

PDC07-033 DRAFT DEVELOPMENT STANDARDS

PERMITTED USES:

Residential Area; Single-family attached residential up to 379 dwelling units

Other uses of the RM Zoning District are permitted. Conditional and Special Uses in the RM District are to be evaluated through a Planned Development permit.

Commercial Area: Up to 30,000 square feet for commercial development

Uses of the CN-Commercial Neighborhood Zoning District are permitted. Conditional and Special Uses in the CN District, including but not limited to drive thru uses, are to be evaluated through a Planned Development Permit.

RESIDENTIAL DEVELOPMENT STANDARDS

MINIMUM PERIMETER SETBACKS:

Southeast property line (single-family residences): buildings: 1st story-15 ft
2nd story-20 ft
3rd story-50 ft
parking: 7 ft

Easterly property line (single-family residences): buildings : 1st story-15 ft
2nd story-20 ft
3rd story-50 ft
parking: 7 ft

Northerly property line (along Berryessa Road): buildings: 20 ft

South property line (along Jackson Ave.): buildings: 15 ft

MINIMUM INTERNAL SETBACKS: Due to the narrow separation between units that is less than the Residential Design Guidelines recommendations, additional 2nd and 3rd story setbacks will be provided at the PD Permit stage to the satisfaction of the Director of Planning, Building and Code Enforcement.

MAXIMUM BUILDING HEIGHT: 45 ft

VEHICLE PARKING REQUIRED PER UNIT:

Units with 2-car side-by-side garage
no. of bedrooms spaces per unit

1 bedroom unit	2.3
2 bedroom unit	2.5
3 bedroom unit	2.6
3 bedroom+	+0.15 per bedroom

Units with 2-car tandem garage

<u>no. of bedrooms</u>	<u>spaces per unit</u>
1 bedroom unit	2.5
2 bedroom unit	2.7
3 bedroom unit	2.8
3 bedroom+	+0.15 per bedroom

A reduction of up to 5% of the on-site parking spaces may be accommodated if an off-setting number of parking spaces are provided within the new private (or public) street.

NOTE: Minor architectural projections, such as chimneys and bay windows, may project into any setback or building separation by no more than 2'-0" for a horizontal distance not to exceed 10'-0" in length, no more than 20% of the building elevation length.

OPEN SPACE, MINIMUM SQUARE FOOTAGE PER UNIT:

Private open space 60 square feet
Common open space 200 square feet

RETAIL DEVELOPMENT STANDARDS

MINIMUM PERIMETER SETBACKS:

South property line (along Jackson Ave.): buildings: 14 ft

Southeast property line (adjacent to residential): buildings: 10 ft
parking: 5 ft

Easterly property line (adjacent to new internal roadway): buildings: 10 ft

Northerly property line (along Berryessa Road): buildings: 14 ft
parking: 10 ft

MAXIMUM BUILDING HEIGHT: 45 feet

ARCHITECTURE: A condition has been noted in the Draft Development Standards, that the design of the commercial buildings shall conform to the Commercial Design Guidelines to the satisfaction of the Director of Planning, Building, and Code Enforcement.

PARKING STANDARDS:

Per Title 20 of the Zoning Ordinance, as amended

GENERAL NOTES

Environmental Conditions

AIR QUALITY –

The contractor for the project shall implement the following measures during all phases of construction:

