CITY OF SAN JOSÉ, CALIFORNIA
Department of Planning, Building and Code Enforcement
801 North First Street, Room 400
San José, California 95110-1795

# STAFF REPORT

Hearing Date/Agenda Number
P. C. 11/10/2004 Item: 4. a.

File Number
PDC03-098

Application Type
Planned Development Rezoning

Council District and SNI Area
3 – Five Wounds/Brookwood Terrace

Planning Area
Central

Assessor's Parcel Number(s)
472-01-040, -041

## PROJECT DESCRIPTION

Completed by: Ron Eddow

Location: South side of E. William Street approximately 400 feet west of McLaughlin Avenue

Gross Acreage: 13.06 | Net Acreage: 9.24 | Net Density: 11.4 DU/AC

Existing Zoning: LI Light Industrial | Existing Use: Union Pacific railroad right-of-way

Proposed Zoning: A(PD) Planned Development | Proposed Use: Up to 105 single-family detached residential units

## GENERAL PLAN

Completed by: RE

Land Use/Transportation Diagram Designation
Medium Density Residential

Project Conformance:
[☒] Yes [☐] No
[☒] See Analysis and Recommendations

## SURROUNDING LAND USES AND ZONING

Completed by: RE

| | |
|---|---|
| North: Single-family detached residential | LI Light Industrial |
| East: Commercial, industrial, public school, public park, former landfill, single-family residential, and apartments | LI Light Industrial, RM Multiple Residence |
| South: Highway 280 | N/A |
| West: Single-family detached residential | A(PD) Planned Development |

## ENVIRONMENTAL STATUS

Completed by: RE

[☐] Environmental Impact Report found complete
[☒] Negative Declaration circulated on October 6, 2004
[☐] Negative Declaration adopted on

[☐] Exempt
[☐] Environmental Review Incomplete

## FILE HISTORY

Completed by: RE

Annexation Title: McLaughlin No. 16

Date: July 27, 1981

## PLANNING DEPARTMENT RECOMMENDATIONS AND ACTION

[☒] Approval
[☐] Approval with Conditions
[☐] Denial
[☐] Uphold Director's Decision

Date: 11/02/04

Approved by: Joan Lamult
[☐] Action
[☒] Recommendation

APPLICANT/OWNER/DEVELOPER

Rick Gooch, Union Pacific Railroad
49 Stevenson, Suite 1050
San Francisco, CA 94114

Steve Bull, KB Home South Bay, Inc.
6700 Koll Center Parkway, Suite 200
Pleasanton, CA 94566

**PUBLIC AGENCY COMMENTS RECEIVED** **Completed by: Ron Eddow**

**Department of Public Works**

Attached

**Other Departments and Agencies**

Fire Department and Environmental Services Department - attached

**GENERAL CORRESPONDENCE** RE

None received

**ANALYSIS AND RECOMMENDATIONS** RE

## BACKGROUND

The applicant, KB Home South Bay, Inc., proposes a Planned Development (PD) Rezoning from LI Light Industrial Zoning District to A(PD) Planned Development Zoning District on a 13.06 gross acre site located on the south side of E. William Street approximately 400 feet west of McLaughlin Avenue. The proposed PD Rezoning would allow up to 105 single-family detached residential units and a new public street on an existing Union Pacific Railroad right-of-way.

The subject site is a former rail yard approximately 3,100 feet long, and approximately 230 feet wide. An existing railroad line traverses the entire length of the site. Surrounding land uses consist of (1) single-family detached residential to the north and west; and (2) to the east (from north to south): commercial, industrial, McKinley School, Martin Park, Martin Park Landfill (closed), single-family detached residential, and multi-family detached residential. Highway 280 is located to the south. Selma Olinder Park is under construction to the south and west of Woodborough Place.

In 2002, the City Council approved General Plan Amendment file no. GP02-03-03a from Medium Density Residential (8-16 DU/AC) on 0.1 acre, and Light Industrial with Mixed Use Overlay on 12.9 acres to Medium Density Residential (8-16 DU/AC) on 13.0 gross acres for the subject site.

**Project Description**

Beginning at E. William Street opposite S. 22nd Street, the proposed project would construct a new public street along the eastern side of the subject site. Public right-of-way widths would vary from 44 feet in the north; 59 feet in the central; and 51 feet in the south portions of the site. The proposed project would acquire land from the City of San Jose, currently located in Martin Park and the Martin Park landfill, for the new public street in the central section portion of the site. The new public right-of-way contains (1) two vehicle travel lanes ten feet in width, and (2) two parking lanes seven feet in width, except for the south portion of the site that will have one parking lane on the west side of the street. It will also contain (1) a sidewalk, (2) a Class I trail ten feet in width, and (3) two planting strips in the central and south portions of the site. The north portion of the site would contain a half-street until the site to the east redevelops.

The proposed project would locate single-family detached residential units in a "detached garden townhouse" configuration with front entries and rear and side loaded garages. Units would side on to the street in the north and central portions of the site. Units would front on to the street along E. William Street and the south portion of the site. Front entries would take access from landscaped pedestrian paseos. Attached garages would take access from private driveways that intersect the new public right-of-way generally at right angles. The driveways are 20 feet wide with small driveway aprons 5 feet in width. Private open space would be located between units. Emergency vehicle access would be constructed in the south portion of the site to Woodborough Place and Forrestdale Avenue. The proposed project would construct improvements to future Martin Park adjacent to the subject site on the former Martin Park landfill that is now closed.

## GENERAL PLAN CONFORMANCE

The subject site is designated Medium Density Residential (8-16 DU/AC) on the San Jose 2020 General Plan Land Use/Transportation Diagram. The proposed PD Rezoning conforms to the General Plan because it would allow up to 105 single-family detached residences at a net density of 11.4 DU/AC on the subject site.

The General Plan Growth Management Major Strategy encourages infill development within urbanized areas where urban facilities and services are already available to minimize the cost of providing urban services. The proposed PD Rezoning furthers the Growth Management Major Strategy because it is located on an infill site in an urban area where urban facilities and services are already available. In this way, the proposed project furthers the Growth Management Major Strategy that seeks to balance the need to house new population and the need to balance the City's budget while providing acceptable levels of urban services.

## ENVIRONMENTAL REVIEW

Planning staff prepared an Initial Study for the proposed project. The Initial Study concluded although the proposed project could have a significant effect on the environment, there **will not** be a significant effect in this case because the project proponent has agreed to revise the project

to avoid any significant effect. As a result, the Director of Planning, Building and Code Enforcement circulated a draft Mitigated Negative Declaration (MND). The 30-day public review period for the MND began on October 6, 2004 and ends on November 5, 2004. The Initial Study and MND are available for review on the City website at: http://www.sanjoseca.gov/planning/eir/MND2004.htm The Director will adopt the MND on November 8, 2004 as long as no valid MND protest is filed.

The proposed project could have significant effects on the environment which would be reduced to a less than significant level by mitigation measures that the applicant has agreed to implement. The environmental issues of concern include (1) air quality, (2) hazards and hazardous materials, (3) hydrology and water quality, and (4) noise.

The applicant submitted to the City a Phase I Environmental Site Assessment and Soil and Groundwater Quality Evaluation prepared in June 2003. The Phase I report found methane gas has migrated onto the subject site from the adjacent Martin Park Landfill to the east. Methane gas is flammable and explosive if sufficient concentrations accumulate. To prevent gas accumulation on the site, the report recommends mitigation such as a methane barrier on the property line, or engineering design measures beneath the proposed structures. The subject site is also contaminated from pesticides that were applied when the site was used as an orchard. In addition, the site is contaminated from lead ballast under the railroad tracks, and other contaminants associated with the past use of the site as a railyard. The Phase I recommended preparation of a Health Risk Assessment as part of a Remedial Action Workplan.

In September 2004, the applicant submitted a Draft Remedial Action Workplan that addresses the eastern portion of the site that was formerly part of the Union Pacific Railroad (UPRR) William Street Yard. Remedial activities would include soil remediation and installation of a passive vapor barrier. Remedial action steps include (1) a Phase II investigation of the west side of the tracks, (2) a Health Risk Assessment, (3) submittal of a final Remedial Action Workplan, (4) implementation of remedial activities as described in the Remedial Action Workplan, and (5) Submittal of a Remedial Action Report. Dr. Gary Lynch, Toxics Specialist, from the Department of Environmental Services, reviewed and commented on both reports before circulation of the MND.

Remediation will consist essentially of excavation of approximately 2,200 truckloads of soil, based on 10 cubic yards per truck, and transportation on an approved route to an appropriate waste disposal facility. Soil samples will be taken from the site to verify that remediation goals have been met. Standard mitigation measures will be implemented to protect surrounding land uses from contamination and fugitive dust during excavation and transport. The excavated site will be backfilled with imported soil that is tested for contamination. A passive vapor barrier will be installed to block methane migration and accumulation from the adjacent Martin Park Landfill.

Prior to the issuance of a Planned Development Permit, the applicant shall submit a Final Remedial Action Workplan for the subject site including (1) a soil and groundwater investigation of the west side of the tracks, and (2) a Health Risk Assessment to the satisfaction of the Director of Planning, Building and Code Enforcement. The Final Workplan will be reviewed and

approved by the Environmental Services Department and the Local Enforcement Authority (LEA) in the Department of Planning, Building and Code Enforcement in consultation with State agencies.

## ANALYSIS

The primary issues analyzed are consistency with (1) the Five Wounds/Brookwood Terrace Neighborhood Improvement Plan, and (2) the Residential Design Guidelines.

### *Five Wounds/Brookwood Terrace Neighborhood Improvement Plan*

The Five Wounds/Brookwood Terrace (FWBT) Neighborhood Improvement Plan (Plan) envisions the neighborhood as a "small town" in close proximity to San Jose's vibrant metropolitan core. The Plan also envisions a community with sidewalks and trails that connect neighborhoods to parks, recreational facilities, and regional transit. The Plan identifies ten top priorities. Priorities 6, and 7 are applicable to the proposed project, and are described below.

*Priority 6. Improve William Street Pedestrian Environment and Streetscape.*

William Street is a physical border between many residential neighborhoods to the north, and community resources to the south including Olinder Elementary School, the Olinder Center, Northside Theater, and Selma Olinder Park. Many residents, including children, walk along and cross William Street to access these community resources. In addition, many residents will use William Street in the future to gain access to the revitalized William and 24th/McLaughlin commercial node (identified as Priority 1) and the "Rail-to-Trail" planned to cross William on the subject site.

The proposed project implements this vision by (1) constructing landscaping and units that front on to E. William Street, (2) removing and replacing damaged curb, gutter, and sidewalk along the project's E. William Street frontage from S. 22nd Street to S. 23rd Street. In addition, the proposed project would make a fair share contribution to the William Street traffic-calming project and the William/McLaughlin signal modification at the PD Permit stage.

*Priority 7. Complete the Coyote Creek Trail between Kelley Park and Highway 101.*

The community envisions extending the Coyote Creek Trail from Kelley Park to Watson Park through Selma Olinder and Roosevelt Parks as well as San Jose Academy. However, the feasibility of a creekside trail though residential properties and securing funding for the trail are two challenges that needed to be addressed. To examine alternate routes with the community, District 3 Council office in partnership with Walk San Jose and Rail-to-Trail applied and received a $144,000 State grant. Possible alignments included (1) residential streets such as 19th, 20th or 21st, (2) the soon-to-be abandoned railroad right-of-way on the subject site, and (3) residential areas west of Coyote Creek.

The proposed project implements this vision by constructing a Class I trail ten feet in width adjoining the new public street next to Martin Park in the central and south portions of the site. The public sidewalk will function as an interim trail segment in the north portion of the site until the Lands of Coastal Terminals redevelops with residential uses to the east.

***Residential Design Guidelines***

*Perimeter Setbacks*

The Residential Design Guidelines specify a perimeter setback of 20 feet for two-story residential structures adjacent to existing single-family rear yards. The proposed project provides perimeter setbacks of 19 feet in the north neighborhood; 19 feet in the central neighborhood; and 11 feet in the south neighborhood. The perimeter setbacks in the north and central neighborhoods are consistent with the Residential Design Guidelines. The perimeter setback of 11 feet in the south neighborhood is acceptable because the existing rear yards are 45 to 50 feet deep. The large rear yards provide an effective setback of 56 to 61 feet between the existing residences and the proposed residences that front on to the new public street.

*Open Space*

The Residential Design Guidelines specify a minimum of 400 square feet of private open space per unit with a minimum dimension of 15 feet. The project provides a minimum of 300 square feet of private open space per unit with a minimum dimension of 8 feet with a 3' by 9' notch in the building. The minimal open space provided will be increased to 950 square feet with a minimum dimension of 19 feet for units adjacent to the existing soundwall approximately 8 feet in height.

The Residential Design Guidelines identify a minimum of 150 square feet of common open space per unit. The project provides 150 square feet of common open space per unit in the landscaped paseos between the units. To compensate for the lack of useable open space in the project, the developer will construct improvements in future Martin Park on the former Martin Park Landfill adjacent to the site.

*Parking*

The Residential Design Guidelines specify 2 covered parking spaces per unit and 1.3 off-lot spaces per unit within 150 feet. The project provides 2 covered parking spaces per unit and 2 on-street parking spaces per unit in conformance with the Guidelines.

*Building Design*

The proposed single-family units have four front elevations including traditional, modified traditional, bungalow, and Italianate. The elevations utilize gable and hip roof elements covered with composition shingles, (2) stucco or lap siding with wood trim, and (3) stone veneer, tapered columns, decorative shutters, and stone veneer options. Each scheme is stylistically consistent as specified by the Residential Design Guidelines. The passive side of the unit has few windows

and a large area of blank wall. The passive side must be enlivened with wrap around porches, windows, and building articulation when the elevation faces the street. Staff will require such details at the PD Permit stage in conformance with the Guidelines.

## PUBLIC OUTREACH

The applicant presented the proposed project to noticed community meetings with the Five Wounds Brookwood Terrace Neighborhood Action Committee on May 17, 2004 and October 26, 2004. On May 17, community members stated concerns regarding density, traffic, and loss of views to the east from homes on S. 21st Street. Community members both supported and opposed a street connection to Woodborough Place and Forrestdale Avenue.

On October 26, 2004, community members generally supported the latest site plan. They stated concerns with the proposed construction haul route and parking of large trucks on E. William Street. Neighbors wanted the project to use attractive trees and to have the project drain positively so that water would not flow to existing residential lots where drainage is poor. Neighbors on S. 21st Street would like the height of the units lowered to preserve views to the east.

## RECOMMENDATION

Planning staff recommends the Planning Commission forward a recommendation to the City Council to approve the proposed Planned Development Rezoning for the following reasons:

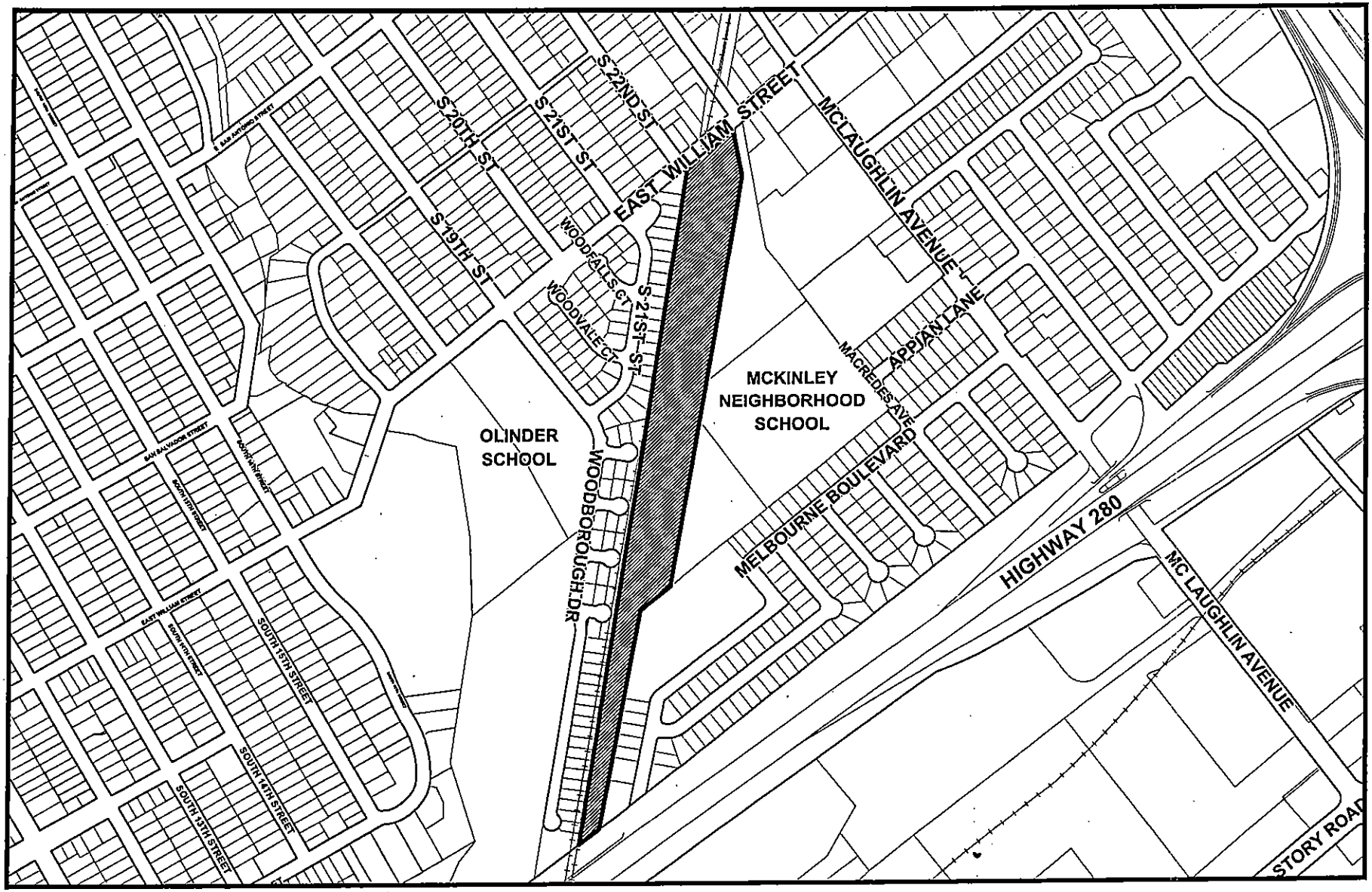
1. The proposed Planned Development Rezoning conforms to San Jose 2020 General Plan Land Use/Transportation Diagram designation of Medium Density Residential (8-16 DU/AC).
2. The proposed Planned Development Rezoning furthers the General Plan Growth Management Major Strategy.
3. The proposed Planned Development Rezoning implements the Five Wounds Brookwood Terrace Neighborhood Improvement Plan.
4. The proposed Planned Development Rezoning conforms to the Residential Design Guidelines.

