CITY OF SARATOGA PLANNING COMMISSION
STUDY SESSION
AGENDA

DATE: December 17, 2012
PLACE: **Senior Center – Saunder's Room** located at 19655 Allendale, Saratoga, CA
TYPE: Adjourned Regular Meeting
TIME: 5:00 pm

ROLL CALL

REPORT OF POSTING AGENDA

Pursuant to Government Code 54954.2, the agenda for this meeting was properly posted on December 13, 2012

APPLICATION PDR10-0022 and CUP10-0011(386-30-036, 037, and 038) TimeSpace Investment / Li – 12250 Saratoga-Sunnyvale Road - The purpose of this study session item is to review the current design of the proposed day care / commercial project at 12250 Saratoga-Sunnyvale Road

The Study Session is a fact-finding meeting where the Commission may discuss the item and ask questions from or hear statements from members of the public attending the meeting. During the Study Session, the Planning Commission may only discuss items related to the project. The agenda does not allow any formal votes or motions on the proposed project or other matters.

No comments made during the Site Visit by the Planning Commission are binding or required to be carried through to the formal public hearing where actions will be taken on the proposed project.

PLANNING COMMISSION
STUDY SESSION
MEMORANDUM

TO: Planning Commission

FROM: Michael Fossati, Planner

MEETING DATE: December 17, 2012

SUBJECT: New Commercial Building at 12250 Saratoga-Sunnyvale Road

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The purpose of this study session item is to review the current design of the proposed day care / commercial project at 12250 Saratoga-Sunnyvale Road (PDR10-0022 & CUP10-0011).

BACKGROUND

The proposed project includes the demolition of three existing single-story light industrial buildings and the construction of a new two-story commercial office building and underground parking structure. The new building would include the following uses:

- 11,500 sq. ft. of institutional (day care / tutoring) use for children (Conditional Use Permit required).
- 10,000 sq. ft. of medical / professional office use (Conditional Use Permit required for medical office).
- 3,100 sq. ft. of retail use.

The applicant is requesting design review approval and conditional use permits for the medical office and day care uses. A detailed project description provided by the applicant has been included as Attachment 1.

SITE DESCRIPTION

Two of the three existing buildings front Saratoga-Sunnyvale Road while the third building is located in the rear. According to the owner, two suites within the buildings onsite are occupied. Surface parking is currently located in the front and rear of the site. The property currently has no front landscaping. The property is bounded by a swim center to the north, residential uses to the east, light industrial uses to the south, and Saratoga-Sunnyvale Road to the west. Commercial businesses are also located to the west of the project site. The existing location is zoned Commercial - Visitor (C-V) and the net lot size is approximately 1.085 acres.

PROJECT DATA:

C-V Zoning **Net Site Area: 1.085 +/- acres**	**Proposed**	**Allowable / Required**
Structure Coverage*		
Building Footprint	12,881 sq. ft.	
Trash Enclosure	70 sq. ft.	Maximum Allowable = 28,319 sq. ft. (60%)
TOTAL Site Coverage	12,951 sq. ft. (27%)	

Setbacks	1st Floor	2nd Floor	1st Floor	2nd Floor
Front (West):	77’	82’	10’	10’
Rear (East):	134’	134’	30’	30’
Left Side (North):	**16’**	**16’**	**21’**	**21’**
Right Side (South):	**18’**	**18’**	**21’**	**21’**

Height		
Lowest Elevation Point:	95.82’	Maximum Height = 117.89’ **(20’)**
Highest Elevation Point:	99.95’	
Average Elevation Point:	97.89’	
Proposed Topmost Point:	122.83’**(24.95’)**	

*Note: For Commercial –Visitor (C-V) zoned areas, only portions of the ground covered by a structure are considered coverage.

Per the table above, the proposed project does not meet the side setback and height requirements for the C-V zoning district.

DISCUSSION TOPICS

Building Design

The building proposed has been substantially altered from the design submitted in 2010. The new design has characteristics that are consistent with the guiding objectives and principles of the Saratoga-Sunnyvale Road Gateway Guidelines (Gateway Guidelines). The Gateway Guidelines were established with the following goals in mind.

- Create a successful business environment in the Saratoga-Sunnyvale Corridor
- Enhance the neighborhood quality of life
- Design new commercial projects that are consistent with the rural character of Saratoga.
- Ensure the gateway design guidelines are consistent with the existing Saratoga zoning regulations

The attached table (Attachment 2) illustrates how the project is consistent with the objectives of the Gateway Guidelines. A rendering of the proposed project has been included in this memo as Attachment 3.

Building Height & Setbacks
The allowable height for commercial buildings in the C-V zoning district is 20 feet. The height of the proposed building is approximately 25 feet, using the definition of "Height of Building", which is measured from the average grade to the topmost roof ridge. The height does not include the three to five foot tall HVAC screening being proposed on top of the roof.

The side setbacks are based on the proposed height in the C-V zoning district. A side setback of 10 feet is required for a proposed building height of 14 feet. An additional foot of setback is required for each additional foot of height over 14 feet. Therefore, a 25 foot tall building would require a 21 foot side setback. The proposed side setbacks are 16 feet on the north side (facing the exiting swim center) and 18 feet on the south side (facing the West Valley Muslim Association property).

A variance is requested for the increased height and reduced side yard setbacks. Staff will provide additional information regarding surrounding building heights in the C-V district at the study session.

Proposed Use & Parking Requirement
The parking requirements are discussed below.

- **Institutional Facility.** Schools and day care facilities require one parking space per employee plus additional parking spaces determined by the Planning Commission. The project use anticipates eight employees and 170 children. To assist in determining required parking, staff is recommending a parking ratio of 0.28 spaces per child, as determined by a parking demand survey completed for a similar project (Growing Tree Learning Center), dated February 10, 2010 (Attachment 3). That ratio would result in a parking requirement of 48 parking spaces for the institutional use.

- **Professional and Medical Office**. Office use (whether Professional or Medical) requires one parking space per 200 square feet (50 parking spaces required for 10,000 square feet of professional and/or medical office space).

- **Retail**. The parking requirement for retail sales is one parking space per 200 square feet (16 parking spaces required for 3,100 square feet of retail space).

The total parking required for the proposed uses would be 114 parking spaces. As shown, the project proposes 86 parking spaces.

Traffic Analysis
A traffic impact analysis based on the project's operational needs is currently being completed for the project and will be peer reviewed by the City traffic engineer prior to public hearing scheduling.

Landscaping Buffer
Landscaping is proposed on the western, northern and eastern boundary of the property. The western boundary (adjacent to Saratoga-Sunnyvale Road) includes a 10' landscape buffer. The eastern boundary (adjacent to single-family residential properties) includes a 15 – 18 foot landscape buffer. Per the General Plan, a commercial development adjacent to a residential use must provide a landscape buffer that is at least equal to the setback of the adjacent residential district. The adjacent residential district requires a 25 foot rear yard; therefore, a 25 foot landscape buffer from residential properties would be required for this project.

Environmental Review
An Initial Study / Mitigated Negative Declaration (IS/MND) is being prepared to evaluate the project's environmental effects. The environmental review is not complete at this time.

ATTACHMENTS:

1. Project Summary of 12250 Saratoga-Sunnyvale Rd. per TimeSpace Development
2. Project review against Gateway Guidelines.
3. Site Access, Circulation, and Parking Study – Growing Tree Learning Center, dated February 10, 2010.
4. Rendering of proposed design.
5. Plans of the proposed project, dated October 18, 2012.

12230 Saratoga Sunnyvale Rd. Saratoga, CA 95070
Phone: (408) 781-7866 Fax: (408) 320-4867

Project Summary

1. General description

The property is located at 12250 Saratoga Sunnyvale Rd, Saratoga, CA 95070 and its lot size is about 44,000 sq.ft (1.01 acre) with CV (Commercial Visitor) zoning. The APNs are 386-30-036, 386-30-037, and 386-30-038. There is an existing building with the size of 13,648 sq.ft. The building currently contains light industrial workshops and retail stores.

We plan to demolish the existing building and construct a new two story commercial complex building. The new building is proposed to contain 10,000 SQ.FT of Office/Medical condo units, 3,100 SQ.FT of retail area, and 11,500 SQ.FT of Day Care/learning center unit, with 2,000 SQ.FT of common area/circulation. The total building area is about 26,500 SQ.FT.

The project will be constructed an underground parking area at the basement with 17,000 SQ.FT. There is surface parking at front and back of the building at grade level. The total parking spaces are proposed to be 86.

There is an outdoor play area of 3,400 SQ.FT for Day Care/Learning center use.

The project application is submitted for design review and conditional use permits for the following conditional use:

11,500 SQ.FT maximum of private Day Care facility;
10,000 SQ.FT maximum of medical/dental office/clinic use.

The building space can also be used as the common retail/office units permitted by CV zoning.

2. Day Care/Learning Center and its Operation pattern

1). Building and outdoor playground design
The new design of outdoor playground of Day Care/Learning Center is located at the middle of the building and it is a courtyard style, so the noise is blocked from its residential neighbors by the back of the building.

2). Students and general operation
It is planned to have 16 employees and projected students are 170, which is a small size of the Pre-school/learning center. The student ages are from 3 to 13. Its operation date and time is 8:00 AM to 6:00PM in weekdays.

3). Delivery time
The day care students are delivered around 8:00AM and the learning center students are picked up at regular schools in groups and then delivered to our center by delivery service providers and they arrive at different time. K-1 arrive about 12:30 to 1:00PM and the other grades arrive between 2:30 to 3:30PM.

4). Pick-up time
The programs for the different grades of students finish at different time. Day Care and K-1 finish around 5:00PM and the other grades finish around 5:30-6:00PM. Therefore, the students are picked up by their parents at different time from 5:00PM to 6:30PM. The parents can park their cars at underground parking lot or rear parking lot, and then pick up their children from the center.

The above delivery and pick-up time and pattern can relieve traffic and parking peak and nicely distribute the traffic.

3. Market analysis

The proposed new development contains three types of uses: a/. Day Care/Learning center, b/. Retail/food service use, and c/. Medical/dental and other type of commercial space, such as office units.

1). Day Care/Learning center

Day Care/Learning center has high demand in this triangle area(Saratoga/Cupertino, and West San Jose) due to its cultural environment and population preference(residents living in this area). Although there are many this type of service in the area, but high quality ones, especially with required hardware/property standard is very limited. Currently, the requirements for Day Care service by state legislation need minimum outdoor play area in place to serve children's need for outdoor activities. However, there is very limited Day Care services in the area have this outdoor play are to meet state requirements and to serve for children's needs for outdoor activities.

Our proposed development will meet state requirement and provide the facility to children, therefore, it is expected our facility will be highly demanded and will serve the community and children better and healthier.

And also, with so many school age children come to the aquatic center, which is a direct neighbor of the proposed development, for swimming lessons and practice daily and weekly, it has already been asked for the type of Day Care and after-school programs to suite for their need and convenience since they only need come to pick up once without having to go somewhere else to pickup and delivery. This type of service next to swimming school is a natural combination to serve parent better and more convenience.

2). Medical/Dental office/clinic service

Although there are some dental/medical units are near highway 85 and De Anza Blvd, there is limited use nearby the proposed development. The proposed new building is with contemporary design and with attractive appearance/looking. It is expected that the new development will draw professionals and practitioners' interests and demands to more permanent settlement for their service since they can buy and own the property, design/renovate the interior of the unit per their needs and preference. In General, dental/medical units need substantial investment for interior structure layout and internal construction, therefore, own the real estate property is much more worth than rent the property since they permanently own the property and investment. This will potentially draw much more demands and stabilization of service and business.

As shown above, the proposed development should not only renovate the area and make the area more pleasant to live, work and come for service, but also drive the local business to a new level.

Project Consistency with Applicable Saratoga-Sunnyvale Road Design Guidelines

Design Guidelines	**Consistent with Project?**
Architecture and Materials	
1. Encourage smaller-scale building floorplates with an appropriate scale and architectural style, consistent with early Californian architectural styles, (including, but not limited to, Craftsman, Queen Anne, Stick, and Mission) that conform to the look of the general area. (Goal B,C)	Consistent. The proposed buildings would be consistent with the look and feel of other commercial and mixed use buildings in the area. The proposed architecture references a traditional architectural style, with stone veneer and roof tiles.
2. Buildings should relate specifically to Saratoga's residential areas and illustrate residential massing with low-pitched gable or hip roofs, dormer windows, etc. (Goal C)	Consistent. The roof portion visible from the Saratoga-Sunnyvale Road would be of low pitch, and would have a similar appearance to residential roofs in the neighborhood.
3. In order to reduce the perceived scale of buildings, building masses shall be broken into smaller components. Large "boxes" with no articulation will not be allowed. (Goal C)	Consistent. The facade of the building visible from Saratoga-Sunnyvale Road would be articulated and broken into smaller components.
4. Building walls and rooflines should include articulation, with a change in surface materials, color or surface plane. All primary building entrances must be identified with architectural details such as towers, projections, varied roofs, trellis work, pergolas or covered entry ways. (Goal B,C)	Consistent. A variety of materials would be incorporated into the main façade of the building, and the main entryways would be emphasized using materials such as stone veneer and metal-framed doors.
5. Buildings should be designed with vertical breaks to create differentiation along the front facade. This can be done with indented balconies or/and articulation of massing or/and changes in material, texture, and color. (Goal C)	Consistent. The design of the project features a covered entryway, and changes in materials to create differentiation along the front facades.
6. Corners of buildings should be highlighted with special design features to increase visual interest where appropriate. Entrances or display windows to the retail shops are encouraged at building corners that face street corner locations. (Goal B)	Consistent. Display windows would be placed at the corners of each building, along the facades that would face Saratoga-Sunnyvale Road.
7. Rooflines should be varied in style and size to create interest. All buildings should include roof features such as pitched roofs, detailed parapets, or entry features. Rooftop	Consistent. A covered entryway would create a varied roofline on each building. Mechanical equipment, which would be located on the roof of each building, would

Design Guidelines	Consistent with Project?
mechanical equipment shall be screened on all sides. (Goal B,C)	be screened from view on all sides by painted plywood panels.
8. Rooftop mechanical units, vents, and flues shall be screened. Screening rooftop mechanical equipment by means of pitched roof forms or penthouses is encouraged. (Goal B,C)	Consistent. See #7.
9. Service and loading areas should not be located immediately adjacent to residential uses or Saratoga Sunnyvale Road. (Goal B,C)	Consistent. Loading would be located along the eastern façade of each building, but not immediately adjacent to residential uses (which border the sites to the east).
10. A specific color palette, list of materials, and common architectural features will be required for all development in the Saratoga Gateway District. This is intended to establish a common theme or style of architectural design for all buildings within the District. All buildings shall incorporate 360 degree (i.e., all building faces) use of materials and color. (Goals B,C)	Consistent. Colors include tans, creams, beiges, browns, grays, and subtle greens. Specific list of materials include cultured stone veneer, barreled vault stone coated roofing tile, cedar board siding and exterior plaster. Common architectural features include the recessed second story and metal doors and frames
11. Colors for all buildings should be earth tones, neutrals and soft muted colors. The predominant color should be in the range of grays, beige through dark brown, terra cotta and sandstone, dark greens, or muted red. Bright intense colors are not allowed. Stark white or black is discouraged for use other than as trim. Un-muted primary colors are not allowed. (Goals B,C)	Consistent. Based on color board for the project, colors used would primarily be browns and grays. Building materials would not feature bright primary colors or stark black and white color patterns.
12. Finish materials for walls should be predominantly natural materials such as brick, textured block, stone, slate, stucco, wood, clap board siding or textured and colored concrete that closely resembles such materials. Accent materials may include canvas for awnings, metal trim, ceramic tiles, concrete castings, terra cotta, or stucco. Window and door trim should be bronzed or baked enamel colored finish that is complimentary to the color of the wall. Materials such as galvanized metal, glossy aluminum, smooth concrete, metal siding, vinyl, and reflective glass are not allowed. (Goals B,C)	Consistent. The facades of the projects would include natural-looking materials such as cedar siding and stone veneer. Window and door trim would generally be of metal construction, and would be complementary to other design materials and consistent with other commercial uses in the area.

