CITY OF MILPITAS
455 EAST CALAVERAS BOULEVARD, MILPITAS, CALIFORNIA 95035-5479 · WWW.CI.MILPITAS.CA.GOV

14 August 2013

Peter Lezak
Integral Communities
675 Hartz Ave.
Danville, CA 94526

Re: Integral Centre Pointe Mixed Use Project

Dear Mr. Lezak:

Thank you for the opportunity to comment on your application for the Centre Pointe Mixed Use Project that was submitted to the City on July 15, 2013 for the Tentative Map, Conditional Use Permit and Site Development Permit. The project includes a proposal for development of 604 dwelling units in wrap and townhome buildings along with 42,200 square feet of commercial and other on-site and off-site improvements.

City staff completed its initial review of the application to determine the presence of all information required to move forward in the process. This evaluation showed the information submitted in support of your application is not sufficient for complete analysis of the application. Therefore, city staff has determined that **your application is incomplete** in accordance with the Permit Streamlining Act. The issues identified below need to be addressed in your next submittal.

Overall Comments

- The project layout does not conform to the Transit Area Specific Plan street network. See Figures 3-1, 3-2 and 4-11. There should be a street between Market Street and Newbury Street along Centre Pointe Drive. Newbury Street and Centre Pointe create a "four-legged" intersection. City staff cannot support the project's current street network layout.

- Building entries need to face a street.

- Solid waste collection off Newbury Street is inconsistent with TASP requirements (See page 5-62) because it is in view from a public street.

- Need to develop off-site plans for trail and pedestrian bridge over creek.

- The amount of required commercial is deficient. Based on the TASP, 116,708 square feet is required for the properties Integral Communities controls or is in contract.

Outstanding information and issues
The project is deemed incomplete because the following issues are unclear:

Tentative Map Submittal

Sheet TM-1:

1. What is the gross density?
2. The existing zoning also includes MXD3 (along Montague Expressway)
3. Eliminate "proposed zoning" since there is specific plan amendment proposed.
4. Telephone services are provided by AT&T

Sheet TM-5

1. Show TASP required setbacks in cross-section details for comparison.
2. Is the Newbury cross section consistent with the approved Newbury cross section?
3. Decorative concrete is required for the parking lanes for Newbury Street and other proposed local streets. Refer to Figures 5-1 and 5-9.

Sheet TM-8

1. Show cross section of trail (can refer to off-site plans).
2. Paseos need to be aligned so that there are corridors to the trail.
3. What is the square footage of the Montague bridge footprint?

Sheet TM-12

1. Section G is inconsistent with Figure 5-23(G) of the TASP.
2. Section F is inconsistent with Section 6 on Sheet TM-5.

Site Development Permit

Mixed Use Building

Architecture

The project's plans were reviewed by a third party architect. Comments forthcoming.

Parking

Location of Parking

Sheet A0 identifies Areas 1-4. Identify these on a map for reference.

Landscaping

Sheet L-01

Follow the street tree palette in the TASP. London Plane trees for the streets and Crape Mrytles to accent.

Climate Action Plan Compliance

In accordance with the City's adopted Climate Action Plan, the project shall demonstrate pre-wiring for photovoltaic panels.

Green technology

The Planning Commission typically asks what types of green technology is being implemented on projects, such as solar or electric car charging, or LED lighting. Indicate whether anything is proposed for this project.

Private Open Space

Provide the amount of square footage for private open space and identify these areas.

Townhomes

Parking

Guest parking should be located on-site.

Architecture
Plans are being reviewed by a third party and comments are forthcoming.

Sheet A5.3
1. Composite shingle shall be tri-laminate.

Sheet A5.5
1. This style is missing a materials list.

Sheet A6.4
1. This style is missing a materials list.

Sheet A7.6
1. Composite shingles shall be tri-laminate.

Sheet A8.3
1. Composite shingles shall be tri-laminate.

Landscape
1. Provide details of paseos and plaza areas.
2. Provide details of multi-use trail and project interface.
3. Provide details of trash enclosure
4. Provide details of decorative stamped concrete for crosswalks
5. Provide details of decorative stamped concrete for parking along Newbury Street.
6. Provide details of any retaining or freestanding walls.
7. Provide details of any streetscape elements that are not TASP required (bike racks, benches, lighting fixtures).