Attachments

cc:

Rick Gooch, Union Pacific Railroad
49 Stevenson, Suite 1050
San Francisco, CA 94114

Steve Bull, KB Home South Bay, Inc.
6700 Koll Center Parkway, Suite 200
Pleasanton, CA 94566

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Created on 09/24/04

**File No: PDC03-098**

**District: 03**

**Quad No: 83**

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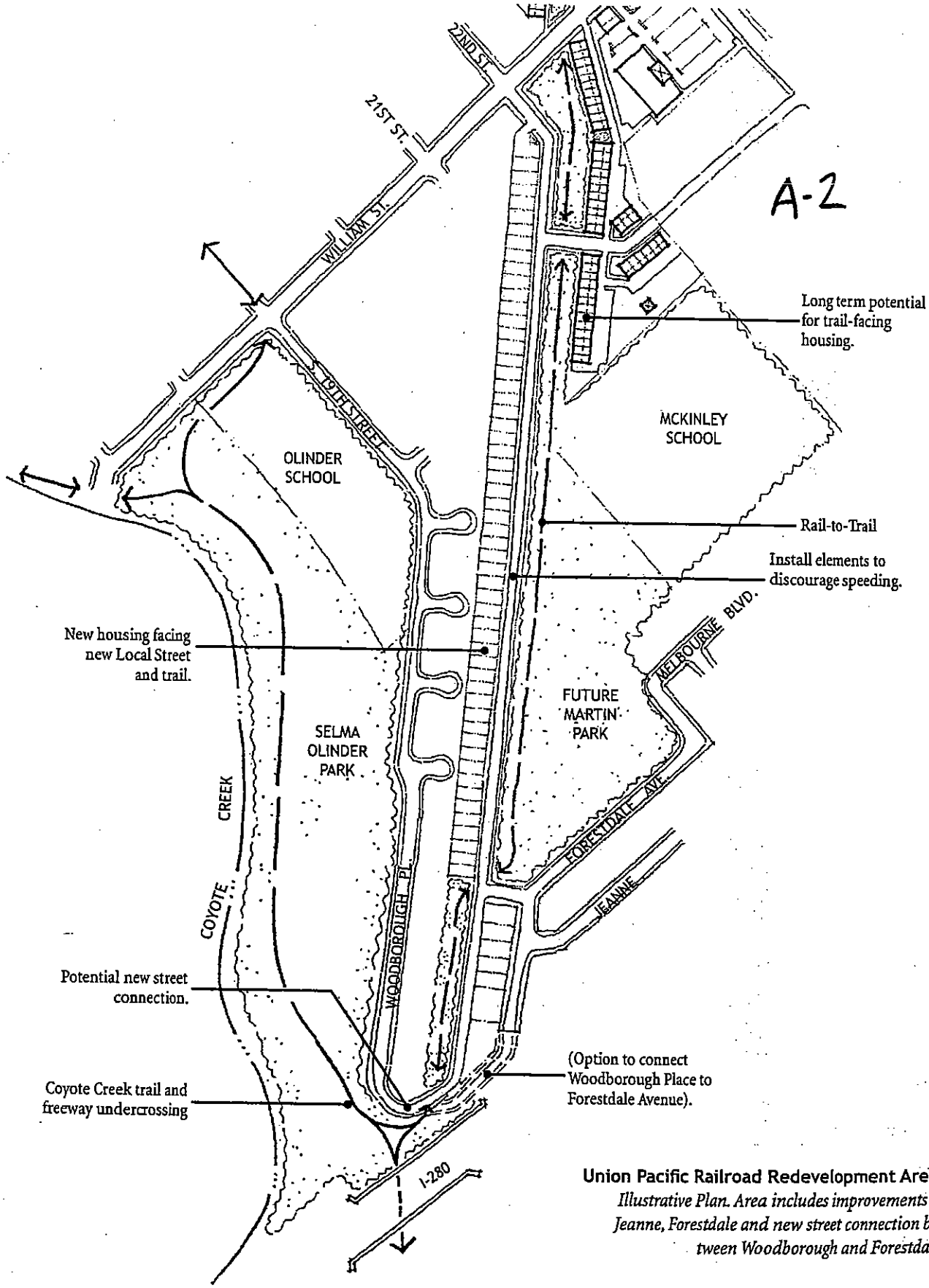
FIVE WOUNDS BROOKWOOD TERRACE



A-2




**Union Pacific Railroad Redevelopment Area.**
*Illustrative Plan. Area includes improvements to Jeanne, Forestdale and new street connection between Woodborough and Forestdale.*

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

*Department of Planning, Building and Code Enforcement*
STEPHEN M. HAASE, AICP, DIRECTOR

# PUBLIC NOTICE
# INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
# CITY OF SAN JOSÉ, CALIFORNIA

A-3

***Project File Number, Description, and Location***
**PDC03-098.** Planned Development Rezoning from LI Light Industrial Zoning District to A(PD) Planned Development Zoning District and subsequent permits to allow up to 105 single-family detached residential units and a new public street 44 to 49 feet in width on a 13.06 gross acre site located in the UPRR right-of-way, on the south side of E. William Street approximately 400 feet west of McLaughlin Avenue (Union Pacific Railroad, Owner; KB Home South Bay, Inc., Developer). Council District: 3

California State Law requires the City of San José to conduct environmental review for all pending projects that require a public hearing. Environmental review examines the nature and extent of any potentially significant adverse effects on the environment that could occur if a project is approved and implemented. The Director of Planning, Building & Code Enforcement would require the preparation of an Environmental Impact Report if the review concluded that the proposed project could have a significant unavoidable effect on the environment. The California Environmental Quality Act (CEQA) requires this notice to disclose whether any listed toxic sites are present. The project location **does not** contain a listed toxic site. Hazards and hazardous materials are addressed in this document.

Based on an initial study, the Director has concluded that the project described above will not have a significant effect on the environment. We have sent this notice to all owners and occupants of property within 1,000 feet of the proposed project to inform them of the Director's intent to adopt a Mitigated Negative Declaration for the proposed project on November 8, 2004, and to provide an opportunity for public comments on the draft Mitigated Negative Declaration. The public review period for this draft Mitigated Negative Declaration begins on **October 7, 2004** and ends on **November 5, 2004.**

A public hearing on the project described above is tentatively scheduled for **November 10, 2004 at 6:00 p.m.** in the City of San Jose Council Chambers, 801 N. First Street, San Jose, CA 95110. The draft Mitigated Negative Declaration, initial study, and reference documents are available for review under the above file number from 9:00 a.m. to 5:00 p.m. Monday through Friday at the City of San Jose Department of Planning, Building & Code Enforcement, City Hall, 801 N. First Street, Room 400, San Jose, CA 95110. The documents are also available at the Dr. Martin Luther King, Jr. Main Library, 150 E. San Fernando St, San José, CA 95112, and the East San Jose Carnegie Branch Library, 1102 E. Santa Clara Street, San José, CA 95110 San Jose, and online at http://www.ci.san-jose.ca.us/planning/sjplan/eir/mnd2004.htm Adoption of a Negative Declaration does not constitute approval of the proposed project. The decision to approve or deny the project described above will be made separately as required by City Ordinance. For additional information, please call **Ron Eddow, Senior Planner** at (408) 277-8558.

Stephen M. Haase, AICP
Director, Planning, Building and Code Enforcement

Circulated on: October 6, 2004 Ron Eddow
Deputy

MNDPN/SBA/2/11/03
REV. JAC 12/29/03

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

*Department of Planning, Building and Code Enforcement*
STEPHEN M. HAASE, AICP, DIRECTOR

# DRAFT
# MITIGATED NEGATIVE DECLARATION

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The Director of Planning, Building and Code Enforcement has reviewed the proposed project described below to determine whether it could have a significant effect on the environment as a result of project completion. "Significant effect on the environment" means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

**NAME OF PROJECT:** East William Street Residential Development

**PROJECT FILE NUMBER:** PDC03-098

**PROJECT DESCRIPTION:** Planned Development Rezoning from LI Light Industrial Zoning District to A(PD) Planned Development Zoning District and subsequent permits to allow up to 105 single-family detached residential units and a new public street 44 to 49 feet in width on a 13.06 gross acre site.

**PROJECT LOCATION & ASSESSORS PARCEL NO.:** UPRR right-of-way on the south side of E. William Street approximately 400 feet west of McLaughlin Avenue; APN 472-01-040 and -041

**COUNCIL DISTRICT:** 3

**NAME OF APPLICANT:** KB Home South Bay, Inc.

**MAILING ADDRESS AND PHONE NO. OF APPLICANT CONTACT PERSON:**
Steve Bull, Manager Forward Planning, KB Home South Bay, Inc., 6700 Koll Center Parkway, Suite 200, Pleasanton, CA 94566, 925-750-1743.

## FINDING

The Director of Planning, Building & Code Enforcement finds the project described above will not have a significant effect on the environment in that the attached initial study identifies one or more potentially significant effects on the environment for which the project applicant, before public release of this draft Mitigated Negative Declaration, has made or agrees to make project revisions that clearly mitigate the effects to a less than significant level.

## MITIGATION MEASURES INCLUDED IN THE PROJECT TO REDUCE POTENTIALLY SIGNIFICANT EFFECTS TO A LESS THAN SIGNIFICANT LEVEL

### Air Quality

The developer shall implement the following construction practices during all phases of excavation and construction for the proposed project.

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- Water all active construction areas at least twice daily or as often as needed to control dust emissions.
- Cover all trucks hauling soil, sand, and other loose materials and ensure that all trucks hauling such materials maintain at least two feet of freeboard.
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all excavation areas, unpaved access roads, parking areas and staging areas at construction sites.
- Sweep daily or as often as needed with water sweepers all paved access roads, parking areas and staging areas at construction sites to control dust.
- Sweep public streets daily, or as often as needed, with water sweepers, to keep streets free of visible soil material.
- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
- Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.) sufficient to prevent visible airborne dust.
- Limit traffic speeds on unpaved roads to 15 mph.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- Replant vegetation in disturbed areas as quickly as possible.

**Hazards and Hazardous Materials**

- Prior to the issuance of a Planned Development Permit, the applicant shall submit a Final Remedial Action Workplan for the subject site including (1) a soil and groundwater investigation of west side of the tracks, and (2) a Health Risk Assessment to the satisfaction of the Director of Planning, Building and Code Enforcement.

**Hydrology and Water Quality**

- Prior to the issuance of a grading permit, the applicant must submit a Notice of Intent to the State Water Resources Control Board and prepare a Storm Water Pollution Prevention Plan (SWPPP) for controlling storm water discharges associated with construction activity to the satisfaction of the Director of Public Works.

- Prior to the issuance of a Planned Development Permit, the applicant must provide details of specific best management practices (BMPs) including, but not limited to, bioswales, disconnected downspouts, landscaping to reduce impervious surface area, and inlets stenciled, "No dumping – Flows to Bay" to the satisfaction of the Director of Planning, Building and Code Enforcement.

**Noise**

- Prior to issuance of building permits, the developer shall retain a qualified acoustical consultant to check the building plans for all units will to ensure that interior noise levels can be sufficiently attenuated to 45 dBA to the satisfaction of the Director of Planning, Building and Code Enforcement.

- All units shall have forced-air ventilation systems to allow the windows to remain closed so that an interior noise level of 45dBA can be achieved.

- Construction activities shall be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday for any on-site or off-site work within 500 feet of any residential unit.

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**PUBLIC REVIEW PERIOD**

Before 5:00 p.m. on **November 5, 2004,** any person may:

(1) Review the Draft Mitigated Negative Declaration (MND) as an informational document only; or

(2) Submit written comments regarding the information, analysis, and mitigation measures in the Draft MND. Before the MND is adopted, Planning staff will prepare written responses to any comments, and revise the Draft MND, if necessary, to reflect any concerns raised during the public review period. All written comments will be included as part of the Final MND; or

(3) File a formal written protest of the determination that the project would not have a significant effect on the environment. This formal protest must be filed in the Department of Planning, Building and Code Enforcement, 801 North First Street, San Jose, Room 400 and include a $100 filing fee. The written protest should make a "fair argument" based on substantial evidence that the project will have one or more significant effects on the environment. If a valid written protest is filed with the Director of Planning, Building & Code Enforcement within the noticed public review period, the Director may (1) adopt the Mitigated Negative Declaration and set a noticed public hearing on the protest before the Planning Commission, (2) require the Draft MND to be revised and undergo additional noticed public review, and refund the filing fee to the protestant, or (3) require the project applicant to prepare an environmental impact report and refund the filing fee to the protestant.

Stephen M. Haase, AICP
Director, Planning, Building and Code Enforcement

Circulated on: October 6, 2004 Ron Eddow
Deputy

Adopted on: _____ _____
Deputy

A-1

# PDC03-098
# DRAFT DEVELOPMENT STANDARDS

1. **PERMITTED USE:** Up to 105 single-family detached residential units

2. **MINIMUM LOT SIZE:** 2,500 square feet

3. **SETBACKS:**

**Front:**
- Living area to R/W: 12 feet
- Articulated architectural projections to R/W: 8 feet
- Stairs and stoops to R/W: 8 feet

**Rear:**
- Living area to Project Boundary: 11 feet

**Side:**
- Living area to R/W: 12 feet*
- Living area to Project Boundary (South Neighborhood): N/A
- Living area to Project Boundary (Central Neighborhood): 19 feet
- Living area to Project Boundary (North Neighborhood): 19 feet

4. **INTERNAL SEPARATIONS:**

- Front Living to Front Living: 30 feet
- Front Porch to Front Porch: 20 feet
- Rear to Rear First Floor Living: 30 feet
- Rear to Rear Second Floor Living: 20 feet
- Side Living to Side Living (South Neighborhood): 18 feet
- Inactive Side Living to Inactive Side Living (Central Neighborhood): 8 feet
- Active Side Living to Inactive Side Living (Central Neighborhood): 13 feet
- Side Living to Rear Living (South Neighborhood): 25 feet

5. **MAXIMUM HEIGHT:** 35 feet, two and one half stories

6. **OPEN SPACE:**

**Private Open Space:** 300 square feet per unit, minimum with a minimum dimension of 8 feet and a 3 by 9 foot building notch; 950 square feet per unit, minimum with a minimum dimension of 19 feet for units adjacent to the existing soundwall

**Common Open Space:** 150 square feet per unit, minimum

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**Martin Park.** Prior to final inspection of the first unit, the developer shall construct improvements on future Martin Park on the former Martin Park landfill to the satisfaction of the Director of Planning, Building and Code Enforcement.

7. **Parking:** 2 covered spaces per unit, plus one off-lot parking space per unit within 150 feet

8. **Director's Discretion.** The Director of Planning, Building and Code Enforcement may exercise discretion in the application of development standards regarding minimum lot size, setbacks, internal separations, maximum height, open space, and parking upon issuance of a Planned Development Permit.

## 9. ENVIRONMENTAL MITIGATION:

### Air Quality

The developer shall implement the following construction practices during all phases of excavation and construction for the proposed project.

- Water all active construction areas at least twice daily or as often as needed to control dust emissions.
- Cover all trucks hauling soil, sand, and other loose materials and ensure that all trucks hauling such materials maintain at least two feet of freeboard.
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all excavation areas, unpaved access roads, parking areas and staging areas at construction sites.
- Sweep daily or as often as needed with water sweepers all paved access roads, parking areas and staging areas at construction sites to control dust.
- Sweep public streets daily, or as often as needed, with water sweepers, to keep streets free of visible soil material.
- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
- Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.) sufficient to prevent visible airborne dust.
- Limit traffic speeds on unpaved roads to 15 mph.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- Replant vegetation in disturbed areas as quickly as possible.

### Hazards and Hazardous Materials

- Prior to the issuance of a Planned Development Permit, the applicant shall submit a Final Remedial Action Workplan for the subject site including (1) a soil and groundwater investigation of west side of the tracks, and (2) a Health Risk Assessment to the satisfaction of the Director of Planning, Building and Code Enforcement.

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**Hydrology and Water Quality**

- Prior to the issuance of a grading permit, the applicant must submit a Notice of Intent to the State Water Resources Control Board and prepare a Storm Water Pollution Prevention Plan (SWPPP) for controlling storm water discharges associated with construction activity to the satisfaction of the Director of Public Works.

- Prior to the issuance of a Planned Development Permit, the applicant must provide details of specific best management practices (BMPs) including, but not limited to, bioswales, disconnected downspouts, landscaping to reduce impervious surface area, and inlets stenciled, "No dumping – Flows to Bay" to the satisfaction of the Director of Planning, Building and Code Enforcement.

**Noise**

- Prior to issuance of building permits, the developer shall retain a qualified acoustical consultant to check the building plans for all units will to ensure that interior noise levels can be sufficiently attenuated to 45 dBA to the satisfaction of the Director of Planning, Building and Code Enforcement.

- All units shall have forced-air ventilation systems to allow the windows to remain closed so that an interior noise level of 45dBA can be achieved.

- Construction activities shall be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday for any on-site or off-site work within 500 feet of any residential unit.

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

# Memorandum

**TO:** Ron Eddow

**FROM:** Mirabel Aguilar
Public Works A-10

**SUBJECT:** SEE BELOW

**DATE:** 10/21/04

Approved ES

Date 10-21-04

SUBJECT: 3-15813TIA
PW NO. 3-15813 (PDC03-098)
William Street Residential Development Project

We have completed the review of the traffic analysis for the subject project. The project consists of 136 single family detached homes. The proposed development is located at south side of East William Street approximately 400 feet westerly of McLaughlin Avenue (APN: 472-01-040). The proposed development is projected to add 135 a.m. peak hour trips and 135 p.m. peak hour trips.

ACCESS

Access to the site will be provided via East William Street. 22nd Street will be extended south from William Street and terminate in a cul-de-sac north of I-280. 19 private driveways will intersect with the new section of 22nd Street.

ANALYSIS

Project traffic impacts and transportation level of service (LOS) have been calculated using Traffix, the City of San Jose and the Santa Clara County Congestion Management Program (CMP) approved software.

**City of San Jose Methodology:** Eight (8) signalized intersections were analyzed for the AM and PM peak commute hours using TRAFFIX and conforming to the City of San Jose Level-Of-Service (LOS) Policy impact criteria. The results indicate that all of the intersections meet the City of San Jose LOS standard. The results of the analysis are summarized in the attached Table ES-1.

**Santa Clara County CMP Methodology:** Three (3) signalized intersections were analyzed for the AM and PM peak commute hours using TRAFFIX and conforming to the Congestion Management Program requirements. The results indicate that all of the intersections meet the CMP LOS standard. The results of the analysis are summarized in the attached Table ES-1.

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**Cumulative Conditions:** Cumulative conditions were analyzed with the proposed project plus traffic generated by two concurrently proposed projects: the San Jose Bible College and the Sorrento Cheese Site Residential Development project. The City of San Jose has no adopted thresholds of significance for cumulative scenarios. However, measured against the City of San Jose adopted thresholds for near term traffic analysis, the project intersections will operate at an acceptable level of service.

OPERATIONAL

**Left-turn Storage Analysis**: The results indicate all of the pockets are sufficient with the exception of 24th Street/Santa Clara Street. Under existing conditions the maximum left-turn queues exceed the available storage during the PM peak hour. The westbound left-turn lane may be lengthened from 100 feet to 275 feet.

**Freeway Analysis**: Seven freeway segments of US101, Interstates 280 and 680 were analyzed for possible freeway impacts. The results of the analysis indicate the project would cause no significant impact on any of the five study segments under the project conditions.

**Project Conditions:**

**Traffic Signal / Operational Improvements:** The Developer will make a fair share contribution towards the modification of the traffic signal at the intersection of William Street and McLaughlin. The contribution amount will be determined at the PD permit stage. Alternatively, the Developer may construct the required traffic signal modification to the satisfaction of the Director of Public Works.