Design Guidelines	Consistent with Project?
13. Encourage canopies/awnings/arcades to define entrances and provide shelter along buildings. (Goal B)	Consistent. An arcade would be developed along the western facades of the building, behind the front parking lot.
14. Building entrances should be set back from drive curblines to achieve public safety and entry articulation. (Goal B)	Consistent. The building would be set back from the curb line of the shared driveway with a walkway/landscaped area.
15. Building entrances should be identifiable from parking areas. (Goal A, B)	Consistent. The building entryway would be identifiable from front parking areas due to the use of distinctive building materials and prominent doorways.
16. Building materials should include appropriate materials to achieve city council goals. Such materials should establish a single, recognizable style, consistent with early California, for all adjacent commercial areas. The rural residential character of the City should be maintained through low residential densities, extensive landscaping along streets and the relatively low profile and height of structures. In commercial areas this can be achieved by the use of architectural features, materials and color to reduce bulk and mass. The use of traditional residential architectural design themes that can be transformed into effective commercial functions can be an effective method in which to achieve this goal. (Goal B)	Consistent. The project would include a landscape buffer along Saratoga-Sunnyvale Road and traditional architectural themes (including gently-sloped roofs and the use of natural-looking materials such as stone veneer and cedar siding). Although the projects would exceed the height limit established for the sites, the proposed height would be similar to that of the medical-office complex to the south of the sites, and to the townhouse development to the north of the adjacent aquatic center.
17. A predominance of masonry, wood and brick shall be used on ground levels of all buildings. (Goal B)	Consistent. The building would utilize wood siding and stone veneer on the ground levels.
18. Reflective materials such as bright aluminum and glass are not allowed as the primary building material on exteriors. (Goal B)	Consistent. Although glazing would be used throughout each of the proposed buildings, the main façade of each structure would be dominated by non-reflective materials.
19. Pedestrian amenities, such as benches, trash receptacles, outdoor dining and vendor carts on private property, are encouraged to be consistent with the theme established by Saratoga-Sunnyvale Road Gateway. (Goal B)	Not Yet Determined. The design of such pedestrian amenities has not yet been finalized by the project sponsors.

Design Guidelines	Consistent with Project?
Landscaping and Buffering	
1. Landscape islands should be provided in parking lots to interrupt consecutive runs of parking spaces. Landscape islands shall incorporate a mix of shade tree and shrub plant material to visually buffer internal site views from both ground and to provide shade. (Goal B,C)	Consistent. Landscape buffers would be provided in all surface parking lots.
2 Parking areas should incorporate low landscaping buffers to screen parked cars from adjacent streets. All head in parking adjacent to public right of way or residential areas shall be screened by one of the following: masonry wall, earthen berm, and/or dense shrub planting. (Goal B,C)	Consistent. Landscape buffers would screen the surface parking lots proposed adjacent to Saratoga-Sunnyvale Road. Landscape buffers would also be used to screen the surface parking lots to the east of the building, and existing wall would be left in-place.
3. Landscaped parking islands and medians should constitute a substantial portion of the overall parking area to achieve an attractive commercial environment consistent with the Saratoga environment. (Goal B,C)	Consistent. Landscaped areas would be included in the parking lot. At least two sides of the parking lot would be landscaped.
4 The use of landscaping should be encouraged to distinguish access points, break up parking and define pedestrian access and spaces. (Goal B,C)	Consistent. Landscaping would be utilized throughout the site to identify access points and walkways, soften paved areas, and buffer the shared driveway.
5 Landscape layout and design should orient the pedestrian environment. (Goal B)	Consistent. Landscaping would be used to connect the pedestrian realm adjacent to Saratoga-Sunnyvale Road to the pedestrian walkways on each of the site.
6. Street tree plantings shall be required where none exist along Saratoga-Sunnyvale Road to promote a consistent tree canopy, reduce perceived building heights and provide shade. Street trees shall be pruned and otherwise maintained to provide visibility of businesses and to encourage proper growth and height. (Goal B,C)	Consistent. Trees are being proposed along the front setback of the project and adjacent to Saratoga-Sunnyvale Road.
7 Private drives serving the internal circulation needs of proposed development shall require street tree plantings. (Goal B,C)	Consistent. The landscape plan identifies the one tree planting adjacent to the private drive.
8 Shrubs, groundcovers and perennial plantings are encouraged between detached pedestrian walks and buildings. (Goal B,C)	Consistent. Groundcovers and other low-growing plant species would be planted adjacent to the proposed buildings.
9 Trellises with flowering vines and hanging flower baskets are encouraged at	Not consistent. Trellises and hanging flower baskets are not identified on the landscape

Design Guidelines	Consistent with Project?
building entries to make the entry more easily identifiable, provide pedestrian scale and add visual interest. (Goal B,C)	plan.
10. Buffering between commercial or mixed use projects and adjacent residential uses shall incorporate the following: (Goal B,C) • Solid (decorative) masonry wall. • Exclusive landscape buffer area reserved for buffering purposes - no private outdoor use or other programmed activities are allowed within the buffer area. • Trees shall be 24" boxed size minimum. • Privacy issues shall be addressed through the citing of balconies and windows above ground floor level adjacent to residential properties to protect the privacy of residential neighbors. • Rear or side parking lots adjacent to residential uses shall be designed to address after hour security.	Consistent. The existing wall would remain as part of the project. The wall separating the project site from adjacent residential uses is of masonry construction. All trees would be 24-inch box trees. Privacy and security issues would be addressed through the setback of the buildings from the eastern property line of the sites (and adjacent residential uses), removal of all second story windows facing the eastern property line and appropriate security lighting.
11. Buffering between commercial or mixed use development and other similar uses shall consist of a landscape area planted with trees, shrubs and groundcovers. (Goal B,C)	Consistent. A landscaped buffer would be planted along the eastern boundary of the site, adjacent to residential uses.
12. The following list of trees shall be considered for incorporation into the design of commercial parking lots. (Goal B,C)	Consistent. Pistacia chinensis (Chinese pistache) are listed in the "considered tree species" within the Design Guidelines and are proposed to be planted within the front parking lot area. Coast redwoods are proposed along the rear setback, in order to accommodate privacy concerns of the residential uses.
Fencing and Screening Walls	
3. Fencing is discouraged between properties of similar use. (Goal A,B,C)	Consistent. No fence would be built between any project sites. A driveway would extend along the shared boundary.
5. Trash, service and loading areas should not be located adjacent to street frontages or adjacent to existing residential uses and will be screened from view from public streets. (Goal B,C)	Consistent. Trash and loading areas would occur adjacent to the eastern façade of the building, separated from residential uses to the west of each site by a parking lot, landscaped buffer, and wall. The trash area would be surrounded by a wall.

Note: Policies related to Commercial Retail Signage and Lighting and Furnishings are not included in Attachment 2 because the project sponsors have not yet submitted detailed signage, lighting, and furnishing plans.

Hexagon Transportation Consultants, Inc.

Memorandum

Date: February 10, 2010

To: Janice Yeh, Growing Tree Learning Center

From: Brian Jackson

Subject: Site Access, Circulation, and Parking Study for the Proposed Daycare Facility Located at 12220 and 12226 Saratoga-Sunnyvale Road in Saratoga, California

Introduction

Hexagon Transportation Consultants has completed a site access, circulation, and parking study for the proposed daycare facility (Growing Tree Learning Center) located at 12220 and 12226 Saratoga-Sunnyvale Road in Saratoga, California. The project site is located on the southeast corner of the Saratoga-Sunnyvale Road and Kirkmont Drive intersection. The project would occupy existing vacant space in an office building. Parking would be provided within the adjacent parking lot. The project would serve up to 60 students with 5 employees. The site location is shown on Figure 1.

The purpose of this study is to satisfy the requirements of the City of Saratoga by identifying any site access, circulation and parking deficiencies of the site for the purposes of the proposed project. The study describes the site's existing conditions, estimates the number of vehicle trips and parking generation due to the proposed project, compares the project conditions to the requirements of the City of Saratoga, and draws conclusions pertaining to the suitability of the project site for the project's trip generation and parking generation.

Existing Conditions

The project site is located on a parcel situated on the southeast corner of the intersection of Saratoga-Sunnyvale Road and Kirkmont Drive. Access to the site would be from one existing driveway on Saratoga-Sunnyvale Road and one existing driveway on Kirkmont Drive. The roadways are described below.

Saratoga-Sunnyvale Road in the vicinity of the project site is a four-lane divided major arterial with median breaks for left-turn access lanes. The unsignalized Saratoga-Sunnyvale Road and Kirkmont Drive intersection is full-access, with uncontrolled approaches for Saratoga-Sunnyvale Road and stop-controlled approaches for Kirkmont Drive.

Kirkmont Drive is a two-lane east-west residential street bordering the site. It connects Kirkbrook Drive in the east to Saratoga-Sunnyvale Road in the west. The western leg of this intersection is a site access driveway for a retail/office development.

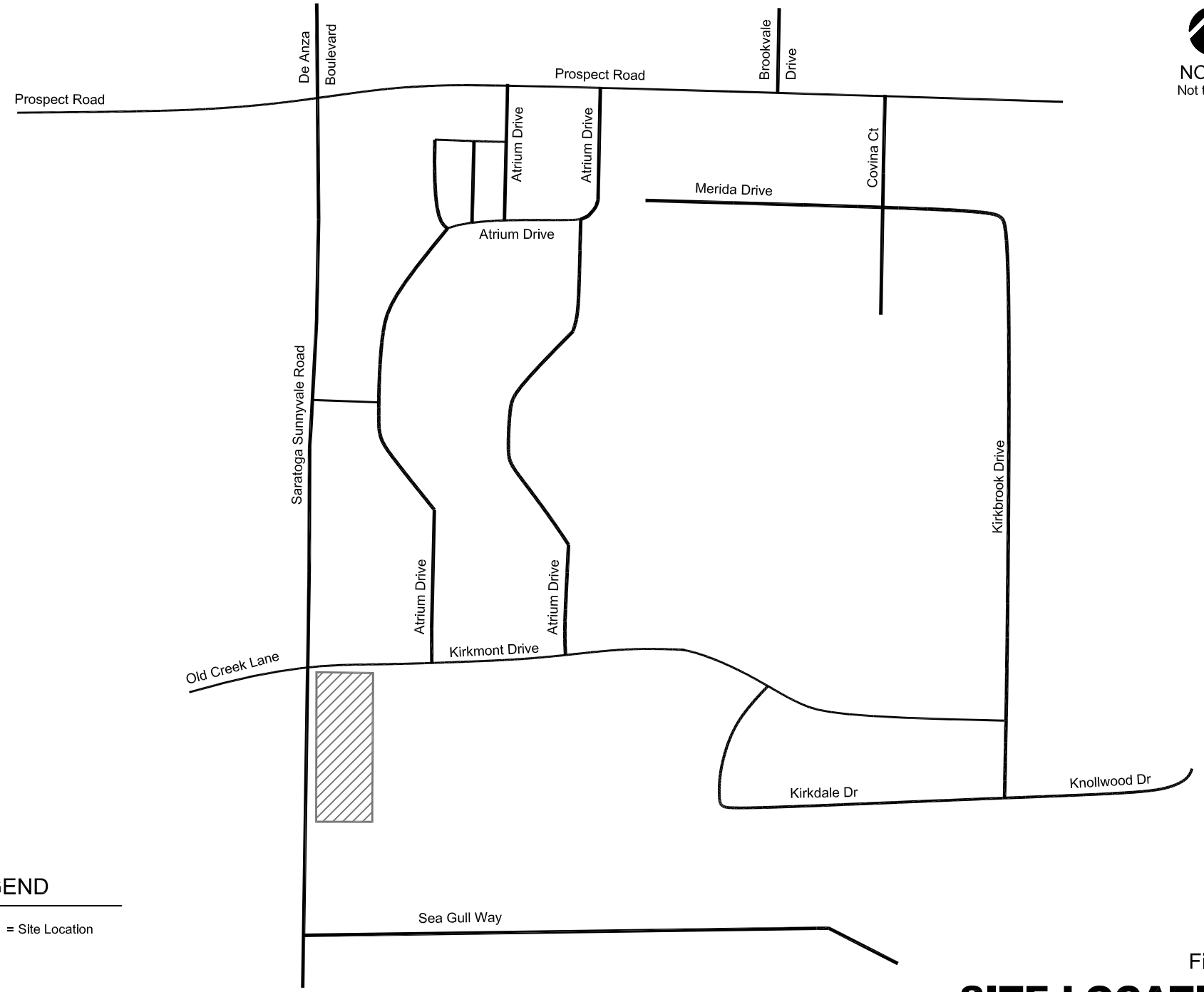


Figure 1

SITE LOCATION

12220 and 12226 Saratoga-Sunnyvale Road Daycare Center

Hexagon
Transportation Consultants, Inc.

Trip Generation Estimates

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increase that would result from a new development. Hexagon has prepared a project trip generation estimate based on trip generation rates obtained from the Institute of Transportation Engineers (ITE) Trip Generation, Eighth Edition, 2008. The trip generation estimates concentrate on the AM and PM peak hours of traffic. These typically occur between the hours of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively.

Utilizing the ITE trip generation rates, it is estimated that the proposed daycare facility would generate 48 vehicle trips in the AM peak hour and 49 vehicle trips in the PM peak hour (see Table 1). The vehicle trips would consist of employee trips and of parents and caregivers briefly parking in order to assist their small children in entering or exiting the daycare facility. The average parking duration would be a few minutes. The daycare facility would operate from 7:00 AM to 7:00 PM, and parents could drop off or pick up their children at any time. For this reason, although the number of students served by the facility would be 60 children, the number of peak hour trips is much less than the potential 120 daily trips that might occur as a result of dropping off and picking up children.

Table 1
Project Trip Generation Estimates

		AM Peak Hour Trips				PM Peak Hour Trips			
Land Use	Size	Rate	In	Out	Total	Rate	In	Out	Total
Day Care Center [1]	60 students	0.80	25	23	48	0.82	23	26	49

[1] Source: Trip Generation, 8th Edition, ITE, 2008.

