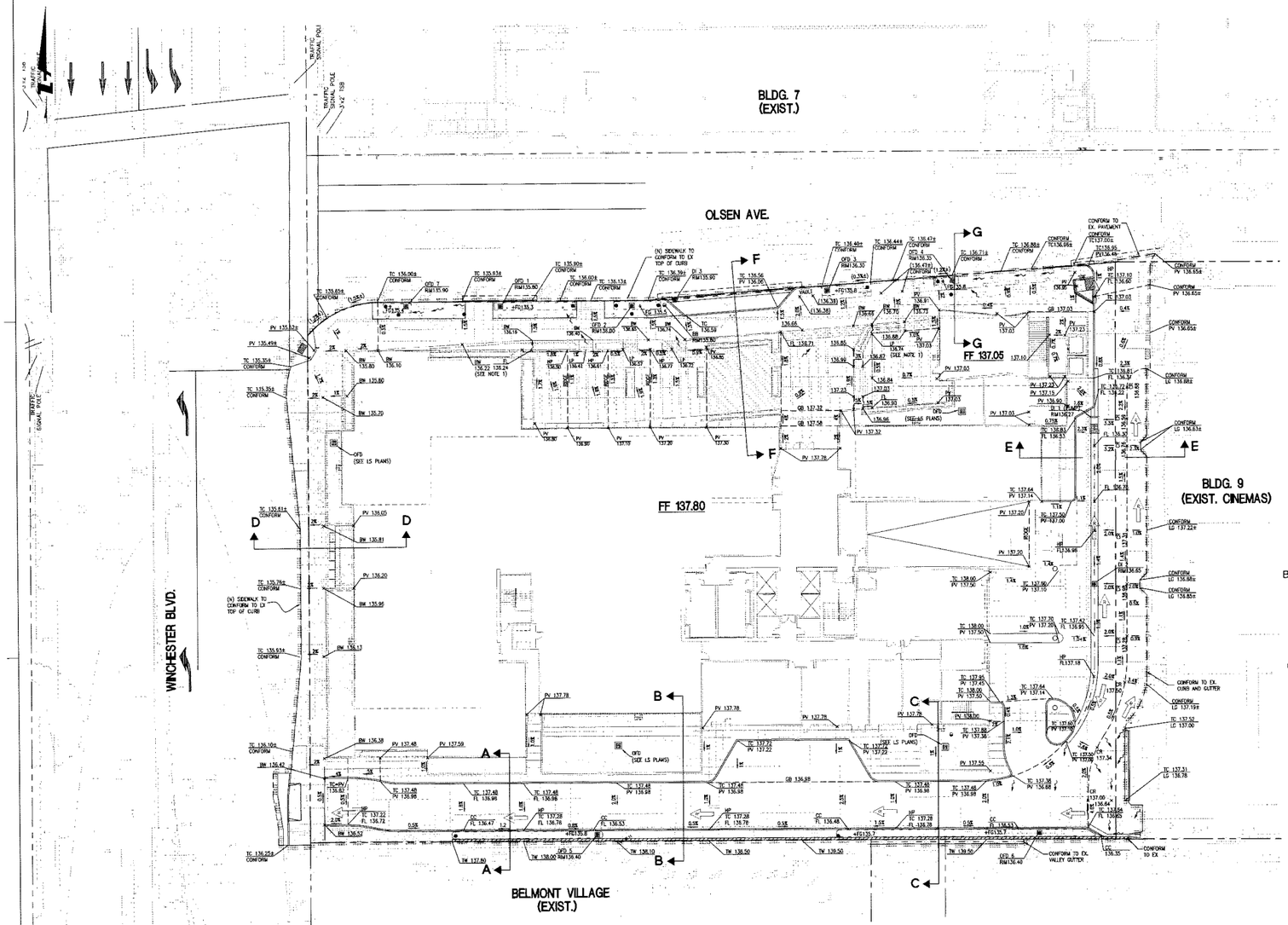
KEYPLAN

PROJECT NO.: 19086017
DATE: 08/10/2012
SCALE: 1" = 20'

SHEET TITLE:
CIVIL SITE PLAN

SHEET NO:
3B

If this drawing is not 30"x42", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch

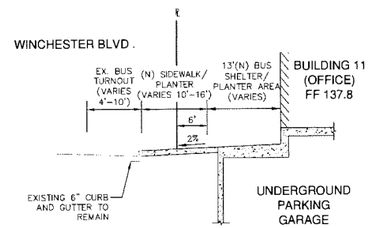


LEGEND

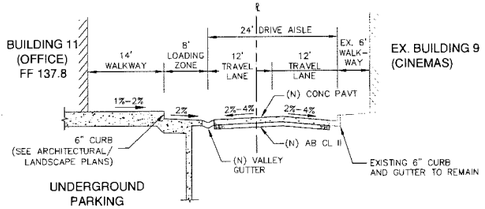
	PROPOSED
PROPERTY LINE	
LIMITS OF WORK	
STREET CENTERLINE	
VALLEY GUTTER	
CURB AND GUTTER	
UNDERGROUND PARKING GARAGE	
VERTICAL CURB	
BIORETENTION BASIN	
CONCRETE PAVEMENT	
FLOW LINE	
DRAINAGE RELEASE PATH	
DRAIN INLET	
STORM DRAIN CLEAN OUT	

ABBREVIATIONS

SYMBOL	DESCRIPTION
AD	AREA DRAIN
BB	BUBBLER BOX
BW	BACK OF WALK
B/W	BOTTOM OF WALL
CB	CATCH BASIN
CC	CURB CUT
CR	CROWN
DI	DROP INLET
EX	EXISTING
FF	FINISH FLOOR
FL	FLOW LINE
GB	GRADE BREAK
HP	HIGH POINT
JB	JUNCTION BOX
LG	LIP OF GUTTER
LP	LOW POINT
MH	MANHOLE
OFD	OVER FLOW DRAIN
PV	PAVEMENT
SD	STORM DRAIN
SDCO	STORM DRAIN CLEAN OUT
SS	SANITARY SEWER
TC	TOP OF CURB
TW	TOP OF WALL
TRC	TOP OF ROLLED CURB
TYP	TYPICAL



SECTION D-D
N.T.S.



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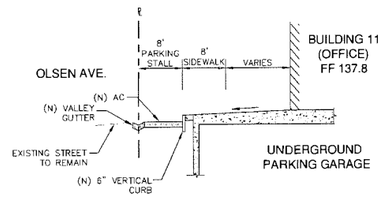

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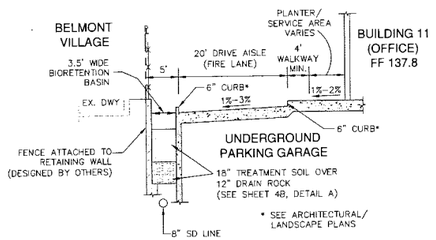
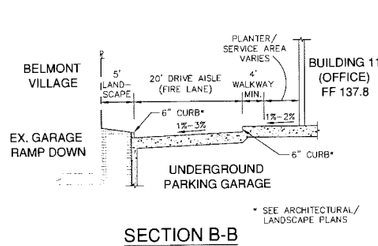
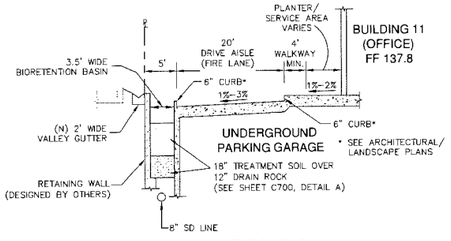


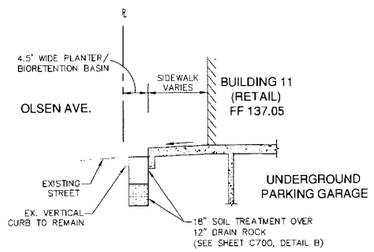
SECTION A-A
N.T.S.



SECTION B-B
N.T.S.



SECTION C-C
N.T.S



SECTION G-G
N.T.S

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

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ISSUES	DATE
PLANNED DEVELOPMENT PERMIT PACKAGE	04/04/2012

REVISION LIST	DATE
1 PLANNED DEVELOPMENT RESUBMITTAL	09/14/2012

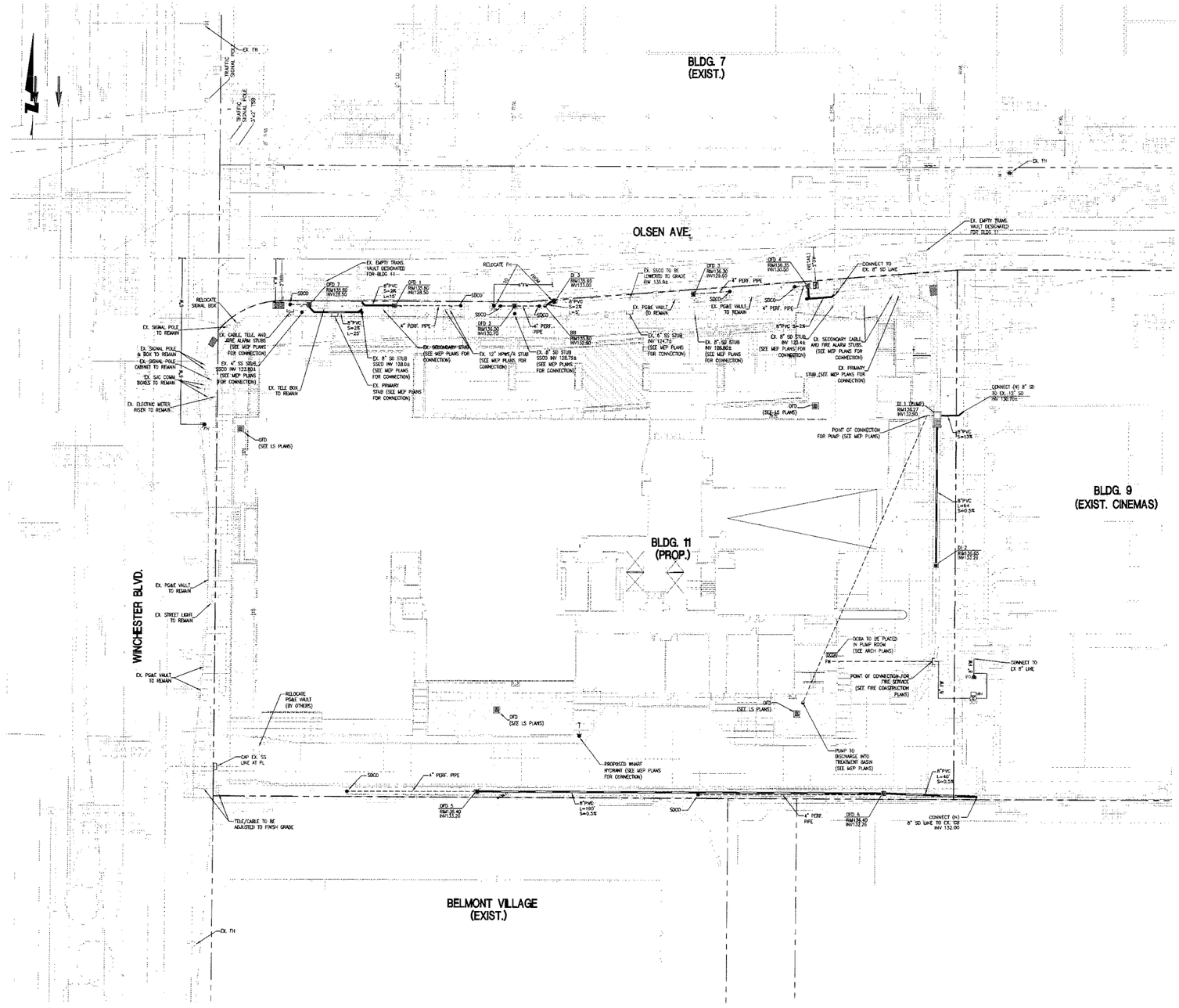
PD12-014

KEYPLAN

PROJECT NO.: 19988017
DATE: 08/10/2012
SCALE: 1" = 20'

SHEET TITLE:
CONCEPTUAL GRADING AND DRAINAGE PLAN

SHEET NO:
4



GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

LEGEND

	PROPOSED	EXISTING
PROPERTY LINE		
LIMITS OF WORK		
STREET CENTERLINE		
VALLEY GUTTER		
CURB AND GUTTER		
UNDERGROUND PARKING GARAGE		
VERTICAL CURB		
BIORETENTION BASIN		
SANITARY LINE	SS 6" SS SS	
STORM DRAIN LINE (TREATED)	12" SD	
HEAT PUMP SUPPLY/RETURN	HPWS/R	
WATER LINE	W 8" W W	
GAS LINE	G	
WATER SERVICE	W	
PERFORATED PIPE	4" PERF	
JOINT TRENCH	JT	
AREA DRAIN	AD	
OVER FLOW DRAIN/CATCH BASIN	OFD/CB	
SANITARY SEWER MANHOLE	SSMH	
SANITARY SEWER CLEANOUT	SSCO	
STORM DRAIN MANHOLE	SDMH	
STORM DRAIN CLEAN OUT	SDCO	
FIRE HYDRANT	FH	
PG&E VAULTS	T UGO E	
BACKFLOW PREVENTER	BP	
WATER METER	WM	
IRRIGATION WATER METER	IWM	
DOUBLE CHECK DETECTOR ASSEMBLY	DCDA	
ABOVE GRADE TRANSFORMER		

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ISSUES	DATE
PLANNED DEVELOPMENT PERMIT PACKAGE	04/04/2012

REVISION LIST	DATE
1 PLANNED DEVELOPMENT RESUBMITTAL	08/14/2012

PD12-014

KEYPLAN

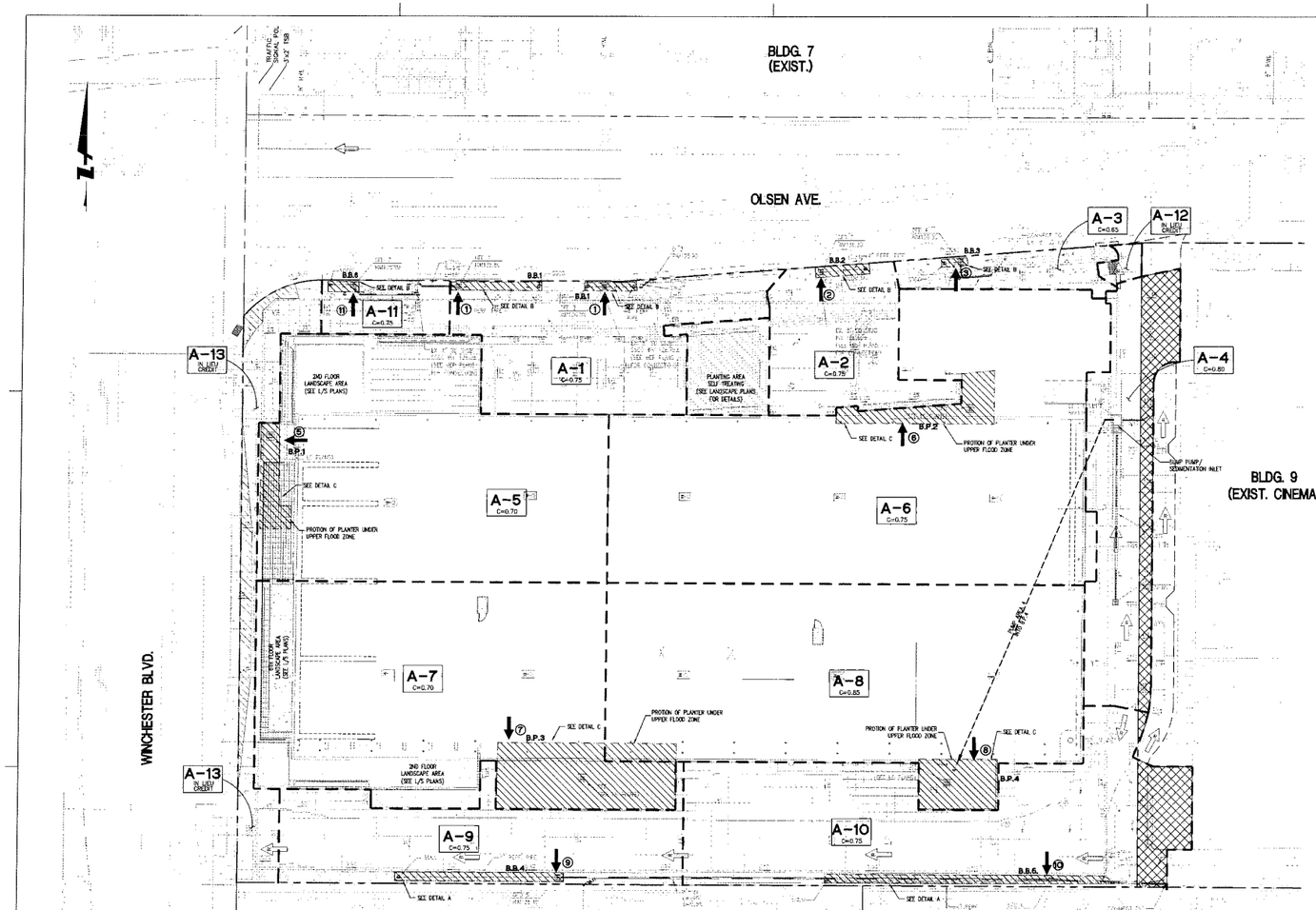
PROJECT NO.: 19986017
DATE: 08/10/2012
SCALE: 1" = 20'

SHEET TITLE:

CONCEPTUAL UTILITY PLAN

SHEET NO:

4A



LEGEND

- BIORETENTION BASIN
- EX SD LINE
- PROPERTY LINE
- (N) SD LINE
- CB — CATCH BASIN
- OFD/DI — OVER FLOW DRAIN/DROP INLET
- SDCO — STORM DRAIN CLEANOUT
- X-# C=0.XX — DRAINAGE AREA BOUNDARY
- POINT OF TREATMENT
- FROM DRAINAGE AREA TO STORM SYSTEM ULTIMATE POINT OF DISCHARGE
- LANDSCAPE AREA
- AREA OUTSIDE THE PROJECT BOUNDARY TO BE TREATED BY ONSITE TREATMENT FACILITIES. TOTAL IN-LIEU CREDIT (2,078 SF)
- SIDEWALK WITHIN THE PUBLIC EASEMENT (735 M 25-35) TO BE REMOVED AND REPLACED. AREA IS EXEMPT FROM STORMWATER REGULATION (577 SF).

TABLE A

PERVIOUS AND IMPERVIOUS SURFACES COMPARISON TABLE

A. PROJECT PHASE NUMBER (N/A, 1, 2, 3, ETC.):	1	B. TOTAL SITE (ACRES):	1.89
C. TOTAL SITE EXISTING IMPERVIOUS SURFACES (SQUARE FEET):	74,244	D. TOTAL AREA OF SITE DISTURBED (ACRES):	1.89

E. IMPERVIOUS SURFACES	EXISTING CONDITION OF SITE AREA DISTURBED (SQUARE FEET)	PROPOSED CONDITION OF SITE AREA DISTURBED (SQUARE FEET) REPLACED	NEW
ROOF AREA(S)	–	0	48,100
PARKING (INCLUDES TRAVEL LANE)	71,000	12,750	0
SIDEWALKS, PATIOS, DRIVEWAYS, ETC.	2,644	1,235	12,159
STREETS (PUBLIC)	0	0	0
STREETS (PRIVATE)	0	0	0
TOTAL IMPERVIOUS SURFACES:	e.1: 74,244	e.2: 13,985	e.3: 60,259
F. PERVIOUS SURFACES			
LANDSCAPE AREAS	8,225	2,185	0
PERVIOUS PAVING	0	0	0
OTHER PERVIOUS SURFACES (GREEN ROOF, ETC.)	0	0	5,965
TOTAL PERVIOUS SURFACES:	f.1: 8,225	f.2: 2,185	f.3: 5,965

G. TOTAL PROPOSED REPLACED + NEW IMPERVIOUS SURFACES (e.2 + e.3):	74,319
H. TOTAL PROPOSED REPLACED + NEW PERVIOUS SURFACES (f.2 + f.3):	8,150
I. PERCENT OF REPLACEMENT OF IMPERVIOUS AREA IN REDEVELOPMENT PROJECTS (e.2 / c x 100):	19%

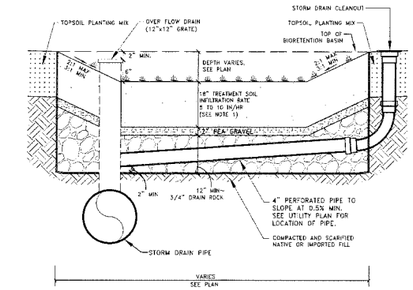
TABLE B

SITE CONDITIONS	
SOIL TYPE:	FAT CLAY (S.C.S. CLASS D)
DEPTH TO GROUNDWATER:	47±
100-YEAR FLOOD ELEVATION:	ZONE D, AREAS OF UNDETERMINED, BUT POSSIBLE FLOOD HAZARDS
RECEIVING WATER BODY:	SAN TOMAS AQUINO CREEK (VA CITY SD SYSTEM)
POLLUTANTS (INCLUDING, BUT NOT LIMITED, TO THE FOLLOWING)	SEDIMENT & TRASH GREASE & OIL HEAVY METALS HAZARDOUS WASTE
POLLUTANT SOURCE AREAS:	DRIVEWAY ROOF
SOURCE CONTROL MEASURES:	BIORETENTION
SITE CONTROL MEASURES:	PROTECT SLOPES MINIMIZE IMPERVIOUS SURFACE DIRECT ROOF RUNOFF TO BIORETENTION PLANTER BEST MANAGEMENT PRACTICES

TABLE C

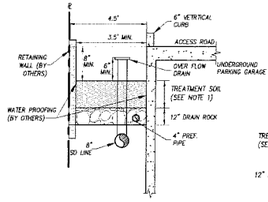
TREATMENT CONTROL MEASURE SUMMARY

DRAINAGE AREAS	DRAINAGE AREA SIZE (SF)	PERVIOUS SURFACE (SF)	TYPE OF PERVIOUS SURFACE	IMPERVIOUS SURFACE (SF)	TYPE OF IMPERVIOUS SURFACE	WATER QUANTITY (FLOW AND/OR VOLUME GENERATED) REQUIRED	PROVIDED	PROPOSED TREATMENT CONTROLS	DIMENSIONS OF TREATMENT CONTROLS	CONFORMS TO SIZE STANDARD?
A-1	4,930	460	LANDSCAPE	4,470	CONCRETE SIDEWALK	148	220	B.B.1 BIORETENTION	55' L x 4' W x 0.5' D	YES
A-2	3,040	150	LANDSCAPE	2,890	CONCRETE SIDEWALK	92	92	B.B.2 BIORETENTION	23' L x 4' W x 0.5' D	YES
A-3	1,160	400	LANDSCAPE	760	CONCRETE SIDEWALK	30	32	B.B.3 BIORETENTION	10' L x 3.25' W x 0.5' D	YES
A-4	4,315	0	–	3,390	CONCRETE SIDEWALK	132	590	B.P.4 BIORETENTION PLANTER	29.5' L x 20' W x 0.5' D	YES
A-5	11,140	1,265	LANDSCAPE	9,910	ROOF	312	312	B.P.1 BIORETENTION PLANTER	48' L x 6.5' W x 0.5' D	YES
A-6	15,800	575	LANDSCAPE	15,225	ROOF	474	570	B.P.2 BIORETENTION PLANTER	60' L x 9.5' W x 0.5' D	YES
A-7	11,940	3,200	LANDSCAPE	8,740	ROOF	335	1,710	B.P.3 BIORETENTION PLANTER	68.5' L x 25ft x 0.5' D	YES
A-8	13,320	580	LANDSCAPE	12,740	ROOF SIDEWALK	452	590	B.P.4 BIORETENTION PLANTER	29.5' L x 20' W x 0.5' D	YES
A-9	4,950	800	LANDSCAPE	4,150	CONCRETE	150	227	B.B.4 BIORETENTION	65' L x 3.5' W x 0.5' D	YES
A-10	9,150	570	LANDSCAPE	8,580	CONCRETE	275	378	B.B.5 BIORETENTION	108' L x 3.5' W x 0.5' D	YES
A-11	1,030	150	LANDSCAPE	880	CONCRETE	31	48	B.B.6 BIORETENTION	12' L x 4' W x 0.5' D	YES
A-12	190	IN LIEU CREDIT								
A-13	1,885	IN LIEU CREDIT								

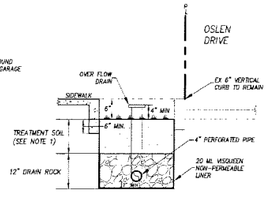


BIORETENTION SECTION
(NTS)

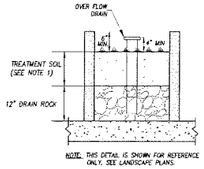
NOTE:
1. FOR TREATMENT SOIL SPECIFICATION, SEE APPENDIX C IN SCVURPPP C3 STORMWATER HANDBOOK DATED APRIL 2012.
2. BACKFILL BIORETENTION ONLY WITH PERMEABLE PLANTING MATERIAL AND DRAIN ROCK AS SPECIFIED IN THIS DETAIL. ABSOLUTELY NO NATIVE MATERIAL SHALL BE USED FOR BACKFILL. CONTRACTOR MUST COORDINATE WITH CIVIL ENGINEER PRIOR TO CONSTRUCTION.