RECOMMENDATION:

As proposed, the subject project will be in conformance with both the City of San Jose Transportation Level of Service Policy (Council Policy 5-3) and the Santa Clara County Congestion Management Program. Therefore, a determination for a negative declaration can be made with respect to traffic impacts.

If you have any questions, please call me or Marian Dixon at extension 5161.

Mirabel Aguilar
Project Engineer
Transportation and Development Services Division

MA:MD
C: Karen Mack
Candice Lownsbery
George Constantin, DOT
Hexagon Transportation Consultants, Inc.

## Table ES-1
## Intersection Levels of Service Summary

| Intersection | Peak Hour | Count Date | Existing Ave. Delay | Existing LOS | Background Ave. Delay | Background LOS | Project Ave. Delay | Project LOS | Project Incr. In Crit. Delay /a/ | Project Incr. In Crit. V/C /a/ | Cumulative Ave. Delay | Cumulative LOS | Cumulative Incr. In Crit. Delay /a/ | Cumulative Incr. In Crit. V/C /a/ | Future Growth Ave. Delay | Future Growth LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 101 NB Ramps & Alum Rock Av * | AM | 9/17/2002 | 10.0 | A | 9.6 | A | 9.7 | A | 0.2 | 0.01 | 9.8 | A | 0.3 | 0.01 | 9.8 | A |
| | PM | 9/17/2002 | 15.4 | B | 16.7 | B | 16.8 | B | 0.1 | 0.00 | 16.8 | B | 0.2 | 0.00 | 16.9 | B |
| US 101 SB Ramps & Santa Clara St * | AM | 9/17/2002 | 12.0 | B | 10.9 | B | 11.1 | B | 0.1 | 0.00 | 11.1 | B | 0.1 | 0.00 | 11.2 | B |
| | PM | 9/17/2002 | 16.4 | B | 15.4 | B | 15.7 | B | 0.0 | 0.00 | 15.8 | B | 0.4 | 0.03 | 15.8 | B |
| 24th St & Santa Clara St | AM | 5/2/2002 | 28.1 | C | 26.8 | C | 27.0 | C | 0.0 | 0.00 | 27.1 | C | 0.1 | 0.00 | 27.4 | C |
| | PM | 5/2/2002 | 28.5 | C | 27.7 | C | 27.9 | C | 0.5 | 0.01 | 28.0 | C | 0.7 | 0.01 | 28.2 | C |
| 24th St & San Antonio St | AM | 11/7/2000 | 14.4 | B | 14.4 | B | 14.5 | B | 0.1 | 0.01 | 14.6 | B | -2.7 | 0.02 | 14.8 | B |
| | PM | 11/7/2000 | 12.6 | B | 12.6 | B | 12.8 | B | 0.2 | 0.01 | 12.8 | B | 0.2 | 0.02 | 12.9 | B |
| [illegible] St & William St | AM | 2/2/2000 | 10.4 | B | 10.4 | B | 11.2 | B | 4.1 | 0.01 | 11.3 | B | 4.1 | 0.01 | 11.2 | B |
| | PM | 2/9/2000 | 10.7 | B | 10.7 | B | 11.1 | B | 0.7 | 0.03 | 11.2 | B | 0.8 | 0.03 | 11.2 | B |
| McLaughlin Av & Melbourne Dr | AM | 2/27/2002 | 16.1 | B | 16.1 | B | 17.1 | B | 2.0 | 0.01 | 15.7 | B | -0.5 | 0.00 | 19.8 | B |
| | PM | 2/27/2002 | 8.5 | A | 8.5 | A | 9.0 | A | 0.9 | 0.02 | 9.2 | A | 1.3 | 0.03 | 9.6 | A |
| I-280 & McLaughlin Av * | AM | 9/17/2002 | 10.3 | B | 10.9 | B | 11.1 | B | 0.6 | 0.01 | 11.0 | B | 0.3 | 0.00 | 11.4 | B |
| | PM | 9/17/2002 | 15.5 | B | 16.0 | B | 16.1 | B | 0.0 | 0.00 | 16.1 | B | 0.0 | 0.00 | 16.2 | B |
| 21st St & Santa Clara St | AM | 5/2/2002 | 4.6 | A | 4.9 | A | 4.9 | A | 1.1 | 0.00 | 4.9 | A | 1.1 | 0.00 | 4.9 | A |
| | PM | 5/2/2002 | 4.4 | A | 4.8 | A | 4.8 | A | 0.0 | 0.00 | 4.8 | A | 0.0 | 0.00 | 4.9 | A |

Notes:
* Denotes a CMP Intersection.
/a/ Increase in Critical Delay and Critical V/C based on comparison with background conditions.

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## Table 10
## Intersection Levels of Service Under Cumulative Conditions

| Intersection | Peak Hour | Existing Ave. Delay | Existing LOS | Background Ave. Delay | Background LOS | Cumulative Ave. Delay | Cumulative LOS | Cumulative Incr. In Crit. Delay /a/ | Cumulative Incr. In Crit. V/C /a/ |
|---|---|---|---|---|---|---|---|---|---|
| US 101 NB Ramps & Alum Rock Av * | AM | 10.0 | A | 9.6 | A | 9.8 | A | 0.3 | 0.01 |
| | PM | 15.4 | B | 16.7 | B | 16.8 | B | 0.2 | 0.00 |
| US 101 SB Ramps & Santa Clara St * | AM | 12.0 | B | 10.9 | B | 11.1 | B | 0.1 | 0.00 |
| | PM | 16.4 | B | 15.4 | B | 15.8 | B | 0.4 | 0.03 |
| 24th St & Santa Clara St | AM | 28.1 | C | 26.8 | C | 27.1 | C | 0.1 | 0.00 |
| | PM | 28.5 | C | 27.7 | C | 28.0 | C | 0.7 | 0.01 |
| 24th St & San Antonio St | AM | 14.4 | B | 14.4 | B | 14.6 | B | -2.7 | 0.02 |
| | PM | 12.6 | B | 12.6 | B | 12.8 | B | 0.2 | 0.02 |
| 24th St & William St | AM | 10.4 | B | 10.4 | B | 11.3 | B | 4.1 | 0.01 |
| | PM | 10.7 | B | 10.7 | B | 11.2 | B | 0.8 | 0.03 |
| McLaughlin Av & Melbourne Dr | AM | 16.1 | B | 16.1 | B | 15.7 | B | -0.5 | 0.00 |
| | PM | 8.5 | A | 8.5 | A | 9.2 | A | 1.3 | 0.03 |
| I-280 & McLaughlin Av * | AM | 10.3 | B | 10.9 | B | 11.0 | B | 0.3 | 0.00 |
| | PM | 15.5 | B | 16.0 | B | 16.1 | B | 0.0 | 0.00 |
| 21st St & Santa Clara St | AM | 4.6 | A | 4.9 | A | 4.9 | A | 1.1 | 0.00 |
| | PM | 4.4 | A | 4.8 | A | 4.8 | A | 0.0 | 0.00 |

Notes:
* Denotes a CMP intersection.
/a/ Increase in Critical Delay and Critical V/C based on comparison with background conditions.

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CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

# Memorandum

**TO:** Ron Eddow
Planning and Building

**FROM:** Ebrahim Sohrabi
Public Works

**SUBJECT:** **FINAL RESPONSE TO DEVELOPMENT APPLICATION**

**DATE:** 10/21/04

---

| | |
|---|---|
| PLANNING NO.: | PDC03-098 |
| DESCRIPTION: | Planned Development Rezoning from LI Light Industrial Zoning District to A(PD) Planned Development Zoning District to allow up to 105 single-family detached residences on Union Pacific Railroad (r.o.w) for a 13 gross acre site |
| LOCATION: | south side of East William Street approximately 400 feet westerly of McLaughlin Avenue |
| P.W. NUMBER: | 3-15813 |

Public Works received revised plans for the subject project on 10/06/04 and submits the following comments and requirements.

## Project Conditions:

**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. The applicant is strongly advised to apply for any necessary Public Works permits prior to applying for Building permits.

**Public Works Approval of Parcel Map or Tract Map**: Prior to the approval of the tract or parcel map by the Director of Public Works, 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. **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) 277-4304 for more information concerning the requirements for obtaining this permit.

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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) The Project site is within the State of California Seismic Hazard Zone. A soil investigation report addressing the potential hazard of liquefaction must be submitted to, reviewed and approved by the City Geologist prior to issuance of a grading permit or Public Works Clearance. The investigation should be consistent with the guidelines published by the State of California (CDMG Special Publication 117) and the Southern California Earthquake Center ("SCEC" report). A recommended depth of 50 feet should be explored and evaluated in the investigation.

3. **Storm Water Runoff Pollution Control Measures:** This project must comply with the City's Post-Construction Urban Runoff Management Policy (Policy) which requires implementation of Best Management Practices (BMPs) that include site design measures, source controls, and storm water treatment controls to minimize storm water pollutant discharges.

4. **Storm Water Peak Flow Control Measures:** This project may also be required to comply with the requirements of the watershed-wide Hydromodification Management Plan (HMP) if an HMP is approved by the City Council and Regional Board before this project's Planning Permit application is deemed complete by the Planning Division. Plans should show how the project would manage increases in runoff peak flow and volume, and/or how the project will prevent any increase in the potential for erosion of creek beds and banks or other adverse impacts to beneficial uses that may be attributable to changes in the amount and timing of runoff. Further information concerning compliance with the HMP will be provided once the City Council and Regional Board have approved an HMP.

5. **Flood: Zone AH, Elevation 93.00' National Geodetic Vertical Datum (NGVD) 1929**
   a) At the PD Permit stage, submit a Flood Analysis to demonstrate that the proposed project will not increase flood levels on adjacent properties or increase flooded areas.
   b) Elevate the lowest floor to 93.00' 1929 NGVD.
   c) An Elevation Certificate (FEMA Form 81-31) for each proposed structure, based on construction drawings, is required prior to issuance of a building permit. Consequently, an Elevation Certificate based on finished construction is required for each built structure prior to issuance of an occupancy permit.
   d) Building support utility systems such as HVAC, electrical, plumbing, air conditioning equipment, including ductwork, and other service facilities must be elevated above the base flood elevation or protected from flood damage

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6. **Transportation**: A Traffic Impact Analysis has been performed for this project based on 135 peak hour trips. The analysis shows that the subject project will be in conformance with both the City of San Jose Transportation Level of Service Policy (Council Policy 5-3) and the Santa Clara County Congestion Management Program. Therefore, a determination for a negative declaration can be made with respect to traffic impacts.

7. **Traffic Signal / Operational Improvements:** The Developer will make a fair share contribution towards the modification of the traffic signal at the intersection of William Street and McLaughlin. The contribution amount will be determined at the PD permit stage. Alternatively, the Developer may construct the required traffic signal modification to the satisfaction of the Director of Public Works.

8. **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.

9. **Sanitary:** A conceptive sanitary sewer plan is required prior to approval of the PD permit.

10. **Undergrounding:**
    a) The In Lieu Undergrounding Fee shall be paid to the City for all frontage adjacent to William Street prior to issuance of a Public Works clearance. One Hundred (100) percent of the base fee in place at the time of payment will be due. (Currently, the base fee is $224 per linear foot of frontage.)
    b) The Director of Public Works may, at her discretion, allow the developer to perform the actual undergrounding of all off-site utility facilities fronting the project adjacent to William Street. Developer shall submit copies of executed utility agreements to Public Works prior to the issuance of a Public Works Clearance.

11. **Street Improvements:**
    a) Applicant shall be responsible to remove and replace curb, gutter, and sidewalk damaged during construction of the proposed project.
    b) Remove and replace broken or uplifted curb, gutter, and sidewalk along project frontage.
    c) The project shall make a fair share contribution towards the future William Street traffic calming project. The contribution amount will be determined at the PD permit stage. Alternatively, the Developer may construct the traffic calming improvements along their project frontage to the satisfaction of the Director of Public Works.
    d) In order to provide pedestrian connectivity along William Street, the project shall construct curb, gutter and sidewalk along the frontage of APN 472-01-008 and 009.
    e) Dedication and improvement of the public streets shall be to the satisfaction of the Director of Public Works.
    f) Repair, overlay, or reconstruction of asphalt pavement may be required. The existing pavement will be evaluated with the street improvement plans and any

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necessary pavement restoration will be included as part of the final street improvement plans.

12. **Complexity Surcharge (In-Fill)**: This project has been identified as an in-fill project, and as such is subject to the following: Based on established criteria, the public improvements associated with this project have been rated medium complexity. An additional surcharge of 25% will be added to the Engineering & Inspection (E&I) fee collected at the street improvement stage.

13. **SNI:** This project is located within the Five Wounds/Brookwood Terrace SNI area. Public improvements shall conform to the approved EIR and neighborhood improvement plan.

14. **Electrical**: Installation and/or relocation of electrolier(s) along the entire project frontage shall be done to the satisfaction of the Director of Public Works.

15. **Landscape:**
    a) Install street trees within the public right-of-way along the entire street frontage per City standards.
    b) The locations of the street trees will be determined at the street improvement stage. Street trees shown on this permit are conceptual only.
    c) Contact the City Arborist at (408) 277-2756 for the designated street tree.

16. **Private Streets:**
    a) Per Common Interest Development (CID) Ordinance, all common infrastructure improvements shall be designed and constructed in accordance with the current CID standards.
    b) The plan set includes details of private infrastructure improvements. The details are shown for information only; final design shall require the approval of the Director of Public Works

17. **Referrals**: This project should be referred to the Peninsula Joint Powers Board.

Please contact the Project Engineer, Mirabel Aguilar, at (408) 277-5161 if you have any questions.

Ebrahim Sohrabi
Senior Civil Engineer
Transportation and Development Services Division

ES:MA:mfd
3-15813PDCf.DOC
c: George Constantin
Danny Raymond, HMH

#1

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CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

# Memorandum

**TO:** Ron Eddow
Planning and Building

**FROM:** **Nadia Naum-Stoian,**
Fire Prevention Engineer
San Jose Fire Department

**SUBJECT:** **INITIAL RESPONSE TO DEVELOPMENT APPLICATION**

**DATE:** 07/15/04

Approved

Date

| | |
|---|---|
| PLANNING NO.: | PDC03-098 (revised) |
| DESCRIPTION: | Planned Development Rezoning from LI Light Industrial Zoning District to A(PD) Planned Development Zoning District to allow up to 110 single-family detached residences on Union Pacific Railroad (r.o.w) for a 13 gross acre site |
| LOCATION: | south side of East William Street approximately 400 feet westerly of McLaughlin Avenue |
| ADDRESS: | south side of East William Street approximately 400 feet westerly of McLaughlin Avenue |
| FOLDER #: | 03 128775 ZN |

The San Jose Fire Department has reviewed the related site plan only dated 6-22-04 as submitted and has the following comments and requirements, based on previous information.

- These comments are based on the following information:

  Largest building: 3000 sq. ft.

  Construction Type: VN

  Occupancy Group: R-3

  Number of stories: 2

- Site fire flow requirement: 2000 G.P.M.

- Average hydrant(s) spacing: 450 feet - Subject to Fire Department approval

- Comply with comments from the Building/Fire Departments at the plan review stage.

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- A permit must be obtained from the Building and Fire Departments. Submit three (3) sets of construction plans to the Building Department, one (1) of those sets of plans will be routed to the San Jose Fire Department for review and comments.

- **THE FOLLOWING CORRECTIONS SHALL APPLY TO THE SUBJECT APPLICATION:**

  1. They needed fire flow noted above shall be provided from a minimum of 2 hydrants and shall be spaced apart on average 450 feet from the proposed project.

  2. Approved access road(s) and hydrant(s) shall be provided once wood framing is available at site or provide an alternate means of water suppression subject to the approval of the Fire Department. Obtain permit and pay applicable fees prior to the installation. Contact the San Jose Fire Department's Fire Protection Systems Section at (408) 277-8756.

  3. All Fire Department access roads, water mains, and fire hydrants shall be installed and operational during construction in accordance with Article 87 of the Fire Code and all other applicable standards.

  4. Every sleeping room below the fourth story shall have at least one operable window or door approved for emergency escape or rescue that shall open directly into a public street, public alley, yard, or exit court. Such windows or doors shall be in accordance with the adopted Building Code.

  5. The process public street exceeds the allowable length for an emergency vehicle access road. All streets greater than 1,000 feet shall be provided with a secondary access road per the Fire Code.

  6. All roads used for emergency vehicle access shall be designed and tested for a live load capacity of 69.000 pounds to accommodate our fire apparatus.

- When submitting construction plans to the Building Department, **they shall include Planning's Development Permit File Number** printed on the construction plans.

- Provide two sets of reduced plans to the Fire Department once the above application has been approved by the Planning Department.

- **THE FOLLOWING GENERAL REQUIREMENTS ARE APPLICABLE TO THE SUBJECT APPLICATION:**

  - Facilities for emergency vehicle access:

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A. Roads and/or driveways shall have a minimum clear width of 20 feet. Uniform Fire Code, Section 902.2.2. All details for public right of way show only 18 feet clearance.

VERIFY:

B. Minimum turning radius shall be 30 feet inside and 50 feet outside.

C. A bulb or hammerhead turn-around shall be provided at the end of all dead-end driveways over 150 feet in length.

D. Fire lanes shall be suitably marked with standard signs, painted curbs, and/or other markers as approved or authorized for use by the Chief. Fire lane markings shall be indicated on plans submitted through the building permit process for review and approval by the Fire Department.

- Public (off-site) and private (on-site) fire hydrants shall be provided. All hydrants must meet the specifications for the City of San Jose's Fire Department. For hydrant locations please contact the San Jose Fire Department's Fire Protection Engineering Division at (408) 277-5357.

- All existing and new fire hydrants shall be at least 10 feet from all driveways.

- All structures shall be located wholly within 450 feet (road distance) of an accessible standard street hydrant.

- All dead-end streets or roads shall have a hydrant within 175 feet from the most remote end of the rear lot as per the Uniform Fire Code.

- Street numbers shall be visible day and night from the nearest street, either by means of illumination or by the use of reflective materials.

- We reserve the right to make comments at a future date.

If you have any questions regarding these items, please contact me at (408) 277-8754.

BY: Nadia Naum-Stoian, FPE
Bureau of Fire Prevention
San Jose Fire Department

Fire Site Memo to Planning Application

JUL 1 5 2004
CITY OF SAN JOSE
PLANNING DEPARTMENT

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CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

# Memorandum

## ENVIRONMENTAL SERVICES DEPARTMENT (ESD)

| | | | |
|---|---|---|---|
| **TO:** | Ron Eddow<br>Department of Planning,<br>Building, & Code Enforcement | **FROM:** | Geoff Blair<br>Environmental Services Department |
| **SUBJECT:** | Response to Development Application | **DATE:** | Staff Review Agenda<br>July 15, 2004 |
| **APPROVED:** | Geoff Blair | **DATE:** | 7-15-2004 |

| | |
|---|---|
| PLANNING NO.: | PDC03-098 |
| LOCATION: | South side of East William Street approximately 400 feet westerly of McLaughlin Avenue. |
| DESCRIPTION: | Planned Development Rezoning from LI Light Industrial Zoning District to A(PD) Planned Development Zoning District to allow up to 110 single-family detached residences on Union Pacific Railroad (r.o.w.) for a 13 gross acre site. |
| APN: | 47201040 |

ESD received the subject project and is submitting the following conditions and comments. Questions regarding these comments may be directed to the program contact given or to me at (408) 945-5332.