Trip Distribution Pattern and Assignment

The trip distribution pattern for the project was estimated based on existing travel patterns on the surrounding roadway system, the locations of complementary land uses, and trip distribution data from previous traffic studies prepared for similar projects in the study area. It was estimated that 60 percent of the project trips would originate from the north via Saratoga-Sunnyvale Road, 30 percent would originate from the south via Saratoga-Sunnyvale Road, and 10 percent would originate from the adjacent neighborhoods to the east via Kirkmont Drive. The peak-hour trips generated by the proposed project were assigned to the northern and southern project driveways in accordance with this trip distribution pattern.

Intersection Operations

Peak-hour signal warrants were checked for the unsignalized intersection of Saratoga-Sunnyvale Road and Kirkmont Drive to determine whether signalization would be justified on the basis of project peak-hour volumes. This assessment was made on the basis of the Peak-Hour Volume Signal Warrant, Warrant #3 described in the *2006 California Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD).* This method makes no evaluation of intersection level of service, but simply provides an indication whether peak-hour traffic volumes would be sufficient to justify installation of a traffic signal. The analysis showed that the peak-hour volume warrant would not be satisfied for either study period. The signal warrant analysis sheet is included in the Appendix.

Site Access, Circulation and Parking

Vehicular access to the project site would be provided via one existing driveway on Saratoga-Sunnyvale Road and one existing driveway on Kirkmont Drive. The project would use the existing adjacent parking lot of 47 parking spaces. Aspects of the site access, circulation, and parking analyses are discussed below.

Site Access

The Saratoga-Sunnyvale Road driveway is a 24-foot wide, right-turn only driveway located on the south end of the project site. This driveway opens to the project site parking lot. The Saratoga-Sunnyvale Road driveway provides inbound and outbound traffic access for northbound motorists on Saratoga-Sunnyvale Road. It also provides outbound access for southbound motorists, since u-turns can be executed at Kirkmont Drive. This driveway is free from obstructions and sight distance is good.

The Kirkmont Drive site access driveway is a 32-foot wide, full access driveway located on the north end of the project site. This driveway also opens to the project site parking lot. The Kirkmont Drive driveway provides inbound and outbound traffic access for southbound Saratoga-Sunnyvale Road and both directions on Kirkmont Drive. It also provides outbound access for northbound motorists on Saratoga-Sunnyvale Road. This driveway is free from obstructions and sight distance is good.

Traffic Volumes at the Project Driveways

The number of peak hour trips is estimated to be 48 and 49 in the AM and PM peak hours, respectively. This equates to about one vehicle trip every minute during the AM and PM peak hours. Due to the low volumes of traffic generated by the project, the driveways would be adequate to serve both the existing uses and the project.

On-Site Circulation

Project traffic would utilize the site parking lot located on the east side of the project building. The surface parking lot consists of a single continuous drive aisle (no dead-ends) with 47 parking spaces. All spaces are oriented 90-degrees to the 26-foot wide drive aisle. The existing parking lot provides sufficient room for backing out of parking spaces and maneuvering on the site.

Due to the low number of trips generated by the project, the availability of parking space, and the brief duration of parking, vehicle queuing within the existing parking lot is estimated to be negligible.

Parking Supply

The existing parking supply for the project and other existing uses at the site is 47 uniform-size parking spaces. The existing uses occupy two of the four units. The project proposes to occupy the remaining two units. A parking count was conducted on Thursday, February 4, 2010 to measure the parking demand of the occupied units. The parking count shows that the existing tenants parking demand peaks at 14 vehicles at 5:00 PM, leaving 33 unused parking spaces. Observations show that the parking lot is lightly, but consistently utilized throughout the day during standard business hours. The parking count sheets are included in the Appendix.

To estimate the parking demand of the proposed project, Hexagon has prepared a project parking generation estimate based on observed parking demand at four similar daycare facilities in the vicinity. All of the sample facilities are located within one mile of the project site. Surveyed daycare facilities include Brighter Future Learning Center and Growing Tree Learning Center in Saratoga, and Little Genius Learning Center and Happy Childhood in San Jose. Counts were conducted within the last six months. The parking survey results show that the average maximum parking demand ratio was 0.17 spaces per student (see Table 2). It is important to note that the calculated parking ratios shown in Table 2 include employee parking demand, since some of the occupied spaces that were counted during the parking surveys were employee vehicles.

Table 2
Parking Demand Survey

Location	Name	Survey Date	Size[1]	Employees[1]	Max Parking Demand	Max Ratio Demand/ Size[2]
12175 Saratoga-Sunnyvale Rd. Ste. B Saratoga, CA	Brighter Future Learning Center	8/12/2009	80 students	10	13	0.16
1640 South De Anza Blvd. San Jose, CA	Little Genius Learning Center	8/13/2009	50 students	5	5	0.10
1091 South De Anza Blvd. San Jose, CA	Happy Childhood	8/19/2009	60 students	6	8	0.13
12000 Sunnyvale-Saratoga Rd. Saratoga, CA	Growing Tree Learning Center	2/4/2010	60 students	7	17	0.28
Average Ratio						**0.17**

[1] Number of students and employees obtained by calling the surveyed sites.
[2] Demand per student. (Note: Ratio includes employee parking demand.)

For the purpose of this study a maximum parking ratio of 0.28 spaces per student was used, since this ratio was derived from a parking survey of an existing Growing Tree Learning Center. It also is the highest observed parking demand and, therefore, represents the most conservative approach. Based on this rate, the proposed 60-student daycare center is estimated to require up to 17 parking spaces during the center's peak parking period of the day.

Since the current tenants utilize up to 14 parking spaces and the proposed project is expected to require up to 17 additional parking spaces, it can be concluded that the existing parking supply of 47 spaces would easily accommodate a maximum potential parking demand of 31 spaces.

Pedestrian and Bicycle Access and Circulation

The project site is connected to the area's sidewalks. A sidewalk is present on both sides of Saratoga-Sunnyvale Road and on both sides of Kirkmont Drive. Crosswalks are present on the north, east, and west approaches to the Saratoga-Sunnyvale Road and Kirkmont Drive intersection.

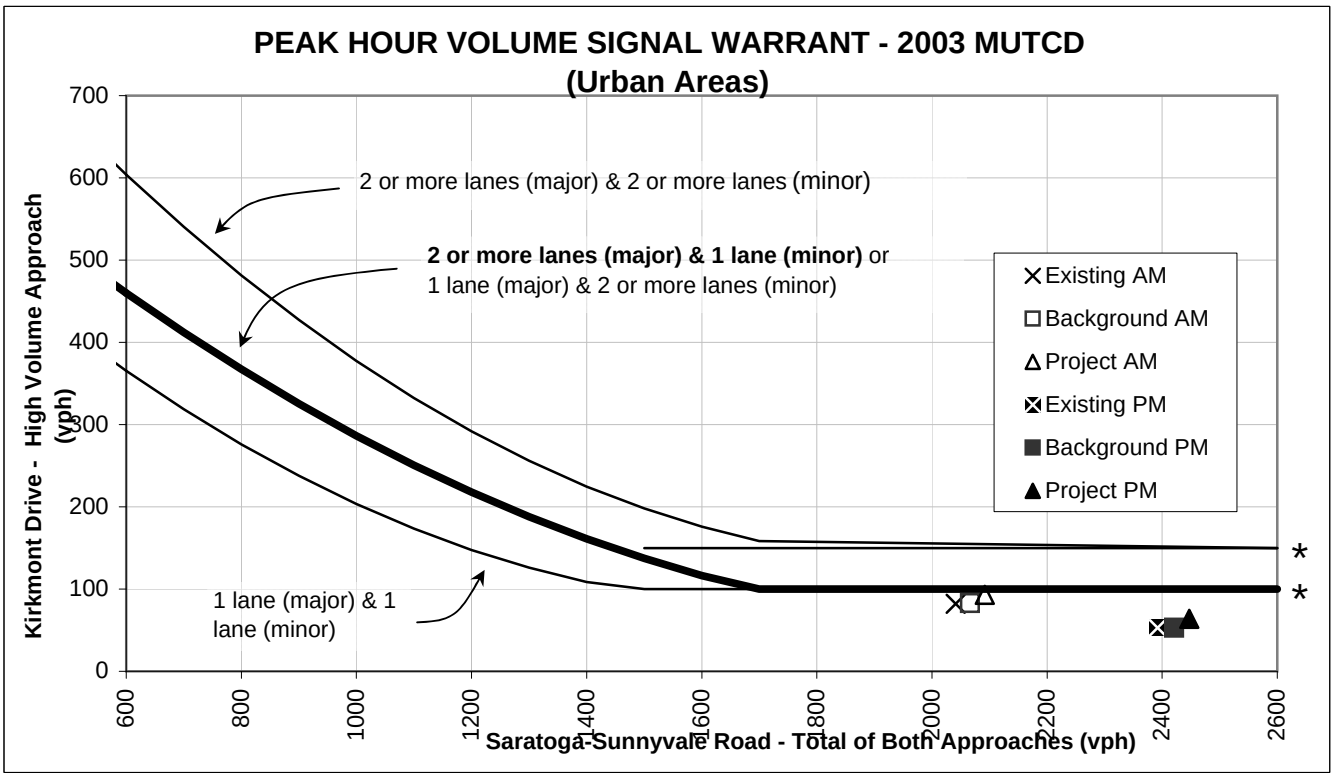
Bicycle lanes are present on Saratoga-Sunnyvale Road south of Prospect Road.

Conclusion

The proposed daycare facility project would generate 48 and 49 vehicle trips during the AM and PM peak hours, respectively. The proposed project would require the use of a maximum of 17 parking spaces on the site during the peak parking period of the daycare facility. The existing site is occupied by two tenants that utilize up to 14 parking spaces during the peak hours. The total parking supply is 47 parking spaces. Thus, the available parking supply exceeds the estimated peak parking demand of 31 spaces at the project site, and the parking supply would be adequate for the proposed project. The design of the parking lot and its means of access and egress are adequate to meet the needs of the project. The traffic analysis shows that the peak-hour volume warrant would not be satisfied at the unsignalized intersection of Saratoga-Sunnyvale Road and Kirkmont Drive under project conditions.

Growing Tree Learning Center
Technical Appendices

Saratoga-Sunnyvale Road and Kirkmont Drive



* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with one lane.

WARRANT 3 - MUTCD Peak Hour Volume

AM Peak Hour Volumes

		Approach Lanes: One	Approach Lanes: 2 or More	*Existing AM*	*Background AM*	*Project AM*		
Major Street - Both Approaches	Saratoga-Sunnyvale Rd		x	2041	2066	2092		
Minor Street - Highest Approach	Kirkmont Dr	x		82	83	93		
	Warrant Met?			NO	NO	NO		

PM Peak Hour Volumes

		Approach Lanes: One	Approach Lanes: 2 or More	*Existing PM*	*Background PM*	*Project PM*		
Major Street - Both Approaches	Saratoga-Sunnyvale Rd		x	2392	2421	2447		
Minor Street - Highest Approach	Kirkmont Dr	x		53	53	64		
	Warrant Met?			NO	NO	NO		

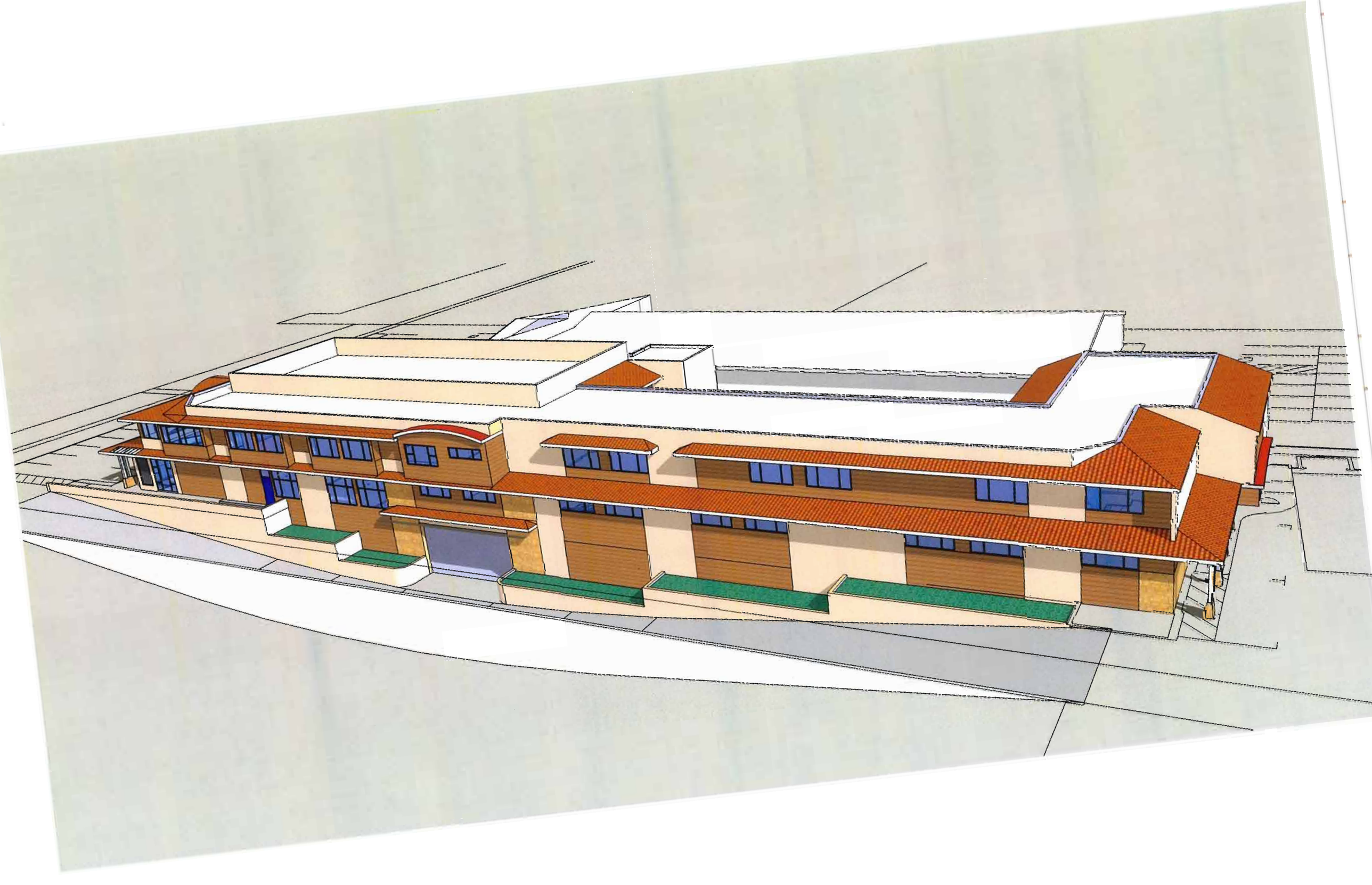
12220 and 12226 Saratoga-Sunnyvale Road
Parking Survey