Sheet L-01
Newbury Street trees should be London Plane.

Other Departments
The project was discussed with other departments (Engineering, Building and Safety and Fire), however, there was not sufficient information submitted for the formal review of the project for those departments. The following describe what is necessary to be submitted for a complete analysis by staff.

Fire Department
NOTES TO APPLICANT – Changes required

1. FIRE DEPARTMENT APPARATUS ACCESS AND TURNING NEEDS
   a. Based on the architectural drawings (dated 7-09-13) for the townhomes, the Drives B, C, D & E will not meet the fire apparatus access requirements of 26 feet clear. The architectural drawings show upper story projections larger than the specified building set-back on the sections on sheet TM-5. In addition, the roof overhangs (trellis canopies) shall also be taken into consideration for required fire department clearance.

b. Building structure and/or projections shall not encroach into the fire access road. Fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm) in the immediate vicinity of any building or portion of building more than 30 feet (9144) in height. Milpitas Municipal Code . V-300-2.160

Roadway may be 24 feet in width, provided there is an adjacent sidewalk to the roadway and there is no vehicle parking permitted. Note, structure/building and or projections encroachment (of any kind) is not permitted into the required width.

c. Fire apparatus access shall meet the Milpitas Fire Department turning radii guidelines and shall provide continuous apparatus travel. Turning radii for fire apparatus access roads shall be a minimum net clearance of 48 feet 6 inches for the outside radius and 28 feet 0 inches for the inside radius. The layout for the outside and the inside radius shall be from the same reference point. California Fire Code (CFC) Section 503.2

SHEET TM-16. For the intersection of private roads to main collector roads (Centre Poine, Market St., Bond St., etc.) fire apparatus turning movements and requirements shall be modeled from the fire apparatus designated travel lane and not from the center of the street or beyond into the opposing travel lane. Please provide updated drawings and show compliance with the requirements.

2. SHEET TM-5
   a. Section for Center Pointe, neighborhood A is miss-labeled. It should be section # 3.

   b. Section 10, 12 and 13, are not correct for the representation of the buildings. Review the architectural plans and update the building outlines. Also, the required 26 feet fire access road shall be measured to the most remote building projection (inclusive of the gutter or trim material).

3. SHEET TM-7, CENTRE POINTE DR
   Anticipate deleting some of the street parking stalls, as there will be fire hydrants required.

4. SHEET TM-8
   Check all the reference sections for Drives B, C, D and E as they are not correct. Also, see notes on sheet TM-5 as buildings and or projections may not overlap the fire access road.

5. SHEET TM-13, FIRE SERVICE FOR NEIGHBORHOOD A BUILDING
   With the expansion of the building, the proposed fire service location is not acceptable. Relocate the fire water line to Great Mall Parkway, just to the south of the driveway.

6. SHEETS TM-13 to TM-15
   Develop the water system design, in reference to fire services. Show the anticipated location of the fire service lines to each building and the anticipated location for the hydrants (public and private) so that a preliminary evaluation can be done.

7. TOWNHOME ARCHITECTURAL
   Coordinate with the civil the architectural layouts of the buildings so that projections are clearly reflected on the civil. It is critical, to prevent construction conflicts, that buildings

and/or projections do not encroach into the fire access lanes.

8. NEIGHBORHOOD A BUILDING (MIXED USED) ARCHITECTURAL
   a. All perimeter stairs (residential and retail) shall run up to the roof.

   b. All perimeter stairs (residential and retail) shall be provided with Fire Department Cache Rooms. See Sheet A1.0, note # 11.

   c. Fire Department Command Center. Due to the complexity and size of this building, there shall be a Fire Dept. Command Center located off Great Mall Parkway, next to the leasing office with exterior access. Such room shall conform to the California Fire Code Section 508. California Fire Code Section 102.9

   d. SHEET A2.0
   Incorporate the fire sprinkler riser/pump room(s) into the design, as it will be of significant size(s).

Engineering Division
Comments forthcoming.

Utilities Division
Comments forthcoming.