- Water all active construction areas at least twice daily and more often during windy periods to prevent visible dust from leaving the site. Active areas adjacent to existing uses shall be kept damp at all times or shall be treated with non-toxic stabilizers or dust palliatives.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
- Pave, apply water at least three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Sweep daily (or more often if necessary) all paved access roads, parking areas, and staging areas at construction sites to prevent visible dust from leaving the site, preferably with water sweepers; water sweepers shall vacuum up excess water to avoid runoff-related impacts to water quality.
- Sweep streets daily (or more often if necessary) if visible soil material is carried onto adjacent public streets, preferably with water sweepers.
- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (i.e., previously-graded areas that are inactive for 10 days or more).
- Enclose, cover, water at least twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.) to prevent visible dust from leaving the site.
- 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.
- Install wheel washers for all existing trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.
- Suspend excavation and grading activities when winds have instantaneous gusts that exceed 25 mph.
- Limit the area subject to excavation, grading, and other construction activities at any one time.
- Clearly post signs at the construction site indicating that diesel equipment standing idle for more than five minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were onsite.
- Stage construction equipment away from any sensitive uses.
- Install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g., compressors).
- A "disturbance coordinator" will be assigned to the project when active construction is occurring within 200 feet of residences. This coordinator will confirm that all air quality construction mitigation measures are enforced. In addition, the coordinator will respond

to complaints from the public regarding air quality issues in a timely manner. The contact information for the coordinator shall be posted in plain view at the project site.

At the PD Permit stage, the applicant shall submit plans that indicate the following:

- Provision of bicycle amenities including secure residential and employee bicycle parking, bicycle racks for retail customers and visitors, and bike lane connections. (The project shall provide one bicycle space for every four residential units as per the City's Zoning Ordinance.)
- Pedestrian facilities that include easy access and signage to bus stops and roadways that serve the major site uses (e.g. retail and residential uses).
- Traffic calming measures in traffic circulation and roadway connection designs.

BIOLOGICAL RESOURCES –

- The applicant shall retain a qualified biologist to conduct a survey and prepare a report not more than one month prior to construction activities to determine the presence of burrowing owls on the site. If owls are present on the site, a mitigation program shall be developed in conformance with the requirements of the California Department of Fish and Game and the U.S. Fish and Wildlife Service. If mitigation includes relocation, owls shall not be relocated during the nesting season (March through August). Prior to the issuance of any grading or building permits, the developer shall submit a biologist's report to the City's Environmental Principal Planner to the satisfaction of the Director of Planning indicating that no owls were found on the site or that owls were present and that mitigation has been implemented in conformance with the requirements of the above regulatory agencies.
- If possible, schedule construction between October and December (inclusive) to avoid the raptor nesting season. If this is not possible, pre-construction surveys for nesting raptors shall be conducted by a qualified ornithologist to identify active raptor nests on the site. Between January and April (inclusive) pre-construction surveys shall be conducted no more than 14 days prior to the initiation of construction activities or tree relocation or removal. Between May and August (inclusive), pre-construction surveys no more than thirty (30) days prior to the initiation of these activities. The surveying ornithologist shall inspect all trees in and immediately adjacent to the construction area for raptor nests. If an active raptor nest is found in or close enough to the construction area to be disturbed by these activities, the ornithologist shall, in consultation with the CDFG, designate a construction-free buffer zone (typically 250 feet) around the nest. The applicant shall submit a report to the City's Environmental Principal Planner indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of Planning prior to issuance of any grading or building permit.

CULTURAL RESOURCES –

- Relocate the Vincent Nola House to a residential setting as set forth below. All

relocation and rehabilitation activities shall be conducted in accordance with the *Secretary of Interior's Standards for Rehabilitating Historic Property* in order to reduce the impact to the historic resource to a less-than-significant level. Relocation plans shall be submitted to the City's Historic Preservation Officer prior to issuance of the appropriate permits as set forth below, to the satisfaction of the Director of Planning, Building, and Code Enforcement and the Director of Public Works.

