

RESOLUTION NO. 22-9127

**A RESOLUTION OF THE CITY OF SANTA CLARA, CALIFORNIA
TO ADOPT THE MITIGATED NEGATIVE DECLARATION AND
MITIGATION MONITORING AND REPORTING PROGRAM FOR
THE 3155 EL CAMINO REAL RESIDENTIAL PROJECT LOCATED
AT 3141 – 3155 EL CAMINO REAL, SANTA CLARA**

PLN2020-014674 (Rezone)
PLN2020-14705 (Tentative Tract Map)
CEQ2020-01080 (Mitigated Negative Declaration)

BE IT RESOLVED BY THE CITY OF SANTA CLARA AS FOLLOWS:

WHEREAS, on October 29, 2020, Oak Investment Group, LLC (“Applicant”) filed an application for the 2.14 acre site consisting of two contiguous parcels located at 3141 – 3155 El Camino Real with surface parking lots and seven one-story commercial buildings totaling 21,780 square feet (“Project Site”);

WHEREAS, the Applicant applied to rezone the Project Site from Thoroughfare Commercial (CT) to Planned Development (PD) to allow a 60-unit residential development consisting of 40 townhomes and 20 flats, private street, and on- and off-site improvements (“Project”) as shown on the Development Plans, attached hereto and incorporated herein by this reference;

WHEREAS, the Project approvals will include Resolution No. 22-9128 (“City Council Rezoning Resolution”); Resolution No. 22-9129 (“City Council Tentative Tract Map Resolution”); and this California Environmental Quality Act (“CEQA”) Resolution (collectively, the “Approvals”);

WHEREAS, pursuant to CEQA, and the regulations implementing the Act, specifically 14 Cal. Code of Regs § 15070, this Project was determined after an Initial Study to identify potentially significant effects on the environment which could be avoided with the implementation of mitigation measures, resulting in the drafting of a Mitigated Negative Declaration (“MND”) and Mitigation Monitoring and Reporting Program (“MMRP”);

WHEREAS, in conformance with CEQA, the MND was noticed and circulated for a 30-day public review period to the State Office of Planning and Research, Santa Clara County Clerk’s Office,

interested parties, and property owners within 500 feet of the Project Site from February 14, 2022 to March 15, 2022, where during that period comment letters were received from the California Department of Transportation (Caltrans) and Santa Clara Valley Transportation Authority, and along with the attached Responses to Comments Received on the MND are made part of the record;

WHEREAS, on June 1, 2022, a newspaper notice for this item was published in *The Weekly*, a newspaper of general circulation for the City, for the Planning Commission meeting of June 15, 2022 and City Council meeting of July 12, 2022;

WHEREAS, on June 2, 2022 notices of the public meeting for the Planning Commission meeting of June 15, 2022 and City Council meeting of July 12, 2022 were posted in three conspicuous locations within 300 feet of the Project Site, and mailed to all property owners within 500 feet of the Project Site boundaries;

WHEREAS, on June 15, 2022, the Planning Commission considered the Project, MND, MMRP and all pertinent information in the record, including public testimony, at the conclusion of which the planning Commission voted to recommend that the City Council adopt the MND and MMRP, approve a rezoning to allow a 60 unit residential development consisting of 40 townhomes and 20 flats, and approve the Tentative Tract Map to subdivide the land into residential condominiums and a common interest lot to serve the development; and

WHEREAS, the City Council reviewed the MND prepared for the Project, City staff report pertaining to the MND and all evidence at a duly noticed public hearing on July 12, 2022. All these documents and evidence are herein incorporated by reference into this Resolution.

NOW THEREFORE, BE IT FURTHER RESOLVED BY THE CITY OF SANTA CLARA AS FOLLOWS:

1. That the City Council hereby finds that the above Recitals are true and correct and by this reference makes them a part hereof.

2. That the City Council hereby finds that all potentially significant environmental impacts that may directly or indirectly result from the Project would be reduced to a less-than-significant level by the mitigation measures specified in the MND and MMRP.

3. That the City Council hereby finds that the MND is complete, prepared in compliance with CEQA, and represents the independent judgment of the City Council.

4. That the City Council hereby finds that the MND and MMRP completed for this Project has been completed in compliance with CEQA, and that approval of this Project as mitigated will have no significant negative impacts on the area's environmental resources, cumulative or otherwise, as the impacts as mitigated would fall within the environmental thresholds identified by CEQA.

5. That the City Council hereby adopts the MND and MMRP for the Project as required by the CEQA Guidelines (14 Cal. Code of Regs. § 15074).

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6. The City Council hereby designates the Planning Division of the Community Development Department as the location for the documents and other material that constitute the record of proceedings upon which this decision is based and designates the Director of Community Development as the custodian of records.

7. Effective date. This resolution shall become effective immediately.

I HEREBY CERTIFY THE FOREGOING TO BE A TRUE COPY OF A RESOLUTION PASSED AND ADOPTED BY THE CITY OF SANTA CLARA, CALIFORNIA, AT A REGULAR MEETING THEREOF HELD ON THE 12TH DAY OF JULY, 2022, BY THE FOLLOWING VOTE:


AYES:	COUNCILORS:	Becker, Chahal, Jain, Park, and Watanabe, and Mayor Gillmor
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NOES:	COUNCILORS:	None
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ABSENT:	COUNCILORS:	None
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ABSTAINED:	COUNCILORS:	Hardy
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ATTEST:



NORA PIMENTEL, MMC
ASSISTANT CITY CLERK
CITY OF SANTA CLARA

Attachments incorporated by reference:

1. Mitigated Negative declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP)
2. Responses to Comments on the MND
3. Development Plans

DRAFT
MITIGATION MONITORING AND REPORTING PROGRAM

3155 El Camino Real Residential Development Project

CITY OF SANTA CLARA

April 19, 2022

P R E F A C E

Section 21081 of the California Environmental Quality Act (CEQA) requires a Lead Agency to adopt a Mitigation Monitoring or Reporting Program whenever it approves a project for which measures have been required to mitigate or avoid significant effects on the environment. The purpose of the monitoring or reporting program is to ensure compliance with the mitigation measures during project implementation.

On _____, the Planning Commission approved the Initial Study/Mitigated Negative Declaration for the 3155 El Camino Real Residential Development Project. The Initial Study/Mitigated Negative Declaration concluded that the implementation of the project could result in significant effects on the environment and mitigation measures were incorporated into the proposed project or are required as a condition of project approval. This Mitigation Monitoring or Reporting Program addresses those measures in terms of how and when they will be implemented.

This document does *not* discuss those subjects for which the Initial Study/Mitigated Negative Declaration concluded that mitigation measures would not be required to reduce significant impacts.

MITIGATION MONITORING OR REPORTING PROGRAM 3155 El Camino Real Residential Development Project				
Impacts	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
Air Quality				
IMPACT AIR-1: The proposed project would generate fugitive dust in the form of PM10 and PM2.5 which would expose sensitive receptors to substantial pollutant concentrations.	<p>MM BIO-1: During any construction period ground disturbance, the applicant shall ensure that the project contractor implement measures to control dust and exhaust. Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less than significant level. Additional measures are identified to reduce construction equipment exhaust emissions. The contractor shall implement the following best management practices that are required of all projects:</p> <ul style="list-style-type: none"> • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph). • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 	During any construction period ground disturbance.	Project applicant	Director of Community Development

MITIGATION MONITORING OR REPORTING PROGRAM 3155 El Camino Real Residential Development Project				
Impacts	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
	<ul style="list-style-type: none"> Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. Post a publicly visible sign with the telephone number project construction superintendent regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. 			
IMPACT AIR-2: The construction of the proposed project would result in nearby sensitive receptors being exposed to TAC emissions in excess of BAAQMD threshold	MM AIR-2.1: Prior to the issuance of any demolition, grading, or building permits (whichever occurs earliest), the project applicant shall submit construction operations plan to the Director of Community Development or the Director's designee that includes specifications of the equipment to be used during construction. The plan shall be accompanied by a letter signed by an air quality specialist, verifying that the equipment included in the plan meets the standards set forth in MM AIR-2.2.	Prior to the issuance of any demolition, grading, or building permits (whichever occurs earliest)	Project applicant	Director of Community Development or the Director's designee

MITIGATION MONITORING OR REPORTING PROGRAM 3155 El Camino Real Residential Development Project				
Impacts	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
for cancer risk and annual PM2.5.	<p>MM AIR-2.2: Use construction equipment that has low diesel particulate matter exhaust to minimize emissions.</p> <p>A feasible plan to reduce emissions such that increased cancer risk and annual PM2.5 concentrations from construction would be reduced below significance levels is as follows:</p> <ul style="list-style-type: none"> • All construction equipment larger than 50 horsepower used at the site for more than two continuous days or 20 hours total shall meet EPA Tier 4 emission standards for particulate matter (PM10 and PM2.5). Alternatives to this include the following: <ul style="list-style-type: none"> ○ Use of construction equipment with engines that meet EPA Tier 2 or 3 emission standards with CARB-certified Level 3 Diesel Particulate Filters (DPF) or equivalent, otherwise, ○ Use of electrical or non-diesel fueled equipment. <p>Alternatively, the applicant could develop a separate feasible plan that reduces on- and near-site construction DPM emissions by 40 percent or greater. Such a plan would have to be reviewed and approved by the City.</p>			

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Impacts	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
Biological Resources				
Impact BIO-1.1: Construction activities could disrupt nesting raptors, or other birds, resulting in abandonment of nests and loss of fertile eggs.	MM BIO-1.1: Construction shall be scheduled to avoid the nesting season to the extent feasible. The nesting season for most birds, including most raptors, in the San Francisco Bay Area extends from February 1st through August 31st. If it is not possible to schedule construction and tree removal between September 1 and January 31, then pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests are disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of grading, tree removal, or other construction activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, the ornithologist shall inspect trees and other possible nesting habitats within and immediately adjacent to the construction area for nests. If an active nest is found sufficiently close to work areas to be disturbed by construction, the qualified ornithologist, shall determine the extent of a construction-free buffer zone to be established around the nest to ensure that raptor or migratory bird nests would not be disturbed during project construction.	During construction activities.	Project applicant	Director of Community Development

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Impacts	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
Cultural Resources				
Impact CUL-1: Construction activities would potentially uncover and disturb archeological resources on-site.	MM CUL-1.1: Archaeological monitoring by a qualified prehistoric archaeologist shall be completed during soil excavation on-site. MM CUL-1.2: In the event that prehistoric or historic resources are encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped, the Community Development Director will be notified, and a qualified archeologist shall examine the find and provide recommendations for further treatment, if warranted. Construction and potential impacts to the area(s) within a radius determined by the archaeologist shall not recommence until the assessment is complete.	During excavation and grading, at the time a discovery is made	Project applicant	Director of Community Development
Impact CUL-2: Construction activities would potentially uncover and disturb human remain resources on-site.	MM CUL-2.1: In the event that human remains are discovered during excavation, trenching and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are of Native American origin or whether an investigation into the cause of death is required. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission (NAHC) immediately. Once NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which will be	During excavation and grading, if human remains are discovered	Project Applicant	Santa Clara County Coroner, Native American Heritage Commission

MITIGATION MONITORING OR REPORTING PROGRAM 3155 El Camino Real Residential Development Project				
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	implemented in accordance with Section 15064.5(e) of the CEQA Guidelines.			
Geology and Soils				
Impact GEO-1: The project site is located within a mapped liquefaction hazard zone and has soils with high shrink swell potential. Buildings constructed on-site could experience settlement in the event of strong ground shaking as a result of an earthquake or other geologic events	GEO-1.1: To avoid or minimize potential damage from seismic shaking and other geologic events, and consistent with General Plan Policy 5.10.5-P6, the project would be built using standard engineering and seismic safety design techniques. Building, redevelopment, design, and construction at the site shall be completed in conformance with the recommendations of a design-level geotechnical investigation, which will be included in a geotechnical report to the City. The report shall be reviewed and approved by the City of Santa Clara's Building Division as part of the building permit review and issuance process. The building shall meet the requirements of applicable Building and Fire Codes, including the 2019 California Building Code, as adopted or updated by the City. The project shall be designed to withstand potential geologic hazards identified on the site, including liquefaction and shrink swell capacity of soils, and the project shall be designed to reduce the risk to life or property to the extent feasible and in compliance with the Building Code.	Building permit review and issuance, and construction.	Project applicant	City of Santa Clara's Building Division
Hazards and Hazardous Materials				
Impact HAZ-1: Construction of the proposed project could expose construction	MM HAZ-1.1: The project applicant shall be required to develop a Soil and Groundwater Management Plan and submit it to the City of Santa Clara and the Santa Clara County Department of Environment Health (SCCDEH) prior to	Prior to issuance of any demolition or grading permits	Project applicant and contractors	Director of Community Development and SCCDEH

MITIGATION MONITORING OR REPORTING PROGRAM 3155 El Camino Real Residential Development Project				
Impacts	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
workers to soil contaminants, soil vapor, and contaminated groundwater on the project site.	<p>issuance of any demolition or grading permits (whichever occurs first) for review and approval. The project applicant must then provide the approved Soil and Groundwater Management Plan to the General Contractor and each of its subcontractors for incorporation into their Health and Safety Plans (HSP).</p> <p>MM HAZ-1.2: All contractors must prepare a site-specific Health and Safety Plans (HSP) to establish health and safety protocols for their personnel working at the project site. The HSPs will be reviewed and approved by the City of Santa Clara and the SCCDEH prior to issuance of demolition or grading permits (whichever occurs first) and will be modified accordingly if previously unknown impacted materials are encountered during construction. These modifications must meet federal and State of California (OSHA) standards for hazardous waste operations (29 CFR 1910.120 and 8 CCR 5192). Earthwork activities in contaminated materials will be performed by licensed contractors with personnel trained in hazardous waste operations (40-hour OSHA training).</p> <p>All contractors will be responsible for following the protocols presented in their HSP. The contractor will also prepare an injury and illness prevention plan. The contractor's HSP will contain provisions for limiting chemical exposure to construction workers, chemical and on-chemical hazards, emergency procedures, and standard safety protocols.</p>	<p>(whichever occurs first)</p> <p>Prior to issuance of any demolition or grading permits (whichever occurs first)</p>	Project applicant and contractors	Director of Community Development and SCCDEH

MITIGATION MONITORING OR REPORTING PROGRAM				
3155 El Camino Real Residential Development Project				
Impacts	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
	<ul style="list-style-type: none"> Work activities will be conducted with, at a minimum, Level D protection including: <ul style="list-style-type: none"> Rubber boots when in contact with groundwater; Work boots; Work gloves; Safety glasses when risk of splashing or contact with groundwater; Hard hat at all times; and Hearing protection (if noise levels exceed 85 dBA). <p>Contractors are also required to determine the requirements for worker training, based on the level of expected contact to soil and groundwater associated with their workers' activities.</p> <p>MM HAZ-1.3: The project site will be fenced and gated with a lock. Access to the project site will be limited by the General Contractor to authorized personnel. Site control procedures will be implemented by the General Contractor to control the flow of personnel, vehicles and materials in and out of the site. Signs will be posted by the General Contractor instructing visitors to sign in at the project support areas at all project site entrances.</p> <p>MM HAZ-1.4: If suspect and/or confirmed impacted soil is encountered, decontamination procedures shall be established</p>	During construction In the event that contaminated	Contractor Contractor	Director of Community Development

3155 El Camino Real Residential Development Project

Impacts	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
	<p>and implemented by the Contractor to reduce the potential for construction equipment and vehicles to release contaminated soil onto public roadways or other off-site transfer. At a minimum, gravel will be placed at all project site access points by the Contractor and excess soil will be removed from construction equipment using dry methods (e.g., brushing or scraping) prior to moving the equipment to off-site locations. All truck tires shall be cleaned prior to leaving the project site.</p> <p>Decontamination rinse will be captured and stored in Department of Transportation (DOT) approved containers for subsequent testing and off-site disposal.</p>	soil is encountered.		Director of Community Development
	<p>MM HAZ-1.5: Excavated soil suspected to be impacted will require additional stockpiling measures. The stockpile area will be clean and free of debris prior to the placement of the bottom liner. The liners will consist of heavy-duty plastic (minimum of 30-mil) as the bottom and top liners. All stockpiles will include berms for containment of any water that drains from the soil. Stockpiles will be inspected at least twice daily and repaired as needed. At the end of each shift or when the stockpile is not in use for two hours or longer, the pile(s) will be securely covered with the heavy-duty plastic liner. All stockpiles will be handled as to prevent or reduce potential dust generation. Additional water spray will be utilized for dust suppression and foam or surfactant will be utilized for stabilization of stockpiles, if necessary.</p>	In the event that contaminated soil is encountered.	Contractor	Director of Community Development

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	<p>MM HAZ-1.6: In addition to the measures above, following demolition activities a qualified Environmental Professional will collect soil samples around former borings EB-2, EB-3, EB-4, and EB-5 to evaluate the lateral extent of soil exceeding residential screening levels. These samples will comply with the specifications identified in the Soil and Ground Water Management Plan prepared for the proposed project.</p> <p>MM-HAZ-1.7: If over excavation of some or all of the former tank backfill is required for geotechnical purposes, the designated Environmental Professional shall observe excavation activities and perform sampling of laboratory analyses.</p> <p>The contractor will delineate the former tank pit boundaries and will perform the necessary excavation. The Environmental Professional will document the approximate size of the former tank pit excavation as well as visibly apparent indicators of contamination on the excavation sidewall or base.</p> <p>An organic vapor meter will be used to monitor hydrocarbon vapors in the excavation. Soil observed to be potentially impacted should be placed on top of and covered by plastic sheeting and will be separately stockpiled from presumed “clean” soil. The Environmental Professional will process</p>	<p>In the event that contaminated soil is encountered.</p> <p>If over excavation of some or all of the former tank backfill is required.</p>	<p>Qualified Environmental Professional</p> <p>Designated Environmental Professional</p>	<p>SCCDEH</p> <p>SCCDEH</p>

MITIGATION MONITORING OR REPORTING PROGRAM 3155 El Camino Real Residential Development Project				
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	<p>samples as described in the Soil and Groundwater Management Plan.</p> <p>MM-HAZ-1.8: During construction activities, if unanticipated contamination (e.g., if soil discoloration, odors, and/or elevated organic vapor meter readings are noted), buried structures (e.g., sumps or tanks), or hazardous debris are encountered that may pose a risk to human health or the environment, earthwork in the suspect area will be immediately stopped and worker access to the suspect area will be restricted. The area will be cordoned off using delineators and caution tape, or similar materials by the Contractor. Subsequently, the Environmental Professional and project applicant will be notified. The quality of soil suspected to be contaminated will be evaluated through analytical testing by the Environmental Professional so that appropriate handling and disposal alternatives can be determined.</p> <p>MM-HAZ-1.9: During impacted soil loading activities, the contractor will place heavy plastic sheeting beneath the trucks to collect any spilled soil. To avoid spreading of the contamination, after each truck is loaded and prior to moving off the plastic sheeting, the top rails, fences, tires, and all other surfaces with visible dust or soil spilled during loading will be removed by dry brushing methods at the point of loading. The collected soil on the plastic will be periodically removed to avoid the spreading of impacted soil on the truck tires.</p>	<p>During construction activities, if unanticipated contamination or hazardous debris are encountered that may pose a risk</p> <p>During impacted soil loading activities</p>	<p>Contractor</p> <p>Contractor</p>	<p>The Environmental Professional</p> <p>The Environmental Professional</p>

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Impacts	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
	<p>MM-HAZ-1.10: The Environmental Professional will be present on-site during the removal of impacted soil and will be responsible for observing soil conditions and Contractor's activities. As part of this process, daily field reports documenting Site activities will be completed and made available for inspection by authorized oversight personnel for the duration of the project.</p> <p>The Environmental Professional will complete daily field reports for each day that they are on-site. Entries will be complete and accurate enough to permit reconstruction of the Environmental Professional's field activities. Each page will be dated, and the time of entry noted. The following information will be included for each sample:</p> <ul style="list-style-type: none"> • Sample identification number • Sample location and description • Site sketch showing sample location and measured distances • Sampler's name(s) • Date and time of sample collection • Designation of sample as composite or grab • Type of sample (i.e., matrix) • Type of preservation 	During the removal of impacted soil	The Environmental Professional	SCCDEH

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	<ul style="list-style-type: none"> • Type of sampling equipment used • Field observations and details important to analysis or integrity of samples (e.g., heavy rains, odors, colors, etc.) • Instrument readings (e.g., photoionization detector [PID], etc.) • Chain-of-custody form numbers and chain-of-custody seal numbers • Transport arrangements (courier delivery, lab pickup, etc.) <p>MM-HAZ-1.11: The following General Procedures will be carried out for construction on the project site:</p> <ul style="list-style-type: none"> • Trenches/excavations that extend below the concrete section shall be screened daily with an organic vapor meter or similar meter. Total volatile organic compounds at a sustainable concentration of five ppmv above background shall require personnel to stop work and leave area. If concentrations do not recede, the trench/excavation shall be barricaded and the Environmental Consultant contacted. • Open trenches/excavations shall be inspected daily for readily observable indications of possible cave-ins, hazardous atmosphere or other hazardous conditions. • If readily observable conditions are noted that could result in cave-in, hazardous atmosphere or other hazardous condition, exposed workers shall be removed 	During Construction	Contractor and applicant	Director of Community Development

MITIGATION MONITORING OR REPORTING PROGRAM 3155 El Camino Real Residential Development Project				
Impacts	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
	<p>from the area until the necessary precautions have been taken to address the concern.</p> <ul style="list-style-type: none"> • Trenches/excavations shall be protected with adequate barriers or physical protection. • Stockpiles of soil shall not be stored within 2 feet of a trench/excavation. • Where oxygen deficiency (atmospheres containing less than 19.5 percent oxygen) or a hazardous atmosphere exists or could reasonably be expected to exist, the atmosphere shall be tested before workers enter the work area. • Adequate precautions shall be taken to prevent exposures to atmospheres containing less than 19.5 percent oxygen and or hazardous atmospheres, including proper respiratory protection or ventilation. • Workers shall not work in excavations/trenches in which there is accumulated water or in trenches/excavations in which water is accumulating, unless adequate precautions have been taken against the hazards posed by the accumulation. These measures can include PPE, shoring or water removal. • Workers shall wash hands thoroughly after handling project site soil or groundwater even if they were wearing protective gloves. <p>MM-HAZ-1.12: If utility trenches extend into groundwater, measures will be implemented to reduce the potential for vapor</p>			

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	<p>and groundwater migration through trench backfill and utility conduits. Such measures shall include placement of low-permeability backfill “plugs” at selected intervals on-site and at all locations where the utility trenches extend off-site. In addition, utility conduits that are placed below groundwater will be installed with water-tight fittings to reduce the potential for groundwater to migrate into the conduits. The Civil Engineer should survey and record all ‘plug’ placement locations.</p> <p>MM-HAZ-1.13: If excavation dewatering is required, pumped water will be transferred from the excavations into holding tanks and then either pumped to the sanitary sewer under a Publicly Owned Treatment Works permit, treated and discharged to the storm drain system pursuant to a California Regional Water Quality Control Board – San Francisco Bay Region (Water Board) National Pollutant Discharge Elimination System (NPDES) permit, and/or loaded into tanker trucks for off-site disposal. If on-site reuse for dust control is desired, water samples must be collected from the holding tank and analyzed for volatile organic compounds and TPHg (EPA Test Method 8260B) and TPHd (EPA Test Method 8015M). If the detected analytes do not exceed groundwater ESLs, the water in the holding tanks can be reused on-Site for dust control.</p>	<p>During excavation if utility trenching expands into groundwater.</p> <p>During excavation if dewatering is required</p>	<p>Applicant and Contractor</p> <p>Applicant and contractor</p>	<p>Civil Engineer</p> <p>California Regional Water Quality Control Board</p>
Impact HAZ-2: The proposed project would	MM-HAZ-2.1: Based on the detection of Perchloroethylene (PCE) and benzene exceeding residential environmental	Prior to the start of construction	Applicant and contractor	SCCDEH

MITIGATION MONITORING OR REPORTING PROGRAM 3155 El Camino Real Residential Development Project				
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expose future residents to vapor intrusion on-site.	screening levels (ESLs), vapor intrusion mitigation (VIM) measures will be implemented for the future development. A VIM system design and construction quality assurance plan will be submitted to Santa Clara County Department of Environmental Health (SCCDEH) for review and approval prior to start of construction. The VIM design document will describe pre-occupancy sub-membrane sampling. Although concentrations of PCE and benzene detected do not significantly exceed Tier 1 ESLs, the VIM system will be designed to avoid any post-occupancy sampling or monitoring requirement. Such a system could include two membranes (one on sub-grade and one sub-slab), a minimum eight inches of gas-permeable gravel beneath the concrete slab/membrane, and passive sub-slab ventilation.			

In addition to mitigation measures listed above, there are also other conditions of approval the project shall implement, including the following:

<p style="text-align: center;">CONDITIONS OF APPROVAL 3155 El Camino Real Residential Development Project</p>
<p style="text-align: center;">Long-term increased cancer risk and annual PM2.5 exposure for new project occupants: Best Management Practices</p>
<ul style="list-style-type: none"> • Install air filtration in residential units on the ground floor that are within 90 feet of the closest El Camino Real travel lanes (Buildings 1 and 2). Air filtration devices shall be rated MERV13 or higher. To ensure adequate health protection to sensitive receptors (i.e., residents), this ventilation system, whether mechanical or passive, shall filter all fresh air that would be circulated into the dwelling units. • The ventilation system shall be designed to keep the building at positive pressure when doors and windows are closed to reduce the intrusion of unfiltered outside air into the building. • As part of implementing this measure, an ongoing maintenance plan for the buildings' heating, ventilation, and air conditioning (HVAC) air filtration system shall be required that includes regular filter replacement. • Ensure that the use agreement and other property documents: (1) require cleaning, maintenance, and monitoring of the affected buildings for air flow leaks, (2) include assurance that new owners or tenants are provided information on the ventilation system, and (3) include provisions that fees associated with owning or leasing a unit(s) in the building include funds for cleaning, maintenance, monitoring, and replacements of the filters, as needed.
<p style="text-align: center;">Soil Erosion: Best Management Practices</p>
<ul style="list-style-type: none"> • All excavation and grading work would be scheduled in dry weather months or construction sites would be weatherized to withstand or avoid erosion. • Stockpiles and excavated soils would be covered during construction with secured tarps or plastic sheeting. • Vegetation in disturbed areas would be replanted as quickly as possible after construction.
<p style="text-align: center;">Conditions for Lead and Asbestos Removal</p>
<ul style="list-style-type: none"> • In conformance with state and local laws, a visual inspection/pre-demolition survey, and possible sampling, shall be conducted prior to the demolition of on-site buildings to determine the presence of asbestos-containing materials and/or lead-based paint. • Prior to demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations 1532.1, including employee training, employee air monitoring, and dust

CONDITIONS OF APPROVAL

3155 El Camino Real Residential Development Project

control. Any debris or soil containing lead-based paint or coatings would be disposed of at landfills that meet acceptance criteria for the waste being disposed.

- All potentially friable ACMs shall be removed in accordance with National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to any building demolition or renovation that may disturb the materials. All demolition activities will be undertaken in accordance with Cal/OSHA standards contained in Title 8 of CCR, Section 1529, to protect workers from exposure to asbestos.
- A registered asbestos abatement contractor shall be retained to remove and dispose of ACMs identified in the asbestos survey performed for the site in accordance with the standards stated above.
- Materials containing more than one percent asbestos are also subject to BAAQMD regulations. Removal of materials containing more than one percent asbestos shall be completed in accordance with BAAQMD requirements.

Best Management Practices: Construction Water Quality Impacts

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

Best Management Practices: Post-Construction Water Quality

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

CONDITIONS OF APPROVAL

3155 El Camino Real Residential Development Project

- All post-construction Treatment Control Measures (TCMs) shall be installed, operated, and maintained by qualified personnel. On-site inlets will be cleaned out at a minimum of once per year, prior to the wet season.
- The property owner/site manager shall keep a maintenance and inspection schedule and record to ensure the TCMs continue to operate effectively for the life of the project. Copies of the schedule and record must be provided to the City upon request and must be made available for inspection on-site at all times.

Construction Noise Control Plan Measures

- Construction activities shall be limited to hours between 7:00 a.m. and 6:00 p.m. on weekdays and 9:00 a.m. and 6:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays.
- Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment. Temporary noise barrier fences would provide a 5 dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- If geotechnical conditions allow, drilled piles should be used in place of impact or vibratory pile driving. Drilled piles would generate substantially less noise than impact-drive pile driving.
- Unnecessary idling of internal combustion engines should be strictly prohibited.
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.
- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
- Control noise from construction workers' radios to a point where they are not audible at existing residential uses to the north of the project site.
- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.

<p style="text-align: center;">CONDITIONS OF APPROVAL</p> <p style="text-align: center;">3155 El Camino Real Residential Development Project</p>	
<ul style="list-style-type: none"> Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule. 	
<p style="text-align: center;">Interior Noise Impact Conditions</p>	
<ul style="list-style-type: none"> A qualified acoustical specialist shall prepare a detailed analysis of interior residential noise levels resulting from all exterior sources during the design phase pursuant to requirements set forth in the State Building Code. The study will review the final site plan, building elevations, and floor plans prior to construction and determine building treatments to reduce residential interior noise levels to 45 dBA DNL or lower. Treatments would include, but are not limited to, sound-rated windows and doors, sound-rated wall and window constructions, acoustical caulking, protected ventilation openings, etc. The specific determination of what noise insulation treatments are necessary shall be conducted on a unit-by-unit basis during final design of the project. Results of the analysis, including the description of the necessary noise control treatments, shall be submitted to the City, along with the building plans and approved design, prior to issuance of a building permit. 	

Sources: City of Santa Clara. *Draft Initial Study for the 3155 El Camino Real Residential Development Project*. April 2022.

3155 EL CAMINO REAL RESIDENTIAL PROJECT
RESPONSE TO COMMENTS

The 3155 El Camino Real Residential Project Initial Study/Mitigated Negative Declaration (IS/MND) was prepared and evaluated in compliance with the requirements of the California Environmental Quality Act (CEQA). The IS/MND was circulated for 30 days from February 14 to March 15, 2022. The City received two comment letters during the public comment period:

Comment Letters Received by the City from State, County, or Local agencies:

- | | | |
|----|---|-----------------|
| A. | California Department of Transportation | March 14, 2022 |
| B. | Santa Clara Valley Transportation Authority | .March 15, 2022 |

This memo responses to public comments on the IS/MND as they relate to the potential environmental impacts of the project under CEQA. Numbered responses correspond to comments in each comment letter. Copies of all comment letters are attached.