Next Steps
We encourage a meeting to thoroughly discuss the comments. Upon your re-submittal, submit six sets of plans, two sets of any required study and electronic copies of plans and studies with responses to the comments stated herein and attached.

If you have any questions regarding this matter, please contact me at 408.586.3278. Thank you.

Sincerely,

Sheldon S. Ah Sing
Senior Planner

Attachments:
Building Department Comments

CITY OF MILPITAS
455 EAST CALAVERAS BOULEVARD, MILPITAS, CALIFORNIA 95035-5479 · WWW.CI.MILPITAS.CA.GOV

11 December 2013

Peter Lezak
Integral Communities
675 Hartz Ave.
Danville, CA 94526

Re: Integral Centre Pointe Mixed Use Project

Dear Mr. Lezak:

Thank you for the opportunity to comment on your application for the Centre Pointe Mixed Use Project that was submitted to the City on July 15, 2013 and resubmitted on November 20 for the Tentative Map, Conditional Use Permit and Site Development Permit. The project includes a proposal for development of 388 dwelling units in wrap and townhome buildings along with 35,900 square feet of commercial and other on-site and off-site improvements. The resubmittal resulted in substantial changes to the project based on previous comments.

City staff completed its initial review of the application to determine the presence of all information required to move forward in the process. This evaluation showed the information submitted in support of your application is not sufficient for complete analysis of the application. Therefore, city staff has determined that **your application is incomplete** in accordance with the Permit Streamlining Act. The issues identified below need to be addressed in your next submittal.

Overall Comments

- Building entries need to face a street. The following should be revised:
  - Buildings 17, 18 and 23 to be parallel to the creek (extending Drive F to Alley G)
  - Buildings 5 and 10 to be parallel with Newbury Street.
- Solid waste collection off Newbury Street is inconsistent with TASP requirements (See page 5-62) because it is in view from a public street.
- Pedestrian bridge location to be moved to align with Drive E.
- Drive E to become Pedestrian/Emergency Vehicle Access.
- Cul-de-sac at end of Drive E to be eliminated and area partially converted to open space.
- Provide tree survey of trees for the project (include circumference of tree and indicate whether tree is to be removed)
- The area between Buildings 20 and 19 should be increased.

- Parking for commercial can use on-street parking for required parking (deviation from standard).This may eliminate the need for subterranean parking.
- Streets and Drives require sidewalks.
- Berms along Centre Pointe are to be eliminated.

Outstanding information and issues
The project is deemed incomplete because the following issues are unclear:

Tentative Map Submittal

Sheet TM-5
1. Provide TASP required cross section for Section 2. Sidewalk is to be 15.5 feet for retail frontage.

Sheet TM-6:
1. Cross section needed for Great Mall Parkway and Neighborhood A.
2. Appears cross section is inconsistent with drawing on sheet (cross section 7)

Sheet TM-7:
1. Street A cross section should match TASP cross section Figure 5-9.

Sheet TM-10
1. Provide TASP required cross section for Section A, B and I.

Sheet TM-11
1. Section C, G. Show condition where stairs connect to the street.
2. Provide TASP required cross section for Section J (Newbury Street)

Sheet TM-12
1. Provide TASP required cross section for Section D, E, H and J.

Site Development Permit
Mixed Use Building
Architecture
1. Provide color elevations of the other three sides of the building.
2. For the elevation sheets, provide + or – dimension for wall plane recesses or changes. The TASP requires a minimum of 6-18 inches.

Townhomes
Parking
Guest parking should be located on-site. Not all of the parking is on site and therefore a deviation from the standard requires public benefit.

Landscape

1. Consult with Water District on the use of Redwoods adjacent to the creek. It is our understanding that these are not suitable.
2. Provide details of trash enclosure
3. Provide details of any retaining or freestanding walls.
4. Provide details of any streetscape elements that are not TASP required (bike racks, benches, lighting fixtures).

Other Departments

The project was discussed with other departments (Engineering, Building and Safety and Fire), however, there was not sufficient information submitted for the formal review of the project for those departments. The following describe what is necessary to be submitted for a complete analysis by staff.