Time	Number of Occupied Spaces
7:00 AM	0
7:30 AM	0
8:00 AM	3
8:30 AM	5
9:00 AM	7
9:30 AM	9
10:00 AM	12
10:30 AM	11
11:00 AM	10
11:30 AM	9
12:00 PM	7
12:30 PM	7
1:00 PM	8
1:30 PM	6
2:00 PM	9
2:30 PM	12
3:00 PM	12
3:30 PM	12
4:00 PM	12
4:30 PM	13
5:00 PM	14
5:30 PM	11
6:00 PM	8
6:30 PM	5

Notes:

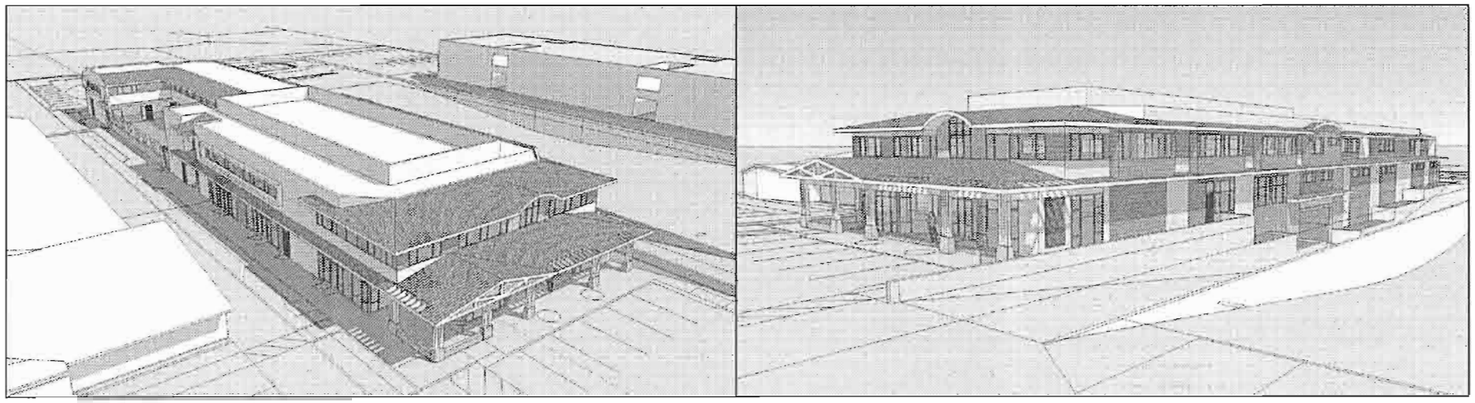
Denotes highest peak parking demand.

Parking survey was conducted Thursday, 2/4/2010.



A NEW COMMERCIAL DEVELOPMENT

12250 SARATOGA-SUNNYVALE ROAD
SARATOGA, CALIFORNIA



PROJECT DESCRIPTION

THE PROPOSED PROJECT INVOLVES THE DEMOLITION OF EXISTING BUILDINGS, ON-SITE IMPROVEMENTS, ACCESSORY STRUCTURES AND MINOR LANDSCAPING MATERIALS FOR THE DEVELOPMENT OF A NEW COMMERCIAL LOW-RISE DEVELOPMENT.

THE PROJECT INCLUDES LOT LINE ABANDONMENT TO JOIN THREE INDIVIDUAL PARCELS INTO ONE AND A JOINT ACCESS/USE AGREEMENT FOR A COMMON DRIVE WITH THE SOUTHERN ADJACENT PROPERTY.

THE NEW BUILDING WILL INCLUDE RETAIL/SERVICE COMMERCIAL, TAKE-OUT FOOD SERVICE (NO INSIDE DINING), MEDICAL/DENTAL/GENERAL OFFICES, AND A DAY CARE FACILITY. A BASEMENT LEVEL OF PARKING WILL BE PROVIDED TO SUPPLEMENT ON GRADE PARKING.

A VARAINCE OF STANDARDS FOR HEIGHT REQUEST AND CONDITIONAL USE PERMITS ARE A PART OF THE APPLICATION.

PRIOR TO FOUNDATION INSPECTION BY THE CITY, THE LANDLORDS OF RECORD SHALL PROVIDE A WRITTEN CERTIFICATION THAT ALL BUILDING SETBACKS ARE PER THE APPROVED PLANS.

ENTITLEMENT REQUESTS

ENTITLEMENT REQUIREMENTS FOR THE PROPOSED PROJECT INCLUDE:

LOT LINE ADJUSTMENTS TO JOIN THE CURRENT THREE PARCELS INTO ONE.

A VARIANCE OF STANDARDS TO ALLOW A 25' BUILDING HEIGHT AND COMMON ACCESS DRIVE WITH AN ADJACENT PROPERTY.

CONDITIONAL USE PERMITS TO ALLOW:
- 11,500 SF. MAXIMUM OF PRIVATE DAY CARE FACILITIES,
- 10,000 SF. MAXIMUM OF MEDICAL OFFICE/CLINIC USE.
- 3,100 SF. MAXIMUM OF FOOD SERVICE (TAKE-OUT ONLY WITH NO INTERIOR DINING)

DESIGN REVIEW APPROVALS.

INDEX OF DRAWINGS

GEORGE MEU ASSOCIATES
ARCHITECTURE PLANNING
27A EMBARCADERO COVE
OAKLAND
CALIFORNIA
94606
PHONE 510 434 9888

issue	date	description
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A NEW DEVELOPMENT FOR

TIMESPACE INVESTDEV, LLC

A NEW COMMERCIAL DEVELOPMENT

12250 SARATOGA-SUNNYVALE ROAD
SARATOGA, CALIFORNIA

GMA LGM 1006 SARATOGA

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PROJECT INFORMATION

A001

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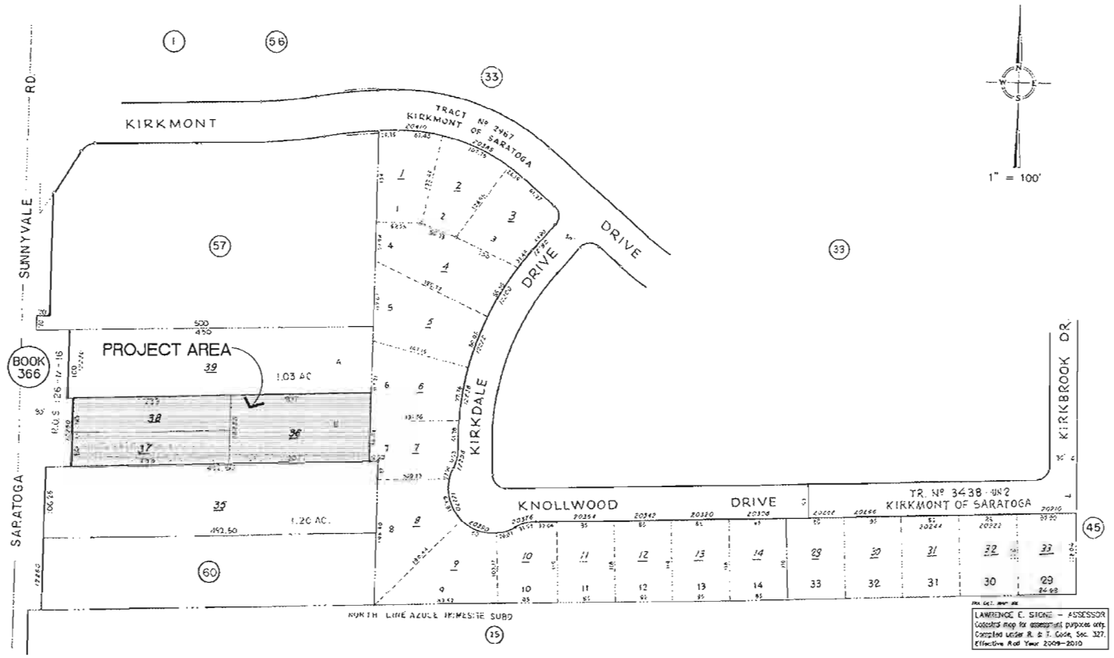
GEORGE MEU ASSOCIATES

OFFICE OF COUNTY ASSESSOR — SANTA CLARA COUNTY, CALIFORNIA

SANTA CLARA COUNTY ASSESSOR'S MAP

BOOK 386 | PAGE 30



LAWRENCE E. STONE — ASSESSOR
Cadastral map for assessment purposes only.
Compiled under R. & T. Code, Sec. 327.
Effective Roll Year 2009-2010

PROJECT DATA

ASSESSOR'S PARCEL NUMBER: 397-030-28, 37, 38

ADDRESS: 12250 SARATOGA-SUNNYVALE ROAD, SARATOGA, CA

OWNER'S NAME: TIMESPACE INVESTDEV, LLC

EXISTING USE: COMMERCIAL/LIGHT INDUSTRIAL

ZONING DISTRICT: C-V

SITE AREA:
- GROSS AREA: 1.148 ACRES
- NET AREA: 1.0651 ACRES

AGE OF STRUCTURES: UNKNOWN

SLOPE AT PROPOSED BUILDING EDGE: 1.2%

AVERAGE SLOPE OF SITE: 1%

ALLOWABLE FLOOR AREA: MAX. (2:1 SITE/CONSERVATION = 46,414 - 25,352 S.F. C.U.P. + MEA DEED)

PROPOSED AREA (S.F.):

BASEMENT =	17,316
GROUND FLOOR =	12,553
UPPER FLOOR =	13,526
	43,844
OUTDOOR PLAY AREA =	3,420

SETBACK TABLE

SETBACKS	
WEST SIDE GROUND FLOOR	70'-8"
WEST SIDE UPPER FLOOR	82'-4"
SOUTH SIDE GROUND FLOOR	15'-0"
SOUTH SIDE UPPER FLOOR	15'-0"
SOUTH SIDE GROUND FLOOR	18'-6"
SOUTH SIDE UPPER FLOOR	18'-6"
EAST SIDE GROUND FLOOR	132'-0"
EAST SIDE UPPER FLOOR	132'-0"

HEIGHT INFORMATION TABLE

LOWEST ELEVATION OF SITE EDGE AT EXISTING GRADE:	
HIGHEST ELEVATION OF SITE EDGE AT EXISTING GRADE:	299.95
AVERAGE ELEVATION POINT:	297.85
TOP MOST ELEVATION POINT (+322.85) FROM AV. EL. POINT:	34.85

SITE PREPARATION USED TO DETERMINE AVERAGE GRADE AS NO NATURAL GRADE ON SITE

DEMOLITION EXTENT: 100% OF EXISTING BUILDINGS AND ON SITE IMPROVEMENTS

FLOOR AREA TABLE

FLOOR AREA	EXISTING (S.F.)	PROPOSED (S.F.)	TOTAL (S.F.)
GROUND FLOOR	5,176,332 - DEMOLISHED	12,553	12,553
UPPER FLOOR	0	13,525	13,525
BASEMENT GARAGE	0	17,316	17,316
COVERED/ENCLOSED PLAY AREA	N.A.	N.A.	N.A.
TOTAL:	0	43,844	43,844

IMPERVIOUS COVERAGE TABLE

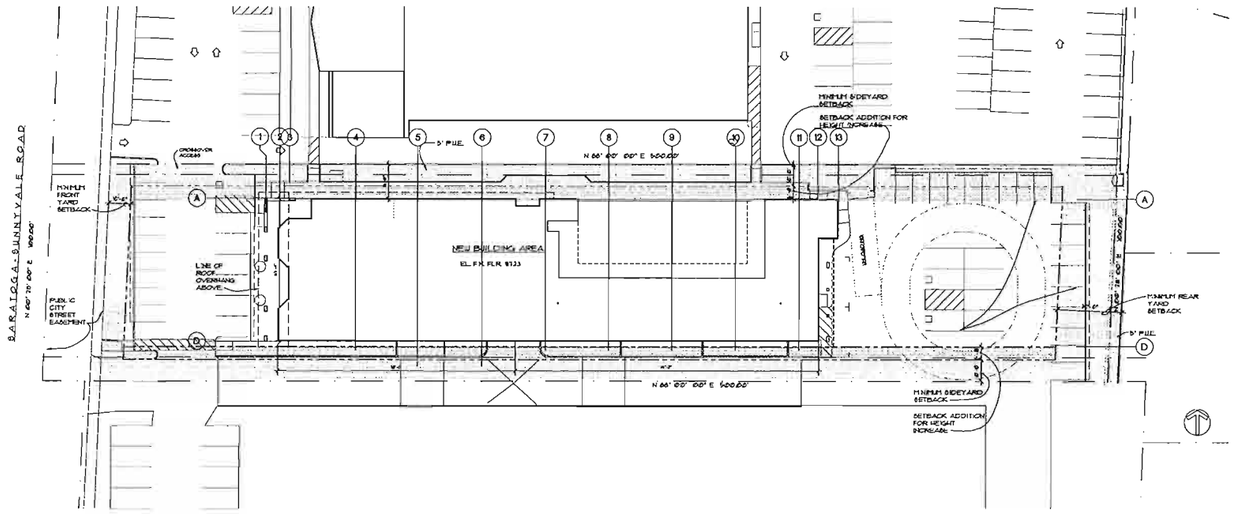
SITE COVERAGE	SQUARE FOOTAGE	% OF NET LOT SIZE
FOOTPRINT	12,841	27.3%
PARKING AREA	19,364	41.2%
WALKWAY AREA	4,523	9.6%
PLAY AREA	3,420	7.3%
LANDSCAPING	711	9.5%
OTHER	5,400	11.5%
TOTAL	47,397	100.0%

PARKING REQUIREMENTS

USES	AREA (SQ. FT.)	PARKING FACTOR	REQUIRED PARKING	PROVIDED PARKING: SITE	COVERED AREA	PROVIDED TOTAL
BASEMENT	17,316		0			
GROUND FLOOR						
OFFICE/MEDICAL	3,000	2/1K	6			
DAY CARE	3,324 (67 OPERATIONS)		6			
RETAIL (EXCLUDING TAKEOUT FOOD)	3,100	2/1K	6			
COMMON AREA / CIRCULATION	6,093		0			
	12,693					
OUTDOOR PLAY AREA	3,300	N/A	0			
	15,993					
UPPER FLOOR						
OFFICE/MEDICAL	6,262	2/1K	13			
DAY CARE	5,725 (97 OPERATIONS)		6			
COMMON AREA / CIRCULATION	1,537	N/A	0			
	13,525		45.3	54	35	3 89