## Integrated Waste Management (IWM)

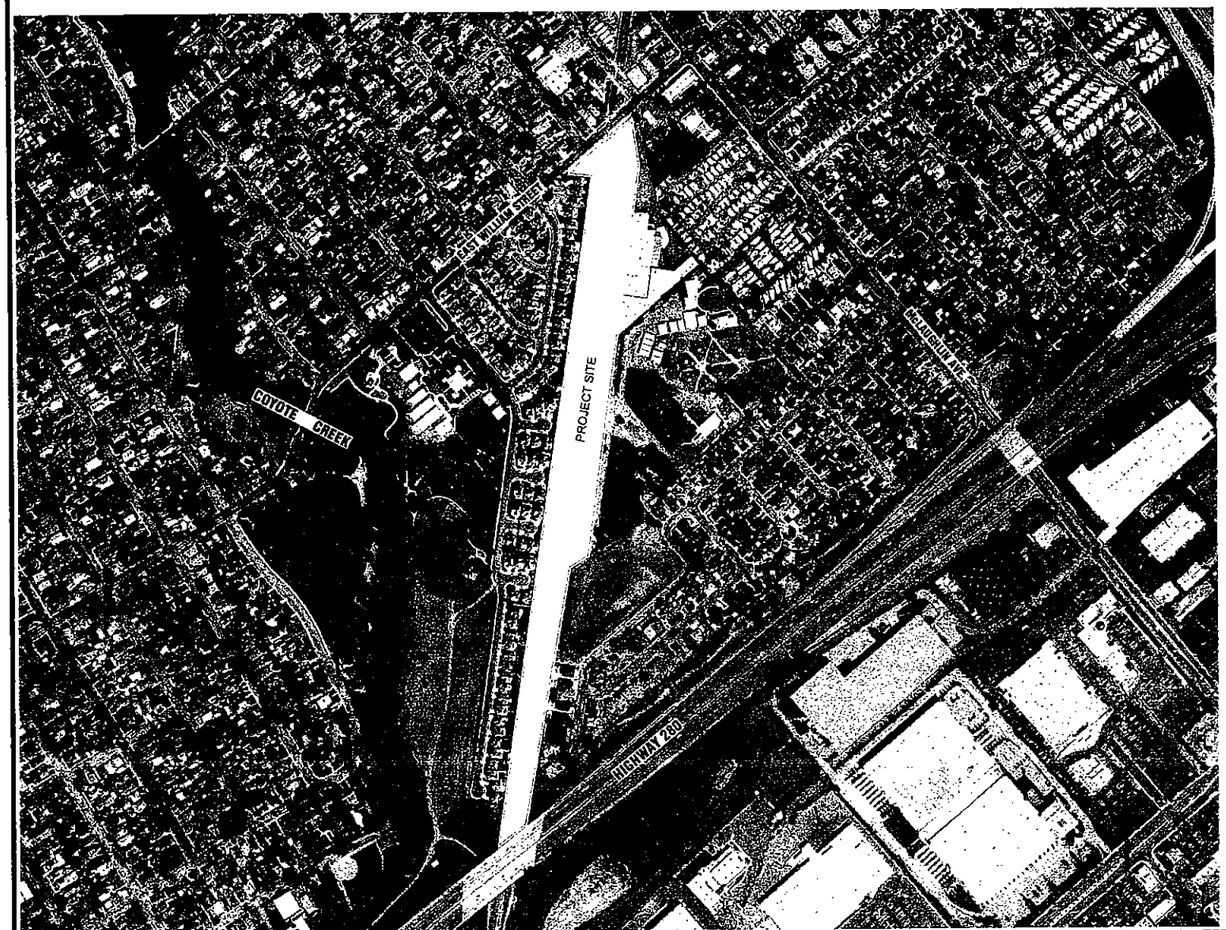
### *Single Family Residential*

1. Collection vehicle access (vertical clearance, street width and turnaround space) and street parking are common issues pertaining to new developments. All residential projects must be designed[1] such that they will accommodate garbage and recycling collection vehicles and program setout guidelines. Due to street width and turnaround problems, the collection vehicles will be unable to collect in front of each unit. There may be sufficient space to place containers along the public right-of-way as long as street parking is limited on collection days. If there is not sufficient setout space, the residents may have to pay extra fees for push cart services. For questions regarding garbage and recycling collection issues, contact the Recycle Plus Program at (408) 277-5533.
2. It is recommended that scrap construction and demolition debris be recycled instead of disposing of it in a landfill. An infrastructure exists within San Jose to accommodate such recycling efforts. Integrated Waste Management staff can provide assistance on how to recycle construction and demolition debris from the project, including information on where to conveniently recycle the material. For further information, contact the Commercial Solid Waste Program at (408) 277-5533.

[1] In accordance with the San Jose *Residential Design Guidelines*

# Planned Development Rezoning
## for
# A Residential Development at East William Street

As established in Ordinance _____, establishing a Planned Development District.

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HMH ENGINEERS — San Jose, Gilroy

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C-3b Conceptual Site Plan (North)
C-4a Conceptual Grading & Drainage Plan (South)
C-4b Conceptual Grading & Drainage Plan (North)

### Architecture

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A-3 Plan 1 First and Second Floor Plans
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### Landscape Design

L1 Conceptual Landscape Plan/Details
L2 Conceptual Landscape Plan/Details


## Project Information

| | |
|---|---|
| Assessor's Parcel Numbers: | 472-01-040,041 |
| General Plan Designation: | Medium-Density Residential (8-16 du/ac) |
| Gross Site Area: | 13.06 Ac. |
| Public R/W Dedication: | 3.82 Ac. |
| Public Park Dedication: | N/A |
| Net Site Area: | 9.24 Ac. |
| Proposed Use: | 105 Single-Family Detached Dwelling Units, Public Right of Way, private Circulation, Private Open Space |
| Proposed Density: | 105 Dwelling Units/9.24 Net Ac. = 11.4 du/ac |
| Parking Provided: | 210 Covered Spaces (2 spaces/unit)<br>220 On-Street Parking (2.0 spaces/unit) |
| Estimated Construction Schedule: | Start - Winter, 2004 Completion - Spring, 2006 |

| | BY | DATE | REVISIONS |
|---|---|---|---|
| 4 | | | |
| 3 | | | |
| 2 | | | |
| 1 | JAM | 10.28.04 | REVISED PER CITY COMMENTS |
| 0 | JAM | 6.30.04 | NEW SITE PLAN (LP11) |
| 0 | JAM | 3.25.04 | NEW SITE PLAN |

KB HOME
6700 Koll Center Parkway
Suite 200
Pleasanton, CA 94566

| | |
|---|---|
| Date: | 11.19.03 |
| Scale: | NTS |
| Designed: | DRR |
| Drawn: | JAM |
| Checked: | TA |
| Proj. Engr: | DRR |
| File: | 3010CSRZ |

HMH ENGINEERS
San Jose (408) 487-2200
Gilroy (408) 846-0707
www.hmh-engineers.com

GENERAL DEVELOPMENT PLAN - EXHIBIT 'C'
PDC 03-098
Cover Sheet

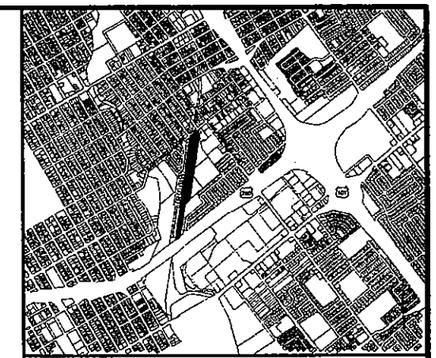
Sheet C-1 of 21 Sheets
JOB NUMBER 3010.01

## Development Standards

TO BE DETERMINED PRIOR TO THE SECOND CITY COUNCIL HEARING.

## Land Use Notes

TO BE DETERMINED PRIOR TO THE SECOND CITY COUNCIL HEARING.

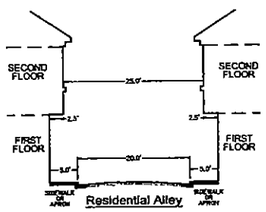


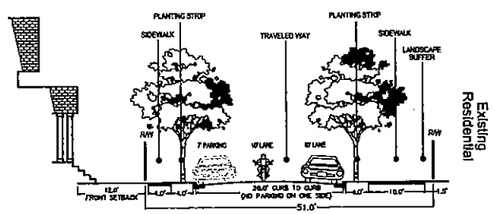
VICINITY MAP

NOT TO SCALE

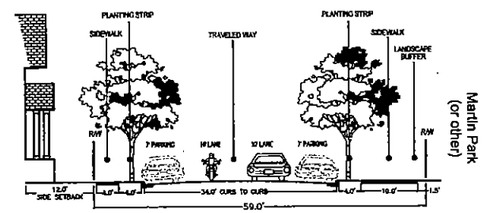
## Legend

- Project Boundary
- Right of Way
- Adjacent Parcels
- Lands of The City of San Jose (to be converted to public r/w)
- ★ Ordinance-Size Tree

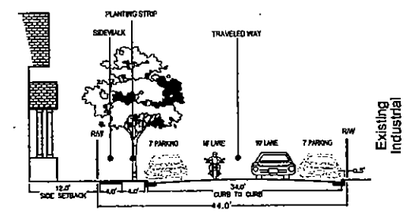



51' Public Right of Way
(South Neighborhood)




59' Public Right of Way
(Central Neighborhood)



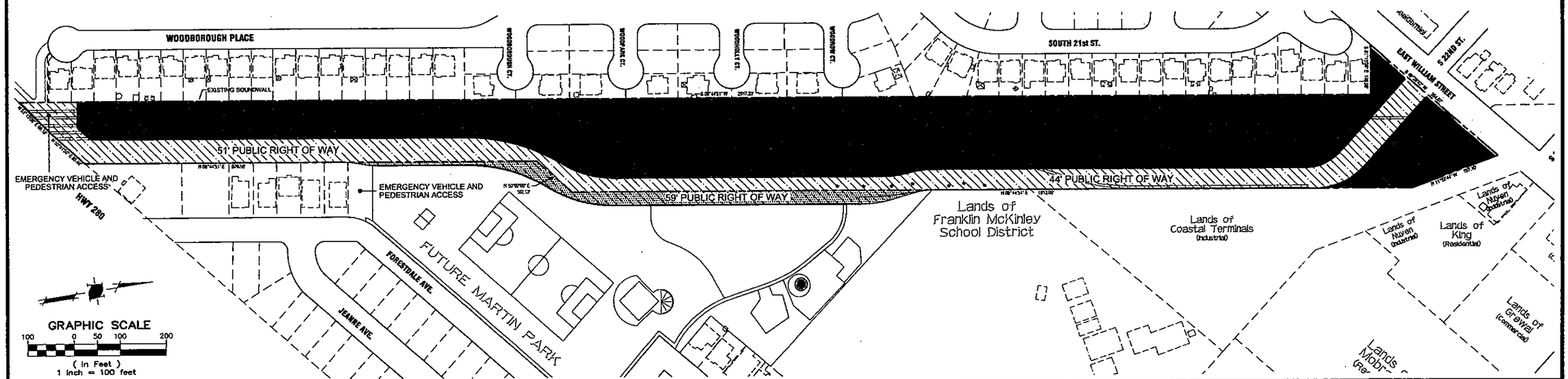

44' Public Right of Way
(North Neighborhood)

| HATCH PATTERN | LAND USE CATEGORY | AREA | PERCENTAGE OF SITE |
|---|---|---|---|
| | SINGLE FAMILY DETACHED RESIDENTIAL (DWELLINGS, PRIVATE OPEN SPACE) | 9.24 Ac. | ±71% |
| | PUBLIC R/W | 3.82 Ac. | ±29% |
| | GROSS ACREAGE: | ±13.06 Ac.* | 100.0% |
| | NET ACREAGE: | ± 9.24 Ac. | |

DENSITY

105 DETACHED DWELLING UNITS / 9.24 ACRES (NET) = 11.4 DU/AC

*Including 0.63 Acres from Martin Park




| BY | DATE | REVISIONS |
|---|---|---|
| JAM | 10.28.04 | REVISED PER CITY COMMENTS |
| JAM | 8.30.04 | NEW SITE PLAN (LP11) |
| JAM | 3.25.04 | NEW SITE PLAN |

KB HOME

6700 Koll Center Parkway
Suite 200
Pleasanton, CA 94566

| | |
|---|---|
| Date: | 11.19.03 |
| Scale: | 1"=100' |
| Designed: | DRR |
| Drawn: | JAM |
| Checked: | TA |
| Proj. Engr: | DRR |
| File: | 3010011u |

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Gilroy (408) 846-0707
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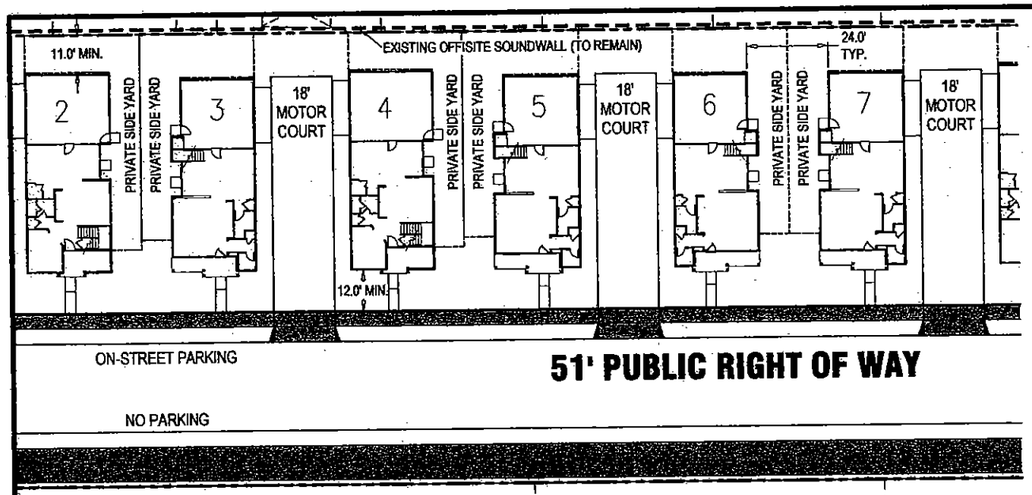
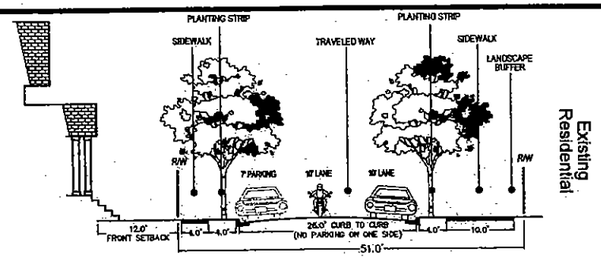
# GENERAL DEVELOPMENT PLAN - EXHIBIT 'C'
# PDC 03-098
# LAND USE PLAN

Sheet C-2 of 21 Sheets

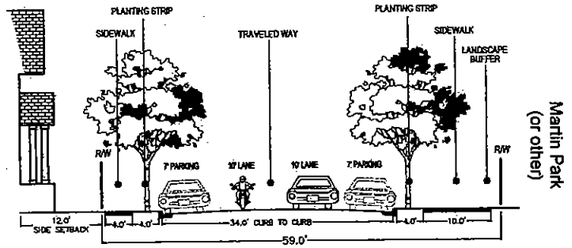
JOB NUMBER 3010.01



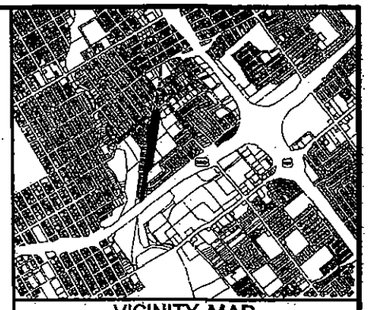

Typical South Neighborhood Lot Dimensions
1"=20'




51' Public Right of Way
(South Neighborhood)




59' Public Right of Way
(Central Neighborhood)



VICINITY MAP
NOT TO SCALE

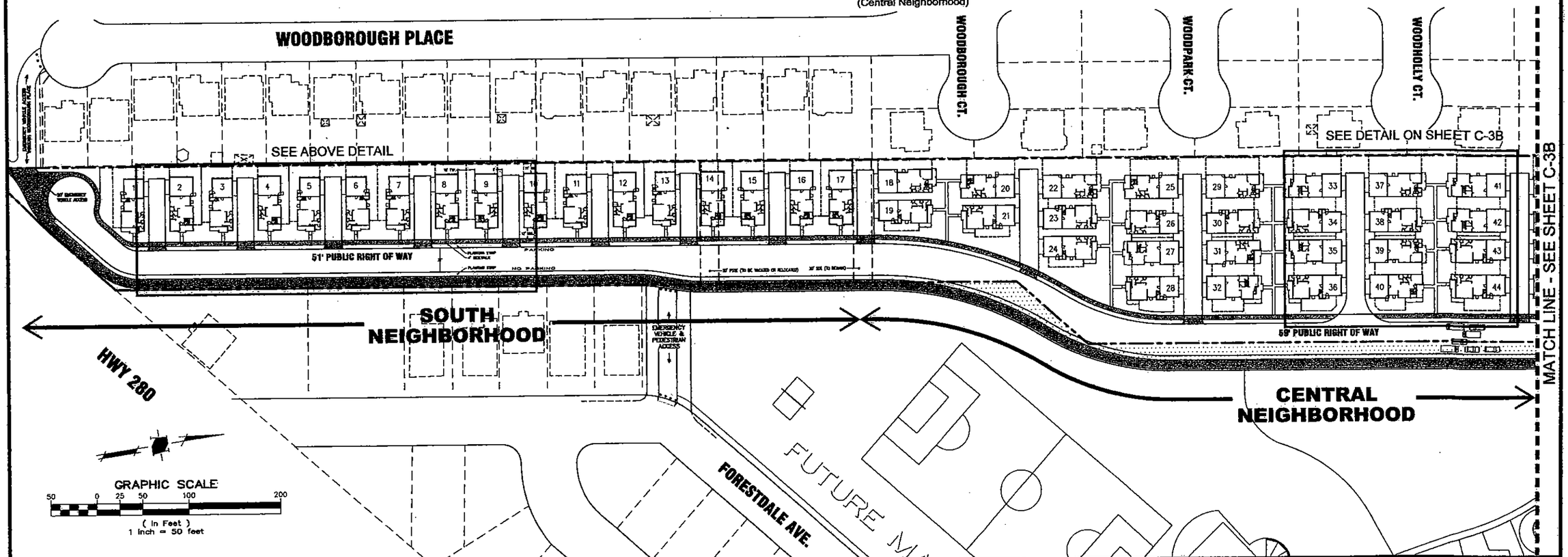
## General Notes

1. LANDSCAPING DETAILS CAN BE FOUND ON SHEET L-1.
2. PARKING:
   REQUIRED – 2 COVERED SPACES/UNIT
   1.3 OFF-LOT SPACES/UNIT
   PROVIDED – 2 COVERED SPACES/UNIT
   2.0 OFF-LOT SPACES/UNIT*