DETAIL A
NTS



DETAIL B
NTS



NOTE: THIS DETAIL IS SHOWN FOR REFERENCE ONLY. SEE LANDSCAPE PLANS.

DETAIL C – RAISED PLANTERS
NTS

BACKFILL BIORETENTION ONLY WITH PERMEABLE PLANTING MATERIAL AND DRAIN ROCK AS SPECIFIED IN THIS DETAIL. ABSOLUTELY NO NATIVE MATERIAL SHALL BE USED FOR BACKFILL. CONTRACTOR MUST COORDINATE WITH CIVIL ENGINEER PRIOR TO CONSTRUCTION.

NOTES:
1. FOR TREATMENT SOIL SPECIFICATION, SEE APPENDIX C OF THE SCVURPPP C.3 STORMWATER HANDBOOK, DATED APRIL, 2012.

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

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1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

ISSUES	DATE
PLANNED DEVELOPMENT PERMIT PACKAGE	04/04/2012

REVISION LIST	DATE
1 PLANNED DEVELOPMENT RESUBMITTAL	09/14/2012

PD12-014

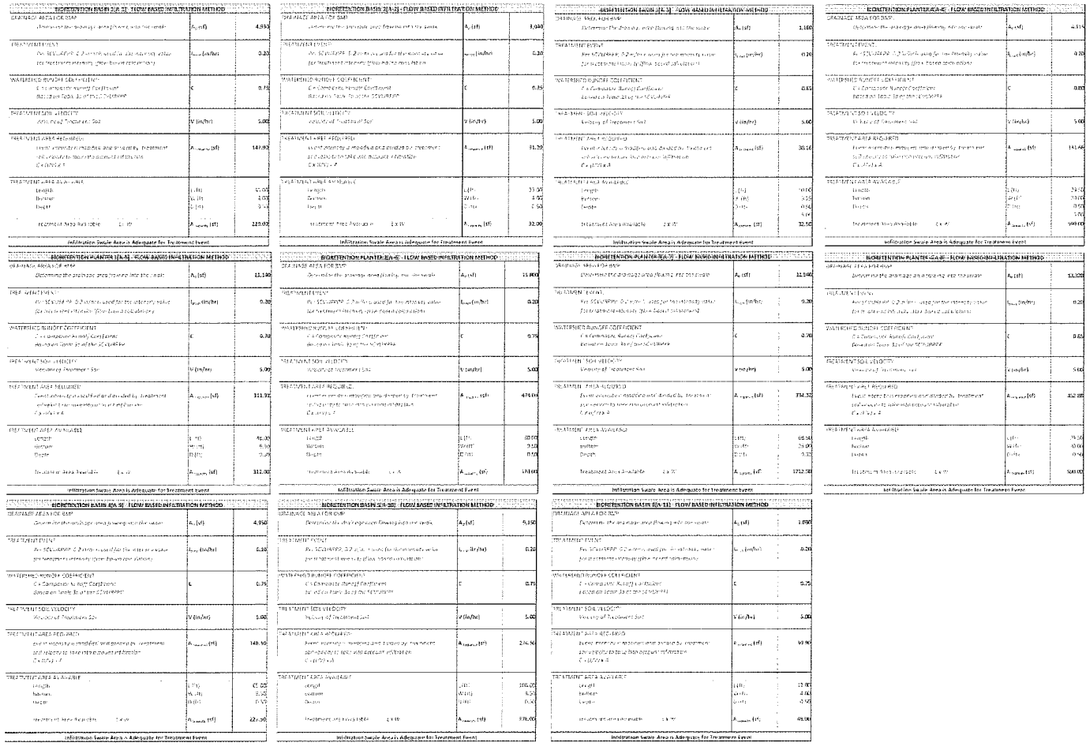
KEYPLAN

PROJECT NO.: 19986017
DATE: 08/10/2012
SCALE: 1" = 20'

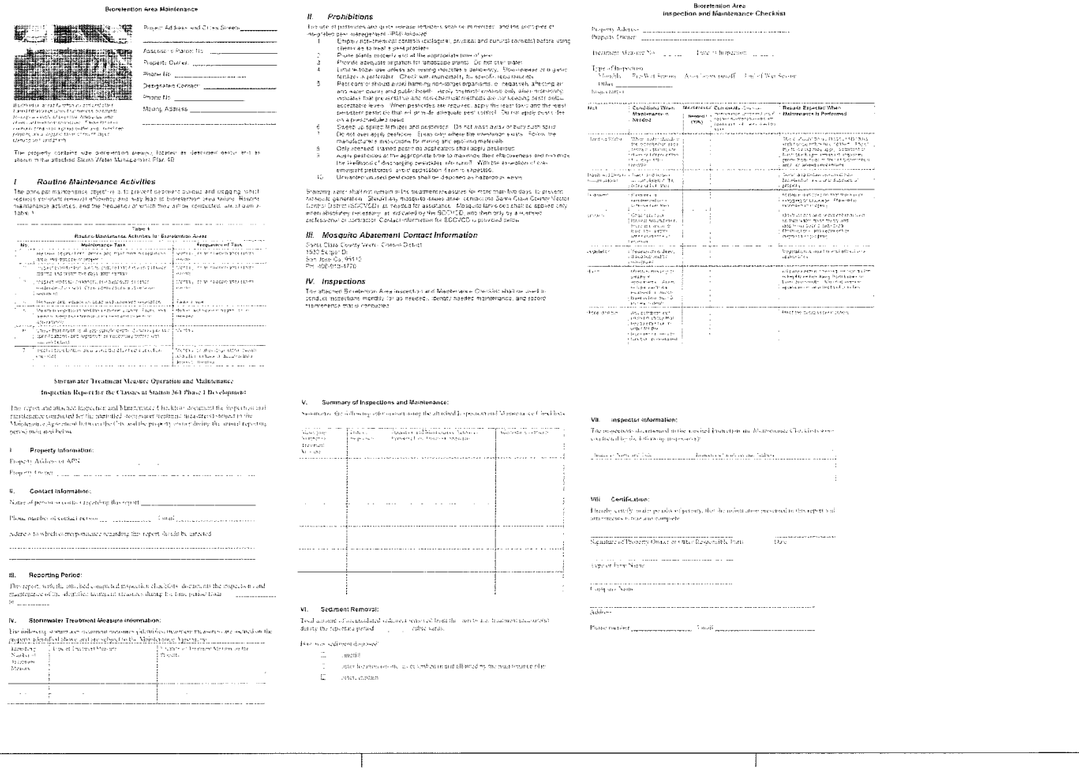
SHEET TITLE:
STORM WATER MANAGEMENT PLAN

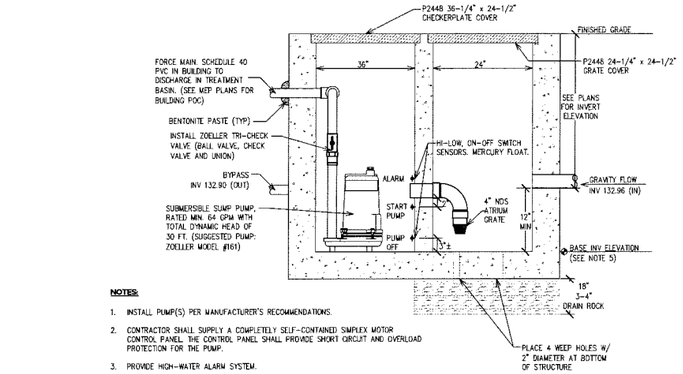
SHEET NO:
4B

BIORETENTION AREA
DESIGN CALCULATIONS:



MAINTENANCE AND INSPECTION GUIDELINES:





NOTES:

1. INSTALL PUMP(S) PER MANUFACTURER'S RECOMMENDATIONS.
2. CONTRACTOR SHALL SUPPLY A COMPLETELY SELF-CONTAINED SIMPLEX MOTOR CONTROL PANEL. THE CONTROL PANEL SHALL PROVIDE SHORT CIRCUIT AND OVERLOAD PROTECTION FOR THE PUMP.
3. PROVIDE HIGH-WATER ALARM SYSTEM.
4. PROVIDE BENTONITE PASTE AT ALL PIPE CONNECTIONS TO PUMP BASIN.
5. CONTRACTOR SHALL FIELD VERIFY ACTUAL BASE ELEVATION BASED ON FINAL FIELD CONDITIONS.
6. SEE PUMP MANUFACTURER'S RECOMMENDATIONS FOR PUMP MAINTENANCE REQUIREMENTS.

1 SEDIMENTATION INLET/ SUMP PUMP — N.T.S.

WRNSSTUDIO LLP
501 SECOND STREET
4TH FLOOR, STE. 402
SAN FRANCISCO
CALIFORNIA 94107
415.489.2224 TEL
415.358.9100 FAX
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ISSUES	DATE
PLANNED DEVELOPMENT PERMIT PACKAGE	04/04/2012

REVISION LIST	DATE
1 PLANNED DEVELOPMENT RESUBMITTAL	09/14/2012

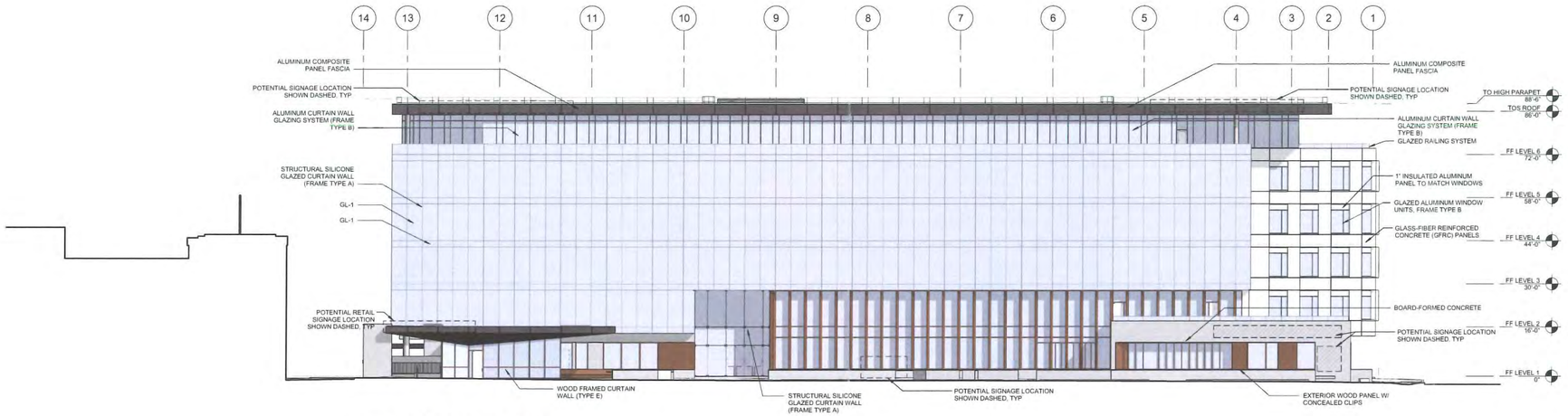
PD12-014

KEYPLAN

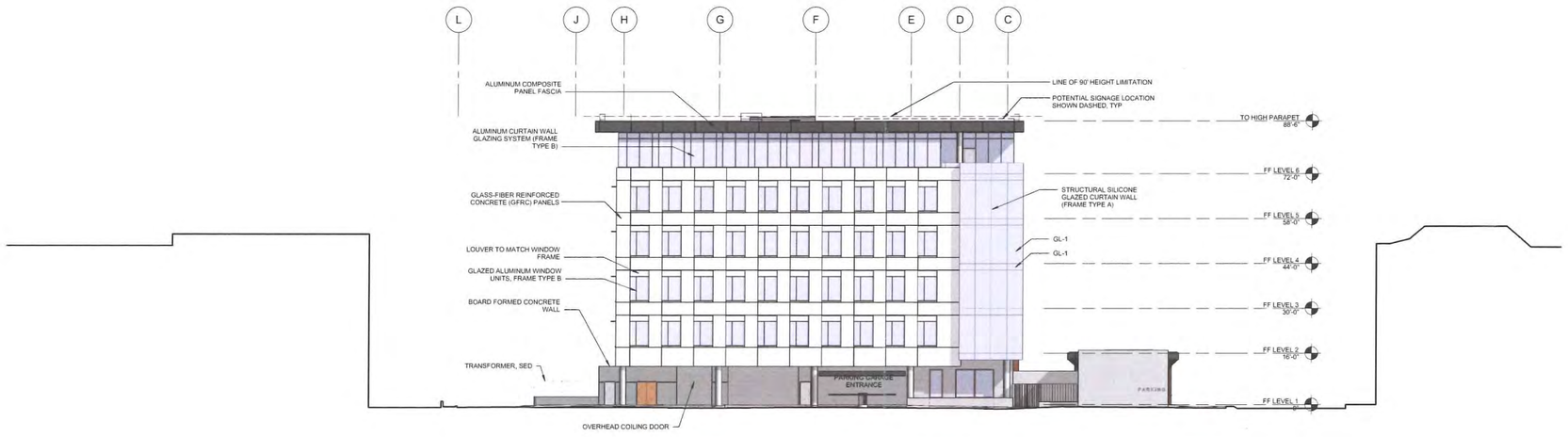
PROJECT NO.: 19980017
DATE: 08/10/2012
SCALE: 1" = 20'

SHEET TITLE:
STORM WATER MANAGEMENT PLAN

SHEET NO:
4C



1 NORTH ELEVATION
1/16" = 1'-0"



2 EAST ELEVATION
1/16" = 1'-0"

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ISSUES	DATE
PLANNED DEVELOPMENT PERMIT PACKAGE	04/04/2012

REVISION LIST	DATE
1 PLANNED DEVELOPMENT RESUBMITTAL	09/14/2012

PD12-014

SANTANA ROW
3060 Olsen Dr.
San Jose, CA

KEYPLAN

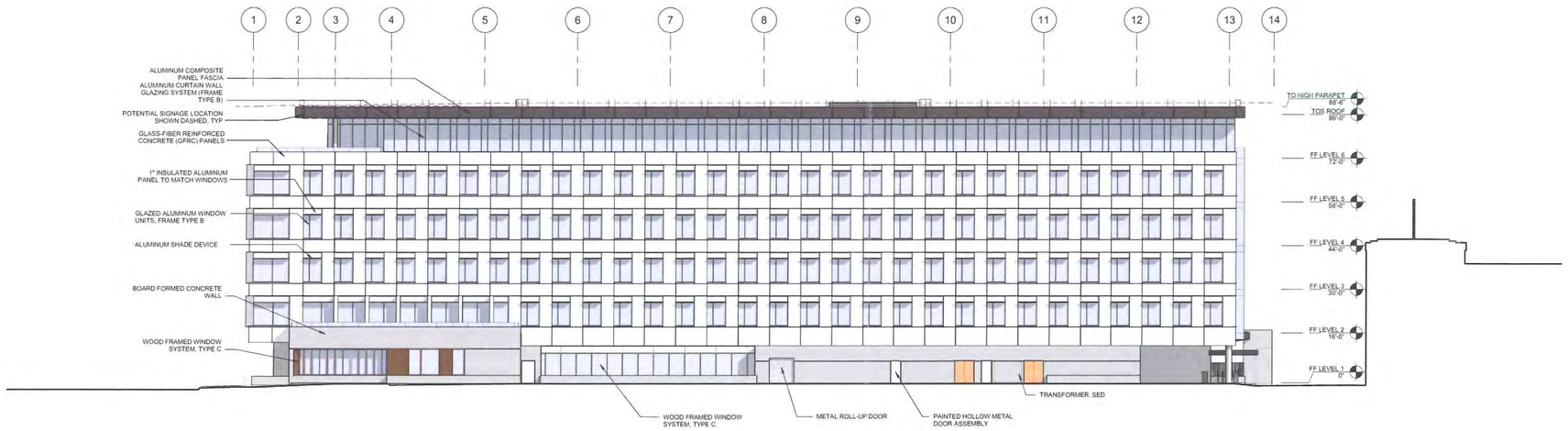
PROJECT NO.: 10020.00
DATE: 08/10/2012
SCALE: 1/16" = 1'-0"

SHEET TITLE:
BUILDING ELEVATIONS

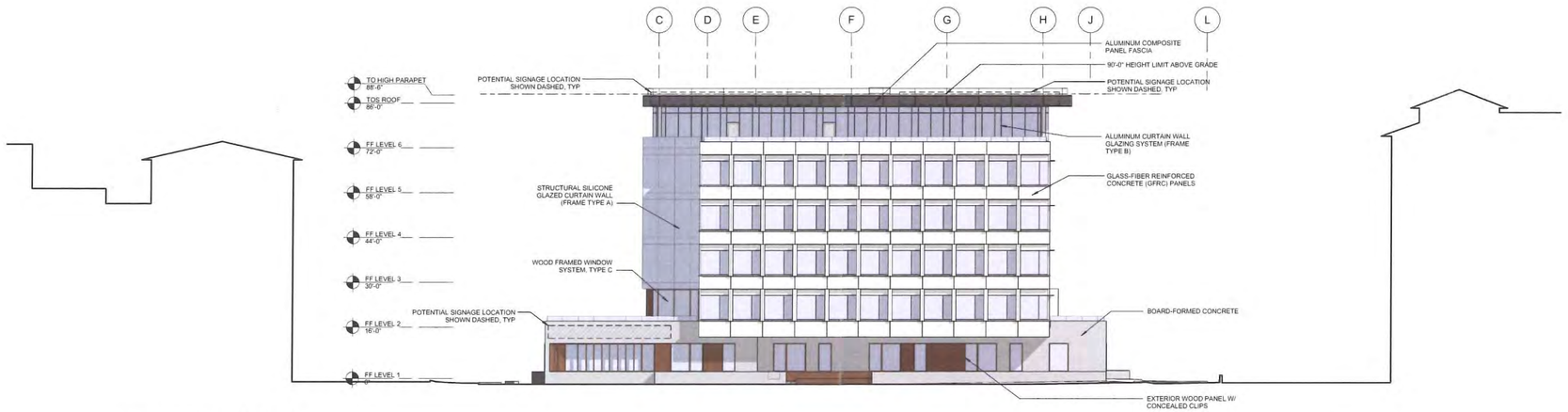
SHEET NO:
5A

9/11/2012 8:53:19 AM

If this drawing is not 30"x42", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch



1 SOUTH ELEVATION
1/16" = 1'-0"



2 WEST ELEVATION
1/16" = 1'-0"

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ISSUES	DATE
PLANNED DEVELOPMENT PERMIT PACKAGE	04/04/2012

	REVISION LIST	DATE
1	PLANNED DEVELOPMENT RESUBMITTAL	09/14/2012

PD12-014

SANTANA ROW
3090 Olsen Dr.
San Jose, CA

KEYPLAN

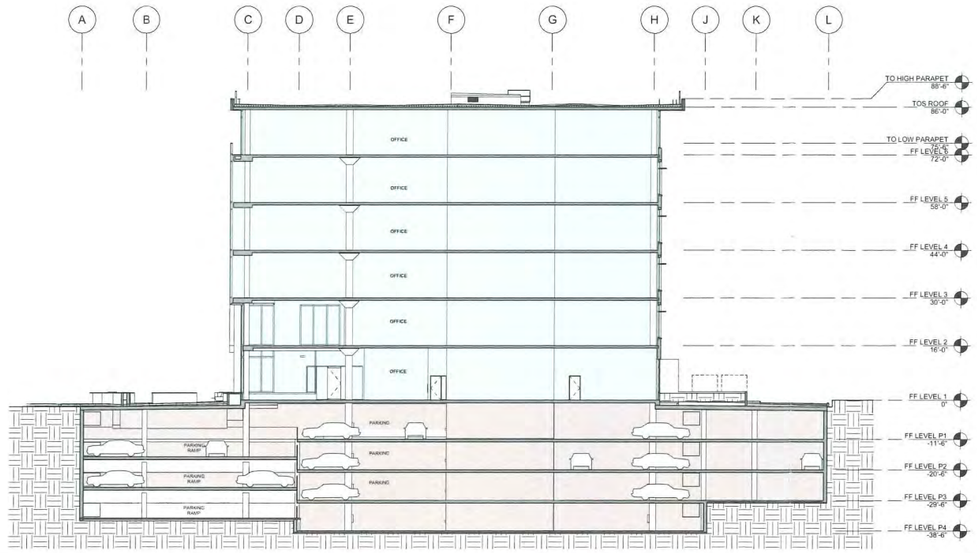
PROJECT NO.: 10020.00
DATE: 08/10/2012
SCALE: 1/16" = 1'-0"