Comment Letter A: California Department of Transportation (Caltrans) – March 14, 2022

Comment A-1: The project is located directly along State Route (SR)-85 in Santa Clara. The project proposes to construct eight residential buildings containing a total of 60 residential units. The buildings would range from two to three stories with a height of approximately 34 to 40 feet. The project would also include 110 parking spaces.

Response A-1: Caltrans has correctly summarized the project as presented in the IS/MND.

Comment A-2: The project VMT analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory. Per the IS/MND, this project is found to have a less than significant VMT impact, therefore working towards meeting the State's VMT reduction goals.

Response A-2: Caltrans has correctly interpreted the VMT analysis presented in the IS/MND.

Comment A-3: Potential impacts to the State Right-of-Way (ROW) from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified. Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, visit: <https://dot.ca.gov/programs/traffic-operations/transportation-permits>. Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the State Transportation Network (STN).

Response A-3: The proposed project has analyzed the Air Quality, Noise, and Hazards impacts of the proposed project including improvements associated with the removal of the "porkchop" within the State ROW. These impacts were found to be less than significant, or were mitigated to a less than significant level with the incorporation of measures as identified in sections 4.3, 4.9, and 4.13 of the IS/MND. The proposed project would acquire all necessary permits from Caltrans to complete construction. Additionally, the proposed project would coordinate with Caltrans on the development of a TMP to reduce any impacts on the STN.

Comment A-4: As the Lead Agency, the City of Santa Clara is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Response A-4: The analysis did not identify any impacts to the State ROW. Therefore, there is no nexus to require transportation mitigation for the project.

Comment A-5: If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Response A-5: The proposed project will comply with state and local regulations for ADA accessibility and will maintain access to pedestrian and bicycle access during construction.

Comment A-6: Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.

Please note that Caltrans is in the process of implementing an online, automated, and milestone-based Caltrans Encroachment Permit System (CEPS) to replace the current permit application submittal process with a fully electronic system, including online payments. The new system is expected to be available during 2022. To obtain information about the most current encroachment permit process and to download the permit application, please visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

Response A-6: The proposed project would require encroachment into the Caltrans ROW and would therefore require a Caltrans encroachment permit. The developer would provide the required permit information prior to construction and would coordinate with Caltrans on the requirements of the permit.

Comment Letter B: Santa Clara Valley Transportation Authority – March 15, 2022

Comment B-1: VTA appreciates the opportunity to comment on the Initial Study for the 3155 El Camino Real Residential Project. VTA has reviewed the document and has the following comments:

Central Bikeway Integration

VTA has worked closely with City of Santa Clara staff to plan for a future high quality, low stress bikeway that is complimentary of the City of Santa Clara Council Adopted Bicycle Master Plan vision for El Camino Real. Central Bikeways builds on the idea of protected bikeway and enhances it, with a sidewalk level bikeway, permanent protected barrier, enhanced landscaping, lighting upgrades, wayfinding, and improved protected intersections. While still in the conceptual planning stage, it is important to not preclude or increase costs for the future bikeway as properties redevelop along this important corridor. Please visit www.vta.org/centralbikeway for more details.

VTA commends the project for removing curb cuts along El Camino Real. Doing so reduces the amount of conflict points for pedestrians and bicycle and enhances the experience on this section of El Camino Real. VTA strongly recommends the following modifications to the site plan to better integrate with the future Central Bikeway:

- Maintain only eight-foot width maximum of sidewalk along the El Camino Real frontage. The project states it will build a 10.5-foot sidewalk, although it unclear from the site plan how much is on private property and how much is in the public right of way. Extending the sidewalk beyond eight feet in the public right of way could conflict with the future bikeway and require additional work or cost to rebuild the sidewalk in the future (see Attachment A). However, if the project intends to build some of the proposed 10.5-foot sidewalk on private property, VTA supports this plan.
- Potentially minimize the use of trees along the four-foot planted strip. Relocation or removal of this trees would likely occur I the future when the bikeway is constructed.
- Provide a fair share contribution towards the future reconstruction of the Calabazas Boulevard protected intersection improvements identified in the Central Bikeway Basis of Design Plans (see attachment A). VTA strongly supports this project removing the free right-hand turn (porkchop) from El Camino Real to Calabazas Boulevard. This goes a long way towards creating a safer city for all users.
- Require any light poles along El Camino Real to also include additional pedestrian-scale lighting to compliment the future bikeway.

We recognize some of these changes may be counterintuitive to the current design and vision of wider sidewalks and a planted buffer common along El Camino Real.

Response B-1: The VTA's support of the project is acknowledged. VTA's recommendations regarding sidewalk width, fair share contribution, lighting, and tree planting will be taken under consideration by the decision-making bodies. Additionally, the proposed project would expand the sidewalk into the project site and would not take up additional right of way on the street side of the sidewalk. The proposed project would comply with the policies, guidelines and regulations of the decision-making body regarding the project design features.

California Department of Transportation

DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660
www.dot.ca.gov



March 14, 2022

SCH #: 2022020290
GTS #: 04-SCL-2022-01020
GTS ID: 25578
Co/Rt/Pm: SCL/82/13.65

Debby Fernandez, Associate Planner
City of Santa Clara
1500 Warburton Avenue
Santa Clara, CA 95050

Re: 3155 El Camino Real Residential Project Mitigated Negative Declaration (MND)

Dear Debby Fernandez:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 3155 El Camino Real Residential Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the February 2022 MND.

Project Understanding

The project is located directly along State Route (SR)-85 in Santa Clara. The project proposes to construct eight residential buildings containing a total of 60 residential units. The buildings would range from two to three stories with a height of approximately 34 to 40 feet. The project would also include 110 parking spaces.

Travel Demand Analysis

The project VMT analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory. Per the IS/MND, this project is found to have a less than significant VMT impact, therefore working towards meeting the State's VMT reduction goals.

Construction-Related Impacts

Potential impacts to the State Right-of-Way (ROW) from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified. Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation

permit that is issued by Caltrans. To apply, visit: <https://dot.ca.gov/programs/traffic-operations/transportation-permits>. Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the STN.

Lead Agency

As the Lead Agency, the City of Santa Clara is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Encroachment Permit

Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.

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Debby Fernandez, Associate Planner
March 14, 2022
Page 3

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email LDR-D4@dot.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Mark Leong". The signature is fluid and cursive, with a long horizontal stroke extending from the end of the name.

MARK LEONG
District Branch Chief
Local Development Review

c: State Clearinghouse



March 15, 2022

City of Santa Clara
1500 Warburton Avenue
Santa Clara, CA 95050

Attn: Debby Fernandez, Associate Planner
By Email: DFernandez@santacalaraca.gov

Dear Debby,

VTA appreciates the opportunity to comment on the Initial Study for the 3155 El Camino Real Residential Project. VTA has reviewed the document and has the following comments:

Central Bikeway Integration

VTA has worked very closely with City of Santa Clara staff to plan for a future high quality, low-stress bikeway that is complimentary of the City of Santa Clara Council Adopted Bicycle Master Plan vision for El Camino Real. Central Bikeway builds on the idea of protected bikeway and enhances it, with a sidewalk level bikeway, permanent protected barrier, enhanced landscaping, lighting upgrades, wayfinding, and improved protected intersections. While still in the conceptual planning stage, it is important to not preclude or increase costs for the future bikeway as properties redevelop along this important corridor. Please visit www.vta.org/centralbikeway for more details.

VTA commends the project for removing curb cuts along El Camino Real. Doing so, reduces the amount of conflict points for pedestrians and bicyclists and enhances the experience on this section of El Camino Real. VTA strongly recommends the following modifications to the site plan to better integrate with the future Central Bikeway:

- Maintain only eight-foot width maximum of sidewalk along the El Camino Real frontage. The project states it will build a 10.5-foot sidewalk, although it unclear from the site plan how much is on private property and how much is in the public right of way. Extending the sidewalk beyond eight feet in the public right of way could conflict with the future bikeway and require additional work or cost to rebuild the sidewalk in the future (see Attachment A). However, if the project intends to build some of the proposed 10.5-foot sidewalk on private property, VTA supports this plan.
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- Require any light poles along El Camino Real to also include additional pedestrian-scale lighting to compliment the future bikeway.

City of San José
3155 El Camino Real Residential Project
Page 2 of 2

We recognize that some of these changes may be counterintuitive to the current design and vision of wider sidewalks and a planted buffer common along El Camino Real.

Thank you again for the opportunity to review this project. If you have any questions, please do not hesitate to contact me at 408-321-5830 or lola.torney@vta.org.

Sincerely,

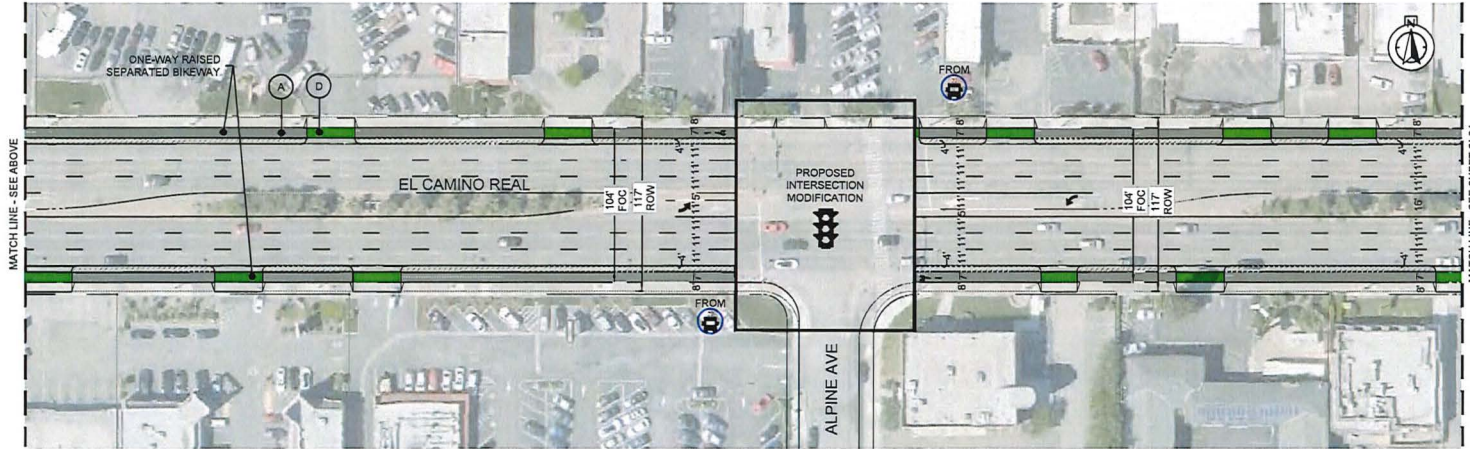
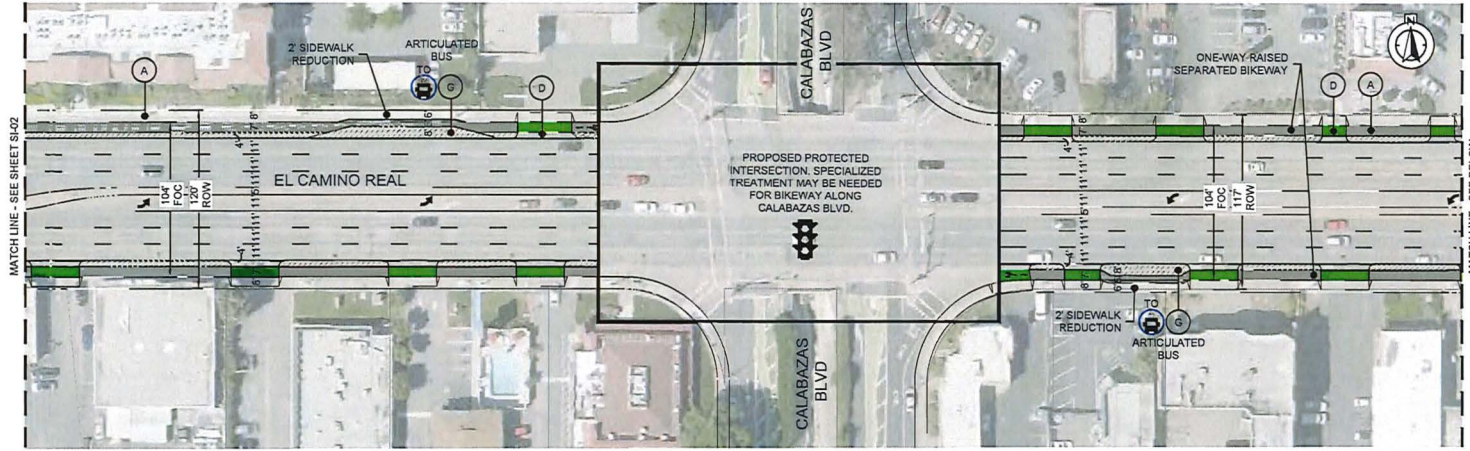
A handwritten signature in black ink, consisting of several fluid, overlapping strokes that form a stylized representation of the name Lola Torney.

Lola Torney
Transportation Planner III

SC2203

1 2 3 4 5 6

NOTE:
RIGHT TURNS ON A RED SIGNAL PHASE SHALL BE RESTRICTED.



PROJECT NO: 577100
DESIGNED BY: M/V
DRAWN BY: W/V
REVIEWED BY: MAC
DATE: 09/07/21
SCALE:

MARK	DESCRIPTION	ISSUE	DATE	INITIAL



1570 Oakland Road San Jose, CA 95131

SANTA CLARA VTA
CENTRAL BIKEWAY
PROJECT
3331 N 1ST STREET
SAN JOSE, CA
95134

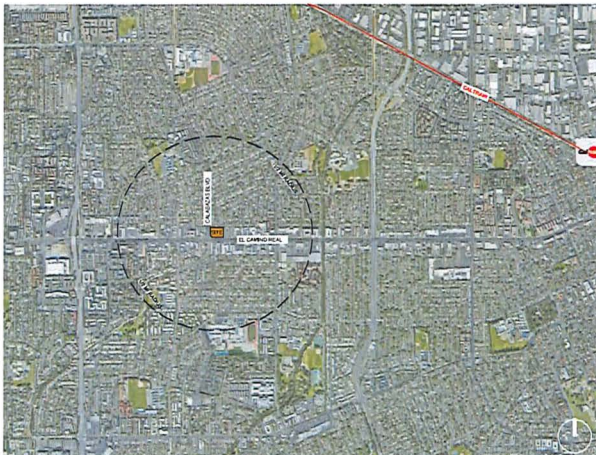
SHEET TITLE
Santa Clara Valley
Central Bikeway Project
CORRIDOR CONCEPTS
EL CAMINO REAL
ONE-WAY SIDEWALK-LEVEL
SEPARATED BIKEWAY

SHEET NO.
SI-03
SHEET 10 OF 48

3155 EL CAMINO REAL, SANTA CLARA, CA



AERIAL CONTEXT N.T.S.



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**TRASH / AMERICAN
TRASH MANAGEMENT:**
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Emeryville, CA 94608
Scott Brown
408.292.5401
sbrown@trashmanage.com

ARCHITECTURAL

A0.0 Cover/ Sheet Index
A0.1 Project Data
A0.2 GreenPoint Checklist

A1.0 Architectural Site Plan

A2.0 Perspective: Buildings 1 + 2 : Type A
A2.1 Perspective: Buildings 1 + 2 : Type A
A2.2 Elevations: Buildings 1 + 2 : Type A
A2.3 Elevations: Buildings 1 + 2 : Type A
A2.4 Perspective: Buildings 3 + 4 : Type B
A2.5 Perspective: Buildings 3 + 4 : Type B
A2.6 Elevations: Buildings 3 + 4 : Type B
A2.7 Elevations: Buildings 3 + 4 : Type B
A2.8 Elevations: Buildings 5-8 : Type C
A2.9 Elevations: Buildings 5-8 : Type C

A3.0 Conceptual Site Section

A4.0 Building Plans: Buildings 1 + 2 : Type A
A4.1 Building Plans: Buildings 1 + 2 : Type A
A4.2 Floor Plans: Buildings 1 + 2 : Type A
A4.3 Floor Plans: Buildings 1 + 2 : Type A
A4.4 Floor Plans: Buildings 1 + 2 : Type A
A4.5 Floor Plans: Buildings 1 + 2 : Type A
A4.6 Floor Plans: Buildings 1 + 2 : Type A
A4.7 Floor Plans: Buildings 1 + 2 : Type A
A4.8 Floor Plans: Buildings 1 + 2 : Type A

A5.0 Townhome Building Plans:

Buildings 3 + 4 : Type B

A5.1 Townhome Building Plans:

Buildings 3 + 4 : Type B

A5.2 Townhome Building Plans:

Buildings 5-8 : Type C

A5.3 Townhome Building Plans:

Buildings 5-8 : Type C

A5.4 Townhome Floor Plans:

Buildings 3-8 : Type B+C

A5.5 Townhome Floor Plans:

Buildings 3-8 : Type B+C

A5.6 Townhome Floor Plans:

Buildings 3-8 : Type B+C

A5.7 Townhome Floor Plans:

Buildings 5-8 : Type B+C

A5.8 Townhome Floor Plans:

Buildings 5-8 : Type B+C

A6.0 Colors and Materials Board:

Buildings 1+2: Type A

A6.1 Colors and Materials Board:

Buildings 2+3: Type B

LANDSCAPE

L1.0 Schematic Landscape Plan
L2.0 Schematic Landscape Imagery
L3.0 Schematic Planting Plan
L4.0 Ladder Pad Exhibit
L5.0 Tree Disposition Plan
L5.1 Tree Disposition Plan

CIVIL

C1.0 Title Sheet
C2.0 Existing Conditions
& Preliminary Removal Plan
C3.0 Grading & Drainage Plan
C4.0 Stormwater Control Plan
C4.1 Stormwater Control Notes & Details
C4.2 Media Filter Notes
C5.0 Utility Plan
C5.1 Composite Tree Plan
C6.0 Sections & Details
C7.0 Fire Layout Plan

Tentative Tract Map 1 of 4

Tentative Tract Map 2 of 4

Tentative Tract Map 3 of 4

Tentative Tract Map 4 of 4

JOINT TRENCH

JT-1 Joint Trench Title Sheet

JT-2 Joint Trench Intent

Developer Working Drawing (DWD)

-Silicon Valley Power (SVP) Plan for Electric

TRASH

TO-1 Site Plan

TO-2 Trash Enclosure Layout

TO-3 Option 2: Service Location

Loose Front-Load Service



Architecture + Planning
1814 Franklin St., Ste. 400
Oakland, CA 94612
510.272.2910
ktgy.com

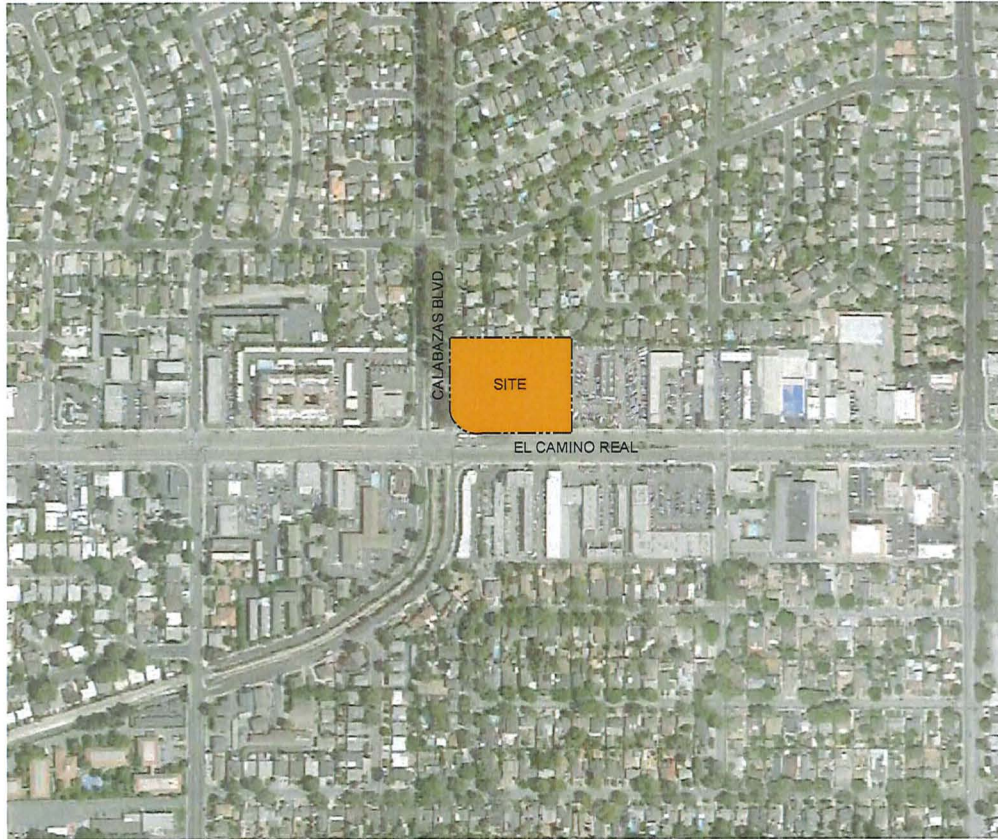


3155 EL CAMINO
SANTA CLARA CA # 2019-0598

SUBMITTAL #4
FEBRUARY 11, 2022

Cover Sheet / Index Sheet

A0.0



Site Context Map

Project Description/Use/Occupancy Classification

Buildings 1+2

Buildings 1+2 are 3 story, multifamily flats on level 1 and townhome units on level 2+3. The buildings are classified as R-2 occupancy. Each building has a main lobby entry with tuck-under garage for automobiles. Ground floor units are accessible. NFPA 13 Fire sprinkler system

Buildings 3-8

Buildings 3-8 are 2-3 story townhomes with attached garages. They are classified as R-3 townhouse condominiums. These buildings face Calabazas or internal paseos and have entries with trellis', patio's, and/or stoops to activate the street frontages. Buildings 5-8 step down at the Southern edge to respect the adjacent neighbors. Ten percent of the units in each building are accessible. NFPA 13D Fire sprinkler system (per CRC R313.1.1 and CFC 903.3.1.3)

Construction Type:

All buildings are 2-3 stories, type VB Construction.

Project Summary

Site Area Information

Net Site Area	2.41 AC	Lot Coverage	41%
Density	25 DU/AC	Dwelling Unit Count	
On-Site Garage Parking	110 Stalls	Townhomes / Flats	20 Units
On-site Surface Parking (Includes 1 loading stall + 1 Accessible Stall)	10 Stalls	Townhomes	40 Units
		Total Units	60 Units

Gross Building Areas

	BLDG Type	Level 1	Level 2	Level 3	Patios + Balcony	GSF Per Building Type	# of Bldgs	Cumulative GSF All BLDGS Per Type
Type A: Bldg 1+2	V	± 7,775 SF	± 7,765 SF	± 7,300 SF	± 1,400 SF	± 24,240 SF	2	± 48,480 SF
Type B: Bldg 3+4	V	± 3,900 SF	± 4,500 SF	± 4,540 SF	-	± 12,940 SF	2	± 25,880 SF
Type C: Bldg 5-8	V	± 4,810 SF	± 5,230 SF	± 4,360 SF	-	± 14,400 SF	4	± 57,600 SF
* Gross Building Area = To outside face of stud of building, includes patios + balcony.							Cumulative GSF FOR ALL BUILDING ON SITE	± 131,960 SF

Building Type A - Buildings 1 + 2 - Flats / Townhomes

Unit Plan	Unit Type	NSF	Plan Count Per BLDG	NSF Per Building	Percent
P1	2 BR / 2 Bath	± 1,345 NSF	1	± 1,345 NSF	10.0%
P2	2 BR / 2 Bath	± 1,375 NSF	1	± 1,375 NSF	10.0%
P3	2 BR / 2.5 Bath	± 1,495 NSF	2	± 2,990 NSF	20.0%
P4	3 BR / 3 Bath	± 1,445 NSF	2	± 2,890 NSF	20.0%
PSR	3 BR / 3 Bath	± 1,500 NSF	1	± 1,500 NSF	10.0%
PSL	3 BR / 3 Bath	± 1,570 NSF	1	± 1,570 NSF	10.0%
P6	3 BR / 2.5 Bath	± 1,680 NSF	2	± 3,360 NSF	20.0%
			10 Units	± 15,030 NSF	100%
			20 Units	± 30,060 NSF	
			Total SF for Buildings 1 & 2		

Building Type A - Total Parking Count

Number of Buildings	# of Stalls	TOTAL Stalls
2	19	38 Stalls

Building Type B - Buildings 3 + 4 - Townhomes

Unit Plan	Unit Type	NSF	n Count Per BLDG	NSF Per Building	Percent
P1	2 BR / 2.5 Bath	± 1,520 NSF	2	± 3,040 NSF	33.3%
P2	3BR / 3 Bath	± 1,580 NSF	2	± 3,160 NSF	33.3%
P3	3 BR / 2.5 Bath	± 1,740 NSF	2	± 3,480 NSF	33.3%
			6 Units	± 9,680 NSF	100%
			12 Units	± 19,360 NSF	
			Total SF for Buildings 3 & 4		

Building Type B - Total Parking Count

Number of Buildings	# of Stalls	TOTAL Stalls
2	12	24 Stalls

Building Type C - Buildings 5 - 8 - Townhomes

Unit Plan	Unit Type	NSF	n Count Per BLDG	NSF Per Building	Percent
P1	2 BR / 2.5 Bath	± 1,520 NSF	2	± 3,040 NSF	28.5%
P2	3BR / 3 Bath	± 1,580 NSF	2	± 3,160 NSF	29.6%
P3	3 BR / 2.5 Bath	± 1,740 NSF	1	± 1,740 NSF	16.3%
PA	2 BR / 2.5 Bath	± 1,400 NSF	1	± 1,400 NSF	13.1%
P8	2 BR / 2.5 Bath	± 1,320 NSF	1	± 1,320 NSF	12.4%
			7 Units	± 10,660 NSF	100%
			28 Units	± 42,640 NSF	
			Total Unit Count and SF for Buildings 5 - 8		

Building Type C - Total Parking Count

Number of Buildings	# of Stalls	TOTAL Stalls
4	12	48 Stalls

NEW YORK RATING SYSTEM, VERSION 4.0									
MULTI-FAMILY CHECKLIST									
Project Name: 3155 EL CAMINO, SANTA CLARA, CA 95051									
Project Location: 3155 EL CAMINO, SANTA CLARA, CA 95051									
Project Type: Multi-Family Residential									
Project Size: 100,000 sq. ft.									
Project Status: In Progress									
Project Owner: KTGy									
Project Architect: KTGy									
Project Engineer: KTGy									
Project Designer: KTGy									
Project Contractor: KTGy									
Project Subcontractor: KTGy									
Project Consultant: KTGy									
Project Inspector: KTGy									
Project Photographer: KTGy									
Project Writer: KTGy									
Project Editor: KTGy									
Project Publisher: KTGy									
Project Distributor: KTGy									
Project Retailer: KTGy									
Project Supplier: KTGy									
Project Manufacturer: KTGy									
Project Installer: KTGy									
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Project Neighbor: KTGy									
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Project Happiness: KTGy									
Project Joy: KTGy									
Project Delight: KTGy									
Project Bliss: KTGy									
Project Euphoria: KTGy									





1 . Type A - Perspective



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SANTA CLARA CA # 2019-0598

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FEBRUARY 11, 2022

Perspective
Buildings 1 + 2 : Type A

A2.0



2 . Type A - Perspective



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Perspective
Buildings 1 + 2 : Type A

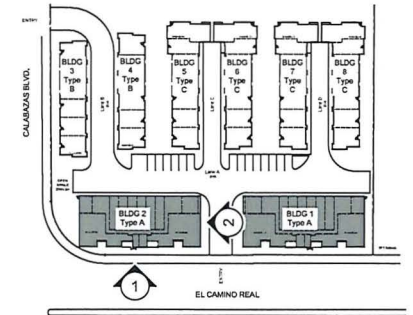
A2.1



2. Type A - Right Elevation

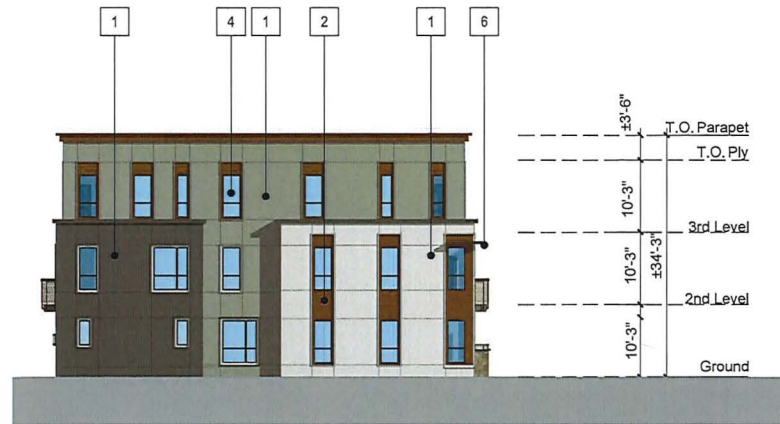


1. Type A - Front Elevation

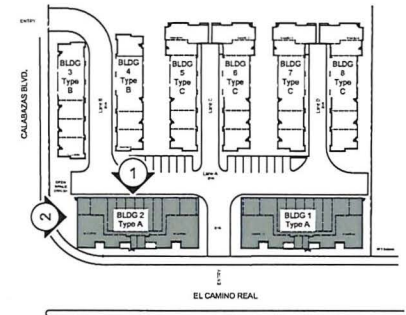


Building Type A: Material Legend

1. Stucco
2. Composite Lap Siding
3. Metal Railing
4. Vinyl Window
5. Stone Veneer Patio
6. Metal Awning
7. Trellis



2. Type A- Left Elevation



Key Map n.t.s.

Building Type A: Material Legend

1. Stucco
2. Composite Lap Siding
3. Metal Railing
4. Vinyl Window
5. Stone Veneer Patio
6. Metal Awning
7. Trellis



1. Type A - Back Elevation



1 . Type B - Perspective



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Perspective
Buildings 3 + 4 : Type B

A2.4



2 . Type B - Perspective

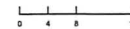


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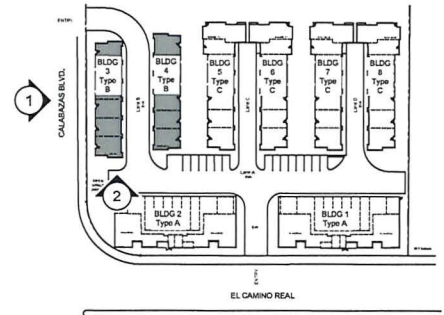
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Perspective
Buildings 3 + 4 : Type B

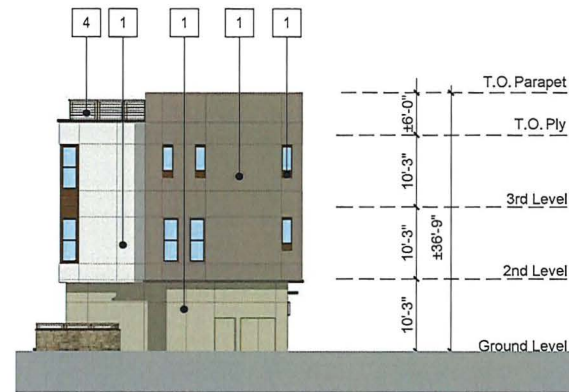
A2.5



Key Map n.t.s.

