



Memorandum

TO: PLANNING COMMISSION

FROM: Rosalynn Hughey

SUBJECT: GP18-013, C18-039, SP18-060

DATE: January 15, 2020

COUNCIL DISTRICT: 6

Type of Permits	General Plan Amendment (GP18-013) Conforming Rezoning (C18-039) Special Use Permit (File No. SP18-060)
Demolition	4,400-square foot commercial building and accessory storage sheds
Proposed Land Uses	Hotel with 120 guest rooms and outdoor guest rooftop and balconies
New Residential Units	n/a
New Square Footage	67,780 square feet
Additional Policy Review Items	n/a
Tree Removals	n/a
Project Planner	Cassandra van der Zweep
CEQA Clearance	615 Stockton Avenue Hotel Project Mitigated Negative Declaration
CEQA Planner	Thai-Chau Le

RECOMMENDATION

Staff recommends that the Planning Commission recommend to the City Council to take all of the following actions:

1. Adopt a resolution adopting the 615 Stockton Avenue Hotel Project Mitigated Negative Declaration and associated Mitigation Monitoring and Reporting Plan, for which an Initial Study was prepared, in accordance with the California Environmental Quality Act, as amended (CEQA).
2. Adopt a resolution approving an amendment to the Envision San José 2040 General Plan Land Use/Transportation Diagram designation from Residential Neighborhood to Neighborhood Community Commercial on a 0.20-gross acre site at 623 Stockton Avenue.
3. Adopt an ordinance of the City of San José rezoning the approximately 0.59-gross acre project site generally located at the northwest corner of Stockton Avenue and Schiele Avenue (615 and 623 Stockton Avenue) from the CN Commercial Neighborhood Zoning District to the CP Commercial Pedestrian Zoning District.

4. Adopt a resolution approving, subject to conditions, a Special Use Permit to demolish an approximately 4,400-square foot commercial building, re-locate and re-purpose the existing historic 1,292-square foot structure, and construct a 120-room, five-story hotel including outdoor uses (outdoor guest area including a roof deck) within 150 feet of residential uses on an approximately 0.59-gross acre site.
5. Direct Staff to file a Notice of Determination pursuant to Section 15094 of the State CEQA Guidelines.

PROPERTY INFORMATION

Location	615 and 623 Stockton Avenue (northwesterly corner of Stockton Avenue and Schiele Avenue)
Assessor Parcel Nos.	261-07-001 and 261-07-068
Existing General Plan	Neighborhood/Community Commercial and Residential Neighborhood
Proposed General Plan	Neighborhood/Community Commercial
Growth Area	n/a
Existing Zoning	Commercial Neighborhood (CN)
Proposed Zoning	Commercial Pedestrian (CP)
Historic Resource	Yes-623 Stockton Avenue Structure—Structure of Merit
Annexation Date	12/7/1925 (College Park/Burbank Sunol)
Council District	6
Acreage	0.59 acres
Floor Area Ratio	2.63
Proposed Density	n/a---Commercial Hotel

PROJECT SETTING AND BACKGROUND

As shown on the attached [aerial map](#) (Exhibit A), the project site, comprised of two lots, is located on the northwest corner of Stockton Avenue and Schiele Avenue within the City of San José at 615 and 623 Stockton Avenue. Both of the project site parcels have a CN Commercial Neighborhood Zoning District, as shown on the attached [zoning map](#) (Exhibit D). The 615 Stockton Avenue parcel has a General Plan Land Use/Transportation Diagram land use designation of Neighborhood/Community Commercial and the 623 Stockton Avenue parcel has a General Plan Land Use/Transportation Diagram land use designation of Residential Neighborhood as shown on the [general plan map](#) (Exhibit B).

The project site is developed with a vacant 4,400-square foot commercial building, a 1,292-square foot historic house which is currently used as a commercial office, accessory storage structures, and a parking lot. Three driveways provide access to the site; one driveway along Schiele Avenue and two driveways along Stockton Avenue.

The project site is bounded by Schiele Avenue to the south and Stockton Avenue to the east. Located north, south, and west of the project site are single-story residences. East of the project site is Stockton Avenue, across Stockton Avenue are commercial and light industrial uses.

SURROUNDING USES			
	General Plan	Zoning District	Existing Use
North	Residential Neighborhood	CN Commercial Neighborhood	Single-family residences
South	Residential Neighborhood	CN Commercial Neighborhood and R-1-8 Single Family Residence	Single-family residences
East	Transit Employment Center	HI Heavy Industrial	Industrial uses including manufacturing building, bus tour facility, and auto repair
West	Residential Neighborhood	R-1-8 Single Family Residence and RM Multiple Family Residence	Single-family residences

The applicant, Alan Nguyen representing Infinite Investment Realty Corporation, submitted the applications for a General Plan Amendment, Conforming Rezoning, and Special Use Permit on October 31, 2018. If approved, the General Plan Amendment, Conforming Rezoning, and Special Use Permit would facilitate a hotel development which includes the demolition of the existing 4,400-square foot building and accessory storage structures on-site, the construction of a 5-story hotel with 120 guest rooms and outdoor uses (hotel guest roof deck and balconies) within 150 feet of residential uses, and the relocation and repurposing of the existing historic 1,292-square foot structure on-site to be used as the hotel's back office.

General Plan Amendment

The General Plan Amendment would change the General Plan Land Use/Transportation Diagram designation on the 615 Stockton Avenue parcel from Residential Neighborhood to Neighborhood/Community Commercial. The new land use would allow the commercial development of the site, consistent with the existing use, proposed use, and existing and proposed commercial zoning districts.

Conforming Rezoning

The conforming rezoning would change the project site's zoning district from CN Commercial Neighborhood to CP Commercial Pedestrian. Both of these Zoning Districts permit commercial uses, including hotels, on-site. The CP Commercial Pedestrian Zoning District would facilitate the hotel development by allowing the project to take advantage of the reduced front setback requirements along Stockton and Schiele Avenue. The CP Commercial Pedestrian Zoning District is more restrictive in allowed uses, discouraging auto-oriented uses such as auto repair and allows reduced front setbacks to encourage a pedestrian-friendly design.

Special Use Permit

The special use permit would allow the demolition of the 4,400-square foot commercial building and accessory storage structures on-site and the construction of a 67,780 square foot, 5-story hotel room with 120 guest rooms. The 1,292-square foot historic building at 623 Stockton Avenue would be relocated to the southwest portion of the site, along Schiele Avenue and would be re-purposed as the hotel's back of house and offices. The hotel would include a ground floor lobby, café with a bar, gym and small meeting room, four guest room balconies located on the second floor, and a 3,000-square foot roof deck for hotel guest use. The hotel would have two levels of underground parking accessible from Stockton Avenue. Two driveways along Stockton Avenue would be used for the hotel operations; one driveway would allow

ingress and egress to the underground parking and guest drop-off area, on-site. The second, egress only, driveway on Stockton Avenue would allow vehicles to exit from the underground parking garage and the ground floor hotel drop-off/pick-up space. No driveways would remain on the project's Schiele Avenue frontage. An up to 50% parking reduction is requested for the development. The project would provide 63% of the required parking spaces on-site, including eighty-two (82) parking spaces, five (5) motorcycle parking spaces, and fourteen (14) bicycle parking spaces. To support the parking reduction, the project would implement a Transportation Demand Management (TDM) Plan for the life of the project. The TDM Plan would include a hotel guest shuttle, on-site bicycle share program, on-site car share program, free VTA Smart Pass cards for hotel employees and a dedicated 37-foot passenger loading space for ride share service drop-off and pick-up along Stockton Avenue.

Operations

The hotel is anticipated to employ a total of 25 employees with a maximum of ten (10) employees per shift. Employees would include maintenance, café/bar manager, sales directors, a general manager, housekeeping staff, and front desk personnel. The hotel's front desk would be staffed with at least one employee throughout the day. The ground floor café/bar, ancillary to the hotel use, would be open from 10AM to midnight, daily. The roof deck would be available to hotel guests from 10AM to 10PM, daily. No outdoor speakers or amplified music would be permitted on the roof deck. The intent of the roof deck is to provide an outdoor space for hotel guests to relax. Moveable chairs and planters would be located on the roof deck space for hotel guests' use.

ANALYSIS

The proposed General Plan Amendment, Conforming Rezoning, and Special Use Permit, are analyzed with respect to conformance with:

1. Envision San José 2040 General Plan
2. Zoning District Consistency with the Proposed General Plan Amendment
3. Municipal Code
4. City Council Policies
5. Commercial Design Guidelines
6. California Environmental Quality Act (CEQA)

Envision San José 2040 General Plan Conformance

Existing Land Use Designation

As shown in the attached **General Plan Map** (Exhibit B), the project site, which is comprised of two parcels, has Envision San José 2040 General Plan designations of Neighborhood/Community Commercial and Residential Neighborhood.

The Neighborhood Community/ Commercial designation supports a very broad range of commercial activity, including commercial uses that serve the communities in neighboring areas, such as neighborhood serving retail and services and commercial/professional office development. Neighborhood/Community Commercial uses typically have a strong connection to and provide services and amenities for the nearby community and should be designed to promote that connection with an appropriate urban form that supports walking, transit use and public interaction. General office uses, hospitals and private community gathering facilities are also allowed in this designation.

The Neighborhood Community/Commercial land use designation allows a commercial floor area ratio (FAR) up to 3.5.

The Residential Neighborhood designation is applied broadly throughout the City to encompass most of the established, single-family residential neighborhoods, including both the suburban and traditional residential neighborhood areas which comprise the majority of its developed land. The intent of this designation is to preserve the existing character of these neighborhoods and to strictly limit new development to infill projects which closely conform to the prevailing existing neighborhood character as defined by density, lot size and shape, massing and neighborhood form and pattern.

The Residential Neighborhood typically allows densities of eight (8) DU/AC and up to a 0.7 commercial FAR.

Proposed General Plan Land Use Designation

The General Plan Amendment would change the 615 Stockton Avenue General Plan Land Use Designation from RN Residential Neighborhood to NCC Neighborhood/Community Commercial. This amendment would result in the project site having a unified general plan land use designation.

The project is consistent with the following Major Strategies, goals, and policies of the Envision San José 2040 General Plan:

1. Commercial Lands Goal LU-4.1: Retain existing commercial lands to provide jobs, goods, services and entertainment, and other amenities for San José's workers, residents and visitors.
2. Fiscal Sustainability Policy FS-4.1: Preserve and enhance employment land acreage and building floor area capacity for various employment activities because they provide revenue, near-term jobs, contribute to our City's long-term achievement of economic development and job growth goals, and provide opportunities for the development of retail to serve individual neighborhoods, larger community areas, and the Bay Area.
3. Neighborhood Serving Commercial Goal LU-5: Locate viable neighborhood-serving commercial uses throughout the City in order to stimulate economic development, create complete neighborhoods, and minimize vehicle miles traveled. High-Quality Living Environments
4. Land Use Policy LU-9.2: Facilitate the development of complete neighborhoods by allowing appropriate commercial uses within or adjacent to residential and mixed-use neighborhoods.

Analysis: The General Plan Amendment, Rezoning, and Special Use Permit would establish a 0.59-gross acre site with a common General Plan land use designation and zoning district and would allow the development of a hotel. The 615 Stockton Avenue parcel has a residential General Plan land use designation which is inconsistent with the existing commercial zoning district. The General Plan Amendment would correct the inconsistency and facilitate the hotel development. The conforming rezoning would reduce the required front setbacks, along the project's street frontages while requiring stricter setbacks along the shared residential property lines. The CP Commercial Pedestrian Zoning District's setback standards would require the hotel project to be developed in a manner which provides greater setbacks from the adjacent residential properties to the west of the project site. The development of the hotel would bring a new commercial use to the underutilized site and provide hotel rooms for the surrounding area. The hotel is approximately 2.5 miles from the Norman Y. Mineta San José International Airport and the new hotel would augment accommodation options for visitors to the City while generating jobs and transit occupancy tax revenue. The café/bar on the ground floor is intended for hotel guests, but in an effort to provide more services to the surrounding neighborhood, the food services and on-site drink service would be open to the surrounding neighborhood.

5. Major Strategy #4: Innovation/Regional Employment Center: The Innovation/Regional Employment Center Major Strategy emphasizes economic development within the City to support San José's growth as a center of innovation and regional employment. To implement the Major Strategy, the General Plan (Plan) focuses employment growth in the Downtown, in proximity to regional and transit facilities, and on existing employment lands citywide, while also encouraging the development of neighborhood serving commercial uses throughout the community and close to the residents they serve. The General Plan preserves employment lands and promotes the addition of new employment lands when opportunities arise.
6. Land Use Policy LU-4.3: Concentrate new commercial development in identified growth areas and other sites designated for commercial uses on the Land Use/Transportation Diagram. Allow new and expansion of existing commercial development within established neighborhoods when such development is appropriately located and designed, and is primarily neighborhood serving.
7. Attractive City Policy CD-1.1: Require the highest standards of architectural and site design, and apply strong design controls for all development projects, both public and private, for the enhancement and development of community character and for the proper transition between areas with different types of land uses.
8. Compatibility Policy CD-4.9: For development subject to design review, ensure the design of new or remodeled structures is consistent or complementary with the surrounding neighborhood fabric (including but not limited to prevalent building scale, building materials, and orientation of structures to the street).

Analysis: The General Plan Amendment and Conforming Rezoning would preserve existing employment lands. Both project site parcels have commercial uses onsite, however the 623 Stockton Avenue site with the existing 4,400-square foot commercial building, is currently vacant. The project would facilitate the redevelopment of the underutilized commercial site with a commercial use which would buffer the neighborhood to the west from the existing and any future industrial uses to the east.

The hotel is designed to be compatible with the established neighborhood to the west. The single-story historic building would be relocated along Schiele Avenue to continue the neighborhood pattern of single-family houses and establish a larger buffer between the existing neighborhood and new five-story hotel building. The northwestern portion of the hotel is setback from the shared residential property line 16 feet on the first and second floor, and 56 feet two-inches, on the third, fourth, and fifth floors which would reduce the impact of the building's massing on the surrounding established neighborhood. The roof deck is oriented towards Stockton Avenue to reduce privacy concerns for the adjacent neighborhood as roof deck users' views would be directed towards Stockton. Additionally, the windows along the western façade are designed at an angle to direct hotel room views towards Schiele Avenue and preserve the adjacent residential properties' privacy.

While modern in design, the materials, color, and building elements reflect the surrounding neighborhood fabric. Craftsman Style is a dominant architectural style of the surrounding neighborhood. The hotel's ground floor along Schiele Avenue utilizes residential scale windows rather than storefront glazing to tie the building's façade into the existing neighborhood. The façade uses a mix of fiber content planks, composite wood panels and stucco to echo the materiality of the neighborhood. The hotel's windows were selected to mimic the Craftsman style windows, paired together with a simple frame to add relief to the building façade.

9. Land Use Policy LU-5.2: To facilitate pedestrian access to a variety of commercial establishments and services that meet the daily needs of residents and employees, locate neighborhood-serving commercial uses throughout the city, including identified growth areas and areas where there is existing or future demand for such uses.

Analysis: The site is not within an identified growth area (i.e., Urban Village) of the city, however the project has been designed to facilitate pedestrian access. The minimal building setback on the street corner, proposed canopies, and transparent ground floor design are pedestrian-friendly design principals incorporated into the project. The hotel would have a primary and easily-identifiable pedestrian entrance at the corner of Stockton Avenue and Schiele Avenue and the ancillary café would be located on the ground floor which is designed with large transparent windows. The café activity would activate the Stockton Avenue and Schiele Avenue frontages with ground floor commercial activities. The reduced parking on-site and free hotel shuttle would discourage hotel patrons from bringing a car to the site and encourage the hotel patrons to utilize the shuttle for trips to and from the airport and Diridon Station. The project site is under one mile from multiple commercial businesses and restaurants on The Alameda, as well as the SAP Center and Diridon Station. This proximity would allow hotel patrons to utilize multiple forms of transportation to access these sites including walking and bicycling.