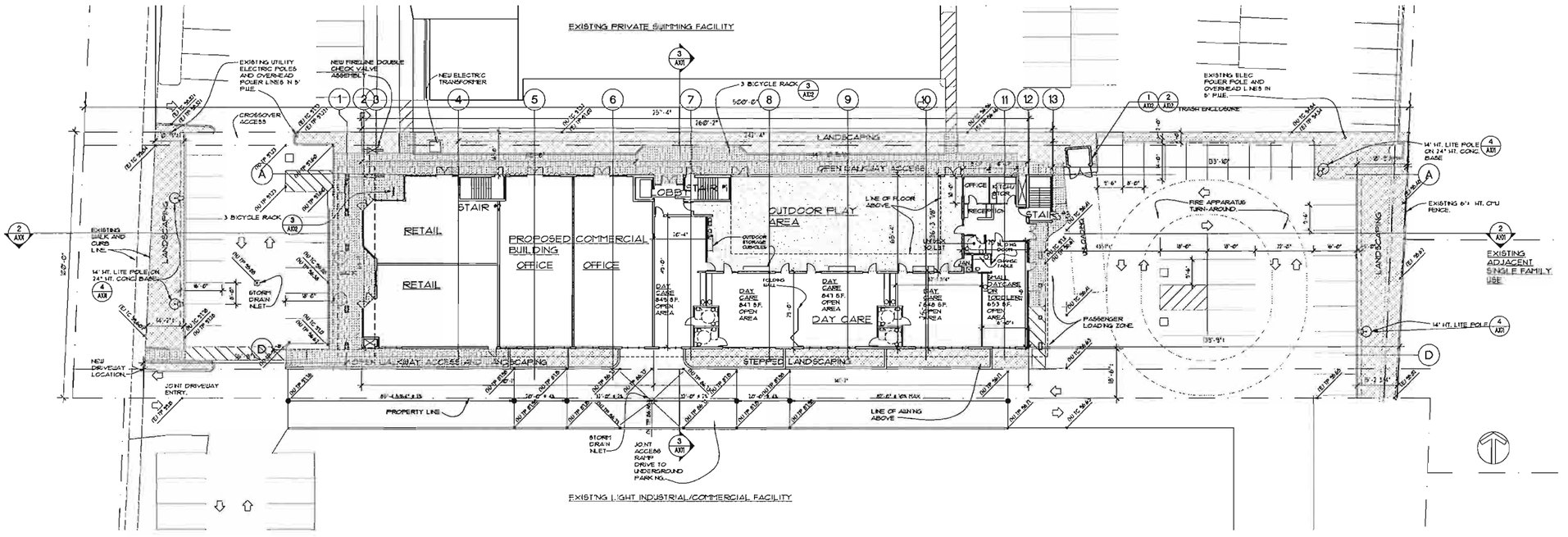
RECEIVED
OCT 18 2012
CITY OF SARATOGA
COMMUNITY DEVELOPMENT

Attachment 5



PROPERTY LINES AND SETBACKS
SCALE: 1" = 30'-0"
2 / AS101

VICINITY MAP
NOT TO SCALE



NEW SITE PLAN
SCALE: 1" = 20'-0"
1 / AS101

GEORGE MEU ASSOCIATES
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PHONE 510 434 9888

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A NEW DEVELOPMENT FOR

TIMESPACE INVESTDEV, LLC

A NEW COMMERCIAL DEVELOPMENT

12250 SARATOGA-SUNNYVALE ROAD
SARATOGA, CALIFORNIA

GMA LGW 1008 SARATOGA

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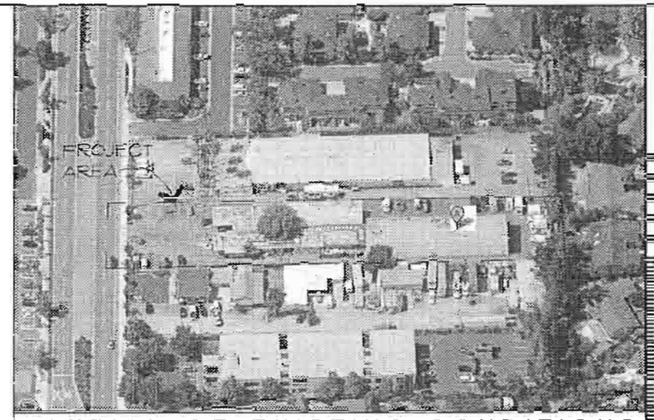
PROPOSED NEW WORK SITE PLAN

AS101

2 of 10



AERIAL OF EXISTING CONDITIONS
NOT TO SCALE

GEORGE MEU ASSOCIATES
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CALIFORNIA
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PHONE 510 434 9888

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TIMESPACE INVESTDEV, LLC

A NEW COMMERCIAL DEVELOPMENT

12250 SARATOGA-SUNNYVALE ROAD
SARATOGA, CALIFORNIA

CWA | LGW | 1003.SARATOGA
drawn by | checked by | job number

SARATOGA-SUNNYVALE ROAD

N

SCALE: 1" = 20'

EXISTING DRIVEWAY ENTRY TO BE REMOVED AND RELOCATED IN NEW WORK.

EXISTING BUILDING STRUCTURES AND PAVING TO BE REMOVED FOR NEW WORK.

EXISTING TREE TO BE REMOVED.

EXISTING MASONRY 6'+/- MASONRY FENCE TO REMAIN.

EXISTING BUILDING AND ACCESSORY STRUCTURES AND SITE IMPROVEMENTS TO BE REMOVED.

R.O.S. 128-M-16

PARCEL A

PARCEL B

EXISTING TREE TO REMAIN PENDING NEW LANDSCAPING PLANTING DESIGN.

EXISTING TREES TO BE REMOVED.

BASE SURVEY PREPARED BY:

RW ENGINEERING, INC.
505 ALTAMONT DRIVE
MILPITAS, CA 95035
(408) 262-1899

TOPOGRAPHIC & BOUNDARY SURVEY

ABBREVIATION

P.U.E.	PUBLIC UTILITY EASEMENT
CONC.	CONCRETE
S/W	SIDEWALK
EX.	EXISTING
C. & G.	CURB & GUTTER
PVC	POLYVINYL CHLORIDE
DI	DRAIN INLET
FG	FINISH GRADE
GFF	GARAGE FINISH GRADE
FF	FINISH FLOOR GRADE
TC	TOP OF CURB
FL	FLOW LINE
AC	ASPHALT CONCRETE

LEGEND

PROPERTY LINE
CENTERLINE
UTILITY LINE-TYPE AS NOTED
STREET LIGHT
UTILITY BOX-TYPE AS NOTED
WATER METER
WATER VALVE
CURB CATCH BASIN
FIRE HYDRANT
MANHOLE-TYPE AS NOTED
SANITARY SEWER CLEANOUT
POWER POLE W/ OVERHEAD WIRE
BENCHMARK
CONTOUR LINE
MONUMENT
TREE-TRUNK DIAMETER IN INCHES SPECIES NOTED WHEN KNOWN

BENCHMARK

NAIL ON PAVEMENT
ELEVATION= 100.00 ASSUMED

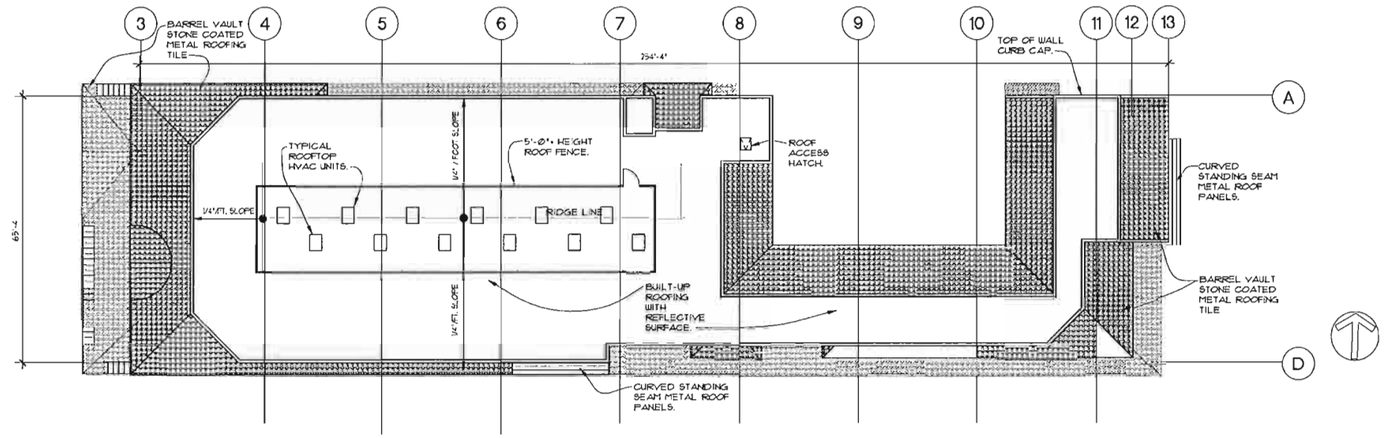
EXISTING/ DEMOLITION SITE PLAN

AD101

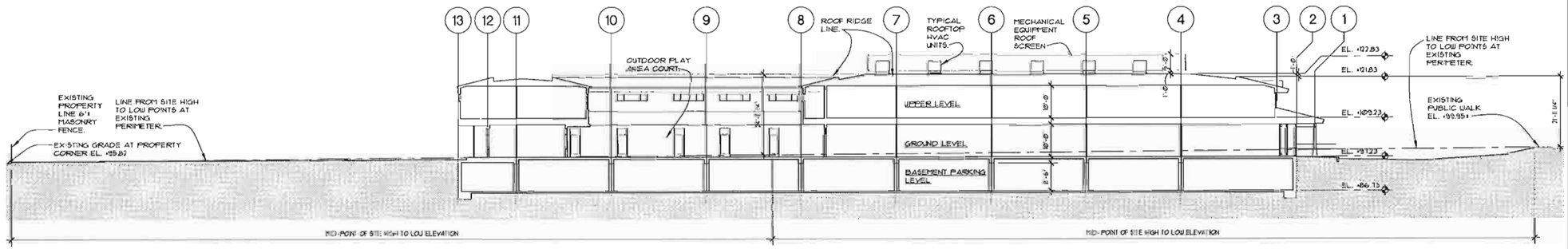
GEORGE MEU ASSOCIATES

EXISTING AND DEMOLITION SITE PLAN
SCALE: 1" = 20'-0"

1 AD101



PROPOSED ROOF PLAN (1 / A101)
SCALE: 1/16" = 1'-0"



PROPOSED BUILDING LONGITUDINAL SECTION (2 / A101)
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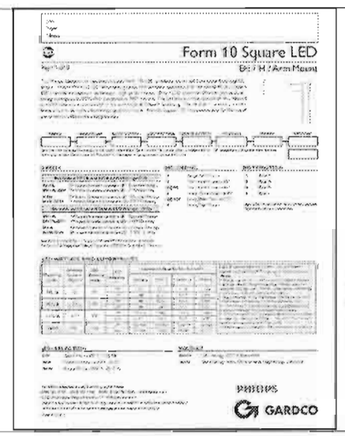
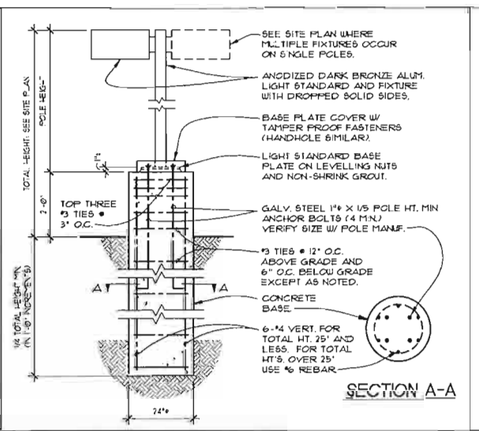
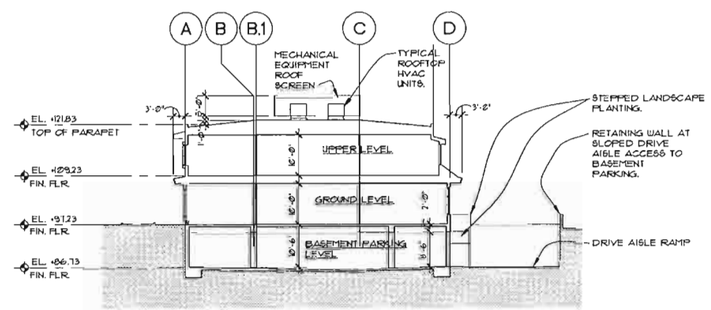




LIGHT POLE BASE DETAIL (4 / A101)
SCALE: 1/2" = 1'-0"



PROPOSED BUILDING CROSS SECTION (3 / A101)
SCALE: 1/16" = 1'-0"

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A NEW DEVELOPMENT FOR
A NEW COMMERCIAL DEVELOPMENT
12250 SARATOGA-SUNNYVALE ROAD
SARATOGA, CALIFORNIA

GMA | LGM | 1006.SARATOGA
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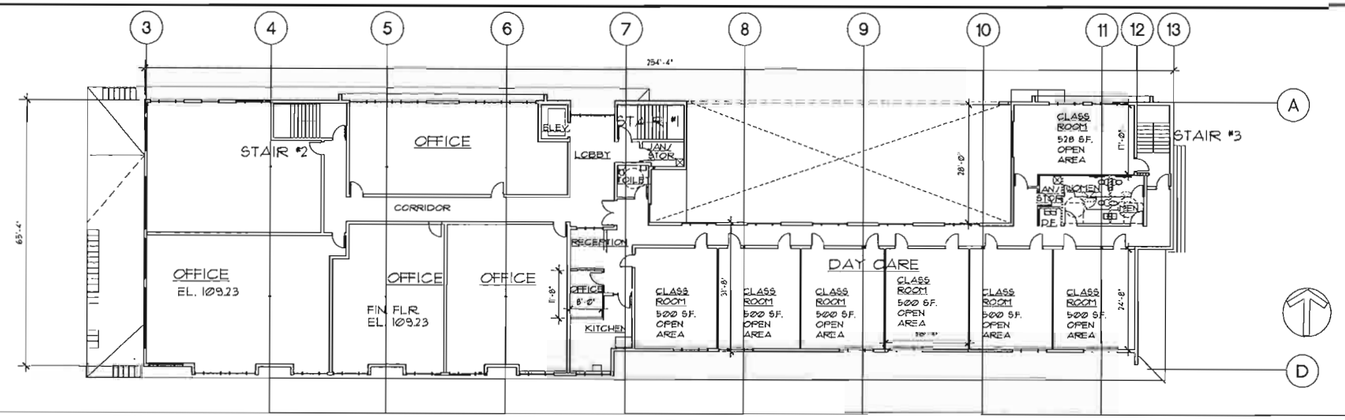
PROPOSED ROOF PLAN AND BLDG. SECTIONS