- Relocate to Open Space Park Area Onsite: Relocate the house to the proposed 25,000 square foot open space area on the site and reuse as the clubhouse for the residential development, to be maintained by the homeowner's association. The house shall be sited in accordance with the plan shown in the supplemental historic evaluation in Appendix D. This option is preferred by the applicant.
 - Retain on Original Site: Retain the house at its original location onsite. Create a parcel that allows sufficient buffer area providing a setback of 25 feet on each side, 35 feet in the rear, and retaining the 30 foot setback in the front. The house shall be retained in accordance with the plan shown in the supplemental historic evaluation in Appendix D. This would require elevating the structure to match the proposed site grades above the flood elevation.
 - Relocate to an Undetermined Site: Relocate the house to a site that meets the criteria for relocation and receiver sites approved by the City. This criteria is specified in the amendment to the historic report in Appendix D. This alternative would require additional evaluation, review, and environmental clearance.
- No PD permit shall be issued on the Vincent Nola House parcel (delineated in the historic supplement and shown in Appendix D) until relocation plans are approved and entitlements issued by the City of San Jose Department of Planning, Building, and Code Enforcement. The City would identify triggers for the timing of final occupancy permits for the rehabilitation work.
 - Prior to disposing of artifacts associated with the Nola Ranch that are not wanted by the Nola, Genco, and Territo families, the Vincent Nola house and site shall be maintained and made available for salvage. The project applicant shall coordinate a salvage tour with History San Jose, Preservation Action Council of San Jose, Victorian Preservation, and the Historic Landmarks Commission by placing the salvage tour on a Historic Landmarks Commission agenda. Representatives shall tour the site in order to identify elements that warrant salvage for public information or for reuse in other locations. The applicant shall be responsible for providing access to the site, including lighting, prior to the removal of any elements from the site, and to facilitate removal and transfer for the identified elements to the above entities. Any elements not identified through this effort for salvage shall be made available to salvage companies facilitating the reuse of historic building materials.
 - Prior to any actions to relocate or remove buildings or sheds on the site, the project applicant shall submit photographic documentation as specified by the professional staff

at History San Jose. The documentation modes, level, and number/orientation of views shall be approved by the City's Historic Preservation Officer. Two copies of the completed documentation shall be submitted to the City's Historic Preservation Officer. One copy should be retained by History San Jose for their archives. The photo documentation shall conform to the City's standard requirements set forth below.

Provide selected black and white views of the existing building according to the following standards:

- *Cover sheet* – The documentation shall include a cover sheet identifying the photographer, providing the address of building, common or historic name of the building, date of construction, date of photographs, and description of photographs.
 - *Camera* – A 35mm camera.
 - *Lenses* – No soft focus lenses. Lenses may include normal focus length, wide angle and telephoto.
 - *Filters* – Photographer's choice. Use of a pola screen is encouraged.
 - *Film* – Must use black and white film; tri-X, Plus-X, or T-Max film is recommended.
 - *View* – perspective view-front and other elevations. All photographs shall be composed to give primary consideration to the architectural and/or engineering features of the structure with aesthetic considerations necessary, but secondary.
 - *Lighting* – Sunlight is usually preferred for exteriors, especially of the front façade. Light overcast days, however, may provide more satisfactory lighting for some structures. A flash may be needed to cast light into porch areas or overhangs.
 - *Technical* – All areas of the photograph must be in sharp focus.
 - *Submission of Photo-Documentation:* Provide three copies of the documentation, including the original prints and negatives, to the Historic Preservation Officer for approval and distribution to History San Jose (Jim Reed, History San Jose, 1650 Senter Road, San Jose, CA 95112-2599, (408) 287-2290), the California Room at the MLK Jr. Library (Bob Johnson, Dr. MLK Jr. Library, California Room, 150 E. San Fernando St., San Jose, CA 95112, (408) 808-2136), and the Northwest Information Center at Sonoma State University. Digital photos may be provided as a supplement to the above photo-documentation, but not in place of it. Digital photography shall be recorded on a CD and submitted with the above.
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- If possible, documentation of the site should also include video of interviews with the Nola, Territo, and Genco families regarding their memories of the ranch operations and family.
 - The "roadside" fruit stand shall be incorporated into the proposed development to maintain a connection with the site's past use and the history of Grace Nola and the Nola Orchard. The stand should be maintained until it is relocated on the project property (e.g., within the proposed park or retail areas).
 - Relocation.: Prior to issuance of Public Works clearance, the structure(s) shall be advertised for relocation. A dollar amount equal to the estimated cost of demolition as certified by a licensed contractor shall be offered to the recipient of the building. The project applicant shall provide evidence to the Historic Preservation Officer that an advertisement has been

placed in a newspaper of general circulation, posted on a website, and posted at the site for a period of no less than 30 days.