10. Land Use Policy LU-14.4: Discourage demolition of any building or structure listed on or eligible for the Historic Resources Inventory as a Structure of Merit by pursuing the alternatives of rehabilitation, re-use on the subject site, and/or relocation of the resource.

Analysis: The project will retain the existing historic structure of merit on-site and repurpose the building for use as the hotel's back of house and offices. The relocation of the building will also provide an additional on-site buffer of the new hotel's five-story mass from the surrounding single-family neighborhood to the west.

Senate Bill 330

Senate Bill 330 (SB 330), prohibits a City from changing the land use designation or zoning of a parcel or parcels to a less intensive housing use or reducing the housing intensity of the land use within an existing zoning district below what was allowed under the general plan land use designation and zoning ordinance of the city unless the City concurrently changes the land use designation or zoning of another parcel or parcels. This is to ensure that there is no net loss in residential capacity within a City. In conformance with SB330, this project which would change the General Plan land use designation of the 0.2-gross acre site (623 Stockton Avenue) from RN Residential Neighborhood to NCC Neighborhood Community Commercial is being concurrently considered by Planning Commission and City Council with File Nos. GP17-015 and C18-034, a project which would change the General land use designation of a 1.22 gross acre site from Mixed Use Commercial to Transit Residential and the Zoning District change of a 1.13 gross acres site from HI Heavy Industrial to R-M Multiple Residence. The concurrently reviewed projects would not result in a loss of residential capacity in the City.

City Council Policy Conformance

City Council Policy 6-30: Public Outreach Policy for Pending Land Use Development Proposals

Under City Council Policy 6-30, the project is considered a large development proposal. Following City Council Policy 6-30, the applicant has posted the on-site sign to inform the neighborhood of the proposed project. A community meeting was held in coordination with the Council District 6 office to discuss the project on August 29, 2019 at the Herbert Hoover Middle School. Comments received during the community meeting and project review are further discussed later in this report, in the Public Outreach section.

Staff contact information have also been available on the community meeting notices and project site. The staff report is also posted on the City's website. Staff has been available to respond to questions from the public.

Zoning Ordinance Conformance

The proposed project is located in the CN Commercial Neighborhood Zoning District, [see attached Zoning District Map](#) (Exhibit C). Due to concurrent review procedures, multiple permits may be heard together using the procedure for the higher level permit, provided separate findings would be required for each permits and approval: General Plan Amendment to change the land use designation for the site, Conforming Rezoning to change the Zoning District of the site from CN Commercial Neighborhood to CP Commercial Pedestrian, Site Development Permit for construction of the project, Special Use Permit for an outdoor use within 150 feet of a residential use and demolition findings to demolish the existing structure.

Proposed Rezoning

The proposed rezoning conforms with Table 20-270, [Section 20.120.110](#) of the San José Municipal Code, which identifies the CP Commercial Pedestrian Zoning District as a conforming district to the NCC Neighborhood/Community Commercial Land Use/Transportation Diagram land use designation.

Use

The CP Commercial Pedestrian Zoning District would allow the property to be used and developed in accordance with the allowable uses shown in the San José Municipal Code [Section 20.40.100](#), Table 20-90, including the project's hotel use. The CP Commercial Pedestrian Zoning District would permit less uses than the existing CN Commercial Neighborhood Zoning District, which permits auto-related uses such as auto repair.

The project would include outdoor areas for guests to relax, including guest room balconies attached to four guest rooms on the west side of the second floor and a 3,000-square foot roof deck with outdoor seating and landscaping. The proposed outdoor hotel spaces would require a Special Use Permit for the outdoor commercial use within 150 feet of residential uses.

Setbacks

The table below outlines the required setbacks for the CP Commercial Pedestrian Zoning District, pursuant to Table 20-100 of [Section 20.40.200](#) in the San José Municipal Code and the project's setbacks. The front property line is the property line along Schiele Avenue, the side property lines are the western and eastern property lines along the residential neighborhood and Stockton Avenue, respectively. The rear property line is the northern property line along the CN Commercial Zoning District.

Standard	CP Commercial Pedestrian	Hotel Project
Front Setback	10 feet maximum	0 feet
Side Setback	0 feet, 10 feet minimum along property lines which abut residential uses per Section 20.40.270	Minimum of 10 feet along the western property line, 0 feet along the eastern property line
Rear Setback	25 feet, no rear setback for properties which abut commercial district per Section 20.40.290	0 feet

Consistent with the CP Commercial Pedestrian Zoning District standards, the hotel project would have a 0-foot front setback along Schiele Avenue, a 0-foot side eastern setback along Stockton Avenue, a 10-foot side western setback along the interior property line, and a 0-foot rear setback along the northern commercial zoning district property line.

Height

Table 20-100 of [Section 20.40.200](#) limits the maximum height of the building to 50 feet. However pursuant to [Section 20.40.230](#) of the San José Municipal Code, elevator shafts, stairwells, accessible bathrooms, roof canopies, mechanical equipment, screening and safety guard rails may exceed the zoning district height limitation by up to 17 feet if the maximum roof area coverage does not exceed 30% and the mechanical equipment and appurtenances are required for the operation and maintenance of the building. The hotel building would be five stories and 50-feet in height to the parapet. The hotel would have an elevator tower, stairwells, and rooftop railing which would project an additional 15 feet thereby making the building with projections up to 65 feet in height. In conformance with the Zoning Code, these projections would not exceed 30% of the roof area. The projections would accommodate the elevator and stairwell height needs for the operation and maintenance of the building and would provide access to the roof deck; best utilizing the site's space.

Parking Requirements

Pursuant to [Section 20.90.060](#), hotels are required to provide one vehicle parking space per guest room or suite and one per employee and one bicycle parking spaces per every ten guest rooms. The 120-guest room hotel with a maximum of 10 employees per shift would require 130 vehicle parking spaces and fourteen (14) bicycle parking spaces.

Pursuant to [Section 20.90.220](#) of the San José Municipal Code, a parking reduction of up to 50% may be authorized for a development which provides all the required bicycle parking, is within 2,000 feet of an existing rail station, and which implements a transportation demand management (TDM program). The project site is within 2,000 feet of the Caltrain College Park Station rail stop, provides the required bicycle parking, and the project would implement a TDM program. The project is also within 700 feet of bus stops along Taylor Street and under one mile from Diridon Station. The TDM program would include measures such as the provision of a passenger loading zone along Stockton Avenue for use of taxis, private vehicle transportation, and rideshare services, a free guest shuttle, on-site bicycle share program, the availability of on-site car-sharing services for hotel guest and employees, free transit passes for employees, and financial incentives provided to employees who use alternate modes of transportation to and from work.

The hotel would include an up to 50% parking reduction to allow for flexibility for their parking during building permit phase. As proposed, the project would utilize a 37% parking reduction and would provide 82 vehicle parking spaces, 5 motorcycle parking spaces, and 14 bicycle parking spaces on-site, and a transit pass program for all hotel employees. Additionally, the project would designate an on-site TDM manager and develop a campaign to improve transit option awareness and participation in alternative transportation options. The project would not rely on off-site public parking as the TDM and on-site parking would be adequate per the Municipal Code requirements for hotel's needs and would support the 50% parking reduction. The project would be required to implement the TDM plan, as may be amended for the life of the project.

Noise

Pursuant to Table 20-105 of [Section 20.40.600](#) of the San José Municipal Code, commercial uses adjacent to a property used or zoned for residential purposes should not exceed a maximum of 55 decibels in noise level. A noise assessment was completed for the project by Illingworth and Rodkin, Inc. and found the future noise environment at the project site would continue to result primarily from vehicular traffic on

Stockton Avenue and Schiele Avenue. To ensure the future outdoor noise level is below 55 decibels at the residential property line, any future mechanical equipment on the rooftop will be required a qualified acoustical consultant to review the noise of the mechanical system and determine appropriate noise reduction measures in compliance with the noise level standards such as enclosures and parapet walls.

Commercial Design Guidelines

The proposed project complies with the goals and intents of the Commercial Design Guidelines published in May 1990. Specifically, the development is consistent in the following areas:

Setting. Chapter 1: All new structures and uses should be compatible with the character of the existing neighborhood.

Analysis: Residential uses surround the site on the north, south, and west. Stockton Avenue, industrial uses, and commercial uses are located to the east of the corner project site. As a corner site within a commercial zoning district between residential uses to the north, south, and west and heavy industrial uses to the east, the site, as designed would serve as a buffer between the two incompatible uses. The hotel use is compatible with the character of the surrounding neighborhood as it is a commercial use that is very residential in nature providing a place for customers to sleep, eat, and relax. The project's design includes a transition in height and mass at the northwest part of the development to reduce the hotel's presence on the surrounding residential neighborhood. Additionally, landscape planters are located along the western property lines to provide a greater separation between the residential properties and the existing neighborhood and the southwestern property lines to integrate the project's frontage with the residential Schiele Avenue frontage.

The hotel windows would be located and oriented on the hotel to avoid direct lines of sight into adjacent residential private open spaces within 100 feet west of the site. On the western side of the hotel, which would be developed along the western properties' rear yards, fritted (opaque) windows for the hotel's corridor were placed to provide light to the hotel corridor while limiting the views in to the neighboring properties. The hotel room windows along the western façade of the building facing the adjacent western residential properties are oriented to direct the views of the hotel room towards Schiele Avenue.

The driveways are located along Stockton Avenue on the eastern property line. This location directs vehicular visitors to the hotel onto the busier street and places vehicular circulation as far as possible from the residential properties. The parking for the hotel is underground which shields the use from the surrounding neighborhood.

Materials. Chapter 2.E: The choice and use of building materials and colors should be balanced and enhance the substance and character of the building.

Analysis: The hotel's exterior includes a variety of building materials including colored stucco, composite wood panels, fiber cement planks, composite metal panels, acrylic color panels, and bronze frames. The design of the building is balanced with the heavier and darker materials establishing the building's base, touches of color to add visual interest, and glazing on the corner of the building and along the ground floor café and lobby areas to enhance the pedestrian experience.

Service Facilities. Chapter 4.B.4: Trash enclosures should be constructed with masonry walls and heavy wood and/or metal doors and should be architecturally compatible with the project.

Analysis: The majority of the hotel service uses are located on the front property line along Schiele Avenue. The back of house, trash room, and bicycle storage rooms are shielded by a rollup door designed to mimic the size and appearance of a residential garage. Glazed panels are integrated into the roll-up door and a stepped back roof reduced the scale of this portion of the building.

Hotels. Chapter 9.C.4: Air conditioning units should not be visible from public streets.

Analysis: The project would use a Variable Refrigerant System in lieu of individual packaged heating and air conditioning units which are internal to the building. Therefore, these units would not be visible from public streets.

Findings

Site Development Permit Findings

In order to make the Site Development Permit findings pursuant to San José Municipal Code [Section 20.100.630](#), the Planning Commission and City Council must determine that:

1. The Site Development Permit, as approved, is consistent with and will further the policies of the General plan and applicable specific plans and area development policies.

Analysis: As discussed in detail herein, the project is consistent with the General Plan Land Use/Transportation Diagram designation of Neighborhood Community Commercial, as a commercial use which supports walking and that provides a hotel commercial use to the surrounding neighborhood and wider City. The project is also consistent with the various General Plan policies listed above including land use, compatibility, transportation, and community design policies.

2. The Site Development Permit, as approved, conforms with the Zoning Code and all other provisions of the San Jose Municipal Code applicable to the project.

Analysis: As discussed in detail herein, the hotel with outdoor guest areas is consistent with the CP Commercial Pedestrian Zoning District. The proposed outdoor commercial use within 150 feet of residential uses requires the approval of a Special Use Permit.

The hotel is consistent with the required setbacks and height requirements of the CP Commercial Pedestrian Zoning District. The height of the building with projections would be 64 feet. The projections would not exceed 30% of the roof's area and would be used for the hotel's operation and maintenance.

The code-required parking of the hotel would be 130 vehicle parking spaces and 14 bicycle parking spaces (two long-term and twelve short-term). [Section 20.90.220](#) of the San José Municipal Code allows projects that are within 2,000 feet of a rapid bus station, train station, or light rail station that provide all the required bicycle parking, and that implement a Transportation Demand Management (TDM) Program to receive a 50% reduction in parking. The project provides 82 vehicle parking spaces, 5 motorcycle spaces, and 14 bicycle parking spaces comprised of 2 short-term spaces and 12 long term spaces. The project would implement a TDM program which includes a hotel shuttle, on-site car-share and bicycle-share programs, and a transit pass program for all the hotel employees (See Exhibit L). Additionally, the project would designate an on-site TDM manager and develop a campaign to improve transit option awareness and participate in alternative transportation options. The project would not rely on public parking and would be conditioned to maintain the minimum code required parking (with reductions) for the life of the project. Therefore, the parking reduction complies with the Municipal Code.

3. The Site Development Permit, as approved, is consistent with applicable City Council Policies, or counterbalancing considerations justify the inconsistency.

Analysis: The project is consistent with the City's Public Outreach Policy 6-30. To inform the public of the project, staff followed Council Policy 6-30: Public Outreach Policy. A community meeting coordinated with Council District 6 was held on Thursday, August 29, 2019 to introduce the project to the community and receive feedback. The notices for the community meeting and the public hearings were distributed to the owners and tenants of all properties located within 1,000 feet of the project site and posted on the City website. The staff report is also posted on the City's website. Staff has been available to respond to questions from the public.

4. The interrelationship between the orientation, location, and elevation of proposed buildings and structures and other uses on-site are mutually compatible and aesthetically harmonious.

Analysis: There are no other uses on the project site other than the hotel and ancillary hotel uses (hotel office, café, bar, etc.). The historic building relocated to Schiele Avenue for use as the hotel office is compatible with the other onsite uses and is aesthetically harmonious with the surrounding neighborhood as well as the hotel building. The relocation provides space on the site for the hotel building to create a pedestrian oriented design with reduced setbacks along the street frontages. The hotel building is oriented towards the street with pedestrian entries along Schiele Avenue and Stockton Avenue. The project's design incorporates canopies and lighting over the entries to enhance the pedestrian experience. Additional design analysis is provided in the Commercial Design Guidelines conformance section.

5. The orientation, location and elevation of the proposed buildings and structures and other uses on the site are compatible with and are aesthetically harmonious with adjacent development or the character of the neighborhood.

Analysis: The project site is bounded by Schiele Avenue to the south, Stockton Avenue to the east, and single-family residences to the north, south, and west. In response to the corner commercial location, the hotel's massing steps down to the adjacent residential properties to the west of the site and emphasizes its massing and height along Stockton Avenue on the east of the project site, facing the other commercial and industrial uses across Stockton Avenue. The project considered its design on all sides of the building ensuring different materials, windows, and facades treatments were utilized on each side of the hotel building. The placement and orientation of windows were designed to be compatible with the adjacent uses. Windows facing the western properties are oriented away or the views obscured from views in the R-1-8 Zoning District neighborhood. The windows along the northern portion of the site were similarly placed so as to not look directly into the residences along the northern property line. The roof deck is oriented towards Stockton Avenue set back 30 feet from the southern property line on Schiele Avenue, over 80 feet from the western property line, 55 feet from the northern property line and 8.5 feet from the eastern property line. Landscaping is placed along the western property line to further buffer the development from the single-family neighborhood.