SHEET TITLE:
BUILDING ELEVATIONS

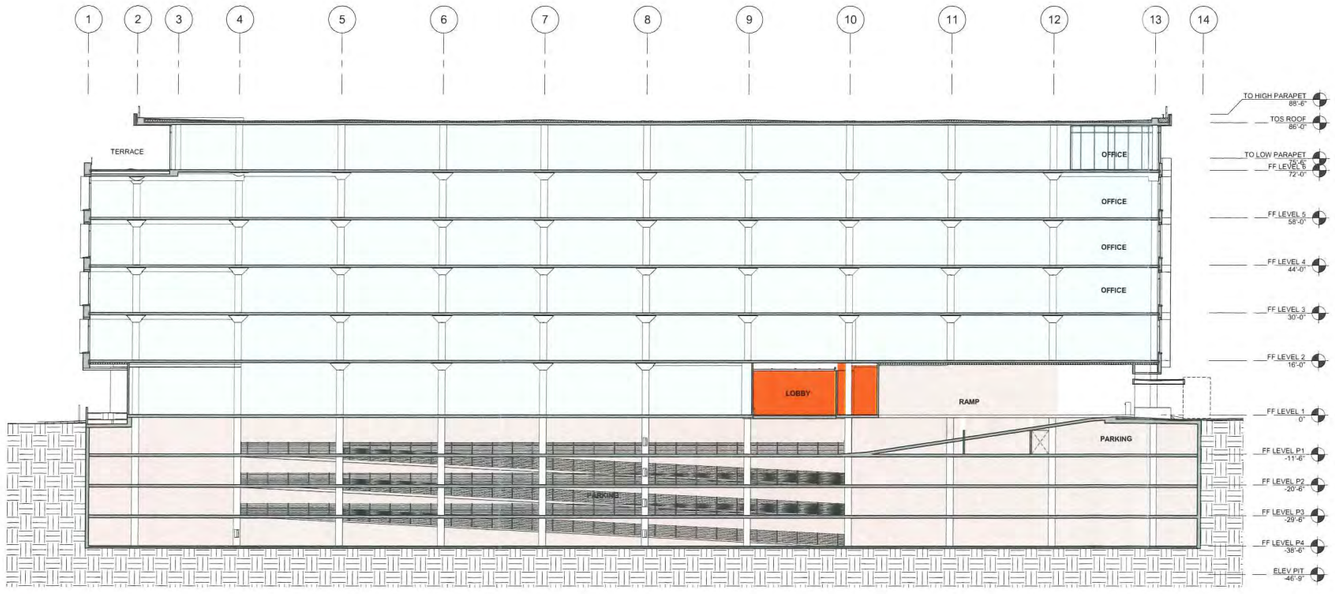
SHEET NO:
5B

9/11/2012 8:53:44 AM

If this drawing is not 30"x42", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch



1 BUILDING CROSS SECTION - LOOKING EAST - GRID 7-8
1/16" = 1'-0"



2 BUILDING SECTION - LONGITUDINAL LOOKING NORTH - GRID E-F
1/16" = 1'-0"

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ISSUES	DATE
PLANNED DEVELOPMENT PERMIT PACKAGE	04/04/2012

⚠ REVISION LIST	DATE
⚠ PLANNED DEVELOPMENT RESUBMITTAL	09/14/2012

PD12-014

SANTANA ROW
3080 Olsen Dr.
San Jose, CA

KEYPLAN

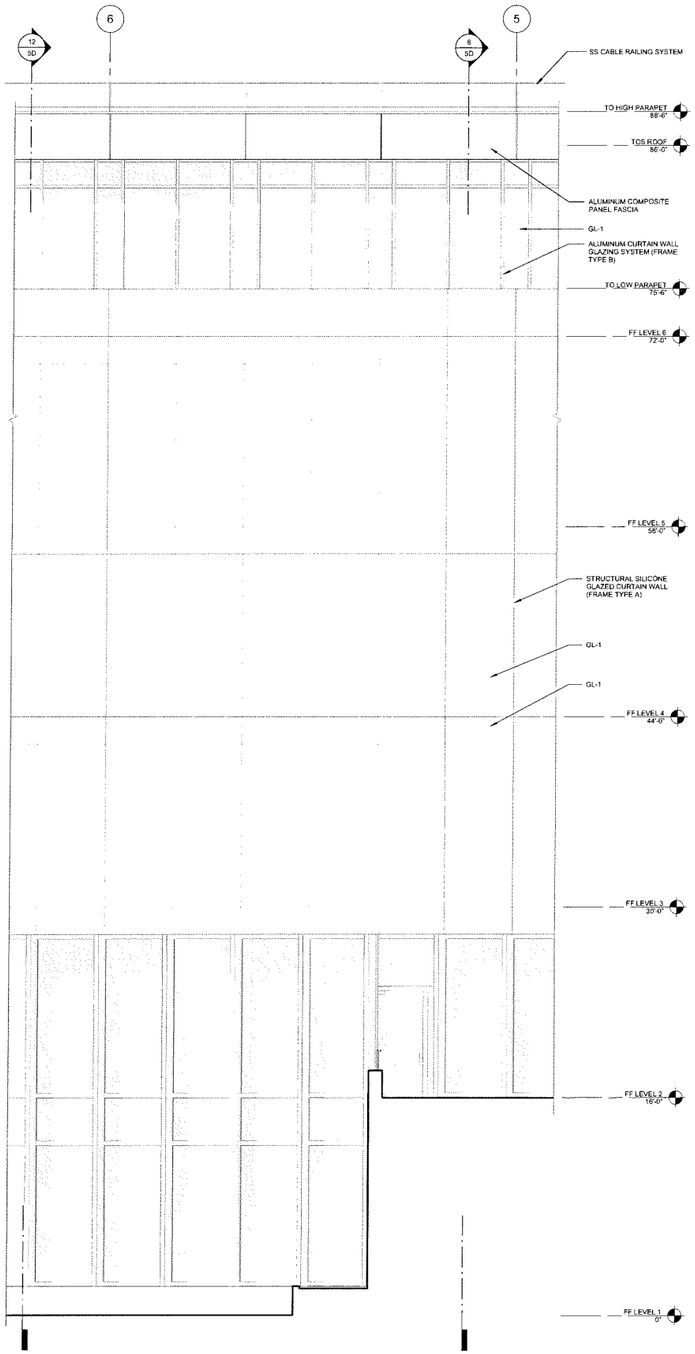
PROJECT NO.: 10020.00
DATE: 08/10/2012
SCALE: 1/16" = 1'-0"

SHEET TITLE:
BUILDING SECTIONS

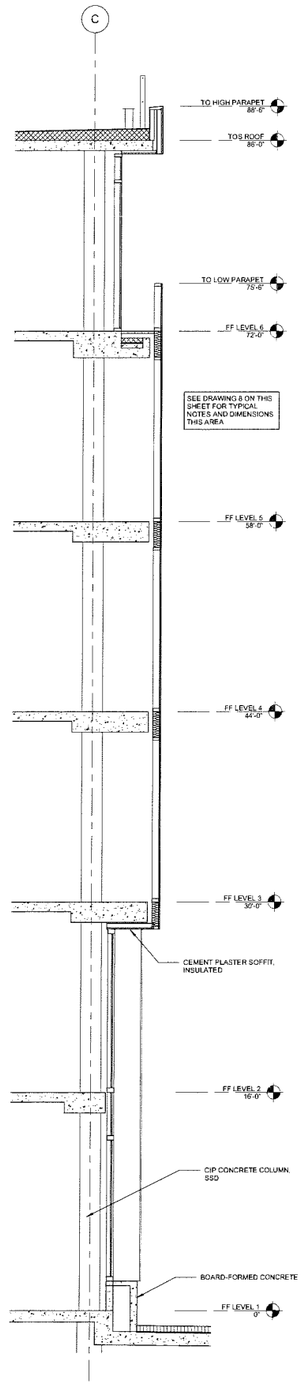
SHEET NO:
5C

9/11/2012 8:54:05 AM

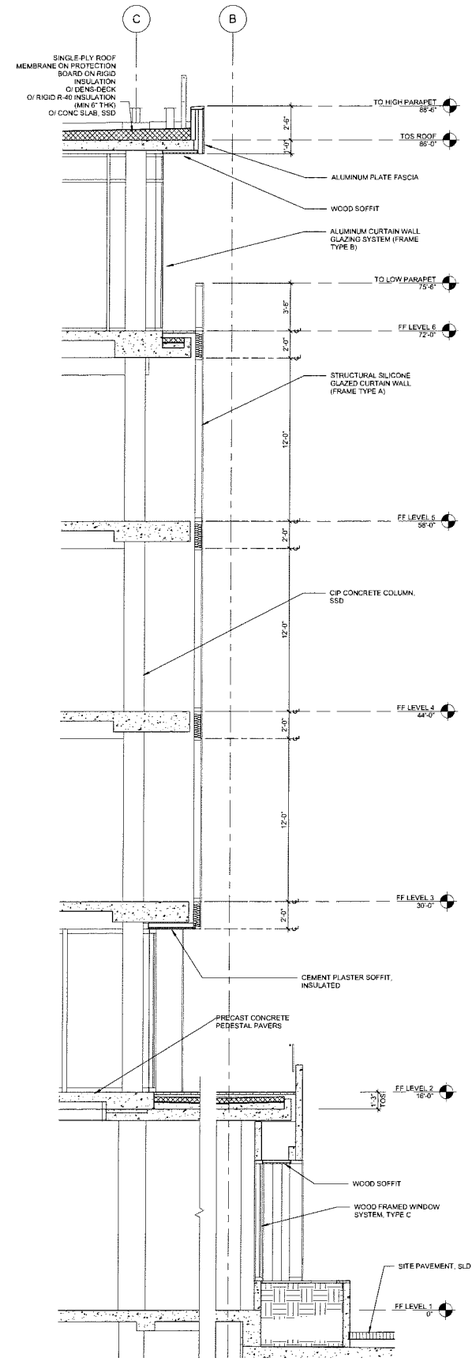
If this drawing is not 30"x42", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch



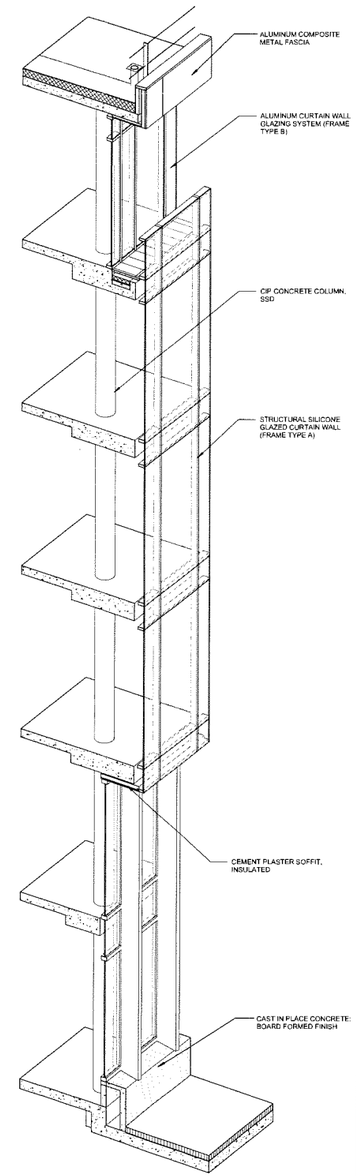
20 NORTH ENLARGED ELEVATION GRID 5-6
1/4" = 1'-0"



12 NORTH WALL SECTION GRID 6-7
1/4" = 1'-0"



8 NORTH WALL SECTION GRID 5-6
1/4" = 1'-0"



4 3D NORTH SECTION GRID 6

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ISSUES	DATE
PLANNED DEVELOPMENT PERMIT PACKAGE	04/04/2012

⚠	REVISION LIST	DATE
1	PLANNED DEVELOPMENT RESUBMITTAL	09/14/2012

PD12-014

SANTANA ROW
3090 Olsen Dr.
San Jose, CA

KEYPLAN

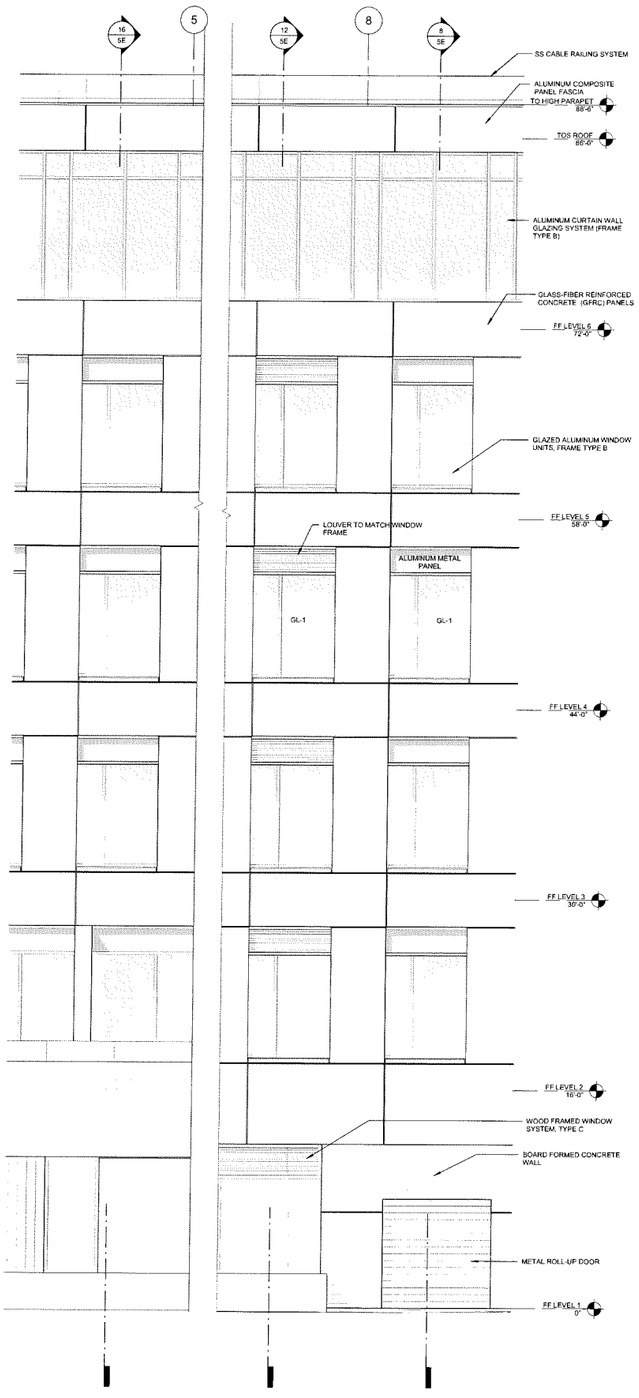
PROJECT NO.: 10020.00
DATE: 08/10/2012
SCALE: 1/4" = 1'-0"

SHEET TITLE:
ELEVATION DETAILS

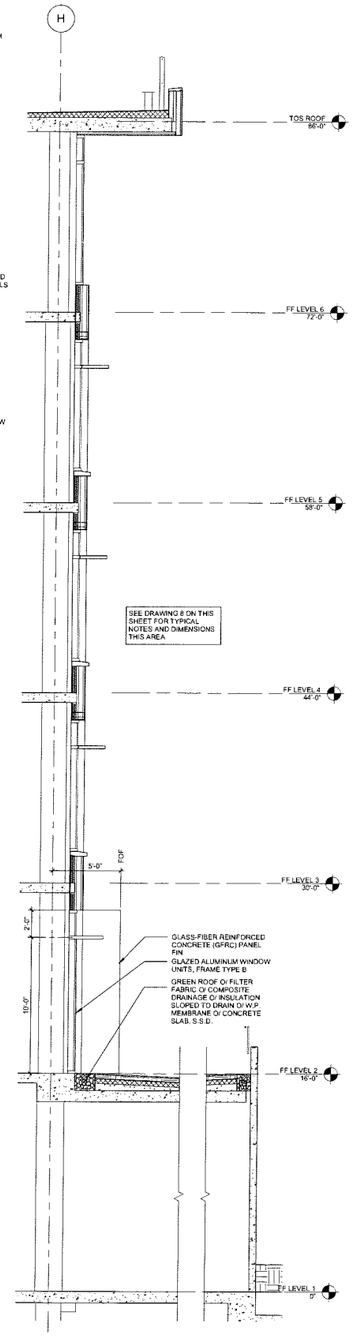
SHEET NO:
5D

9/11/2012 8:54:17 AM

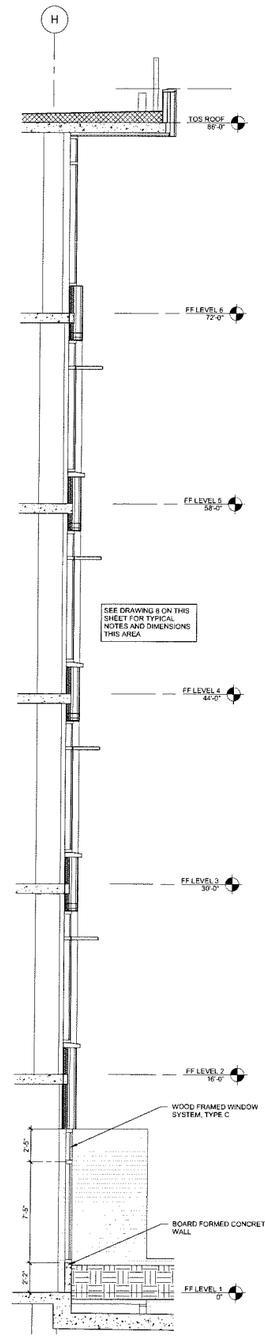
If this drawing is not 30"x42", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch



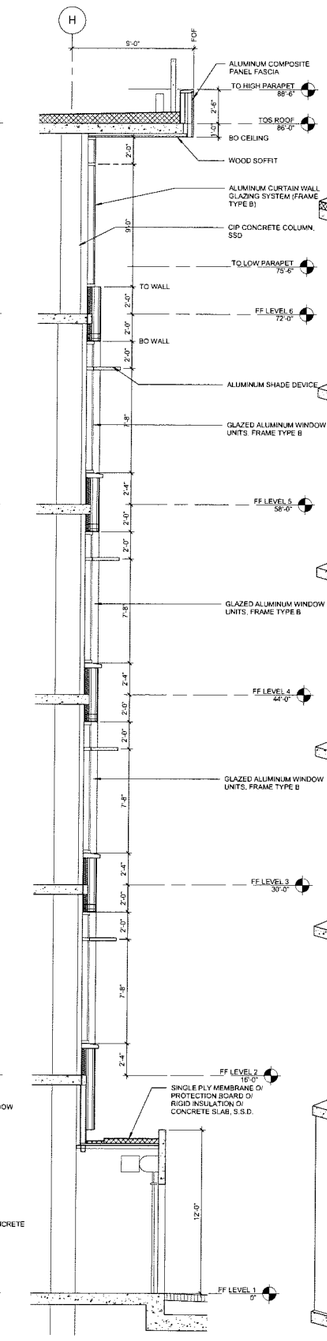
20 ENLARGED SOUTH ELEVATION
1/4" = 1'-0"



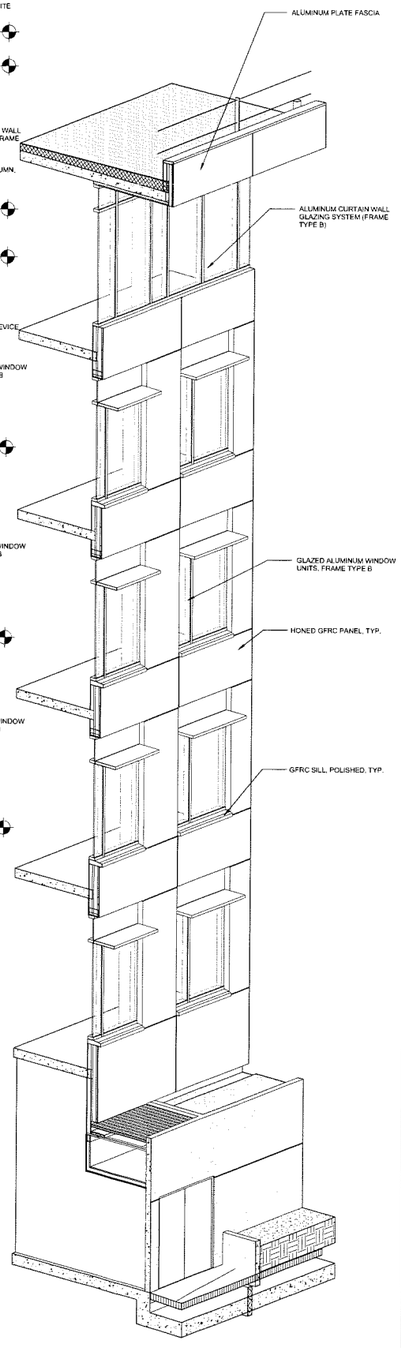
16 SOUTH @ GRID 4-5
1/4" = 1'-0"



12 SOUTH @ GRID 10-11
1/4" = 1'-0"



8 SOUTH WALL SECTION GRID 10-11
1/4" = 1'-0"



4 3D SOUTH SECTION GRID 11

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ISSUES	DATE
PLANNED DEVELOPMENT PERMIT PACKAGE	04/04/2012

⚠	REVISION LIST	DATE
1	PLANNED DEVELOPMENT RESUBMITTAL	09/14/2012

PD12-014

SANTANA ROW
3050 Olsen Dr.
San Jose, CA

KEYPLAN

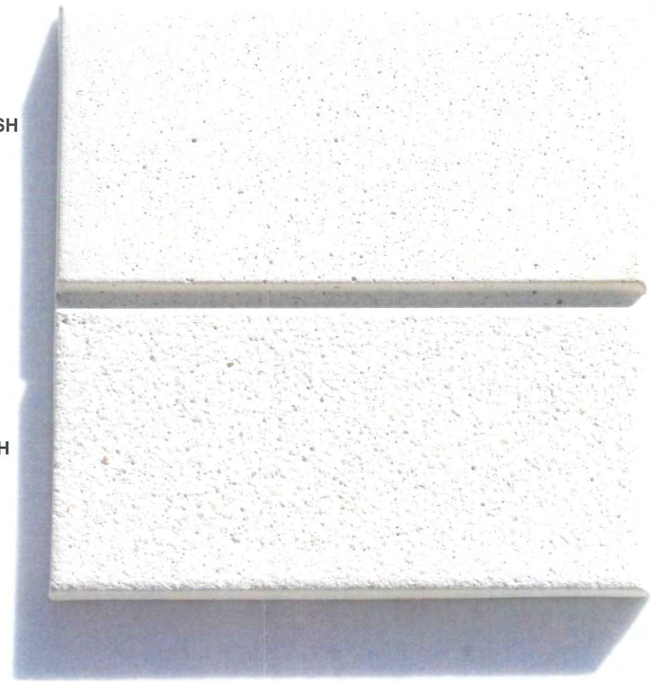
PROJECT NO.: 10020.00
DATE: 08/16/2012
SCALE: 1/4" = 1'-0"