Fire Department

NOTES TO APPLICANT – Changes required

1. SHEETS TM-16 and TM-17, FIRE APPARATUS ACCESS
   a. NEIGHBORHOOD B. Provide fire apparatus access from street A to alley B, A and C. And in reverse order.

   b. NEIGHBORHOOD B. Provide fire apparatus access from street A to alley F, B and E. And in reverse order.

   c. ALL FIRE APPARATUS ACCESS DETAILS (20' scale)
   The fire truck does not travel in the middle of the road. Model all turning conditions for the starting point of turning for the truck to be within the respective travel lane. And to end within the respective travel lane.

   d. Fire apparatus access shall meet the Milpitas Fire Department turning radii guidelines and shall provide continuous apparatus travel. Turning radii for fire apparatus access roads shall be a minimum net clearance of 48 feet 6 inches for the outside radius and 28 feet 0 inches for the inside radius. The layout for the outside and the inside radius shall be from the same reference point. California Fire Code (CFC) Section 503.2

NEIGHBORHOOD C, BLDG 16 (ALL APPLICABLE SHEETS Complete the design for the frontage of building 16. If you take a look at sheet TM-4, the sidewalk just stops at it gets to building 16.

Engineering Division

Comments forthcoming.

Utilities Division

Comments forthcoming.

Next Steps

We encourage a meeting to thoroughly discuss the comments. Upon your re-submittal, submit six sets of plans, two sets of any required study and electronic copies of plans and studies with responses to the comments stated herein and attached.

If you have any questions regarding this matter, please contact me at 408.586.3278. Thank you.

Sincerely,

Sheldon S. Ah Sing

Sheldon S. Ah Sing, AICP
Senior Planner

CITY OF MILPITAS

455 EAST CALAVERAS BOULEVARD, MILPITAS, CALIFORNIA 95035-5479 • www.ci.milpitas.ca.gov

May 7, 2014

VIA E-MAIL ONLY

Mr. Glenn Brown Integral Communities 500 La Gonda Way, Suite 102 Danville CA 94526	Mr. Hans Van Ligten Rutan & Tucker, LLP 611 Anton Blvd, Suite 1400 Costa Mesa, CA 92626

Re: Incompleteness of Application for Integral Centre Pointe Mixed-Use Project
Public Hearing Date: Tuesday, June 3, 2014
Public Hearing Time: 7:00 p.m. or shortly thereafter
Public Hearing Location: Milpitas City Council Chambers
455 East Calaveras Boulevard
Milpitas, CA 95035

Dear Mr. Brown and Mr. Van Ligten:

The City of Milpitas ("City") is in receipt of the letter dated April 10, 2014 from Mr. Hans Van Ligten, on behalf of The Centerpointe Project Owner, LLC ("Applicant"), requesting an appeal before the City Council pursuant to California Government Code Section 65943 relating to the Centerpointe Mixed-Use project. As noticed above, we have scheduled the appeal before the City Council during its regularly scheduled City Council meeting on Tuesday, June 3, 2014 at 7:00 p.m.

We are also in receipt of the separate letter to the City dated April 9, 2014 for the Centrepointe Mixed-Use Project from Mr. Glenn Brown relating to the outstanding issues with the incomplete Tentative Map, Conditional Use Permit and Site Development Permit applications. This letter also serves to respond to the latest submittal from the Applicant and to continue to work with the Applicant towards a complete application for a Tentative Map, Conditional Use Permit, and Site Development Permit. We are hopeful we can continue to work together to narrow the remaining issues or to resolve them altogether prior the appeal hearing.

Background

By way of background, Applicant submitted a Major Tentative Map application to the City on June 12, 2013. On July 15, 2013, Applicant submitted details for a proposed project consisting of 604 dwelling units in wrap and townhome buildings with approximately 42,220 square feet of commercial/retail use ("First Submittal"). The City promptly reviewed the submitted documents and determined the application was incomplete. In a five page letter dated August 14, 2013, the City explained to the Applicant the outstanding issues and the required information and documents needed for a complete application.

Applicant resubmitted a revised project to the City on November 20, 2013 proposing 388 dwelling units in wrap and townhome buildings with approximately 35,900 square feet of commercial/retail use ("Second Submittal"). Again, the City promptly reviewed the revised submittals and responded in a four-page letter dated December 11, 2013 determining the revised submittals were incomplete as further explained in detail in the City's letter.