HAZARDS AND HAZARDOUS MATERIALS –

- A remedial work plan shall be prepared and submitted to the Director of Planning, Building and Code Enforcement, and the Municipal Environmental Compliance Officer prior to the issuance of Public Works clearance. The plan shall be implemented to reduce contamination below Environmental Screening Levels for residential uses, assure the safety of construction workers and future site users, and assure proper management of contaminated materials in accordance with state and local regulatory requirements. This plan shall incorporate the following:
 - Soil sampling in areas adjacent to painted structures for lead and pesticide residuals. If results indicate the presence of such materials in excess of the Environmental Screening Levels for residential uses, site remediation shall be completed to reduce contamination to acceptable levels.
 - A soil management component to establish the management practices for handling any items encountered during construction such as buried debris, impacted soil, and/or burn pits.
- All remaining hazardous materials that may be stored on the site shall be removed and properly disposed of prior to commencement of construction activities on the site.
- The existing wells and septic systems shall be properly abandoned in accordance with all applicable regulations.

NOISE –

- All new multi-family housing is subject to the requirements of the 2007 California Building Code (Chapter 12, Appendix Section 1207.11.2). Since noise levels exceed 60 dBA DNL on the site, an analysis detailing the treatments incorporated in the building plans shall be submitted to the City Building Department prior to issuance of a building permit. The report shall demonstrate that the design would achieve an interior DNL of 45 or less in all habitable residential areas. Typically, where the exterior noise levels are between 60-70 dBA DNL, treatments include forced-air mechanical ventilation or air conditioning to achieve a habitat interior environment with the windows closed. The noise study for the project identified the need for sound-rated windows and exterior door assemblies for some units, as presented in Appendix G.
- Mitigation shall be provided for outdoor use areas for balconies and patios of residences exposed to noise levels of 76 dBA DNL or greater (i.e., along Berryessa Road). This could include partial height or full “greenhouse-type” noise barriers. The specific treatments shall be determined on a unit-by-unit basis. Results of the unit-by-unit acoustical analysis, including the description of the necessary noise control treatments, shall be submitted to the City prior to issuance of PD permit.

- Prior to development of the proposed commercial uses, prepare a project-specific acoustical analysis to evaluate noise sources at the proposed retail center and implement recommendations to assure that exterior noise levels at adjacent residential uses are not exceeded, in accordance with the standards in the City's Zoning Ordinance.