SHEET TITLE:
ELEVATION DETAILS

SHEET NO:
5E

9/11/2012 8:54:38 AM

If this drawing is not 30"x42", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch



GFRC WALL PANEL - POLISHED FINISH

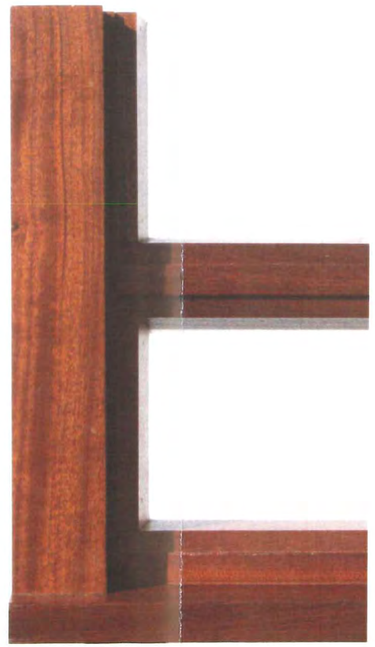
GFRC WALL PANEL - HONED FINISH

MAHOGANY WOOD PANELS

COMPOSITE METAL PANEL

VISION GLASS (GL-1)

BOARD-FORMED CONCRETE WALL



WOOD FRAMED WINDOWS

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ISSUES	DATE
PLANNED DEVELOPMENT PERMIT PACKAGE	04/04/2012

⚠	REVISION LIST	DATE
1	PLANNED DEVELOPMENT RESUBMITTAL	09/14/2012

PD12-014

SANTANA ROW
3090 Olsen Dr.
San Jose, CA

KEYPLAN

PROJECT NO.: 10020.00
DATE: 08/10/2012
SCALE:

SHEET TITLE:
MATERIALS

SHEET NO:
5F

9/11/2012 8:54:42 AM

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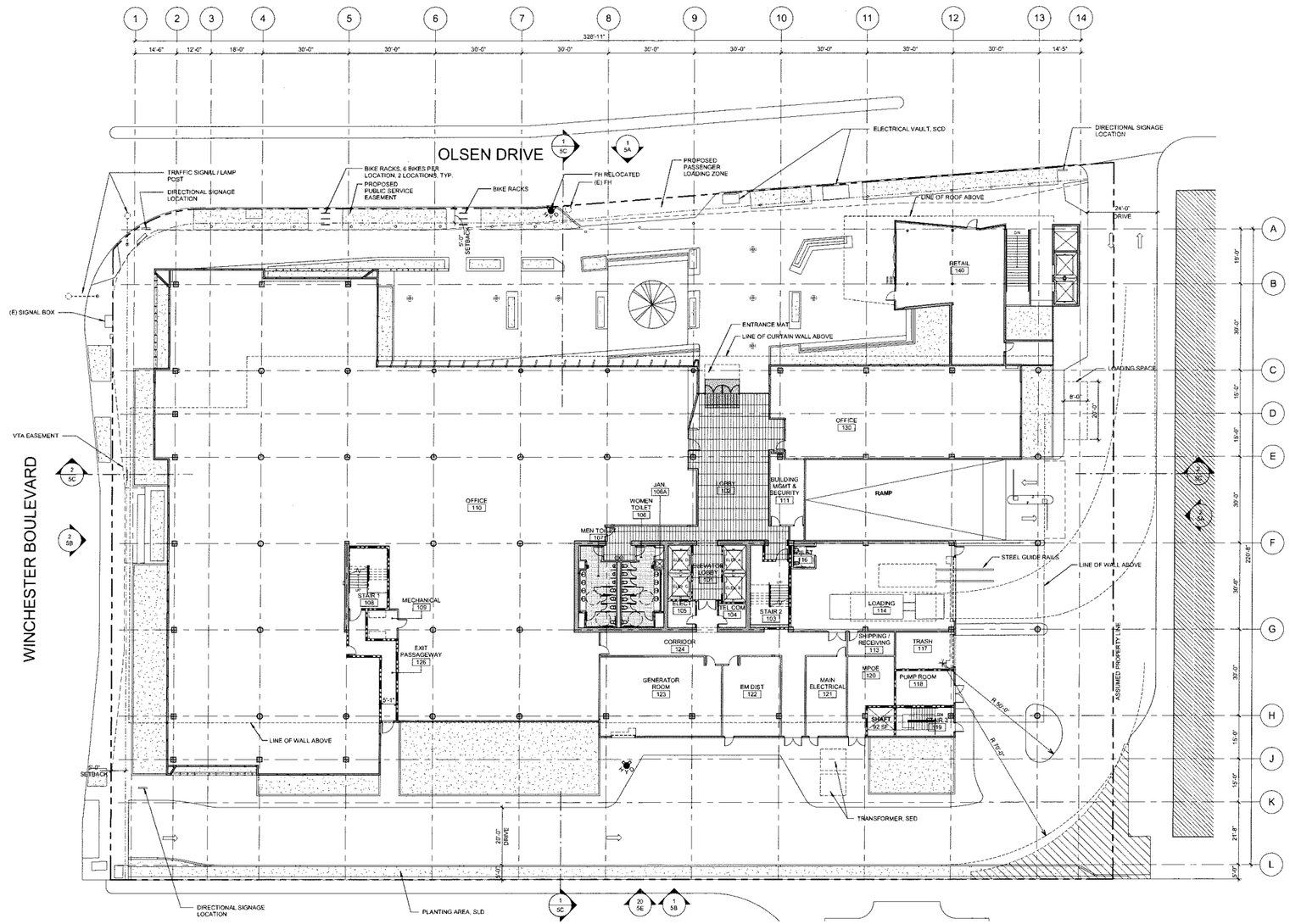

1 OVERALL FLOOR PLAN - LEVEL 1
1/16" = 1'-0"

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ISSUES	DATE
PLANNED DEVELOPMENT PERMIT PACKAGE	04/04/2012

REVISION LIST	DATE
1 PLANNED DEVELOPMENT RESUBMITTAL	09/14/2012

PD12-014

SANTANA ROW
3090 Olsen Dr.
San Jose, CA

KEYPLAN

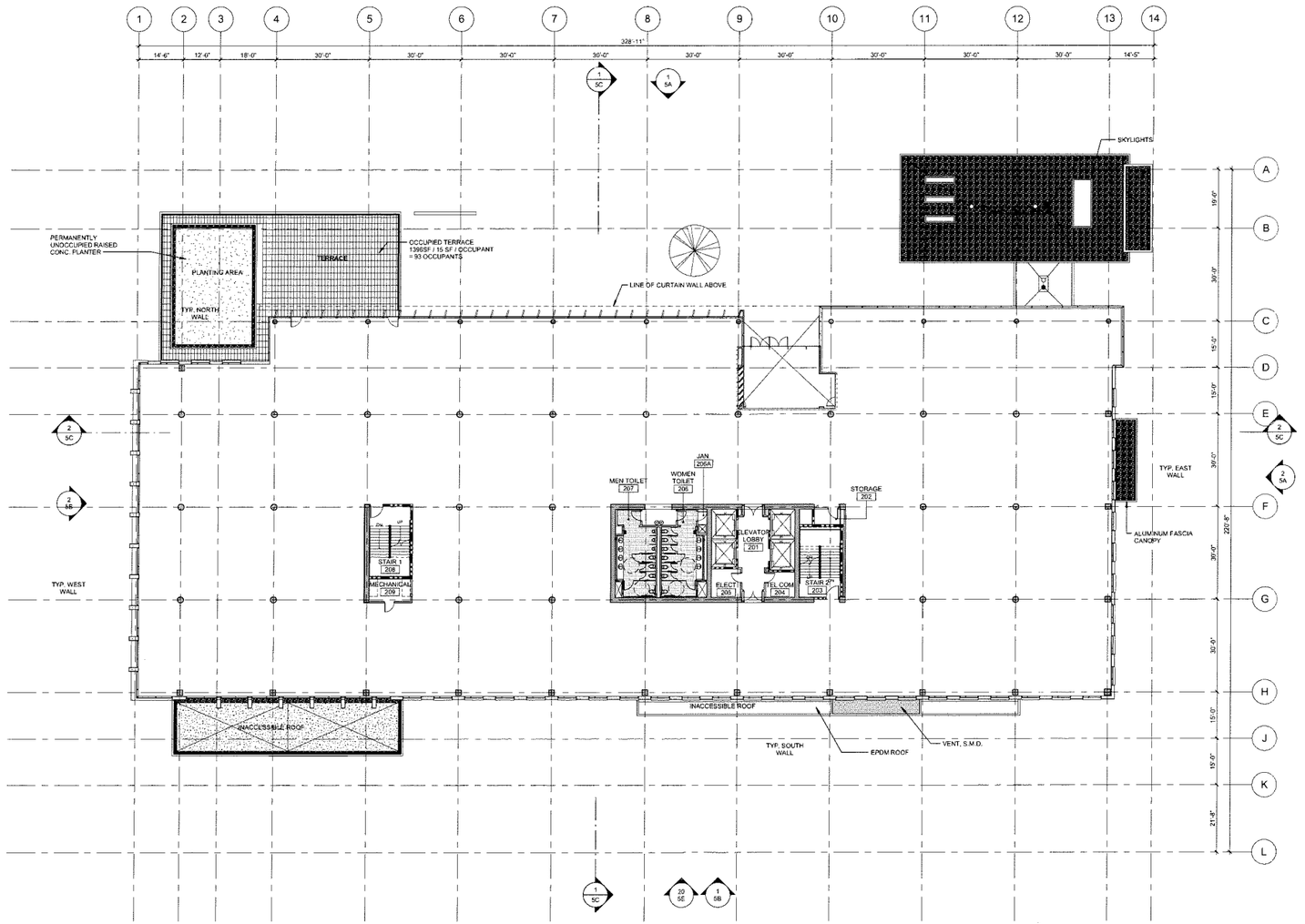
PROJECT NO.: 10020.00
DATE: 08/10/2012
SCALE: 1/16" = 1'-0"

SHEET TITLE:
OVERALL FLOOR PLAN - LEVEL 1

SHEET NO:
6A

If this drawing is not 30"x42", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

9/27/2012 9:03:28 AM



1 OVERALL FLOOR PLAN - LEVEL 2
1/16" = 1'-0"

WRNS STUDIO
501 SECOND STREET
4TH FLOOR, STE. 402
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CALIFORNIA 94107
415.489.2224 TEL
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ISSUES	DATE
PLANNED DEVELOPMENT PERMIT PACKAGE	04/04/2012

⚠	REVISION LIST	DATE
1	PLANNED DEVELOPMENT RESUBMITTAL	09/14/2012

PD12-014

SANTANA ROW
3060 Olsen Dr.
San Jose, CA

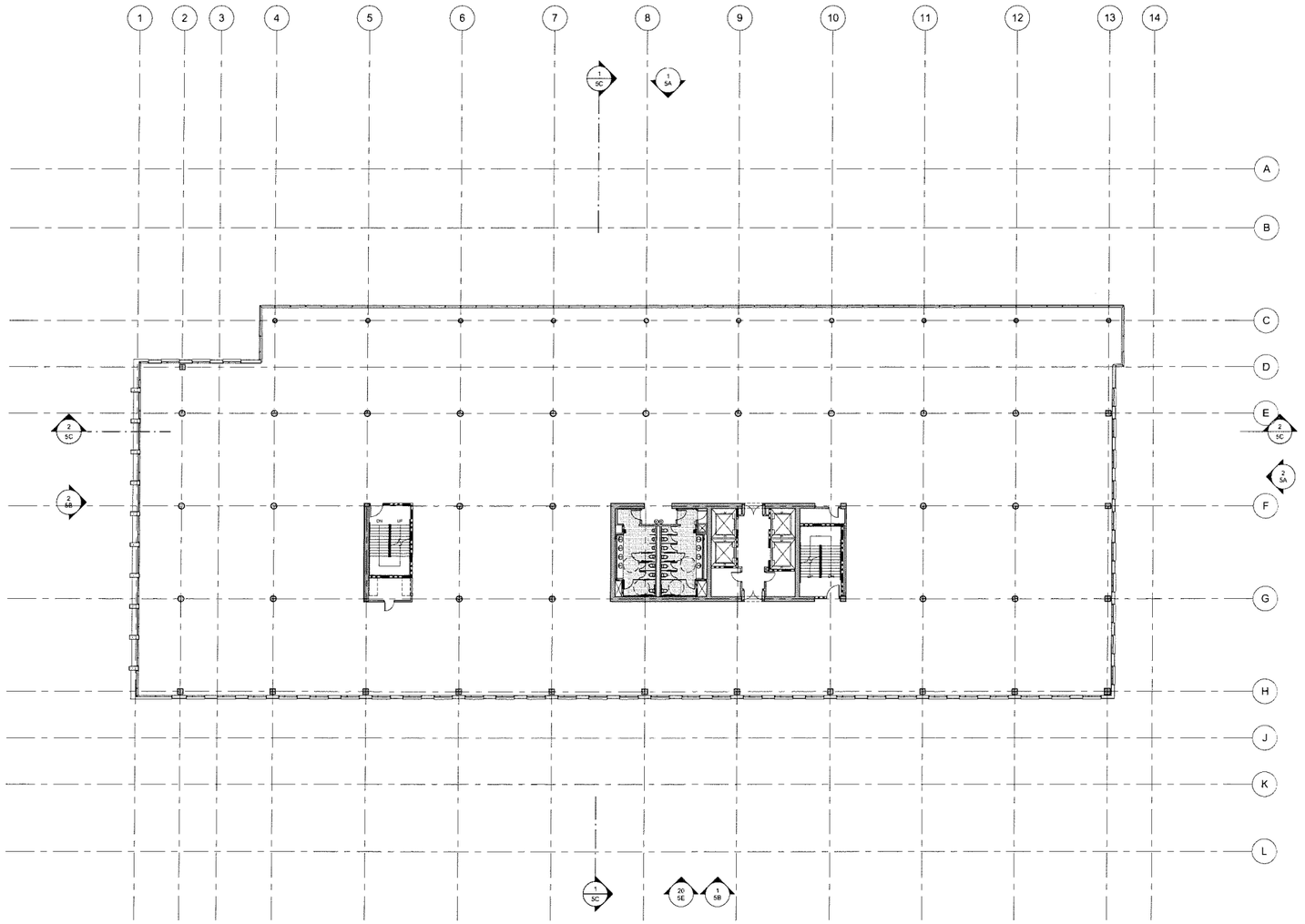
KEYPLAN

PROJECT NO.: 10020.00
DATE: 08/10/2012
SCALE: 1/16" = 1'-0"

SHEET TITLE:
OVERALL FLOOR PLAN - LEVEL 2

SHEET NO:
6B

9/11/2012 8:55:07 AM



1 OVERALL FLOOR PLAN - LEVEL 3
1/16" = 1'-0"

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ISSUES	DATE
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PD12-014

SANTANA ROW
3090 Olsen Dr.
San Jose, CA

KEYPLAN

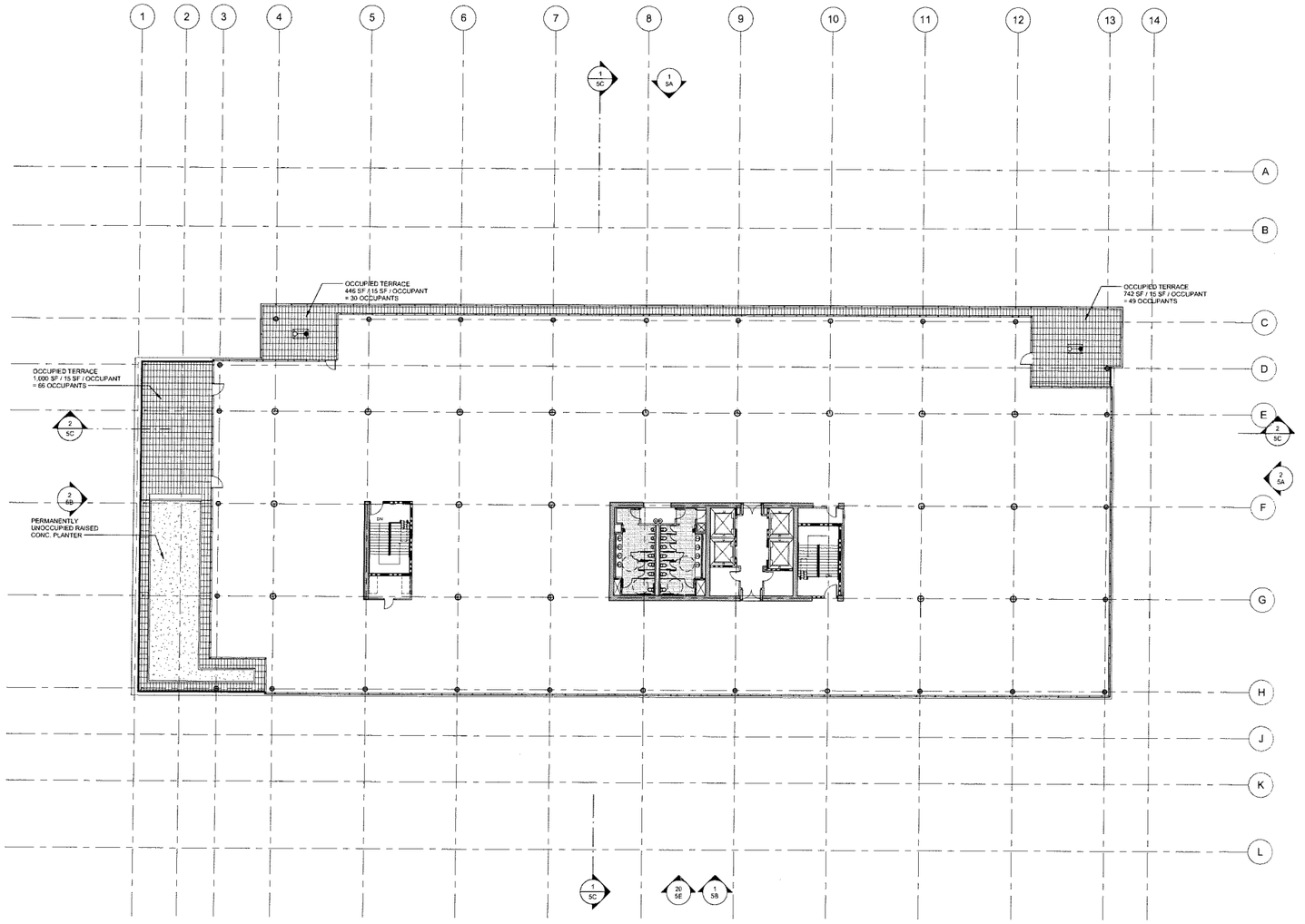
PROJECT NO.: 10020.00
DATE: 08/10/2012
SCALE: 1/16" = 1'-0"

SHEET TITLE:
OVERALL FLOOR PLAN - LEVEL 3 (4 & 5 SIM)

SHEET NO:
6C

9/11/2012 8:55:11 AM

If this drawing is not 30"x42", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch



1 OVERALL FLOOR PLAN - LEVEL 6
1/16" = 1'-0"

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ISSUES	DATE
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PD12-014

SANTANA ROW
3090 Olsen Dr.
San Jose, CA

KEYPLAN

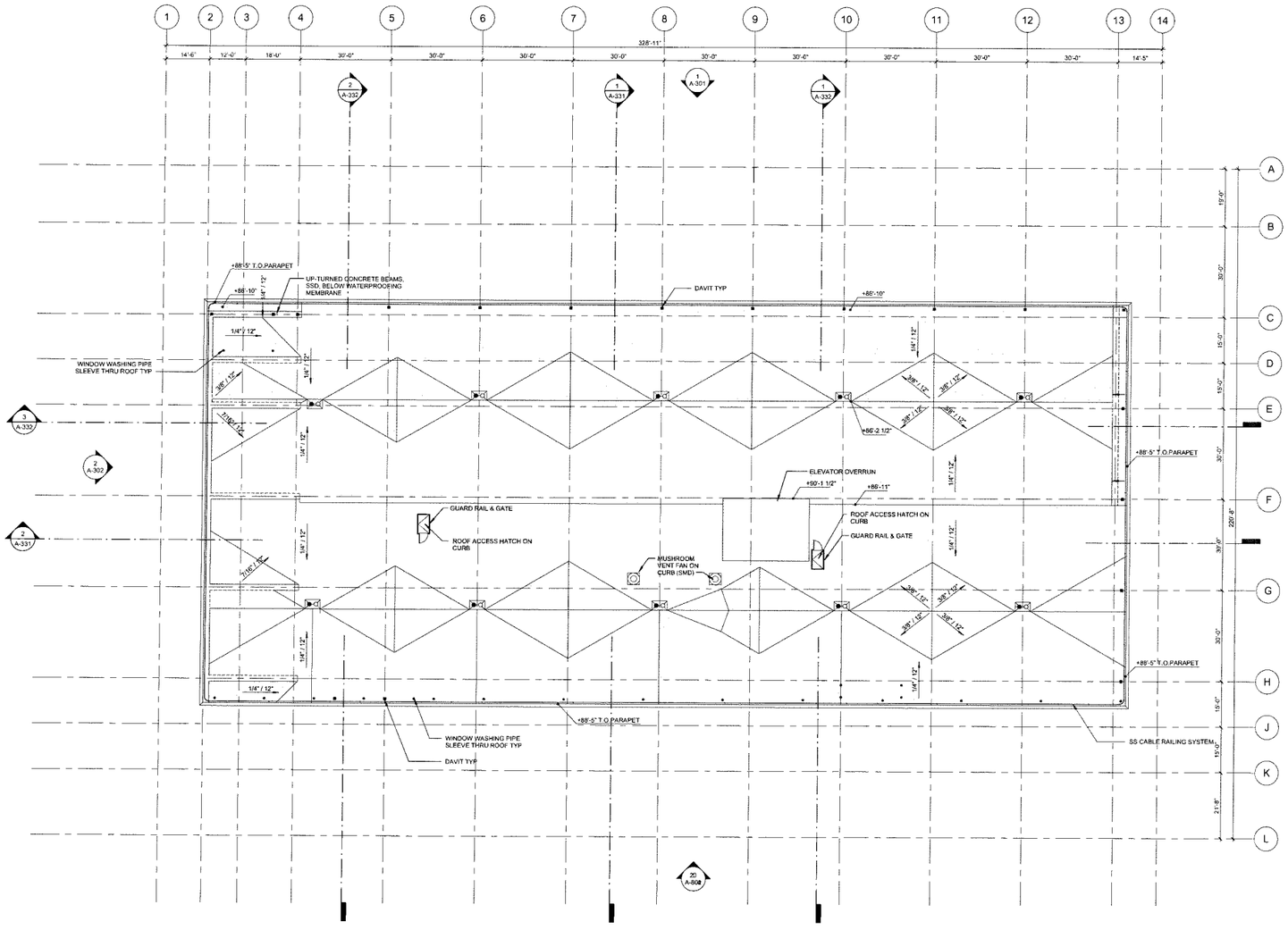
PROJECT NO.: 10020.00
DATE: 08/10/2012
SCALE: 1/16" = 1'-0"