Building Type B/C: Material Legend

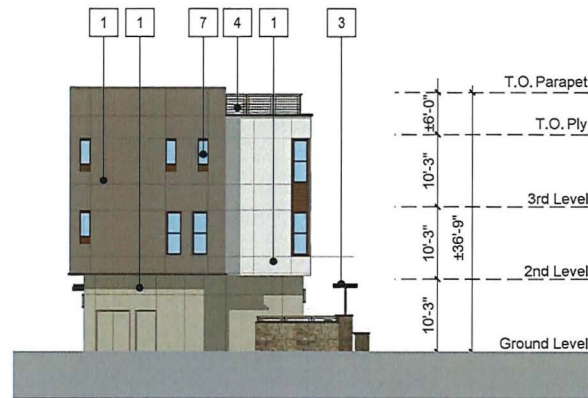
1. Stucco
2. Roof
3. Metal Trellis
4. Metal Railing with Cap
5. Trim
6. Composite Lap Siding
7. Vinyl Window
8. Canopy



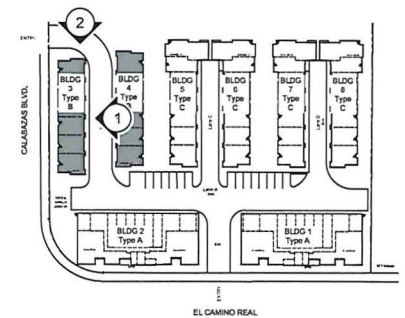
2. Type B - Elevation



1. Type B - Elevation



2. Type B - Elevation



Key Map n.t.s.

Building Type B/C: Material Legend

1. Stucco
2. Roof
3. Metal Trellis
4. Metal Railing with Cap
5. Trim
6. Composite Lap Siding
7. Vinyl Window
8. Canopy



1. Type B - Elevation

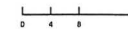


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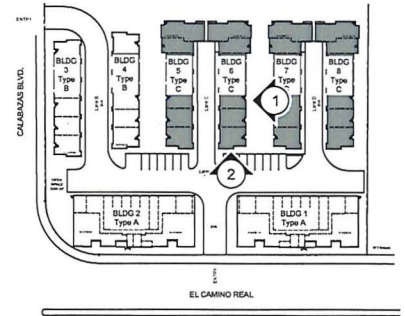
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Elevations
Buildings 3 + 4 : Type B

A2.7



Key Map n.t.s.

Building Type B/C: Material Legend

1. Stucco
2. Roof
3. Metal Trellis
4. Metal Railing with Cap
5. Trim
6. Composite Lap Siding
7. Vinyl Window
8. Canopy



2. Type C - Elevation



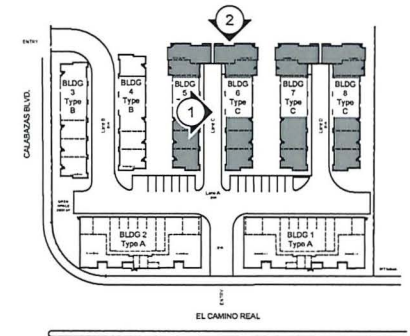
1. Type C - Elevation



2. Type C- Elevation



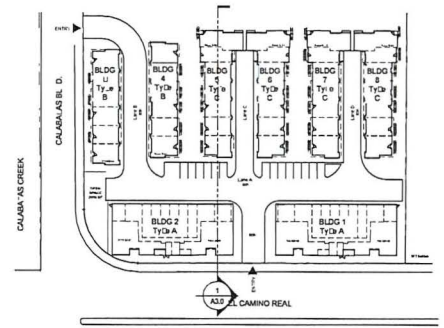
1. Type C - Elevation



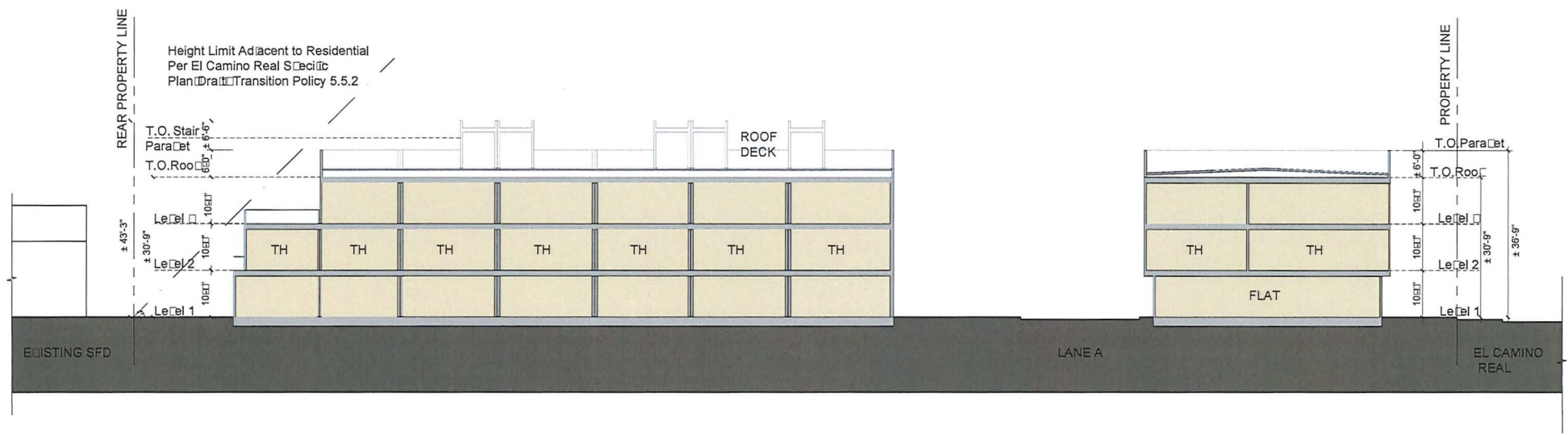
Key Map n.t.s.

Building Type B/C: Material Legend

1. Stucco
2. Roof
3. Metal Trellis
4. Metal Railing with Cap
5. Trim
6. Composite Lap Siding
7. Vinyl Window
8. Canopy



Key Map n.t.s.

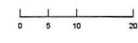


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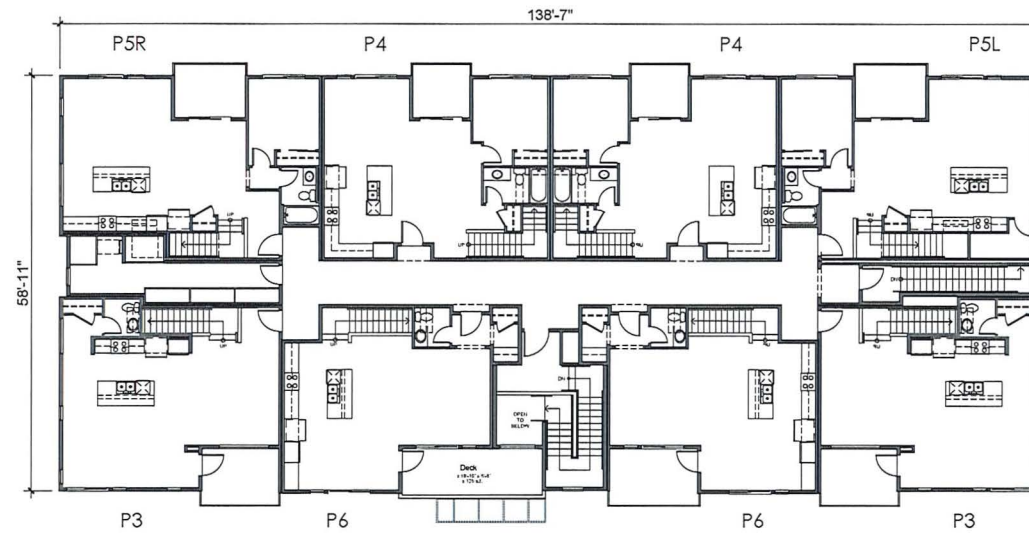
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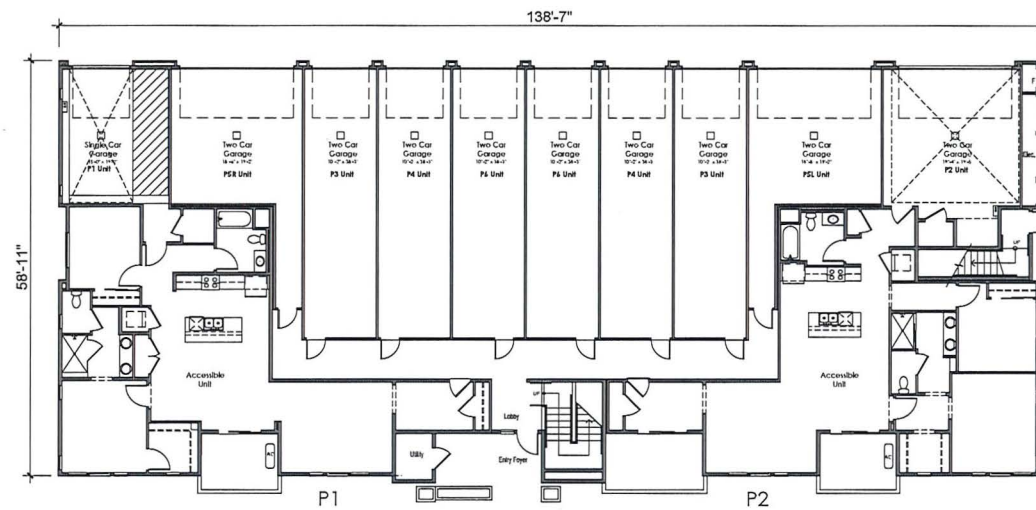


Conceptual Site Section

A00



Second Floor



First Floor



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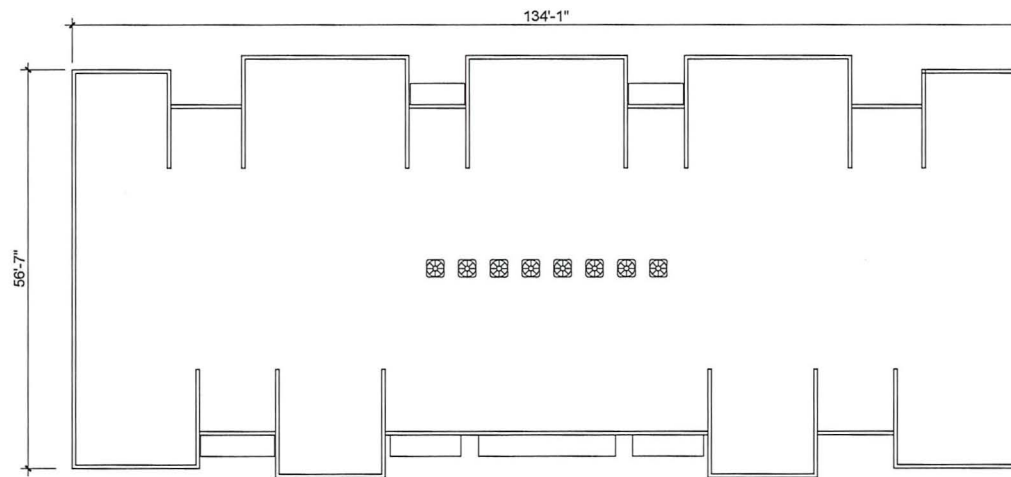
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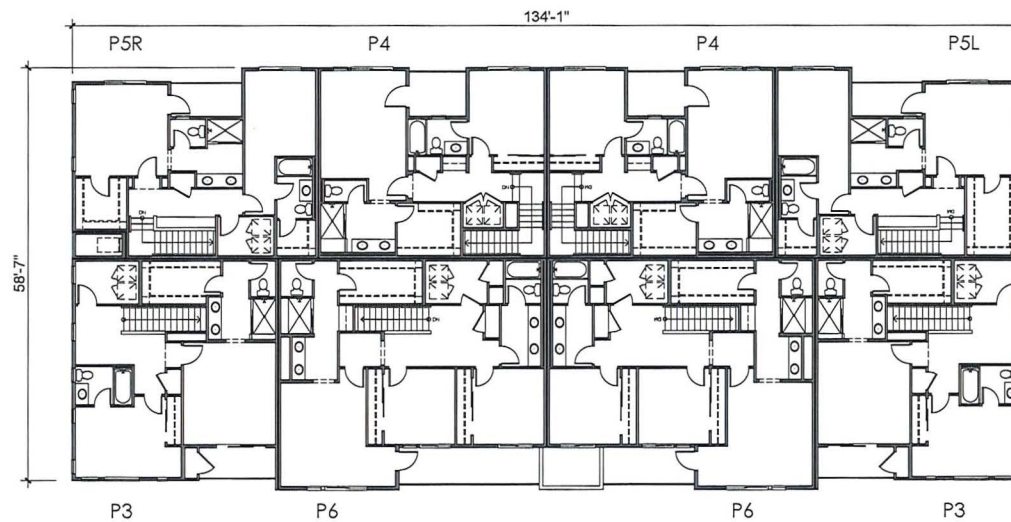
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Building Plans
Buildings 1 + 2 : Type A

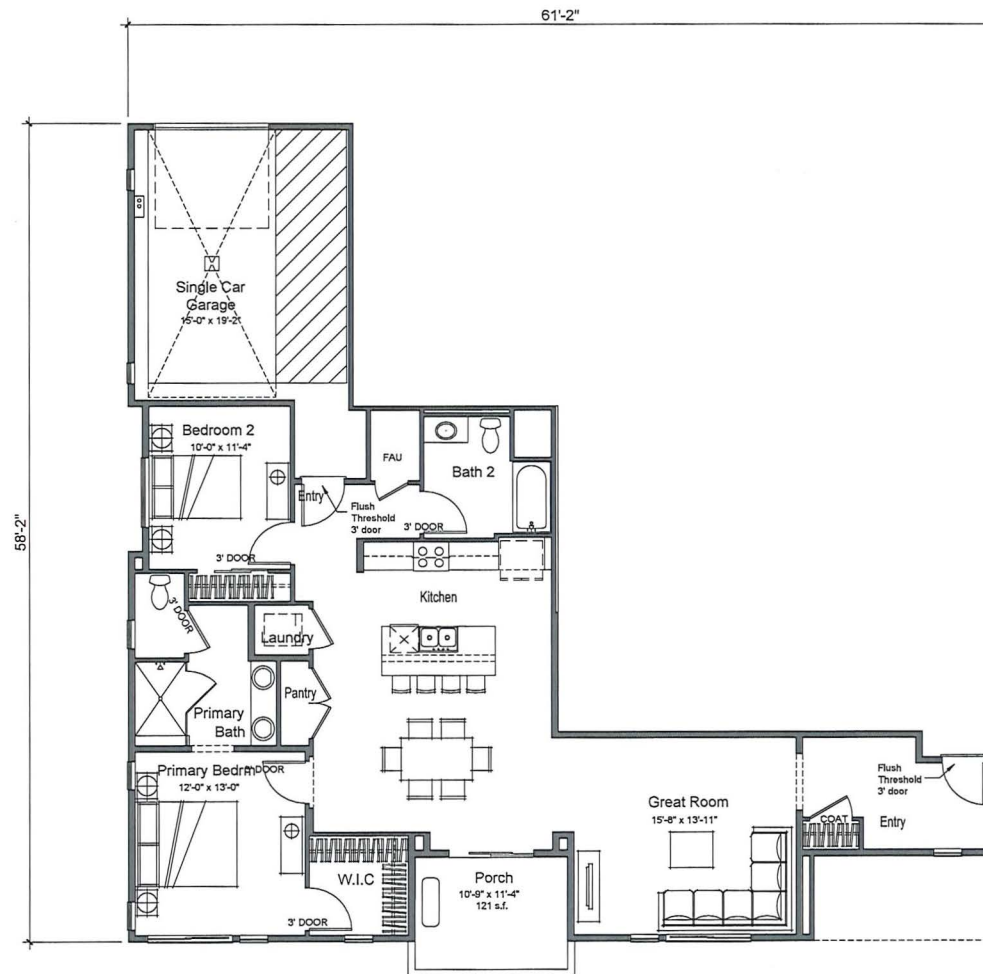
A4.0



Roof



Third Floor



P1- Accessible Unit
 2 Bedroom
 2 Baths
 ±1345 n.s.f.



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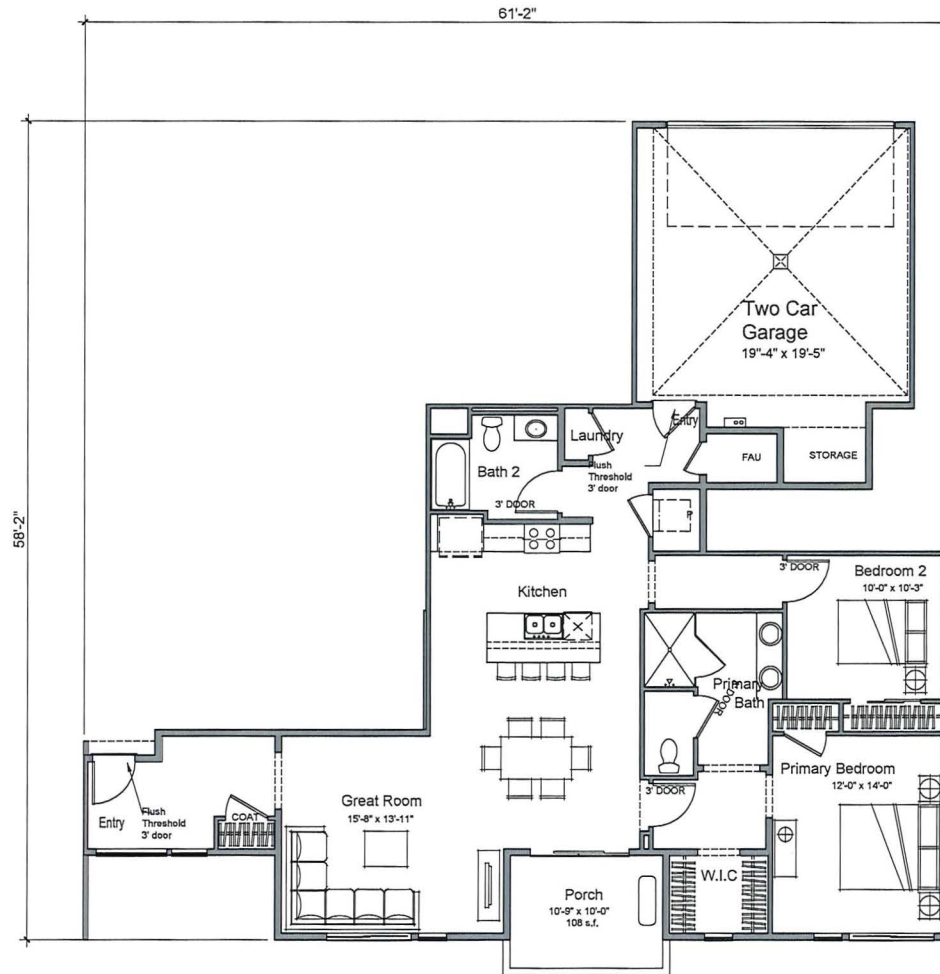
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Floor Plans
 Buildings 1 + 2 : Type A

A4.2



P2
 Accessible Unit
 2 Bedroom
 2 Baths
 ±1375 n.s.f.

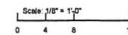


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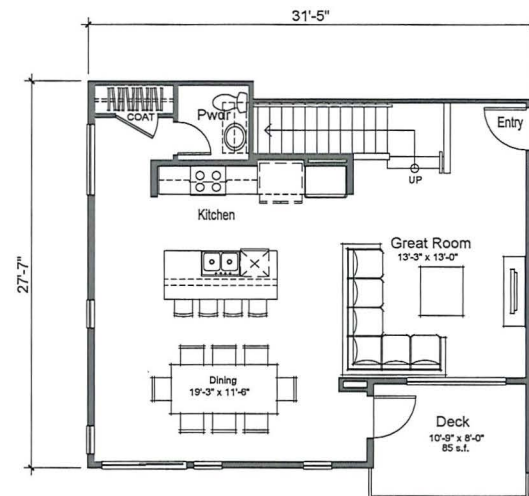
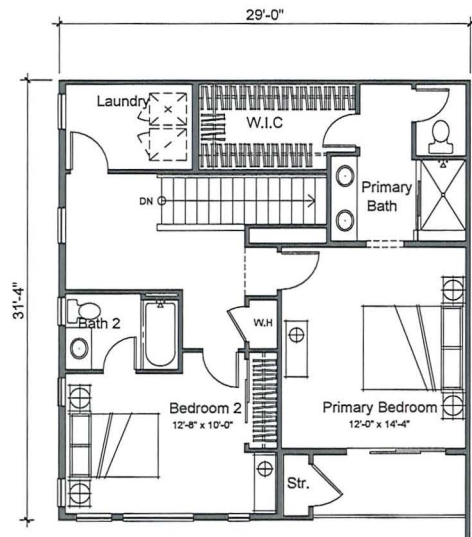
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Floor Plans
 Buildings 1 + 2 : Type A

A4.3



P3
2 Bedroom
2.5 Baths
±1,495 n.s.f.



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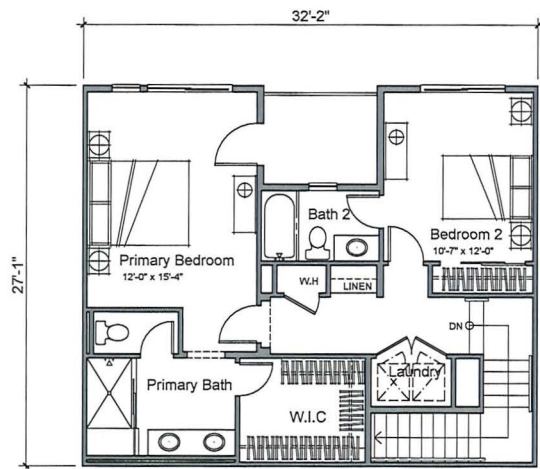
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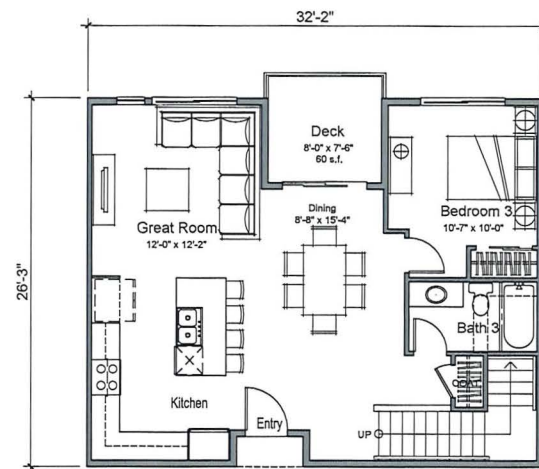
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Floor Plans
Buildings 1 + 2 : Type A

A4.4



Second Floor



First Floor

P4
3 Bedroom
3 Baths
±1445 n.s.f.

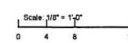


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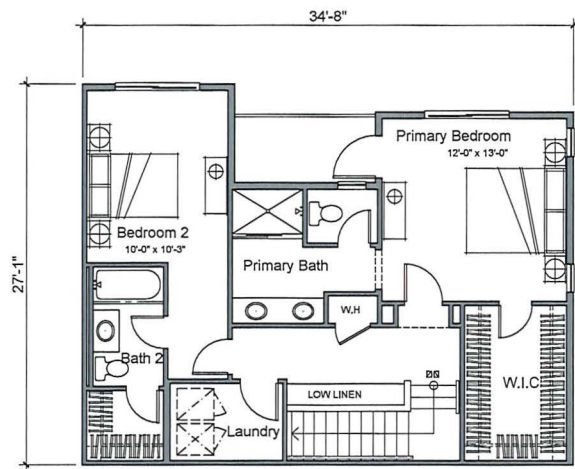
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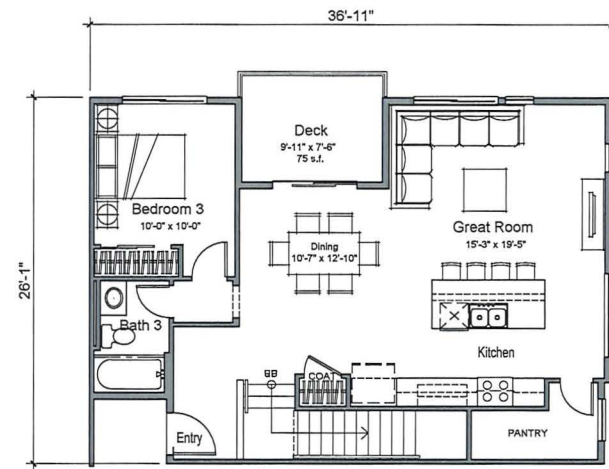


Floor Plans
Buildings 1 + 2 : Type A

A4.5



Second Floor



First Floor

P5L
3 Bedroom
3 Baths
±1,570 n.s.f.



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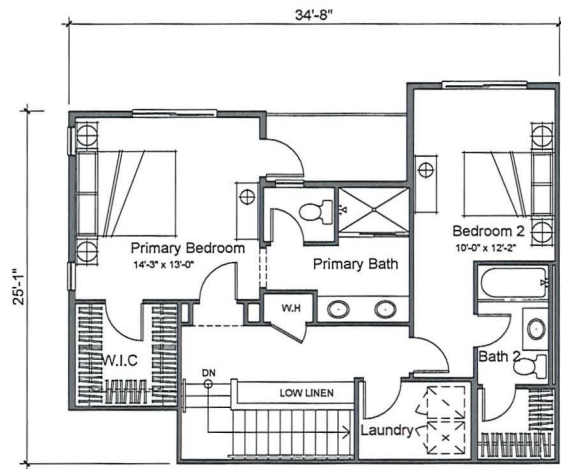
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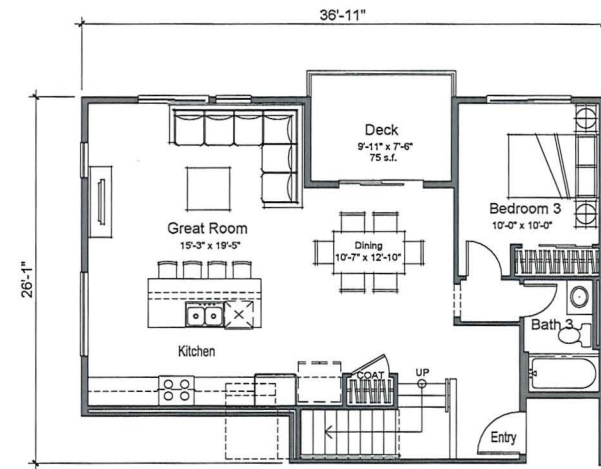
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Floor Plans
Buildings 1 + 2 : Type A

A4.6



Second Floor



First Floor

P5R
3 Bedroom
3 Baths
±1,500 n.s.f.

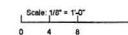


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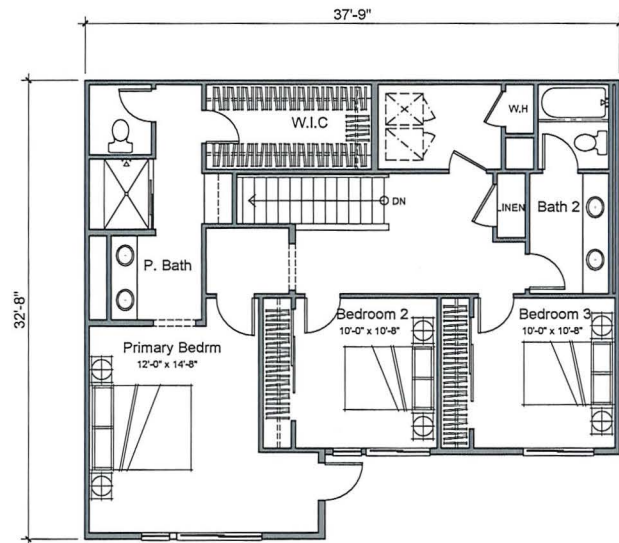
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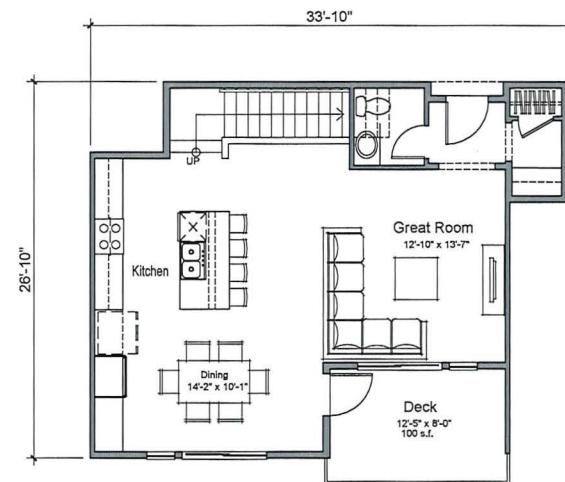


Floor Plans
Buildings 1 + 2 : Type A

A4.7



Second Floor



First Floor

P6
3 Bedroom
2.5 Baths
±1,680 n.s.f.