6. The environmental impacts of the project, including, but not limited to noise, vibration, dust, drainage, erosion, storm water runoff, and odor which, even if insignificant for purposes of the California Environmental Quality Act (CEQA), will not have an unacceptable negative affect on adjacent property or properties.

Analysis: A Mitigated Negative Declaration was prepared for the 615 Stockton Hotel Project in compliance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The proposed project's impacts are discussed in the environmental section below.

The project development occurs on a parcel that is currently developed with commercial uses. The project includes a TDM plan to reduce automobile trips and is located within a public transit-rich area which will encourage transit use. Building design will reduce massing effects and enhance compatibility with the surrounding uses. Based on the findings of the Initial Study/Mitigated Negative Declaration and as discussed above, the project was found to have no unacceptable negative effects in terms of noise, vibration, dust, drainage, erosion, stormwater runoff or odor on adjacent properties. Construction activities will result in temporary noise and air quality impacts. These temporary impacts are minimized through standard construction mitigation measures and permit conditions, as listed in the project conditions of approval. Based on review of the project by the various City departments, there are no non-CEQA related impacts anticipated for this project. For example, the roof deck will not have any speakers or amplified music thus, eliminating any noise concerns for adjacent properties. There is no outdoor storage of hazardous materials, and given the site's use, no odors are anticipated.

7. Landscaping, irrigation systems, walls, and fences, features to conceal outdoor activities, exterior heating, ventilating, plumbing, utility and trash facilities are sufficient to maintain or upgrade the appearance of the neighborhood.

Analysis: As shown on the plan set, (See Exhibit J), the landscaping, irrigation systems, all walls and fences, exterior heating, ventilating, plumbing, utility, and trash facilities are sufficient to maintain and upgrade the appearance of the neighborhood. All mechanical equipment is located within the building not visible from the street or surrounding buildings. The project will provide street trees along the ground floor of the project. Additionally, the project will install landscaping along the southern and western property lines. The trash facilities will be located on the ground floor and shielded by a roll-up door designed to mimic residential garage doors.

8. Traffic access, pedestrian access and parking are adequate.

Analysis: The hotel would have ample pedestrian and bicycle access along Stockton Avenue and Schiele Avenue. Bicycle parking would be provided along both street frontages. The hotel lobby would be located at the corner of Schiele Avenue and Stockton Avenue. Eighty-two (82) vehicle parking spaces within two levels of a subterranean parking garage would be provided and accessible through two driveways on Stockton Avenue. The hotel would have a passenger loading and unloading zone on-site for the shuttle and rideshare services. Additionally, to prevent queueing within the adjacent residential neighborhoods the project includes a loading and unloading zone along the project's Stockton frontage. Finally, the project would implement a Transportation Demand Management Program, described above, to further support the project's parking reduction.

Special Use Permit Findings

A Special Use Permit is required for the proposed outdoor use (lobby and roof deck) within 150 feet of residential uses. In order to make the Special Use Permit findings pursuant to San José Municipal Code [Section 20.100.820](#), the Planning Commission and City Council must determine that:

1. The special use permit, as approved, is consistent with and will further the policies of the General Plan and applicable specific plans and area development policies; and

Analysis: In addition to the discussion above, the outdoor commercial use (roof deck and guest balconies) is consistent with the General Plan land use designation of Neighborhood Community Commercial as the outdoor areas are ancillary to the permitted hotel use. Furthermore, the roof deck and guest balconies are consistent with the goals and policies of the General Plan which encourage uses and designs compatible with the neighborhood character. The outdoor guest roof deck and balconies are similar in function to residential outdoor private spaces such as back yards or balconies.

2. The special use permit, as approved, conforms with the zoning code and all other provisions of the San José Municipal Code applicable to the project; and

Analysis: As discussed above, the hotel's roof deck and balconies, are consistent with the zoning code and all provisions of the Municipal Code applicable to the project.

3. The special use permit, as approved, is consistent with applicable city council policies, or counterbalancing considerations justify the inconsistency; and

Analysis: There are no applicable City Council policies other than those discussed above.

4. The proposed use at the location requested will not:

- a. Adversely affect the peace, health, safety, morals or welfare of persons residing or working in the surrounding area; or
- b. Impair the utility or value of property of other persons located in the vicinity of the site; or
- c. Be detrimental to public health, safety, or general welfare; and

Analysis: The hotel project, including the outdoor use (roof deck and balconies), would not impact the peace, health, safety, morals or welfare of persons residing or working in the surrounding area as the hotel and outdoor areas are similar in nature to a residential use as an open space used to rest and relax. The outdoor uses are not anticipated to generate excessive noise, pollution, safety, or moral concerns for persons residing or working in the immediate area.

The project would not impair the utility or value of property of other persons located in the vicinity of the site; or be detrimental to public health, safety or general welfare. The project would redevelop the corner site with a new development. The project would additionally serve as a buffer between the residences to the west and the heavy industrial zoning district the east. The project is consistent with the requirements of the Zoning Ordinance in terms of parking, height, setbacks, and use. The outdoor hotel balconies and roof deck would not exceed the noise level maximums prescribed in the Zoning Ordinance and detailed in the noise and vibration assessment for the Mitigated Negative Declaration. The roof deck's railings would be conditioned to be a minimum of 3 feet in height with a ½-inch thick laminated glass railing wall system to ensure the exterior noise levels would meet city standards. Further, consistent with the operations and design of the hotel, no amplified music would be allowed on the roof deck or balconies.

5. The proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this title, or as is otherwise required in order to integrate the use with existing and planned uses in the surrounding area; and

Analysis: As discussed above, the project site is adequate in size and shape to accommodate the development features in order to integrate the hotel use with the surrounding area.

6. The proposed site is adequately served:

- a. By highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate; or by other forms of transit adequate to carry the kind and quantity of individuals such use would generate; and
- b. By other public or private service facilities as are required.

Analysis: The overall project is adequately accessible by the surrounding street network. The outdoor uses ancillary to the hotel use would not create any additional need for vehicular, pedestrian, or bicycle access beyond the hotel's needs.

7. The environmental impacts of the project, including but not limited to noise, vibration, dust, drainage, erosion, storm water runoff, and odor which, even if insignificant for purposes of the California Environmental Quality Act (CEQA), will not have an unacceptable negative affect on adjacent property or properties.

Analysis: A Mitigated Negative Declaration was prepared for the 615 Stockton Hotel Project in compliance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The project's impacts are discussed in the CEQA section below. As described above, based on review of the project by all of the various departments, there are no non-CEQA related impacts anticipated for this project and all CEQA impacts can be mitigated to less than significant levels.

Evaluation Criteria for Demolition

Chapter 20.80 of the San José Municipal Code establishes evaluation criteria for issuance of a permit to allow for demolition. These criteria are made for the project based on the above-stated findings related to General Plan, Zoning and CEQA conformance and for the reasons stated below, and subject to the conditions set forth in the Resolution.

1. The failure to approve the permit would result in the creation or continued existence of a nuisance, blight or dangerous condition;
2. The failure to approve the permit would jeopardize public health, safety or welfare;
3. The approval of the permit should facilitate a project which is compatible with the surrounding neighborhood;
4. The approval of the permit should maintain the supply of existing housing stock in the City of San José;
5. Both inventoried and non-inventoried buildings, sites and districts of historical significance should be preserved to the maximum extent feasible;
6. Rehabilitation or reuse of the existing building would not be feasible; and
7. The demolition, removal or relocation of the building without an approved replacement building should not have an adverse impact on the surrounding neighborhood.

Analysis: The project site is developed with a vacant 4,400 square foot commercial building, a 1,292-square foot historic house which is currently used as a commercial office, accessory storage structures, and a parking lot. The project includes the demolition of all the structures except the historic building. The maintenance of the vacant commercial building could result in a nuisance or jeopardize public health and safety. Additionally, the demolition would facilitate the construction of the hotel which, as described above is compatible with the surrounding neighborhood. Re-use or rehabilitation of the existing building would not be practical given the small size of the building. The demolition would not remove residential units from the existing housing stock.

The 4,400-square foot commercial building to be demolished is not historic. The historic building located at 615 Stockton Avenue will be relocated and reused onsite as part of the hotel's office space. This building is a structure of merit and would be preserved.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

An Initial Study (IS) and Mitigated Negative Declaration (MND) were prepared by the Director of Planning, Building, and Code Enforcement for the subject rezoning. The documents were circulated for public review between October 9, 2019 to October 30, 2019.

Comment letters in response to the circulated Initial Study and MND (IS/MND) were received from the two public agencies and approximately 20 different community members for a total of 24 comment

letters/emails. The comment letter address community concerns regarding traffic, historic significance of the neighborhood, inconsistencies with the existing neighborhood characteristics, safety, privacy intrusion, and overall inconsistency with the general plan designation.

The primary environmental issues addressed in the Initial Study includes potential impacts on the physical development of the site on: air quality, biological resources, cultural resources, and noise. The MND includes mitigation measures that would reduce any potentially significant project impacts to a less-than-significant level. The mitigation measures will be included in the project in the form of development standards for the Planned Development Zoning, as well as, in a Mitigation Monitoring and Reporting Program. The entire MND, Initial Study, associated technical studies, and Response to Comments (responses to public comments during the MND public circulation period) are available for review on the Planning web site at: www.sanjoseca.gov/negatedeclarations

PUBLIC OUTREACH

Staff followed Council Policy 6-30: Public Outreach Policy in order to inform the public of the proposed project. A notice of the public hearing was distributed to the owners and tenants of all properties located within 1,000 feet of the project site and posted on the City website. The staff report is also posted on the City's website. Below is a general summary of the comments by members of public. Exhibit K attached to the staff report, contains written comments and concerns received regarding the project.

A community meeting was held to introduce the proposed project to the community. The meeting was held on August 29, 2019 to gather additional feedback and introduce the revised project description.

August 29, 2019 Community Meeting
Number of Attendees: 50
Comments and Concerns
Concerns regarding proposed roof deck
Concerns regarding proximity of 5-story, hotel next to single-family neighborhood
Concerns regarding height and shade/shadow impacts
Loss of privacy
Traffic
Inappropriate location for hotel use
Concerns regarding reduced parking and potential impact to neighborhood streets
Concerns regarding 0-foot setback on Schiele and Stockton Avenue
Mixed comments regarding the design of the building—ranging from the building is an eyesore to the building is nicely designed however inappropriate for the neighborhood location.
Safety concerns, strangers coming into the neighborhood
Preference for Spanish design style
How will employee parking work during shift changes?
Speed of drivers is a concern
24-hour operation is bad

Staff received multiple comment letters including a petition signed by over 100 nearby residents regarding the project (see Attachment M). A summary of the project letters and petition is included below:

Public Correspondence Summary of Comments and Concerns (Attachment M)
The site would be better fit for housing.
The design of the building has too much glass and metal.
Design is inconsistent with neighborhood
Traffic concerns
Preference for strip mall development or coffee shop restaurant
Commercial is an inappropriate use for the site. The General Plan Amendment and Rezoning should not be approved.
The hotel is not consistent with the NCC land use designation as it does not benefit the direct neighborhood.
The College Park Caltrain station is not a sufficient transit stop to qualify the project for a parking reduction.
The hotel use is not acceptable.
Security for children and Grandchildren
Unsavory and Illegal Business
Noise concerns
Impact on Historic Neighborhood
Impact of property values
Aesthetic deterioration from commercial activity
Roof top bar would be source of noise and parties
Support for project as it would buffer the industrial uses on the other side of Stockton
Loading Dock concerns
Smoking to occur along shared property line

The project was reviewed by Planning Staff for conformance with the City's General Plan, Municipal Code, and applicable policies, goals, and strategies.

Parking, Circulation, and Traffic Concerns

As stated above, the project would request up to a 50% parking reduction of the required parking for a hotel use, as permitted through Section 20.90.220 of the San José Municipal Code. To support the proposed parking reductions, the hotel would provide the required bicycle parking for the project and the project site meets the location requirement for the reduction as it is within 2,000 feet of a train station.

Staff notes the Municipal Code does not specify the level of service required for the train station and although the College Park train station has limited service, the project site is also in close proximity to Diridon Station (0.8 miles away) and several bus lines. Furthermore, the project would be conditioned to implement the TDM Program for the life of the project which would include a free hotel shuttle, a TDM coordinator, rideshare and bicycle share on-site, and free VTA eco passes for employees. The TDM measures, provision of bicycle parking, and site's proximity to transportation is intended to reduce the project's need for parking on and off-site. Furthermore, the proposed parking reduction is consistent with the General Plan's goals to support development which encourages other modes of transportation and reduces the City's reliance of driving and parking.

Additionally, the project was reviewed for potential impacts on Transportation in the Initial Study/Mitigated Negative Declaration prepared for the project. The project did not result in any required street improvements as mitigation measures. The project would however be required to construct a 12-

foot wide Schiele Avenue sidewalk and a 10-foot wide sidewalk along Stockton Avenue. The project proposes a timed (10AM to 2PM) freight loading zone on Stockton Avenue which will be coordinated with City Staff to provide loading space for trucks as well as additional hotel passenger needs. Loading on-site would be infeasible due to the site constraints. The loading operations were in the Traffic Report prepared for the project and found adequate.

The speed limits on Stockton Avenue and Schiele Avenue are not proposed to change. To reduce vehicular circulation on Schiele Avenue, the project has oriented all auto access points along Stockton Avenue.

Design, privacy, and historic building

As detailed in the Commercial Design Guidelines and General Plan sections above, the project is consistent with the intent of the City's Commercial Design Guidelines and goals and policies of the General Plan related to neighborhood compatibility and design. Design is subjective so the Design Guidelines help the City to review the design of proposed project. The hotel's design emphasizes the commercial corner and uses design techniques such as stepbacks, setbacks, window orientation, and landscaping to respect the adjacent neighboring properties. The placement of the windows and building stepback and setbacks were designed to limit views of hotel users onto the nearby residential properties. The project plans included shadow studies which show the majority of shadows cast by the project, would be cast to the north and east of the site; away from the residential neighborhood.

As part of the project's environmental review, a historic report and supplemental memo were prepared to analyze the on-site and off-site historic structures. The historic report noted there are three historic structures within the project vicinity listed on the City's Historic Resource Inventory, 738 Schiele, 580 Stockton Avenue, and 630 Stockton Avenue. However, there is no designated historic district identified within the project's vicinity and the historic report found that given the project's distance from the three nearby historic structures, project design, and relocation of the historic home on site, the proposed changes would not adversely impact the historic resources.

Roof Deck/Outdoor Uses

The roof deck for the hotel does not include a bar; it is a place for hotel guests to relax and only moveable seating and planters would be provided on the roof deck. The roof deck has been designed to be oriented away from the neighborhood and toward Stockton Avenue. The project includes conditions of approval to prohibit amplified music and require the alcohol sales to remain interior to the hotel. Additionally, the hotel does not include an event center nor intend to host events. The outdoor guest spaces are anticipated to have similar functions as residential balconies or backyards. As described in the project's Operations Management Plan (Exhibit K), the hotel would maintain a 100% smoking free facility and would not allow smoking within the hotel or on the hotel premises.