SHEET TITLE:
OVERALL FLOOR PLAN - LEVEL 6

SHEET NO:
6D

9/11/2012 8:55:16 AM

If this drawing is not 30"x42", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 OVERALL ROOF PLAN
1/16" = 1'-0"

WRNS STUDIO
501 SECOND STREET
4TH FLOOR, STE. 402
SAN FRANCISCO
CALIFORNIA 94107
415.489.2224 TEL
415.358.9100 FAX
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ISSUES	DATE
PLANNED DEVELOPMENT PERMIT PACKAGE	04/04/2012

REVISION LIST	DATE
1 PLANNED DEVELOPMENT RESUBMITTAL	09/14/2012

PD12-014

SANTANA ROW
3090 Olsen Dr.
San Jose, CA

KEYPLAN

PROJECT NO.: 10020.00
DATE: 08/10/2012
SCALE: 1/16" = 1'-0"

SHEET TITLE:
OVERALL ROOF PLAN

SHEET NO:
6E

9/11/2012 8:55:40 AM

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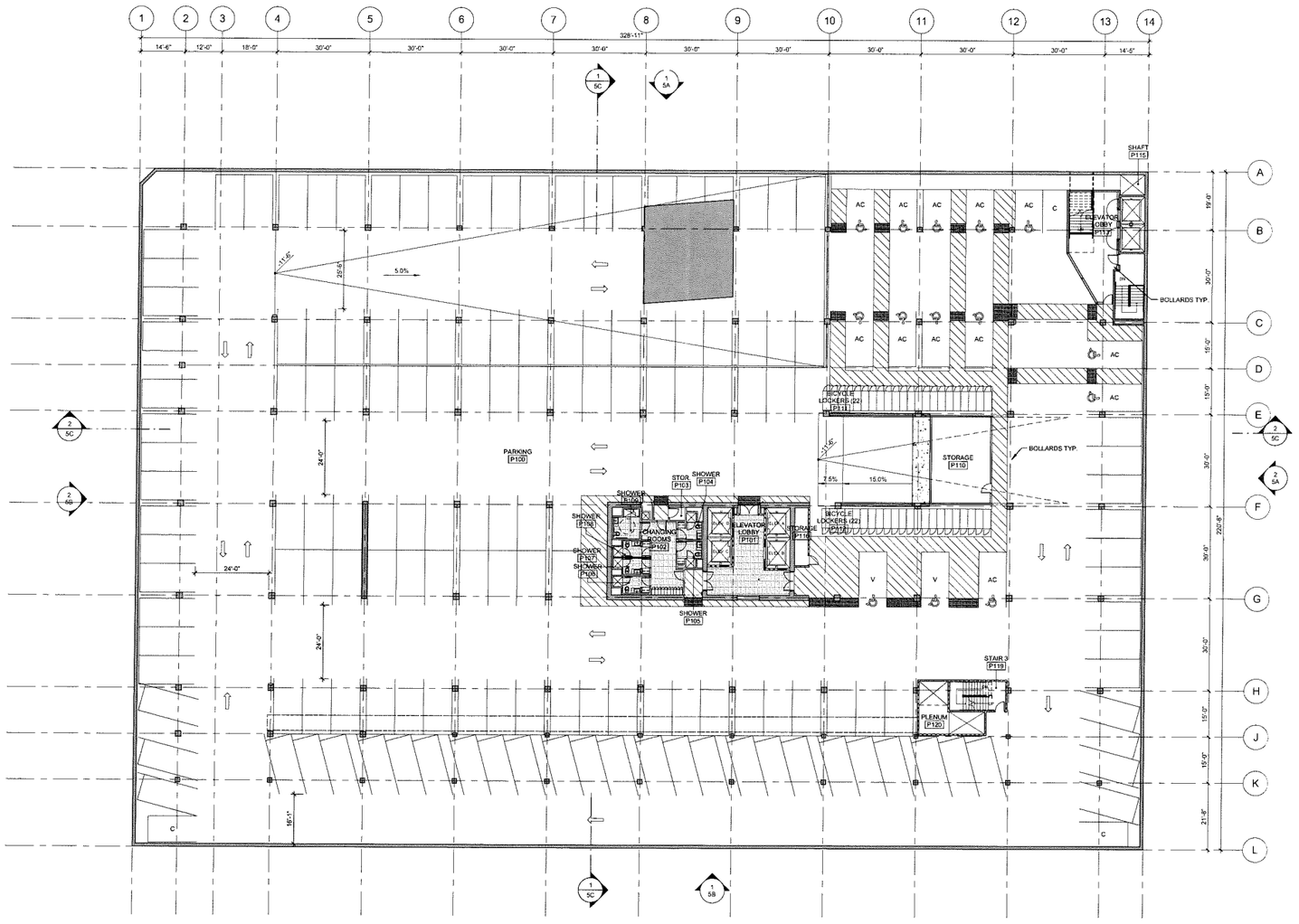

1 OVERALL FLOOR PLAN - LEVEL P1
1/16" = 1'-0"

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501 SECOND STREET
4TH FLOOR, STE 402
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ISSUES	DATE
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PD12-014

SANTANA ROW
3090 Olsen Dr.
San Jose, CA

KEYPLAN

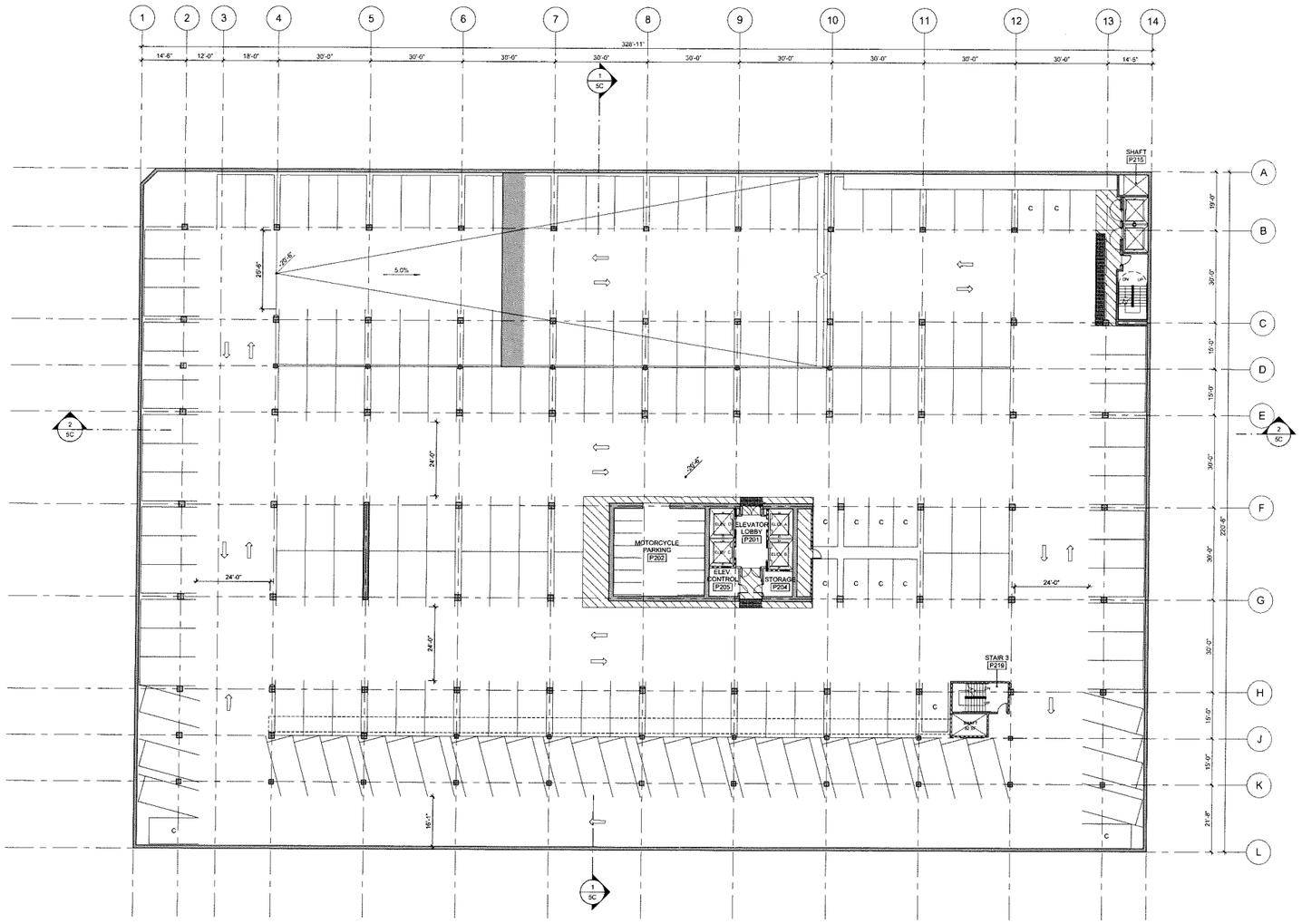
PROJECT NO.: 10020.00
DATE: 09/10/2012
SCALE: 1/16" = 1'-0"

SHEET TITLE:
OVERALL FLOOR PLAN - LEVEL P1

SHEET NO:
6F

9/11/2012 8:55:45 AM

If this drawing is not 30"x42", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 OVERALL FLOOR PLAN - LEVEL P2
1/16" = 1'-0"

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ISSUES	DATE
PLANNED DEVELOPMENT PERMIT PACKAGE	04/04/2012

⚠	REVISION LIST	DATE
1	PLANNED DEVELOPMENT RESUBMITTAL	09/14/2012

PD12-014

SANTANA ROW
3090 Olsen Dr.
San Jose, CA

KEYPLAN

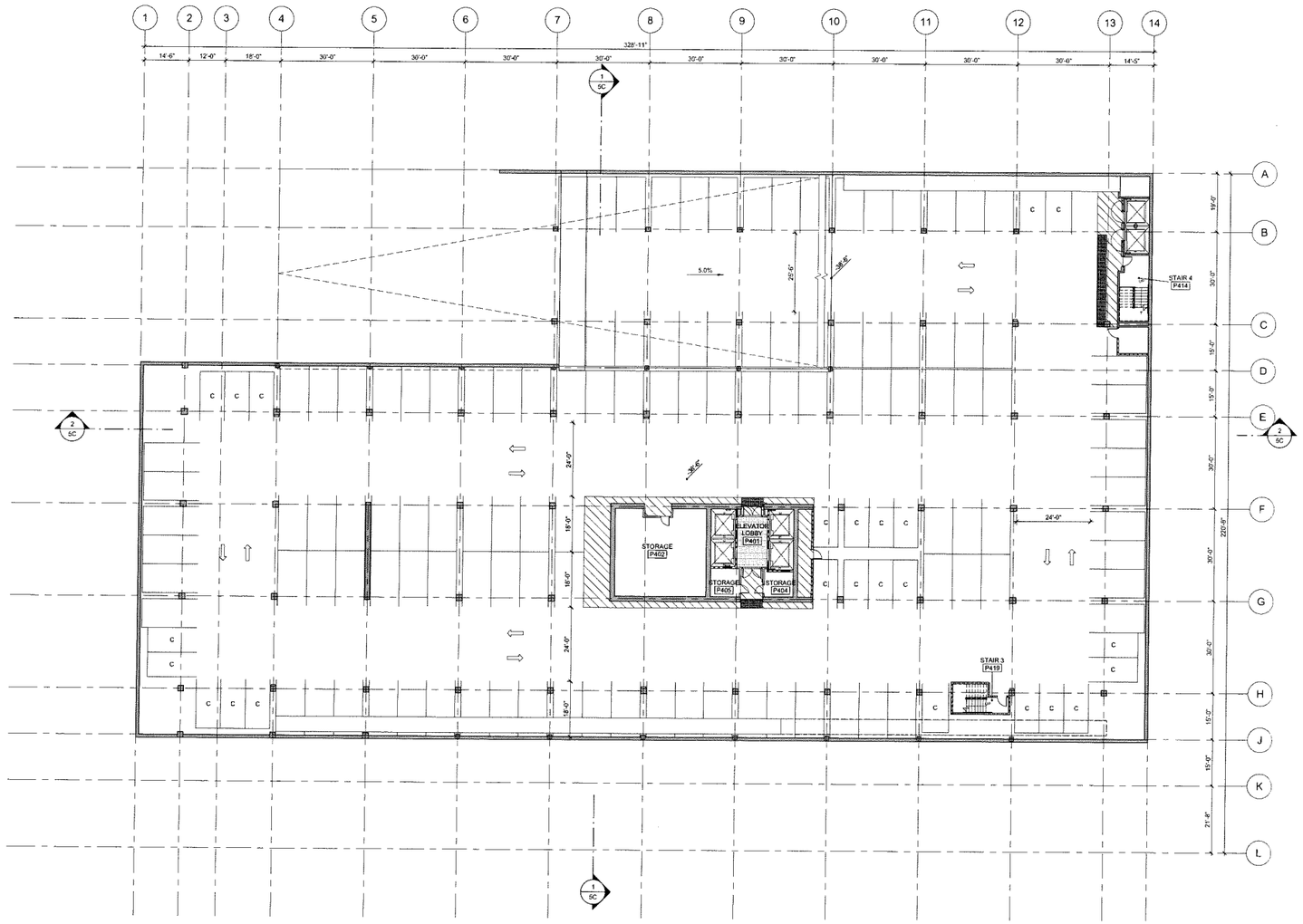
PROJECT NO.: 10020.00
DATE: 08/10/2012
SCALE: 1/16" = 1'-0"

SHEET TITLE:
OVERALL FLOOR PLAN - LEVEL P2 (P3 SIMILAR)

SHEET NO:
6G

9/11/2012 8:55:49 AM

If this drawing is not 30"x42", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch



1 OVERALL FLOOR PLAN - LEVEL P4
1/16" = 1'-0"

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PLANNED DEVELOPMENT PERMIT PACKAGE	04/04/2012

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1	PLANNED DEVELOPMENT RESUBMITTAL	09/14/2012

PD12-014

SANTANA ROW
3090 Olsen Dr.
San Jose, CA

KEYPLAN

PROJECT NO.: 10020.00
DATE: 08/10/2012
SCALE: 1/16" = 1'-0"

SHEET TITLE:
OVERALL FLOOR PLAN - LEVEL P4

SHEET NO:
6H

9/11/2012 8:55:53 AM

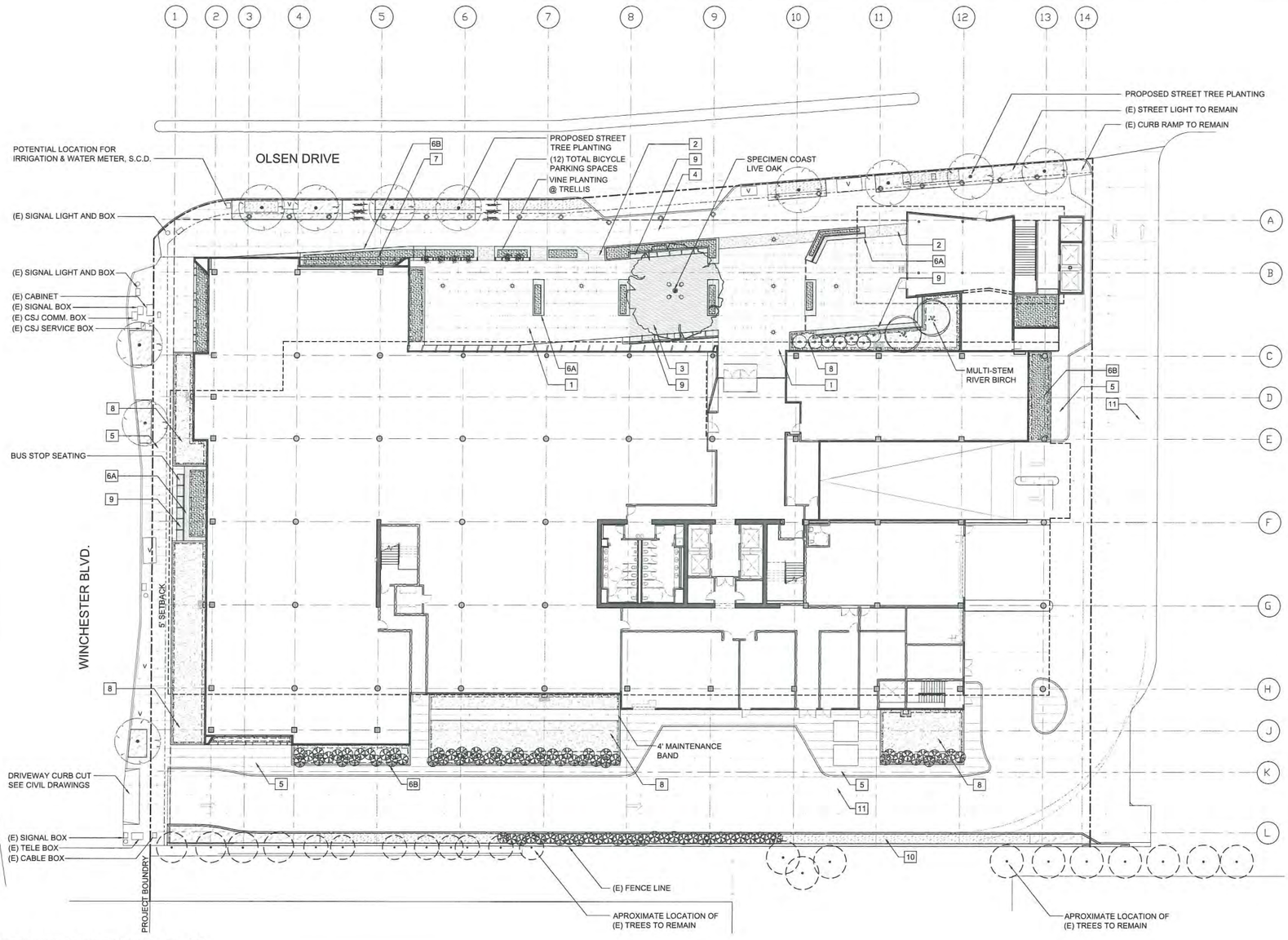
If this drawing is not 30"x42", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch

PLANTING PALETTE

TREES				
LATIN NAME	COMMON NAME	SIZE	REMARKS	STORMWATER TREATMENT AREAS
Platanus x acerifolia	London Plane Tree	24" BOX	Cultivar: TBD; Winchester Blvd.	
Betula nigra 'Dura Heat'	River Birch - cultivar: Dura Heat	24" BOX	Multi-trunk	X
Liquidambar styraciflua 'Palo Alto'	Sweet Gum - cultivar: Palo Alto	24" BOX	Olsen Drive	X
Phyllostachys sp.	Timber Bamboo	24" BOX	In raised planters or with root barrier	
Quercus agrifolia	Coast Live Oak	60" BOX	Specimen, multi-trunk	

VINES				
LATIN NAME	COMMON NAME	SIZE	REMARKS	STORMWATER TREATMENT AREAS
Distictus buccinatoria	Blood Red Trumpet Vine	5 GAL.		

PERENNIALS / GRASSES / FERNS				
LATIN NAME	COMMON NAME	SIZE	REMARKS	STORMWATER TREATMENT AREAS
Alchemilla mollis	Lady's Mantle	5 GAL.	In deep shade only	
Armeria maritima 'Alba'	Sea Thrift	1 GAL.		X
Calamagrostis acutiflora	Feather Reed Grass	5 GAL.		
Carex densa	Dense Sedge	5 GAL.		X
Carex divulsa	Berkeley Sedge	5 GAL.		X
Carex elata 'Aurea'	Sedge	5 GAL.		
Chondropetalum tectorum	Cape Rush	5 GAL.		
Fragaria chiloensis	Beach Strawberry	1 GAL.		X
Iris douglasiana	Pacific Coast Iris	1 GAL.		X
Juncus patens	Blue Rush	1 GAL.		X
Juncus effusus	Soft Rush	1 GAL.		X
Lavandula spp.	Lavendar	5 GAL.		X
Mimulus aurantiacus	Common Monkeyflower	1 GAL.		X
Miscanthus sinensis	Japanese Silver Grass	5 GAL.		X
Muhlenbergia rigens	Deer Grass	5 GAL.		X
Pennisutm spp.	Slender veldt grass	5 GAL.		
Polystichum munitum	Western Sword Fern	5 GAL.		X
Salvia spathacea	Hummingbird Sage	1 GAL.		X
Sisyrinchium bellum	Blue-eyed Grass	1 GAL.		X
Stipa arundinaceae	Pheasant Tail Grass	5 GAL.		



1 SCHEMATIC LANDSCAPE PLAN
PLAN

1/16" = 1'-0"
L-01 LANDSCAPE PLAN.DWG

0 16' 32' 64'

N

SHEET NOTES

1. SEE CIVIL DRAWINGS FOR ALL DRAINAGE STRUCTURE ELEVATIONS AND CONNECTIONS.
2. SEE CIVIL DRAWINGS FOR OVERALL SITE GRADING INFORMATION AND ELEVATIONS.
3. SEE IRRIGATION DRAWINGS FOR ADDITIONAL INFORMATION.