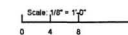


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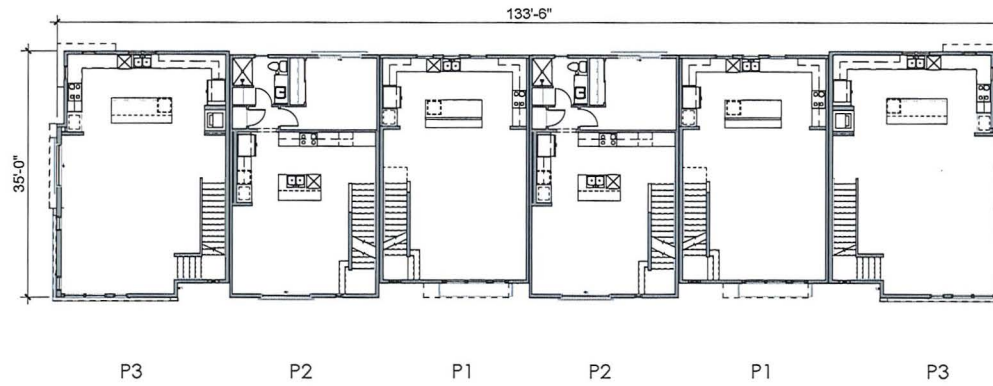
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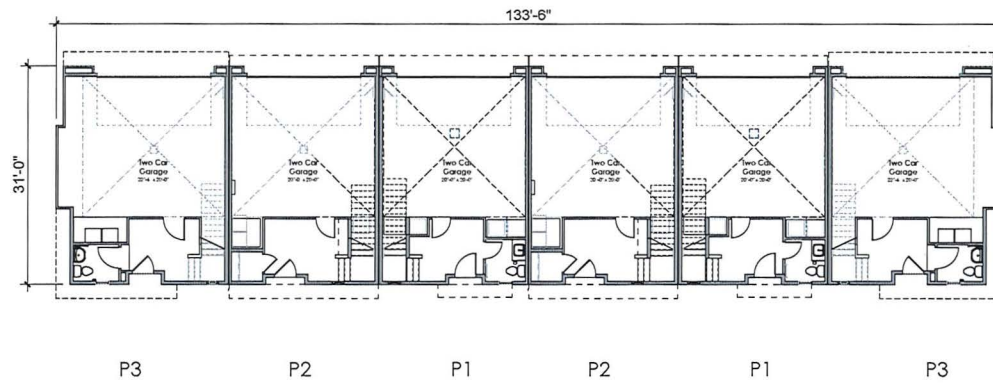


Floor Plans
Buildings 1 + 2 : Type A

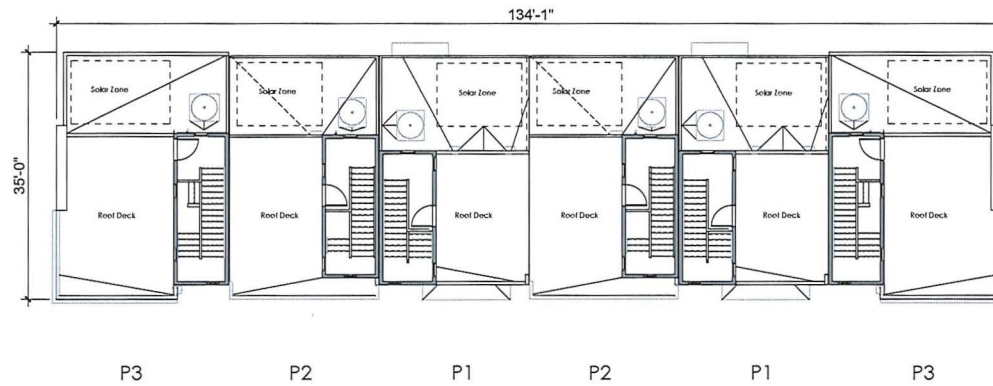
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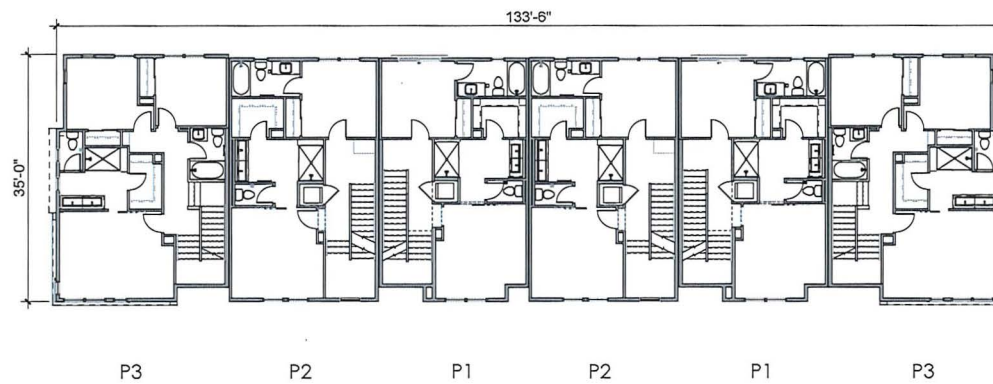
Second Floor



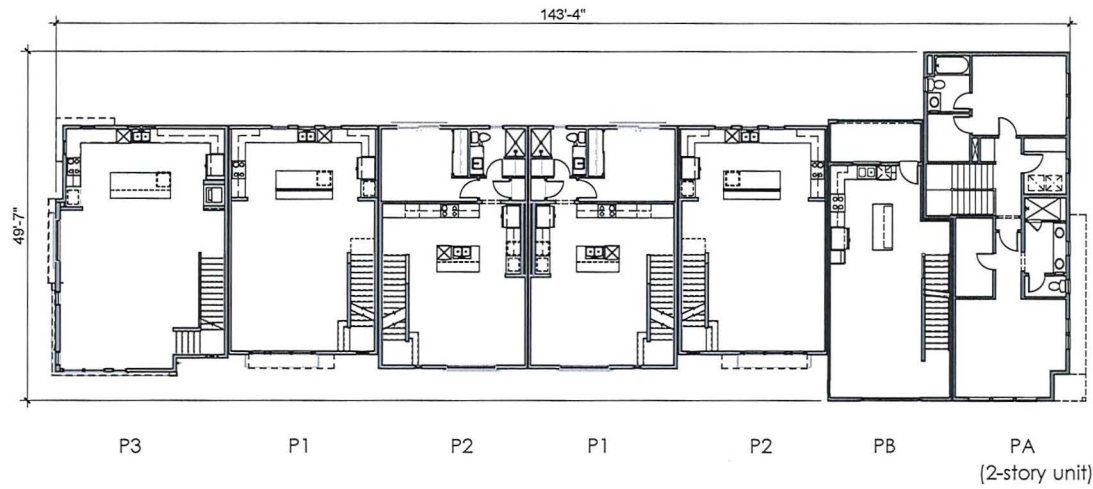
First Floor



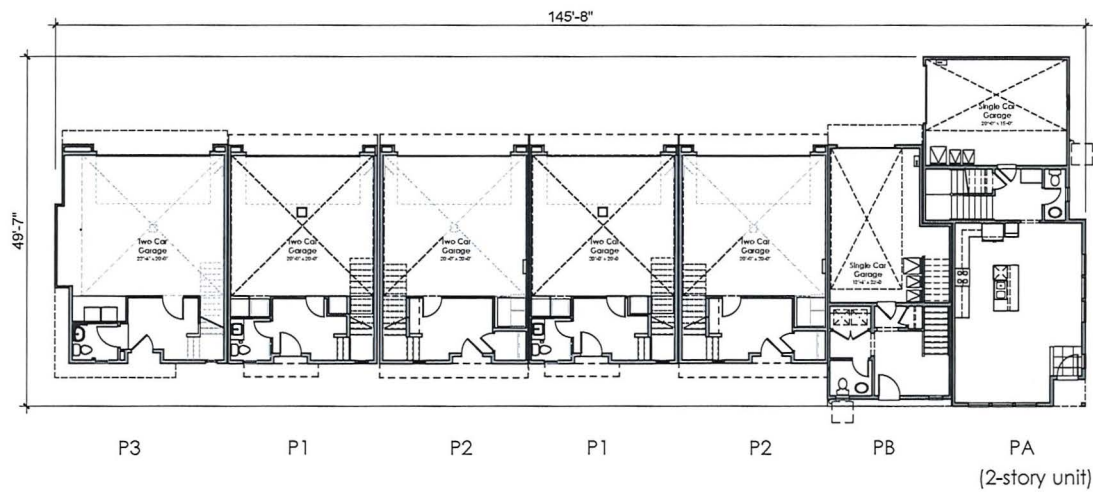
Roof



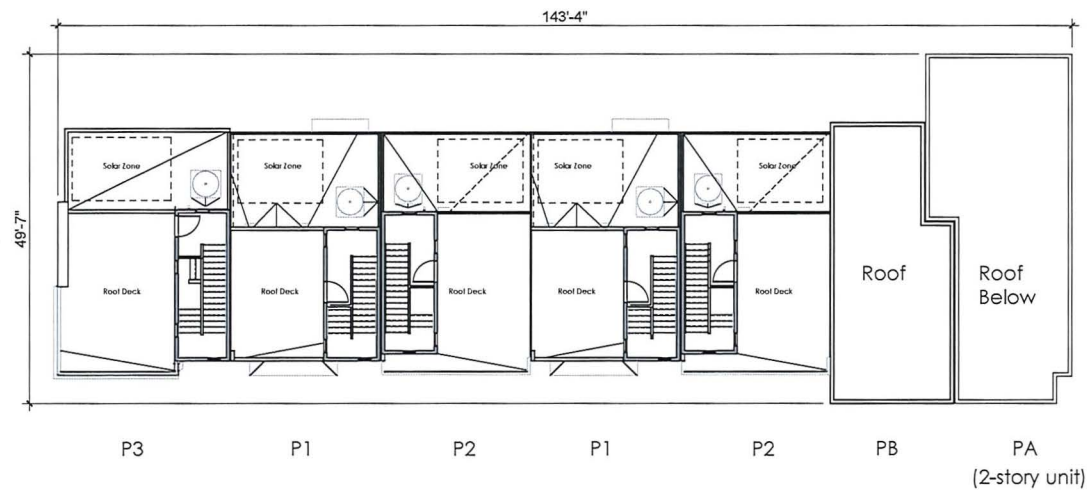
Third Floor



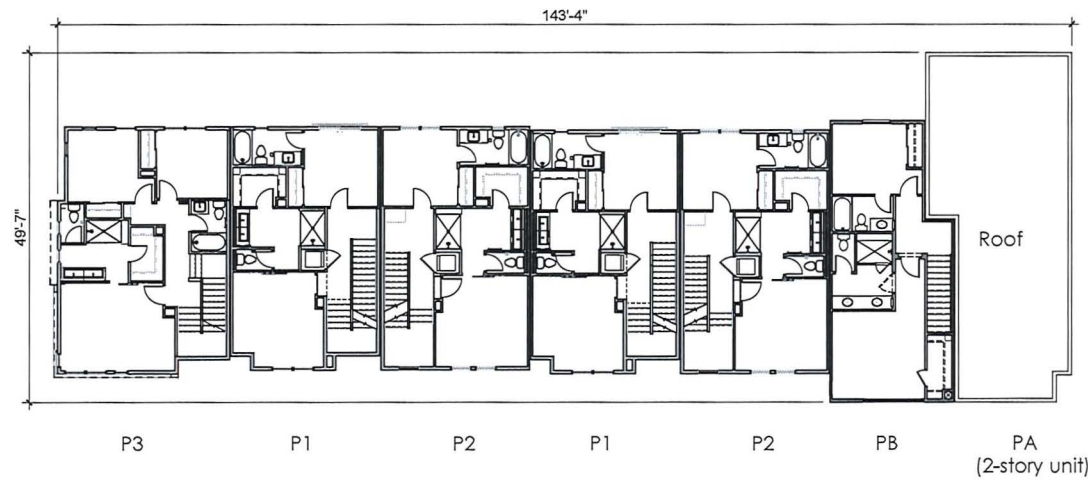
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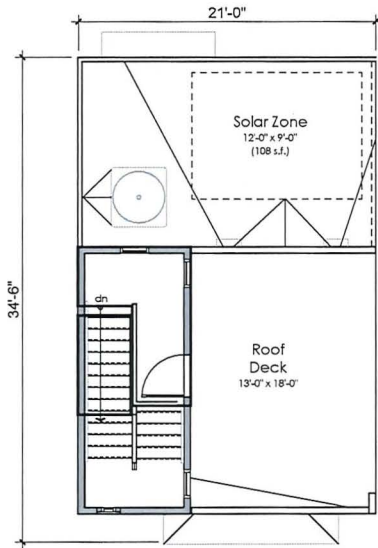
First Floor



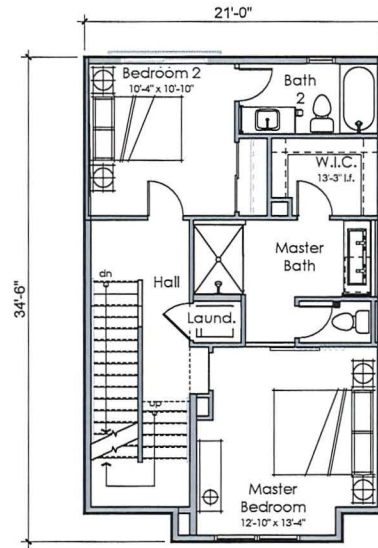
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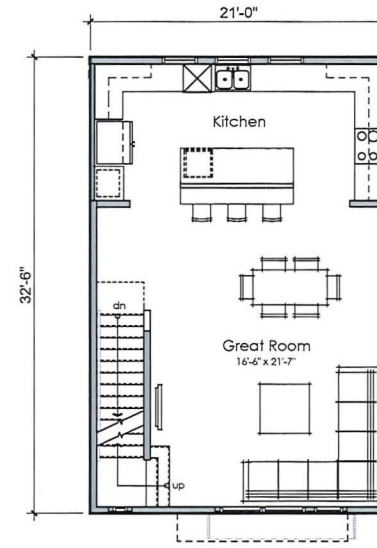
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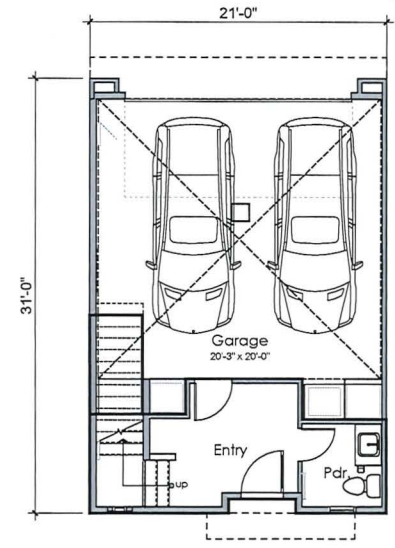
Roof



Third Floor



Second Floor



First Floor

P1
2 Bedroom
2.5 Baths
±1520 n.s.f.

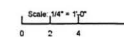


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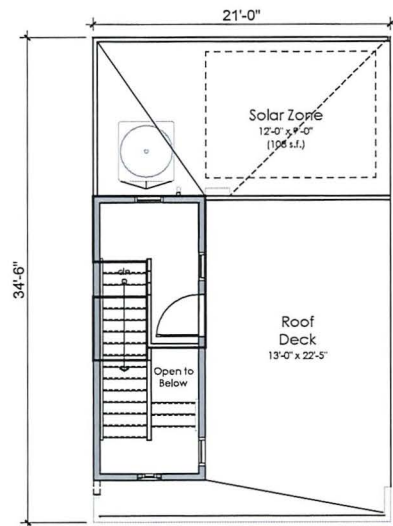
3155 EL CAMINO
SANTA CLARA CA # 2019-0598

SUBMITTAL #4
FEBRUARY 11, 2022

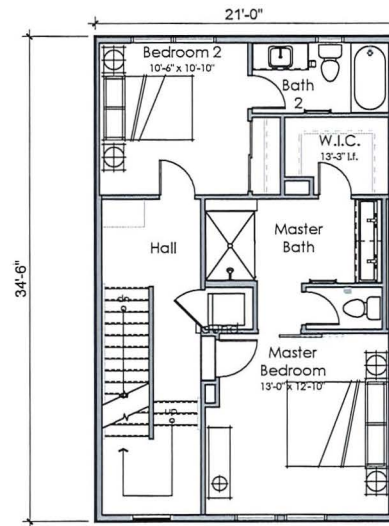


Floor Plans
Townhome Buildings: 3 - 8 : Type B & C

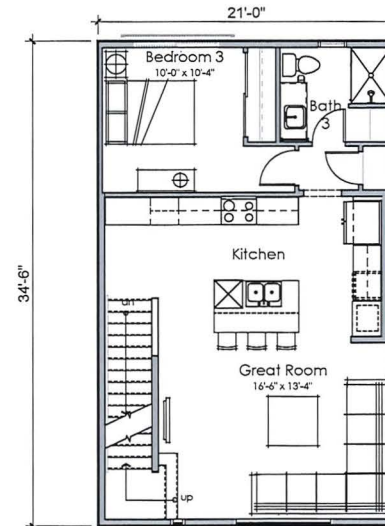
A5.4



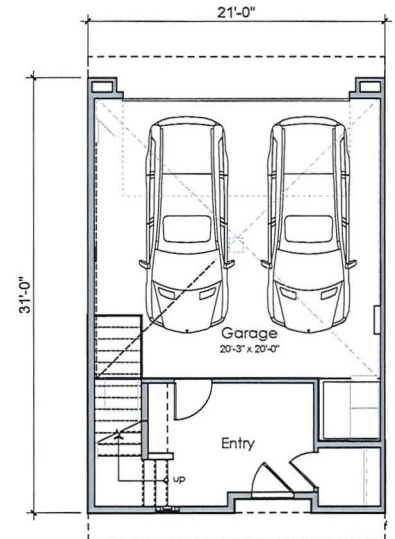
Roof



Third Floor



Second Floor



First Floor

P2
3 Bedroom
3 Baths
±1580 n.s.f.

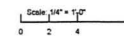


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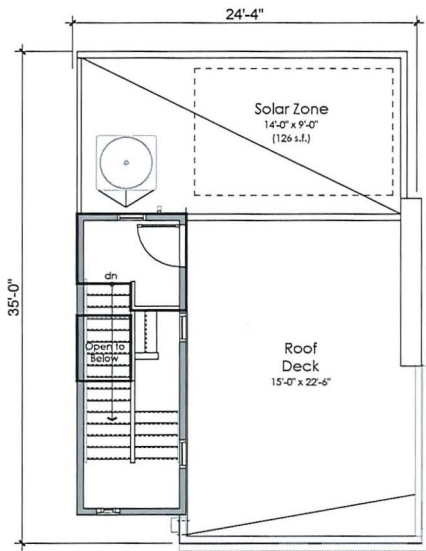
3155 EL CAMINO
SANTA CLARA CA # 2019-0598

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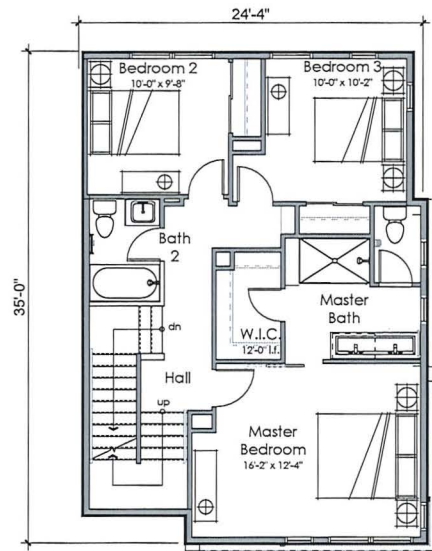


Unit Plans
Townhome Buildings: 3 - 8 : Type B & C

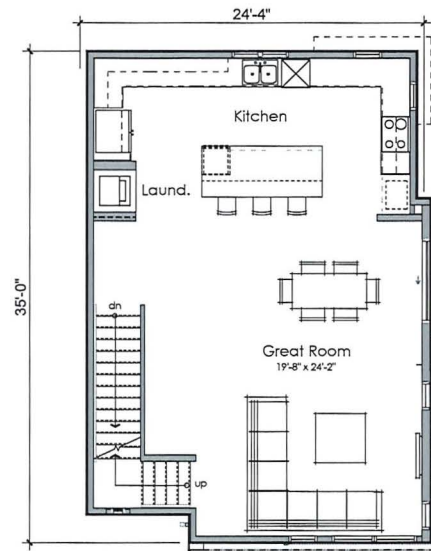
A5.5



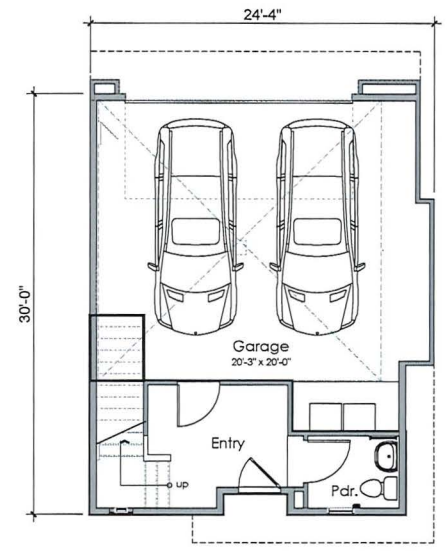
Roof



Third Floor



Second Floor



First Floor

P3
3 Bedroom
2.5 Baths
±1740 n.s.f.

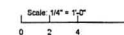


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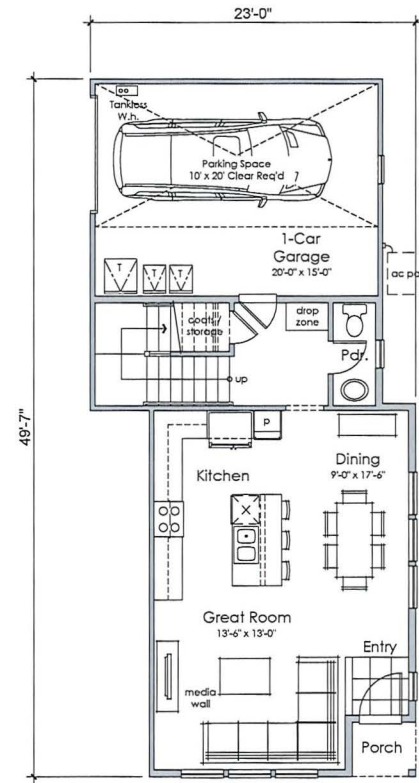
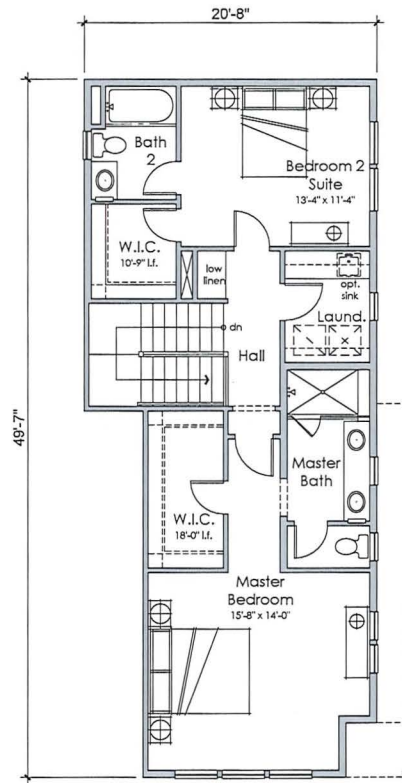
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Unit Plans
Townhome Buildings: 3 - 8 : Type B - C

A5.6



PA
2 Bedroom
2.5 Baths
±1400 n.s.f.



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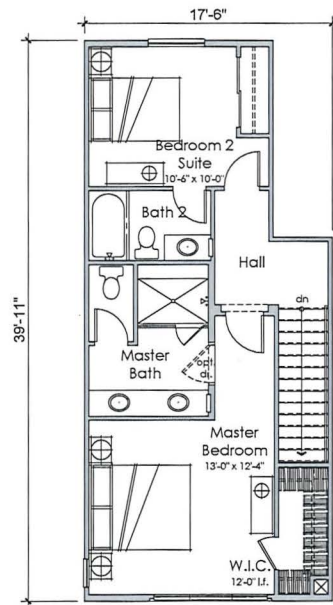
3155 EL CAMINO
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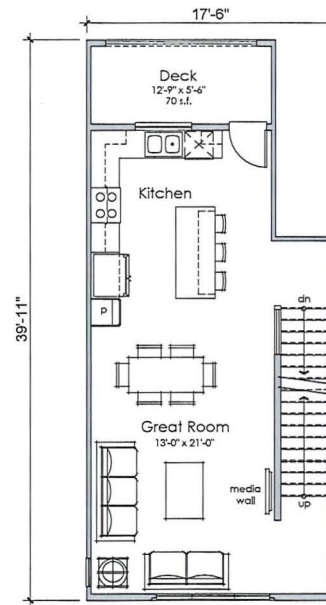
Scale: 1/4" = 1'-0"
0 2 4 8

Unit Plans
Townhome Buildings: 5 - 8 : Type C

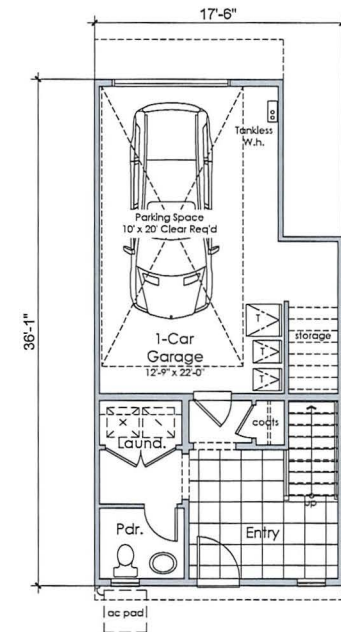
A5.7



Third Floor



Second Floor



First Floor

PB
2 Bedroom
2.5 Baths
±1320 n.s.f.

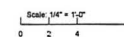


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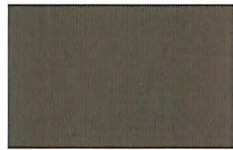


Floor Plans
Townhome Buildings: 5 - 8 : Type C

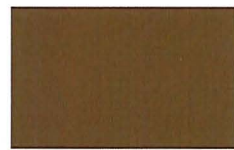
A5.8



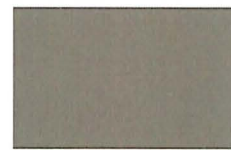
1. Stucco



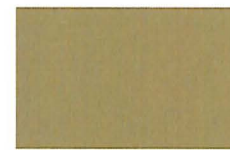
2. Stucco



3. Stucco



4. Stucco



5. Metal Railing



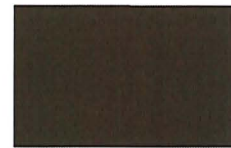
6. Composite Lap Siding



7. Vinyl Window



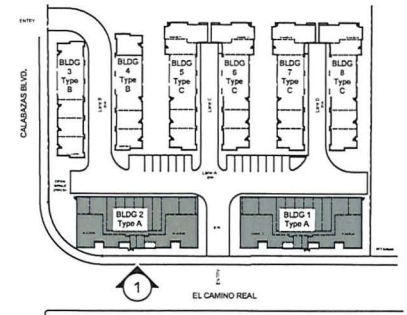
8. Stone Veneer Patio
medium



9. Metal Railing



10. Metal Awning/ Trellis



Key Map n.t.s.



1. Type A - Front Elevation

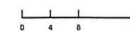


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3155 EL CAMINO
SANTA CLARA CA # 2019-0598

SUBMITTAL #4
FEBRUARY 11, 2022

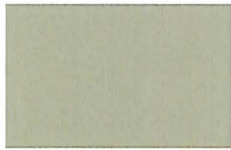


Colors and Materials Board
Buildings 1 + 2 : Type A

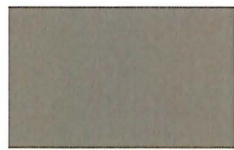
A6.0



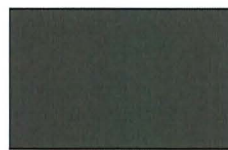
1. Stucco



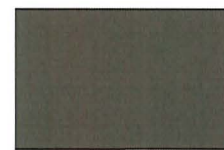
2. Stucco



3. Stucco



4. Stucco



5. Roof



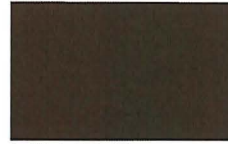
6. Composite Lap Siding



7. Vinyl Window



8. Metal Railing



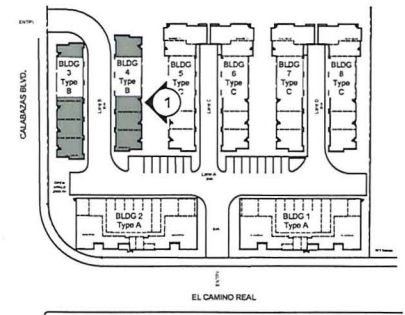
9. Metal Trellis



10. Stone Veneer Patio Light



11. Stone Veneer Patio Medium



Key Map n.t.s.