Hotel Use and Unsavory Business

The project site is comprised of two sites. The corner site (623 Stockton Avenue) has an existing commercial land use designation and zoning district. Although vacant, the building on-site was developed as a commercial use. The adjacent project site (615 Stockton Avenue) has a residential general plan land use designation and commercial zoning district. The site is currently a commercial law office. The proposed General Plan Amendment and Rezoning would align the existing commercial uses of the site and commercial zoning districts with the General Plan's Neighborhood Community Commercial land use designation. A commercial land use is a more appropriate land use designation since the project site is across the street from the high intensity Transit Employment Center Land Use Designation and HI Heavy Industrial Zoning District and new residential uses near heavy industrial uses are discouraged. The Transit Employment Center General Plan land use designation allows heights up to 25 stories and a 12:1 Floor Area Ratio. The 5-story, hotel use with an approximately 2.6 Floor Area Ratio would be buffer between the


Residential Neighborhood and Transit Employment Center general plan land use designation. Finally, the petition referenced the 2010 General Plan, this project was reviewed and considered pursuant to the current governing general plan, Envision San José 2040 adopted in November 2011 by City Council.

The hotel use is an allowed use in the CP Commercial Pedestrian Zoning District and the project conforms to the development standards prescribed in the Municipal Code as well as the goals and policies of the General Plan. The project's use and operation would be required to conform with all local, state, and Federal laws. Additionally, as stated in the Operations Management Plan, the project would develop a security plan which would include security camera system.

Noise

As part of the environmental review of the project, a noise and vibration assessment was conducted to understand the impacts of the project on its surrounding environment. The hotel noise is expected to primarily result from vehicular traffic on Stockton Avenue. The roof deck noise would be limited. The roof deck railing would be designed with a ½-inch thick laminate glass railing system, three and a half feet tall to limit the sound emitted from the roof deck. Additionally, the project conditions of approval prohibit outdoor speakers and amplified music on the roof deck.

Project Manager: Cassandra van der Zweep

Approved by:  , Deputy Director for Rosalynn Hughey, Planning Director

ATTACHMENTS:

Exhibit A: Vicinity Map

Exhibit B: General Plan Map

Exhibit C: Proposed General Plan Map

Exhibit D: Zoning Map

Exhibit E: General Plan Ordinance

Exhibit F: Rezoning Ordinance

Exhibit G: Special Use Permit Resolution

Exhibit H: Environmental Document and MMRP

Exhibit I: Plat Map

Exhibit J: Special Use Permit Plan Set

Exhibit K: Operations Management Plan

Exhibit L: Transportation Demand Management Program

Exhibit M: Public Correspondence

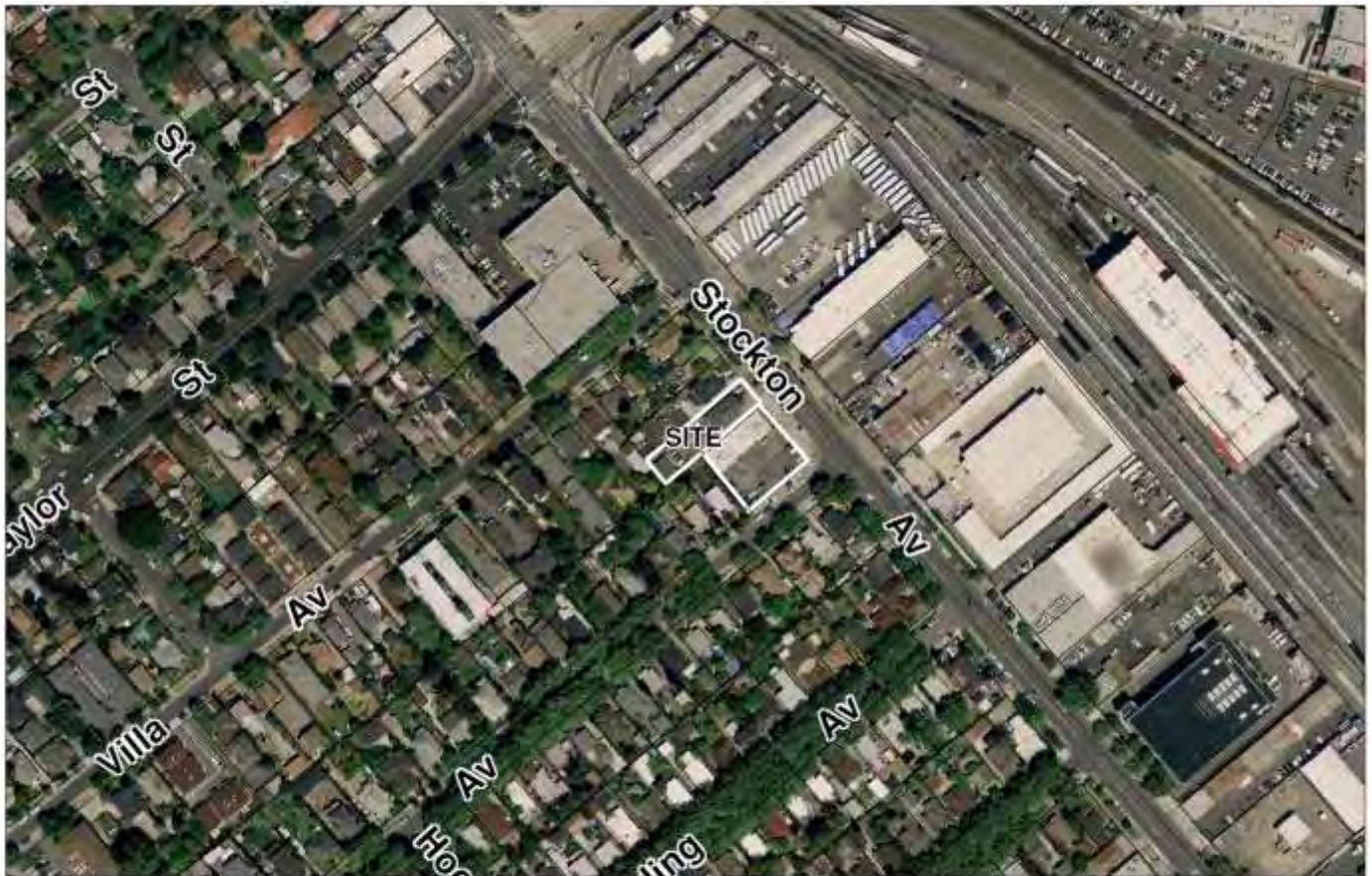
Owner:

Infinite Investment Realty Corporation
Attn: Alan Nguyen
1168 Park Avenue
San José, CA 95126

Applicant:

Infinite Investment Realty Corporation
Attn: Alan Nguyen
1168 Park Avenue
San José, CA 95126

Exhibit A: Aerial of Site



File No: GP18-013 & C18-039
District: 6

AERIAL



Prepared by the Department of Planning
Building and Code Enforcement
11/5/2018

Exhibit B: Existing General Plan



File No: GP18-013 & C18-039

District: 6

GENERAL PLAN



Prepared by the Department of Planning,
Building and Code Enforcement
11/5/2018

Exhibit C: Proposed General Plan

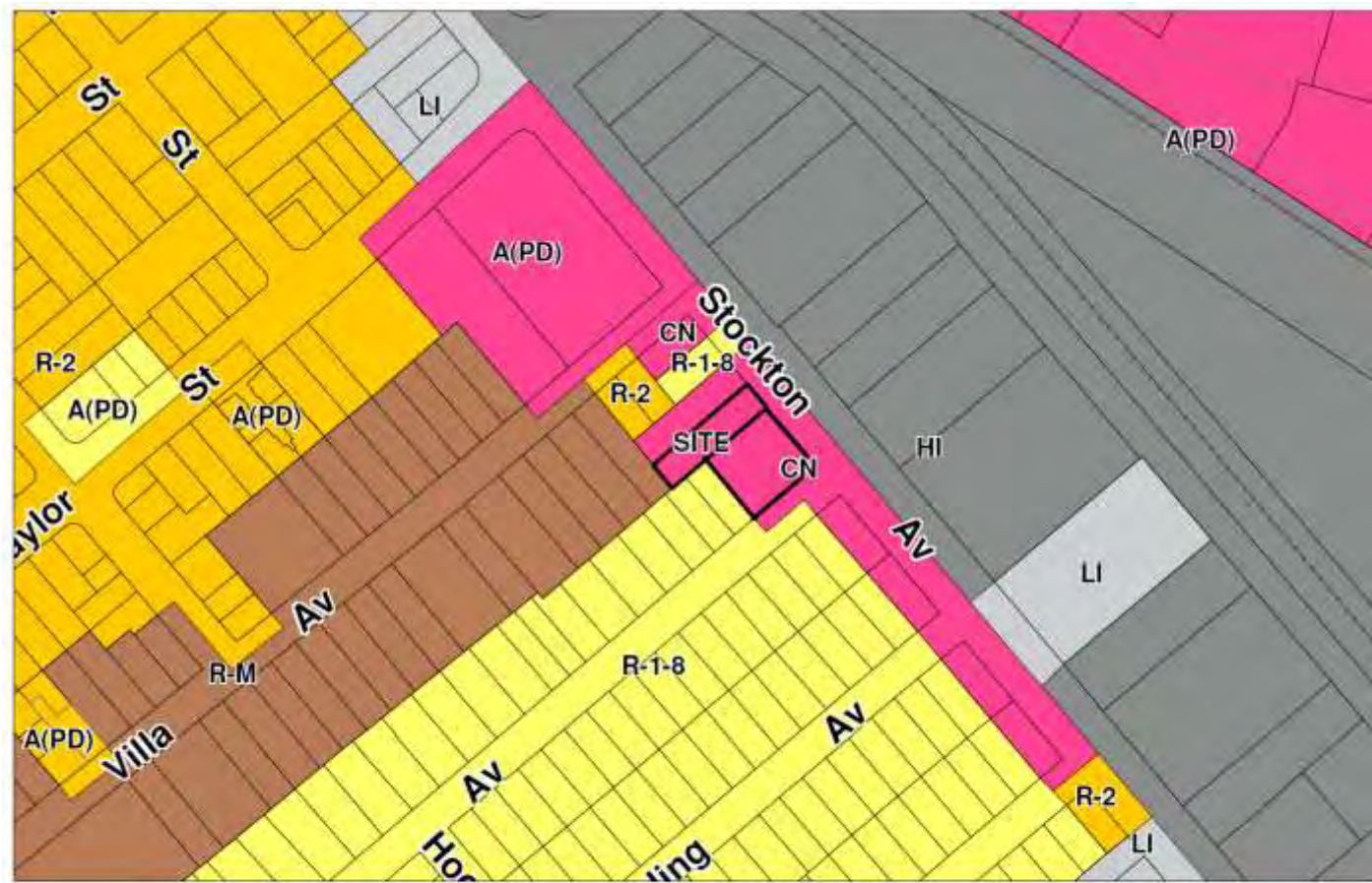


File No: GP18-013 & C18-039

District: 6

PROPOSED GENERAL PLAN

Exhibit D: Zoning Map



File No: GP18-013 & C18-039
District: 6

ZONING

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE AMENDING THE ENVISION SAN JOSE 2040 GENERAL PLAN PURSUANT TO TITLE 18 OF THE SAN JOSE MUNICIPAL CODE TO MODIFY THE LAND USE/TRANSPORTATION DIAGRAM TO NEIGHBORHOOD COMMUNITY/COMMERCIAL AT 623 STOCKTON AVENUE

Fall 2019 General Plan Amendment Cycle (Cycle 2)

GP18-013

WHEREAS, the City Council is authorized by Title 18 of the San José Municipal Code and state law to adopt and, from time to time, amend the General Plan governing the physical development of the City of San José; and

WHEREAS, on November 1, 2011, the City Council adopted the General Plan entitled, "Envision San José 2040 General Plan, San José, California" by Resolution No. 76042, which General Plan has been amended from time to time (hereinafter the "General Plan"); and

WHEREAS, in accordance with Title 18 of the San José Municipal Code, all general and specific plan amendment proposals are referred to the Planning Commission of the City of San José for review and recommendation prior to City Council consideration of the amendments; and

WHEREAS, on January 29, 2020, the Planning Commission held a public hearing to consider the proposed amendment to the General Plan, File No. GP18-013 specified in Exhibit "A" hereto ("General Plan Amendment"), at which hearing interested persons were given the opportunity to appear and present their views with respect to said proposed amendments; and

WHEREAS, at the conclusion of the public hearing, the Planning Commission transmitted its recommendations to the City Council on the proposed General Plan Amendment; and

WHEREAS, on _____, 2020, the Council held a duly noticed public hearing; and

WHEREAS, a copy of the proposed General Plan Amendment is on file in the office of the Director of Planning, Building and Code Enforcement of the City, with copies submitted to the City Council for its consideration; and

WHEREAS, pursuant to Title 18 of the San José Municipal Code, public notice was given that on January 28, 2020, at 6:00 p.m. in the Council Chambers at City Hall, 200 East Santa Clara Street, San José, California, the Council would hold a public hearing where interested persons could appear, be heard, and present their views with respect to the proposed General Plan Amendment (Exhibit "A"); and

WHEREAS, prior to making its determination on the General Plan Amendment, the Council reviewed and adopted the Mitigated Negative Declaration for File Nos. GP18-013, C18-039, and SP18-060 (Resolution No. _____) in accordance with the California Environmental Quality Act; and

WHEREAS, the General Plan Amendment will not result in inconsistent zoning because a portion of the site has consistent zoning and the balance of the site is being concurrently rezoned to a consistent zoning district pursuant to File No. C18-039; and

WHEREAS, the Council is the decision-making body for the proposed General Plan Amendment;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE
AS FOLLOWS:

SECTION 1. The Council's determination regarding General Plan Amendment File No. GP18-013 is hereby specified and set forth in Exhibit "A," attached hereto and incorporated herein by reference.

SECTION 2. This Resolution shall take effect thirty (30) days following the adoption of this Resolution.

ADOPTED this _____ day of _____, 2020, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

SAM LICCARDO
Mayor

ATTEST:

TONI J. TABER, CMC
City Clerk

STATE OF CALIFORNIA

COUNTY OF SANTA CLARA

)
) ss
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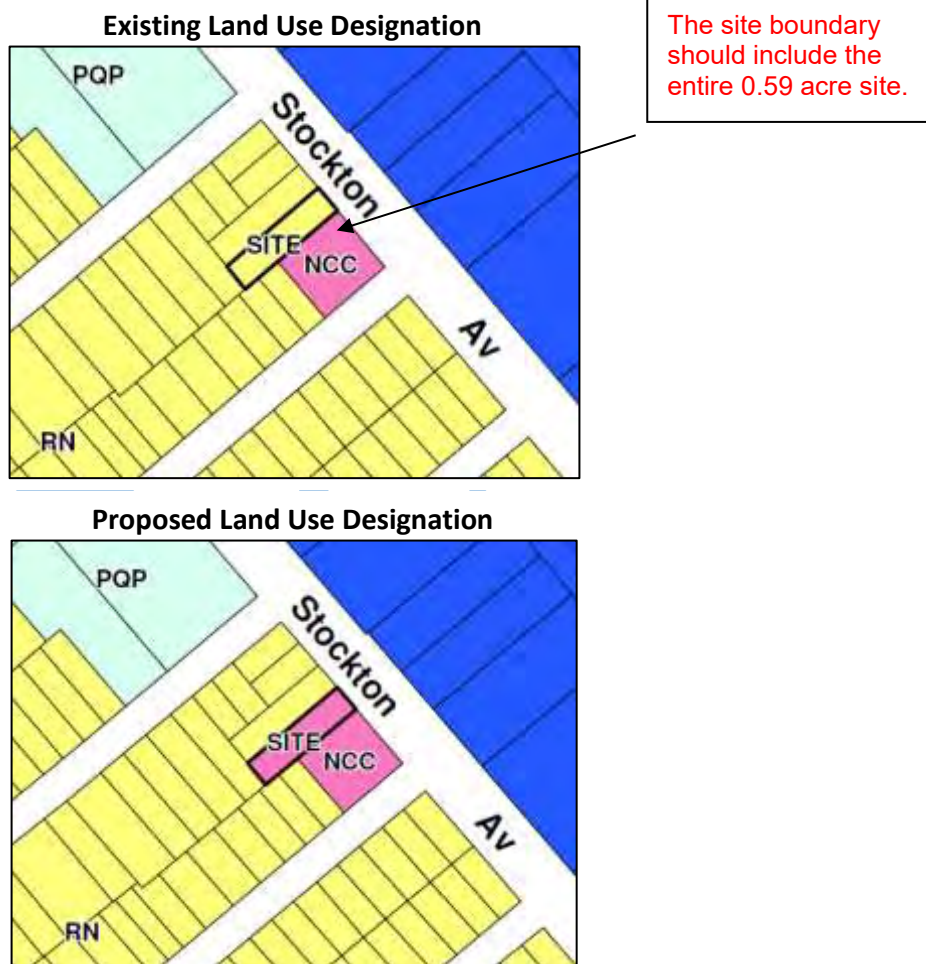
I hereby certify that the amendments to the San José General Plan specified in the attached Exhibit A were adopted by the City Council of the City of San José on _____, as stated in its Resolution No. _____.