TRANSPORTATION / TRAFFIC -

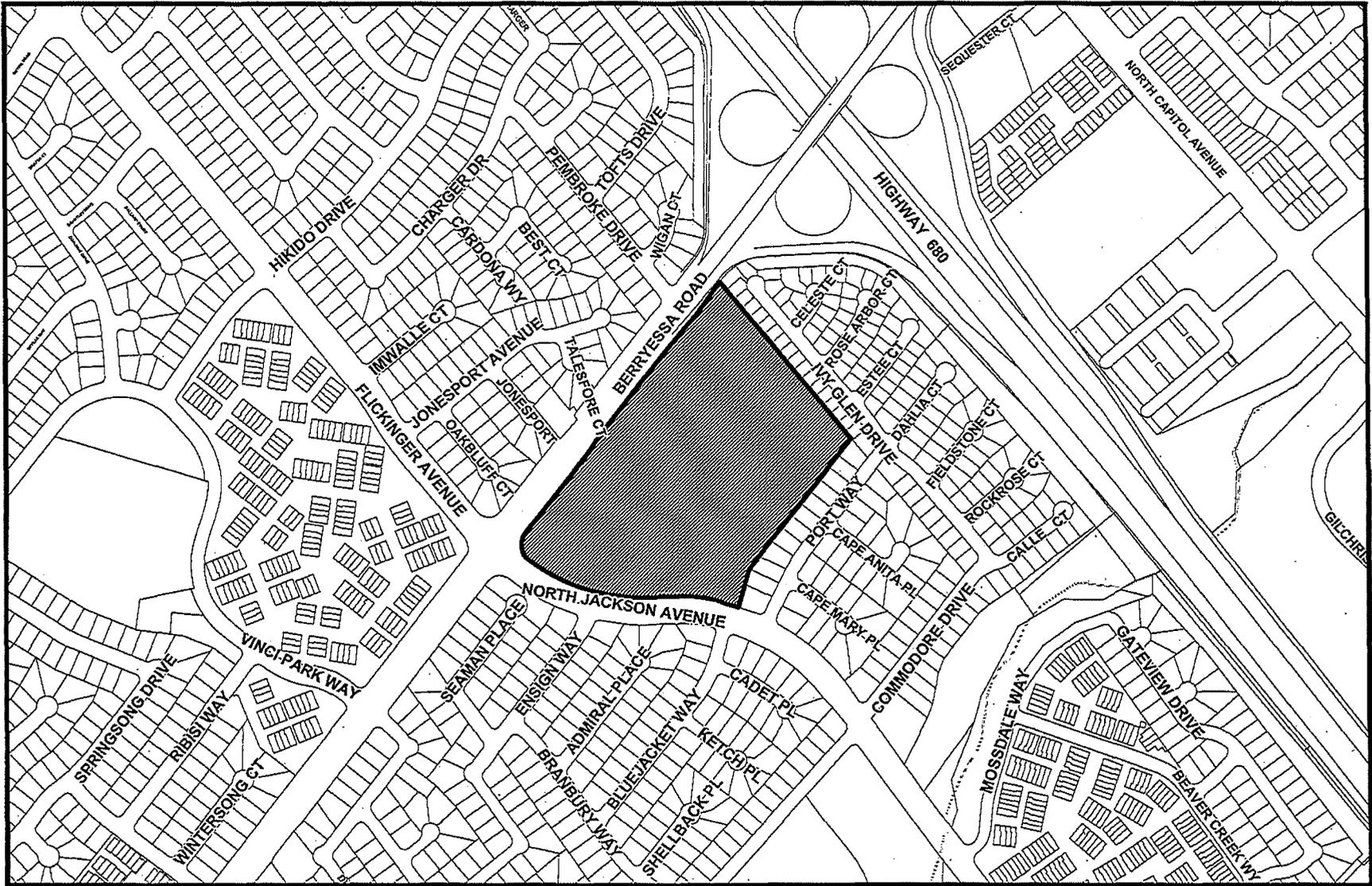
Project Mitigation

- **US 101 Northbound Ramp/Old Oakland Road Intersection.** The recommended improvement measure for this intersection is consistent with the planned roadway improvements identified as part of the North San Jose Development Plan and the Flea Market Development Project. These improvements consist of adding a second southbound right-turn lane and a second northbound left-turn lane. This improvement would require significant modification to the existing structure. The project developer shall implement the following:
 - Participate in the City's US 101/Oakland/Mabury Transportation Development Policy. The City of San Jose has an adopted transportation policy for the US 101/Oakland/Mabury transportation corridor that will allow developments to pay a traffic impact fee based on the amount of project traffic traveling through this corridor. The policy includes improvements on the US 101/Oakland Road interchange, improvements to maximize capacity at the intersections of Old Oakland/Commercial Street and Berryessa Road/Commercial Street, and construction of a new US-101/Mabury interchange. The intent of the policy is to allow more projects to develop and temporarily allow traffic congestion in excess of the City's LOS standard for a limited time prior to construction of the required transportation improvements. The new policy includes a fee requiring all new developments to pay a fair share contribution for using a portion of the interchange capacity that would be created with the buildout of the US 101/Oakland Road interchange and construction of a new US 101/Mabury Road interchange. Based on the new available capacity that would be created, each new development would be required to contribute \$30,000 for each new PM peak hour vehicle trip that it would add to the US 101/Oakland Road interchange.
 - **Commercial Street/Old Oakland Road Intersection.** The addition of a second westbound left-turn lane would improve conditions to an acceptable level. This improvement measure is consistent with the planned roadway improvements identified as part of the North San Jose Development Policy and the Flea Market development project and is also identified in the US 101/Oakland/Mabury Transportation Development Policy, within which the project proposes to participate (see above).

Cumulative Mitigation

- **Berryessa Road/Capitol Avenue.** Converting the southbound approach to provide one through lane, one shared through/right-turn lane, and one right-turn only lane would improve the operating conditions to an acceptable LOS D. The overlapping right-turn

phasing for the southbound approach may need to be removed, however the intersection would continue to operate at acceptable levels of service with the recommended change in striping. The estimated cost for this improvement is approximately \$10,000 or less, and would not require modification to the existing curb line. The Pepper Lane project will make a fair share contribution toward improvements to this intersection.



Scale: 1" = 600'

Map Created On: 10/17/2007

Noticing Radius: 1,000 feet

File No: PDC07-033

District: 4

Quad No: 51

Memorandum

TO: Reena Mathew
Planning and Building

FROM: Michael Liw
Public Works

SUBJECT: FINAL RESPONSE TO