KEY NOTES

1. PAVING TYPE 1 - PRE-CAST UNIT OR CIP INTEGRAL COLOR CONCRETE; COLOR: TBD
2. PAVING TYPE 2 - PRE-CAST UNIT OR CIP INTEGRAL COLOR CONCRETE; COLOR: TBD
3. WOOD DECKING
4. CONCRETE PAVEMENT 1 - INTEGRAL COLOR W/ 3'X3' SCORLINES OR 2'X4' SCORELINES, AS SHOWN.
5. CONCRETE PAVEMENT 2 - CITY STANDARD
6A. RAISED CONCRETE, WOOD CLAD PLANTERS
6B. RAISED CONCRETE (BOARD FORM) PLANTERS
7. WOOD TRELLIS W/ VINE PLANTING
8. RAISED CONCRETE (BOARD FORM) PLANTER FOR STORMWATER TREATMENT (36" HT. MIN.)
9. WOOD BENCH SEATING
10. AT-GRADE PLANTING - STORMWATER TREATMENT, SEE CIVIL DRAWINGS
11. CONCRETE PAVEMENT - VEHICULAR W/ 6'X6' SCORE LINES

LIGHTING

- PEDESTRIAN PATH LIGHT
- PEDESTRIAN POLE LIGHT
- TREE ACCENT LIGHT
- (E) STREET LIGHT

MATERIAL & PLANTING LEGEND

- RAISED STORM WATER TREATMENT PLANTER (TYP. 36" PLANTER HT.)
- RAISED PLANTING - PERENNIALS & GRASSES
- AT-GRADE STORMWATER TREATMENT PLANTINGS
- AT-GRADE PLANTING - PERENNIALS & GRASSES
- GRAVEL MAINTENANCE BAND
- TIMBER BAMBOO SCREEN PLANTING
- PROPOSED STREET TREE
- (E) TREE TO REMAIN
- SPECIMEN COAST LIVE OAK TREE
- SMALL TREE

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REVISION LIST	DATE
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PD12-014

SANTANA ROW

3050 Olsen Dr
San Jose, CA

KEYPLAN

PROJECT NO.: 10020.00 DRAWN BY: SJ / JG
DATE: 09/14/2012 CHECKED BY: ZA
SCALE:

SHEET TITLE:

SCHEMATIC LANDSCAPE PLAN - PLAZA LEVEL

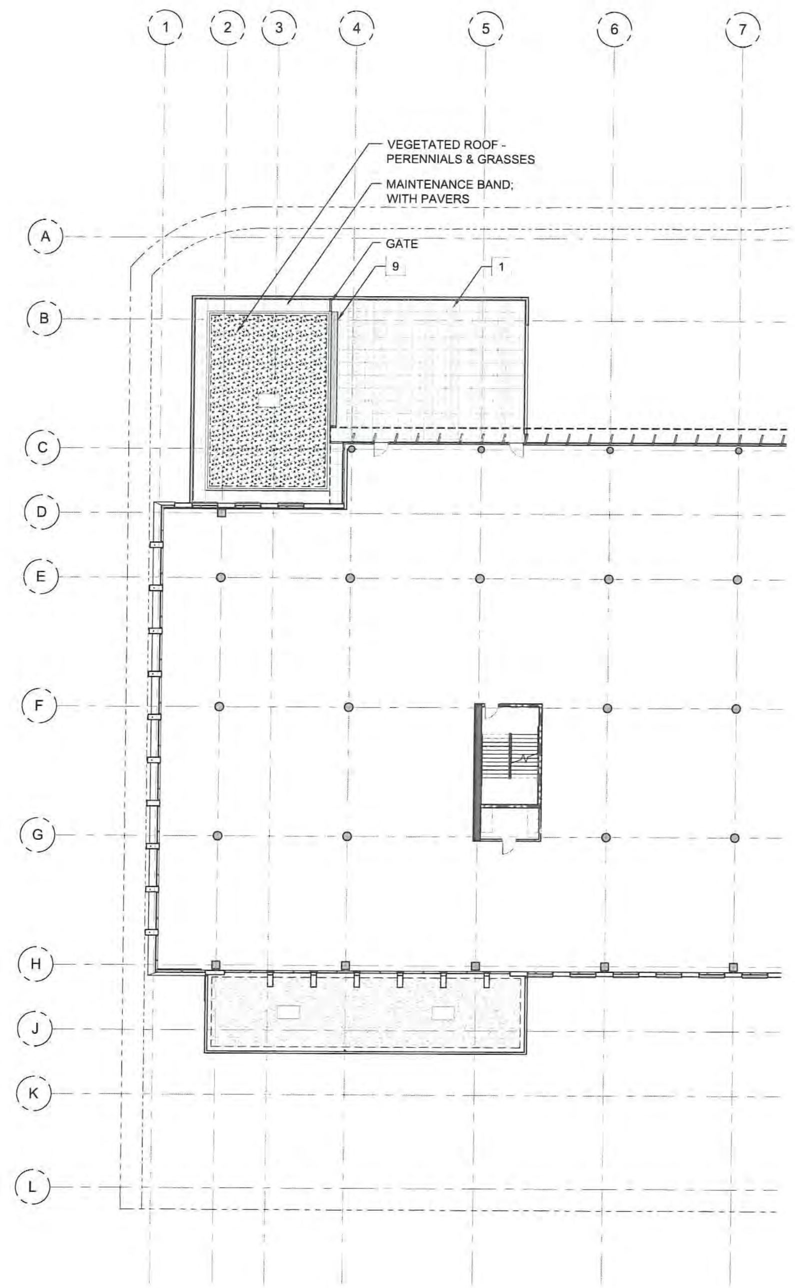
SHEET NO: 7A

08/23/2012 10:04:35 AM

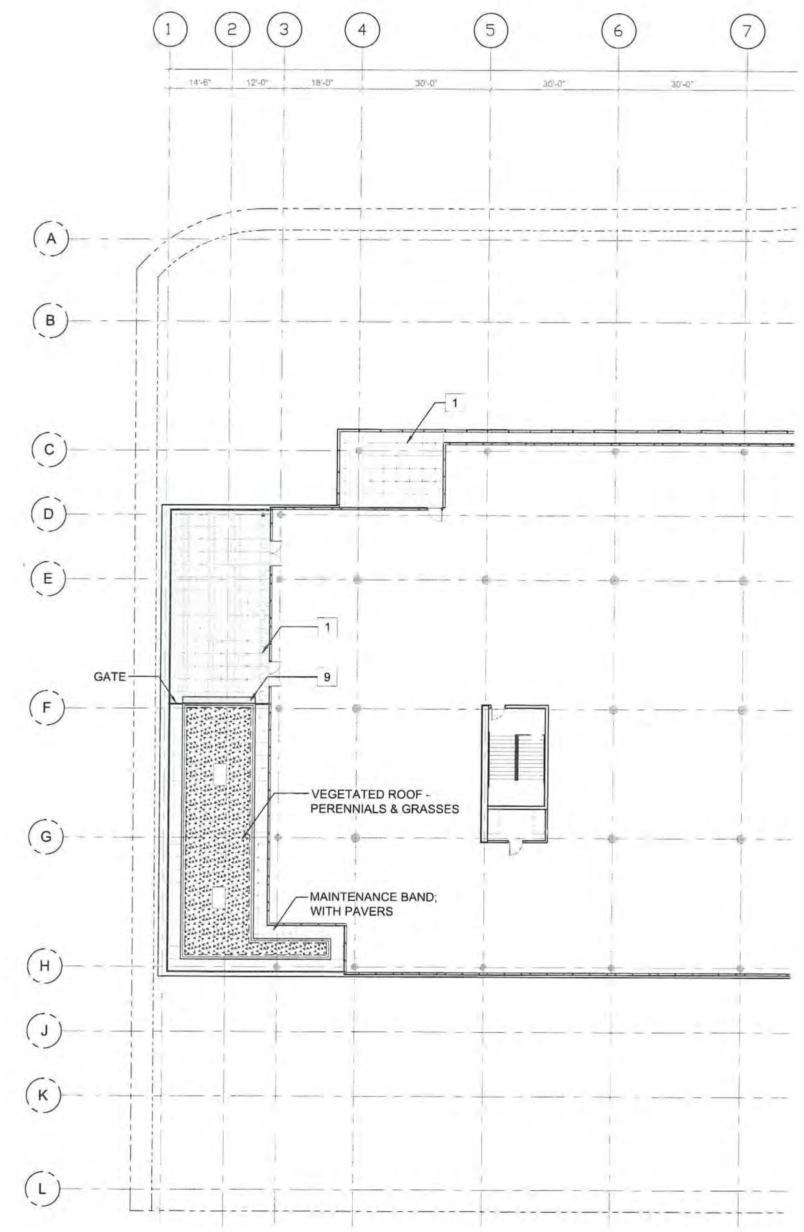
If this drawing is not 30"x42", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch

PLANTING PALETTE

VEGITATED ROOF PALETTE			
LATIN NAME	COMMON NAME	SIZE	REMARKS
Armeria maritima 'Alba'	Sea Thrift		Level 2 & 6
Calamagrostis acutiflora	Feather Reed Grass		Level 2 & 6
Carex densa	Dense Sedge		Level 2
Cistus x hybridus	White Rockrose		Level 6
Eschscholzia californica	California Poppy		Level 6
Frageria chiloensis	Beach Strawberry		Level 2 & 6
Lavendula angustifolia 'Hidcote Superior'	English Lavendar		Level 6
Nepeta 'Walker's Low'	Catmint		Level 2
Pennisutm spathiolatum	Slender veldt grass		Level 6
Salvia clevlandii 'Winnifred Gliman'	California Blue Sage		Level 6
Sesleria autumnalis	Autumn Moor Grass		Level 2
Stipa arundinaceae	Pheasant Tail Grass		Level 2



1 LANDSCAPE PLAN - LEVEL 02
PLAN
1/16" = 1'-0"



2 LANDSCAPE PLAN - LEVEL 06
PLAN
1/16" = 1'-0"

SHEET NOTES

1. SEE CIVIL DRAWINGS FOR ALL DRAINAGE STRUCTURE ELEVATIONS AND CONNECTIONS.
2. SEE CIVIL DRAWINGS FOR OVERALL SITE GRADING INFORMATION AND ELEVATIONS.
3. SEE IRRIGATION DRAWINGS FOR ADDITIONAL INFORMATION.

KEY NOTES

- 1 PAVING TYPE 1 - PRE-CAST UNIT OR CIP INTEGRAL COLOR CONCRETE; COLOR: TBD
- 2 PAVING TYPE 2 - PRE-CAST UNIT OR CIP INTEGRAL COLOR CONCRETE; COLOR: TBD
- 3 WOOD DECKING
- 4 CONCRETE PAVEMENT 1 - INTEGRAL COLOR W/ 3'X3' SCORLINES OR 2'X4' SCORELINES, AS SHOWN.
- 5 CONCRETE PAVEMENT 2 - CITY STANDARD
- 6A RAISED CONCRETE, WOOD CLAD PLANTERS
- 6B RAISED CONCRETE (BOARD FORM) PLANTERS
- 7 WOOD TRELLIS W/ VINE PLANTING
- 8 RAISED CONCRETE (BOARD FORM) PLANTER FOR STORMWATER TREATMENT (36" HT. MIN.)
- 9 WOOD BENCH SEATING
- 10 AT-GRADE PLANTING - STORMWATER TREATMENT, SEE CIVIL DRAWINGS
- 11 CONCRETE PAVEMENT - VEHICULAR W/ 6'X6' SCORE LINES

MATERIAL & PLANTING LEGEND

- RAISED STORM WATER TREATMENT PLANTER (TYP. 36" PLANTER HT.)
- RAISED PLANTING - PERENNIALS & GRASSES
- AT-GRADE STORMWATER TREATMENT PLANTINGS
- AT-GRADE PLANTING - PERENNIALS & GRASSES
- GRAVEL MAINTENANCE BAND
- TIMBER BAMBOO SCREEN PLANTING
- PROPOSED STREET TREE
- (E) STREET TREE TO REMAIN
- SPECIMEN COAST LIVE OAK TREE
- SMALL TREE

0 16' 32' 64'

N

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PD12-014

SANTANA ROW
3090 Olsen Dr.
San Jose, CA

KEYPLAN

PROJECT NO.: 10020.00
DRAWN BY: SJ / JG
DATE: 09/14/2012
CHECKED BY: ZA
SCALE:

SHEET TITLE:
SCHEMATIC LANDSCAPE PLAN - LEVEL 2 & LEVEL 6

SHEET NO:
7B

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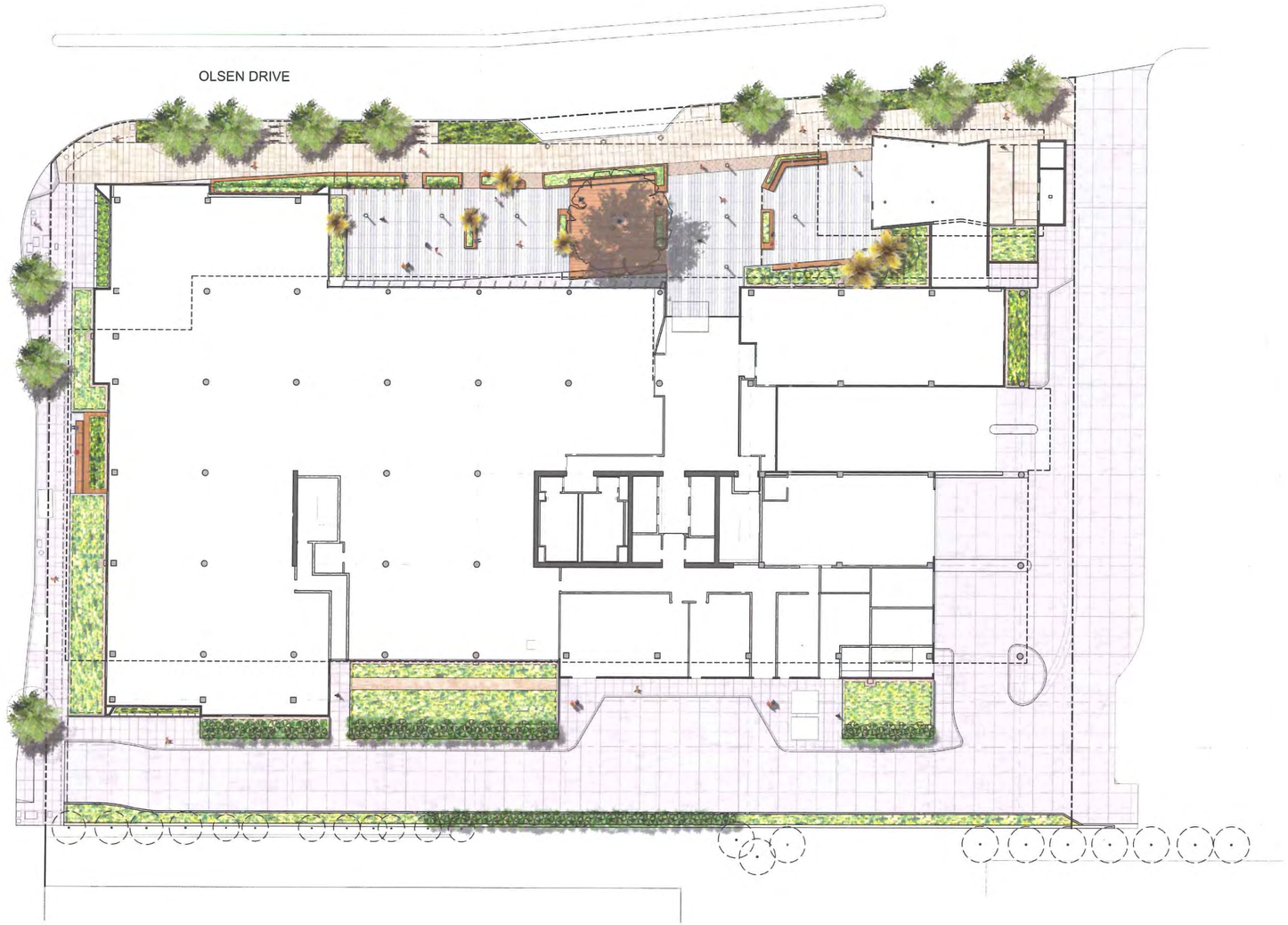

1 ILLUSTRATIVE LANDSCAPE PLAN - PLAZA LEVEL
PLAN

1/16" = 1'-0"
L-0.01 LANDSCAPE PLAN.DWG

0 16' 32' 64'

N

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PD12-014

SANTANA ROW
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KEYPLAN

PROJECT NO.: 10020.00 DRAWN BY: SJ / JG
DATE: 09/14/2012 CHECKED BY: ZA
SCALE:

SHEET TITLE:
ILLUSTRATIVE LANDSCAPE PLAN - PLAZA LEVEL

SHEET NO: 7C

If this drawing is not 30"x42", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch

1 ILLUSTRATIVE LANDSCAPE PLAN - LEVEL 2
PLAN

1/16" = 1'-0"
L4.01 LANDSCAPE PLAN.DWG

0 16' 32' 64'

N

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KEYPLAN

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DATE: 09/14/2012 CHECKED BY: ZA
SCALE:

SHEET TITLE:
ILLUSTRATIVE LANDSCAPE PLAN - LEVEL 2

SHEET NO: 7D

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1 ILLUSTRATIVE LANDSCAPE PLAN - LEVEL 6
PLAN

1/16" = 1'-0"
L-E01 LANDSCAPE PLAN.DWG

0 16' 32' 64' N

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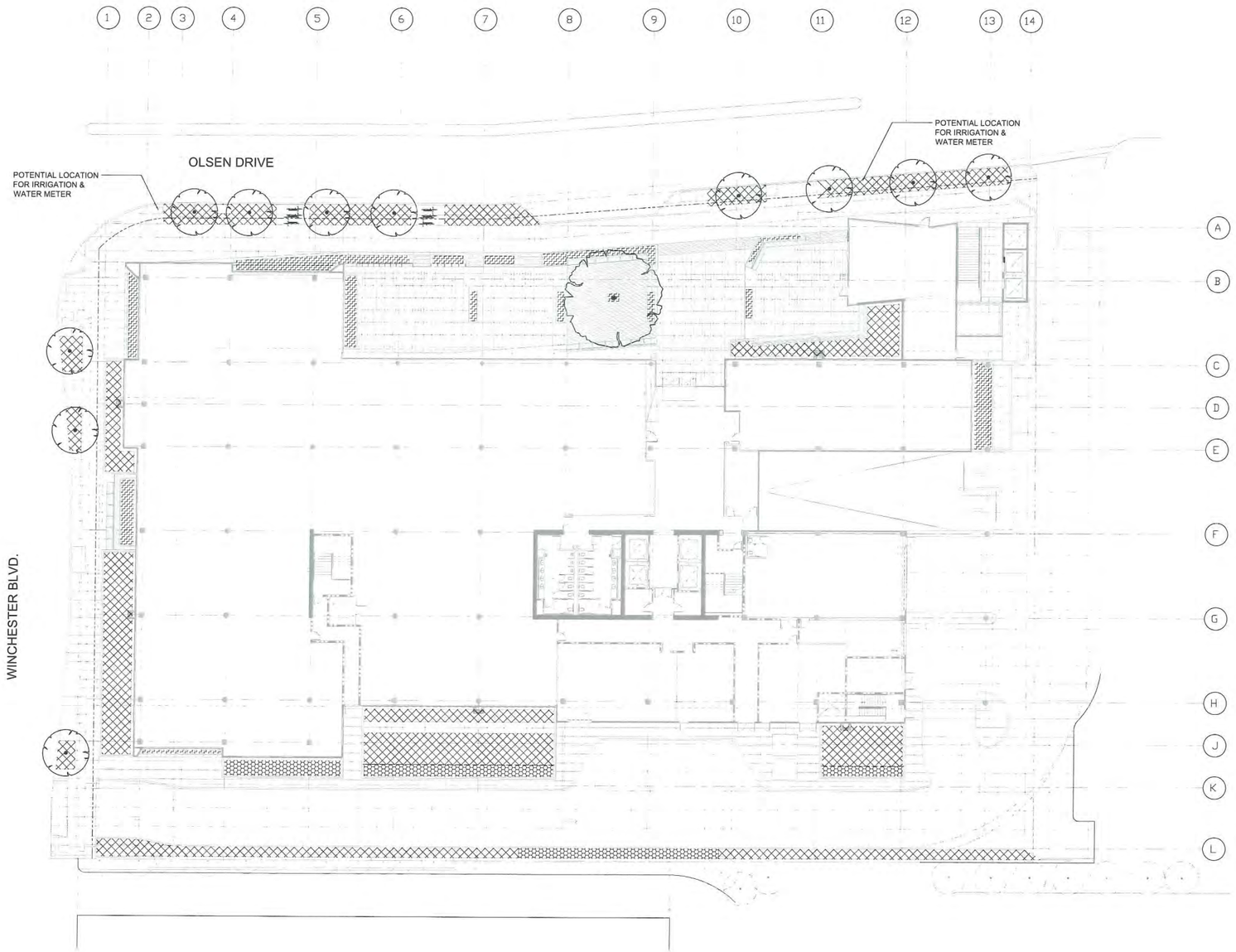
PROJECT NO.: 10020.00 DRAWN BY: SJ / JG
DATE: 09/14/2012 CHECKED BY: ZA
SCALE:

SHEET TITLE:
ILLUSTRATIVE LANDSCAPE PLAN - LEVEL 6

SHEET NO: 7E



1 SCHEMATIC IRRIGATION PLAN - PLAZA LEVEL
PLAN

1/16" = 1'-0"
L-0.01 LANDSCAPE PLAN.DWG

08/23/2012 10:04:35 AM

SHEET NOTES

1. ALL PLANTING AREAS SHOWN WILL BE COMMONLY MAINTAINED BY THE OWNER AND OPERATED BY AN AUTOMATIC IRRIGATION SYSTEM.
2. IRRIGATION SYSTEMS WILL BE PERMANENT BELOW GROUND AUTOMATED SYSTEMS ADEQUATE FOR THE ESTABLISHMENT AND MAINTENANCE OF ALL PLANT MATERIAL.
3. ALL TURF, TREE, SHRUB AND GROUND COVER AREAS WILL BE IRRIGATED BY A PERMANENT, AUTOMATIC, UNDERGROUND IRRIGATION SYSTEM. ALL TREES AND SHRUBS WILL BE IRRIGATED BY DRIP IRRIGATION (EITHER SUB-SURFACE DRIPLINE OR SINGLE OUTLET DRIP EMITTERS.) TREES AND SHRUB SHALL BE ON SEPARATE VALVES ACCORDING TO PLANT WATER REQUIREMENTS AND EXPOSURE.
4. ALL IRRIGATION SYSTEMS SHALL BE DESIGNED, MAINTAINED AND MANAGED TO MEET OR EXCEED MINIMUM EFFICIENCY.
5. ALL IRRIGATION EQUIPMENT SHALL BE SCREENED APPROPRIATELY FROM VIEW IN PUBLIC AREAS, OR PLACED AT INTERIOR LOCATIONS.
6. THE FINAL IRRIGATION PLAN SHALL ACCURATELY AND CLEARLY IDENTIFY:
   - A) LOCATIONS AND SIZES OF WATER POINTS OF CONNECTION.
   - B) LOCATION, TYPE AND SIZE OF ALL COMPONENTS OF THE IRRIGATION SYSTEM, INCLUDING AUTOMATIC CONTROLLERS, MAIN AND LATERAL LINES, VALVES, DRIP ZONES, RAIN SWITCHES, AND QUICK COUPLERS.
   - C) STATIC WATER PRESSURE AT THE POINTS OF CONNECTION.
   - D) FLOW RATE (GALLONS PER MINUTE) AND REMOTE CONTROL VALVE SIZE FOR EACH STATION

IRRIGATION STANDARDS

1. MAIN LINE IRIGATION PIPE TO BE SCHEDULE 40 AT A MINIMUN DEPTH OF 18". LATERAL LINES TO BE CLASS 200 AT A MINIMUN DEPTH OF 12".
2. BACKFLOW PREVENTER TO BE REDUCED PRESSURE BACKFLOW ASSEMBLY.