Dated: _____

TONI J. TABER, CMC
City Clerk

EXHIBIT "A"

File No. GP18-013. A General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Residential Neighborhood to Neighborhood/Community Commercial on a 0.20-gross acre portion of the 0.59-gross acre site located at 623 Stockton Avenue (Infinite Investment Realty Corporation – Owner).



Council District: 6.

DRAFT

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF SAN JOSE REZONING CERTAIN REAL PROPERTY ON AN APPROXIMATELY 0.59-GROSS ACRE SITE SITUATED ON THE NORTHWEST CORNER OF STOCKTON AVENUE AND SCHIELE AVENUE (615 AND 623 STOCKTON AVENUE) FROM THE CN COMMERCIAL NEIGHBORHOOD ZONING DISTRICT TO THE CP COMMERCIAL PEDESTRIAN ZONING DISTRICT

WHEREAS, all rezoning proceedings required under the provisions of Chapter 20.120 of Title 20 of the San José Municipal Code have been duly had and taken with respect to the real property hereinafter described; and

WHEREAS, a Mitigated Negative Declaration was prepared in conformance with the California Environmental Quality Act of 1970 (CEQA), as amended, for the subject rezoning to the CP Commercial Pedestrian Zoning District under File No. C18-039 (the “MND”); and

WHEREAS, the City Council of the City of San José is the decision-making body for the proposed subject rezoning to the CP Commercial Pedestrian Zoning District; and

WHEREAS, this Council of the City of San José has considered, approved and adopted said MND and related Mitigation Monitoring and Reporting Program under separate City Council resolution prior to taking any approval actions on the project; and

WHEREAS, the proposed rezoning is consistent with the designation of the site in the applicable General Plan.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF SAN JOSE:

SECTION 1. The recitals above are incorporated herein.

SECTION 2. All that real property hereinafter described in this section, hereinafter referred to as "subject property," is hereby rezoned as CP Commercial Pedestrian Zoning District. The subject property referred to in this section is all that real property situated in the County of Santa Clara, State of California, described and depicted in Exhibit "A" attached hereto and incorporated herein by this reference.

SECTION 3. The district map of the City is hereby amended accordingly.

SECTION 4. The land development approval that is the subject of City File No. C18-039 is subject to the operation of Part 2.75 of Chapter 15.12 of Title 15 of the San José Municipal Code. The applicant for or recipient of such land use approval hereby acknowledges receipt of notice that the issuance of a building permit to implement such land development approval may be suspended, conditioned or denied where the City Manager has determined that such action is necessary to remain within the aggregate operational capacity of the sanitary sewer system available to the City of San José or to meet the discharge standards of the sanitary sewer system imposed by the California Regional Water Quality Control Board for the San Francisco Bay Region.

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PASSED FOR PUBLICATION of title this _____ day of _____, 2020 by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

SAM LICCARDO
Mayor

ATTEST:

TONI J. TABER, CMC
City Clerk

DRAFT

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE APPROVING, SUBJECT TO CONDITIONS, A SPECIAL USE PERMIT TO ALLOW THE DEMOLITION OF AN APPROXIMATELY 4,400-SQUARE FOOT COMMERCIAL BUILDING, RE-LOCATE AND RE-PURPOSE THE EXISTING 1,292-SQUARE FOOT HISTORIC STRUCTURE, AND CONSTRUCT A 120-ROOM, FIVE-STORY HOTEL INCLUDING OUTDOOR USES (OUTDOOR GUEST AREA INCLUDING A ROOF DECK) WITHIN 150 FEET OF RESIDENTIAL USES ON AN APPROXIMATELY 0.59-GROSS ACRE SITE, LOCATED ON THE NORTHWEST CORNER OF STOCKTON AVENUE AND SCHIELE AVENUE (615 AND 623 STOCKTON AVENUE)

FILE NO. SP18-060

WHEREAS, pursuant to the provisions of Chapter 20.100 of Title 20 of the San José Municipal Code, on October 31, 2018, an application (File No. SP18-060) was filed by the applicant, Alan Nguyen, on behalf of Infinite Investment Realty Corporation, with the City of San José for a Special Use Permit, subject to conditions, to demolish an approximately 4,400-square foot commercial building, re-locate and re-purpose the existing 1,292-square foot historic structure, and construct a 120-room, five-story hotel including outdoor uses (outdoor guest area including a roof deck) within 150 feet of residential uses on an approximately 0.59-gross acre site on that certain real property situated in the CP Commercial Pedestrian Zoning District and located on the northwest corner of Stockton Avenue and Schiele Avenue (615 and 623 Stockton Avenue, San José, which real property is sometimes referred to herein as the “subject property”); and

WHEREAS, the subject property is all that real property more particularly described in Exhibit "A," entitled “Legal Description,” which is attached hereto and made a part hereof by this reference as if fully set forth herein; and

WHEREAS, pursuant to and in accordance with Chapter 20.100 of Title 20 of the San José Municipal Code, the Planning Commission conducted a hearing on said application on January 29, 2020, notice of which was duly given; and

WHEREAS, at said hearing, the Planning Commission gave all persons full opportunity to be heard and to present evidence and testimony respecting said matter; and

WHEREAS, at said hearing, the Planning Commission made a recommendation to the City Council respecting said matter based on the evidence and testimony; and

WHEREAS, pursuant to and in accordance with Chapter 20.100 of Title 20 of the San José Municipal Code, this City Council conducted a hearing on said application, notice of which was duly given; and

WHEREAS, at said hearing, this City Council gave all persons full opportunity to be heard and to present evidence and testimony respecting said matter; and

WHEREAS, at said hearing this City Council received and considered the reports and recommendations of the City's Planning Commission and City's Director of Planning, Building and Code Enforcement; and

WHEREAS, at said hearing, this City Council received in evidence a development plan for the subject property entitled, "Stockton Hotel," dated revised on December 31, 2019, said plan is on file in the Department of Planning, Building and Code Enforcement and is available for inspection by anyone interested herein, and said plan is incorporated herein by this reference, the same as if it were fully set forth herein; and

WHEREAS, said public hearing before the City Council was conducted in all respects as required by the San José Municipal Code and the rules of this City Council; and

WHEREAS, this City Council has heard and considered the testimony presented to it at the public hearing, and has further considered written materials submitted on behalf of the project applicant, City staff, and other interested parties;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE THAT:

After considering all of the evidence presented at the Public Hearing, the City Council finds that the following are the relevant facts regarding this proposed project:

- 1. Site Description and Surrounding Uses.** The project site, comprised of two lots, is located on the northwest corner of Stockton Avenue and Schiele Avenue within the City of San José at 615 and 623 Stockton Avenue.

The project site is developed with a vacant 4,400-square foot commercial building and a 1,292-square foot historic house which is currently used as a commercial office, accessory storage structures, and a parking lot. Three driveways provide access to the site; one driveway along Schiele Avenue and two driveways along Stockton Avenue.

The project site is bounded by Schiele Avenue to the south and Stockton Avenue to the east. Located north, south, and west of the project site are single-story residences. East of the project site is Stockton Avenue, across Stockton Avenue are commercial and light industrial uses.

- 2. Project Description.** The project includes a Special Use Permit to allow the demolition of the existing 4,400-square foot building and accessory storage structures on-site, and the construction of a 67,780 square foot, 5-story hotel room with 120 guest rooms. The 1,292-square foot historic building at 623 Stockton Avenue would be relocated to the southwest portion of the site, along Schiele Avenue, and re-purposed as the hotel's back of house and offices. The hotel would include a ground floor lobby, café with a bar, gym and small meeting room, four guest room balconies located on the second floor, and a 3,000-square foot roof deck for hotel guest use. The hotel would have two levels of underground parking accessible from Stockton Avenue. Two driveways along Stockton Avenue would be used for the hotel operations; one driveway would allow ingress and egress to the underground parking and guest drop-off area, on-site. The second, egress only, driveway on Stockton Avenue would allow vehicles to exit from the underground parking garage and the ground floor hotel drop-off/pick-up

space. No driveways would remain on the project's Schiele Avenue frontage. An up to 50% parking reduction is requested for the development. The project would provide 63% of the required parking spaces on-site including eighty-two (82) parking spaces, five (5) motorcycle parking spaces, and fourteen (14) bicycle parking spaces. To support the parking reduction, the project would implement a Transportation Demand Management (TDM) Plan for the life of the project. The TDM Plan would include a hotel guest shuttle, on-site bicycle share program, on-site car share program, free VTA Smart Pass cards for hotel employees and a dedicated 37-foot passenger loading space for ride share service drop-off and pick-up along Stockton Avenue.

The hotel is anticipated to employ a total of 25 employees with a maximum of ten (10) employees per shift. Employees would include maintenance, café/bar manager, sales directors, a general manager, housekeeping staff, and front desk personnel. The hotel's front desk would be staffed with at least one employee throughout the day. The ground floor café/bar, ancillary to the hotel use, would be open from 10AM to midnight, daily. The roof deck would be available to hotel guests from 10AM to 10PM, daily. No outdoor speakers or amplified music would be permitted on the roof deck. The intent of the roof deck is to provide an outdoor space for hotel guests to relax. Moveable chairs and planters would be located on the roof deck space for hotel guests' use.

Permits

Due to concurrent review procedures, multiple permits may be heard together using the procedure for the higher level permit, provided separate findings are made for each required permit and approval. The project covers the following: Site Development Permit for construction of the project, Special Use Permit for an outdoor use within 150 feet of a residential use, exception findings for the additional 10 feet in building height, and demolition findings to demolish the existing commercial structure.

3. **General Plan Conformance.** The 615 and 623 Stockton Avenue parcels have a General Plan Land Use/Transportation Diagram land use designation of Neighborhood/Community Commercial. The Neighborhood Community/Commercial designation supports a very broad range of commercial activity, including commercial uses that serve the communities in neighboring areas, such as neighborhood serving retail and services and commercial/professional office development. Neighborhood/Community Commercial uses typically have a strong connection to and provide services and amenities for the nearby community and should be designed to promote that connection with an appropriate urban form that supports walking, transit use and public interaction. General office uses, hospitals and private community gathering facilities are also allowed in this designation. The Neighborhood Community/Commercial land use designation allows a commercial floor area ratio (FAR) up to 3.5.

The project is consistent with the following Major Strategies, goals, and policies of the Envision San José 2040 General Plan:

- a) Commercial Lands Goal LU-4.1: Retain existing commercial lands to provide jobs, goods, services and entertainment, and other amenities for San José's workers, residents and visitors.
- b) Fiscal Sustainability Policy FS-4.1: Preserve and enhance employment land acreage and building floor area capacity for various employment activities because they provide revenue, near-term jobs, contribute to our City's long-term achievement of economic development and job growth goals, and provide opportunities for the development of retail to serve individual neighborhoods, larger community areas, and the Bay Area.
- c) Neighborhood Serving Commercial Goal LU-5: Locate viable neighborhood-serving commercial uses throughout the City in order to stimulate economic development, create complete neighborhoods, and minimize vehicle miles traveled. High-Quality Living Environments.
- d) Land Use Policy LU-9.2: Facilitate the development of complete neighborhoods by allowing appropriate commercial uses within or adjacent to residential and mixed-use neighborhoods.

Analysis: The General Plan Amendment, Rezoning, and Special Use Permit would establish a 0.59-gross acre site with a common General Plan land use designation and zoning district and would allow the development of a hotel. The development of the hotel would bring a new commercial use to the underutilized site and provide hotel rooms for the surrounding area. The hotel is approximately 2.5 miles from the Norman Y. Mineta San José International Airport and the new hotel would augment accommodation options for visitors to the City while generating jobs and transit occupancy tax revenue. The café/bar on the ground floor is intended for hotel guests, but in an effort to provide more services to the surrounding neighborhood, the food services and on-site drink service would be open to the surrounding neighborhood.

- e) Major Strategy #4: Innovation/Regional Employment Center: The Innovation/Regional Employment Center Major Strategy emphasizes economic development within the City to support San José's growth as a center of innovation and regional employment. To implement the Major Strategy, the General Plan (Plan) focuses employment growth in the Downtown, in proximity to regional and transit facilities, and on existing employment lands citywide, while also encouraging the development of neighborhood serving commercial uses throughout the community and close to the residents they serve. The General Plan preserves employment lands and promotes the addition of new employment lands when opportunities arise.
- f) Land Use Policy LU-4.3: Concentrate new commercial development in identified growth areas and other sites designated for commercial uses on the Land Use/Transportation Diagram. Allow new and expansion of existing commercial

development within established neighborhoods when such development is appropriately located and designed, and is primarily neighborhood serving.

- g) Attractive City Policy CD-1.1: Require the highest standards of architectural and site design, and apply strong design controls for all development projects, both public and private, for the enhancement and development of community character and for the proper transition between areas with different types of land uses.
- h) Compatibility Policy CD-4.9: For development subject to design review, ensure the design of new or remodeled structures is consistent or complementary with the surrounding neighborhood fabric (including but not limited to prevalent building scale, building materials, and orientation of structures to the street).

Analysis: The hotel is designed to be compatible with the established neighborhood to the west. The single-story historic building would be relocated along Schiele Avenue to continue the neighborhood pattern of single-family houses and establish a larger buffer between the existing neighborhood and new five-story hotel building. The northwestern portion of the hotel is setback from the shared residential property line 16 feet on the first and second floor, and 56 feet two-inches, on the third, fourth, and fifth floors which would reduce the impact of the building's massing on the surrounding established neighborhood. The roof deck is oriented towards Stockton Avenue to reduce privacy concerns for the adjacent neighborhood as roof deck users' views would be directed towards Stockton. Additionally, the windows along the western façade are designed at an angle to direct hotel room views towards Schiele Avenue and preserve the adjacent residential properties' privacy.

While modern in design, the materials, color, and building elements reflect the surrounding neighborhood fabric. Craftsman Style is a dominant architectural style of the surrounding neighborhood. The hotel's ground floor along Schiele Avenue utilizes residential scale windows rather than storefront glazing to tie the building's façade into the existing neighborhood. The façade uses a mix of fiber content planks, composite wood panels and stucco to echo the materiality of the neighborhood. The hotel's windows were selected to mimic the Craftsman style windows, paired together with a simple frame to add relief to the building façade.