*210 ON-STREET SPACES WITH THE NEW PUBLIC STREET COURT

## Legend

- REZONING BOUNDARY
- RIGHT OF WAY
- ADJACENT LOTS
- LANDS OF CITY OF SAN JOSE (TO BE CONVERTED TOR/W)




| | BY | DATE | REVISIONS |
|---|---|---|---|
| 4 | | | |
| 3 | | | |
| 2 | | | |
| 1 | JAM | 10.28.04 | REVISED PER CITY COMMENTS |
| 0 | JAM | 8.30.04 | NEW SITE PLAN (LP11) |
| | JAM | 3.25.04 | NEW SITE PLAN |

KB HOME
6700 Koll Center Parkway
Suite 200
Pleasanton, CA 94566

| | |
|---|---|
| Date: | 11.19.03 |
| Scale: | 1"=50' |
| Designed: | DRR |
| Drawn: | JAM |
| Checked: | TA |
| Proj. Engr: | DRR |
| File: | 300101SPRZ |

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Gilroy (408) 846-0707
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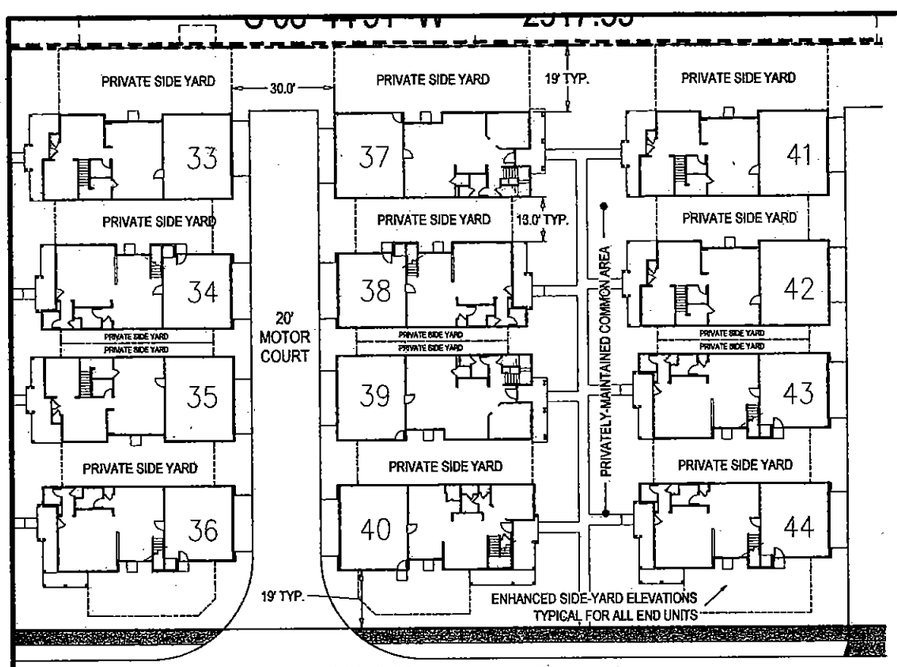
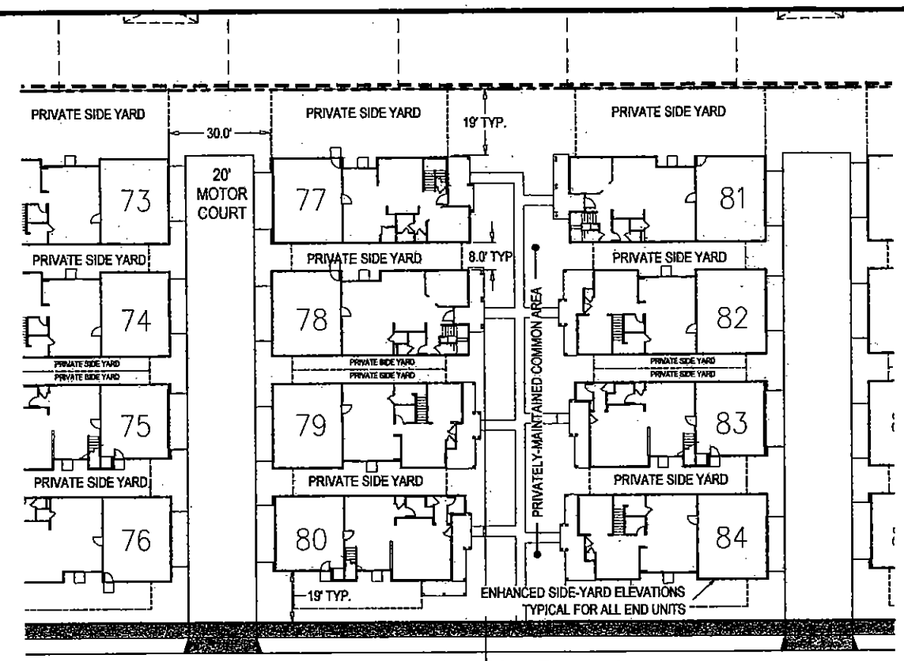
GENERAL DEVELOPMENT PLAN - EXHIBIT 'C'
PDC 03-098
Conceptual Site Plan (South)

Sheet C-3A of 21 Sheets
JOB NUMBER 3010.01



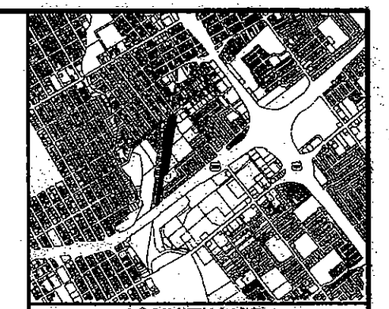

Typical Central Neighborhood Lot Dimensions

1"=20'

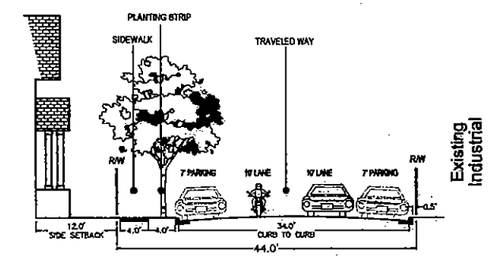



Typical North Neighborhood Lot Dimensions

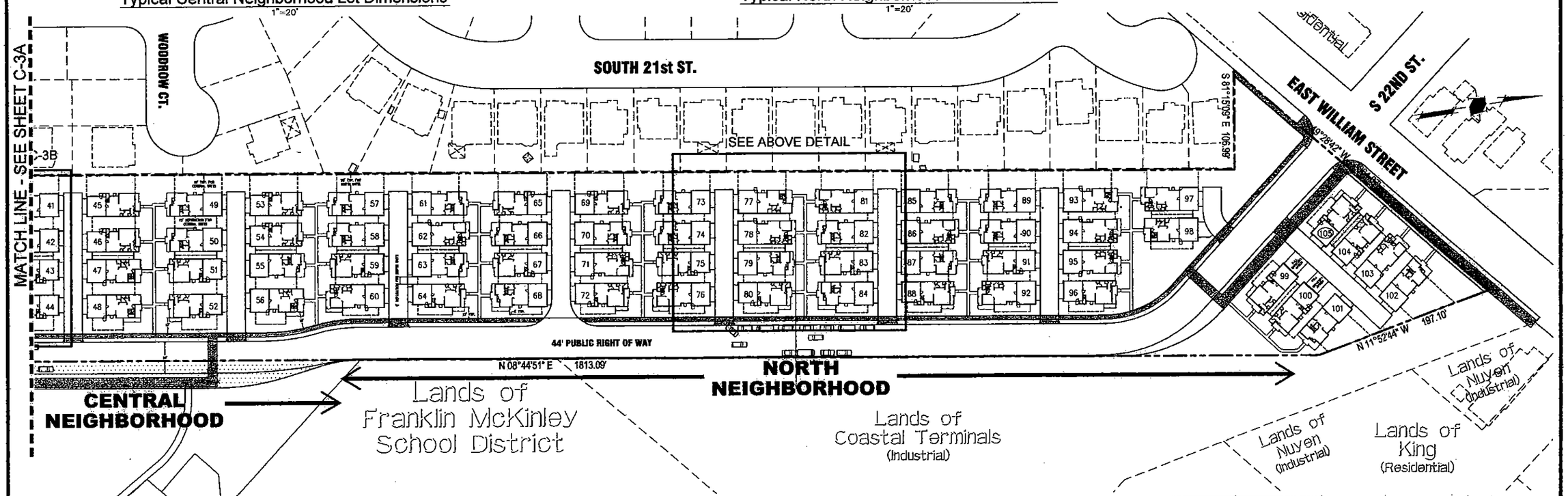
1"=20'



VICINITY MAP
NOT TO SCALE




44' Public Right of Way
(North Neighborhood)




| BY | DATE | REVISIONS |
|---|---|---|
| JAM | 10.28.04 | REVISED PER CITY COMMENTS |
| JAM | 8.30.04 | NEW SITE PLAN (LP11) |
| JAM | 3.25.04 | NEW SITE PLAN |

KB HOME

6700 Koll Center Parkway
Suite 200
Pleasanton, CA 94566

| | |
|---|---|
| Date: | 11.19.03 |
| Scale: | 1"=50' |
| Designed: | DRR |
| Drawn: | JAM |
| Checked: | TA |
| Proj. Engr: | DRR |
| File: | 300101SPRZ |

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San Jose (408) 487-2200
Gilroy (408) 846-0707
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GENERAL DEVELOPMENT PLAN - EXHIBIT 'C'
PDC 03-098
Conceptual Site Plan (North)

Sheet C-3B of 21 Sheets

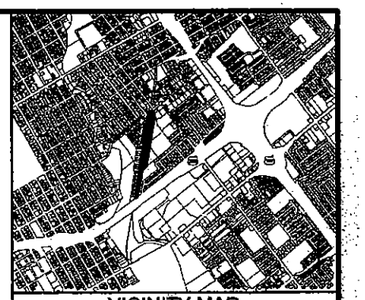
JOB NUMBER 3010.01

## General Notes

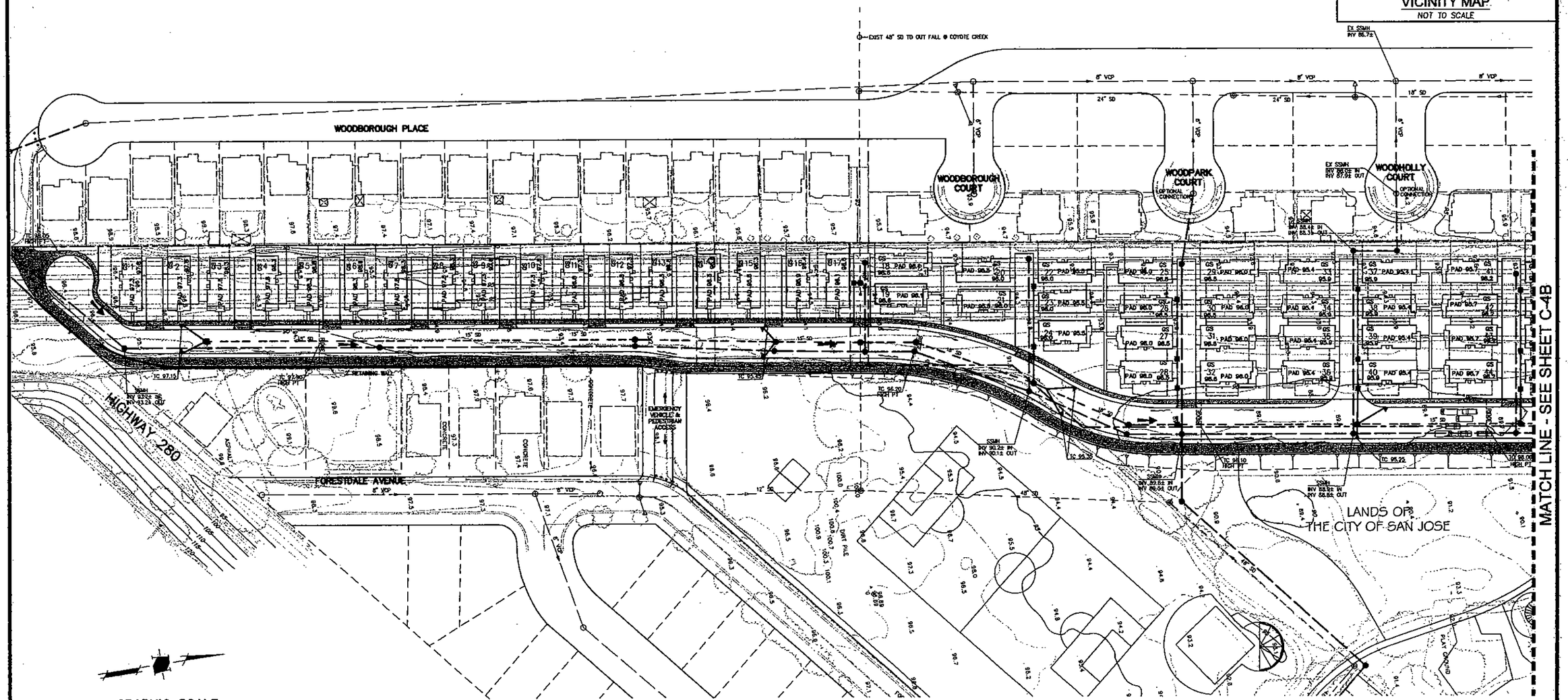
1. ALL LATERLAS ARE 12", UNLESS OTHERWISE NOTED.

## Legend

- REZONING BOUNDARY
- RIGHT OF WAY
- STORM DRAIN (EXIST. / PROP.)



VICINITY MAP
NOT TO SCALE




| | BY | DATE | REVISIONS |
|---|---|---|---|
| 4 | | | |
| 3 | | | |
| 2 | | | |
| 4 | JAM | 10.28.04 | REVISED PER CITY COMMENTS |
| 3 | JAM | 8.30.04 | NEW SITE PLAN (LP11) |
| 1 | JAM | 3.25.04 | NEW SITE PLAN |

KB HOME
6700 Koll Center Parkway
Suite 200
Pleasanton, CA 94566

| | |
|---|---|
| Date: | 11.19.03 |
| Scale: | 1"=50' |
| Designed: | DRR |
| Drawn: | JAM |
| Checked: | TA |
| Proj. Engr: | DRR |
| File: | 300101GPRZ |

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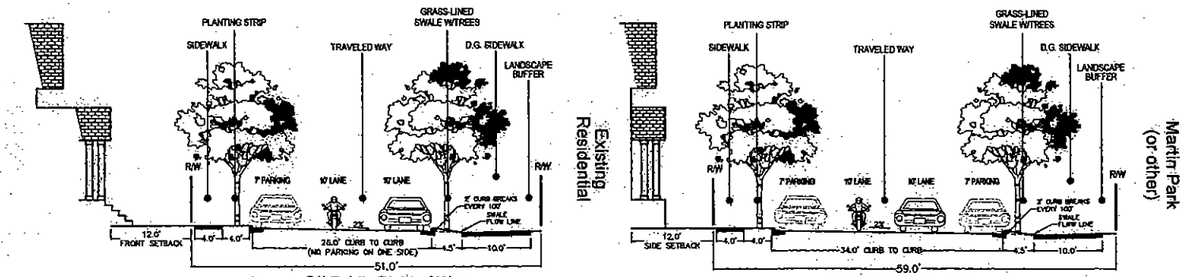
# GENERAL DEVELOPMENT PLAN - EXHIBIT 'C'
## PDC 03-098
## Conceptual Grading and Drainage Plan (South)

Sheet C-4A Of 21 Sheets

JOB NUMBER 3010.01




51' Public Right of Way
(South Neighborhood)

59' Public Right of Way
(Central Neighborhood)

## Alternative Street Sections

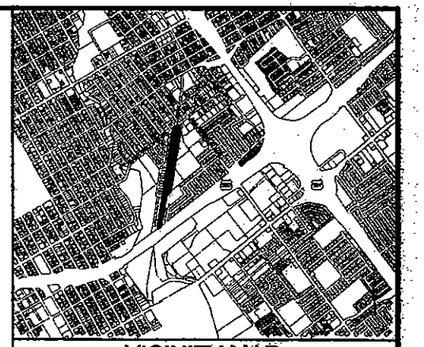
### Legend

- REZONING BOUNDARY
- RIGHT OF WAY
- STORM DRAIN (EXIST.) (PROP.)

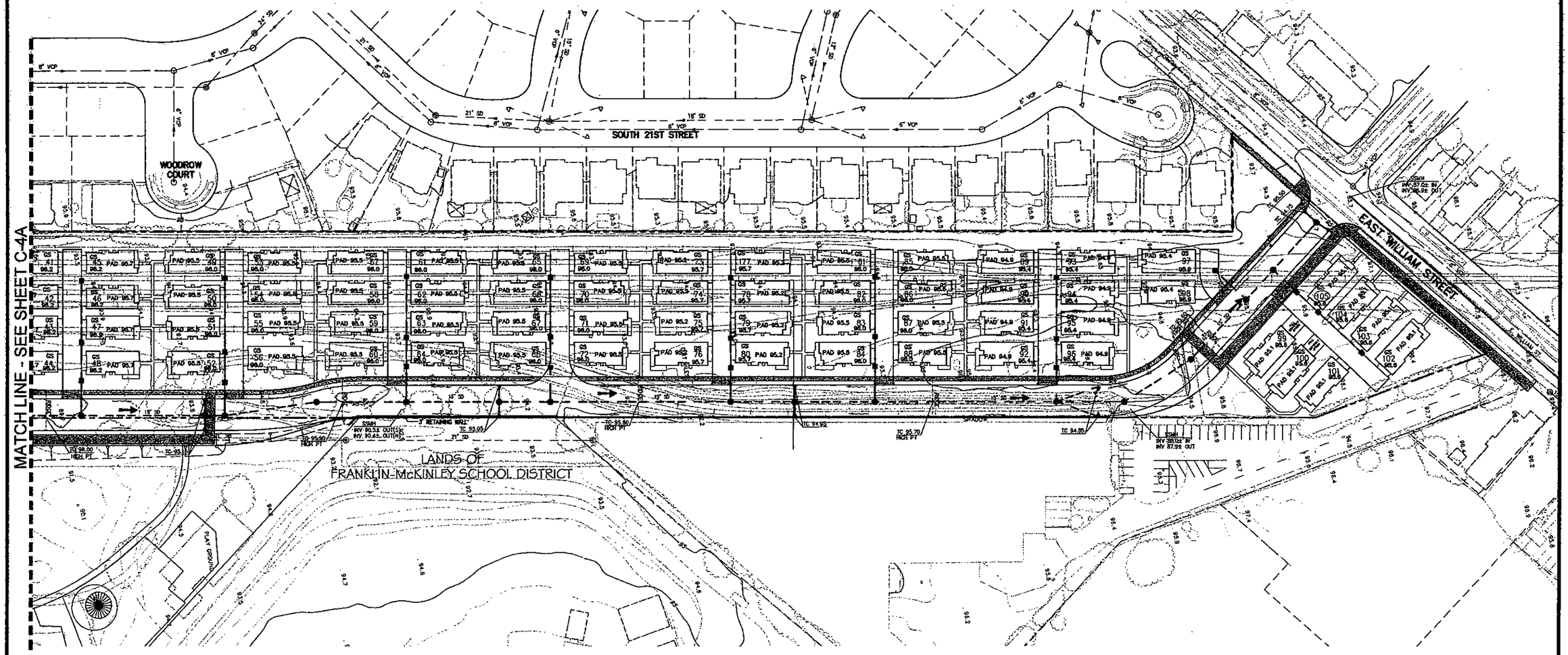
### General Notes

1. ALL LATERLAS ARE 12", UNLESS OTHERWISE NOTED.

GRAPHIC SCALE
50 0 25 50 100 200
( In Feet )
1 inch = 50 feet



VICINITY MAP
NOT TO SCALE




| | BY | DATE | REVISIONS |
|---|---|---|---|
| △ | | | |
| △ | | | |
| △ | | | |
| 4 | JAM | 10.28.04 | REVISED PER CITY COMMENTS |
| 3 | JAM | 8.30.04 | NEW SITE PLAN (LP11) |
| 1 | JAM | 3.25.04 | NEW SITE PLAN |