1. Type B - Front Elevation



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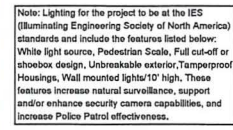
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SANTA CLARA CA # 2019-0598

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Colors and Materials Board
Buildings 3 + 4 : Type B

A6.1



HARDSCAPE



PLANTING



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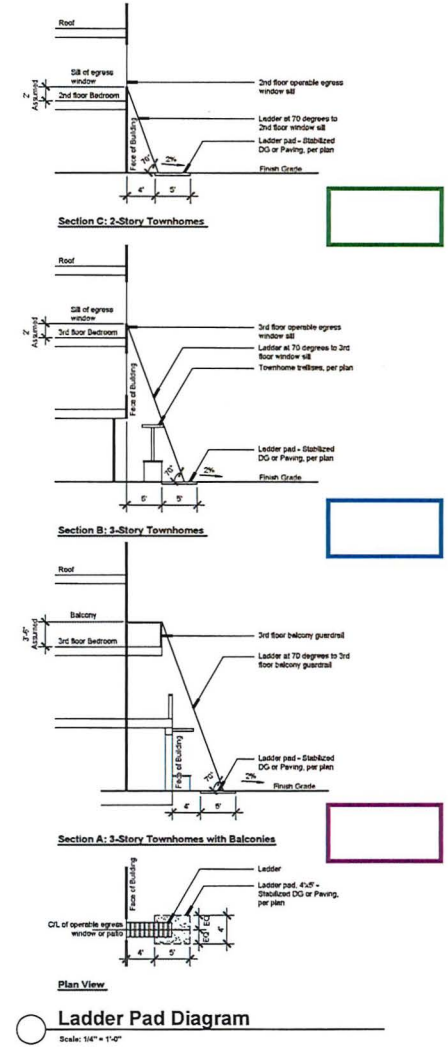
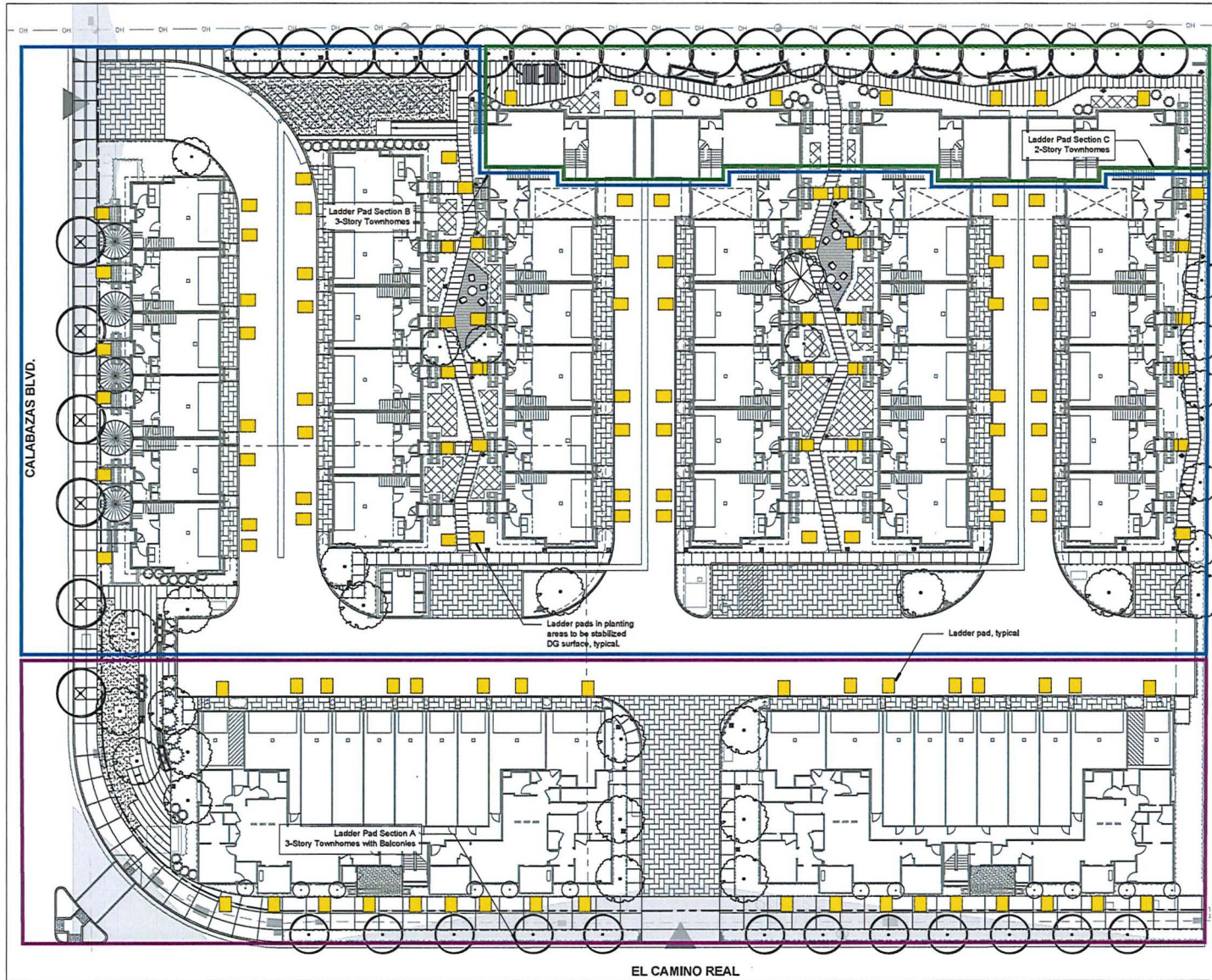


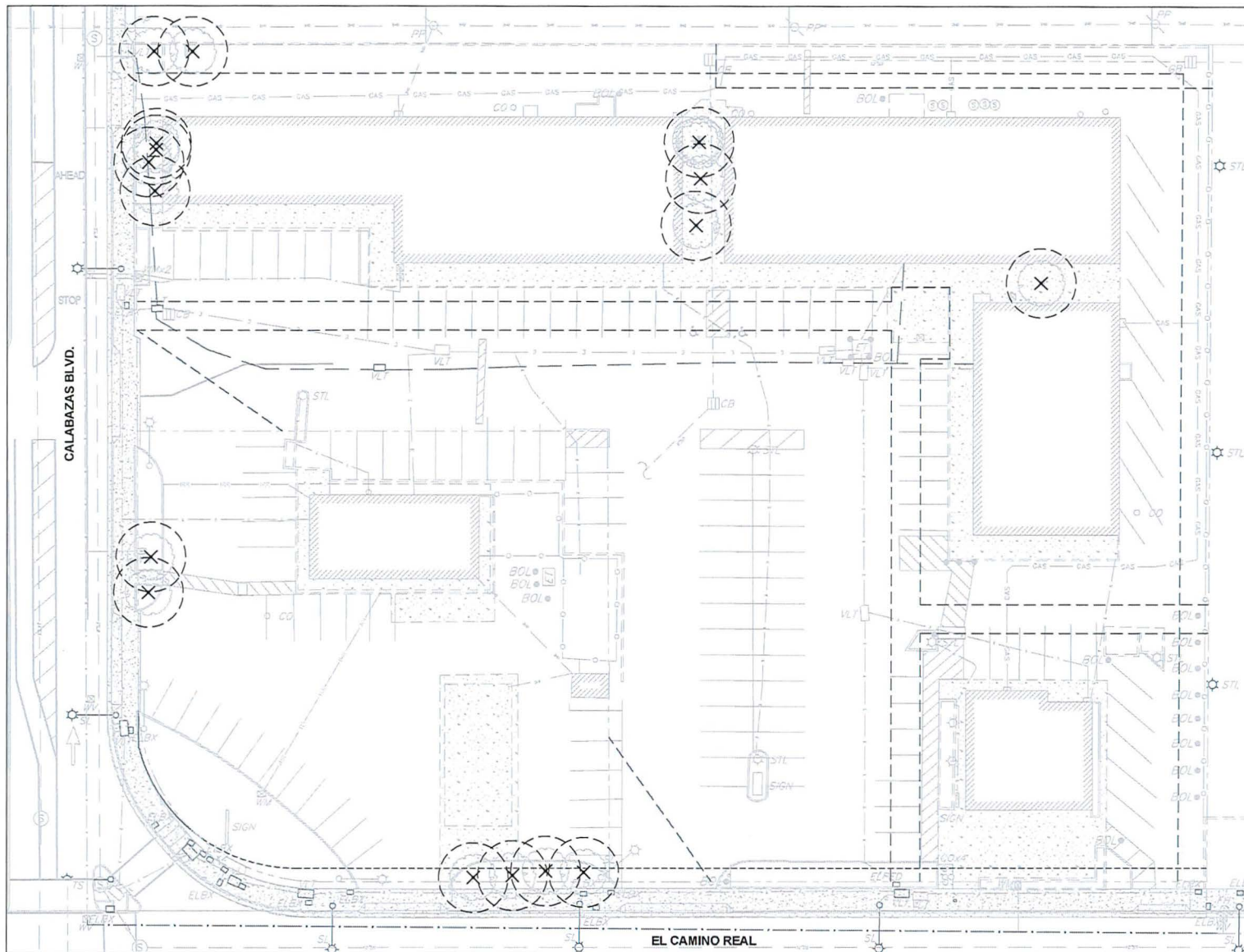
3155 EL CAMINO
SANTA CLARA CA # 2018-0345

SUBMITTAL #4
FEBRUARY 11, 2022

SCHEMATIC
LANDSCAPE IMAGERY

L-2

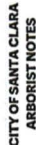




TREE DISPOSITION LEGEND

Key	Description	Qty
	Total Existing Trees On Site	16
	Existing Trees to be Removed	16
	Existing Trees to Remain	0
	Total Proposed Trees, 24" box min. (Note: Refer to Plant List, sheet L-3)	81

Note: No cutting of any part of private trees, including roots, shall be done without securing prior approval of the City Arborist. Tree trimming/removal shall be done in accordance to the City of Santa Clara Tree Preservation/City Arborist specifications and with direct supervision of a certified arborist (Certification of International Society of Arboriculture). Refer to sheet L5.1 for City Arborist Specifications.

CITY OF SANTA CLARA
ARBORIST NOTES

1. No cutting of any part of city trees, including roots, shall be done without securing approval and direct supervision from the city arborist or arborist employed by city (408-615-3080).

- [illegible]

CITY OF SANTA CLARA
ARBORIST NOTES

9. Permit all trees to be retained to completely enclose the tree preservation zone prior to construction, grubbing and grading. Fencing shall be placed at the drip line of existing trees or, if possible, 15 to 20 feet radius of the drip line out from the trunk of the tree. Fencing shall be constructed of 1/2" x 4" treated lumber, 4' high, with a minimum of 0.75" x 1" and 15' clear space "warning" - tree preservation zone that tree removal is required. Fencing shall be constructed from the city arborist/project arborist*.
10. Fences shall be 16' or higher than 16' chain link or equivalent, as approved by the city arborist or arborist employee. Trees shall remain until all grading and construction work is completed. In addition, trees all around the perimeter of the project shall be protected with a minimum of 16' chain link or equivalent fence. The fence shall be constructed to prevent trees from being damaged caused by the work.
11. No tree removal shall be done within the drip line of existing trees without the approval of the city arborist or arborist employee. Any trees to be removed within the approved public tree zone prohibited manner to ensure where the trenching shall outside the drip line of the tree removal. Exceptions may be allowed. In the opinion of the city arborist or arborist employee, the removal of trees may be required for the work to be negligible.
12. Any cutting of arborist or arborist employee shall be done with approved tools/equipment under the direct supervision of the city arborist or arborist employee. Any cutting of existing trees or removal trees shall be done with approved equipment under the direct supervision of an ISA certified arborist.
13. Grading shall not create drainage problems for trees by channeling water into trees, or creating another area.
14. All grading within the drip line of city trees shall be done with approved light equipment under the direct supervision of the city arborist or arborist employee.
15. All grading within the drip line of removal trees shall be done with approved equipment under the direct supervision of the city arborist or arborist employee. All grading at the base of existing trees shall not be modified. If a grade increase is necessary, dry hills should be used.
16. When trenching is allowed, the contractor must fill all trenches with a permanent rock enter prior to any trenching to avoid rutting or pulling of roots.
17. Trees that are determined to be removed by the city arborist or arborist employee shall be removed by the city arborist or arborist employee. Any trees that are not removed by the city arborist or arborist employee shall be removed by the city arborist or arborist employee.

CITY OF SANTA CLARA
ARBORIST NOTES

- contractor. The city arborist or arborist employed by city shall determine the replacement specie, size, quantity, and spacing.
16. Place 4"-3" thick mulch around all existing trees (out to their drip line) that are to be retained prior to any construction. This will help maintain moisture under the tree within the fencing area.
17. Bare pits are not allowed within the drip line of any tree.

Where there is insufficient space to bypass the drip line by trenching adjacent to all existing trees in excess of 6" DBH, the installation must be made by boring. The beginning and ending distance of the bore from the face of the tree in any direction is determined by the diameter of the tree as specified by the accompanying table.

When the tree diameter at 4 1/2 feet is	Trenching will be replaced by boring at this minimum distance from the face of the tree in any direction:
0-2 inches	1 foot
3-4 inches	2 feet
5-6 inches	3 feet
7-9 inches	5 feet
10-14 inches	10 feet
15-18 inches	12 feet
more than 19 inches	15 feet

Tree diameter	(minimum) depth of bore
9 inches or less	2.5 feet
10-14 inches	3.0 feet
15-19 inches	3.5 feet
20 inches or more	4.0 feet

1. Contractor shall tag and identify existing trees which are to remain within the project limits and on the public right-of-way prior to start of work. Protect all tagged trees at all times from damage by the work. Treatment of all minor damage to tagged trees shall be performed by an ISA certified arborist or other personnel approved by the city arborist or arboret employed by city. If a tagged tree is permanently

CITY OF SANTA CLARA
ARBORIST NOTES

- disaffirmed or killed as a result of the work, contractor shall remove the trees, including its roots, from the site and replace each removed tree with an equal-sized tree. If such replacement is not possible, the contractor shall reimburse to the city the amount listed in the table below. The city arboretist or arborist employed by the city shall be the sole judge of the condition of any tree. Contractor shall provide regular watering of critical landscaping until the contractor leaves the site through the construction period.

7	inches	\$ 2,400
8	inches	\$ 3,400
9	inches	\$ 4,400
10	inches	\$ 5,500
11	inches	\$ 6,500
12	inches	\$ 7,500
13	inches	\$ 8,500
14	inches	\$ 9,500
15	inches	\$10,000
16	inches	\$11,000
17	inches	\$12,000
18 inches and over		\$ 1,200

Add for each inch over



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SANTA CLARA CA # 2018-0345

SUBMITTAL #4
FEBRUARY 11, 2022

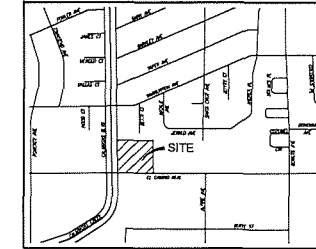
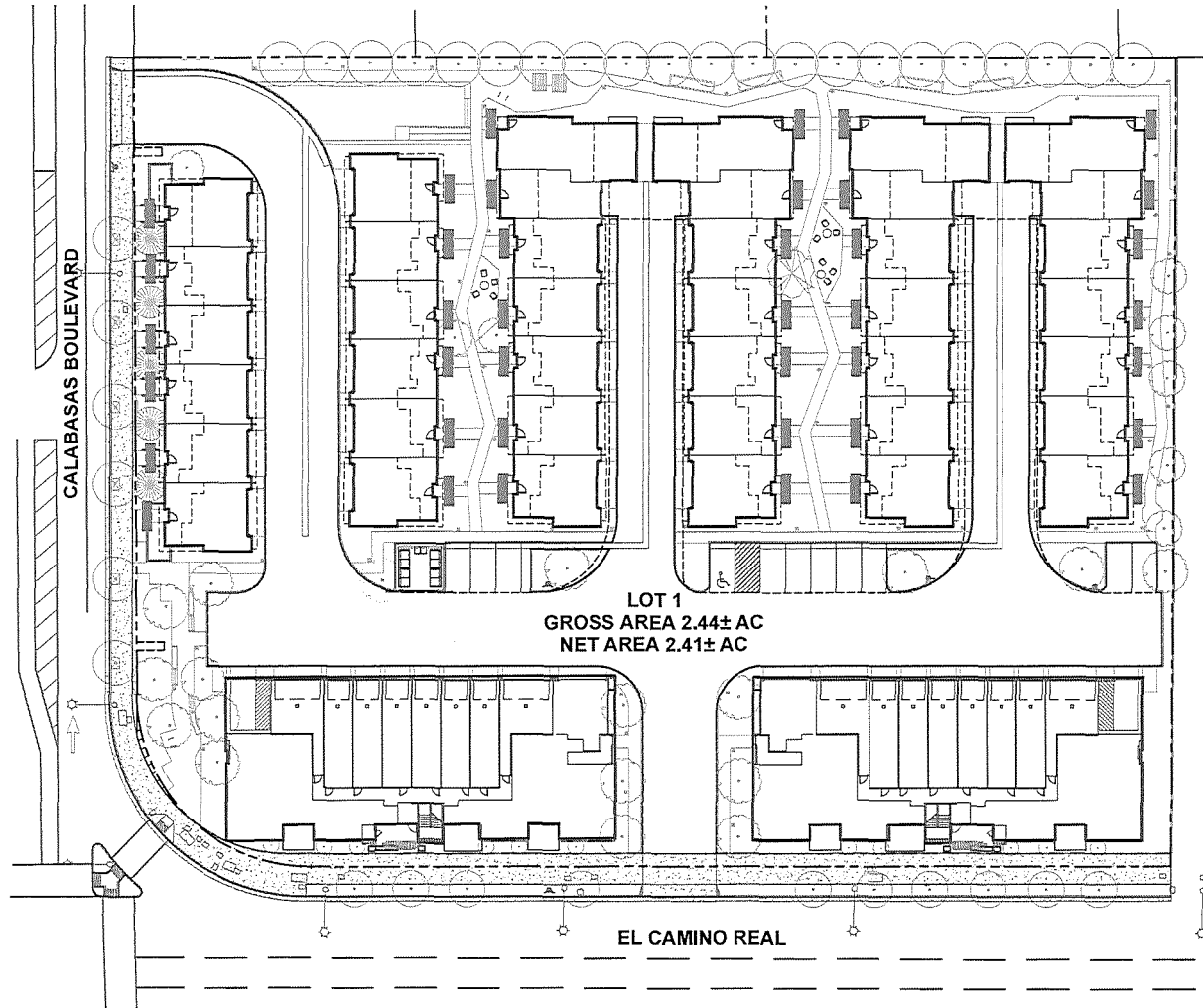
Scale: 1/16" = 1'-0"



**TREE DISPOSITION
PLAN**

L-5.1

3155 EL CAMINO REAL
SANTA CLARA, CALIFORNIA



VICINITY MAP
NTS

ABBREVIATION:

ANGPT	Angle Point
ANY	Any
AR	Arch
AS	Asphalt
BO	Bolt
BR	Brick
BU	Burn
CA	Calc
CH	Chalk
CI	Cement
CO	Coal
CR	Crack
CS	Cement
CT	Centerline of Driveway
DE	Deck
DF	Edge of Pavement
DI	Ditch
DO	Door
DP	Drain
DR	Drain
DS	Drain
DU	Drain
EW	Edge of Walk
EX	Excavation
FW	Foot of Walk
GA	Grass
GL	Gravel
GR	Gravel
HA	Hammer
HW	Hammer
IB	Iron
IR	Iron
LA	Level
LE	Level
LI	Level
LR	Level
MC	Public Utility Connection
ME	Measure
MO	Mortar
MS	Mortar
NU	Reinforced Concrete Pipe
OR	Ordnance
OS	Ordnance
PA	Sanitary Sewer
PC	Sanitary Sewer
PE	Sanitary Sewer
PF	Sanitary Sewer
PI	Sanitary Sewer
PL	Sanitary Sewer
PM	Sanitary Sewer
PN	Sanitary Sewer
PO	Sanitary Sewer
PP	Sanitary Sewer
PT	Top of
TC	Top of
TR	Top of
TRC	Top of Reinforced Curb
TRD	Top of Road
TRF	Top of Road
TRG	Top of Road
TRH	Top of Road
TRJ	Top of Road
TRK	Top of Road
TRL	Top of Road
TRM	Top of Road
TRN	Top of Road
TRO	Top of Road
TRP	Top of Road
TRQ	Top of Road
TRR	Top of Road
TRS	Top of Road
TRT	Top of Road
TRU	Top of Road
TRV	Top of Road
TRW	Top of Road
TRX	Top of Road
TRY	Top of Road
TRZ	Top of Road
TR1	Top of Road
TR2	Top of Road
TR3	Top of Road
TR4	Top of Road
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TR07	Top of Road
TR08	Top of Road
TR09	Top of Road
TR10	Top of Road
TR11	Top of Road
TR12	Top of Road
TR13	Top of Road
TR14	Top of Road
TR15	Top of Road
TR	

LEGEND:

DESCRIPTION	TO BE CONST.	EXISTING
PROPERTY LINE		
CENTERLINE		
CURB AND GUTTER		
SIDEWALK		
STANDARD HOODED INLET		
CITY SURVEY MONUMENT		
FIRE HYDRANTS		
ELECTROFLUOR		
ELECTROFLUOR (REMOVED/RELOCATED)		
PULL BOX		
P G & E SERVICE POINT		
SANITARY SEWER		
STORM SEWER		
WATER		
GAS		
ELECTRIC CONDUIT		
JOINT TRENCH		
SANITARY MANHOLE		
STORM MANHOLE		
DRIVEWAY		
HANDICAP RAMP		
NEW AC PAVEMENT		
KEY TO CHANGES		
STREET TREES		
WATER METER		

SHEET INDEX

C1.0	TITLE SHEET
C2.0	EXISTING CONDITIONS & PRELIMINARY REMEDIAL PLAN
C3.0	GRADING & DRAINAGE
C4.0	STORMWATER CONTROL PLAN
C4.1	STORMWATER CONTROL NOTES & DETAILS
C4.2	MEDIA FILTER NOTES
C5.0	UTILITY PLAN
C5.1	COMPOSITE TREE PLAN
C6.0	SECTIONS & DETAILS
C7.0	FIRE PROTECTION PLAN

SITE ADDRESS

BASIS OF BEARINGS:

THE BEARING, N 81° 30' E, 100

ON MARCH 3, 1857, IN BOOK 716 OF MAPS, PAGE 32, SANTA CLARA COUNTY RECORDS, WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS SURVEY.

BENCHMARK:

VERTICAL DATUM IS

A BRASS DISK IN THE SIDEWALK ON THE SOUTH SIDE OF THE EL CAMINO REAL BRIDGE OVER CALABAZAS CREEK, HAVING AN ELEVATION OF 90.85 FEET (NAVD83)

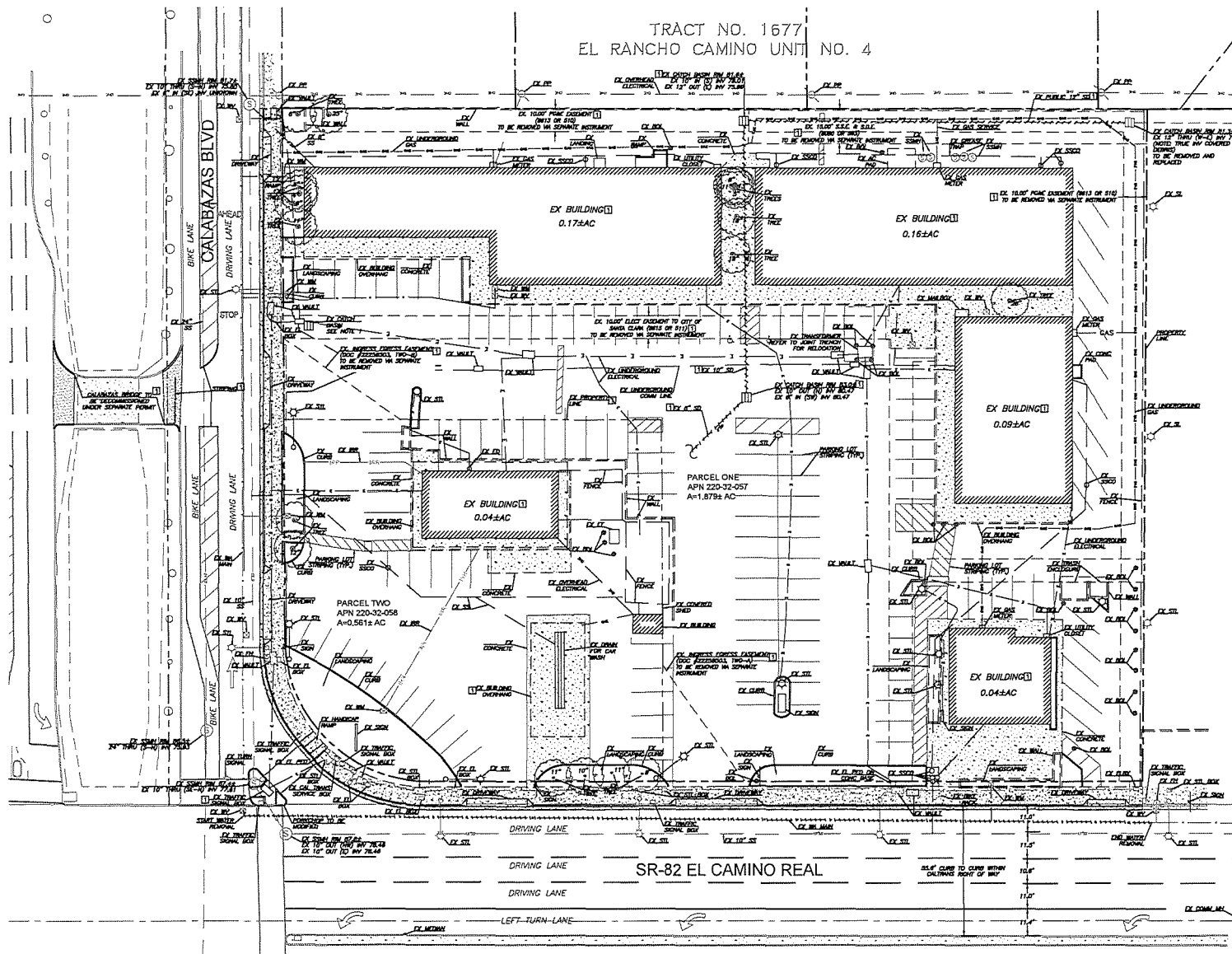
FLOOD HAZARD NOTE:

THE PARCEL DESCRIBED HEREIN IS LOCATED WITHIN THE FLOOD HAZARD ZONE DESIGNATION ZONE X, AS SHOWN UPON THE FLOOD INSURANCE RATE MAP (FIRM) ISSUED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FOR THE CITY OF SANTA CLARA, SANTA CLARA COUNTY, EFFECTIVE DATE: AUGUST 10, 2021.

SAND ZONE X IS DEFINED AS AREAS WITH REDUCED FLOOD RISK DUE TO LEVEES.

SURVEY NOTE:
ALL FEATURES SHOWN HEREON REPRESENT SURFACE CONDITIONS OF THE PROJECT AREA AS COMPILED FROM AERIAL AND GROUND SURVEYS COMPLETED ON SEPTEMBER 8, 2020, SEPTEMBER 16, 2020 AND SEPTEMBER 20, 2020. NO ATTEMPT HAS BEEN MADE BY SURVEYOR TO DETERMINE THE EXISTENCE OR EXTENT OF UNDERGROUND UTILITIES OR OTHER FEATURES NOT SURFACE VISIBLE.

TRACT NO. 1677
EL RANCHO CAMINO UNIT NO. 4



BASIS OF BEARINGS:

THE BEARING IS NORTH EAST OF THE NORTHERLY LINE OF EL CAMINO REAL, AS SHOWN ON SANITARY DRAINAGE MAP FILED FOR RECORD ON MARCH 2, 1987, IN BOOK 78 OF MAPS, PAGE 32, S.E.C.2, WAS TAKEN AS THE BASIS OF BEARINGS.

BENCHMARK:

VERTICAL DATUM IS BASED UPON SOUND BENCHMARK (B1): A BRASS IRON IN THE SECONDARY ON THE SOUTH SIDE OF THE EL CAMINO REAL BRIDGE OVER CALABAZAS CREEK, BEARING A CERTAIN ELEVATION OF 164.15 FEET (MADISON).

GENERAL NOTES:

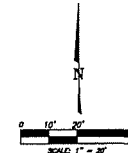
1. STORM DRAIN INLET LATERAL, UNLESS NOTED OTHERWISE, TO BE REMOVED ON-SITE AND CUT & CAPPED AT A MINIMUM OF 6" IN THE DRAINAGE DIRECTION. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER MANAGEMENT OF THE C&C DEBRIS ON THE PROJECT SITE. THE CITY ENGINEER SHALL BE NOTIFIED OF ALL UTILITIES AT THEIR OWN DISCRETION.
2. UTILITIES SHOWN ON THIS PLAN FOR REFERENCE ONLY. CONTRACTOR SHALL CONDUCT ULSA, CONDUCTOR SHALL BE RESPONSIBLE FOR LOCATION OF ALL UTILITIES. THE OWNER/CONTRACTOR MAY HIRE AN INDEPENDENT CONSULTANT TO LOCATE AND VERIFY ALL ON-SITE UTILITIES AT THEIR OWN DISCRETION.

LEGEND:

- TO BE REMOVED
- ▨ CONCRETE TO BE REMOVED
- ▩ ASPHALT TO BE REMOVED
- TREE
- ||||| TO BE REMOVED

CONSTRUCTION SOLID WASTE MANAGEMENT NOTES

1. ALL CONSTRUCTION AND DEMOLITION (C&D) PROJECTS OVER 4,000 SQUARE FEET SHALL TRACK AND REPORT A SUMMARY OF C&D OF THE DEBRIS CREATED DURING THE PROJECT. DEBRIS IS TRACKED THROUGHOUT THE PROJECT. CONTRACTORS AND SUB-CONTRACTORS ARE RESPONSIBLE FOR THE PROPER MANAGEMENT OF THE C&D DEBRIS ON THE PROJECT SITE. THE CITY ENGINEER SHALL BE NOTIFIED OF ALL UTILITIES AT THEIR OWN DISCRETION.
2. PRIOR TO REMOVAL OF A BUILDING PERMIT, THE APPLICANT SHALL CREATE A CONSTRUCTION WASTE MANAGEMENT PLAN (CWMP) AND OBTAIN A PROJECT TRACKING NUMBER FROM THE SANITARY ENGINEER. DEBRIS SHALL BE TRACKED THROUGHOUT THE PROJECT. DEBRIS SHALL BE TRACKED THROUGHOUT THE PROJECT. DEBRIS SHALL BE TRACKED THROUGHOUT THE PROJECT.
3. THROUGHOUT THE PROJECT, ALL DEBRIS TO BE REMOVED SHALL BE TRACKED AND REPORTED TO THE CITY ENGINEER. THE DEBRIS SHALL BE TRACKED THROUGHOUT THE PROJECT. DEBRIS SHALL BE TRACKED THROUGHOUT THE PROJECT.
4. AT A MINIMUM OF TWO WEEKS PRIOR TO FINAL BUILDING INSPECTION, UPLOADED ALL DEBRIS TICKETS AND SUBMIT THE CWMP REPORT ONLINE FOR FINAL REVIEW. EVIDENCE OF FINAL APPROVAL IS REQUIRED PRIOR TO THE DEBRIS TICKET.
5. PROJECTS THAT FAIL TO ACHIEVE THE BOX UNDERNOTE ARE SUBJECT TO A FINE EQUAL TO THE DEBRIS TICKET, MULTIPLIED BY THE SQUARE FOOTAGE OF THE PROJECT, MULTIPLIED BY \$1. FINE SHALL BE PAID PRIOR TO THE PROJECT CLOSURE.
6. DEBRIS TICKET SYSTEM HAS THE EXCLUSIVE RIGHT TO PROVIDE ALL WASTE DEBRIS BOX SERVICES IN ALL AREAS OTHER THAN THOSE ZONED AS INDUSTRIAL. NO OTHER WASTE DEBRIS BOX SERVICES SHALL BE PROVIDED WITHIN THESE ZONES. DEBRIS BOXES MAY BE ORDERED BY CONTACTING MISSION TRAIL WASTE SERVICES AT 408-277-4338. A CITY DEBRIS TICKET IS REQUIRED PRIOR TO THE PLACEMENT OF DEBRIS BOX ON A CITY STREET.
7. FOR AREAS ZONED INDUSTRIAL, IT IS PERMISSIBLE TO HIRE A DEBRIS BOX COMPANY FROM THE CITY OF SANTA CLARA'S APPROVED NON-EXCLUSIVE FRANCHISE PROVIDER LIST FOR A CURRENT LIST OF APPROVED NON-EXCLUSIVE FRANCHISE PROVIDERS VISIT SANDCLOUTIER.COM.
8. THE USE OF ANY OTHER WASTE SERVICE OUTSIDE OF THOSE LISTED ABOVE REQUIRES ADVANCED APPROVAL BY THE CITY OF SANTA CLARA - ENVIRONMENTAL PROGRAMS DIVISION. FOR INQUIRY CALL 408-815-3000 OR EMAIL ENVIRONMENT@SANDCLOUTIER.COM.
9. FAILURE TO ACHIEVE THESE DEBRIS BOX/HALLOWS REQUIREMENTS IS A VIOLATION OF SANTA CLARA CITY CODE 8.2.2.30 AND IS SUBJECT TO A \$1000 FINE.