- i) Land Use Policy LU-5.2: To facilitate pedestrian access to a variety of commercial establishments and services that meet the daily needs of residents and employees, locate neighborhood-serving commercial uses throughout the city, including identified growth areas and areas where there is existing or future demand for such uses.

Analysis: The site is not within an identified growth area (i.e., Urban Village) of the city; however, the project has been designed to facilitate pedestrian access. The minimal building setback on the street corner, canopies, and transparent ground floor design are pedestrian-friendly design principals incorporated into the project.

The hotel would have a primary and easily-identifiable pedestrian entrance at the corner of Stockton Avenue and Schiele Avenue and the ancillary café would be located on the ground floor which is designed with large transparent windows. The café activity would activate the Stockton Avenue and Schiele Avenue frontages with ground floor commercial activities. The reduced parking on-site and free hotel shuttle would discourage hotel patrons from bringing a car to the site and encourage the hotel patrons to utilize the shuttle for trips to and from the airport and Diridon Station. The project site is under one mile from multiple commercial businesses and restaurants on The Alameda, as well as the SAP Center and Diridon Station. This proximity would allow hotel patrons to utilize multiple forms of transportation to access these sites including walking and bicycling.

- j) Land Use Policy LU-14.4: Discourage demolition of any building or structure listed on or eligible for the Historic Resources Inventory as a Structure of Merit by pursuing the alternatives of rehabilitation, re-use on the subject site, and/or relocation of the resource.

Analysis: The project will retain the existing historic structure of merit on-site and repurpose the building for use as the hotel's back of house and offices. The relocation of the building will also provide an additional on-site buffer of the new hotel's five-story mass from the surrounding single-family neighborhood to the west.

3. Zoning Conformance.

The project is located in the CP Commercial Neighborhood Zoning District. The project requires the Site Development Permit findings for construction of the project, Special Use Permit findings for an outdoor use within 150 feet of a residential use and demolition findings to demolish the existing structure.

Use

The CP Commercial Pedestrian Zoning District would allow the property to be used and developed in accordance with the allowable uses shown in the San José Municipal Code Section 20.40.100, Table 20-90, including the project's hotel use.

The project would include outdoor areas for guests to relax, including guest room balconies attached to four guest rooms on the west side of the second floor and a 3,000-square foot roof deck with outdoor seating and landscaping. The outdoor hotel spaces would require a Special Use Permit for the outdoor commercial use within 150 feet of residential uses.

Setbacks

The table below outlines the required setbacks for the CP Commercial Pedestrian Zoning District, pursuant to Table 20-100 of Section 20.40.200 in the San José Municipal Code and the project's setbacks. The front property line is the property line along Schiele Avenue, the side property lines are the western and eastern property

lines along the residential neighborhood and Stockton Avenue, respectively. The rear property line is the northern property line along the CN Commercial Zoning District.

Standard	CP Commercial Pedestrian	Hotel Project
Front Setback	10 feet maximum	0 feet
Side Setback	0 feet, 10 feet minimum along property lines which abut residential uses per Section 20.40.270	Minimum of 10 feet along the western property line, 0 feet along the eastern property line
Rear Setback	25 feet, no rear setback for properties which abut commercial district per Section 20.40.290	0 feet

Consistent with the CP Commercial Pedestrian Zoning District standards, the hotel project would have a 0-foot front setback along Schiele Avenue, a 0-foot side eastern setback along Stockton Avenue, a 10-foot side western setback along the interior property line, and a 0-foot rear setback along the northern commercial zoning district property line.

Height

Table 20-100 of Section 20.40.200 limits the maximum height of the building to 50 feet. However, pursuant to Section 20.40.230 of the San José Municipal Code, elevator shafts, stairwells, accessible bathrooms, roof canopies, mechanical equipment, screening and safety guard rails may exceed the zoning district height limitation by up to 17 feet if the maximum roof area coverage does not exceed 30% and the mechanical equipment and appurtenances are required for the operation and maintenance of the building. The hotel building would be five stories and 50-feet in height to the parapet. The hotel would have an elevator tower, stairwells, and rooftop railing which would project an additional 15 feet thereby making the building with projections up to 65 feet in height. In conformance with the Zoning Code, these projections would not exceed 30% of the roof area. The projections would accommodate the elevator and stairwell height needs for the operation and maintenance of the building and would provide access to the roof deck; best utilizing the site's space.

Parking Requirements

Pursuant to Section 20.90.060, hotels are required to provide one vehicle parking space per guest room or suite and one per employee and one bicycle parking spaces per every ten guest rooms. The 120-guest room hotel with a maximum of 10 employees per shift would require 130 vehicle parking spaces and fourteen (14) bicycle parking spaces.

Pursuant to Section 20.90.220 of the San José Municipal Code, a parking reduction

of up to 50% may be authorized for a development which provides all the required bicycle parking, is within 2,000 feet of an existing rail station, and which implements a transportation demand management (TDM program). The project site is within 2,000 feet of the Caltrain College Park Station rail stop, provides the required bicycle parking, and the project would implement a TDM program. The project is also within 700 feet of bus stops along Taylor Street and under one mile from Diridon Station. The TDM program would include measures such as the provision of a passenger loading zone along Stockton Avenue for use of taxis, private vehicle transportation, and rideshare services, a free guest shuttle, on-site bicycle share program, the availability of on-site car-sharing services for hotel guest and employees, free transit passes for employees, and financial incentives provided to employees who use alternate modes of transportation to and from work.

The hotel would include an up to 50% parking reduction to allow for flexibility for their parking during building permit phase. As proposed, the project would utilize a 37% parking reduction and would provide 82 vehicle parking spaces, 5 motorcycle parking spaces, and 14 bicycle parking spaces on-site, and a transit pass program for all hotel employees. Additionally, the project would designate an on-site TDM manager and develop a campaign to improve transit option awareness and participation in alternative transportation options. The project would not rely on off-site public parking as the TDM and on-site parking would be adequate per the Municipal Code requirements for hotel's needs and would support the 50% parking reduction. The project would be required to implement the TDM plan, as may be amended for the life of the project.

Noise

Pursuant to Table 20-105 of Section 20.40.600 of the San José Municipal Code, commercial uses adjacent to a property used or zoned for residential purposes should not exceed a maximum of 55 decibels in noise level. A noise assessment was completed for the project by Illingworth and Rodkin, Inc. and found the future noise environment at the project site would continue to result primarily from vehicular traffic on Stockton Avenue and Schiele Avenue. To ensure the future outdoor noise level is below 55 decibels at the residential property line, any future mechanical equipment on the rooftop will be required a qualified acoustical consultant to review the noise of the mechanical system and determine appropriate noise reduction measures in compliance with the noise level standards such as enclosures and parapet walls.

- 5. Design Guidelines.** The proposed project complies with the goals and intents of the Commercial Design Guidelines published in May 1990. Specifically, the development is consistent in the following areas:

Setting. Chapter 1: All new structures and uses should be compatible with the character of the existing neighborhood.

Analysis: Residential uses surround the site on the north, south, and west. Stockton Avenue, industrial uses, and commercial uses are located to the east of the corner project site. As a corner site within a commercial zoning district between residential uses to the north, south, and west and heavy industrial uses to the east, the site, as designed would serve as a buffer between the two incompatible uses. The hotel use is compatible with the character of the surrounding neighborhood as it is a commercial use that is very residential in nature providing a place for customers to sleep, eat, and relax. The project's design includes a transition in height and mass at the northwest part of the development to reduce the hotel's presence on the surrounding residential neighborhood. Additionally, landscape planters are located along the western property lines to provide a greater separation between the residential properties and the existing neighborhood and the southwestern property lines to integrate the project's frontage with the residential Schiele Avenue frontage.

The hotel windows would be located and oriented on the hotel to avoid direct lines of sight into adjacent residential private open spaces within 100 feet west of the site. On the western side of the hotel, which would be developed along the western properties' rear yards, fritted (opaque) windows for the hotel's corridor were placed to provide light to the hotel corridor while limiting the views in to the neighboring properties. The hotel room windows along the western façade of the building facing the adjacent western residential properties are oriented to direct the views of the hotel room towards Schiele Avenue.

The driveways are located along Stockton Avenue on the eastern property line. This location directs vehicular visitors to the hotel onto the busier street and places vehicular circulation as far as possible from the residential properties. The parking for the hotel is underground which shields the use from the surrounding neighborhood.

Materials. Chapter 2.E: The choice and use of building materials and colors should be balanced and enhance the substance and character of the building.

Analysis: The hotel's exterior includes a variety of building materials including colored stucco, composite wood panels, fiber cement planks, composite metal panels, acrylic color panels, and bronze frames. The design of the building is balanced with the heavier and darker materials establishing the building's base, touches of color to add visual interest, and glazing on the corner of the building and along the ground floor café and lobby areas to enhance the pedestrian experience.

Service Facilities. Chapter 4.B.4: Trash enclosures should be constructed with masonry walls and heavy wood and/or metal doors and should be architecturally compatible with the project.

Analysis: The majority of the hotel service uses are located on the front property line along Schiele Avenue. The back of house, trash room, and bicycle storage rooms are shielded by a rollup door designed to mimic the size and appearance of a residential garage. Glazed panels are integrated into the roll-up door and a stepped back roof

reduced the scale of this portion of the building.

Chapter 9.C.4: Air conditioning units should not be visible from public streets.

Analysis: The project would use a Variable Refrigerant System in lieu of individual packaged heating and air conditioning units which are internal to the building. Therefore, these units would not be visible from public streets

5. Environmental Review.

An Initial Study (IS) and Mitigated Negative Declaration (MND) were prepared by the Director of Planning, Building, and Code Enforcement for the subject rezoning. The documents were circulated for public review between October 9, 2019 to October 30, 2019.

Comment letters in response to the circulated Initial Study and MND (IS/MND) were received from two public agencies and approximately 20 different community members. The comment letters addressed community concerns regarding traffic, historic significance of the neighborhood, inconsistencies with the existing neighborhood characteristics, safety, privacy intrusion, and overall inconsistency with the general plan designation.

The primary environmental issues addressed in the Initial Study includes potential impacts on the physical development of the site on: air quality, biological resources, cultural resources, and noise. The MND includes mitigation measures that would reduce any potentially significant project impacts to a less-than-significant level. The mitigation measures are included in the project in the form of development standards for the Planned Development Zoning, as well as, in a Mitigation Monitoring and Reporting Program. The entire MND, Initial Study, associated technical studies, and Response to Comments (responses to public comments during the MND public circulation period) are available for review on the Planning web site at: www.sanjoseca.gov/negativedeclarations.

FINDINGS

The City Council concludes and finds, based on the analysis of the above facts, that:

1. Site Development Permit Findings

- a. The Site Development Permit, as approved, is consistent with and will further the policies of the General plan and applicable specific plans and area development policies.

Analysis: As discussed in detail herein, the project is consistent with the General Plan Land Use/Transportation Diagram designation of Neighborhood Community Commercial, as a commercial use which supports walking and that provides a hotel commercial use to the surrounding neighborhood and wider

City. The project is also consistent with the various General Plan policies listed above including land use, compatibility, transportation, and community design policies.

- b. The Site Development Permit, as approved, conforms with the Zoning Code and all other provisions of the San José Municipal Code applicable to the project.

Analysis: As discussed in detail herein, the hotel with outdoor guest areas is consistent with the CP Commercial Pedestrian Zoning District. The outdoor commercial use within 150 feet of residential uses requires the approval of a Special Use Permit.

The hotel is consistent with the required setbacks and height requirements of the CP Commercial Pedestrian Zoning District. The height of the building with projections would be 64 feet. The projections would not exceed 30% of the roof's area and would be used for the hotel's operation and maintenance. The code-required parking of the hotel would be 130 vehicle parking spaces and 14 bicycle parking spaces (two long-term and twelve short-term). Section 20.90.220 of the San José Municipal Code allows projects that are within 2,000 feet of a rapid bus station, train station, or light rail station, that provide all the required bicycle parking, and that implement a Transportation Demand Management (TDM) Program to receive a 50% reduction in parking. The project has a 50% parking reduction. The project provides 82 vehicle parking spaces, 5 motorcycle spaces, and 14 bicycle parking spaces comprised of 2 short-term spaces and 12 long-term spaces. The project would implement a TDM program which includes a hotel shuttle, on-site car-share and bicycle-share programs, and a transit pass program for all the hotel employees. Additionally, the project would designate an on-site TDM manager and develop a campaign to improve transit option awareness and participate in alternative transportation options. The project would not rely on public parking and would maintain the minimum code required parking (with reductions) for the life of the project. Therefore, the parking reduction complies with the Municipal Code.

- c. The Site Development Permit, as approved, is consistent with applicable City Council Policies, or counterbalancing considerations justify the inconsistency.

Analysis: The project is consistent with the City's Public Outreach Policy 6-30. To inform the public of the project, staff followed Council Policy 6-30: Public Outreach Policy. A community meeting coordinated with Council District 6 was held on Thursday, August 29, 2019, to introduce the project to the community and receive feedback. The notices for the community meeting and the public hearings were distributed to the owners and tenants of all properties located within 1,000 feet of the project site and posted on the City website. The staff report is also posted on the City's website. Staff has been available to respond to questions from the public.

- d. The interrelationship between the orientation, location, and elevation of proposed buildings and structures and other uses on-site are mutually compatible and aesthetically harmonious.

Analysis: There are no other uses on the project site other than the hotel and ancillary hotel uses (hotel office, café, bar, etc.). The historic building relocated to Schiele Avenue for use as the hotel office is compatible with the other onsite uses and is aesthetically harmonious with the surrounding neighborhood as well as the hotel building. The relocation provides space on the site for the hotel building to create a pedestrian oriented design with reduced setbacks along the street frontages. The hotel building is oriented towards the street with pedestrian entries along Schiele Avenue and Stockton Avenue. The project's design incorporates canopies and lighting over the entries to enhance the pedestrian experience. Additional design analysis is provided in the Commercial Design Guidelines conformance section.

- e. The orientation, location and elevation of the proposed buildings and structures and other uses on the site are compatible with and are aesthetically harmonious with adjacent development or the character of the neighborhood.

Analysis: The project site is bounded by Schiele Avenue to the south, Stockton Avenue to the east, and single-family residences to the north, south, and west. In response to the corner commercial location, the hotel's massing steps down to the adjacent residential properties to the west of the site and emphasizes its massing and height along Stockton Avenue on the east of the project site, facing other commercial and industrial uses across Stockton Avenue. The project considered its design on all sides of the building ensuring different materials, windows, and facades treatments were utilized on each side of the hotel building. The placement and orientation of windows were designed to be compatible with the adjacent uses. Windows facing the western properties are oriented away or the views obscured from views in the R-1-8 Zoning District neighborhood. The windows along the northern portion of the site were similarly placed so as to not look directly into the residences along the northern property line. The roof deck is oriented towards Stockton Avenue set back 30 feet from the southern property line on Schiele Avenue, over 80 feet from the western property line, 55 feet from the northern property line and 8.5 feet from the eastern property line. Landscaping is placed along the western property line to further buffer the development from the single-family neighborhood.

- f. The environmental impacts of the project, including, but not limited to noise, vibration, dust, drainage, erosion, storm water runoff, and odor which, even if insignificant for purposes of the California Environmental Quality Act (CEQA), will not have an unacceptable negative affect on adjacent property or properties.

Analysis: A Mitigated Negative Declaration was prepared for the 615 Stockton Hotel Project in compliance with the California Environmental Quality Act

(CEQA) and the CEQA Guidelines. The project's impacts are discussed in the Environmental Review section above.