DEVELOPMENT APPLICATION

DATE: 03/25/08

PLANNING NO.: PDC07-033
DESCRIPTION: Planned Development Rezoning from the R-1-5(PD) Planned Development & A-Agriculture Zoning Districts to the A(PD) Planned Development Zoning District to allow up to 379 single-family attached residences and 30,000 square feet for commercial uses on a 20.18 gross acres site
LOCATION: southeast corner of Berryessa and Jackson Avenue
P.W. NUMBER: 3-12552

Public Works received revised plans for the subject project on 03/18/08 and submits the following comments and requirements.

Project Conditions:

Public Works Clearance for Building Permit(s) or Map Approval: Prior to the approval of the Tract Map by the Director of Public Works, or the issuance of Building permits, whichever occurs first, the applicant will be required to have satisfied all of the following Public Works conditions. The applicant is strongly advised to apply for any necessary Public Works permits prior to applying for Building permits.

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. **Sanitary:** A sanitary sewer flow monitoring and analysis is required prior to PD Permit approval for this project. The flow monitoring locations have been provided to the applicant's engineer.
3. **Transportation:**
 - a) This project is required to join the US-101/Oakland Road Area Development Policy which includes the payment of the traffic impact fees. The current fee is \$30,000 per trip through the proposed interchange. The estimated amount for this project is \$2,040,000 (based on 68 PM peak-hour trips determined by the traffic

- report). The payment is due prior to the issuance of Public Works clearance for the building permit.
- b) Construct new traffic signal at the intersection of Jackson Avenue and Commodore Drive.
 - c) Modification of the existing traffic signal at Berryessa Road and Jackson Avenue is required. The modification should include the following:
 - i) Re-construct landscaped median island along Berryessa Road to accommodate a second west bound left turn lane and close the existing median break to eliminate left turn movements to the site.
 - ii) Add a second east bound left turn lane on Berryessa Road
 - iii) Construct landscaped median island along Jackson Avenue frontage and add a second north bound left turn lane on Jackson Avenue.
 - iv) Add a second south bound left turn lane on Jackson Avenue.
4. **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.
5. **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.
- a) The project's preliminary Stormwater Control Plan and numeric sizing calculations have been reviewed. At PD stage, submit the final Stormwater Control Plan and numeric sizing calculations to include the following:
 - i) All proposed impervious areas must be treated, including the public street dedication area.
 - ii) Provide a summary table of all pervious and impervious surface area. The sum of the area data shown on the Stormwater Control Plan should match the gross site total within the entire project boundary.
 - iii) Provide a table showing type of treatment control measure for each drainage area.
 - iv) The minimum swale bottom width should be 2 feet.
 - v) Show longitudinal slopes for all of the proposed swales. In addition, revise the plan to show minimum side slope of 3:1.