TRACT NO. 1677
EL RANCHO CAMINO UNIT NO. 4

GENERAL GRADING & DRAINAGE NOTES:

1. ALL ON-SITE STORM DRAIN PIPES SHALL BE RCP CLASS II UNLESS OTHERWISE SPECIFIED
2. ALL PAV TO CONCRETE CONNECTIONS SHALL BE DONE WITH INTERLOCK PER CITY OF SAN JOSE STANDARD DETAIL
3. ALL INLETS TO BE INSTALLED PER CITY STANDARD DETAIL

LEGEND

- SLURRY SEAL
STRIKING TO REPLACED TO PRE-IMPROVEMENT CONDITION
- NEW PLANTING

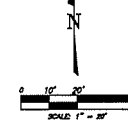
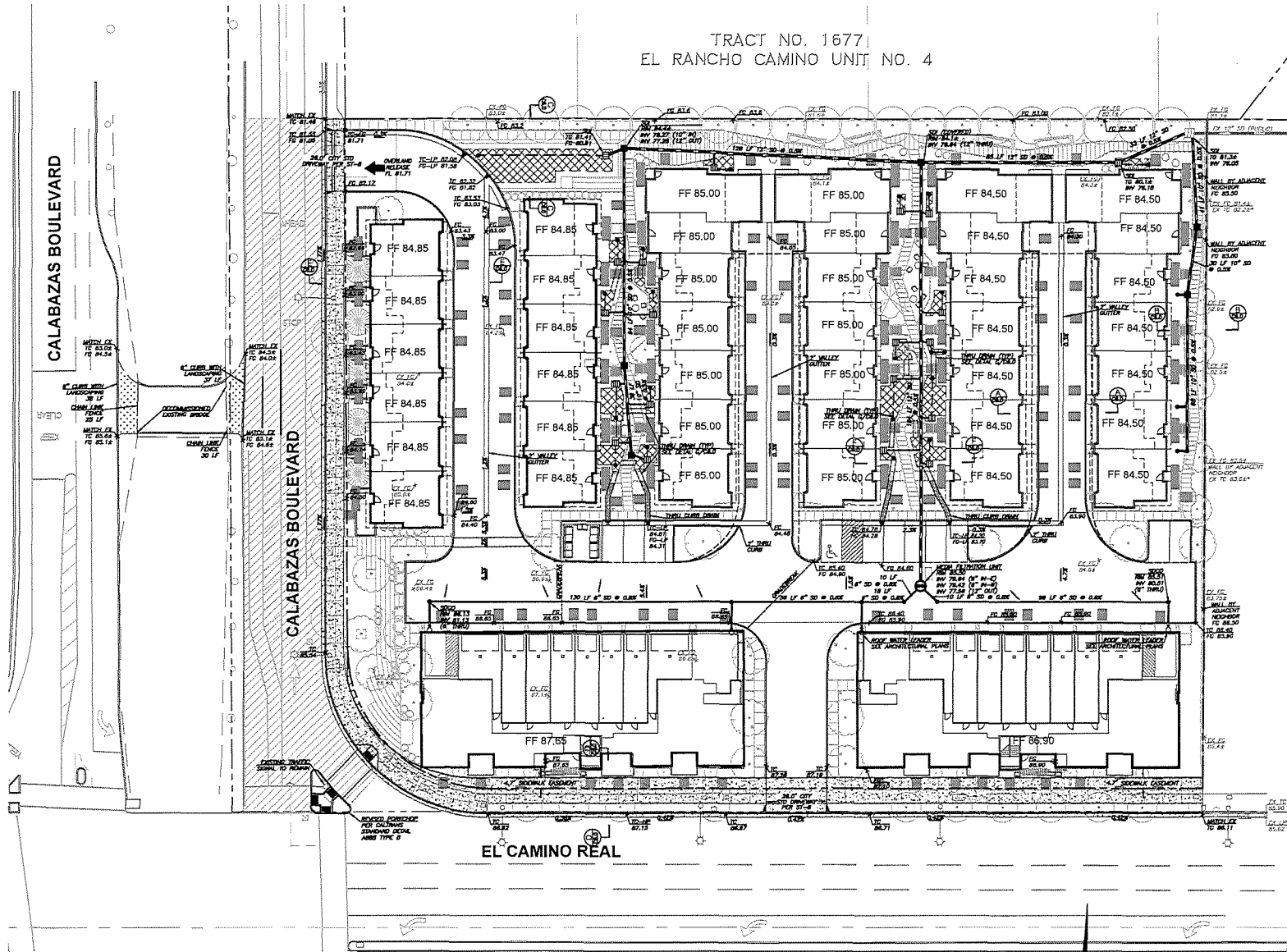


TABLE 1 ROUTINE MAINTENANCE ACTIVITIES FOR BIORETENTION AREAS			
NO.	MAINTENANCE TASK	FREQUENCY OF TASK	
1	REMOVE OBSTRUCTIONS, WEEDS, DEBRIS AND TRASH FROM BIORETENTION AREA AND ITS INLETS AND OUTLETS, AND DISPOSE OF PROPERLY.	QUARTERLY, OR AS NEEDED AFTER STORM EVENTS	
2	INSPECT BIORETENTION AREA FOR STANDING WATER. IF STANDING WATER DOES NOT DRAIN WITHIN 2-3 DAYS, TILL AND REPLACE THE SURFACE BIOTREATMENT SOIL WITH THE APPROVED SOIL MIX AND REPLANT.	QUARTERLY, OR AS NEEDED AFTER STORM EVENTS	
3	CHECK UNDERDRAINS FOR CLOGGING. USE THE CLEANOUT RISER TO CLEAN ANY CLOGGED UNDERDRAINS.	QUARTERLY, OR AS NEEDED AFTER STORM EVENTS	
4	MAINTAIN THE IRRIGATION SYSTEM AND ENSURE THAT PLANTS ARE RECEIVING THE CORRECT AMOUNT OF WATER (IF APPLICABLE).	QUARTERLY	
5	ENSURE THAT THE VEGETATION IS HEALTHY AND DENSE ENOUGH TO PROVIDE FILTERING AND PROTECT SOILS FROM EROSION, PRUNE AND REED THE BIORETENTION AREA, REMOVE AND/OR REPLACE ANY DEAD PLANTS.	ANNUALLY, BEFORE THE WET SEASON BEGINS	
6	USE COMPOST AND OTHER NATURAL SOIL AMENDMENTS AND FERTILIZERS INSTEAD OF SYNTHETIC FERTILIZERS, ESPECIALLY IF THE SYSTEM USES AN UNDERDRAIN.	ANNUALLY, BEFORE THE WET SEASON BEGINS	
7	CHECK THAT MULCH IS AT APPROPRIATE DEPTH (2 - 3 INCHES PER SOIL SPECIFICATIONS) AND REPLENISH AS NECESSARY BEFORE WET SEASON BEGINS. IT IS RECOMMENDED THAT 2" - 3" OF ARBOR MULCH BE REAPPLIED EVERY YEAR.	ANNUALLY, BEFORE THE WET SEASON BEGINS	
8	INSPECT THE ENERGY DISSIPATION AT THE INLET TO ENSURE IT IS FUNCTIONING ADEQUATELY, AND THAT THERE IS NO SCOUR OF THE SURFACE MULCH. REMOVE ACCUMULATED SEDIMENT.	ANNUALLY, BEFORE THE WET SEASON BEGINS	
9	INSPECT OVERFLOW PIPE TO ENSURE THAT IT CAN SAFELY CONVEY EXCESS FLOWS TO A STORM DRAIN. REPAIR OR REPLACE DAMAGED PIPING.	ANNUALLY, BEFORE THE WET SEASON BEGINS	
10	REPLACE BIOTREATMENT SOIL AND MULCH. IF NEEDED, CHECK FOR STANDING WATER, STRUCTURAL FAILURE AND CLOGGED OVERFLOWS. REMOVE TRASH AND DEBRIS. REPLACE DEAD PLANTS.	ANNUALLY, BEFORE THE WET SEASON BEGINS	
11	INSPECT BIORETENTION AREA USING THE ATTACHED INSPECTION CHECKLIST.	ANNUALLY, BEFORE THE WET SEASON	

JMH Weiss
Project Number: #3133
Project Name: 3155 El Camino Real
Date: 02/12/2022
Project Address: 3155 El Camino Real

Existing Flow Hydrology (10 Year)	Proposed Flow Hydrology (10 Year)
Existing Pervious Area = 3,175	Proposed Pervious Area = 20,849
Existing Impervious Area = 101,521	Proposed Impervious Area = 83,525
C Value = 0.883	C Value = 0.791
Intensity (inches/hour)** = 1.85	Intensity (inches/hour)** = 1.85
Average = 2.41	Average = 2.41
Existing Q (cfs) = 3.93	Proposed Q (cfs) = 3.52

Existing to Proposed Flow Differential (CFS) = -0.41
Existing to Proposed Flow Reduction % = 10.49%

Existing Flow Hydrology (100 Year)	Proposed Flow Hydrology (100 Year)
Existing Pervious Area = 3,175	Proposed Pervious Area = 20,849
Existing Impervious Area = 101,521	Proposed Impervious Area = 83,525
C Value = 0.883	C Value = 0.791
Intensity (inches/hour)** = 2.5	Intensity (inches/hour)** = 2.5
Average = 2.41	Average = 2.41
Existing Q (cfs) = 5.31	Proposed Q (cfs) = 4.79

Existing to Proposed Flow Differential (CFS) = -0.56
Existing to Proposed Flow Reduction % = 10.49%

**C Value* weighted average storming pervious area at C=0-10.6, impervious at C=0-90
**Intensity based on City of San Jose rain gauge with a 10 minute concentration time.

2. Project Size

Impervious Area (A)	Pre-project (Existing) IA (A ₁) (SF)	Post-project (Existing) IA (A ₂) (SF)	Net Change (A ₂ - A ₁) (SF)
Roof	36,474	17,418	-19,056
Surface Parking	26,949	1,107	-25,842
Subsides, streets, etc.	36,158	34,629	-1,529
a. Total Impervious Area	101,581	53,154	-48,427
b. Total area and replaced impervious area	101,581	53,154	-48,427

Pervious Area (P)	Pre-project (Existing) P (P ₁) (SF)	Post-project (Existing) P (P ₂) (SF)	Net Change (P ₂ - P ₁) (SF)
Landscaping*	3,175	21,852	18,677
Pervious Parking			
Other (e.g. Green Roofs)			
c. Total Pervious Area	3,175	21,852	18,677
d. Total Area (A+P)	104,756	75,006	-29,750

e. Percent Replacement of IA in Redevelopment Projects (Total Pervious IA Replaced with IA + Total Existing IA) x 100% = 51.77 %

3. State Construction General Permit Applicability:
- a. Is #2.b. equal to 1 acre or more?
- ☒ Yes, applicant must obtain coverage under the State Construction General Permit (see www.water.ca.gov/permitting/development/development-construction.shtml for details).
- ☐ No, applicant does not need coverage under the State Construction General Permit.
4. NRP Provision C3 Applicability:
- a. Is #2.d. equal to 10,000 sq. ft. or more, or 5,000 sq. ft. or more for restaurants, auto service facilities, retail gas outlets, and stand-alone uncovered parking?
- ☒ Yes, C3, source control, site design and treatment requirements apply - check with local agency
- ☐ No, C3, source control and site design requirements may apply - check with local agency
- b. For redevelopment projects, is #2.g. equal to 50% or more?
- ☒ Yes, C3, requirements (site design and source control, as appropriate, and stormwater treatment) apply to the entire site
- ☐ No, C3, requirements only apply to the impervious area created and/or replaced
5. Hydromodification Management (H3M) Applicability:
- a. Does the project create and/or replace one acre or more of impervious area AND is the total post-project impervious area greater than the pre-project (existing) impervious area?
- ☐ Yes (continue) ☒ No - exempt from H3M, go to page 3
- b. Is the project located in an area of H3M applicability (green area) on the H3M Applicability Map? (www.sccwrpp.com/h3m_map.htm)
- ☒ Yes, the project must implement H3M requirements
- ☐ No, the project is exempt from H3M requirements

*The "new" and "replaced" IA are based on the total area of the site and not specific locations on site. "Replaced" means to later in the same place. "Replaced" means to later in the same place. "Replaced" means to later in the same place. "Replaced" means to later in the same place.

SCV3399P C-3 Data Form

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September 2018

SCV3399P C-3 Data Form

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September 2018

*See SCV3399P C-3 Handbook for definitions.
*Optional site design measures, does not have to be stated to comply with Provision C3 treatment requirements.
*Subject to necessary sewer authority requirements.
*These treatment measures are only allowed as part of a multi-step treatment process (i.e., for perviousness).

2.0 Calculate Percentage of Impervious Surface for Drainage Management Area (DMA)

2.1 Name of DMA: 7

Type of Surface	Area of surface type within DMA (Sq. Ft.)	Adjusted Pervious Surface Area	Effective Impervious Area
Impervious surface	21,999	1.0	21,999
Pervious surface	3,071	0.1	307
Total DMA Area (Square Feet) =	25,070		

2.2 Total Effective Impervious Area (EIA) = 22,306 Square feet

3.0 Calculate Unit Basin Storage Volume in Inches

Table 3.1: Unit Basin Storage Volumes (in inches) for 60 Percent Capture Using 48-Hour Stormwater

Applicable Rain Gauge	Mean Annual Precipitation (in)	Unit Basin Storage Volume (in) for Applicable Runoff Coefficients	Coefficient of 1.00
Ordinary Airport	15.35	0.67	
San Jose	14.4	0.54	

3.1 Unit basin storage volume from Table 3.1: 0.56 Inches

3.2 Adjusted unit basin storage volume: 0.56 Inches

3.3 Required Capture Volume (in cubic feet): 1,051 Cubic feet

4.0 Calculate the Duration of the Rain Event

4.1 Rainfall intensity: 0.2 Inches per hour

4.2 Divide Item 3.2 by Item 4.1: 2.82 Hours of Rain Event Duration

5.0 Preliminary Estimate of Surface Area of Treatment Measure

5.1 4% of DMA impervious surface: 895 Square feet

5.2 Area 25% smaller than Item 5.1: 671 Square feet

5.3 Volume of treated runoff for area in Item 5.2: 788 Cubic feet (from 3.2 * 5 inches per hour * 1/12 * Item 5.2)

6.0 Initial Adjustment of Depth of Surface Ponding Area

6.1 Subtract Item 5.3 from Item 5.1: 263 Cubic feet (Amount of runoff to be stored in ponding area)

6.2 Divide Item 6.1 by Item 5.2: 0.4 Feet (Depth of stored runoff in surface ponding area)

6.3 Convert Item 6.2 from feet to inches: 4.7 Inches (Depth of stored runoff in surface ponding area)

6.4 If ponding depth in Item 6.3 meets your target depth, skip to Item 6.5. If not, continue to Step 7.1.

7.0 Optimize Size of Treatment Measure

7.1 Enter an area larger or smaller than Item 5.2: 628 Sq. ft. (enter larger area if you need less ponding depth, smaller for more depth)

7.2 Volume of treated runoff for area in Item 7.1: 738 Cubic feet (from 7.1 * 5 inches per hour * 1/12 * Item 4.2)

7.3 Subtract Item 7.2 from Item 5.3: 113 Cubic feet (Amount of runoff to be stored in ponding area)

7.4 Divide Item 7.3 by Item 7.1: 0.50 Feet (Depth of stored runoff in surface ponding area)

7.5 Convert Item 7.4 from feet to inches: 5.99 Inches (Depth of stored runoff in surface ponding area)

7.6 If the ponding depth in Item 7.5 meets target, skip Item 7.5, through 7.5 and use this target depth.

8.0 Surface Area of Treatment Measure for DMA

8.1 Final surface area of treatment*: 628 Square feet (Either Item 5.2 or final amount in Item 7.5)

*Note: Check with the local jurisdiction as to its policy regarding the minimum treatment surface area allowed.

2.0 Calculate Percentage of Impervious Surface for Drainage Management Area (DMA)

2.1 Name of DMA: 8

Type of Surface	Area of surface type within DMA (Sq. Ft.)	Adjusted Pervious Surface Area	Effective Impervious Area
Impervious surface	13,006	1.0	13,006
Pervious surface	1,292	0.1	129
Total DMA Area (Square Feet) =	15,198		

2.2 Total Effective Impervious Area (EIA) = 14,035 Square feet

3.0 Calculate Unit Basin Storage Volume in Inches

Table 3.1: Unit Basin Storage Volumes (in inches) for 60 Percent Capture Using 48-Hour Stormwater

Applicable Rain Gauge	Mean Annual Precipitation (in)	Unit Basin Storage Volume (in) for Applicable Runoff Coefficients	Coefficient of 1.00
Ordinary Airport	15.35	0.67	
San Jose	14.4	0.54	

3.1 Unit basin storage volume from Table 3.1: 0.56 Inches

3.2 Adjusted unit basin storage volume: 0.56 Inches

3.3 Required Capture Volume (in cubic feet): 600 Cubic feet

4.0 Calculate the Duration of the Rain Event

4.1 Rainfall intensity: 0.2 Inches per hour

4.2 Divide Item 3.2 by Item 4.1: 2.82 Hours of Rain Event Duration

5.0 Preliminary Estimate of Surface Area of Treatment Measure

5.1 4% of DMA impervious surface: 561 Square feet

5.2 Area 25% smaller than Item 5.1: 421 Square feet

5.3 Volume of treated runoff for area in Item 5.2: 495 Cubic feet (from 3.2 * 5 inches per hour * 1/12 * Item 4.2)

6.0 Initial Adjustment of Depth of Surface Ponding Area

6.1 Subtract Item 5.3 from Item 5.1: 105 Cubic feet (Amount of runoff to be stored in ponding area)

6.2 Divide Item 6.1 by Item 5.2: 0.4 Feet (Depth of stored runoff in surface ponding area)

6.3 Convert Item 6.2 from feet to inches: 4.7 Inches (Depth of stored runoff in surface ponding area)

6.4 If ponding depth in Item 6.3 meets your target depth, skip to Item 6.5. If not, continue to Step 7.1.

7.0 Optimize Size of Treatment Measure

7.1 Enter an area larger or smaller than Item 5.2: 394 Sq. ft. (enter larger area if you need less ponding depth, smaller for more depth)

7.2 Volume of treated runoff for area in Item 7.1: 463 Cubic feet (from 7.1 * 5 inches per hour * 1/12 * Item 4.2)

7.3 Subtract Item 7.2 from Item 5.3: 197 Cubic feet (Amount of runoff to be stored in ponding area)

7.4 Divide Item 7.3 by Item 7.1: 0.50 Feet (Depth of stored runoff in surface ponding area)

7.5 Convert Item 7.4 from feet to inches: 5.99 Inches (Depth of stored runoff in surface ponding area)

7.6 If the ponding depth in Item 7.5 meets target, skip Item 7.5, through 7.5 and use this target depth.

8.0 Surface Area of Treatment Measure for DMA

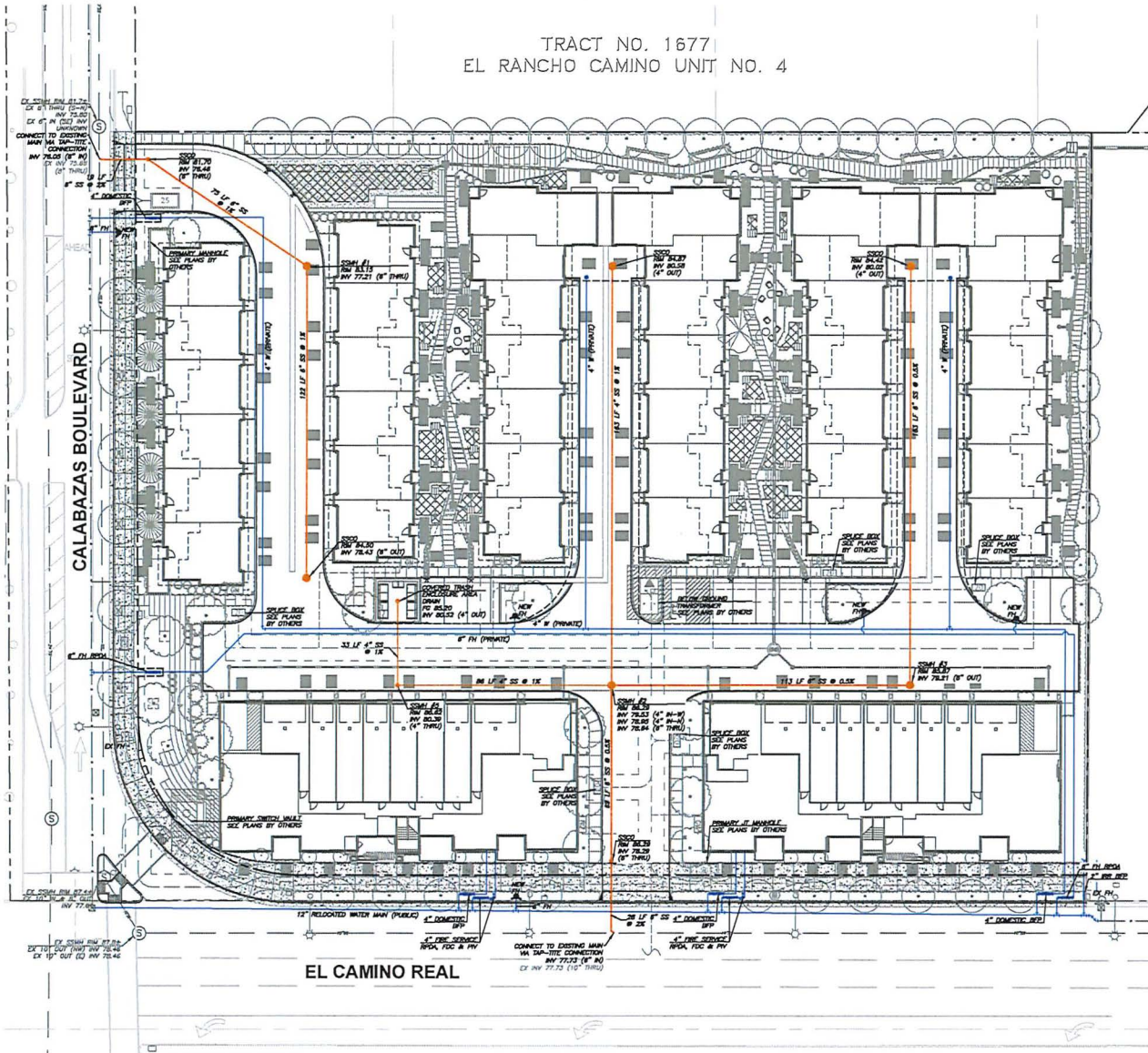
8.1 Final surface area of treatment*: 394 Square feet (Either Item 5.2 or final amount in Item 7.5)

*Note: Check with the local jurisdiction as to its policy regarding the minimum treatment surface area allowed.

OPERATION AND MAINTENANCE INFORMATION:

- I. PROPERTY INFORMATION:
- A. PROPERTY ADDRESS: 3155 EL CAMINO, SANTA CLARA, CA 95051
- B. PROPERTY OWNER: JMH WEISS, INC.
- C. CONTACT: JMH WEISS, INC.
- D. PHONE NUMBER OF CONTACT: (408) 387-6200
- E. EMAIL: JMH@JMHWEISS.COM
- F. ADDRESS: 101 S. MARKET ST., SAN JOSE, CA 95111

TRACT NO. 1677
EL RANCHO CAMINO UNIT NO. 4



GENERAL UTILITY NOTES:

1. ALL ON-SITE SANITARY SEWER PIPES 12 INCHES OR LESS SHALL BE SDP-28 UNLESS OTHERWISE NOTED.
2. ALL PVC TO CONCRETE CONNECTIONS SHALL BE DONE WITH WATERSTOP.
3. WATER DESIGN IS SCHEMATIC ONLY AND NOT MEANT FOR CONSTRUCTION PURPOSES. REFER TO PLUMBING PLANS FOR FINAL DESIGN SPECIFICATIONS.
4. ALL WATER LINES SHOWN ARE PRIVATE UNLESS OTHERWISE NOTED.

LEGEND

- WATER LINE
- - - SANITARY SEWER LINE
- - - STORM DRAIN
- - - JOINT TRENCH (SEE PLANS BY OTHERS)

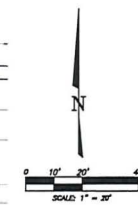


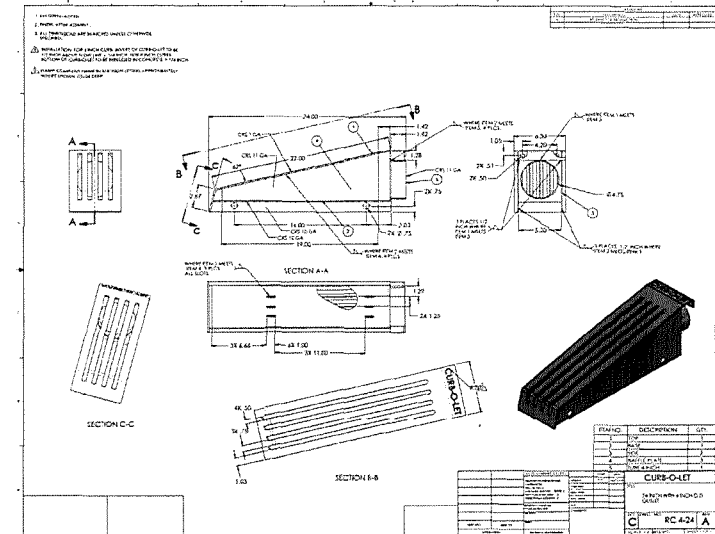
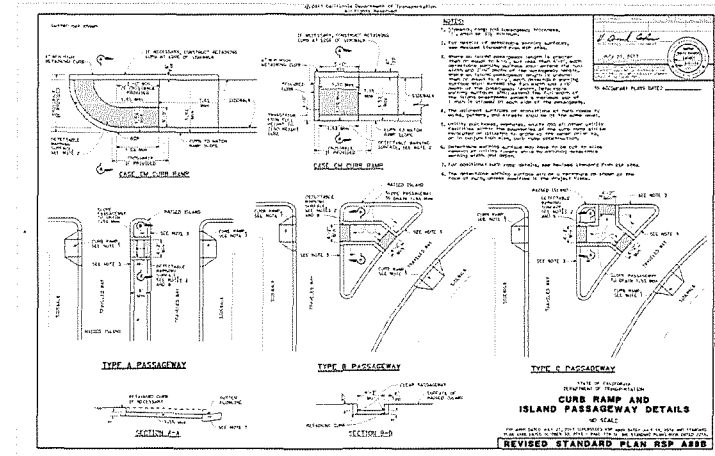
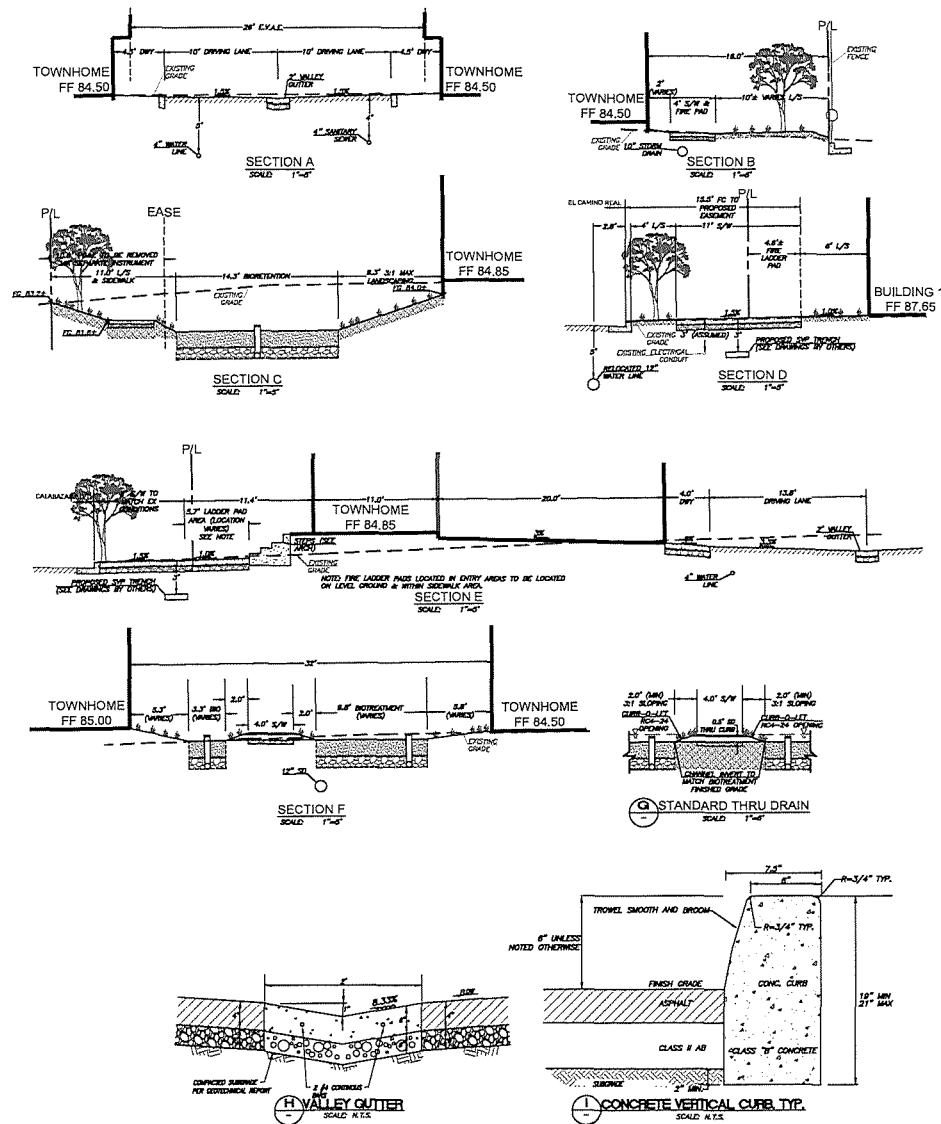
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CALABAZAS BOULEVARD

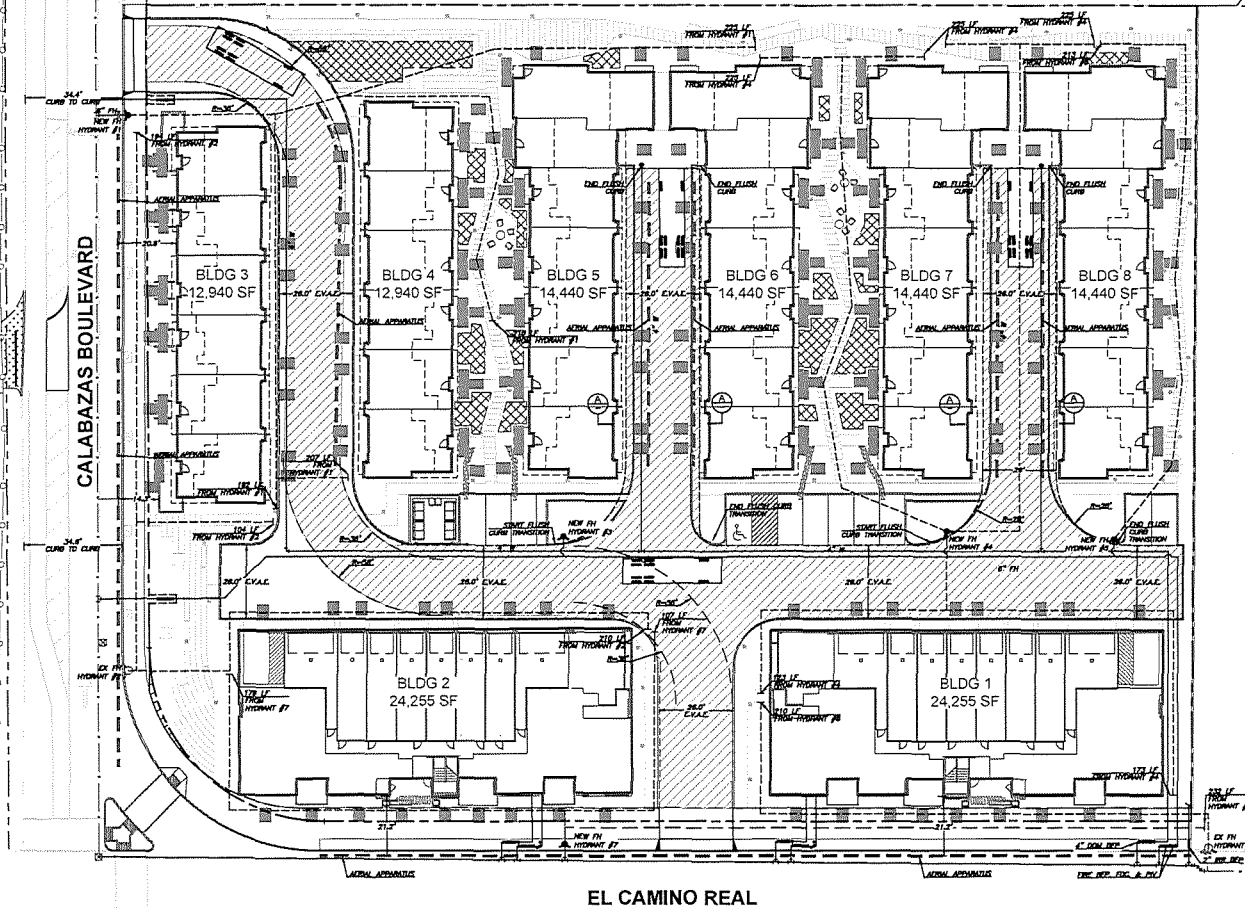
EL CAMINO REAL

5' CLEAR AREA NO TREE PLANTING ZONE





TRACT NO. 1677
EL RANCHO CAMINO UNIT NO. 4



GENERAL NOTES:

1. RED CURB TO READ "NO PARKING-FIRE LANE" IN WHITE PAINT, 6 INCHES IN HEIGHT WITH A MINIMUM 1-INCH STROKE EVERY 25 FEET.
2. SEE FIRE ALARM LAYOUT ON PLANS BY OTHERS.
3. ALL PRIVATE FIRE HYDRANTS SHOWN HEREON SHALL BE CLOW MODEL AND OR EQUIVALENT.
4. EACH SPRINKLER RISER SHALL BE PROTECTED BY A 1/2 LB GALVANIZED IRON PIPE WITH ALL WELD, PIPE AND FITTINGS, FROM THE FLANGE AT ABOVE FINISHED FLOOR TO THE DUCTILE IRON PIPE EXTENDING 6 FT BEYOND BUILDING LINE, AND BEING BONDED TOGETHER WITH A #6 CABLE.