The project development occurs on a parcel that is currently developed with commercial uses. The project includes a TDM plan to reduce automobile trips and is located within a public transit-rich area which will encourage transit use. Building design will reduce massing effects and enhance compatibility with the surrounding uses. Based on the findings of the Initial Study/Mitigated Negative Declaration and as discussed above, the project was found to have no unacceptable negative effects in terms of noise, vibration, dust, drainage, erosion, stormwater runoff or odor on adjacent properties. Construction activities will result in temporary noise and air quality impacts. These temporary impacts are minimized through standard construction mitigation measures and permit conditions, as listed in the project conditions of approval. Based on review of the project by the various City departments, there are no non-CEQA related impacts anticipated for this project. For example, the roof deck will not have any speakers or amplified music, thus eliminating any noise concerns for adjacent properties. There is no outdoor storage of hazardous materials, and given the site's use, no odors are anticipated.

- g. Landscaping, irrigation systems, walls, and fences, features to conceal outdoor activities, exterior heating, ventilating, plumbing, utility and trash facilities are sufficient to maintain or upgrade the appearance of the neighborhood

Analysis: As shown on the approved plan set, the landscaping, irrigation systems, all walls and fences, exterior heating, ventilating, plumbing, utility, and trash facilities are sufficient to maintain and upgrade the appearance of the neighborhood. All mechanical equipment is located within the building not visible from the street or surrounding buildings. The project will provide street trees along the ground floor of the project. Additionally, the project will install new landscaping along the southern and western property lines. The trash facilities will be located on the ground floor and shielded by a roll-up door designed to mimic residential garage doors.

- h. Traffic access, pedestrian access and parking are adequate.

Analysis: The hotel would have ample pedestrian and bicycle access along Stockton Avenue and Schiele Avenue. Bicycle parking would be provided along both street frontages. The hotel lobby would be located at the corner of Schiele Avenue and Stockton Avenue. Eighty-two (82) vehicle parking spaces within two levels of a subterranean parking garage would be provided and accessible through two driveways on Stockton Avenue. The hotel would have a passenger loading and unloading zone on-site for the shuttle and ride share services. Additionally, to prevent queueing within the adjacent residential neighborhoods, the project includes a loading and unloading zone along the project's Stockton frontage. Finally, the project would implement a Transportation Demand

Management Program, described above, to further support the project's parking reduction.

2. Special Use Permit Findings.

- a. The special use permit, as approved, is consistent with and will further the policies of the General Plan and applicable specific plans and area development policies; and

Analysis: In addition to the discussion above, the outdoor commercial use (roof deck and guest balconies) is consistent with the General Plan land use designation of Neighborhood Community Commercial as the outdoor areas are ancillary to the permitted hotel use. Furthermore, the roof deck and guest balconies are consistent with the goals and policies of the General Plan which encourage uses and designs compatible with the neighborhood character. The outdoor guest roof deck and balconies are similar in function to residential outdoor private spaces such as back yards or balconies.

- b. The special use permit, as approved, conforms with the zoning code and all other provisions of the San José Municipal Code applicable to the project; and

Analysis: As discussed above, the hotel's roof deck and balconies are consistent with the zoning code and all provisions of the Municipal Code applicable to the project.

- c. The special use permit, as approved, is consistent with applicable city council policies, or counterbalancing considerations justify the inconsistency; and

Analysis: There are no applicable City Council policies other than those discussed above.

- d. The proposed use at the location requested will not:

- i. Adversely affect the peace, health, safety, morals or welfare of persons residing or working in the surrounding area; or
- ii. Impair the utility or value of property of other persons located in the vicinity of the site; or
- iii. Be detrimental to public health, safety, or general welfare; and

Analysis: The hotel project, including the outdoor use (roof deck and balconies), would not impact the peace, health, safety, morals or welfare of persons residing or working in the surrounding area as the hotel and outdoor areas are similar in nature to a residential use as an open space to rest and relax. The outdoor uses are not anticipated to generate excessive noise, pollution, safety, or moral concerns for persons residing or working in the immediate area.

The project would not impair the utility or value of property of other persons located in the vicinity of the site; or be detrimental to public health, safety or

general welfare. The project would redevelop the corner site with a new development. The project would additionally serve as a buffer between the residences to the west and the heavy industrial zoning district the east. The project is consistent with the requirements of the Zoning Ordinance in terms of parking, height, setbacks, and use. The outdoor hotel balconies and roof deck would not exceed the noise level maximums prescribed in the Zoning Ordinance and detailed in the noise and vibration assessment for the Mitigated Negative Declaration. The roof deck's railings would be conditioned to be a minimum of 3 feet in height with a ½-inch thick laminated glass railing wall system to ensure the exterior noise levels would meet city standards. Further, consistent with the operations and design of the hotel, no amplified music would be allowed on the roof deck or balconies.

- e. The proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this title, or as is otherwise required in order to integrate the use with existing and planned uses in the surrounding area; and

Analysis: As discussed above, the project site is adequate in size and shape to accommodate the development features in order to integrate the hotel use with the surrounding area.

- f. The proposed site is adequately served:
 - i. By highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate; or by other forms of transit adequate to carry the kind and quantity of individuals such use would generate; and
 - ii. By other public or private service facilities as are required.

Analysis: The overall project is adequately accessible by the surrounding street network. The outdoor uses ancillary to the hotel use would not create any additional need for vehicular, pedestrian, or bicycle access beyond the hotel's needs.

- g. The environmental impacts of the project, including but not limited to noise, vibration, dust, drainage, erosion, storm water runoff, and odor which, even if insignificant for purposes of the California Environmental Quality Act (CEQA), will not have an unacceptable negative affect on adjacent property or properties.

Analysis: A Mitigated Negative Declaration was prepared for the 615 Stockton Hotel Project in compliance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The project's impacts are discussed in the CEQA section below. As described above, based on review of the project by all of the various departments, there are no non-CEQA related impacts anticipated for this project and all CEQA impacts can be mitigated to less than significant levels.

5. 3. Demolition Findings: Pursuant to Section 20.80.460 of the San José Municipal Code, the following criteria have been considered to determine whether the benefits of permitting the demolition of the existing building outweighs the impacts of demolition:

- a. The failure to approve the permit would result in the creation or continued existence of a nuisance, blight or dangerous condition;
- b. The failure to approve the permit would jeopardize public health, safety or welfare;
- c. The approval of the permit should facilitate a project which is compatible with the surrounding neighborhood.
- d. The approval of the permit should maintain the supply of existing housing stock in the City of San José;
- e. Both inventoried and non-inventoried buildings, sites and districts of historical significance should be preserved to the maximum extent feasible;
- f. Rehabilitation or reuse of the existing building would not be feasible; and
- g. The demolition, removal or relocation of the building without an approved replacement building should not have an adverse impact on the surrounding neighborhood.

Analysis: The project site is developed with a vacant 4,400-square foot commercial building, a 1,292-square foot historic house which is currently used as a commercial office, accessory storage structures, and a parking lot. The project includes the demolition of all structures except the historic building. The maintenance of the vacant commercial building could result in a nuisance or jeopardize public health and safety. Additionally, the demolition would facilitate the construction of the hotel which, as described above, is compatible with the surrounding neighborhood. Re-use or rehabilitation of the existing building would not be practical given the small size of the building. The demolition would not remove residential units from the existing housing stock.

The 4,400-square foot commercial building to be demolished is not historic. The historic building, located at 615 Stockton Avenue, will be relocated and reused onsite as part of the hotel's office space. This building is a structure of merit and would be preserved.

In accordance with the findings set forth above, a Site Development Permit and Special Use Permit to use the subject property for said purpose specified above and subject to each and all of the conditions hereinafter set forth is hereby **granted**. This City Council expressly declares that it would not have granted this Permit except upon and subject to each and all of said conditions, each and all of which conditions shall run with the land and

be binding upon the owner and all subsequent owners of the subject property, and all persons who use the subject property for the use conditionally permitted hereby.

CONDITIONS

1. **Acceptance of Permit.** Per Section 20.100.290(B) of Title 20 of the San José Municipal Code, should the permittee fail to file a timely and valid appeal of this Site Development Permit and Special Use Permit (collectively "Permit") within the applicable appeal period, such inaction by the permittee shall be deemed to constitute all of the following on behalf of the permittee:
 - a. Acceptance of the Permit; and
 - b. Agreement by the permittee to be bound by, to comply with, and to do all things required of or by the permittee pursuant to all of the terms, provisions, and conditions of this Permit or other approval and the provisions of Title 20 of the San José Municipal Code applicable to such Permit.
2. **Permit Expiration.** The Permit shall automatically expire two (2) years from and after the date of issuance hereof by the City Council, if within such time period, a Building Permit has not been obtained or the use, if no Building Permit is required, has not commenced, pursuant to and in accordance with the provision of this Permit. The date of issuance is the date this Permit is approved by the City Council. However, the Director of Planning may approve a Permit Adjustment/Amendment to extend the validity of this Permit in accordance with Title 20 of the San José Municipal Code. The Permit Adjustment/Amendment must be approved prior to the expiration of this Permit.
3. **Building Permit/Certificate of Occupancy.** Procurement of a Building Permit and/or Certificate of Occupancy from the Building Official for the structures described or contemplated under this Permit shall be deemed acceptance of all conditions specified in this permit and the permittee's agreement to fully comply with all of said conditions. No change in the character of occupancy or change to a different group of occupancies as described by the "Building Code" shall be made without first obtaining a Certificate of Occupancy from the Building Official, as required under San José Municipal Code Section 24.02.610, and any such change in occupancy must comply with all other applicable local and state laws.
4. **Sewage Treatment Demand.** Pursuant to Chapter 15.12 of Title 15 of the San José Municipal Code, acceptance of this Permit by Permittee shall constitute acknowledgement of receipt of notice by Permittee that (1) no vested right to a Building Permit shall accrue as the result of the granting of this Permit when and if the City Manager makes a determination that the cumulative sewage treatment demand of the San José-Santa Clara Regional Wastewater Facility represented by approved land uses in the area served by said Facility will cause the total sewage treatment demand to meet or exceed the capacity of San José-Santa Clara Regional Wastewater Facility to treat such sewage adequately and within the discharge standards imposed on the City by the

State of California Regional Water Quality Control Board for the San Francisco Bay Region; (2) substantive conditions designed to decrease sanitary sewage associated with any land use approval may be imposed by the approval authority; (3) issuance of a Building Permit to implement this Permit may be suspended, conditioned or denied where the City Manager is necessary to remain within the aggregate operational capacity of the sanitary sewer system available to the City of San José or to meet the discharge standards of the sanitary sewer system imposed on the City by the State of California Regional Water Quality Control Board for the San Francisco Bay Region.

5. **Conformance to Plans.** The development of the site shall conform to the approved Permit plans entitled, "Stockton Hotel," dated revised on December 31, 2019 on file with the Department of Planning, Building and Code Enforcement, as may be amended subject to City's approval, and to the San José Building Code (San José Municipal Code, Title 24), as amended. The plans are referred to herein as the "Approved Plan Set."
6. **Scope and Use Authorization of the Permit.** This Permit is to demolish an approximately 4,400-square foot commercial building, re-locate and re-purpose the existing historic structure on-site, and construct a 117-room, five-story hotel including outdoor uses (outdoor guest area including a roof deck) within 150 feet of residential uses, and allow a development exception for an additional 15 feet in height to accommodate the hotel stairwells and elevator shafts, on an approximately 0.59-gross acre site.
7. **Operations Management Plan.** The project shall operate in a manner consistent with the approved Operations Management Plan, incorporated herein by this reference as if fully set forth herein.
8. **Implement Transportation Demand Management (TDM) Plan.** The Transportation Demand Management plan ("TDM Plan"), prepared by Hexagon Transportation Consultants, Inc., dated April 22, 2019, is on file with the Department of Planning, Building and Code Enforcement and is incorporated fully herein by this reference. Based on the TDM measures included in the approved TDM Plan, the project shall meet the 50 percent parking reduction requirement parking conformance (minimum of 65 parking spaces required after reduction). The TDM Plan shall include the following requirements for the life of the project:
 - a. Design features-Entrance Passenger Zone
 - b. Guest Shuttle Services
 - c. On-Site Bicycles for Guest Use
 - d. On-site access to car-share vehicles for hotel employees and guests
 - e. Free annual VTA Eco Pass for employees
 - f. Financial Incentives for employees who bike or walk to work

- g. On-Site TDM manager
9. **Outdoor Uses.** The outdoor area use shall be limited to operation between the hours of 10:00 a.m. and 10:00 p.m. No outdoor speaker, amplified music, public address or paging system shall be installed or maintained on the subject property.
10. **No Sign Approval:** Any signage shown on the approved plan set are conceptual only. No signs are approved at this time. Any additional signage shall be subject to the review and approval by the Director of Planning through a subsequent Permit Adjustment.
11. **Required Vehicular, Motorcycle, and Bicycle Parking.** This project shall conform to the vehicular, motorcycle, and bicycle parking requirements of the Zoning Ordinance, as amended. This Permit authorizes the project to utilize a parking reduction of up to 50%.
- In conformance with the project plans, the project shall provide 82 vehicle parking spaces, 5 motorcycle spaces, and 14 bicycle parking spaces. Any changes to the vehicular, motorcycle, or bicycle parking requires the issuance of a Permit Adjustment or Amendment to the satisfaction of the Director of Planning.
12. **No Extended Construction Hours.** This Permit does not allow any construction activity on a site located within 500 feet of a residential unit before 7:00 a.m. or after 7:00 p.m., Monday through Friday, or at any time on weekends.
13. **Construction Disturbance Coordinator.** Rules and regulation pertaining to all construction activities and limitations identified in this Permit, along with the name and telephone number of a Permittee-appointed disturbance coordinator, shall be posted in a prominent location at the entrance to the job site.
14. **Compliance with Local, State, and Federal Laws.** The subject use shall be conducted in full compliance with all local, and, state, and federal laws.
15. **Discretionary Review.** The Director of Planning, Building and Code Enforcement maintains the right of discretionary review of requests to alter or amend structures, conditions, or restrictions of this Permit incorporated by reference in accordance with Chapter 20.100 of Title 20 of the San José Municipal Code.
16. **Nuisance.** This use shall be operated in a manner that does not create a public or private nuisance or that adversely affects the peace, health, safety, morals or welfare of persons residing or working in the surrounding area or be detrimental to public health, safety or general welfare. Any such nuisance shall be abated immediately upon notice by the City.
17. **Mechanical Equipment.** No roof-mounted or other exterior mechanical equipment shall be located within 120 feet of a residential property line unless a Sound Engineer has certified that noise levels from such equipment will not exceed 55 dBA at the residential property line. All roof mounted mechanical equipment shall be screened from view.