After several meetings, correspondence, and communications between the parties, Applicant submitted a revised project to the City on March 28, 2014 proposing 407 dwelling units in wrap and townhome buildings with approximately 36,012 square feet of commercial/retail use ("Third Submittal"). As with the prior two submittals, the City immediately reviewed the submittals and responded to the Applicant on April 1, 2014. In a three-page letter to the Applicant, the City explained how and why the application remains incomplete. Additionally, City staff met with the Applicant on April 9, 2014 to discuss the latest submittals and City's response. Shortly after our meeting, we received a letter from the Applicant's attorney requesting an appeal of the determination that the Applicant's application for a Tentative Map, Conditional Use Permit, and Site Development Permit for the proposed 407 dwelling units and 35,298 square feet commercial/retail is incomplete.

As you know, your latest submittal application on March 28, 2014 was deemed incomplete and not in compliance with the City's plans and zoning. To reiterate our prior communications, the application is incomplete as the information provided to the City is insufficient to make informed decisions regarding appropriate mixed-use land use changes in general plan land use, zoning designation, and in the Transit Area Specific Plan ("TASP") land use plan and zoning mixed-use districts. The City expects complete written applications identifying each requested change in land use and zoning. The application continues to be incomplete and not in compliance with the City's General Plan, Zoning, or TASP.

The issues identified below need to be addressed in your next submittal.

Overall Comments

- As identified with previous submittals, the project needs to adhere to adopted Transit Area Specific Plan. City staff cannot thoroughly evaluate the proposal when fundamental land use and zoning inconsistencies exist. These inconsistencies affect numerous site development standards and other supporting documents and elements of the submittal. For example, the Storm Water Control Plan or proposed utilities cannot be reviewed when the site plan for the project is inconsistent with the TASP.

- Inconsistencies occur on the Title Sheet of the Tentative Map submittal and between the Tentative Map documents and the Architectural submittal regarding commercial square feet and parcel numbering. In addition, Architectural Sheet A0.0 includes and project comparison table that is not legible. This sheet also appears to identify parking spaces on Centre Pointe Drive that are to be counted toward the parking requirements of the proposed residential units.

- All street sections and street classifications for the proposed project shall conform to the TASP. Specifically, Bond Street shall be consistent with TASP Figure 3-2 and Figure 5-9 (New Local Streets) with on-street parking located along the east side of the street.

- Proposed commercial/retail use does not comply with the TASP and would require a Specific Plan Amendment. See Figure 3-1 and Table 3-1 of TASP. The TASP contains no provision for transferring commercial space.

- The TASP residential densities and/or commercial use for the below stated parcels are as follows:

  Parcel #2 - Lot 086-33-087 (MXD2-TOD) proposes 62 residential units (22 units/acre) where the TASP requires between 83 – 136 (31 – 50 units/acre) residential units and a minimum of 16,554 square feet of commercial use.

  Parcel #4 - Lot 086-33-089 (MXD3-TOD) proposes 145 residential units (24 units/acre) where the TASP requires between 121 – 222 residential units.

  Parcel #1 – Lot 086-33-086 (MXD2-TOD) is not clear as the Architectural Plans and Tentative Map sheets identify different commercial square footage.

Outstanding Information and Issues

In addition, the project is deemed incomplete because the following issues are unclear, incomplete, and/or inconsistent with the TASP:

Tentative Map Submittal

Sheet TM-1 Please update this sheet as follows:
1. Site Data:
   a. There are only four parcels for the subject project, not five. The four parcels shall be labeled and referred to as 1, 2, 3 and 4. This reference shall be corrected and used throughout the plans when describing the proposed use, zoning and build out tabulation.
   b. The parcels also have a "Site and Architectural Overlay (-S).
   c. Bond Street shall be identified and designed as a public street.
   d. The reference map shall include the outlines of the previously approved project, not the pending adjacent project.

Sheet TM-3 Please update this sheet as follows:
a. The parcels should be labeled to be consistent with the title page.
b. The acreage should be included for the existing parcels.