FIRE PROTECTION NOTES:

1. BUILDINGS 1 & 2
 - 1.1. CONSTRUCTION TYPE: VI
 - 1.2. SQUARE FOOTAGE PER CITY ARCHITECTURAL PLANS: 24,255 SF
 - 1.3. FLOW REQUIREMENTS: 3.50 GPM FROM 3 HYDRANTS
 - 1.4. MAX DISTANCE FROM ANY POINT TO A HYDRANT: 210 FEET
 - 1.5. BUILDING 1 SERVED VIA #1, #2, #3, #4, #5, #6, #7
 - 1.6. BUILDING 2 SERVED VIA #1, #2, #3, #4, #5, #6, #7
2. BUILDINGS 3-4
 - 2.1. CONSTRUCTION TYPE: VI
 - 2.2. SQUARE FOOTAGE PER CITY ARCHITECTURAL PLANS: 12,940 SF
 - 2.3. FLOW REQUIREMENTS: 3.50 GPM FROM 3 HYDRANTS
 - 2.4. MAX DISTANCE FROM ANY POINT TO A HYDRANT: 210 FEET
 - 2.5. BUILDING 3 SERVED VIA #1, #2, #3, #4, #5
 - 2.6. BUILDING 4 SERVED VIA #1, #2, #3, #4
3. BUILDINGS 5-8
 - 3.1. CONSTRUCTION TYPE: VI
 - 3.2. SQUARE FOOTAGE PER CITY ARCHITECTURAL PLANS: 14,440 SF
 - 3.3. FLOW REQUIREMENTS: 3.50 GPM FROM 3 HYDRANTS
 - 3.4. MAX DISTANCE FROM ANY POINT TO A HYDRANT: 210 FEET
 - 3.5. BUILDING 5 SERVED VIA #1, #2, #3, #4, #5
 - 3.6. BUILDING 6 SERVED VIA #1, #2, #3, #4, #5
 - 3.7. BUILDING 7 SERVED VIA #1, #2, #3, #4, #5
 - 3.8. BUILDING 8 SERVED VIA #1, #2, #3, #4, #5
4. ALL FIRE TRUCK ACCESSIBLE ROADWAYS FOR THIS PROJECT ARE, OR WILL BE, DESIGNED TO SUPPORT FIRE APPARATUS OF AT LEAST 15,000 LBS.
5. THE UNDERGROUND FIRE PROTECTION SYSTEM SHOWN ON THIS PLAN IS SCHEMATIC ONLY AND IS NOT INTENDED TO BE AN INSTALLATION DRAWING. REFER TO CONTRACTOR'S SHOP DRAWINGS FOR PIPE SIZING, LOCATION AND APPURTENANCES.
6. THE UNDERGROUND FIRE PROTECTION SYSTEM INSTALLER SHALL PREPARE SHOP DRAWINGS SHOWING ALL INFORMATION REQUIRED BY THE LOCAL FIRE JURISDICTION.
7. SHOP DRAWINGS SHALL BE SUBMITTED TO THE LOCAL FIRE JURISDICTION, THE RATING AGENCY AND THE ARCHITECT ALLOWING TIME FOR REVIEW AND ACCEPTANCE, PRIOR TO THE START OF WORK.
8. THE UNDERGROUND FIRE PROTECTION SYSTEM INSTALLER SHALL COORDINATE WITH THE OVERHEAD SPRINKLER CONTRACTOR FOR LOCATION OF RISER ASSEMBLIES.
9. ALL FIRE DEPARTMENT ACCESS ROADS, WATER MAINS, AND FIRE HYDRANTS SHALL BE INSTALLED AND OPERATIONAL DURING CONSTRUCTION IN ACCORDANCE WITH THE FIRE CODE AND ALL OTHER APPLICABLE STANDARDS.
10. LADDER PADS AS SHOWN LOCATED IN DRIVEWAYS OR HARDSCAPE AREAS. LADDER PADS REQUIRED TO BE BUILT AROUND LANDSCAPE WILL BE CONSTRUCTED VIA HARDSCAPE MATERIALS.

MATERIALS SCHEDULE

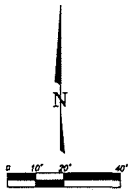
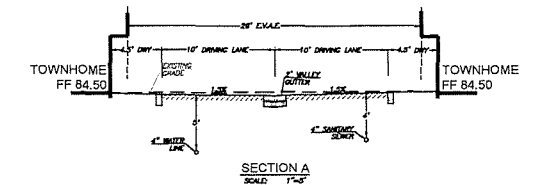
SANITARY SEWER PIPE	SOR26 OR EQUIVALENT
WATERMANN (TS) PIPE	CS900 CL200 PVC OR EQUIVALENT
STORM DRAIN	RCP CLASS III OR EQUIVALENT

FIRE SERVICE NOTES:

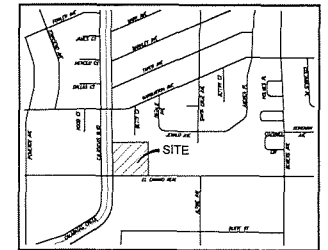
1. FIRE SERVICE LAYOUT IS SCHEMATIC ONLY AND SUBJECT TO CHANGE WITH FINAL BUILDING FIRE RATING CALCULATIONS. UNDERGROUND CONTRACTOR TO PROVIDE SHOP DRAWINGS, CUSTODY FIRE SERVICES TO NEIGHAN UNLESS NOTED OTHERWISE. ALL SHUTDOWN OF ACTIVE FIRE LINES REQUIRING NOTIFICATION OF FIRE DEPARTMENT AND CONSIDER A SHUTDOWN POINT IS REQUIRED FOR UNDERGROUND FIRE SERVICE.
2. FIRE SPRINKLER SHOP DRAWINGS SHALL BE SUBMITTED TO THE LOCAL FIRE JURISDICTION ALLOWING TIME FOR REVIEW AND ACCEPTANCE PRIOR TO THE START OF WORK.

LEGEND

- FIRE TRUCK ENVELOPE AREA
- AERIAL APPARATUS
- LADDER PAD (TO BE BUILT ON HARDSCAPE)
- ROLLED CURB LIMITS



S 89°57'33" W 370.97



VICINITY MAP
NTS

BASIS OF BEARINGS

THE BEARING, N 85°39'33" EAST, OF THE NORTHERLY LINE OF EL CAMINO REAL AS SHOWN ON THAT CERTAIN MAP FILED FOR RECORD ON MARCH 3, 1957, IN BOOK 78 OF MAPS, PAGE 32, S.C.C.R., WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS SURVEY.

BENCHMARK

VERTICAL DATUM IS BASED UPON SCHWID BENCHMARK (JST):
A BRASS DISK IN THE SIDEWALK ON THE SOUTH SIDE OF THE EL CAMINO REAL
BRIDGE OVER CALABAZAS CREEK, HAVING AN ELEVATION OF 88.93 FEET (NAVD83)

GENERAL NOTES:

1. OWNER/SUBDIVIDER: G&J INVESTMENT GROUP
60 S MARKET STREET, STE #450
SAN JOSE, CA 95112
ATTN: EDWARD MANNION (408) 397-0298
2. CNA ENGINEER/
LAND SURVEYOR: KEVIN R. WESS, R.C.E. #7067, P.L.S. #139
40 EDWARDS AVE. #500
JAN WESS, INC.
1271 TECHNOLOGY DRIVE, STE #800
SAN JOSE, CA 95110
(408) 286-4555
3. ASSessor'S PARCEL NUMBER: 220-32-07 & 220-32-05B
4. EXISTING ZONING/LAND USE: THOROUGHFARE COMMERCIAL
5. PROPOSED ZONING: NO CHANGE
6. STUDIED AREA: 3.442 ACRES (GROSS)
2.414 ACRES (NET)
7. TOTAL EXISTING LOTS: 2 LOTS
8. TOTAL PROPOSED LOTS: 1 LOT OF RESIDENTIAL CONDOMINIUM
PURPOSES
9. EXISTING LAND USE: COMMERCIAL / RETAIL
10. PROPOSED LAND USE: RESIDENTIAL CONDOMINIUM LOTS
11. WATER SYSTEM: CITY OF SANTA CLARA
12. STORM DRAIN: TO BE INSTALLED IN CONFORMANCE WITH THE
STANDARD SPECIFICATIONS OF THE CITY OF
SANTA CLARA
13. SANITARY SEWER: TO BE INSTALLED IN CONFORMANCE WITH THE
STANDARD SPECIFICATIONS OF THE CITY OF
SANTA CLARA
14. GAS: NATURAL GAS & ELECTRIC (PG&E)
15. ELECTRIC: SILICON VALLEY POWER (SVP)
16. TELEPHONE: AT&T
17. CABLE: COMCAST
18. FIRE HYDRANTS: TO BE INSTALLED TO CONFORM TO LOCATIONS
AND STANDARDS OF THE SANTA CLARA

16. TELEPHONE

17. CABLE

18. FIRE HYDRANT

0 10' 20' 40'

SCALE 1" = 20'

PROPOSED DEVELOPMENT

VESTING TENTATIVE TRACT MAP

FOR RESIDENTIAL CONDOMINIUM PURPOSES
3074 - 3157 EL CAMINO REAL

SANTA CLARA

CALIFORNIA

JMH WEISS, INC.

Civil Engineering ~ Surveying ~ Land Planning
1731 Technology Drive, Ste 880 San Jose, CA 95110
Tel: (408) 788-4333

15. FLOW

02/11/2072

5213

1 OF 1

LEGEND & ABBREVIATIONS

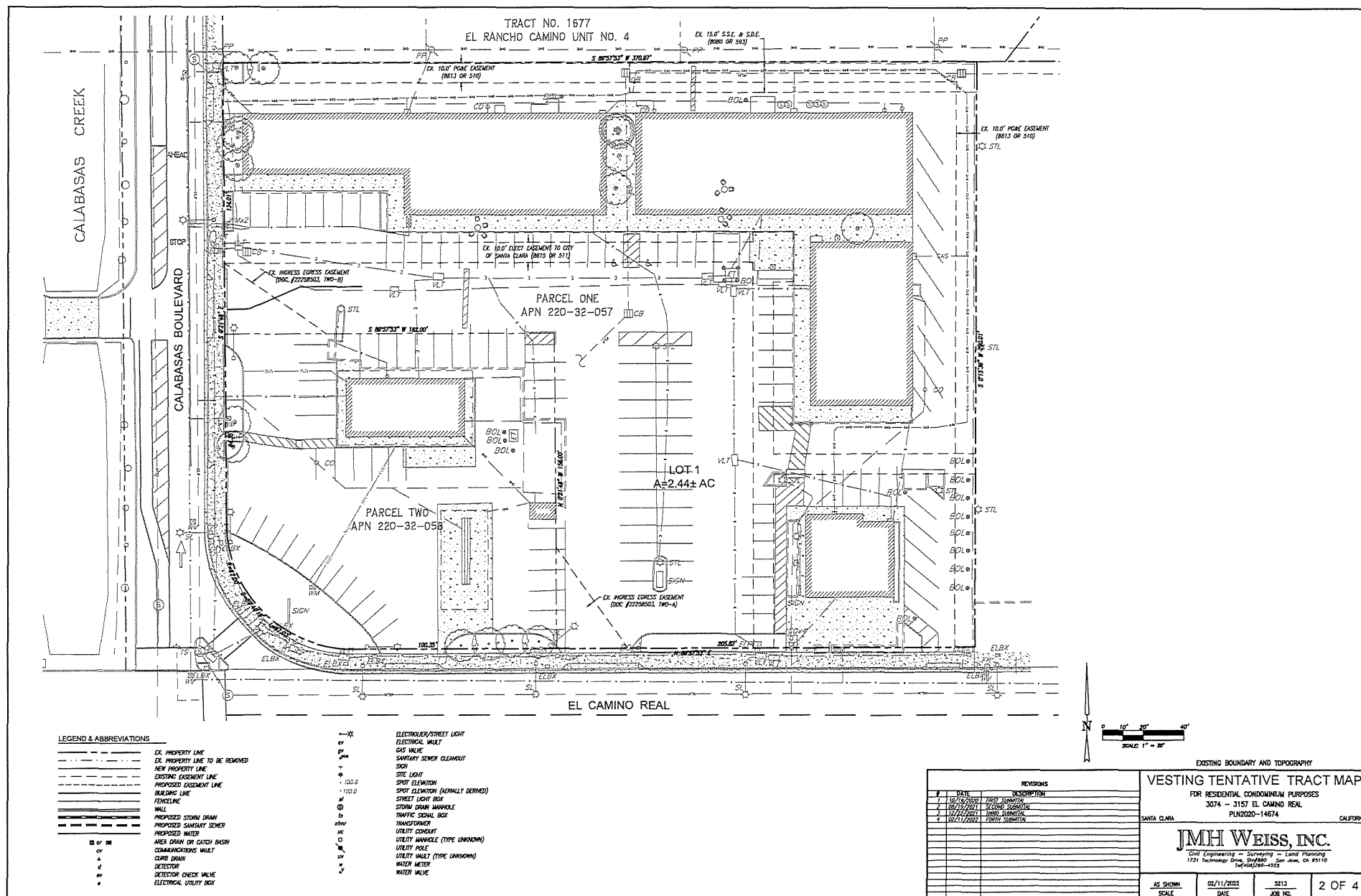
- | | |
|--|------------------------------------|
| | EXIST. PROPERTY LINE |
| | EXIST. PROPERTY LINE TO BE REMOVED |
| | NEW PROPERTY LINE |
| | EXISTING EASEMENT LINE |
| | PROPOSED EASEMENT LINE |
| | BUILDING LINE |
| | FENCELINE |
| | WALL |
| | PROPOSED STORM DRAIN |
| | PROPOSED SANITARY SEWER |
| | PROPOSED WATER |
| | AREA DRAIN OR CATCH BASIN |
| | COMMUNICATIONS WIRE |
| | CLUBB DRAIN |
| | DETECTION |
| | CHECK VALVE |
| | ELECTRICITY, SECURITY, ETC. |

- | | |
|---|------------------------------------|
| ~ | ELECTROLYZER/STREET LIGHT |
| ~ | ELECTRICAL MULK |
| ~ | GAS VALVE |
| ~ | SANITARY SEWER CLEANOUT |
| ~ | SIGN |
| ~ | SITE LIGHT |
| ~ | SPOT ELEVATION |
| ~ | SPOT ELEVATION (AZIMUTHALLY DOMED) |
| ~ | STREET LIGHT BOX |
| ~ | STORM DRAIN MANHOLE |
| ~ | TRAFFIC SIGNAL BOX |
| ~ | TRANSFORMER |
| ~ | UTILITY CONDUIT |
| ~ | UTILITY MANHOLE (TYPE UNKNOWN) |
| ~ | UTILITY POLE |
| ~ | UTILITY MULK (TYPE UNKNOWN) |
| ~ | WATER METER |

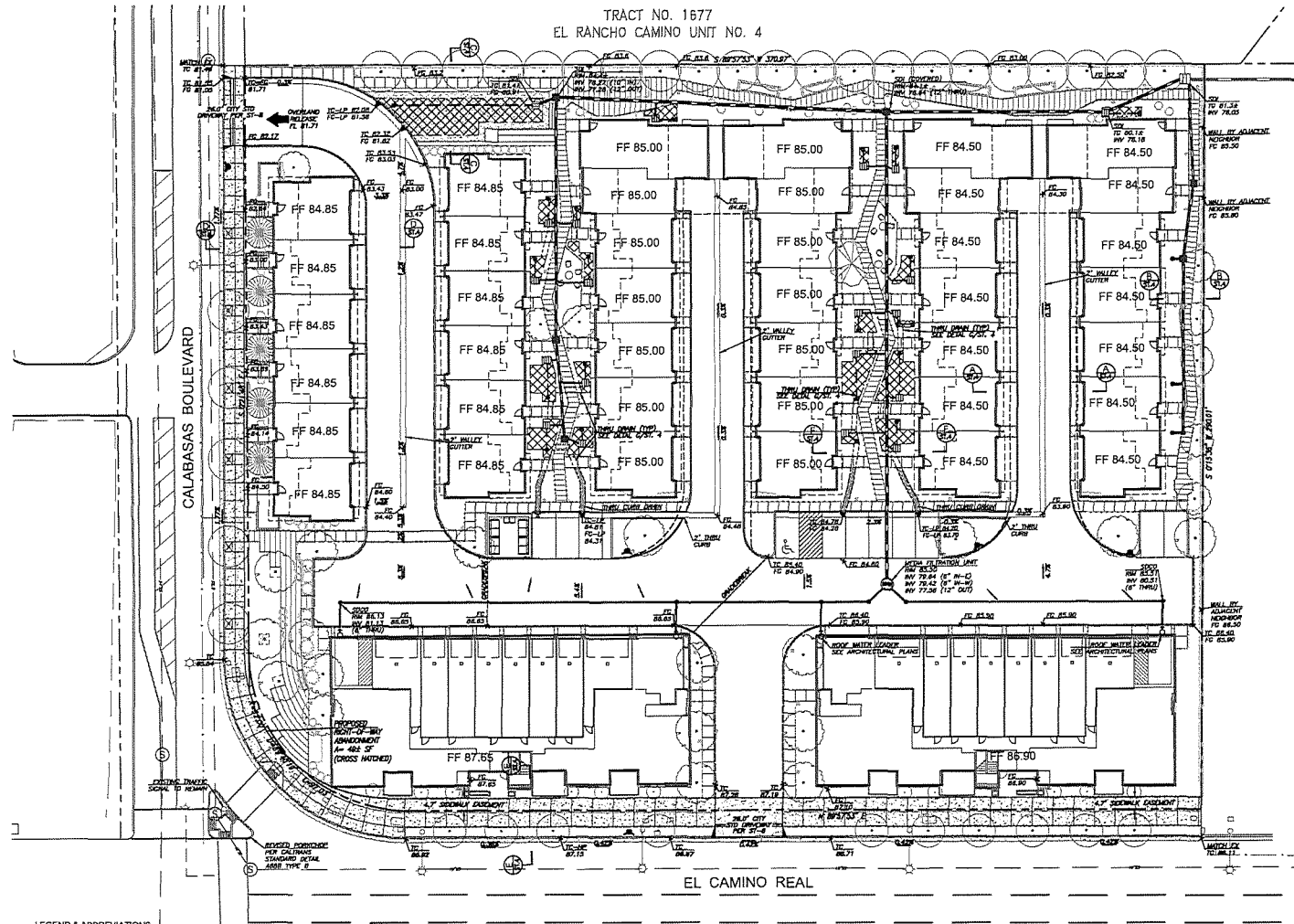
NOTES

- 1) EASEMENTS, AS NEEDED, TO BE DEDICATED ON THE FINAL MAP OR BY SEPARATE INSTRUMENTS
- 2) SOME EASEMENTS TO BE ABANDONED, AS NEEDED TO NECESSITATE SITE DESIGN, EITHER BY THE FINAL MAP OR BY SEPARATE INSTRUMENT.
- 3) SUBJECT TO PROJECT COAR'S TO BE RECORDED
- 4) EMERGENCY VEHICLE ACCESS EASEMENT (E.V.A.E.) TO BE DEDICATED THROUGHOUT PROPERTY AS INDICATED.

[illegible]



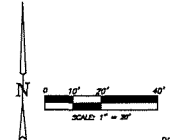
TRACT NO. 1677
EL RANCHO CAMINO UNIT NO. 4



LEGEND & ABBREVIATIONS

- EX. PROPERTY LINE
- EX. PROPERTY LINE TO BE REMOVED
- NEW PROPERTY LINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- BUILDING LINE
- FENCELINE
- WALL
- PROPOSED STORM DRAIN
- PROPOSED SANITARY SEWER
- PROPOSED WATER
- AREA DRAIN OR CATCH BASIN
- COMMUNICATIONS MULET
- CURB DRAIN
- DETECTOR
- DETECTOR CHECK VALVE
- ELECTRICAL UTILITY BOX

- ELECTRICITY/STREET LIGHT
- ELECTRICAL MULET
- GAS VALVE
- SANITARY SEWER CLEANOUT
- SIGN
- SITE LIGHT
- SPOT ELEVATION
- SPOT ELEVATION (ACTUALLY DERIVED)
- STREET LIGHT BOX
- STREET DRAIN MANHOLE
- TRAFFIC SIGNAL BOX
- TRANSFORMER
- UTILITY CONDUIT
- UTILITY MANHOLE (TYPE UNKNOWN)
- UTILITY POLE
- UTILITY MULET (TYPE UNKNOWN)
- WATER METER
- WATER VALVE



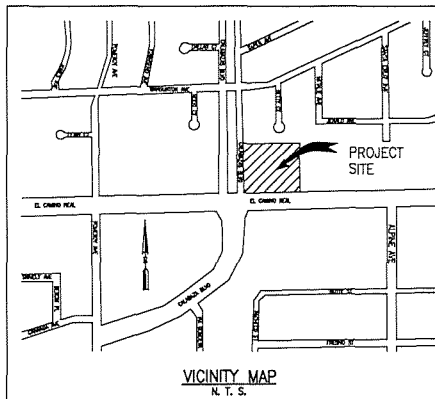
PRELIMINARY GRADING, DRAINAGE & UTILITIES

VESTING TENTATIVE TRACT MAP
FOR RESIDENTIAL CONDOMINIUM PURPOSES
3074 - 3157 EL CAMINO REAL
PLN2020-14674
SANTA CLARA CALIFORNIA

JMH WEISS, INC.
Civil Engineering - Surveying - Land Planning
1731 Technology Drive, Suite 200 San Jose, CA 95110
Tel: (408) 298-4555

REVISIONS		
#	DATE	DESCRIPTION
1	10/19/2020	1.000 SUBMITTAL
2	10/19/2020	2.000 SECOND SUBMITTAL
3	12/22/2020	3.000 THIRD SUBMITTAL
4	02/11/2022	4.000 FOURTH SUBMITTAL

AS SHOWN SCALE	02/11/2022 DATE	5213 JOB NO.	3 OF 4
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WORK RESPONSIBILITY JOINT TRENCH

TRENCHING	CONTRACTOR
EXCAVATE & BACKFILL	CONTRACTOR
GAS MATERIAL	CONTRACTOR
ELECTRIC CABLE	CONTRACTOR
ELECTRIC CONDUIT	CONTRACTOR
ELECTRIC BOXES	CONTRACTOR
ELECTRIC TRANSFORMER PANS	CONTRACTOR
ELECTRIC SWITCHGEAR & TRANSFORMER	CONTRACTOR
TELEPHONE CONDUIT	CONTRACTOR
TELEPHONE CABLE	CONTRACTOR
TELEPHONE SPICE BOXES	CONTRACTOR
TELEPHONE C&I PAD	CONTRACTOR
C&I V. CONDUIT	CONTRACTOR
C&I V. SPICE BOXES	CONTRACTOR
C&I V. FIBER CONDUIT	CONTRACTOR
C&I V. FIBER SPICE BOXES	CONTRACTOR
DISCREETIONARY DRILL / JACK AND BORE	CONTRACTOR
DISCREETIONARY DRILL / JACK AND BORE	CONTRACTOR

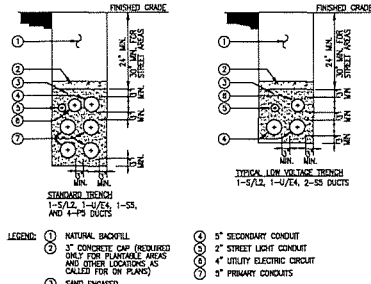
● SYMBOL DESIGNATES THE WORK TO BE PERFORMED BY THE RESPECTIVE CONTRACTOR & UTILITY COMPANIES.
○ NOT APPLICABLE UNLESS OTHERWISE SPECIFIED

THESE PLANS WERE PREPARED IN CONJUNCTION WITH THE FOLLOWING PLANS:

PLAN	DATE	REVISION
C&I IMPROVEMENT PLANS (C&I) PLANS	12-10-2021	PRELIMINARY
ARCHITECTURAL, ELECTRICAL, CIVIL	12-14-2021	PRELIMINARY
APPLICANT DESIGN (C&I)		
S&P DESIGN (C&I)		
TELEPHONE		
C&I V.		
LANDSCAPE	12-10-2022	PRELIMINARY
UTILITY LOCATIONS		

VISION UTILITY PARTNERS IS NOT RESPONSIBLE FOR ANY SUBSEQUENT CHANGES OR REVISIONS. OTHER UTILITIES SHOWN ARE APPROXIMATE AND BASED ON FIELD SURVEY AND AVAILABLE UTILITY INFORMATION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE ACTUAL LOCATION AND DEPTH OF UTILITIES PRIOR TO THE COMMENCEMENT OF WORK. PHYSICAL VERIFICATION OF UTILITY LOCATIONS SHALL BE PERFORMED BY CAREFUL PROBING OR HAND DIGGING IN ACCORDANCE WITH ARTICLE 5 OF THE CALIFORNIA CONSTRUCTION SAFETY CODES.

SVP TRENCH SECTIONS

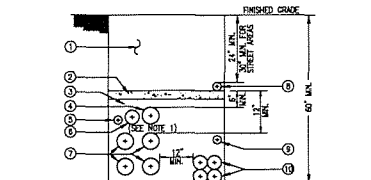


NOTE: 1. CONCRETE CAP REQUIRED WHEN DUCTS ARE INSTALLED IN AN AREA THAT CAN BE PLANTED. USE A 3\"/>

NOTE: 2. ALL DIMENSIONS SHOWN ARE MINIMUM REQUIREMENTS. 30\"/>

NOTE: 3. BACKFILL IN ACCORDANCE WITH CITY OF SANTA CLARA ENGINEERING DEPARTMENT SPECIFICATIONS. SAND BACKFILL W/OUT DUCTS WITH VIB. MINIMUM COMPACTION. SEE MATERIALS SECTION IN 10-1000 FOR SAND REQUIREMENTS.

JOINT TRENCH CONFIGURATION

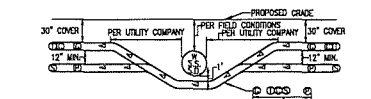


NOTE: 1. REFER TO 'TRENCH CROSS-SECTIONS' FOR TYPICAL TRENCH SECTIONS AND MINIMUM DUCT SPACING REQUIREMENTS.