IRRIGATION LEGEND

- LOW WATER USAGE
- MEDIUM WATER USAGE
- HIGH WATER USAGE
- PROPOSED STREET TREE
- (E) STREET TREE TO REMAIN

0 16' 32' 64'

N

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SANTANA ROW
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San Jose, CA

KEYPLAN

PROJECT NO.: 10020.00 DRAWN BY: SJ / JG
DATE: 09/14/2012 CHECKED BY: ZA
SCALE:

SHEET TITLE:

SCHEMATIC IRRIGATION PLAN - PLAZA LEVEL

SHEET NO: 7F

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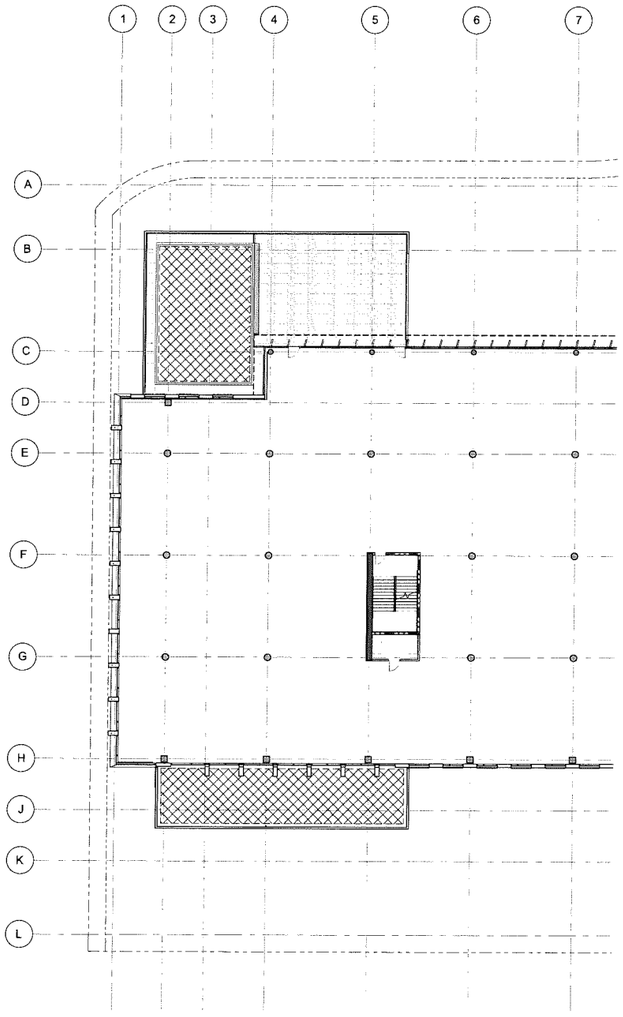
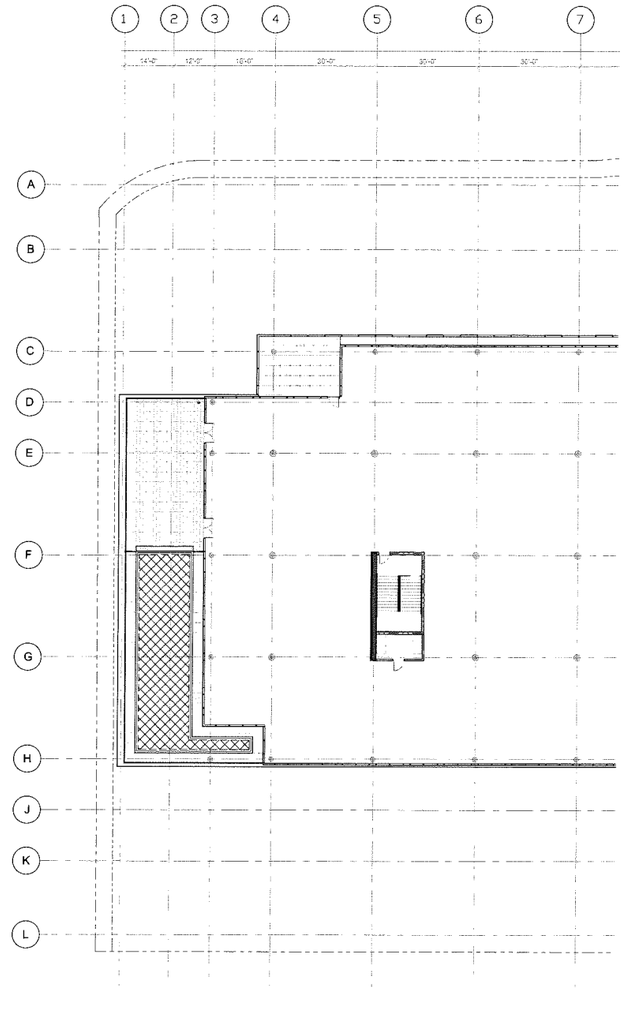


1 SCHEMATIC IRRIGATION PLAN - LEVEL 02
PLAN

1/16" = 1'-0"
L-S1 LANDSCAPE PLAN.DWG



2 SCHEMATIC IRRIGATION PLAN - LEVEL 06
PLAN

1/16" = 1'-0"
L-S1 LANDSCAPE PLAN.DWG

SHEET NOTES

1. ALL PLANTING AREAS SHOWN WILL BE COMMONLY MAINTAINED BY THE OWNER AND OPERATED BY AN AUTOMATIC IRRIGATION SYSTEM.
2. IRRIGATION SYSTEMS WILL BE PERMANENT BELOW GROUND AUTOMATED SYSTEMS ADEQUATE FOR THE ESTABLISHMENT AND MAINTENANCE OF ALL PLANT MATERIAL.
3. ALL TURF, TREE, SHRUB AND GROUND COVER AREAS WILL BE IRRIGATED BY A PERMANENT, AUTOMATIC, UNDERGROUND IRRIGATION SYSTEM. ALL TREES AND SHRUBS WILL BE IRRIGATED BY DRIP IRRIGATION (EITHER SUB-SURFACE DRIPLINE OR SINGLE OUTLET DRIP EMITTERS.) TREES AND SHRUB SHALL BE ON SEPARATE VALVES ACCORDING TO PLANT WATER REQUIREMENTS AND EXPOSURE.
4. ALL IRRIGATION SYSTEMS SHALL BE DESIGNED, MAINTAINED AND MANAGED TO MEET OR EXCEED MINIMUM EFFICIENCY.
5. ALL IRRIGATION EQUIPMENT SHALL BE SCREENED APPROPRIATELY FROM VIEW IN PUBLIC AREAS, OR PLACED AT INTERIOR LOCATIONS.
6. THE FINAL IRRIGATION PLAN SHALL ACCURATELY AND CLEARLY IDENTIFY:
   - A) LOCATIONS AND SIZES OF WATER POINTS OF CONNECTION.
   - B) LOCATION, TYPE AND SIZE OF ALL COMPONENTS OF THE IRRIGATION SYSTEM, INCLUDING AUTOMATIC CONTROLLERS, MAIN AND LATERAL LINES, VALVES, DRIP ZONES, RAIN SWITCHES, AND QUICK COUPLERS.
   - C) STATIC WATER PRESSURE AT THE POINTS OF CONNECTION.
   - D) FLOW RATE (GALLONS PER MINUTE) AND REMOTE CONTROL VALVE SIZE FOR EACH STATION

IRRIGATION STANDARDS

1. MAIN LINE IRRIGATION PIPE TO BE SCHEDULE 40 AT A MINIMUN DEPTH OF 18". LATERAL LINES TO BE CLASS 200 AT A MINIMUM DEPTH OF 12".
2. BACKFLOW PREVENTER TO BE REDUCED PRESSURE BACKFLOW ASSEMBLY.

IRRIGATION LEGEND

- LOW WATER USAGE
- MEDIUM WATER USAGE
- HIGH WATER USAGE

0 16' 32' 64'

N

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SANTANA ROW
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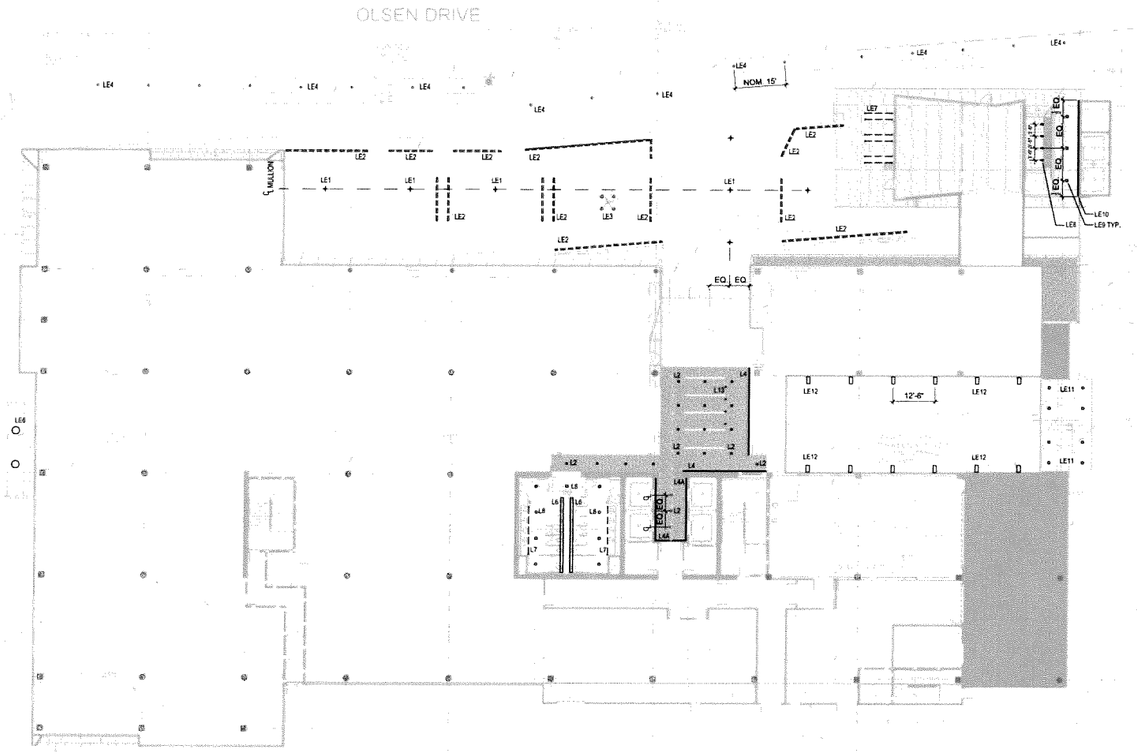
KEYPLAN

PROJECT NO.: 10020.00 DRAWN BY: SJ / JG
DATE: 09/14/2012 CHECKED BY: ZA
SCALE:

SHEET TITLE:
LANDSCAPE IRRIGATION PLAN - LEVEL 2 & LEVEL 6

SHEET NO: 7G

08/23/2012 10:04:35 AM



NOTES:

1. REFER TO THE PROJECT MANUAL FOR THE INTERIOR AND THE EXTERIOR LIGHT FIXTURE SCHEDULES AND CORRESPONDING CUTSHEETS.
2. THIS DRAWING REPRESENTS LIGHTING DESIGN INTENT FOR THE DESIGN BUILD ELECTRICAL CONTRACTOR TO COORDINATE AND ENGINEER.

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KEYPLAN

PROJECT NO.: 10020.00
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SCALE:

SHEET TITLE:

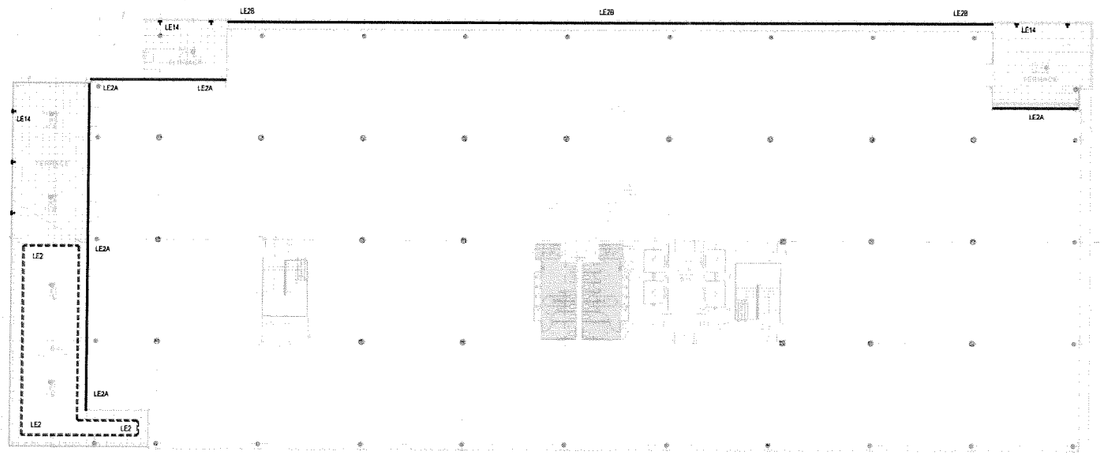
OVERALL LIGHTING PLAN - LEVEL 1

SHEET NO:

8A

9/11/2012 8:55:55 AM

If this drawing is not 30"x42", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



NOTES:

1. REFER TO THE PROJECT MANUAL FOR THE INTERIOR AND THE EXTERIOR LIGHT FIXTURE SCHEDULES AND CORRESPONDING CUTSHEETS.
2. THIS DRAWING REPRESENTS LIGHTING DESIGN INTENT FOR THE DESIGN BUILD ELECTRICAL CONTRACTOR TO COORDINATE AND ENGINEER.

WRNS STUDIO
501 SECOND STREET
4TH FLOOR, STE 402
SAN FRANCISCO
CALIFORNIA 94107
415.489.2224 TEL
415.358.9100 FAX
www.wrnstudio.com

ISSUES	DATE
PLANNED DEVELOPMENT PERMIT PACKAGE	04/04/2012

	REVISION LIST	DATE
1	PLANNED DEVELOPMENT RESUBMITTAL	09/14/2012

PD12-014

SANTANA ROW
3090 Olsen Dr.
San Jose, CA

KEYPLAN

PROJECT NO.: 10020.00
DATE: 08/10/2012
SCALE:

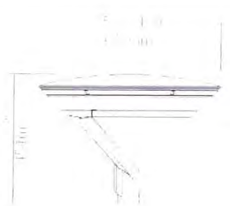
SHEET TITLE:
OVERALL LIGHTING PLAN - LEVEL 6

SHEET NO:
8B

9/11/2012 8:56:03 AM

If this drawing is not 30"x42", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

Santana Row Lot 11 (66628) TYPE LE1



Qty 1 Luminaire PCDS480-45CW-4H-[240-004]-SCTBD

Description of Components:

Hood: In a round shape, made of die cast A413 aluminum, mechanically fastened to the housing

Housing: The upper and lower part of the housing are made of die cast A413.1 Aluminum, mechanically fastened to the arm. The housing compartment is rated IP65.

Access-Mechanism: Three point spring loaded inter-locking latch made of die cast A413.1 aluminum. The mechanism shall offer toolfree access to the inside of the luminaire. An embedded memory-retentive gasket shall ensure weatherproofing.

Lens: Clear tempered glass lens 0.16" (4mm) thick, mechanically assembled onto a cast aluminum frame with M4 passivated stainless steel flat head hex socket screws

Lamp: *(Not included)*, 45 watts CosmoWhite lamp (ANSI Code C187) with PGZ 12 socket, color temperature of 2800 Kelvin, 65 CRI

Optical System: (2H) (4H), I.E.S type II IV (asymmetrical), horizontal lamp position. Full cutoff optical system. Multi-faceted hydroformed aluminum reflector brightened and anodized, mounted on the ballast tray. Luminaire is rated weathertightness IP65

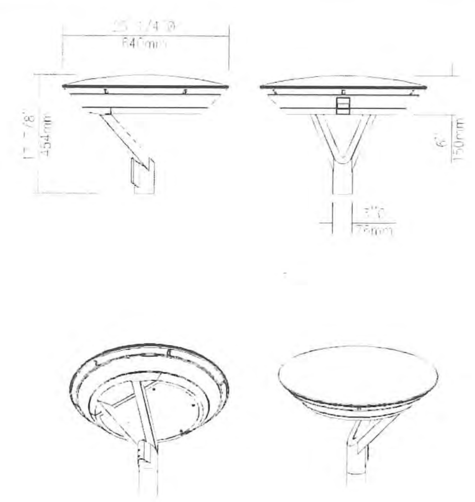
Ballast: Philips HID-DV DALI Xt 45/S CPO. High power factor of 95%. Electronic ballast, operating range 50-60 Hz. **Auto-adjusting to a voltage between 208 and 277 volt.** Lamp starting capacity -4F(-20C) degrees. **Complete with special wiring allowing 2 pre-programmed output levels (High-Low) controled by a switch relay (switch relay provided by others).**

Arms: Made of injection-moulded A413.1 aluminum, mechanically fastened to the luminaire ring. The v-shaped arm is a one-piece part complete with the pole adaptor. Slip-fits on a 2 3/8"(60mm) outside diameter x 3 3/4" (95mm) long tenon, c/w 2 set screws M4

LE1 final head L.doc
06-07-2012 Page 1 / 3

PHILIPS LUMEC
640, Curé-Boivin
Boisbriand (Québec)
Canada J7G 2A7

Santana Row Lot 11 (66628) TYPE LE1



ISOMETRIC VIEWS

LE1 final head L.doc
06-07-2012 Page 3 / 3

PHILIPS LUMEC

BOCA FLASHER TYPE LE2

HPNFC-HO

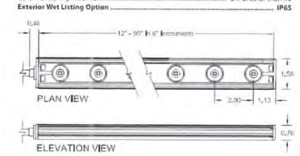
Shallow Profile Linear LED Strip Fixture

PROJECT:

TYPE:

Technical Specifications

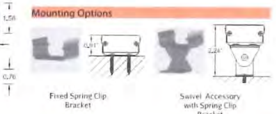
Key Features



PLAN VIEW

ELEVATION VIEW

Mounting Options



Project Specification

BOCA FLASHER TYPE LE2

HPNFC-HO

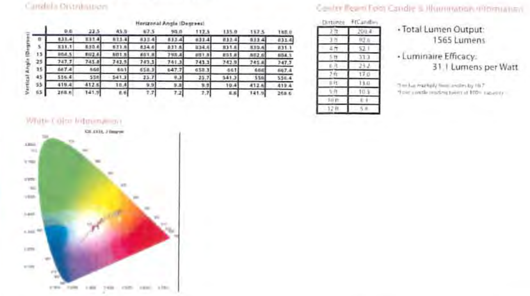
PROJECT:

TYPE:

Baffle Options

Key Features:

Luminaire Information



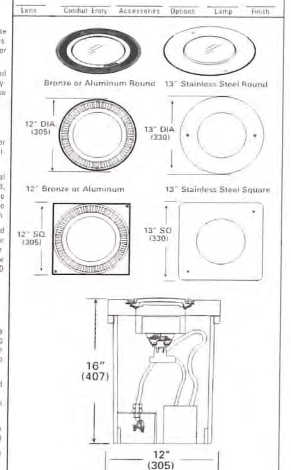
HYDREL SUITABLE FOR WET LOCATIONS TYPE LE3

M9710/M9730 SERIES

MODULAR IN-GRADE LUMINAIRE SINGLE LENS LED

DESCRIPTION

FEATURES & SPECIFICATIONS



landscapeforms TYPE LE4

Concord

Hawthorne

LED Pathway Lighting

TYPE LE4

Hawthorne

lighting facts

Concord

landscapeforms

TYPE LE5

R6402
R6603

R56

Wide Beam Downlights
20W to 150W
6" Conoid Apertures

Optics and Applications

Design Features

Finish

Ballasts

Bases

General

Accessories

Dimensions and Lamps

kurt versen

WRNS studio

501 SECOND STREET
4TH FLOOR, STE. 402
SAN FRANCISCO
CALIFORNIA 94107
415.489.2224 TEL
415.358.9100 FAX
WWW.WRNSSTUDIO.COM

ISSUES	DATE
PLANNED DEVELOPMENT PERMIT PACKAGE	04/04/2012

#	REVISION LIST	DATE
1	PLANNED DEVELOPMENT RESUBMITTAL	09/14/2012

PD12-014

SANTANA ROW
3090 Olsen Dr.
San Jose, CA

KEYPLAN

PROJECT NO.: 10020.00
DATE: 08/10/2012
SCALE:

SHEET TITLE:

LIGHTING FIXTURE CUT SHEETS

SHEET NO:

8C

9/11/2012 9:10:48 AM

If this drawing is not 30"x42", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch

R56 R6402 R6603

TYPE LE5

Performance Datachart

Single Unit Initial Footcandles, 30" Work Plane — R6402 39W T4.5 G8.5 MH Syl Read Middle Data

Multiple Units Initial Footcandles, 30" Work Plane — Ceiling 80% Walls 50% Floor 20% — Spacing is Maximum Over Work Plane

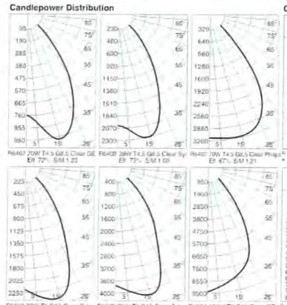
Nadir FC	10' FC	10' Diam	20' FC	20' Diam	30' FC	30' Diam	Ceiling to Floor	Spacing	RCR 1	RCR 3	RCR 8
66	72	2	59	4'	29	6	8	6	77	65	47
47	51	2'	42	5'	21	6	9	7	55	47	34
35	39	3'	32	5'	16	6'	10'	8	41	36	25
22	24	3	20	7'	10	11'	12'	10	26	22	16
15	16	4	13	8	7	12'	14'	13	18	15	11

Single Unit Initial Footcandles, 30" Work Plane — R6603 70W T6 G12 MH Syl Read Middle Data

Multiple Units Initial Footcandles, 30" Work Plane — Ceiling 80% Walls 50% Floor 20% — Spacing is Maximum Over Work Plane

Nadir FC	10' FC	10' Diam	20' FC	20' Diam	30' FC	30' Diam	Ceiling to Floor	Spacing	RCR 1	RCR 3	RCR 8
67	70	3	56	5	30	9	10	8	79	68	48
42	44	3	36	7	19	11	12	10	49	42	30
28	30	4	25	8	13	13	14	13	33	29	20
21	22	5	18	10	9	16	16	15	24	21	15
16	16	5	14	11	7	18	18	17	18	16	11

Candlepower Distribution



R6402 20W T4.5 G8.5 Clear GE Eff 72% S/M 1.23 — R6402 39W T4.5 G8.5 Clear Syl Eff 72% S/M 1.08 — R6402 70W T4.5 G8.5 Clear Philips Eff 67% S/M 1.21

R6603 39W T6 G12 Clear Syl Eff 74% S/M 1.03 — R6603 70W T6 G12 Clear Syl Eff 68% S/M 1.09 — R6603 150W T6 G12 Clear GE Eff 75% S/M 1.03

Candelas at Nadir

°	20W 1600*	39W 3400*	70W 6400*
0	751	1984	3112
5	809	2121	3144
10	911	2278	3161
15	974	2308	3162
20	933	2149	3139
25	801	1735	2926
30	652	1351	2649
35	528	1019	2174
40	336	624	1279
45	132	250	502
50	28	59	112
55	3	7	14
60	0	0	0
65	0	0	0
70	0	0	0
75	0	0	0
80	0	0	0

° Vertical Angles
* Initial Lamp Lumens

°	39W 3400*	70W 7000*	150W 14000*
0	2205	3767	9421
5	2282	3901	9107
10	2376	4120	8590
15	2396	4188	8297
20	2206	3927	7942
25	1778	3255	7117
30	1363	2612	6258
35	1011	2044	5014
40	597	1233	2931
45	230	490	1169
50	49	116	263
55	6	14	32
60	0	0	0
65	0	0	0
70	0	0	0
75	0	0	0
80	0	0	0

° Vertical Angles
* Initial Lamp Lumens

Notes

1. Data with clear specular cones.
2. Data Chart degree headings show one side of nadir. Diameter data includes both sides. Therefore the 10' column shows a 20' pattern diameter at the work plane. Footcandle values are at the diameter edge.
3. Specular colored cone multipliers: Gold x .97, Wheat x .97, Pewter x .94, Bronze x .90, Mocha x .90, Titanium .90, Graphite x .89, Black x .85.
4. Softglow® cone multipliers: Clear x .95, Wheat x .95, Gold x .91, Graphite x .89, Pewter x .89, Bronze x .88, Mocha x .87, Titanium x .84, Black x .83.
5. Additional photometry on website.