KB HOME

6700 Koll Center Parkway
Suite 200
Pleasanton, CA 94566

| | |
|---|---|
| Date: | 11.19.03 |
| Scale: | 1"=50' |
| Designed: | DRR |
| Drawn: | JAM |
| Checked: | TA |
| Proj. Engr: | DRR |
| File: | 300101GPRZ |

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San Jose (408) 487-2200
Gilroy (408) 846-0707
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GENERAL DEVELOPMENT PLAN - EXHIBIT 'C'
PDC 03-098
Conceptual Grading and Drainage Plan (North)

Sheet C-4B Of 21 Sheets

JOB NUMBER 3010.01

Traditional Bungalow Italianate Victorian

STREETSCAPE

# William Street / Martin Park

KB Home South Bay Division

SDG Architects, Inc.
925.634.7000
03 September 2004

GENERAL DEVELOPMENT PLAN - EXHIBIT 'C'
PDC 03-098

A1

EXTERIOR MATERIALS

Composition Shingle Roofing
Gable Roof Elements
Lap Siding w/ Wood Trim
Corbel & Vent Accents
Tapered Window Trim
Paired Columns on Bases
Optional Stone Veneer
Decorative Porch Rail

BUNGALOW ELEVATION

TRADITIONAL ELEVATION

EXTERIOR MATERIALS

Composition Shingle Roofing
Gable & Hip Roof Elements
Lap Siding w/ Wood Trim
Board & Batten Accent
GSM Gutter o/ Wood Fascia
Decorative Shutters
Porch Wall w/ Tapered Columns

EXTERIOR MATERIALS

Composition Shingle Roofing
Hipped Roof Elements
Stucco Accent Corbels & Trim
Exterior Stucco Finish
Built Up Window Trim Accents
GSM Gutter o/ Wood Fascia
Arched Window Accents

ITALIANATE ELEVATION

TRADITIONAL ELEVATION
w/ OPT. EXTENDED PORCH

PLAN 1

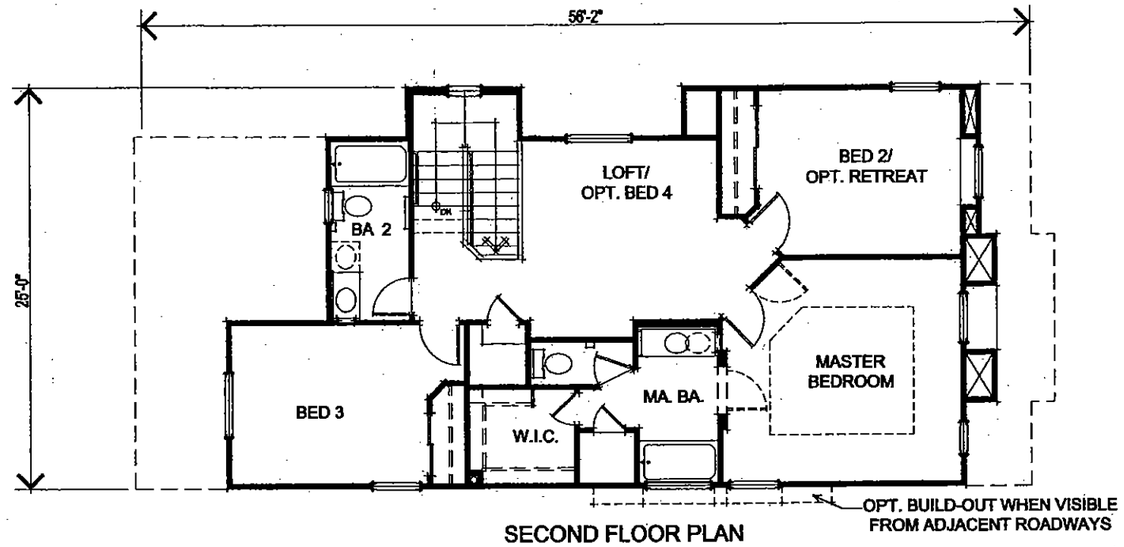
# William Street / Martin Park

KB Home South Bay Division

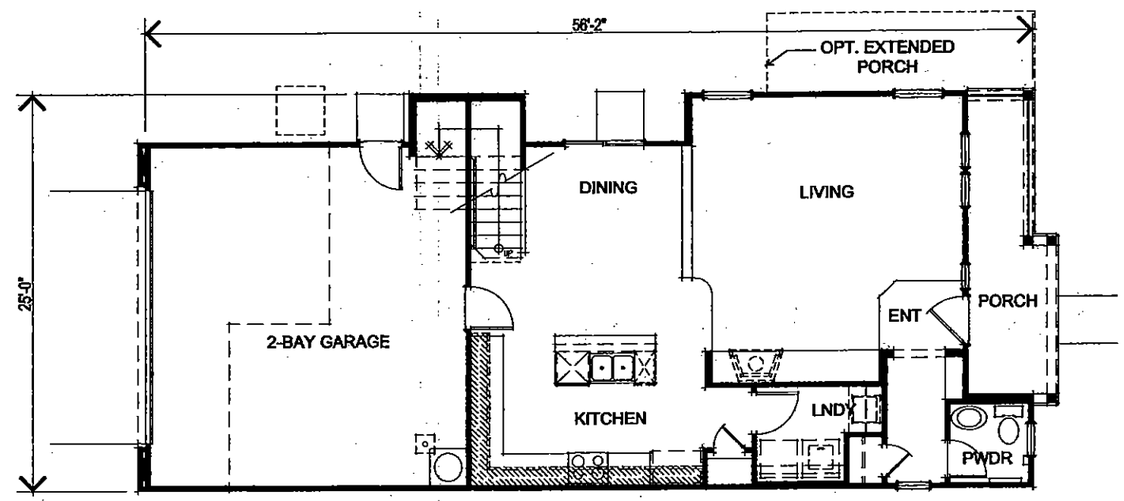
SDG Architects, Inc.
925.834.7009
03 September 2004

GENERAL DEVELOPMENT PLAN - EXHIBIT 'C'
PDC 03-098

A2




SECOND FLOOR PLAN




FIRST FLOOR PLAN

| SQUARE FOOTAGE | |
|---|---|
| FIRST FLOOR : | 786 SQ. FT. |
| SECOND FLOOR : | 999 SQ. FT. |
| TOTAL LIVING : | 1785 SQ. FT. |
| 2-CAR GARAGE: | 457 SQ. FT. |
| PORCH: | 97 SQ. FT. |

0 1 2 3 4 8

PLAN 1

# William Street / Martin Park

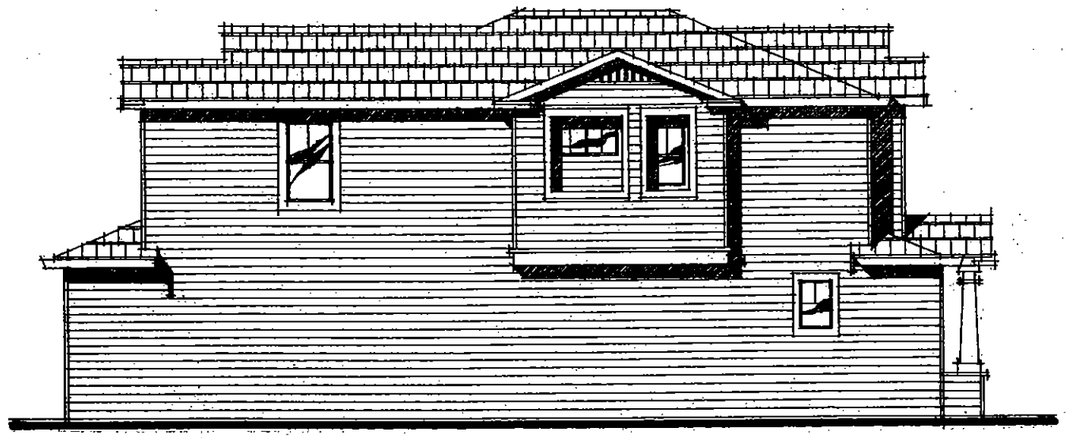
KB Home South Bay Division

SDG Architects, Inc.
925.634.7000
03 September 2004

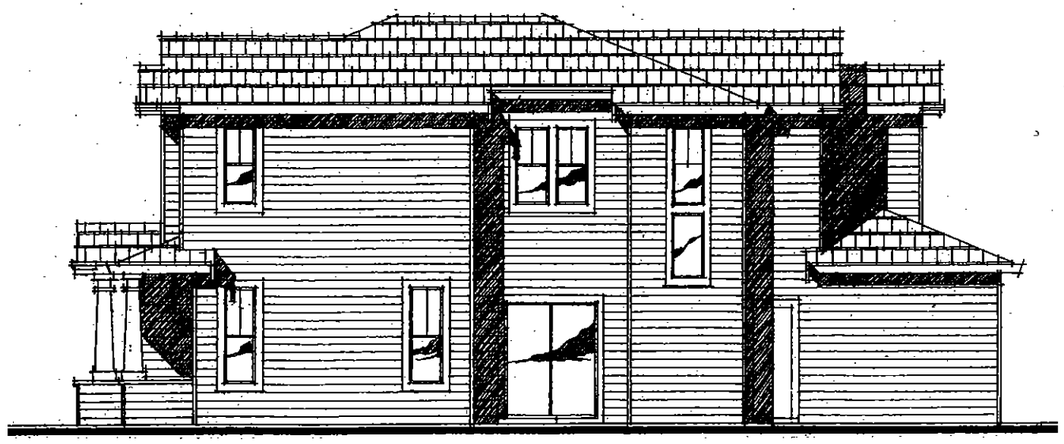
GENERAL DEVELOPMENT PLAN - EXHIBIT 'C'
PDC 03-098

A3

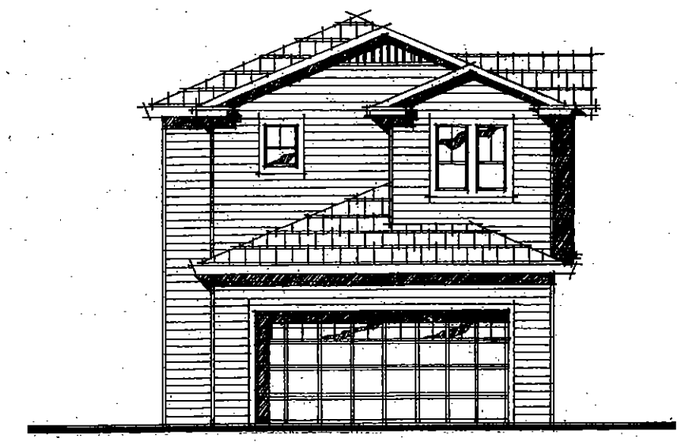
KB HOME



LEFT ELEVATION
TRADITIONAL
SIDE ELEVATION ENHANCEMENT
WHEN VISIBLE FROM ADJACENT
ROADWAYS



RIGHT ELEVATION
TRADITIONAL



REAR ELEVATION
TRADITIONAL
GARAGE DOOR w/ OPT. GLASS

PLAN 1

# William Street / Martin Park

KB Home South Bay Division

SDG Architects, Inc.
925.634.7600
03 September 2004

GENERAL DEVELOPMENT PLAN - EXHIBIT 'C'
PDC 03-098

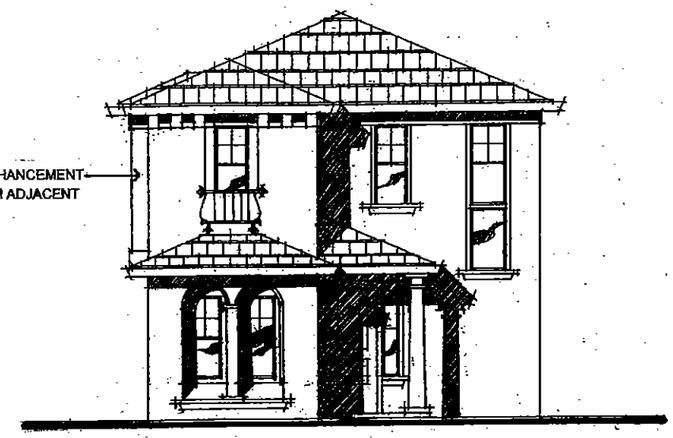
A4

EXTERIOR MATERIALS

Composition Shingle Roofing
Gable & Hip Roof Elements
Lap Siding w/ Wood Trim
Board & Batten Accent
GSM Gutter c/ Wood Fascia
Decorative Shutters
Porch Wall w/ Tapered Columns

TRADITIONAL ELEVATION

SIDE ELEVATION ENHANCEMENT WHEN VISIBLE FROM ADJACENT ROADWAYS

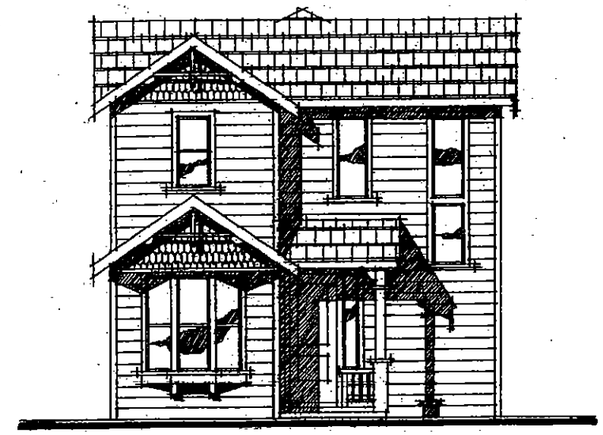


ITALIANATE ELEVATION

EXTERIOR MATERIALS

Composition Shingle Roofing
Hipped Roof Elements
Stucco Accent Corbels & Trim
Exterior Stucco Finish
Built Up Window Trim Accents
Iron Accent Railings
GSM Gutter c/ Wood Fascia
Arched Window Accents

VICTORIAN ELEVATION
w/ OPT. EXTENDED PORCH



VICTORIAN ELEVATION

EXTERIOR MATERIALS

Composition Shingle Roofing
Gable Roof Elements
Lap Siding w/ Wood Trim
Shingle Accent Siding
Gable End Wood Accent Trim
Optional Bay Window
Wood Porch Posts w/
Wood Corbels & Trims

PLAN 2

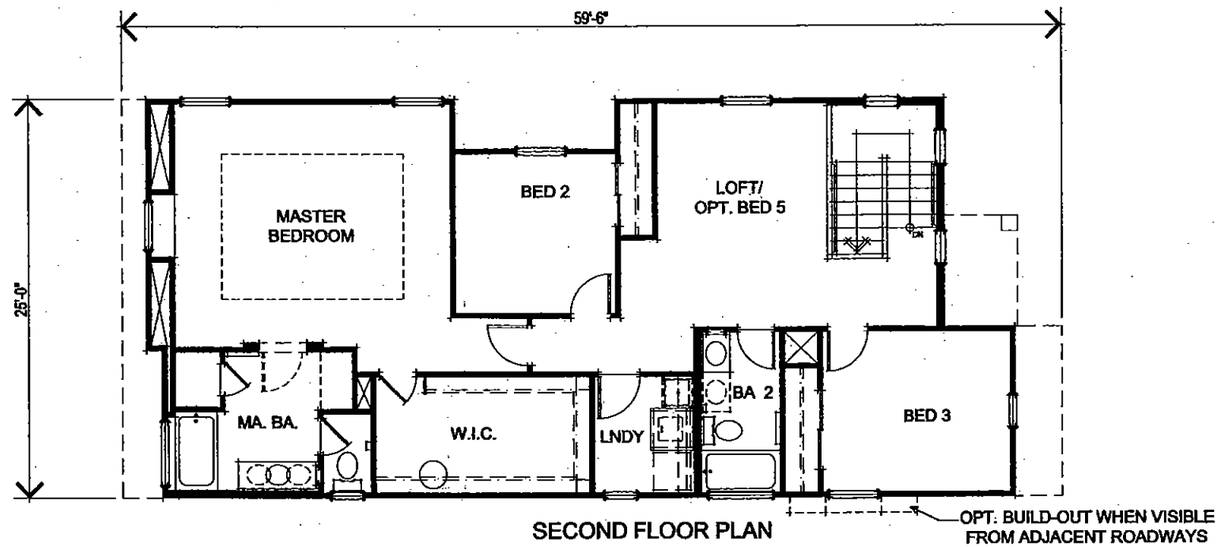
# William Street / Martin Park

KB Home South Bay Division

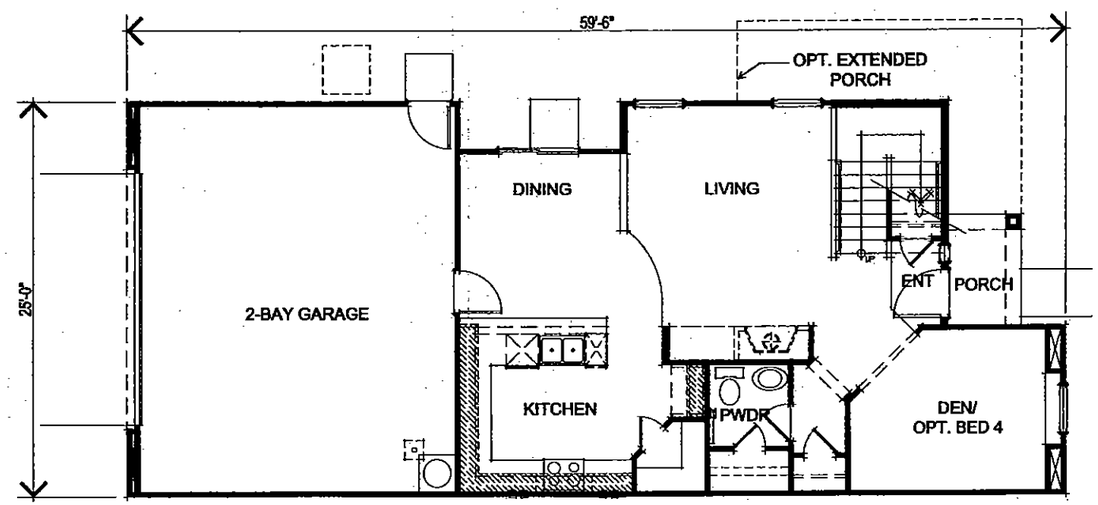
SDG Architects, Inc.
925.634.7890
03 September 2004

GENERAL DEVELOPMENT PLAN - EXHIBIT 'C'
PDC 03-098

A5




SECOND FLOOR PLAN




FIRST FLOOR PLAN

| SQUARE FOOTAGE | |
|---|---|
| FIRST FLOOR : | 818 SQ. FT. |
| SECOND FLOOR : | 1188 SQ. FT. |
| TOTAL LIVING : | 2006 SQ. FT. |
| 2-CAR GARAGE: | 509 SQ. FT. |
| PORCH: | 33 SQ. FT. |

0 1' 2 3 4' 8'