A101

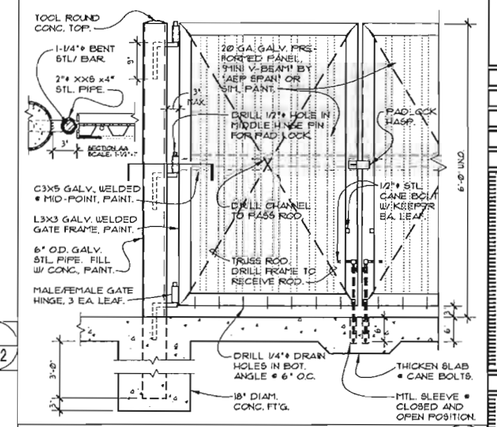
4 of 10



PROPOSED UPPER LEVEL FLOOR PLAN

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

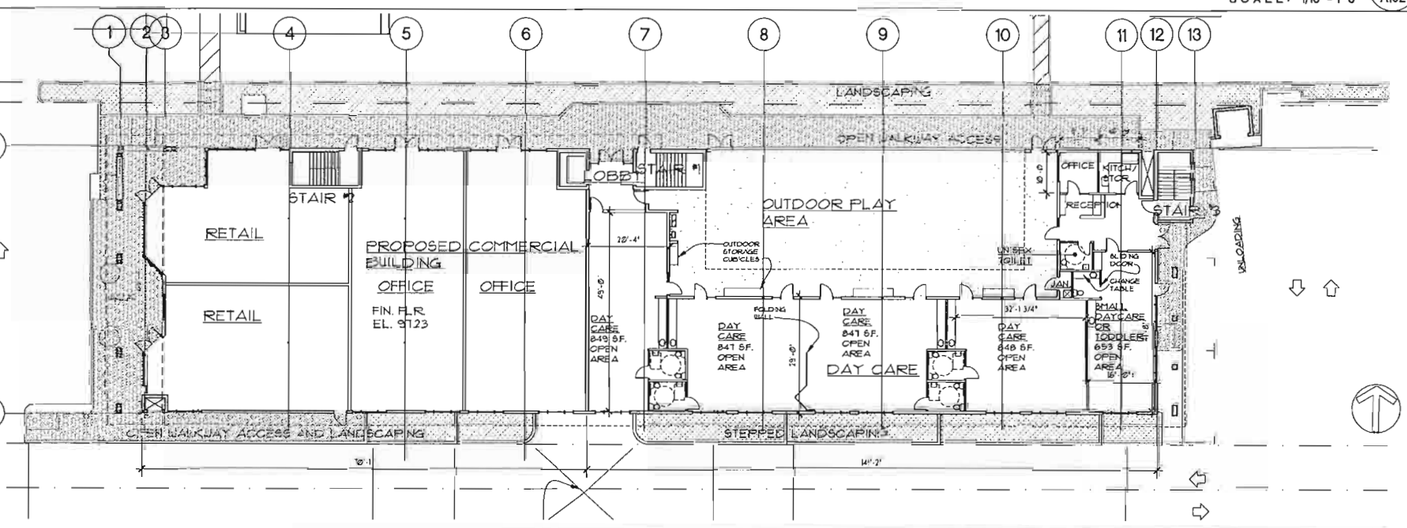
4 / A102



WELDED FRAME MTL. PANEL GATES

SCALE: 3/4" = 1'-0"

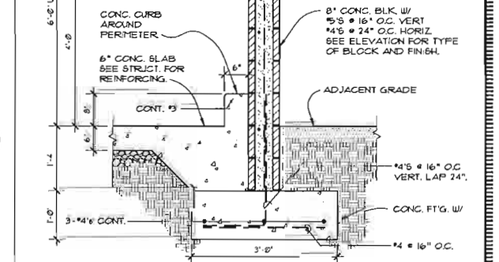
1 / A102



PROPOSED GROUND FLOOR PLAN

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

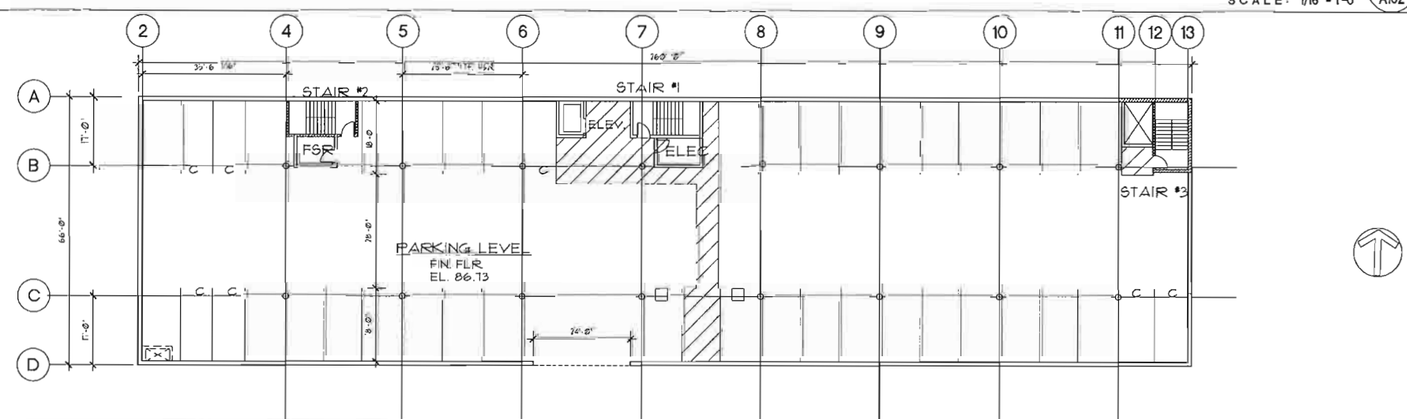
5 / A102



TRASH ENCLOSURE WALL

SCALE: 3/4" = 1'-0"

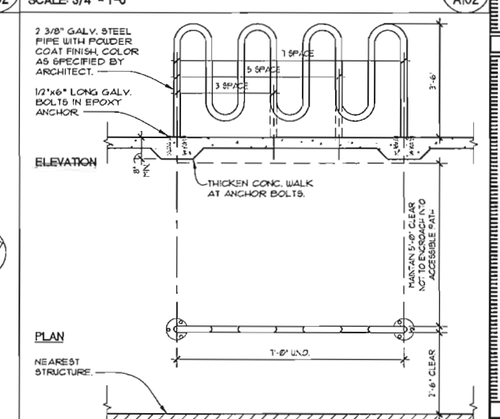
2 / A102



PROPOSED LOWER GARAGE LEVEL FLOOR PLAN

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

6 / A102



RIBBON BICYCLE RACK

SCALE: 1/2" = 1'-0" (SURFACE MOUNTED)

3 / A102

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SARATOGA, CALIFORNIA

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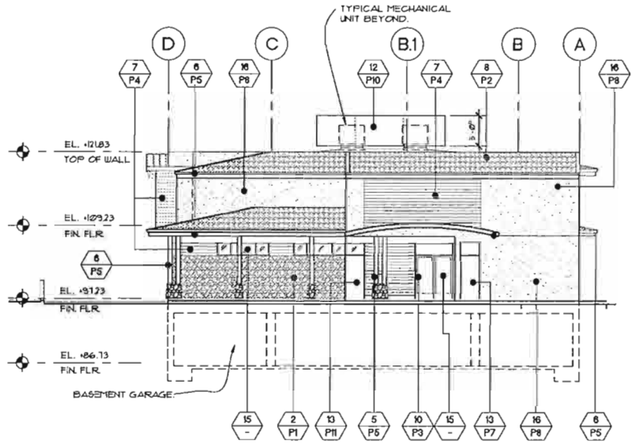
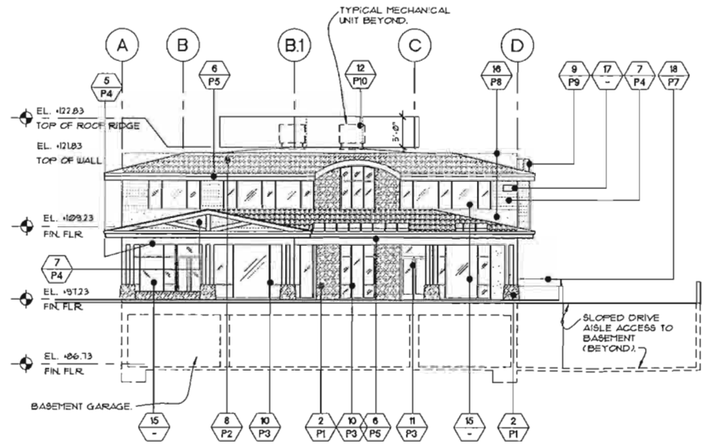
PROPOSED FLOOR PLANS

A102

5 of 10



PROPOSED EAST EXTERIOR ELEVATION (4 / A201)
SCALE: 3/32" = 1'-0"



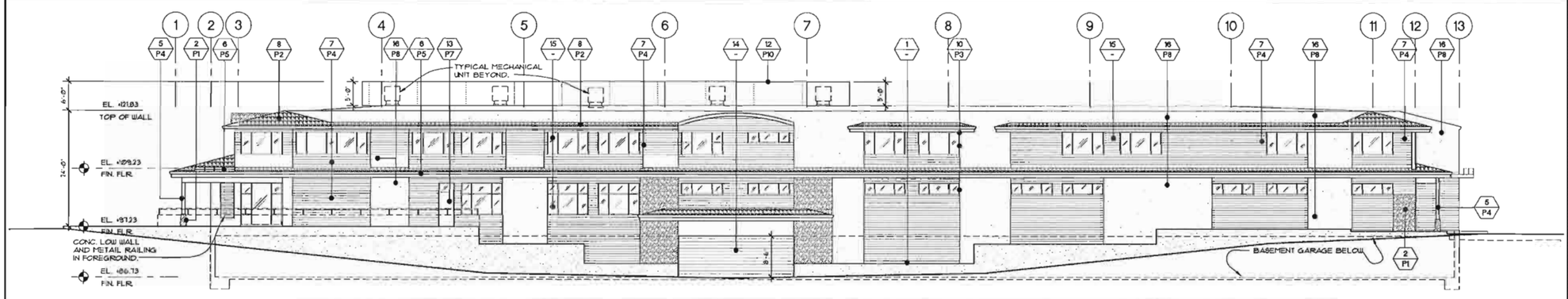
PROPOSED WEST EXTERIOR ELEVATION (1 / A201)
SCALE: 3/32" = 1'-0"

MATERIALS SCHEDULE

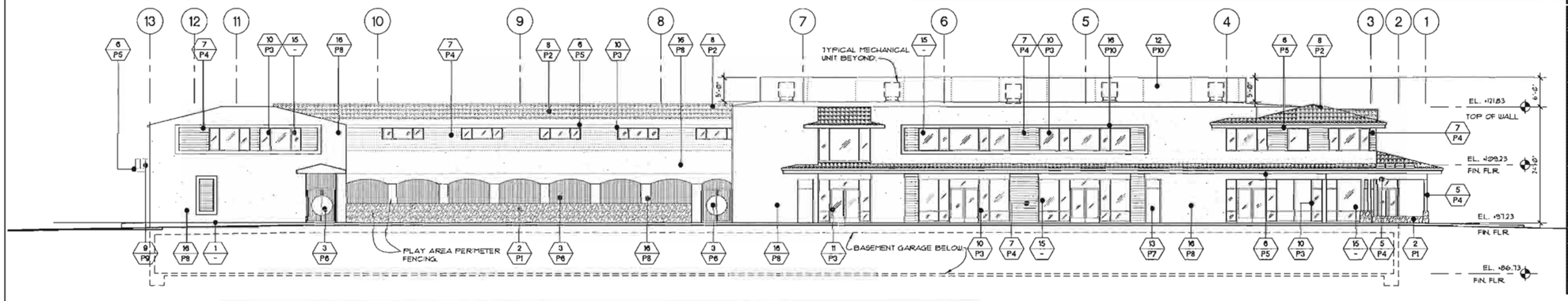
1. CAST-IN-PLACE CONCRETE PAINT: CLEAR DAMPPROOFING
2. CULTURED STONE VENEER FINISH: MANUFACTURER'S STANDARD MATTE.
3. 1½" x 6'-0" METAL BAR FENCING AND GATE. PAINT: SEMI-GLOSS.
4. TUBULAR STEEL POST PAINT: SEMI-GLOSS.
5. GLU-LAM POSTS AND BEAMS COLOR: SEMI-TRANSPARENT STAIN
6. WOOD JOISTS AND FASCIAS (WITH CONCEALED GUTTERS) PAINT: SEMI-TRANSPARENT STAIN
7. RED CEDAR BOARD SIDING PAINT: SEMI-TRANSPARENT STAIN
8. BARREL VAULT STONE COATED MTL ROOFING TILE FINISH: MANUFACTURER'S STANDARD MATTE
9. STANDING SEAM CURVED METAL ROOFING PANELS PAINT: FLAT
10. 3" x 4 1/2" ALUMINUM STOREFRONT FINISH: ANODIZED
11. MANUAL SLIDING ALUMINUM ENTRY DOOR FINISH: ANODIZED
12. MDO PANEL PAINT: FLAT
13. HOLLOW METAL DOOR AND FRAME. PAINT: SEMI-GLOSS
14. OVERHEAD COILING GRILLE. FINISH: BRUSHED ALUMINUM
15. 1" INSULATED LOW-E GLAZING UNIT. FINISH: "CLEAR"
16. EXTERIOR PLASTER PAINT: FLAT
17. CAST METAL ADDRESS NUMBERS FINISH: BRUSHED BRONZE
18. METAL RAILING PAINT: SEMI-GLOSS

COLOR SCHEDULE

- P1 COLOR: "SARATOGA" AS MANUFACTURED BY ELDORADO STONE
- P2 COLOR: "SUNSET GOLD" AS MANUFACTURED BY GERARD
- P3 COLOR: "DARK BRONZE" AS MANUFACTURED BY VISTAWALL
- P4 COLOR: "535 AS MANUFACTURED BY CABOT STAINS
- P5 COLOR: "525 AS MANUFACTURED BY CABOT STAINS
- P6 COLOR: "CHARCOAL GREEN" #SW2751 AS MANUFACTURED BY SHERWIN WILLIAMS
- P7 COLOR: "IVORY CREAM" #SW2733 AS MANUFACTURED BY SHERWIN WILLIAMS
- P8 COLOR: "WILD ROSE" #SW2752 AS MANUFACTURED BY SHERWIN WILLIAMS
- P9 COLOR: "REFLECTION" #SW2122 AS MANUFACTURED BY SHERWIN WILLIAMS



PROPOSED SOUTH EXTERIOR ELEVATION (2 / A201)
SCALE: 3/32" = 1'-0"



PROPOSED NORTH EXTERIOR ELEVATION (3 / A201)
SCALE: 3/32" = 1'-0"

GEORGE MEU ASSOCIATES
ARCHITECTURE PLANNING
27A EMBARCADERO COVE
OAKLAND
CALIFORNIA
94606
PHONE 510 434 9888

issue	date	description
1	12 OCT 2012	REVISED PLANNING APPLICATION
6	28 MAR 2011	REVISED PRELIM. DESIGN REVIEW
5	8 DEC 2010	REVISED PRELIM. DESIGN REVIEW
4	10 NOV 2010	DESIGN REVIEW STUDY SESSION

A NEW DEVELOPMENT FOR
TIMESPACE INVESTDEV, LLC
A NEW COMMERCIAL DEVELOPMENT
12250 SARATOGA-SUNNYVALE ROAD
SARATOGA, CALIFORNIA

