



REDWOODTECH@101

Overview:

The property is currently configured in 2 parcels, with Industrial General Plan designations and Light Industrial (IL) zoning district. We propose to reconfigure the property into 4 legal lots. The project is expected to include conditions that require frontage improvements along Cochrane Rd. and DePaul Dr. that are not immediately adjacent to the project.

Project Description:

The property will be reconfigured into 4 legal lots with 5 buildings designated for flexible industrial and commercial uses, including advanced manufacturing, warehouse, supporting office, and similar industrial and commercial uses totaling up to 501,314 square feet. The Industrial designation allows with a maximum FAR of 0.6. The current proposal shows a FAR below 0.4 for the total area.

Industrial Lot A will be +/- 6.87 acres with a 138,698 sf concrete tilt-up building.

Industrial Lot B will be +/- 4.15 acres with a 92,841 sf concrete tilt-up building.

Industrial Lot C will be +/- 9.02 acres with 122,101 sf concrete tilt-up building.

Industrial Lot D will be +/- 9.16 acres with two concrete tilt-up buildings of 74,006 sf and 73,668 sf.

All 5 Industrial Buildings are designed to be divisible into up to 2 or 3 tenant spaces for 100 percent industrial use including manufacturing/assembly. The buildings will be designed with a maximum height of 50' which is the highest permitted in the code.

The remainder of the project site will be parking and landscaping/stormwater treatment as common open space for the benefit of employees and visitors.

Site Access:

Access to the property will be provided exclusively via full-access driveways off the south side of DePaul Drive.

Improvements:

Roadway: Cochrane Road eastbound from the US-101 offramp to DePaul Drive will be widened to provide a right turn lane and protected bike lane. DePaul Drive at the north end, near Cochrane Road, will be widened to accommodate a dedicated left turn lane from northbound DePaul Drive. Just south of that left turn pocket, the DePaul Road improvements will transition over to existing DePaul road, with future development being responsible for continuation of the DePaul Improvements. From the end of the existing De Paul Road, end of road barrier, the road will be extended at a width of 38' pavement, to the northerly edge of the project frontage. DePaul Road along the project frontage will be constructed, within a right of way half-width of 36'. The construction of 2/3 width street will require the city to obtain a temporary construction easement and public roadway access easement over a portion of the adjacent property to the east of the project. The ultimate roadway for DePaul Drive will be a 72' right of way, with 52' pavement width. The easterly portion will be completed by a future project. Half Road will

be widened to a half-section across the project frontage from the DePaul Drive extension to the turn at Condit Rd. and conform to the existing Half Rd. pavement to provide an interim width of approximately 47' wide.

Bicycle: Bike lanes have been included in the design of the initial improvements to provide access to the site from Cochrane Rd. (Note: no changes to the existing Madrone Channel Trail are proposed at this time)

Parking:

The project will provide a minimum of 1.9 auto parking spaces per 1,000 sf of office/manufacturing/assembly/industrial space with a total of 967 auto spaces shown in the attached site plan. The project will also provide trailer parking spaces on site at the service doors.

Grading and Construction:

Mass Excavation/Soil displacement: The subject project will include constructing the 5 new concrete tilt-up industrial buildings (Industrial Buildings A, B, C, D, and E). The subject development will include general rough grading and underground utility installation for the planned Commercial and Industrial building sites and associated parking and driveway areas. Site grading will include the over-excavation and re-compaction of the near-surface fill at select locations identified by the soils engineer. Site grading will include relocation and compaction of existing stockpiled soil mixed with serpentine rock from the adjacent property to areas beneath the planned industrial building locations in accordance with project Soil Management Plan to provide suitable support for the planned building footings and slab-on-grade floors, as well as to encapsulate the existing serpentinite rock to prevent public exposure to material.

Cuts and fills for the project are estimated to be up to 165,000 cubic yards, mass-graded to achieve a balanced site. The average depth of excavation at new footing locations is estimated to be 3.5' below the final pad elevation. Maximum depth of cut for mass grading will be approximately 4' below existing grade, with cut up to 13' for sanitary sewer utility trenching at the proposed pump station. Excavations for utility trenches are expected to represent less than one half of one percent of the total excavations. After site grading is completed, conventional building footings and concrete floor slabs will be constructed; followed by the construction of conventional asphalt-concrete and Portland cement concrete driveways and parking areas. The final site improvement will include new landscaping and pedestrian sidewalks/pathways; and the construction of new stormwater treatment/detention basins.

Soil Management Plan:

A Soil Management Plan (SMP) will be prepared by an Environmental Professional - describing procedures to be implemented by the project's grading contractor when handling and managing soil, both onsite and, if necessary, imported material. The SMP will include procedures for onsite stockpiling, dust control and mitigation, and offsite transportation and disposal/reuse. The SMP will also identify mitigation measures and required notifications should suspect environmental concerns be encountered during the grading activities. The SMP will reference the Storm Water Pollution Prevention Plan (SWPPP) required for this construction project in accordance with the Construction General Permit Order issued by the California State Water Resources Control Board.

The site contains a +/-70,000 cy stockpile of soil mixed with serpentine rock, which is a locally mined aggregate material with naturally occurring asbestos (NOA). In accordance with Bay Area Air Quality Management District (BAAQMD) regulations, an Asbestos Dust Mitigation Plan (ADMP) will be prepared for BAAQMD review and approved prior to initiating the grading activities. The ADMP will include an air monitoring plan to be implemented when handling the stockpiled serpentine rock material. The project's construction plans specify the onsite burial of this material for encapsulation beneath permanent site improvements or at depths not to be encountered by future construction activities. The final deposition of the serpentine rock material will be documented and recorded with BAAQMD. Specially trained and state-certified workers will perform and monitor all construction activities involving this material.