PLAN 2

# William Street / Martin Park

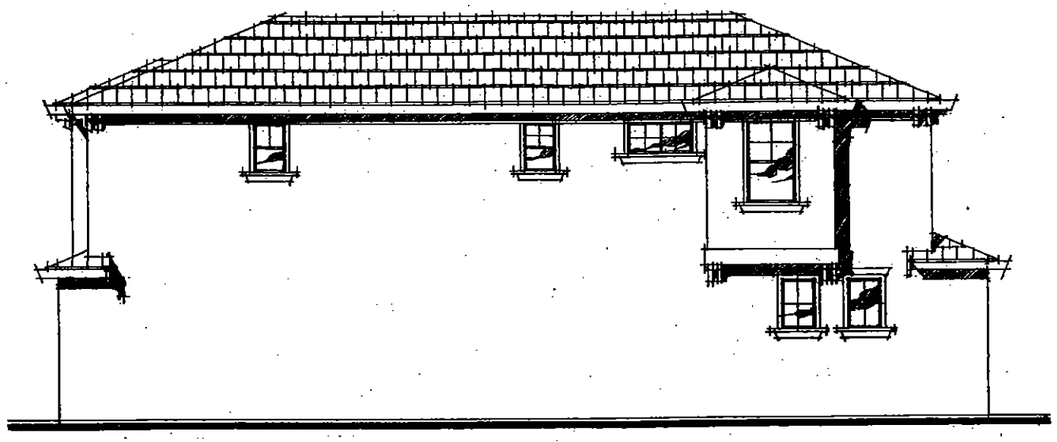
KB Home South Bay Division

SDG Architects, Inc.
925.634.7000
03 September 2004

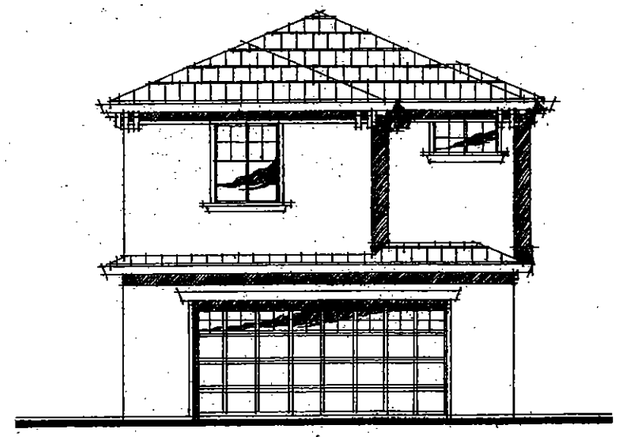
GENERAL DEVELOPMENT PLAN - EXHIBIT 'C'
PDC 03-098

A6

KB HOME



**LEFT ELEVATION**
**ITALIANATE**
SIDE ELEVATION ENHANCEMENT
WHEN VISIBLE FROM ADJACENT
ROADWAYS



**REAR ELEVATION**
**ITALIANATE**
GARAGE DOOR w/ OPT. GLASS

**RIGHT ELEVATION**
**ITALIANATE**
**w/ OPT. EXTENDED PORCH**

PLAN 2

# William Street / Martin Park

KB Home South Bay Division

SDG Architects, Inc.
925.634.7000
03 September 2004

GENERAL DEVELOPMENT PLAN - EXHIBIT 'C'
PDC 03-098

A7

EXTERIOR MATERIALS

Composition Shingle Roofing
Gable Roof Elements
Lap Siding w/ Wood Trim
Corbel & Vent Accents
Tapered Window Trim
Paired Columns on Bases
Optional Stone Veneer
Decorative Porch Rail

BUNGALOW ELEVATION

VICTORIAN ELEVATION

EXTERIOR MATERIALS

Composition Shingle Roofing
Gable Roof Elements
Lap Siding w/ Wood Trim
Shingle Accent Siding
Gable End Wood Accent Trim
Tower Element w/ WD Corbels
Wood Porch Posts w/
Wood Corbels & Trims

ITALIANATE ELEVATION
w/ OPT. EXTENDED PORCH

ITALIANATE ELEVATION

EXTERIOR MATERIALS

Composition Shingle Roofing
Hipped Roof Elements
Stucco Accent Corbels & Trim
Exterior Stucco Finish
Built Up Window Trim Accents
GSM Gutter o/ Wood Fascia
Tapered Porch Columns

PLAN 3

# William Street / Martin Park

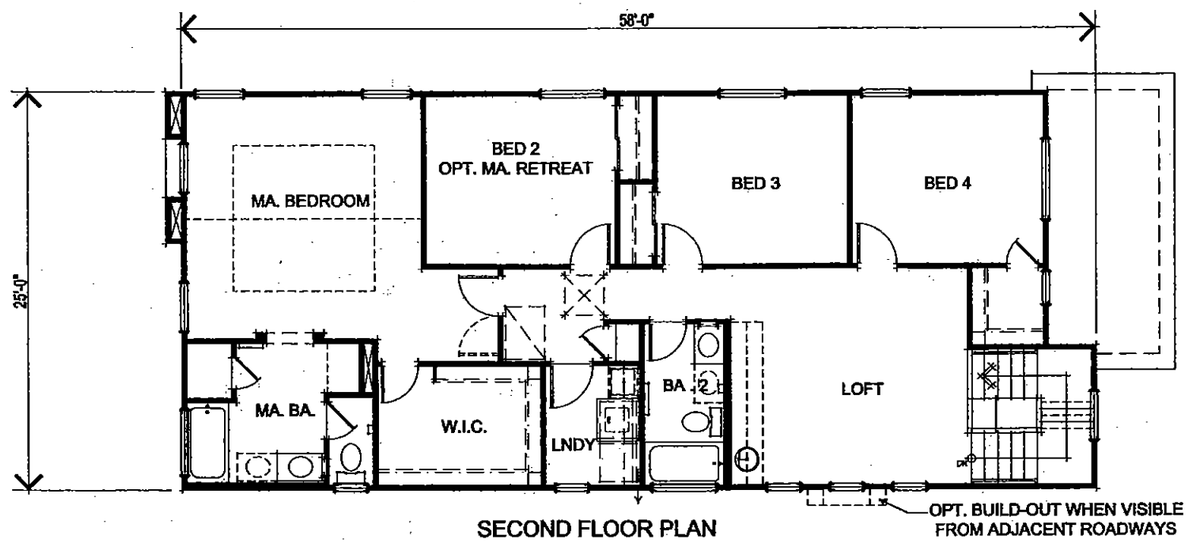
KB Home South Bay Division

GENERAL DEVELOPMENT PLAN - EXHIBIT 'C'
PDC 03-098

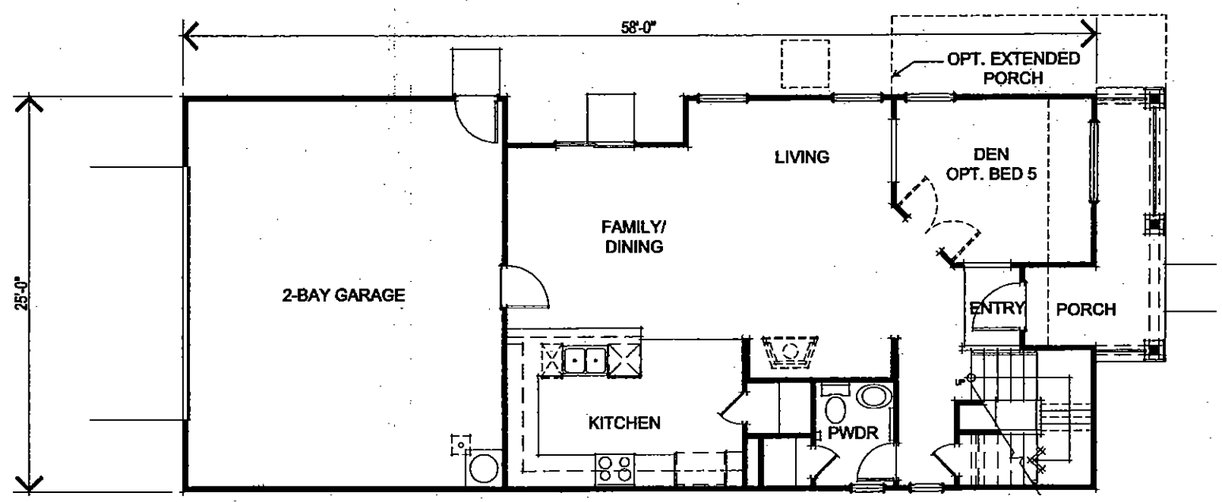
SDG Architects, Inc.
925.634.7000
03 September 2004

A8

KB HOME




SECOND FLOOR PLAN




FIRST FLOOR PLAN

| SQUARE FOOTAGE | |
|---|---|
| FIRST FLOOR : | 885 SQ. FT. |
| SECOND FLOOR : | 1337 SQ. FT. |
| TOTAL LIVING : | 2222 SQ. FT. |
| 2-CAR GARAGE: | 508 SQ. FT. |
| PORCH: | 92 SQ. FT. |

0 1' 2 3 4' 8'

PLAN 3

# William Street / Martin Park

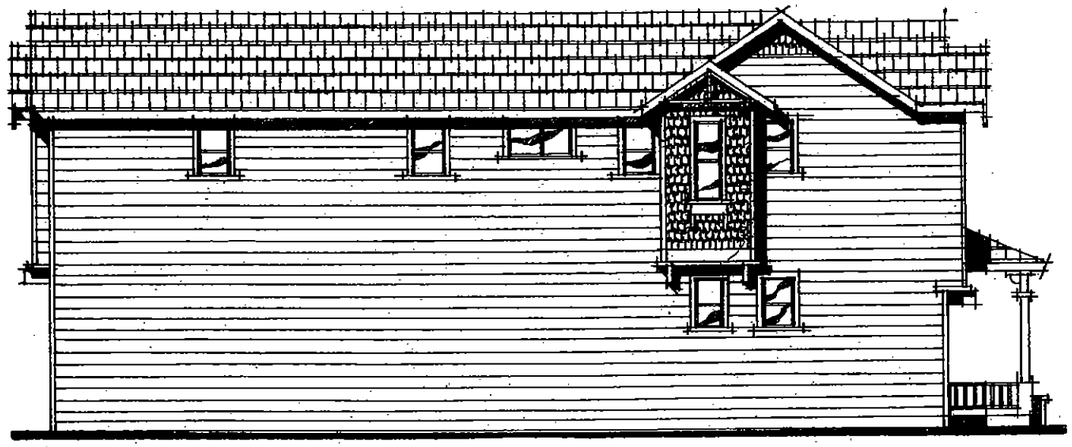
KB Home South Bay Division

SDG Architects, Inc.
925.634.7080
03 September 2004

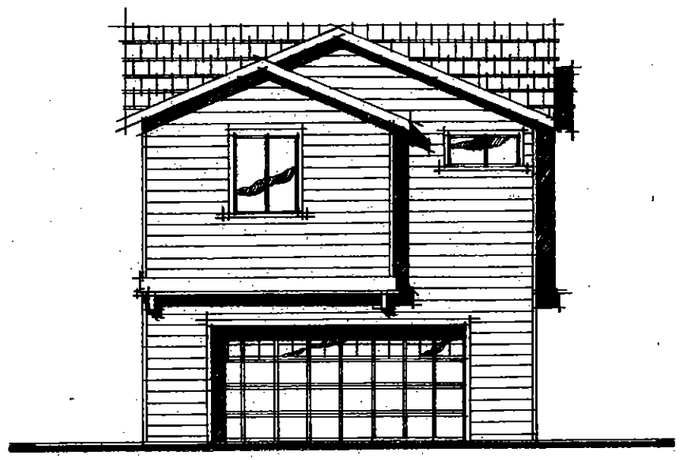
GENERAL DEVELOPMENT PLAN - EXHIBIT 'C'
PDC 03-098

A9

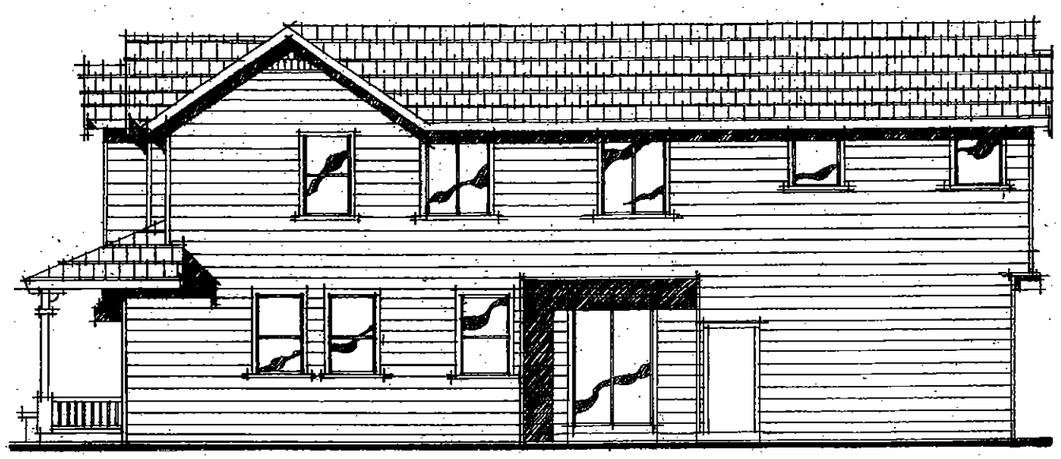
KB HOME



**LEFT ELEVATION**
**VICTORIAN**
SIDE ELEVATION ENHANCEMENT
WHEN VISIBLE FROM ADJACENT
ROADWAYS



**REAR ELEVATION**
**VICTORIAN**
GARAGE DOOR w/ OPT. GLASS



**RIGHT ELEVATION**
**VICTORIAN**

PLAN 3

# William Street / Martin Park

KB Home South Bay Division

SDG Architects, Inc.
925.634.7900
03 September 2004

GENERAL DEVELOPMENT PLAN - EXHIBIT 'C'
PDC 03-098

A10

KB HOME

EXTERIOR MATERIALS

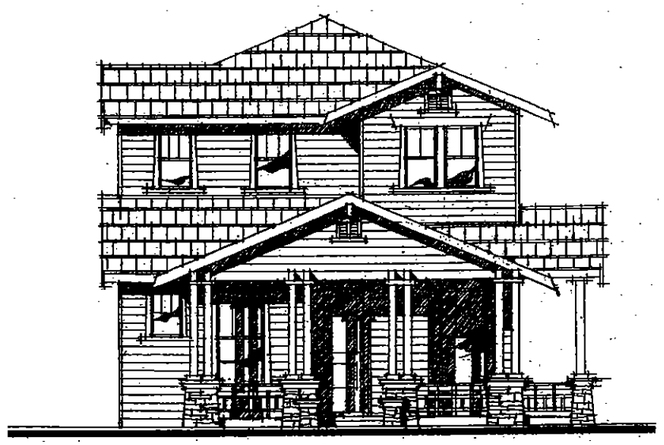
Composition Shingle Roofing
Hipped Roof Elements
Stucco Accent Corbels & Trim
Exterior Stucco Finish
Built Up Window Trim Accents
Iron Accent Railings
~~GSM Gutter c/ Wood Fascia~~
Decorative Porch Rail

ITALIANATE ELEVATION

TRADITIONAL ELEVATION

EXTERIOR MATERIALS

Composition Shingle Roofing
Gable & Hip Roof Elements
Lap Siding w/ Wood Trim
Board & Batten Accent
GSM Gutter c/ Wood Fascia
Decorative Shutters
Porch Wall w/ Tapered Columns



BUNGALOW ELEVATION
w/ OPT. EXTENDED PORCH

BUNGALOW ELEVATION

EXTERIOR MATERIALS

Composition Shingle Roofing
Gable Roof Elements
Lap Siding w/ Wood Trim
Corbel & Vent Accents
Tapered Window Trim
Paired Columns on Bases
Optional Stone Veneer
Decorative Porch Rail

PLAN 4

# William Street / Martin Park

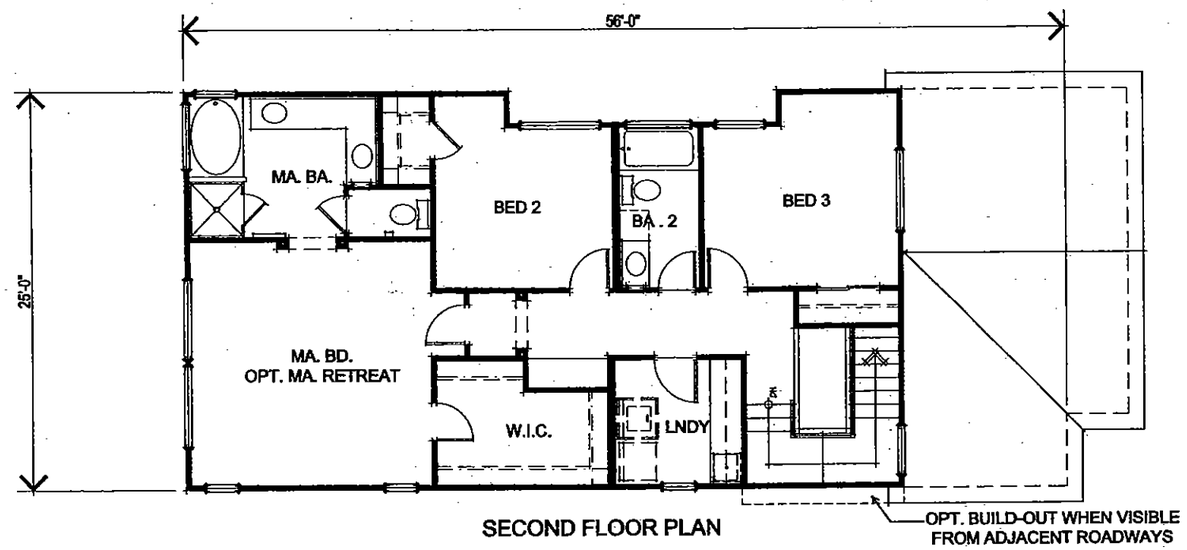
KB Home South Bay Division

SDG Architects, Inc.
925.634.7800
03 September 2004

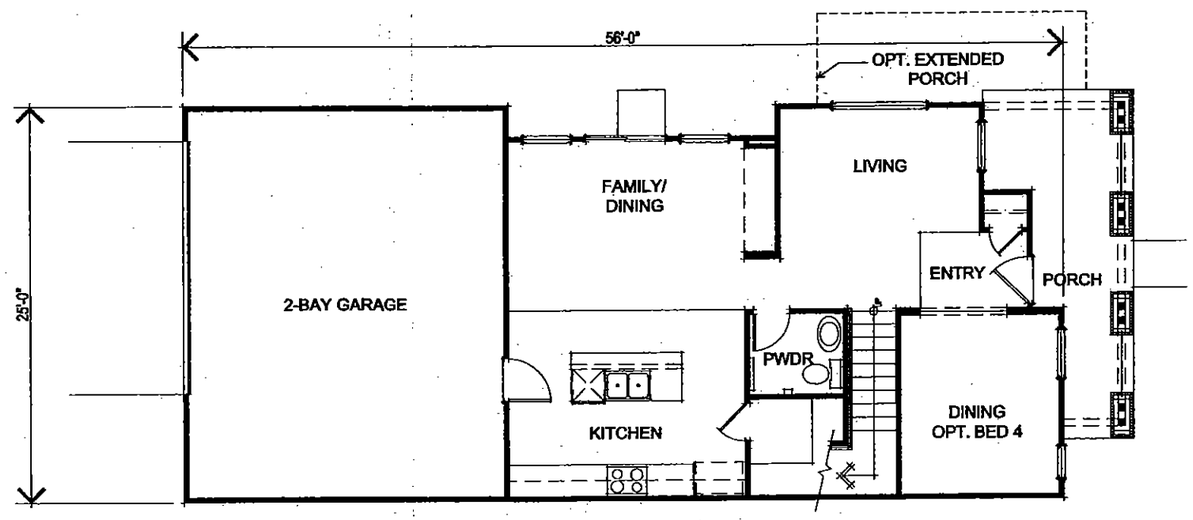
GENERAL DEVELOPMENT PLAN - EXHIBIT 'C'
PDC 03-098