GMA LDM LCC\SARATOGA

drawn by | checked by | job number

PROPOSED EXTERIOR ELEVATIONS

A201

6 of 10

GEORGE MEU ASSOCIATES

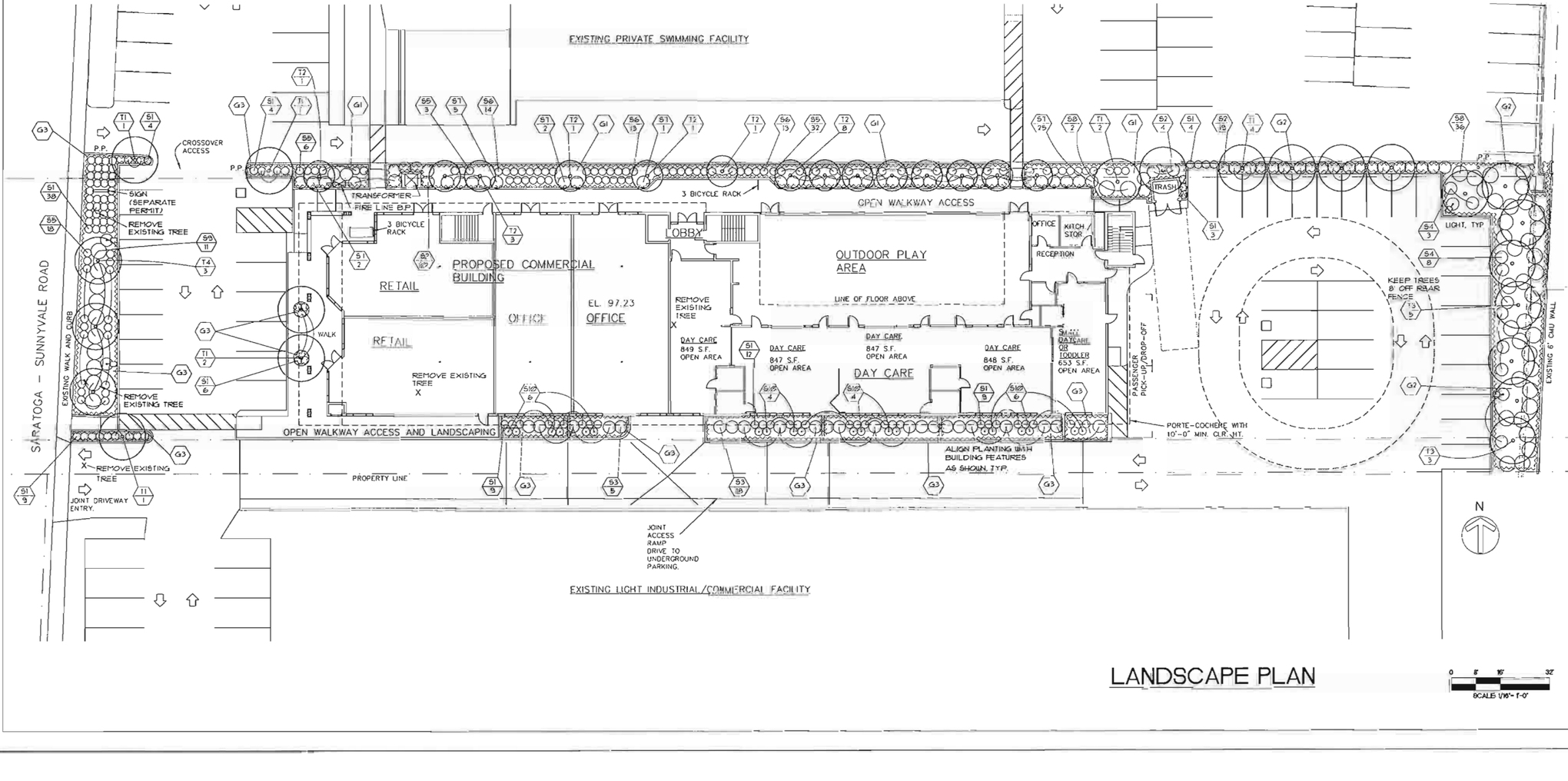
PLANT LEGEND

S1 / 3 — S1 INDICATES PLANT KEY; 3 INDICATES PLANT QUANTITY

KEY	BOTANICAL/COMMON NAME		SIZE	QTY.	REMARKS
	TREES				
T1	ARBUTUS 'MARINA'	N.C.N.	24" BOX	11	STANDARD FORM
T2	PODOCARPUS MACROPHYLLUS	YEW PINE	24" BOX	15	STANDARD FORM
T3	SEQUOIA SEMPERVIRENS 'APTOS BLUE'	COAST REDWOOD	24" BOX	8	
T4	PISTACHIA CHINENSIS	CHINESE PISTACHE	24" BOX	3	
	SHRUBS, GRASSES AND PERENNIALS				
S1	HEMEROCALLIS VAR'S.	DAYLILY	1 G.C.	-	MIXED EVRGRN VARS.
S2	LIGUSTRUM J. 'TEXANUM'	TEXAS PRIVET	5 G.C.	-	
S3	PHORMIUM T. 'APRICOT QUEEN'	NEW ZEALAND FLAX	5 G.C.	-	
S4	VIBURNUM TINUS 'SPRING BOUQUET'	LAURUSTINUS	5 G.C.	-	
S5	STIPA ARUNDINACEA	PHEASANT'S-TAIL GRASS	1 G.C.	-	
S6	NANDINA DOMESTICA 'FIRE POWER'	HEAVENLY BAMBOO	5 G.C.	-	
S7	MUHLENBERGIA CAPILLARIS	PINK MUHLY	5 G.C.	-	
S8	PRUNUS LAUROCERASUS 'ZABELIANA'	ZABEL LAUREL	5 G.C.	-	
S9	XYLOSMA CONGESTUM	N.C.N.	5 G.C.	-	
S10	ROSMARINUS O. 'HUNTINGTON CARPET'	ROSEMARY	5 G.C.	-	TRAIL OVER WALL
	GROUNDCOVERS				
G1	FRAGERIA CHILOENSIS	WILD STRAWBERRY	FLATS	AS REQ.	SPACE TRI. @ 12" O.C.
G2	HEDERA HELIX 'HAHN'S'	HAHN'S IVY	FLATS	AS REQ.	SPACE TRI. @ 12" O.C.
G3	GAZANIA 'MITSUWA YELLOW'	GAZANIA	FLATS	AS REQ.	SPACE TRI. @ 12" O.C.

NOTES:

1. A WATER CONSERVING AUTOMATIC IRRIGATION SYSTEM WILL BE PROVIDED FOR ALL LANDSCAPE AREAS CONFORMING TO THE EFFICIENT LANDSCAPE ORDINANCE (WELO).
2. ALL PLANTING ARES SHALL RECEIVE A 2" LAYER OF BARK MULCH.
3. ALL EXISTING TREES AND OTHER PLANT MATERIAL ON THIS SITE ARE TO BE REMOVED.



LANDSCAPE PLAN

SCALE 1/16"= 1'-0"

NO.	DATE	MISC. REVISIONS
1	10/1/12	

A NEW COMMERCIAL DEVELOPMENT FOR:
TIMESPACE INVESTDEV, LLC
12250 SARATOGA-SUNNYVALE ROAD
SARATOGA, CALIFORNIA

WILSON & ASSOCIATES
LANDSCAPE ARCHITECTURE
815 SAN DIEGO ROAD • BERKELEY, CA 94707
PH: 510-644-9602 • E: cwilson815@gmail.com

PRELIMINARY LANDSCAPE PLAN

BY: CW
JOB:
DATE: 29 MAR 2011

PL-1

SHT. ___ OF ___
REVISIONS 1

LEGEND

———	PROPERTY LINE
———	CENTERLINE
—— SS ——	UTILITY LINE–TYPE AS NOTED
☼—o	STREET LIGHT
ELEC	UTILITY BOX–TYPE AS NOTED
WM	WATER METER
WV	WATER VALVE
	CURB CATCH BASIN
	FIRE HYDRANT
MH	MANHOLE–TYPE AS NOTED
CO	SANITARY SEWER CLEANOUT
PP —OH—	POWER POLE W/ OVERHEAD WIRE
	BENCHMARK
—— 200 ——	CONTOUR LINE
MON	MONUMENT
12"	TREE–TRUNK DIAMETER IN INCHES SPECIES NOTED WHEN KNOWN

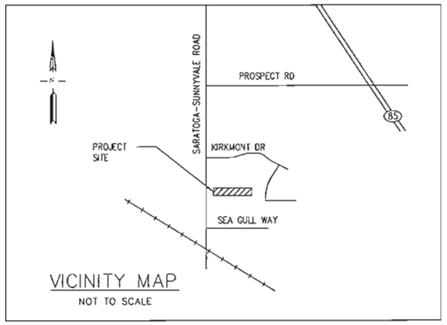
ABBREVIATION

P.U.E.	PUBLIC UTILITY EASEMENT
CONC.	CONCRETE
S/W	SIDEWALK
EX.	EXISTING
C & G	CURB & GUTTER
PVC	POLYVINYL CHLORIDE
DI	DRAIN INLET
FG	FINISH GRADE
GFF	GARAGE FINISH GRADE
FF	FINISH FLOOR GRADE
TC	TOP OF CURB
FL	FLOW LINE
AC	ASPHALT CONCRETE

TENTATIVE PARCEL MAP

FOR COMMERCIAL & OFFICE CONDOMINIUMS
IN THE CITY OF SARATOGA, SANTA CLARA COUNTY
CALIFORNIA

12250 SARATOGA SUNNYVALE ROAD
SARATOGA, CALIFORNIA

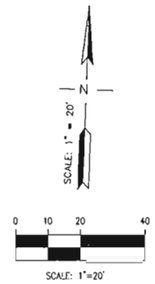


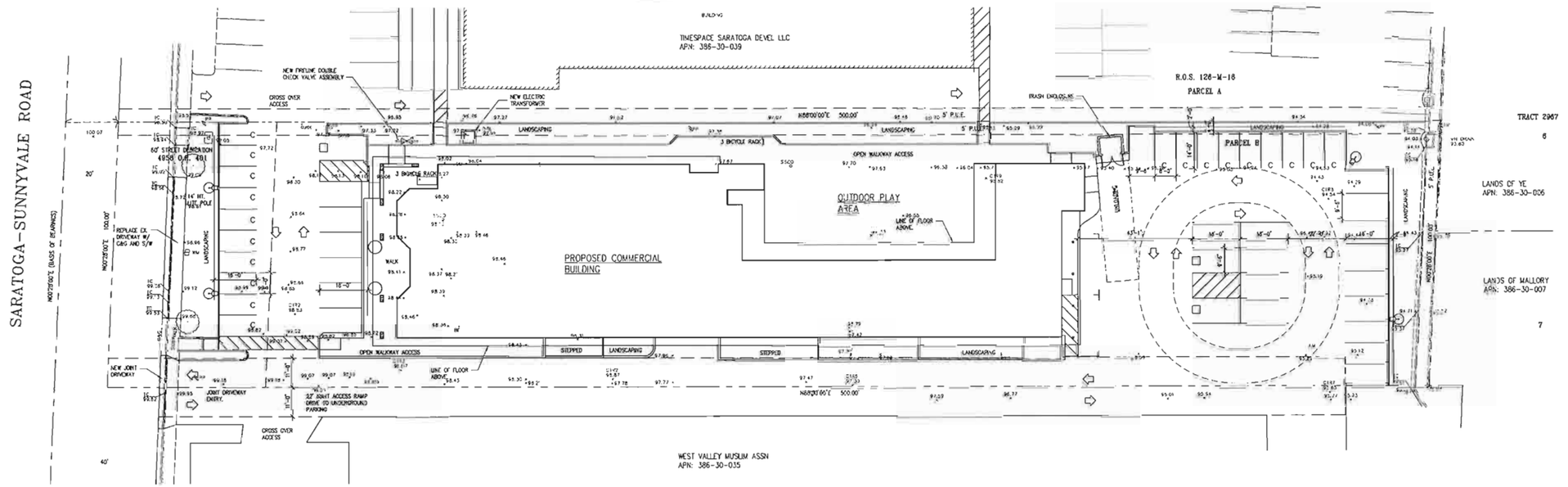
VICINITY MAP
NOT TO SCALE

GENERAL NOTES:

OWNER & SUBDIVIDER:	TIMESPACE SQUARE LLC 11523 BIANCHINI LANE CUPERTINO, CA 95014
APN:	386-30-036, 386-30-037 & 386-30-038
EXISTING ZONING:	CV (COMMERCIAL–VISITOR)
WATER:	SAN JOSE WATER COMPANY
STORM (ON–SITE):	PRIVATE
STORM (OFF SITE):	CITY OF SARATOGA
SANITARY:	CUPERTINO SANITARY DISTRICT
GAS & ELECTRIC:	PG&E
TELEPHONE:	AT&T
CABLE TV:	COMCAST
SOLID WASTE & RECYCLING	WEST VALLEY COLLECTION & RECYCLING
TOTAL ACREAGE OF PROPOSED SUBDIVISION:	1.147 ACRE

SHEET INDEX





BENCHMARK:
NAIL ON PAVEMENT
ELEVATION=100.00 ASSUMED

NO.	REVISION	DATE	BY

RW ENGINEERING, INC.
CIVIL ENGINEERS · LAND SURVEYORS
505 ALTAMONT DRIVE
MILPITAS, CA 95035
(P) (408) 262–1899
(F) (408) 262–1555
RWENGINEERING@GMAIL.COM

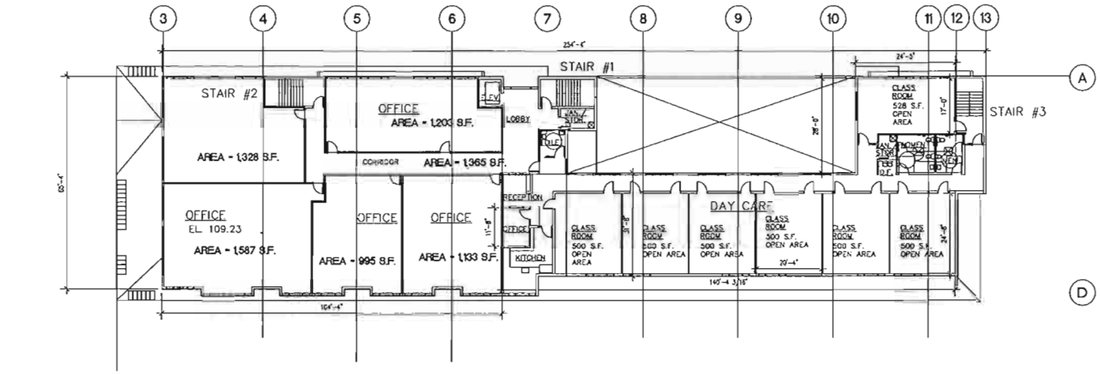
REGISTERED PROFESSIONAL ENGINEER
ROBERT Y. WANG
50541
Expires: 06-30-13
CIVIL
STATE OF CALIFORNIA