Sheet TM-4 Please update this sheet as follows:
a. The proposed neighborhoods shall conform to the TASP Transit Area Plan Land Use Figure 3-1 and Zoning District Figure 5-21. The proposed non-conforming neighborhood segmentation is confusing when trying to analyze consistency with the Specific Plan.
b. Bleeker Street extension is missing (inconsistency with TASP Figure 3-2 Street System).
c. The footprint for the Montague pedestrian overcrossing is omitted. Place and clearly identify the footprint on the plan.
d. Provide breakdown analysis of density and intensity by parcel (as previously referred to).
e. Intersection of Newbury and Centre Pointe shall be straightened and aligned as a "T" intersection using best traffic safety practices and consistency with the Specific Plan (Figure 3-2).

Sheet TM-5 Proposed land use inconsistencies with the TASP are also related to proposed street section inconsistencies with the TASP. Please update this sheet as follows:
a. Figure 1: Use Specific Plan Figure 5-17 New Pedestrian Retail Street Section.
b. Figure 2: Use Specific Plan Figure 5-17 New Pedestrian Retail Street Section.
c. With townhomes, the current Market Street cross-section is inconsistent with the character of the neighborhood.
d. Figure 5: Specific Plan Figure 5-17 New Pedestrian Retail Street Section.

Sheet TM-6 Proposed land use inconsistencies with the TASP are also related to proposed street section inconsistencies with the TASP. Please update this sheet as follows:
a. Figure 6: Specific Plan Figure 5-17 New Pedestrian Retail Street Section.
b. Figure 7: Use Specific Plan Figure 5-9 New Local Streets.
c. Figure 8: North of Bleeker Extension (to be shown on future submittal) to use Specific Plan Figure 5-17 New Pedestrian Retail Street Section. South of Bleeker Extension (to be shown on future submittal) to use Specific Plan Figure 5-9 New Local Streets.
d. Figure 8: Existing Bond Street should be revised to reflect super-elevated section (for interim drainage) and bio-treatment areas. The project will reconstruct Bond Street in accordance with the TASP section (properly crowned section and parking along the project frontage).

Sheet TM-7 Proposed land use inconsistencies with the TASP are also related to proposed street section inconsistencies with the TASP. Please update this sheet as follows:
a. Figure 12: Use Specific Plan Figure 5-17 New Pedestrian Retail Street Section.
b. Figure 13: Use Specific Plan Figure 5-3.
c. Figure 14: Identify height of the retaining wall.
d. Figure 15: Use Figure 5-9.

Sheet TM-8 Please update this sheet as follows:
Surface parking can be accommodated between the building and Great Mall Parkway (See TASP cross section).

Next Steps

Upon your resubmittal, submit six sets of plans, two sets of any required study and electronic copies of plans and studies with responses to the comments stated herein and attached.

If you have any questions regarding this matter, please contact me at (408) 586-3273.

Sincerely,

Steven McHarris
Planning & Neighborhood Services Director

c: Tom Williams
Michael J. Ogaz
Evan Knapp
Jeff Moneda

CITY OF MILPITAS

455 EAST CALAVERAS BOULEVARD, MILPITAS, CALIFORNIA 95035-5479 • www.ci.milpitas.ca.gov

September 9, 2014

Mr. Glenn Brown
Integral Communities
500 La Gonda Way, Suite 102
Danville, CA 94526

Re: District 1 Lots 2&4 - SD13-0010– August 2014 Resubmittal

Dear Mr. Brown:

Thank you for the opportunity to comment on your application for the District 1 Amendment to Lots 2 and 4 that was resubmitted to the City on August 10, 2014 for the Tentative Subdivision Map and Site Development Permit. The project includes a proposal for development of 108 townhomes on 6.05 acres, and other on-site and off-site improvements.

City staff completed its review of the resubmitted plans to determine the presence of all information required to move forward in the process. **Please note previous comments have not been addressed.** This evaluation shows the information submitted in support of your application is not sufficient for complete analysis of the application. As proposed the project requires an amendment to the General Plan, Transit Area Specific Plan (TASP), and Zoning Map, and additional information is required. The issues identified below need to be addressed in your next submittal. If amendments to the TASP are pursued, then a justification statement identifying amendments to the TASP, and reasoning for such, is required; as well as a fiscal impact analysis to identify financial impacts resulting from reduced amount of housing.