NOTE: 2. MINIMUM DEPTH AND SEPARATION REQUIREMENTS BETWEEN GAS, CATV, AND TELEPHONE CONDUITS TO BE PROVIDED BY THE RESPECTIVE UTILITIES.

NOTE: 3. DEPTH AND BACKFILL REQUIREMENTS FOR JOINT TRENCHES IN PUBLIC RIGHT OF WAY SHALL COMPLY WITH CITY OF SANTA CLARA ENGINEERING DEPARTMENT STANDARD SPECIFICATIONS.

NOTE: 4. JOINT TRENCH CONSTRUCTION REQUIREMENTS APPLY WHEN ALL UTILITY SUBSTRUCTURES ARE INSTALLED AT THE SAME TIME.



NOTE: TRENCH DEPTH NOT TO EXCEED 5' UNLESS APPROVED BY PG&E INSPECTOR. IN NO CASE SHOULD PLASTIC GAS PIPE BE INSTALLED AT A DEPTH GREATER THAN 10' UNLESS APPROVED BY PG&E SENIOR GAS ENGINEER.

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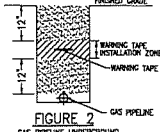
GENERAL NOTES:

1. THE PREFERRED TRENCH LOCATION IS IN A PUBLIC UTILITY EASEMENT (P.U.E.).
2. ALL DEPTHS AND INSTALLATION REQUIREMENTS ARE MEASURED FROM FINAL GRADE.
3. COVER, CLEARANCES, AND SEPARATION SHALL BE AS GREAT AS PRACTICABLE UNDER THE CIRCUMSTANCES, BUT UNDER NO CIRCUMSTANCES SHALL BE LESS THAN THE MINIMUM COVER, CLEARANCE, AND SEPARATION REQUIREMENTS SET FORTH IN GENERAL NOTES AND SPECIFICATIONS. ALL UTILITIES SHALL BE ANCHORED IN PLACE PRIOR TO CONSTRUCTION. ON OTHER MEANS SHALL BE TAKEN TO DISBURSE NO MOTION OF THE UTILITIES. DIMENSIONAL REQUIREMENTS FOR SHADING, LIFTING, AND BACKFILLING SHALL BE DETERMINED SUBSEQUENT TO CONSTRUCTION.
4. TRENCH DIMENSIONS SHOWN ARE TYPICAL. TRENCH SIZES AND CONFIGURATIONS MAY VARY DEPENDING UPON OCCUPANCY AND FIELD CONDITIONS. TRENCHES SHALL BE CONSTRUCTED IN A MANNER THAT ENSURES PROPER CLEARANCES AND COVER REQUIREMENTS ARE MET. ANY CHANGES TO THE TRENCH WITH AND CONFORMANCE WITH THE CITY OF SANTA CLARA ENGINEERING DEPARTMENT STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE THIS REQUIREMENT.
5. HIGH-VOLTAGE UTILITIES ARE NOT ALLOWED IN ANY JOINT UTILITY TRENCH. E.G., OVERHEAD CONTROL LINES, BUILDING FIRE ALARM SYSTEMS, PRIVATE TELEPHONE SYSTEMS, OUTDOOR ELECTRICAL CABLE, ETC.
6. WHEN COMMUNICATION DUCTS ARE INSTALLED, A MINIMUM OF 12\"/>

7. PROVIDE SEPARATION FROM TRENCH WALL AND OTHER FACILITIES SUFFICIENT TO ENSURE PROPER COMPACTION.
8. MAINTAIN PROPER SEPARATION BETWEEN GAS FACILITIES AND "WET" UTILITIES AS DESCRIBED IN UC STANDARD 500. THE MINIMUM ALLOWABLE HORIZONTAL SEPARATION BETWEEN COMPANY FACILITIES AND "WET" UTILITIES IS 3\"/>
- 9. SEPARATIONS SHALL BE MAINTAINED AT UNDERSTANDING TRENCH POINTS.
- 10. PROCEDURES FOR IMPROVING NATIVE BACKFILL FOR SHADING OF POLE GAS FACILITIES. RANDOM SOIL SAMPLES SHALL BE TAKEN FROM A MINIMUM OF 10 LOCATIONS PER 1,000' OF TRENCH. 100% OF THE SAMPLE MUST PASS THROUGH A 1/2\"/>
- 11. FOR SVP ELECTRIC SUBSTRUCTURE BACKFILL REQUIREMENTS, SEE SVP STANDARD DOCUMENT UC-0343.
- 12. COMPACT NATIVE SOILS ARE PREFERRED TO BE USED FOR SHADING, BEDDING, AND BACKFILLING THROUGHOUT THE TRENCH.
- 13. WHERE NATIVE SOILS EXISTED 1/2\"/>
- 14. SCREEN 6\"/>
- 15. THE APPLICANT IS RESPONSIBLE FOR THE REMOVAL OF EXCESS SOIL AND ASSOCIATED COSTS.
- 16. SERVICE SHAKES ARE THE PREFERRED METHOD FOR USE THROUGHOUT THE JOINT TRENCH PROJECT. ALL PROJECTS WILL BE DESIGNED AND CONSTRUCTED USING SUCH. DOWNHOLE SERVICE TIES MAY BE USED IN ALL CIRCUMSTANCES, SEPARATION, AND COVER REQUIREMENTS ARE MAINTAINED.
- 17. CONTRACTOR TO PROVIDE GAS METER SHADING OR REDUCED MINIMUM COVER REQUIREMENTS ON OTHER ADDITIONAL SAFETY EQUIPMENT IS REQUIRED. EXISTING VALUES ARE REQUIRED IN SOME AREAS AND ARE NOT PART OF POLE/UTILITY PARTNERS SCOPE. THIS INFORMATION CAN BE FOUND ON EXISTING MAINTENANCE ENGINEER'S PLANS. PG&E STANDARD METER SHADING REQUIREMENTS DO NOT INCLUDE CLEARANCE FOR FATHOMING LINES.

GAS PIPELINE UNDERGROUND WARNING TAPE NOTES:

1. A WARNING TAPE IS TO BE INSTALLED IN OPEN TRENCH INSTALLATION OVER GAS PIPELINES IN BOTH TRANSMISSION AND DISTRIBUTION FACILITIES. THIS INCLUDES TRENCHES, TIE LINES, EXCAVATIONS FOR REPAIR PURPOSES AND REPAIR REPAIRMENTS. THE WARNING TAPE IS INSTALLED AT THE BOTTOM OF THE EXCAVATION. THE WARNING TAPE IS INSTALLED AT THE BOTTOM OF THE EXCAVATION. THE WARNING TAPE IS INSTALLED AT THE BOTTOM OF THE EXCAVATION.
2. INSTALL 4\"/>
- 3. WARNING TAPE SHALL BE OBVIOUSLY COLORED YELLOW AND MARKED "CAUTION: GAS LINE BURIED BELOW" OR MARKED WITH A SIMILAR NOTIFICATION.
- 4. WARNING TAPE SHALL BE STORED IN SUCH A MANNER THAT LIMITS ULTRAVIOLET (UV) EXPOSURE.



TYPICAL GAS METER REQUIREMENTS*

METER TYPE	LOAD (KW/HP)	DELIVERY PRESSURE (PSIG)	PAI SIZE (INCHES)	MIN. MOUTH REQUIRED DISTANCE FROM RESIDENT WALL (INCHES)	HOUSELINE SLOTTED (INCHES)
TYPICAL	0-150	0.25	N/A UNLESS USING REDUCED PRESSURE	24	6 TO 9
RESIDENTIAL	0-800	2	5/8" FLA UNLESS USING REDUCED PRESSURE	30	8
1/4" OR 1/2" CUM	351-1,400	0.25	N/A UNLESS USING REDUCED PRESSURE	30	6 TO 8
1/4" OR 1/2" CUM	1,401-2,600	0.25	N/A UNLESS USING REDUCED PRESSURE	30	6 TO 8
1/4" OR 1/2" CUM	1,401-3,000	APPROVED BY PCME	40 X 36 X 4	52	VARIES
1/4" OR 1/2" CUM	3,001-7,000	APPROVED BY PCME	78 X 36 X 4	90	VARIES
1/4" OR 1/2" CUM	7,001-16,000	APPROVED BY PCME	94 X 36 X 4	106	VARIES

ACTUAL METER SIZE COMPENSATIONS MAY BE REQUIRED BASED ON CONDITIONS AND RESTRICTIONS.
 1. METER SIZE SHALL BE BASED ON THE FOLLOWING: A. METER SIZE SHALL BE

*DELIVERY PRESSURE TO BE CONFIRMED BY INCLUDING DRIVING AND MECHANICAL PLANS. PG&E STANDARD METER SHADING REQUIREMENTS DO NOT INCLUDE CLEARANCE FOR FATHOMING LINES.

PG&E PM#S:
GAS:

DESIGN CHANGE COMPONENT

ANY CHANGES TO THIS DESIGN MUST BE APPROVED BY
PG&E GAS ADE PHONE NUMBER

CONSTRUCTION NOTES:

1. ALL TRENCHING, BACKFILLING AND INSTALLATION BY CONTRACTOR MUST COMPLY WITH PG&E UC STANDARD 500/513 (EFFECTIVE DATE 7-3-2005) AND SUCUM VALLEY POWER STANDARD DOCUMENT UC-1000.
2. ALL WORK MUST COMPLY WITH PG&E SVP, TELEPHONE, CATV, STANDARDS AND PRACTICES. ALL WORK MUST BE INSPECTED AND APPROVED BY RESPECTIVE INSPECTORS. RANDOM SOIL SAMPLES SHALL BE TAKEN FROM A MINIMUM OF THREE LOCATIONS PER 1,000' OF TRENCH. 100% OF THE SAMPLE MUST PASS THROUGH A 1/2\"/>
- 3. BACKFILL SHALL BE APPROVED BY THE UTILITY COMPANIES AND THE CITY. COMPACTION WILL BE TESTED AND PASSED BY THE SOILS ENGINEER.
- 4. IF SOIL IS NOT ROCK FREE, ADD 4\"/>
- 5. VERIFY SPICE BOX EXCAVATION SIZES WITH SUPPLIER(S).
- 6. THE TRENCHING CONTRACTOR SHALL COORDINATE THE UTILITY COMPANIES' INSTALLATION. THE TRENCHING CONTRACTOR TO PLACE CONNECTING CONDUIT WITHIN 5' OF BUILDING EXTERIOR WALL.
- 7. CONTRACTOR SHALL MAKE HIMSELF FAMILIAR WITH THE PROJECT IMPROVEMENT PLANS AND CONDUCT HIS WORK ACCORDINGLY.
- 8. IT IS THE TRENCHING CONTRACTOR'S RESPONSIBILITY TO PROTECT IN PLACE ALL EXISTING FACILITIES. NO EXTRA PAYMENT WILL BE CONSIDERED FOR CROSSING OTHER SYSTEMS.
- 9. VISION UTILITY PARTNERS ASSUMES NO RESPONSIBILITY FOR THE PROJECT CONDITIONS. THESE DRAWINGS WERE PREPARED USING DATA SUPPLIED BY PG&E, SVP, TELEPHONE, CATV, IMPROVEMENT PLANS AND THE CITY'S VARIOUS "AS BUILT" INFORMATION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PHYSICALLY REVIEW THE PROJECT PRIOR TO SUBMITTING HIS BID.
- 10. CONTRACTOR WILL COMPLY WITH ALL LAWS, ORDINANCES AND REGULATIONS. CONTRACTOR SHALL BE FAMILIAR WITH U.S.A. INDUSTRIAL SAFETY BOARD (ISB) AND CONDUCT HIS WORK ACCORDINGLY. WHEN WORKING NEAR ENERGIZED OR "HOT" EQUIPMENT, THE UTILITY OWNER SHALL BE NOTIFIED TO SUPPLY THE APPROPRIATE WORK POWER, PUBLIC SAFETY AND TRAFFIC CONTROL MEASURES ARE THE CONTRACTOR'S RESPONSIBILITY.
- 11. THE CONTRACTOR SHALL PROTECT CONSTRUCTION STAGING. HE SHALL COORDINATE STAGING WITH THE PROJECT'S CIVIL ENGINEER.
- 12. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT (USA) TWO WORKING DAYS PRIOR TO START OF WORK.
- 13. CONTRACTOR SHALL NOTIFY INSPECTORS OF ANY POTENTIAL CONFLICTS PRIOR TO START OF WORK.
- 14. THIS PLAN IS TO BE USED FOR SOLE PURPOSE OF DIGGING THE JOINT TRENCH. SEE PG&E, SVP, TELEPHONE, AND CATV PLANS FOR EXACT SITE AND NUMBER OF CONDUITS INSTALLED IN THE JOINT TRENCH. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THE CORRECT NUMBER, SIZE AND TYPE OF CONDUITS ARE INSTALLED PER THE ENGINEERED PLANS BY EACH UTILITY COMPANY.
- 15. NOTE PLANS SUBMITTED AT THE PRE-CONSTRUCTION MEETING MAY BE SUBJECT TO REVISIONS. IF FINAL PLANS FROM EACH UTILITY COMPANY WERE NOT AVAILABLE AT THE START OF CONSTRUCTION.
- 16. WATER, SEWER, DRAINS, SANITARY WASTE, FUELS (INCLUDING DIESEL AND GASOLINE), OIL, PROPANE AND OTHER VOLATILE HAZARDOUS THAN AIR GASES, SPRINKLER, IRRIGATION, STEAM AND OTHER "WET" FACILITIES SHALL MAINTAIN A MINIMUM OF THREE FEET FROM THE NEAREST UTILITY. SEPARATION OF PG&E AND SVP FACILITIES WITH NO LESS THAN ONE FOOT OF EARTH (SOIL BARRIER) BETWEEN THE ADJACENT SIDES OF THE INDIVIDUAL TRENCHES.
- 17. IN THE EXTRAORDINARY CASE THAT THE MINIMUM THREE FOOT HORIZONTAL SEPARATION CANNOT BE ATTAINED BETWEEN "WET" UTILITIES AND COMPANY DRY FACILITIES, A VARIANCE MAY BE APPROVED BY THE LOCAL INSPECTOR SUPERVISOR AND SUBMITTED TO SERVICE PLANNING SUPPORT PROGRAM MANAGER FOR APPROVAL.
- 18. THIS JOINT TRENCH PLAN WAS PREPARED BASED ON TOPOGRAPHICAL SURVEY AS PROVIDED BY A CIVIL ENGINEER. THE CONTRACTOR IS CAUTIONED THAT NECESSARY TO DETERMINE THE ACTUAL LOCATION OF ANY EXISTING UTILITY. VISION UTILITY PARTNERS STRONGLY RECOMMENDS THAT ALL UTILITIES BE PHYSICALLY LOCATED ON THE SITE BEFORE THE START OF SITE WORK. SUBSTRUCTURE LOCATIONS MAY REQUIRE FIELD ADJUSTMENT TO COMPENSATE FOR ACTUAL EXISTING UTILITY LOCATIONS.
- 19. THIS JOINT TRENCH PLAN WAS PREPARED BASED ON TOPOGRAPHICAL SURVEY AS PROVIDED BY A CIVIL ENGINEER. THE CONTRACTOR IS CAUTIONED THAT NECESSARY TO DETERMINE THE ACTUAL LOCATION OF ANY EXISTING UTILITY. VISION UTILITY PARTNERS STRONGLY RECOMMENDS THAT ALL UTILITIES BE PHYSICALLY LOCATED ON THE SITE BEFORE THE START OF SITE WORK. SUBSTRUCTURE LOCATIONS MAY REQUIRE FIELD ADJUSTMENT TO COMPENSATE FOR ACTUAL EXISTING UTILITY LOCATIONS.

SUBSTRUCTURE VERIFICATION STAMP

DEVELOPER
PLEASE NOTE AND SIGN

ALL ENCLOSURES AND BOXES HAVE BEEN SET TO GRADE ACCORDING TO GRADE STAKES PROVIDED BY DEVELOPERS. ENGINEER HAS VISUALLY VERIFIED THE LOCATION OF ALL EXISTING UTILITY. VISION UTILITY PARTNERS STRONGLY RECOMMENDS THAT ALL UTILITIES BE PHYSICALLY LOCATED ON THE SITE BEFORE THE START OF SITE WORK. SUBSTRUCTURE LOCATIONS MAY REQUIRE FIELD ADJUSTMENT TO COMPENSATE FOR ACTUAL EXISTING UTILITY LOCATIONS.

SIGNED: _____
DATE: _____

UTILITY	APPROVED BY	DATE
AT&T (PHONE)		
COMCAST (CATV)		
CITY ENGINEER		

FOR VISION USE ONLY	OR REVIEW
DESIGN	DESIGN
CONSTRUCT	CONSTRUCT
PRE-CON	PRE-CON

DEVELOPER:
BAYVIEW DEVELOPMENT GROUP
60 S MARKET ST, SUITE 450
SAN JOSE, CA 95113
CALEB CARTER
T: 831-578-9896
E: CALEB.CARTER@BAYVIEWDGC.COM

SHEET INDEX

JT-1	JOINT TRENCH TITLE SHEET
JT-2	JOINT TRENCH INTENT

DATE: 07/27/23
PROJECT: 3141-3155 EL CAMINO REAL
SHEET: 1 OF 2
SCALE: 1\"/>



DATE OF SIGNATURE: 07/27/23
SIGNATURE: CALEB CARTER

JOINT TRENCH TITLE SHEET
3141-3155 EL CAMINO REAL
NEW BUSINESS
BAYVIEW DEVELOPMENT GROUP
SANTA CLARA

Vision Utility
P. A. T. N. E. R.
UTILITY ENGINEERS CONSULTANTS & STREET/STREET DESIGN
701 BROADWAY, SUITE 200, SAN JOSE, CA 95128
TEL: 408.293.1111 FAX: 408.293.1112

PROJECT: 20-055
SCALE: 1\"/>

JOINT TRENCH INTENT

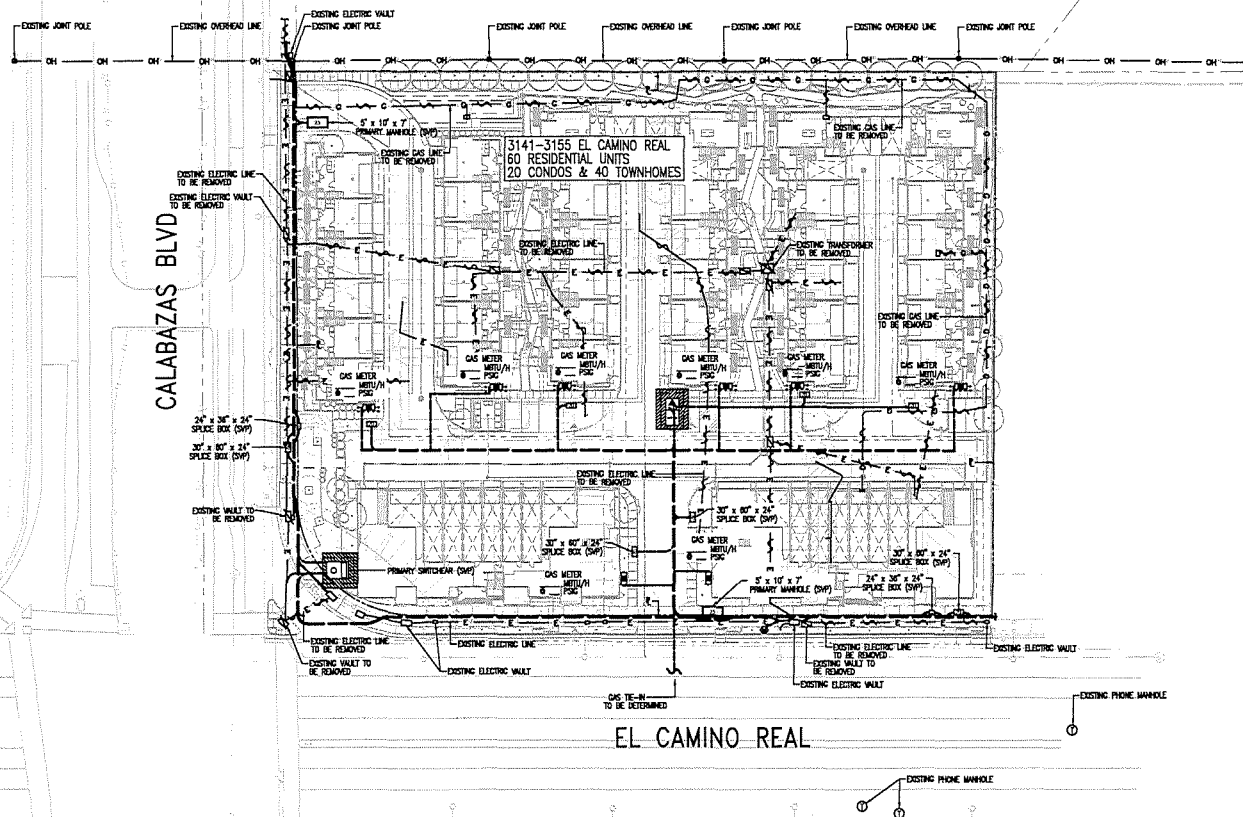
UTILITIES
PLEASE CONFIRM
TIE IN LOCATIONS

**-PRELIMINARY-
NOT FOR CONSTRUCTION**

NOTE TO CONTRACTOR:
FOR CONTRACTOR'S WORK RESPONSIBILITY,
REFER TO JOINT TRENCH TITLE SHEET (JT-1)

LEGEND

- PROPOSED SERVICE TRENCH
- PROPOSED GAS METER
- PRIMARY SWITCHGEAR (SVP)
- 64" x 75" THREE PHASE TRANSFORMER PAD (SVP)
- WORKING SPACE SHOWN WITH 8' APRON
- 24" x 36" x 24" SPLICE BOX (SVP)
- 30" x 60" x 24" SPLICE BOX (SVP)
- 5' x 10' x 7' PRIMARY MANHOLE (SVP)
- EXISTING JOINT POLE
- EXISTING OVERHEAD LINE
- EXISTING PHONE MANHOLE
- EXISTING ELECTRIC LINE TO BE REMOVED
- EXISTING ELECTRIC VAULT TO BE REMOVED
- EXISTING GAS LINE TO BE REMOVED



NOTE TO CONTRACTOR:
PLEASE CONFIRM WHO WILL PROVIDE CONDUIT AND
VAULTS. DEVELOPER TO PROVIDE TRENCH.

SUBSTRUCTURE LOCATIONS MUST BE STAKED BY A
LICENSED SURVEYOR PRIOR TO CONSTRUCTION.
SEE CONSTRUCTION NOTES ON JOINT TRENCH TITLE
SHEET (JT-1) REGARDING EXISTING CONDITIONS.

SHEET INDEX

JT-1 JOINT TRENCH TITLE SHEET
JT-2 JOINT TRENCH INTENT

DATE:	12/27/21
REVISION:	
SUBMITAL:	
DATE OF SIGNATURE:	



JOINT TRENCH INTENT
3141-3155 EL CAMINO REAL
NEW BUSINESS
BAYVIEW DEVELOPMENT GROUP
SANTA CLARA
CALIFORNIA

Vizion Utility
P. A. N. E. I.
UTILITY ENGINEERS CONSULTANTS & STREET LIGHT DESIGN
7701 STONECROFT COURT, WESTFELLS, CA 94091

PROJECT NO.: 20-055
SCALE: 1" = 30'
DESIGNED BY: K. MENDOZA
CHECKED BY: R. FALCON
DATE: 02-11-2022
SHEET NO.: JT-2
OF: 2

SINGLE ENCLOSURE PROJECTED TRASH COLLECTION SCHEDULE / WK

SERVICE	M	T	W	T	F	S
WASTE - 3CY - LOOSE	2			2		
RECYCLING - 3CY - LOOSE	2			2		



**AMERICAN
TRASH MANAGEMENT**

AMERICAN TRASH MANAGEMENT
1900 POWELL STREET, SUITE 220
EMERYVILLE, CALIFORNIA 94608
P: 415.292.5400
F: 415.292.5410
SBROWN@TRASHMANAGE.COM

CONSULTANT

KTGY

ARCHITECT

BAYVIEW DEVELOPMENT GROUP

OWNER / DEVELOPER

12.22.21		SUBMITTAL #2	
NO.	DATE	ISSUE / REVISION	ISSUED BY

3155 EL CAMINO
SANTA CLARA, CA

PROJECT

TRASH ENCLOSURE LAYOUT

DRAWING TITLE

PROJECT NO.

DRAWN

DU

APPROVED

SB

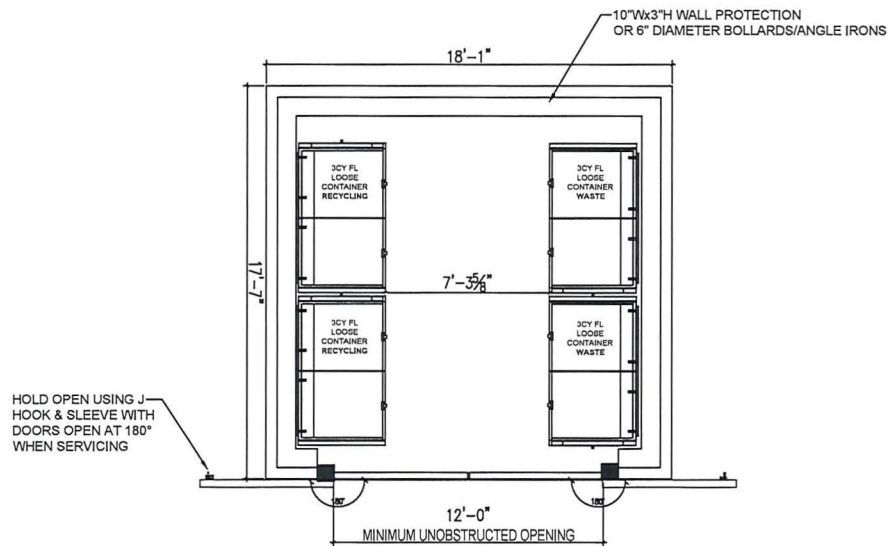
DATE

02/11/2022

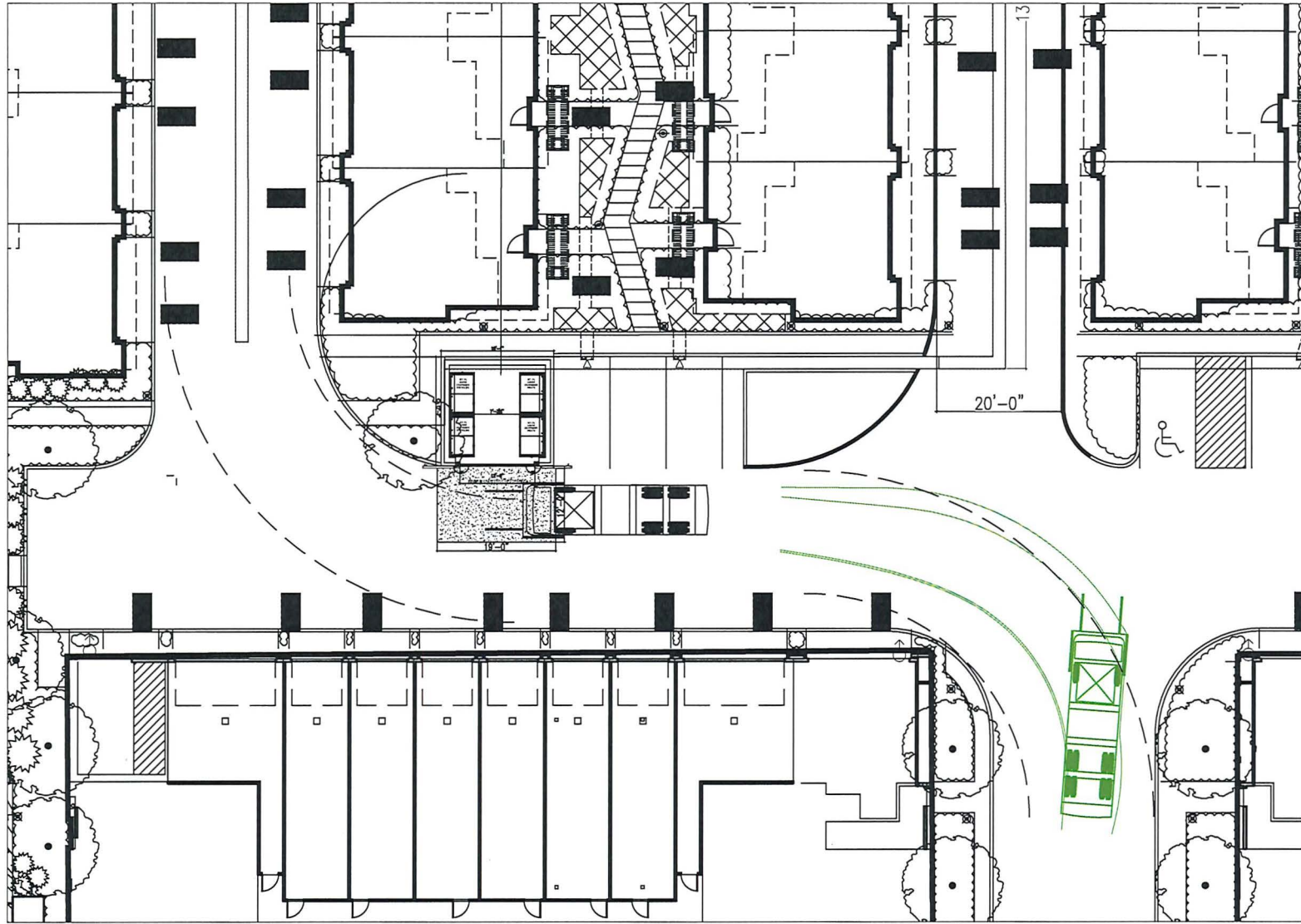
SCALE

3/16" = 1'-0"

T0.2



**TRASH ENCLOSURE LAYOUT
SINGLE TRASH ENCLOSURE (RESIDENTIAL ACCESS)**



AMERICAN TRASH MANAGEMENT

AMERICAN TRASH MANAGEMENT
1900 POWELL STREET, SUITE 220
EMERYVILLE, CALIFORNIA 94608
P: 415.292.5400
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CONSULTANT

KTGY

ARCHITECT

BAYVIEW DEVELOPMENT GROUP

OWNER / DEVELOPER

NO.	DATE	ISSUE / REVISION	ISSUED BY
12.22.21		SUBMITTAL #2	

3155 EL CAMINO
SANTA CLARA, CA

PROJECT

OPTION 2: SERVICE LOCATION
LOOSE FRONT-LOAD SERVICE

DRAWING TITLE

PROJECT NO.	DRAWING NO.
DRAWN DU	
APPROVED SB	
DATE 02/11/2022	
SCALE 1/16" = 1'-0"	

T0.3