DATE: 9/15/12

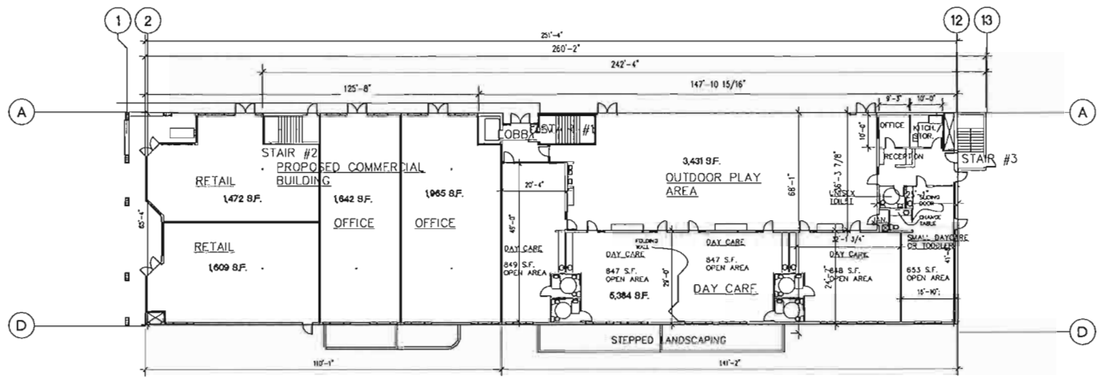
COMMERCIAL & OFFICE CONDOMINIUMS
12250 SARATOGA SUNNYVALE ROAD
SARATOGA, CA

SITE PLAN

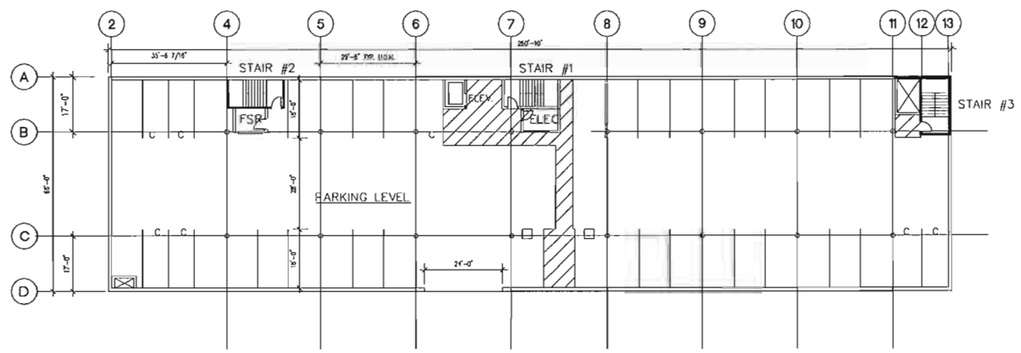
DATE	10/1/12
SCALE	AS NOTED
DESIGNED BY	RW
DRAWN BY	RW
SHEET NO.	T-1
	1 OF 3 SHEETS



13,523 SF TOTAL ENCLOSED 2ND FLR. AREA



12,880 SF TOTAL ENCLOSED GRD. FLR. AREA



17,216 SF TOTAL ENCLOSED BSMNT. FLR. AREA

NO	REVISION	DATE	BY

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CIVIL ENGINEERS • LAND SURVEYORS
505 ALTAMONT DRIVE
MILPITAS, CA 95035
(P) (408) 262-1899
(FAX) (408) 824-0556
RWENGINEERING@AOL.COM

REGISTERED PROFESSIONAL ENGINEER
ROBERT T. WANG
50541
Expires
06-30-13
CIVIL
STATE OF CALIFORNIA

DATE: 9/15/12

COMMERCIAL & OFFICE CONDOMINIUMS
12250 SARATOGA SUNNYVALE ROAD
SARATOGA, CA

FLOOR PLAN

DATE: 10/1/12
SCALE: AS NOTED
DESIGNED BY: RW
DRAWN BY: RW
SHEET NO.

T-2

2 OF 3 SHEETS

BMP OPERATION AND MAINTENANCE

MEANS TO FINANCE AND IMPLEMENT BMP MAINTENANCE
PROPER OPERATION AND MAINTENANCE OF STORMWATER MANAGEMENT FACILITIES WILL BE THE RESPONSIBILITY OF THE PROPERTY OWNERS (HOMEOWNER'S ASSOCIATION) IN PERPETUITY.

THE APPLICANT WILL PREPARE AND SUBMIT, FOR THE CITY'S REVIEW, AN ACCEPTABLE STORMWATER CONTROL OPERATION AND MAINTENANCE AGREEMENT BEFORE SALE, TRANSFER, OR PERMANENT OCCUPANCY OF THE SITE. THE APPLICANT ACCEPTS RESPONSIBILITY FOR MAINTENANCE OF STORMWATER MANAGEMENT FACILITIES UNTIL SUCH RESPONSIBILITY IS TRANSFERRED TO ANOTHER ENTITY.

SUMMARY OF MAINTENANCE REQUIREMENTS

SWALES AND STORMWATER PLANTERS REMOVE POLLUTANT PRIMARILY BY FILTERING RUNOFF SLOWLY THROUGH AN ACTIVE LAYER OF SOIL. ROUTINE MAINTENANCE IS NEEDED TO INSURE THAT FLOW IS UNOBSTRUCTED, THAT EROSION IS PREVENTED , AND THAT SOILS ARE HELD TOGETHER BY PLANT ROOTS AND ARE BIOLOGICALLY ACTIVE. TYPICAL ROUTINE MAINTENANCE CONSISTS OF THE FOLLOWNG:

- INSPECT CHANNELS, EXPOSURE OF SOILS, OR OTHER EVIDENCE OF EROSION. CLEAR ANF OBSTRUCTIONS AND REMOVE ANY ACCUMULATION OF SEDIMENT. EXAMINE ROCK OR OTHER MATERIAL USED AS A SPLASH PAD AND REPLENISH IF NECESSARY.
- INSPECT INLETS FOR SIGNS OF SEDIMENT BUILD UP OR PLUGGING.
- INSPECT SIDE SLOPES FOR EVIDENCE OF INSTABILITY OR EROSION AND CORRECT AS NECESSARY.
- OBSERVE SOIL IN THE SWALE OR PLANTER FOR UNIFORM PERCOLATION THROUGHOUT. IF PORTIONS OF THE SWALE OF FILTER DO NOT DRAIN WITHIN 48 HOURS AFTER THE END OF A STORM, THE SOIL SHOULD BE TILLED AND REPLANTED. REMOVE ANY DEBRIS OR ACCUMULATIONS OF SEDIMENT.
- EXAMINE THE VEGETATION TO INSURE THAT IT IS HEALTHY AND DENSE ENOUGH TO PROVIDE FILTERING AND TO PROTECT SOILS FROM EROSION. REPLENISH MULCH AS NECESSARY, REMOVE FALLEN LEAVES AND DEBRIS, PRUNE LARGE SHRUBS OR TREES AND MOW TURF AREAS. CONFIRM THAT IRRIGATION IS ADEQUATE AND EXCESSIVE. REPLACE DEAD PLANTS AND REMOVE INVASIVE VEGETATION.
- ABATE ANY POTENTIAL VECTORS BY FILLING HOLES IN THE GROUND IN AND AROUND THE SWALE AND BY INSURING THAT THERE ARE NO AREAS WHERE WATER STANDS LONGER THAN 48 HOURS FOLLOWING A STORM. IF MOSQUITO LARVAE ARE PRESENT AND PERSISTENT, CONTACT THE ALAMEDA FLOOD CONTROL DISTRICT FOR INFORMATION AND ADVISE. MOSQUITO LARVICIDES SHOULD BE APPLIED ONLY WHEN ABSOLUTELY NECESSARY AND THEN ONLY BY A LICENSED INDIVIDUAL OR CONTRACTOR.

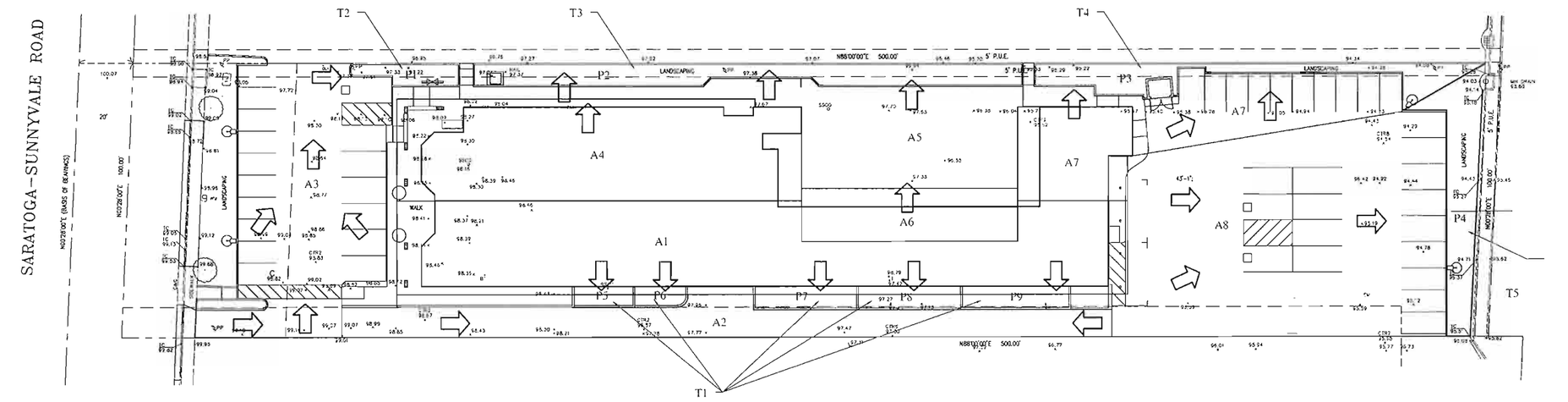
TABLE 1: PERVIOUS AREA

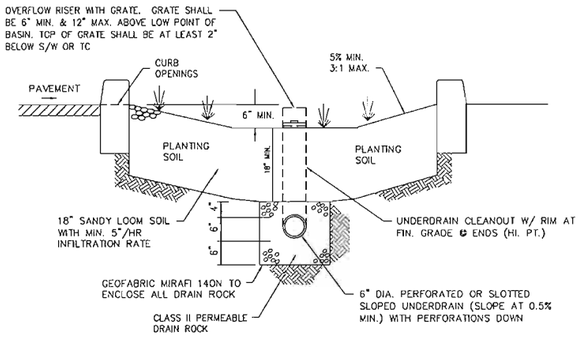
AREA	"C"	SURFACE	SIZE (SF)	POTENTIAL POLLUTANT	TREATMENT DEVICE	TRAETMENT CAPACITY
P1	0.1	LANDSCAPE	240	PESTICIDE & HERBICIDES	LANDSCAPING	SELF TREATING
P2	0.1	LANDSCAPE	1,384	PESTICIDE & HERBICIDES	LANDSCAPING	SELF TREATING
P3	0.1	LANDSCAPE	922	PESTICIDE & HERBICIDES	LANDSCAPING	SELF TREATING
P4	0.1	LANDSCAPE	1,113	PESTICIDE & HERBICIDES	LANDSCAPING	SELF TREATING
P5	0.1	LANDSCAPE	150	PESTICIDE & HERBICIDES	LANDSCAPING	SELF TREATING
P6	0.1	LANDSCAPE	128	PESTICIDE & HERBICIDES	LANDSCAPING	SELF TREATING
P7	0.1	LANDSCAPE	292	PESTICIDE & HERBICIDES	LANDSCAPING	SELF TREATING
P8	0.1	LANDSCAPE	295	PESTICIDE & HERBICIDES	LANDSCAPING	SELF TREATING
P9	0.1	LANDSCAPE	309	PESTICIDE & HERBICIDES	LANDSCAPING	SELF TREATING

TABLE 2: IMPERVIOUS AREA AND TREATMENT DEVICE

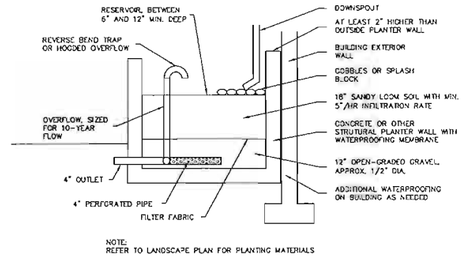
IMPERVIOUS AREA		SIZE (SF)	POTENTIAL POLLUTANT	SIZING FACTOR	AREA/FLOW REQUIRED	TREATMENT DEVICE		TOTAL AREA/FLOW REQUIRED	SIZE PROVIDED	% PROVIDED
ID #	SURFACE TYPE					ID #	TYPE			
A1	ROOF	7,960	DUST	0.034	271	T1	PLANTER BOX (P5-P9)	386	1,174	304%
A2	DRIVEWAY RAMP/WALK	3,374	DUST/OIL/TRASH	0.034	115					
A3	PARKING/WALK	5,690	DUST/OIL/TRASH	0.034	193	T2	PLANTER (P1)	193	240	124%
A4	ROOF	5,447	DUST	0.034	185	T3	PLANTER (P2)	364	1,384	380%
A5	PATIO/WALK	3,728	DUST/TRASH	0.034	127					
A6	PARKING/WALK	1,532	DUST/OIL/TRASH	0.034	52					
A7	PARKING	8,803	DUST/OIL/TRASH	0.034	299	T4	PLANTER (P3)	392	922	235%
A8	PARKING	8,803	DUST/OIL/TRASH	0.034	299	T5	PLANTER (P4)	392	1,113	284%

TREATMENT FLOW: Q = CIA WHERE:
C = RUNOFF COEFFICIENT
I = 0.2 RAINFALL INTENSITY (IN/HR) (RWQCB)
A = DRAINAGE AREA REQUIRING TREATMENT



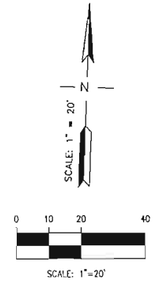


TYPICAL BIO-RETENTION BASIN
NTS



NOTE:
REFER TO LANDSCAPE PLAN FOR PLANTING MATERIALS

FLOW-THROUGH PLANTER
NOT TO SCALE



NO.	REVISION	DATE	BY

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CIVIL ENGINEERS • LAND SURVEYORS
505 ALTAMONT DRIVE
MILPITAS, CA 95035
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(FAX) (408) 824-5536
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REGISTERED PROFESSIONAL ENGINEER
ROBERT Y. WANG
50541
Expires: 06-30-13
CIVIL
STATE OF CALIFORNIA

DATE: 9/15/12

COMMERCIAL & OFFICE CONDOMINIUMS
12250 SARATOGA SUNNYVALE ROAD
SARATOGA, CA

STORMWATER CONTROL PLAN

DATE: 10/1/12
SCALE: AS NOTED
DESIGNED BY: RW
DRAWN BY: RW
SHEET NO
T-3
3 OF 3 SHEETS