1. Overall, the project as submitted represents a significant reduction in density and does not conform to the TASP in terms of land use and design. The land use for this area is designated as Residential – Retail High Density Mixed-Use with a minimum density of 31 units per acre, and 200 square feet of commercial per unit. Please refer to Figures 3-1 and 3-2 of the TASP which outline the intended land uses and circulation network. The TASP was developed with a specific density for residential uses and specific locations and intensity for commercial space. Any significant deviation from these Figures will require amendment to the TASP. Numerous inconsistencies and deficiencies in the other aspects of the project also exist, and must be addressed prior to staff making a favorable recommendation on the project.

   Further, the McCandless/Centerpointe Subdistrict of the TASP is envisioned as a primary retail mixed-use district with apartments and condominiums. The proposed amendment is not consistent with this vision. Please note the conceptual Residential-Retail Illustrative Plan, Figure 4-12 of the TASP, for this area. The project is also inconsistent with the following TASP policies:

a. *Land Use Policy 4.69 (McCandless Subdistrict) – Create a mixed-use area with retail, restaurant and personal service uses in the area closest to Great Mall.*
b. *Land Use Policy 4.70 – Create a high-density residential neighborhood at the interior of the Subdistrict along McCandless Drive.*

2. The townhome product type, density and design as proposed does not provide the site design or character intended in the TASP. The site planning for the townhome portion of the project lacks design creativity. As proposed, townhomes are lined up in a monotonous fashion that lacks character, depth or design interest. It also creates numerous dead-end drive aisles and an undesirable circulation pattern. The townhome portion of the project as designed does little to create a desirable living and neighborhood environment.

   a. The project is not consistent with Figure 5-1, which identifies street design and character for the TASP. The street character is intended to be a retail mixed-use street.
   b. The project open space is also not consistent with TASP Figure 3-6, Public Parks Spaces and Trails. The proposed park area of 0.43 acres is half what is required per the TASP, Figure 3-6, which identifies a 0.86 urban style plaza in this area.

3. As identified with previous submittals, the project needs to adhere to adopted TASP standards. City staff cannot thoroughly evaluate the proposal when fundamental land use and zoning inconsistencies exist. These inconsistencies affect numerous site development standards and other supporting documents and elements of the submittal. For example, the Storm Water Control Plan or proposed utilities cannot be reviewed when the site plan for the project is inconsistent with the TASP.

4. The trash enclosure location on Lot 2 is not acceptable, nor would future designs that add prominence to trash enclosures and other utilities or operational appurtenances. As designed, it is the visual focal point of the main entry from McCandless Drive; it blocks the view into the common open space area; and, does not provide an acceptable edge for the common open space. It appears that the pick-up must be directly head-in for the truck. Please relocate the trash areas to somewhere out of view from the public street.

5. Another major visual impact is the very long Lot 4 driveways (B & D) lined with garage doors with no landscaping shown on the drawings. The unit facades along the full length of these driveways appear to be three-stories in height. The visual quality of these driveways will be the environment experienced by both residents and visitors using the interior guest parking. The facades have variety to add some visual interest, but more attention to these facades would be desirable.

6. The long rows of guest parking areas would benefit from some landscaped finger islands. Please provide landscape islands with large canopy shade tree in all parking areas. Further the landscape plans do not correlate to the stormwater or civil engineer plans. The landscape plans falsely indicate trees in various locations due to stormwater basins, utilities, or other design modification that would be needed.

Architectural and Site Design Comments
Please refer to the attached exhibits.

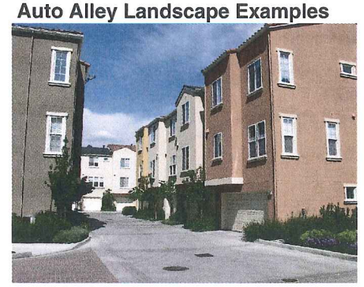
Overall, the plans and proposed project do not meet the land use, intensity and design intent of the TASP. Please revise plans accordingly or provide additional information that identifies an intent to move forward with amendments to the appropriate documents. If you have any questions regarding these comments, please contact me at 408.586.3278. Thank you.