A1.1

KB HOME




SECOND FLOOR PLAN




FIRST FLOOR PLAN

| SQUARE FOOTAGE | |
|---|---|
| FIRST FLOOR : | 807 SQ. FT. |
| SECOND FLOOR : | 1073 SQ. FT. |
| TOTAL LIVING : | 1880 SQ. FT. |
| 2-CAR GARAGE: | 517 SQ. FT. |
| PORCH: | 144 SQ. FT. |

0 1 2 3 4 8

PLAN 4

# William Street / Martin Park

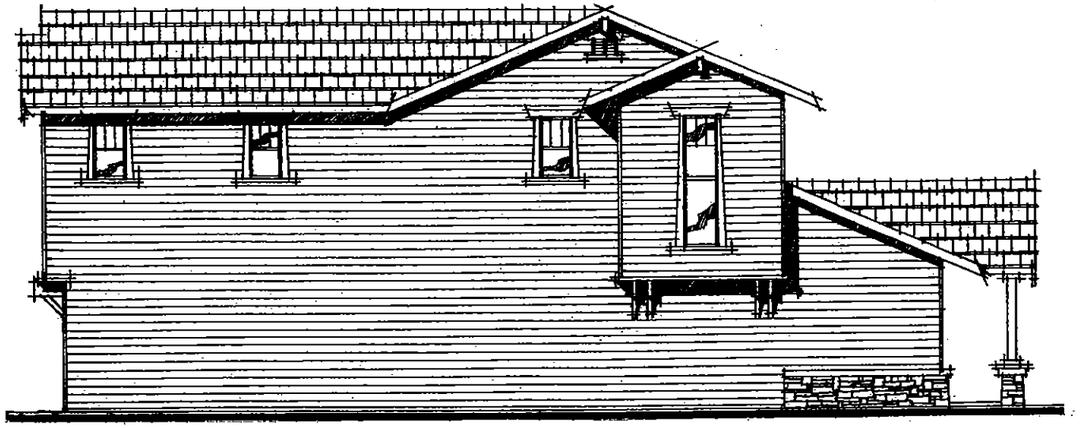
KB Home South Bay Division

SDG Architects, Inc.
925.634.7008
03 September 2004

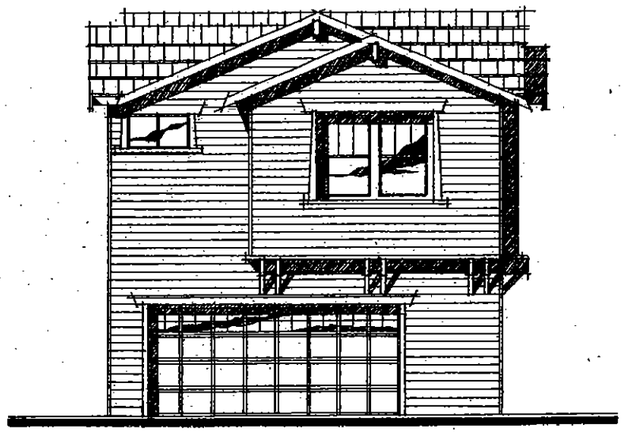
GENERAL DEVELOPMENT PLAN - EXHIBIT 'C'
PDC 03-098

A 1.2

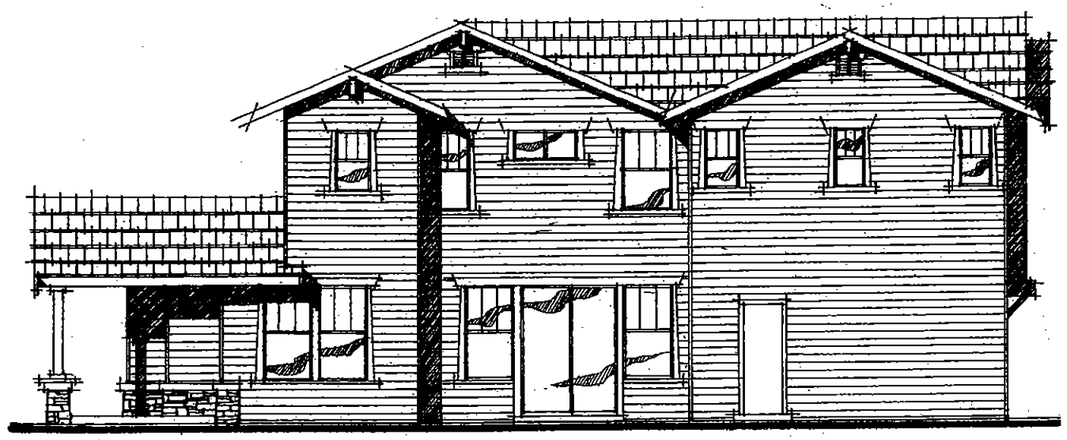
KB HOME



LEFT ELEVATION
BUNGALOW
SIDE ELEVATION ENHANCEMENT
WHEN VISIBLE FROM ADJACENT
ROADWAYS



REAR ELEVATION
BUNGALOW
GARAGE DOOR w/ OPT. GLASS



RIGHT ELEVATION
BUNGALOW

PLAN 4

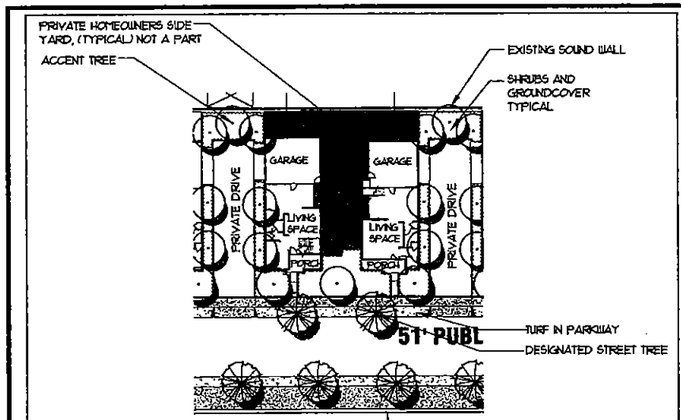
# William Street / Martin Park

KB Home South Bay Division

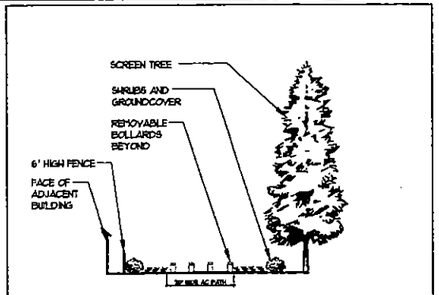
SDG Architects, Inc.
925.634.7800
03 September 2004

GENERAL DEVELOPMENT PLAN - EXHIBIT 'C'
PDC 03-098

A 1.3




Typical Lot Layout 'A'
SCALE: 1"=30'




Emergency Vehicle Access
Typical Section A-A
SCALE: 1"=20'

## PROPOSED PLANT PALETTE

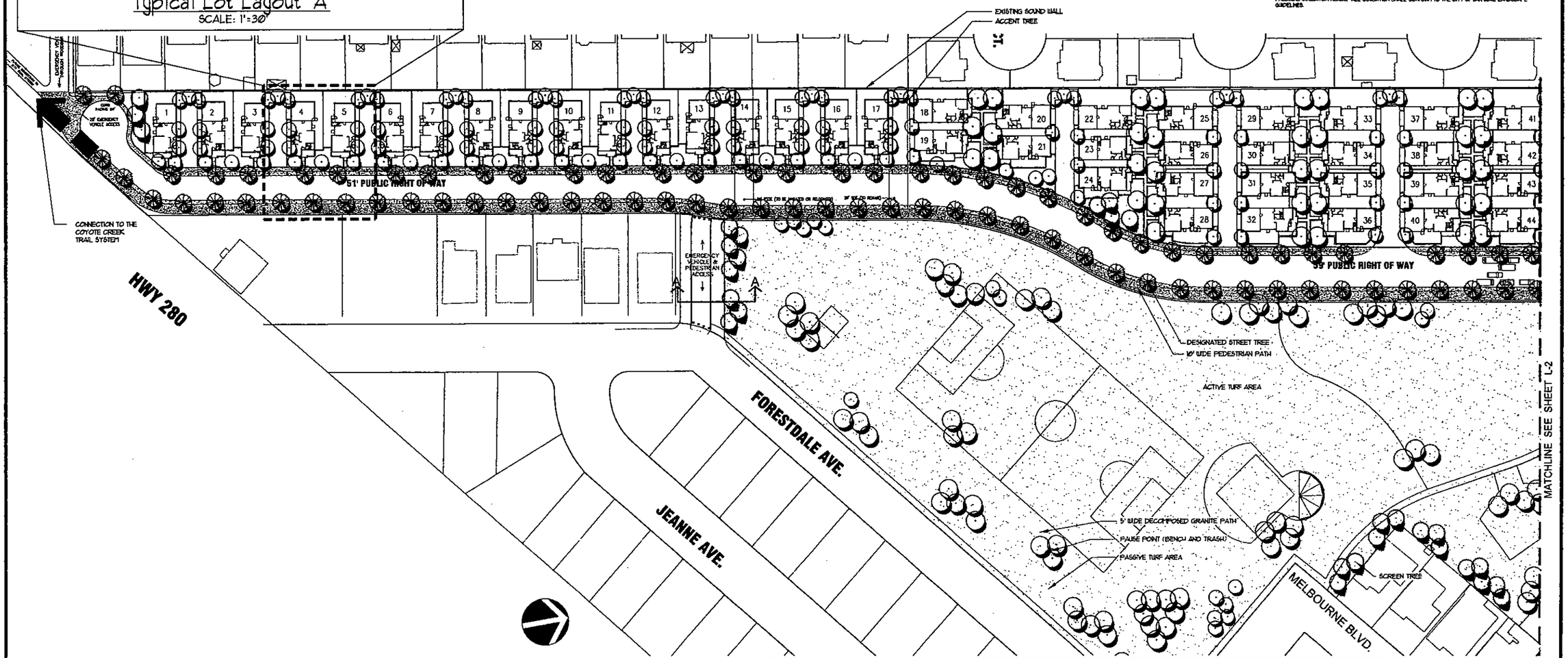
| SYMBOL | BOTANICAL NAME | COMMON NAME | MINIMUM CONTAINER SIZE |
|---|---|---|---|
| | **ACCENT TREES** | | |
| | Liquidambar styraciflua | American Sweet Gum | 8 Gallon |
| | Prunus cerasifera 'Krauter Vesuvius' | Purple Leaf Plum | 8 Gallon |
| | Tristania conferta | Brisbane Box | 8 Gallon |
| | Designated street tree (per City of San Jose guidelines) | | 8 Gallon |
| | **SCREEN TREES** | | |
| | Pinus eldarica | Afghan Pine | 8 Gallon |
| | Sequoia sempervirens | Coast Redwood | 8 Gallon |
| | **PATIO TREES** | | |
| | Arbutus 'Marina' | NCN | 8 Gallon |
| | Lagerstroemia X fauriei | Crape Myrtle | 8 Gallon |
| | Pyrus sp. | Flowering Pear | 8 Gallon |

## PROPOSED PLANT PALETTE

| SYMBOL | BOTANICAL NAME | COMMON NAME | MINIMUM CONTAINER SIZE |
|---|---|---|---|
| | **SHRUBS ACCENT TREES** | | |
| | Azalea sp. | Azalea | 1 Gallon |
| | Agapanthus sp. | Lily of the Nile | 1 Gallon |
| | Camellia sp. | Camellia | 1 Gallon |
| | Dietes vegeta | Fortnight Lily | 1 Gallon |
| | Hemerocallis sp. | Daylily | 1 Gallon |
| | Lavandula sp. | Lavender | 1 Gallon |
| | Nandina domestica | Heavenly Bamboo | 1 Gallon |
| | Pittosporum sp. | NCN | 5 Gallon |
| | Rosa sp. | Rose | 2 Gallon |
| | Rhaphiolepis sp. | Indian Hawthorn | 5 Gallon |
| | Viburnus sp. | Viburnus | 5 Gallon |
| | **GROUNDCOVERS** | | |
| | Fragaria chiloensis | Wild Strawberry | 1 Gallon |
| | Lantana montevidensis | Lantana | 1 Gallon |
| | Hypoporus parvifolius | Hypoporus | 1 Gallon |
| | Pachysandra terminalis | Japanese Spurge | 1 Gallon |
| | Trachelospermum asiaticus | Jasmine | 1 Gallon |
| | **TURF** | | |
| | Turf | Dwarf Fescue | Hydroseeded |

*BARK MULCH. ALL PLANTER AREAS TO RECEIVE A 3" THICK LAYER OF FIR BARK MULCH.

ALL TURF AND SHRUB AREAS TO BE IRRIGATED USING A FULLY AUTOMATIC IRRIGATION SYSTEM UTILIZING LOW PRESSURE IRRIGATION HEADS. ALL IRRIGATION SHALL CONFORM TO THE CITY OF SAN JOSE LANDSCAPE GUIDELINES.




| | BY | DATE | REVISIONS |
|---|---|---|---|
| △ | | | |
| △ | | | |
| △ | | | |
| △3 | JAM | 10.28.04 | REVISED PER CITY COMMENTS |
| △2 | JAM | 8.30.04 | NEW SITE PLAN (LP11) |
| △1 | JAM | 3.25.04 | NEW SITE PLAN |

KB HOME

6700 Koll Center Parkway
Suite 200
Pleasanton, CA 94566

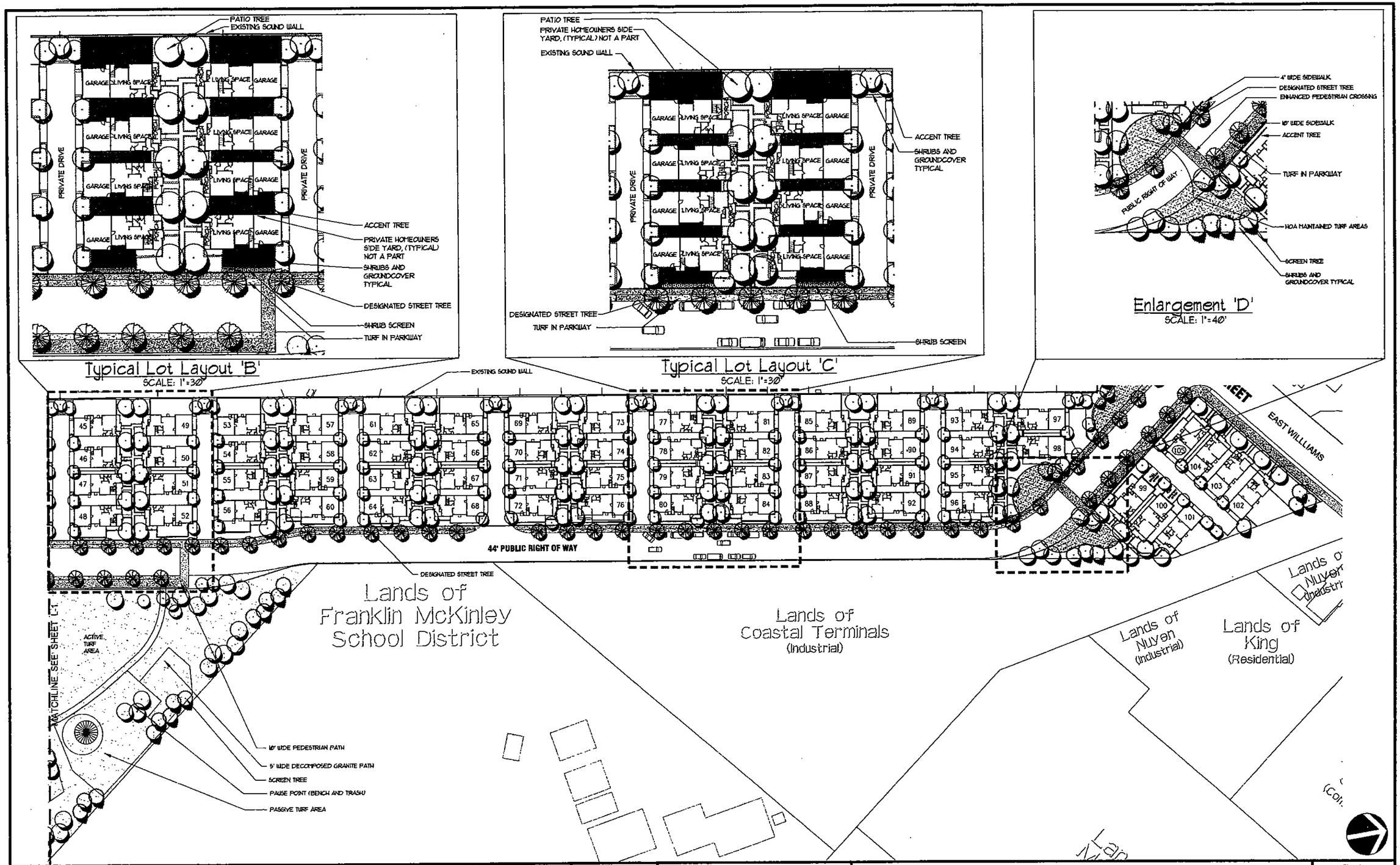
| | |
|---|---|
| Date: | 11.19.03 |
| Scale: | 1"=50' |
| Designed: | DRR |
| Drawn: | JAM |
| Checked: | TA |
| Proj. Engr: | DRR |
| File: | 301001LA11 |

HMH LANDSCAPE ARCHITECTURE
1570 Oakland Rd
San Jose, CA 95131
ph. (408) 487-2200
fx. (408) 487-2222
www.hmh-engineers.com

GENERAL DEVELOPMENT PLAN - EXHIBIT 'C'
PDC 03-098
Conceptual Landscape Plan

Sheet L-1 Of 21 Sheets

JOB NUMBER 3010.01




| BY | DATE | REVISIONS |
|---|---|---|
| JAM | 10.28.04 | REVISED PER CITY COMMENTS |
| JAM | 8.30.04 | NEW SITE PLAN (LP11) |
| JAM | 3.25.04 | NEW SITE PLAN |

KB HOME

6700 Koll Center Parkway
Suite 200
Pleasanton, CA 94566

| | |
|---|---|
| Date: | 11.19.03 |
| Scale: | 1"=50' |
| Designed: | DRR |
| Drawn: | JAM |
| Checked: | TA |
| Proj. Engr: | DRR |
| File: | 301001LA11 |

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GENERAL DEVELOPMENT PLAN - EXHIBIT 'C'
PDC 03-098
Conceptual Landscape Plan

Sheet L-2 of 21 Sheets

JOB NUMBER 3010.01