---

recessed
mondana

TYPE LE6

FOCAL POINT

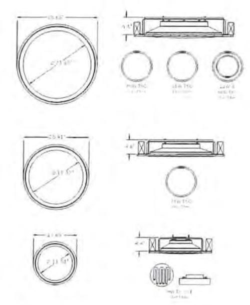
Decorative recessed luminaire with round opal diffuser, may be mounted in wall or ceiling.

Available in 26", 21" and 14" diameters.

IP 65 rated. Clear silicone o-ring seal keeps bugs and dust out of diffuser to ensure shadow free illumination. Housing designed for both IC and non-IC rated ceilings.

Optical cavity creates uniform halo of light around housing providing a distinct visual presence.

Mondana is ideally suited for corporate, hospitality or medical applications that require a luminaire with a contemporary design and clean visual appearance.

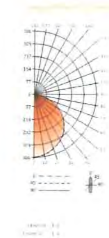


companion luminaires

21" Diameter
1 Lamp 32W T5 Circular
62% Efficiency

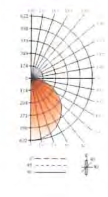
TYPE LE6

mondana



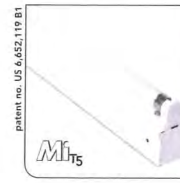
Total Luminaire 1115 61.9 100.0

mondana



Total Luminaire 1850 57.8 100.0

TYPE LE7



patent no. US 6,652,119 B1

MiT5

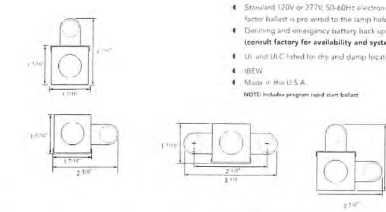
LINEAR T5 FLUORESCENT

low profile T5 fluorescent fixture

SPECIFICATIONS

- Fully assembled housing is formed and welded, 20 ga. steel chemically treated to resist corrosion and enhance paint adhesion
- Standard finish is high reflectance white powder coat applied post production
- Knock-outs accept standard electrical fittings (by others)
- Rotational locking lamp holders
- Available for one or two T5 14W, 21W, 28W, 35W and high output 24W, 39W, 54W, 80W linear fluorescent lamps
- Standard 120V or 277V, 50-60Hz electronic high power factor ballast is pre wired to the lamp holders
- Dimming and emergency battery back up options available **(consult factory for availability and system compatibility)**
- UL and ULC listed for dry and damp locations
- IBEW
- Made in the U.S.A.

NOTE: Includes program rapid start ballast



SPECIFICATION / ORDER FORMAT						DIMENSIONAL INFO.
MiT5	-1T	14 - 14w T5	UNV 120-277V	/RS	Dimming	22-1/2"
	-1S	21 - 21w T5	347		/EB - emergency ballast	34-5/16"
	-2S	28 - 28w T5				46-1/16"
	-RA	35 - 35w T5			/DL - damp location	57 15/16"
		24 - 24w T5 HO			/CU - custom finish	22 1/2"
		39 - 39w T5 HO				34-5/16"
		54 - 54w T5 HO				46-1/16"
		80 - 80w T5 HO				57-15/16"

bartco

t 714 230 3200 | f 714 230 3222 www.bartcoLIGHTING.com

LUMIÈRE®

TYPE LE8

Catalog #	
Project	
Comments	Date
Prepared by	

DESCRIPTION

Coronado 720 is a compact accent/flood fixture for use with PAR20 ceramic metal halide lamps. It is fully adjustable from all mounting positions and features a patented locking clutch mechanism to ensure positive fixture aiming (U.S. patents 5,713,662 and D373,437). Various lenses, louvers and color or dichroic filters can be combined - up to three at once - to create multiple lighting effects. Lumiere's exclusive Siphon Protection System (S.P.S.) prevents water from siphoning into the fixture through its own lead wires.

SPECIFICATION FEATURES

A ... Material
Hood is precision-machined from corrosion-resistant 6061-T6 aluminum billet. Housing and stem assembly are die-cast aluminum.

B ... Finish
Fixtures are double protected by a chromate conversion undercoating and polyester powdercoat paint finish, surpassing the rigorous demands of the outdoor environment. A variety of standard colors are available.

C ... Hood
Hood is removable for easy relamping and accepts up to three internal accessories at once (lenses, louvers, filters) to achieve multiple lighting effects. Weep holes prevent water and mineral stains from collecting on the lens even in the straight up position.

D ... Gasket
Housing and hood are sealed with a high temperature silicone o-ring gasket to prevent water intrusion.

E ... Lens
Tempered glass lens, factory sealed with high temperature adhesive to prevent water intrusion and breakage due to thermal shock.

F ... Mounting Stem
Mounting stem is fully adjustable from all mounting positions and features a patented locking clutch mechanism to ensure positive fixture aiming (U.S. patents 5,713,662 and D373,437). Equipped with standard 1/2" NPS threaded male fitting. Lumiere's exclusive Siphon Protection System (S.P.S.) prevents water from siphoning into the fixture through its own lead wires.

G ... Hardware
Stainless steel hardware is standard to provide maximum corrosion-resistance.

H ... Socket
Ceramic socket with 250° C Teflon® coated lead wires and medium base.

I ... Ballast
Remote core & coil ballast is standard (120/208/240/277/347V). Maximum remote mounting distance for a core & coil ballast is 50'. Remote electronic ballast (120/277V) is available as an option by adding the prefix "EL" to the ballast/mounting code. Maximum remote mounting distance for an electronic ballast depends upon the ballast manufacturer and may require the use of special low capacitance wire, separate conduit runs for lead wires, or other special installation requirements. See ballast manufacturer's installation instructions or contact the factory for remote mounting distance and installation requirements.

J ... Lamp
Not included. Available from Lumiere as an accessory - see reverse side of this page. IMPORTANT NOTE: This fixture accepts PAR20 lamps by all major lamp manufacturers except G.E.

K ... Labels & Approvals
UL and cUL listed, standard wet label. IP65 rated. Manufactured to ISO 9001-2000 Quality Systems Standard. IBEW union made. Approved by New York City Dept. of Buildings, Bureau of Electrical Control for use in NYC, NY.

L ... Warranty
Lumiere warrants its fixtures against defects in materials & workmanship for three (3) years. Auxiliary equipment such as transformers, ballasts and lamps carry the original manufacturer's warranty.

CORONADO 720

39W (max.) PAR20 Metal Halide

Accent/Flood

IP65

Coronado 720

COOPER Lighting

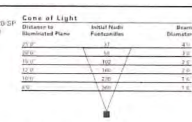
Specifications and Dimensions subject to change without notice.

ADL032485
07/09/2009 12:07:33 PM

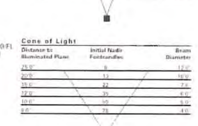
PHOTOMETRIC DATA

TYPE LE8

Coronado 720
Lamp=CDM39PAR20/SP (M130KK-39)
CBCP=23,000



Coronado 710
Lamp=CDM39PAR20/FL (M130KK-39)
CBCP=5000



LAMP INFORMATION

Lamp	ANSI Code	Watts	Beam Spread	CBCP	°K	Life (hrs.)	Base	Volts
CDM39PAR20/SP	M130KK-39	39	10°	23,000	3000	9000	medium	120-347
CDM39PAR20/FL	M130KK-39	39	30°	5000	3000	9000	medium	120-347

NOTE: Inferior quality lamps may adversely affect the performance of this product. Use only name brand lamps from reputable lamp manufacturers.

NOTES AND FORMULAS

- Beam diameter is to 50% of maximum footcandles, rounded to the nearest half-foot.
- Footcandle values are initial. Apply appropriate light loss factors where necessary.
- Bare lamp data shown. Consult lamp manufacturers to obtain detailed specifications for their lamps.

ORDERING INFORMATION

Series: 720=PAR20 Coronado w/Locking Clutch Aiming

Source: Metal Halide — MH39PAR20=39W Metal Halide PAR20 Medium Base

Voltage: 120=120V, 277=277V, 208=208V, 240=240V, 347=347V

Ballast: EL=Electronic Ballast, ELM=Electronic Ballast, Mini Housing

Mounting: MB, MBR, SM, WM, WR, TS, TSR, TSR2

Finish: BK=Black, BZ=Bronze, CS=City Silver, VE=Verde, WT=White

Accessories: Filters, Optical Lenses, Optical Louvers, Lamps (MHP2039-SP, MHP2039-FL)

COOPER Lighting

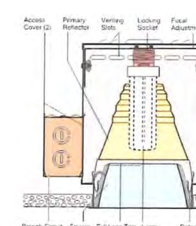
Specifications and Dimensions subject to change without notice.
Lumiere • Customer First Center • 1121 Highway 74 South • Peachtree City, GA 30269 • TEL 770.486.4800 • FAX 770.486.4801

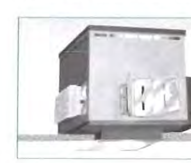
ADL032485
07/09/2009 12:07:33 PM

H8632 One 26 or 32W Triple Tube — H22
H8642 One 42W Triple Tube

TYPE LE9

Compact Fluorescent Downlights
6" Square Parabolic Trim





Optics and Applications
The primary reflector has a unique faceted shape designed for triple tube lamps. Distribution is for general use or task lighting. Suitable for damp locations.

Design Features
Steel housings protect and align reflectors and lamps. A safety locking socket prevents lamp fallout. Trims are stabilized to prevent racking and are retained by constant pressure springs. Maximum ceiling thickness 1½". Top or bottom service.

Finish
Structural parts are painted matte black to suppress stray light leaks. Standard trims are anodized Softglow® clear. Special finishes, textures and colors are available.

Trim Textures
Select among different embossed patterns to match the ambiance of the space being illuminated. Refer to Squares brochure for descriptive photos.

Ballasts
Fully electronic, microprocessor controlled with programmed start to assure rated lamp life. Input voltage ranges from 120V through 277V. Power factor .98, starting temperature 0°F (-18°C), THD<10%. Pre-heat start < 1.0 second. End of lamp life protection. Rated for > 50,000 starts.

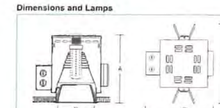
General
Fixtures are pre-wired, UL and C-UL listed for eight wire 75°C branch circuit wiring. Union made IBEW. Luminaire Efficiency Rating (LER) data is in the photometric directory located in Section Z.

Accessories

R2	26" support rails.	WT	White trim flange.
R5	52" support rails.	WHT	White complete trim.
SB	Softglow black.	BP	Ball Peen texture.
SG	Softglow gold.	CG	Corrugated texture.
SH	Softglow mocha.	DS	Distressed texture.
SP	Softglow graphite.	WV	Woven texture.
ST	Softglow titanium.	LL	Linear spread lens.
SW	Softglow wheat.	LP	Large prism lens.
SY	Softglow pewter.	MP	Microprism lens.
SZ	Softglow bronze.	DM	Dimming ballast.
BR	Bright trim finish.	V347	347 volt ballast.
FC	Four cell cross baffle.	FR	Frosting on lens, specify lens type.
F	Fuse.		

EM Emergency power includes integral charger light and test switch visible through aperture. Battery operation for 90 minutes.
FLT6 Full lens trim, specify lens type, e.g. H8632-FLT6LL.
WRL Wattage restriction label, specify wattage.

Dimensions and Lamps



Number	A Depth	B Aperture	C Width	D Length	Lamps
H8632	11¼" 286mm	6" sq. 153mm	12" 305mm	14" 356mm	26-32W Triple Tube compact fluorescent
H8642	11¼" 286mm	6" sq. 153mm	12" 305mm	14" 356mm	42W Triple Tube compact fluorescent

Brightness

Number	Lamps	85	75	65	55	45
H8632	32W PL-T Philips	55	132	224	391	10904
	32W T/E Osram/Syl	32	84	148	247	9212
H8642	42W PL-T Philips	54	147	252	436	15069
	42W T/E Osram/Syl	37	116	231	2369	15908

Data in footlamberts. Photometer readings. Maximum Brightness Method.

kurt versen

H22 H8632 H8642

TYPE LE9

Performance Datachart

Single Unit Initial Footcandles, 30" Work Plane — H8632 One 32W Philips Read Top Data — H8637 One 32W Osram Read Bottom Data

Multiple Units Initial Footcandles, 30" Work Plane — Ceiling 80% Walls 50% Floor 20% — Spacing is Maximum Over Work Plane

Nadir FC	10' FC	10' Diam	20' FC	20' Diam	30' FC	30' Diam	Ceiling to Floor	Spacing	RCR 1	RCR 3	RCR 8
21	21	2	17	4'	9	6	8	6'	28	24	16
15	15	2	12	5'	7	8'	9	7'	20	17	11
11	11	3	9	5'	5	9	10	8	15	13	9
9	9	3	7	6'	4	10'	11	9	12	10	7
7	7	3	6	7'	3	11'	12	10'	9	8	5

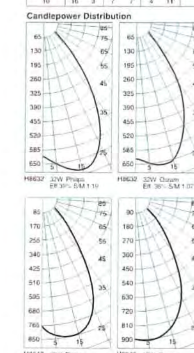
For 26 Watt x .86

Single Unit Initial Footcandles, 30" Work Plane — H8642 One 42W Philips Read Top Data — H8642 One 42W Osram Read Bottom Data

Multiple Units Initial Footcandles, 30" Work Plane — Ceiling 80% Walls 50% Floor 20% — Spacing is Maximum Over Work Plane

Nadir FC	10' FC	10' Diam	20' FC	20' Diam	30' FC	30' Diam	Ceiling to Floor	Spacing	RCR 1	RCR 3	RCR 8
30	29	2'	22	4'	12	6	8	6	38	32	23
21	20	2	16	5'	8	8	9	7	27	23	16
16	15	3	12	5'	6	9	10	8'	21	17	12
12	12	3	9	6'	5	10'	11	9'	16	13	10
10	16	3	7	7'	4	11'	12	10'	13	11	8

Candlepower Distribution



H8632 32W Philips Eff 39% S/M 1.19 — H8632 32W Osram Eff 36% S/M 1.07 — H8642 42W Philips Eff 34% S/M 1.14 — H8642 42W Osram Eff 34% S/M 1.01

Candelas

°	P 32W 2400*	O 32W 2400*
0	620	629
5	643	650
10	678	663
15	692	648
20	673	602
25	615	529
30	517	434
35	389	339
40	283	252
45	174	166
50	41	81
55	15	25
60	11	14
65	0	10
70	0	0
75	0	0
80	0	0
85	0	0
90	0	0

° Vertical Angles
* Initial Lamp Lumens

°	P 42W 3200*	O 42W 3200*
0	770	898
5	814	908
10	849	903
15	850	853
20	813	797
25	724	682
30	588	550
35	436	408
40	310	297
45	176	195
50	38	86
55	17	17
60	13	12
65	0	0
70	0	0
75	0	0
80	0	0
85	0	0
90	0	0

° Vertical
* Initial Lamp Lumens

Coefficients of Utilization

Ceiling	80%				70%		50%		30%		0
Wall %	70	50	30	10	50	10	50	10	50	10	0
RCR	Zonal Cavity Method - Floor Reflectance 20%										
1	.44	.43	.42	.41	.42	.40	.40	.39	.39	.38	.36
2	.42	.40	.38	.36	.39	.36	.38	.35	.36	.34	.33
3	.39	.36	.34	.33	.36	.32	.35	.32	.34	.31	.30
4	.37	.34	.31	.30	.33	.29	.32	.29	.32	.29	.28
5	.35	.31	.29	.27	.31	.27	.30	.26	.29	.26	.25
6	.33	.29	.26	.25	.29	.24	.28	.24	.27	.24	.23
7	.31	.27	.24	.23	.27	.22	.26	.22	.26	.22	.21
8	.29	.25	.22	.21	.25	.21	.24	.21	.24	.20	.20
9	.28	.23	.21	.19	.23	.19	.23	.19	.22	.19	.18
10	.26	.22	.19	.18	.22	.18	.21	.18	.21	.18	.17

H8632 Osram 32W Triple Tube x .93
H8642 Philips and Osram 42W Triple Tube x .86

Notes

1. For microprism spread lens multiply data x .88.
2. All data with standard trim, Softglow® clear.
3. Datachart degree headings measure one side from nadir. Diameter data includes both sides. Therefore the 20' column value describes a 40' pattern diameter at the work plane 30" above the floor. Footcandle values are at the diameter edge.
4. Datachart spacing is rounded off to the nearest foot.
5. Data by IES methods. Compact fluorescent data vary due to lamp lumen differences, power input, burning position, ambient temperature and ballast characteristics. A modification factor should be applied.
6. Colored trim multipliers: Gold x .90, Wheat x .85, Mocha x .80, Pewter x .80, Graphite x .75, Titanium x .75, Bronze x .70, Black x .70.

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415.358.9100 FAX
WWW.WRNSSTUDIO.COM

ISSUES	DATE
PLANNED DEVELOPMENT PERMIT PACKAGE	04/04/2012

# REVISION LIST	DATE
1 PLANNED DEVELOPMENT RESUBMITTAL	09/14/2012

PD12-014

SANTANA ROW
3090 Olsen Dr.
San Jose, CA

KEYPLAN

PROJECT NO.: 10020.00
DATE: 08/10/2012
SCALE:

SHEET TITLE:

LIGHTING FIXTURE CUT SHEETS

SHEET NO:

8D

If this drawing is not 30"x42", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch

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	REVISION LIST	DATE
1	PLANNED DEVELOPMENT RESUBMITTAL	09/14/2012

TYPE LE10

line 2.0

lighting facts

TYPE LE11

P942

Medium Wide Beam
Two 26-32-42W Triple Tube Lamps
8¼" Conoid Apertures

Optics and Applications

Design Features

Finish

Ballast

General

Accessories

Dimensions and Lamps

Brightness

kurt versen

P56 P942

Performance Datachart

Candlepower Distribution

Candelas

Coefficients of Utilization

Notes

Kurt Versen Company, Westwood, New Jersey

TYPE LE12

we-ef

MATERIALS

ELECTRICAL

MOUNTING

FINISH

ELECTRICAL ACCESSORIES

MOUNTING ACCESSORIES

TYPE LE13

FEATURES

OPTICAL SYSTEM

MECHANICAL SYSTEM

ELECTRICAL SYSTEM

LISTING

Decorative Compact Fluorescent Downlights

8" PDGF

Candeo® Open Reflector
Horizontal Triple Tube Lamp

ORDERING INFORMATION

Example: PDGF 1/32TRT 8AR WHT MVOLT

Series	Wattage/Lamp	Aperture/Trim color	Finish	Color	Voltage	Ballast	Options

NOTES

gotham

PDGF 8 DLCF-110

TYPE LE13

8" PDGF Candeo® Open Reflector

PDGF 2/42TRT 8AR WHT "CANDEO" CLEAR LENS

PDGF 1/42TRT 8AR WHT "CANDEO" CLEAR LENS

PDGF 1/32TRT 8AR WHT "CANDEO" CLEAR LENS

PDGF 1/32TRT 8AR WHT "CANDEO" CLEAR LENS

To calculate colored lens efficiencies, multiply the standard white efficiency by these factors

Sky (BLU)	.789
Sea (GRN)	.720
Sand (TAN)	.884

NOTES

DLCF-110

gotham

TYPE LE14

Recessed wall luminaire

Type:
BEGA Product #:
Project:
Voltage:
Color:
Options:
Modified:

BEGA-US 1000 BEGA Way, Carpinteria, CA 93013

PD12-014

SANTANA ROW
3090 Olsen Dr.
San Jose, CA

KEYPLAN

PROJECT NO.: 10020.00
DATE: 08/10/2012
SCALE:

SHEET TITLE:
LIGHTING FIXTURE CUT SHEETS

SHEET NO:
8E

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