Construction Interval:

The anticipated construction duration for the site and shell improvements is 13 months. The initial mass grading & site preparation phase will last 1 month. Rough grading and building pad construction will immediately follow the mass grading phase for a 2-month interval. After completion of rough grading, wet utility improvement work and misc. site preparation work will begin and run 3 months. Fine grading and hardscape improvements will begin thereafter and run for 4 months. The final site improvement phase of landscape and misc. site finish improvements will then run for 3 months.

Storm Drainage Improvements:

All runoff from the site and runoff from the DePaul extension will be directed into the existing Santa Clara Valley Water District's Madrone Channel on the west boundary of the property. Just north of the subject property lies an existing public storm drain line and detention basin. The detention basin does not currently function as originally intended, but does include a 30" pipe outfall to the Madrone Channel. The project does not propose changes to the existing public storm drain line, but does propose to modify the detention basin and outlet structure so that it becomes functional, and in accordance with current City and Santa Clara Valley Water District requirements. The roadway improvements will include stormwater treatment measures alongside the road for the added or widened portions of the public streets. The site improvements will provide stormwater treatment in several bioretention basins throughout the site, connected by a network of storm drain pipes connected upstream of the detention control structure. Half Road improvements will include a new storm drainage line with a new outfall to the Madrone Channel.

Utilities:

Sanitary Sewer: The project proposes to connect to a sewer main extension from Main Ave, northerly along Condit Road, easterly along Half Road to DePaul. This main extension is part of the residential project recently submitted by Dividend Homes. The project will connect in two locations along the Half Road segment, and will include a pump station to provide sewer for Buildings B and C.

Water Service: The existing 12" water main will be extended along DePaul Drive, connecting to the existing 12" main in Half Road. Private domestic water and fire protection services will be extended into the site to serve the buildings.

Dry Utilities: Gas and Electric utilities will be extended along with DePaul Drive in coordination with PG&E. Electrical will loop into existing electrical lines along Half Rd. Other utilities such as Fiber Optic, Telephone, Cable, will also be extended along DePaul Drive and into the site to service the buildings.

Proposed Environmental Mitigation Measures:

- Maximize construction waste diversion and optimize civil and structural engineering to “create a balanced site” minimizing import/export of excess soil, spoils or waste materials associate with the development and construction of the project
- EV car charging provisioning will be provided for 3% of the provided auto parking stalls
- Permanent encapsulation of soil stockpile with naturally occurring asbestos (NOA)
- Provide priority carpool parking on site
- Prepare transportation demand management plan (TDM)
- Provide skylights in excess of market standard at 2.25% of the building area
- Provide white TPO roof
- Provide performance glass
- Include core and shell design elements designed to exceed Cal Green and Title 24
- Provide drought resistant landscaping and efficient irrigation with rain sensors
- Facilitate and include infrastructure improvements opportunities such as bus stops, bicycle lanes and sidewalks that can be part of improving access and encouraging alternate transit options
- Provide Bicycle parking and bicycle charging facility adjacent to building entries on site
- Solar ready roof structure constructed to accommodate addition of PV collection arrays for power generation

Residential Component:

Proposed development plans to connect to public sanitary sewer main extension proposed by the future residential development on adjacent properties. Access points have been aligned to coordinate with the residential developer’s plans.

Design Guidelines for industrial areas:

Redwood Tech @101 conforms to Design Guidelines for industrial areas as follows:

Buildings with flat or low-pitched roofs shall incorporate architectural elements to break up long horizontal rooflines.

Rooflines should be designed to create architectural interest and to “break” large structures into smaller perceived scales. Roofs should incorporate a maximum of two varying roof types (e.g., hip, gable), or a minimum of two varying roof heights for flat roofed structures.

Parapets should include one or more of the following detail treatments: continuous banding or projecting cornices, dentils, caps, corner details, or variety in pitch.

Response:

The building design includes contemporary and strong stand out steel framing accents with a backdrop of warm wood look tile and blue glazing supported by natural green accents to emphasize the main entry. The entry design wraps around the main employee entrances. These natural colors with vertical stand out steel framing members are used throughout the building design to provide a cohesive design with varying parapet heights and plan articulation. Continuous banding at the top of the parapet between highlight design elements further breaks down the mass of the building. The use of natural colors and materials with varying height and

plan articulation provides a warm, pleasant and natural style back drop to the mature redwood trees provided around the campus.

Parapets should not appear “tacked on” and should convey a sense of permanence.

Response:

The building design provides a continuous wall and parapet design that is solid, complete and continuous.

Roof lines should be designed to screen roof mounted mechanical equipment. All screening should be constructed consistent with the materials of the building and shall be designed as a continuous component.

Parapets should be designed to screen mechanical equipment without requiring the use of an additional roof screen. Height and method of screening should be clearly defined.

If additional roof screening is required, the design of the roof screen should be architecturally compatible with its building.

Response:

The parapet heights have been established using the roof heights to screen all future roof top mounted mechanical equipment. The provided site lines show that parapet screening is adequate. Roof top units will be set in a minimum of 15’ from all parapet walls. No roof top screens are proposed as roof top screens are not required; the parapet will provide adequate screening. If there becomes a view where roof top equipment is visible a typical roof top screen detail is included see G/A4.1

If the interior side of a parapet is visible from pedestrian view, it should be finished with the same materials and a similar level of detail as the exterior side.

Response:

The interior side of the parapet will not be visible