- b) Final inspection and maintenance information on the post-construction treatment control measures must be submitted prior to issuance of a Public Works Clearance.
 - c) A post construction Final Report is required by the Director of Public Works from a Civil Engineer retained by the owner to observe the installation of the BMPs and stating the all post construction storm water pollution control BMPs have been installed as indicated in the approved plans and all significant changes have been reviewed and approved in advance by the Department of Public Works.
6. **Flood: Zone AO-2**
- a) Elevate the lowest floor of all buildings, including basement, more than 2 feet above the highest existing adjacent grade to the proposed structure.
 - b) 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.
 - c) 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.
 - d) Provide vent openings for all enclosures below the base flood elevation (ex. crawlspace, at-grade garages), except basements. The design must either be certified by a registered professional engineer or meet the following requirements: Provide vent openings on at least two exterior walls of each enclosure to automatically equalize the lateral pressure of the floodwaters. The bottom of each opening shall be no higher than twelve inches above the exterior adjacent grade. Provide a minimum of two vent openings having a total net area of not less than one square inch per one square foot of enclosed area.
7. **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.
8. **Parks:** In accordance with the Parkland Dedication and Park Impact Ordinances (SJMC 19.38/14.25), the park impact fee will be due for any additional living units that are built.
9. **Undergrounding:** The In Lieu Undergrounding Fee shall be paid to the City for all frontages adjacent to Berryessa Road prior to issuance of a Public Works clearance. 100 percent of the base fee in place at the time of payment will be due. (Currently, the base fee is \$224 per linear foot of frontage.)
10. **Street Improvements:**
- a) Construct all transportation improvements as listed under item 3.
 - b) Re-construct curb, gutter, and sidewalk along Berryessa Road and Jackson Avenue frontages. The attached sidewalk should be 12' and 10' wide for Berryessa Road and Jackson Avenue, respectively.
 - c) Close unused driveway cut(s).

- d) Install handicap ramp(s) at the corner of Berryessa Road and Jackson Avenue. The handicap ramps should meet the current City standards with detectable warnings.
 - e) Berryessa Road should be a 130' arterial. A 20' dedication is required project frontage.
 - f) Dedication and improvement of the public streets to the satisfaction of the Director of Public Works.
 - g) Applicant shall be responsible to remove and replace curb, gutter, and sidewalk damaged during construction of the proposed project.
 - h) 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.
11. **Complexity Surcharge:** 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.
12. **Electrical:** Installation, relocation and re-lamping of electroliers may be required. 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.
13. **Street Trees:**
- a) The locations of the street trees will be determined at the street improvement stage. Street trees shown on this permit are conceptual only.
 - b) Contact the City Arborist at (408) 277-2756 for the designated street tree.
 - c) 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.
14. **Private Streets:**
- a) Sanitary manholes or clean-outs are required within 5' of property line at all lateral locations connecting to the public mains.
 - b) Per Common Interest Development (CID) Ordinance, all common infrastructure improvements shall be designed and constructed in accordance with the current CID standards.
 - c) 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.

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Please contact the Project Engineer, Vivian Tom, at (408) 535-6819 if you have any questions.

Michael Liw
Senior Civil Engineer
Transportation and Development Services Division

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