Sincerely,

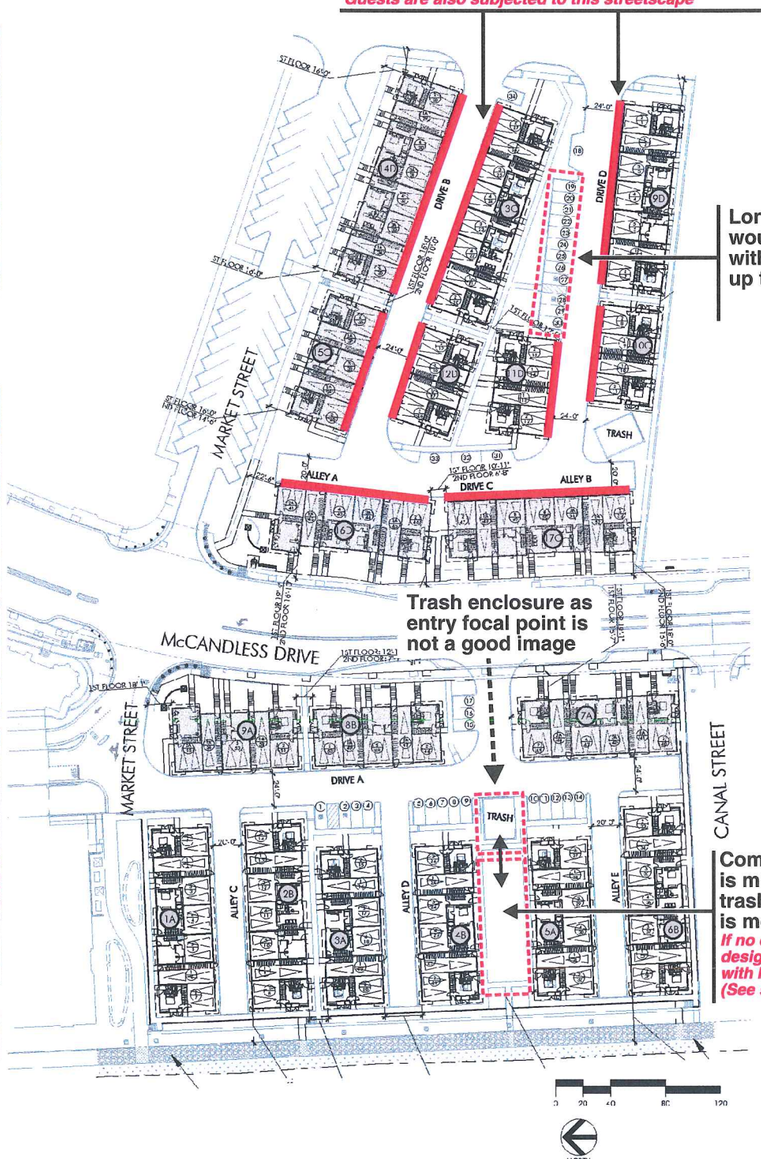
Steven McHarris
Planning & Neighborhood Service Director

CC: Tom Williams, City Manager
Jeff Moneda, Public Works Director

Auto Alley Landscape Examples



Long rows of garages on auto drives are likely to be visually unpleasant without landscaping to soften appearance.
Guests are also subjected to this streetscape



Long row of guest parking would be better for streetscape with landscaped islands to beak up the line of parked cars

Trash enclosure as entry focal point is not a good image

Common open space is much improved but trash enclosure location is most unfortunate.
If no other location is possible, design and screen enclosure with high quality landscaping (See some examples to the left)

Front elevations have good variety and balance of vertical and horizontal elements

Rear elevations have more variety than Centre Pointe Lots B & C but still needs landscaping to break up the long rows of garages

Review Comments
DISTRICT 1 LOTS 2 & 4

CANNON DESIGN GROUP
August 5, 2014

Review Comments 2
DISTRICT 1 LOTS 2 & 4

CANNON DESIGN GROUP
August 5, 2014