18. **No Generators Approved.** This Permit does not include the approval of any stand-by/backup electrical power generation facility. Any future stand-by/backup generators shall secure appropriate permits and shall conform to the regulations of Title 20 of the Municipal Code.
19. **Window Glazing.** Unless otherwise indicated on the approved plan, all ground floor windows shall consist of a transparent glass.
20. **Lighting Plan.** A lighting plan shall be submitted for lighting features to illuminate all structures and public and private open spaces. Lighting features shall conform to all City and FAA requirements and policies. Photometric measurements shall be provided with the lighting plan.
21. **Generators.** This permit does not include the approval of any stand-by/backup electrical power generation facility. Any future stand-by/backup generators shall secure appropriate permits and shall conform to the regulations of Title 20 of the Municipal Code.
22. **Bicycle Parking Provisions.** This project shall provide a combination of short-term uncovered bike parking as well as long term covered parking consistent with the requirements noted in the Zoning Ordinance.
23. **Anti-Litter.** The site and surrounding area shall be maintained free of litter, refuse, and debris. Cleaning shall include keeping all publicly used areas free of litter, trash, cigarette butts and garbage.
24. **Anti-Graffiti.** During construction, the permittee shall remove all graffiti from buildings, walls and other surfaces within 48 hours of defacement. Upon project completion and/or transfer of ownership, the property owner, and/or Maintenance District shall remove all graffiti from buildings and wall surfaces within 48 hours of defacement.
25. **Loitering.** Loitering shall not be allowed in the public right-of-way adjacent to the subject site.
26. **Refuse.** All trash areas shall be effectively screened from view and covered and maintained in an orderly state to prevent water from entering the garbage container. Trash areas shall be maintained in a manner to discourage illegal dumping.
27. **Outdoor Storage.** No outdoor storage is allowed or permitted unless designated on the approved plan set.
28. **Building and Property Maintenance.** The property owner or management company shall maintain the property in good visual and functional condition. This shall include, but not be limited to all exterior elements of the buildings such as paint, roof, paving, signs, lighting and landscaping.
29. **Colors and Materials.** All building colors and materials are to be those specified on the Approved Plan Set. Any change in building colors and materials shall require a Permit Adjustment.

30. Affordable Housing Financing Plans. The San José City Council ("City") approved the Envision San José General Plan 2040 ("General Plan") in 2011. The General Plan provides the framework for development located in San José .

The City is in the process of developing financing plans to help fund affordable housing and related amenities and services. The financing plans may include the creation of a (i) Community Facilities District(s); (ii) Enhanced Infrastructure Financing District(s); (iii) Property Based Improvement District(s); (iv) Mitigation Impact Fee program(s); (v) Commercial linkage fee program(s); and/or (vi) other financing mechanisms or combination thereof. For example, the City Council has directed City staff to complete studies and make recommendations related to commercial impact fees to help fund affordable housing. These efforts are on-going and there will continue to be other similar efforts to study various funding mechanisms for affordable housing.

By accepting this Permit including the conditions of approval set forth in this Permit, permittee acknowledges it has read and understands all of the above. Permittee further agrees that prior to the issuance of any building permit, the project shall be subject to, fully participate in, and pay any and all charges, fees, assessments, or taxes included in any City Council approved financing plans related to affordable housing, as may be amended, which may include one or more of the financing mechanisms identified above.

31. Building Division Clearance for Issuing Permits. Prior to the issuance of any Building Permit, the following requirements must be met to the satisfaction of the Chief Building Official:

- a. **Construction Plans.** The permit file number, SP18-060, shall be printed on all construction plans submitted to the Building Division.
- b. **Americans with Disabilities Act.** The permittee shall provide appropriate access as required by the Americans with Disabilities Act (ADA), including paths of travel connecting all buildings on the site.
- c. **Emergency Address Card.** The permittee shall file an Emergency Address Card, Form 200-14, with the City of San José Police Department.
- d. **Street Number Visibility.** Street numbers of the buildings shall be easily visible at all times, day and night.
- e. **Construction Plan Conformance.** A project construction plan conformance review by the Planning Division is required. Planning Division review for project conformance will begin with the initial plan check submittal to the Building Division. Prior to any building permit issuance, building permit plans shall conform to the approved Planning development permits and applicable conditions.

32. Construction Disturbance Coordinator. Rules and regulation pertaining to all construction activities and limitations identified in this Permit, along with the name and telephone number of a Permittee-appointed disturbance coordinator, shall be posted

in a prominent location at the entrance to the job site.

33. **Demolition of Structures.** No demolition permits may be issued prior to the submittal of foundation or structural building permits. Demolition Permits may be issued prior to the Final Map approval.
34. **Final Map or Lot Line Adjustment Required.** Prior to the issuance of any Building Permit, the permittee shall secure approval and provide recordation of the final map or a Lot Line Adjustment to consolidate the existing lots.
35. **Landscaping.** Planting and irrigation are to be provided as indicated on the approved plans. Landscaped areas shall be maintained and watered and all dead plant material is to be removed and replaced. Permanent irrigation is to be installed in accordance with Part 4 of Chapter 15.10 of Title 15 of the San José Municipal Code, Water Efficient Landscape Standards for New and Rehabilitated Landscaping and the City of San José Landscape and Irrigation Guidelines.
36. **Landscaping Maintenance.** The permittee shall maintain on-site landscaping areas and landscaping areas along the public right-of-way areas/streets to the satisfaction of the Director of Public Works.
37. **Irrigation Standards.** The permittee shall install an adequately sized irrigation distribution system with automatic controllers in all areas to be landscaped that conforms to the Zonal Irrigation Plan in the Approved Plan Set and is consistent with the City of San José Landscape and Irrigation Guidelines. The design of the system shall be approved and stamped by a California Registered Landscape Architect prior to Certificate of Occupancy.
38. **Certification.** Pursuant to San José Municipal Code, Section 15.10.486, certificates of substantial completion for landscape and irrigation installation shall be completed by licensed or certified professionals and provided to the Department of Planning, Building and Code Enforcement prior to approval of the final inspection of the project.
39. **Street Cleaning and Dust Control.** During construction, permittee shall damp sweep the public and private streets within and adjoining the project site each working day sufficient to remove all visible debris and soil. On-site areas visible to the public from the public right-of-way shall be cleaned of debris, rubbish, and trash at least once a week. While the project is under construction, permittee shall implement effective dust control measures to prevent dust and other airborne matter from leaving the site.
40. **Recycling.** Scrap construction and demolition material should be recycled. Integrated Waste Management staff can provide assistance on how to recycle construction and demolition debris from the project, including information on available haulers and processors.
41. **Lighting.** All exterior lighting shall be as shown on the approved plans. On-site, exterior, unroofed lighting shall conform to the Outdoor Lighting Policy. Lighting shall be designed, controlled and maintained so that no light source is visible from outside

of the property.

42. **Fencing.** Fence height and materials shall be as shown on the approved plans. Changes to the approved fencing shall require review by the Director of Planning, Building, and Code Enforcement.
43. **Green Building Requirements for Mixed Use New Construction Projects.** The development is subject to the City's Green Building Ordinance for Private Sector New Construction. Prior to the issuance of any shell or complete building permits issued on or after September 8, 2009 for the construction of buildings approved through the scope of this permit, the permittee shall pay a Green Building Refundable Deposit. The request for refund of the Green Building Deposit together with green building certification evidence demonstrating the achievement of the green building standards indicated above shall be submitted within a year after the building permit expires or becomes final, unless a request for an extension is submitted to the Director of Planning, Building, and Code Enforcement in accordance with Section 17.84.305D of the Municipal Code
44. **Utilities.** All new on-site telephone, electrical, and other overhead service facilities shall be placed underground.
45. **Public Works Clearance for Building Permit(s) or Map Approval:** Prior to the approval of the Tract or Parcel Map (if applicable) by the Director of Public Works, or the issuance of Building permits, whichever occurs first, the permittee shall be required to have satisfied all of the following Public Works conditions. The permittee is strongly advised to apply for any necessary Public Works permits prior to applying for Building permits. Standard review timelines and submittal instructions for Public Works permits may be found at the following link:
<http://www.sanjoseca.gov/index.aspx?nid=2246>.
 - a. **Construction Agreement:** The public improvements conditioned as part of this permit require the execution of a Construction Agreement that guarantees the completion of the public improvements to the satisfaction of the Director of Public Works. This agreement includes privately engineered plans, bonds, insurance, a completion deposit, and engineering and inspection fees.
 - b. **Transportation:** A Transportation Analysis (TA) has been performed for this project based on a net 64 AM and 76 PM peak hour trips. See separate Traffic Memo dated May 23, 2019 for additional information. The following conditions shall be implemented:
 - a. Installation of loading zone along Stockton Avenue project frontage will be determined at implementation stage.
 - b. Construct 26-foot wide and 16-foot wide City Standard driveway along Stockton Avenue project frontage.
 - c. Submit a TDM Plan for parking reduction prior to Planning approval.
 - c. **Grading/Geology:**

- a. A grading permit is required prior to the issuance of a Public Works Clearance. The construction operation shall control the discharge of pollutants (sediments) to the storm drain system from the site. An erosion control plan may be required with the grading application.
- b. All on-site storm drainage conveyance facilities and earth retaining structures 4 feet in height or greater (top of wall to bottom of footing) or is being surcharged (slope of 3:1 or greater abutting the wall) shall be reviewed and approved under Public Works grading and drainage permit prior to the issuance of Public Works Clearance. The drainage plan should include all underground pipes, building drains, area drains and inlets. The project shall provide storm drainage calculations that adhere to the 2013 California Plumbing Code or submit a stamped and signed alternate engineered design for Public Works discretionary approval and should be designed to convey a 10-year storm event.
- c. The Project site is within the State of California Seismic Hazard Zone. A geotechnical investigation report addressing the potential hazard of liquefaction must be submitted to, reviewed and approved by the City Geologist prior to issuance of a grading permit or Public Works Clearance. The report should also include, but not limited to: foundation, earthwork, utility trenching, retaining and drainage recommendations. The investigation should be consistent with the guidelines published by the State of California (CGS Special Publication 117A) and the Southern California Earthquake Center (SCEC, 1999). A recommended depth of 50 feet should be explored and evaluated in the investigation.
- d. **Shoring:**
 - a. Shoring plans will be required for review and approval as part of the Grading Permit for this project.
 - b. If tie-backs are proposed in the Public right-of-way as a part of the shoring operation, a separate Revocable Encroachment Permit must be obtained by the Permittee or Contractor and must provide security, in the form of a CD or Letter of Credit, in the amount of \$100,000. All other shoring will not be allowed to encroach greater than 12-inches into the public right-of-way (i.e. soldier beams).
 - c. If tie-backs are proposed for use along the adjacent property(ies), agreements between the permittee and the adjacent property owner(s) will need to be secured, executed and provided to the Public Works Project Engineer prior to approval of the Grading Permit for this project.
- e. **Stormwater Runoff Pollution Control Measures:** This project must comply with the City's Post-Construction Urban Runoff Management Policy (Policy 6-29) which requires implementation of Best Management Practices (BMPs) which includes site design measures, source controls and numerically-sized Low Impact Development (LID) stormwater treatment measures to minimize stormwater pollutant discharges.

- f. **Stormwater Peak Flow Control Measures:** The project is located in a non-Hydromodification Management area and is not required to comply with the City's Post- Construction Hydromodification Management Policy (Council Policy 8-14).
- g. **Sewage Fees:** In accordance with City Ordinance all storm sewer area fees, sanitary sewer connection fees, and sewage treatment plant connection fees, less previous credits, are due and payable.
- h. **Sanitary:** Trench drain connections under the covered ramp shall be plumbed to the sanitary sewer system.
- i. **Undergrounding:** The In Lieu Undergrounding Fee shall be paid to the City for all frontage adjacent to Stockton prior to issuance of a Public Works Clearance. 100 percent (100%) of the base fee in place at the time of payment will be due. Currently, the 2019 base fee is \$489 per linear foot of frontage and is subject to change every January 31st based on the Engineering News Record's City Average Cost Index for the previous year. The project will be required to pay the current rate in effect at the time the Public Works Clearance is issued.
- j. **Assessment:** This project proposes a hotel use. The City of San José , on September 30, 2008, implemented a special tax for Convention Center Facilities District (CCFD) No. 2008-1 for all existing hotel properties with the intent that future hotel properties would participate as well. The special tax was authorized to be levied on hotel properties for the purpose of paying for the acquisition, construction, reconstruction, replacement, rehabilitation and upgrade of the San José Convention Center. The special tax is levied and collected in addition to and in a manner similar to the City's Transient Occupancy Tax. The special tax may not be apportioned in any tax year on any portion of property in residential use in that tax year, with the understanding that transient occupancy of hotel rooms is not residential use. The base special tax is 4% of gross rents and may be subject to an additional special tax up to 1% of gross rents. All new hotel properties within San José are encouraged to annex into the CCFD. Please contact Thomas Borden at (408) 535-6831 to coordinate the annexation process.
- k. **Street Improvements:**
 - a. Construct 12-foot wide City standard attached sidewalk with 4-foot by 5-foot tree wells along Schiele Avenue project frontage.
 - b. Construct 10-foot wide City standard detached sidewalk with 10-foot wide park strip along Stockton Avenue project frontage.
 - c. Construct 26-foot wide City standard full access driveway and 16-foot wide outbound only driveway along Stockton Avenue project frontage. Existing curb ramp at project corner Stockton Avenue and Schiele Avenue to remain. Permittee shall provide a drop off area for valet, and bike racks shall not be located within the driveway area.

- d. Applicant shall be responsible to remove and replace curb, gutter, and sidewalk damaged during construction of the proposed project.
 - e. Developer shall be responsible for adjusting existing utility boxes/vaults to grade, locating and protecting the existing communication conduits (fiber optic and copper) along the project frontage.
 - f. Reconstruct Schiele Avenue half street frontage including curb and gutter.
 - g. Repair, overlay, or reconstruction of asphalt pavement may be required. The existing pavement will be evaluated with the street improvement plans and any necessary pavement restoration will be included as part of the final street improvement plans.
 - l. **Electrical:** Existing electroliers along the project frontage will be evaluated at the public improvement stage and any street lighting requirements will be included on the public improvement plans.
 - m. **Street Trees:** The locations of the street trees will be determined at the street improvement stage. Contact the City Arborist at (408) 794-1901 for the designated street tree. Install street trees within public right-of-way along entire project street frontage per City standards; refer to the current "Guidelines for Planning, Design, and Construction of City Streetscape Projects". Street trees shall be installed in park strip along Stockton Avenue project frontage and in cut-outs behind back of curb along Schiele Avenue project frontage. Obtain a DOT street tree planting permit for any proposed street tree plantings. Street trees shown on this permit are conceptual only.
46. **Conformance to Mitigation Monitoring and Reporting Program.** This project shall conform to all applicable requirements of the Mitigation Monitoring and Reporting Program (MMRP) approved for this development by City Council Resolution No. _____.
47. **Air Mechanical Ventilation and Windows.** The project shall include and install forced air mechanical ventilation and windows with STC58 28 rating or higher which would be sufficient to reduce the interior noise exposure in these rooms to 45 dBA DNL or less, assuming a window to wall ratio of 40 percent or less.
48. **Standard Environmental Permit Conditions.**
- a. **Air Quality.**
 - a. Water active construction areas at least twice daily or as often as needed to control dust emissions.
 - b. Cover trucks hauling soil, sand, and other loose materials and/or ensure that all trucks hauling such materials maintain at least two feet of freeboard.
 - c. Remove visible mud or dirt track-out onto adjacent public roads using wet

- power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- d. Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt,sand, etc.).
 - e. Pave new or improved roadways, driveways, and sidewalks as soon as possible.
 - f. Lay building pads as soon as possible after grading unless seeding or soil binders are used.
 - g. Replant vegetation in disturbed areas as quickly as possible.
 - h. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
 - i. Minimize idling times either by shutting off equipment when not in use, or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Provide clear signage for construction workers at all access points.
 - j. Maintain and properly tune construction equipment in accordance with manufacturer's specifications. Check all equipment by a certified mechanic and record a determination of running in proper condition prior to operation.
 - k. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints.
- b. **Biological Resources.** The project is subject to applicable SCVHP conditions and fees (including the nitrogen deposition fee) prior to issuance of any grading permits. The project applicant would be required to submit the SCVHP Coverage Screening Form to the Director of Planning, Building and Code Enforcement or the Director's designee for approval and payment of the nitrogen deposition fee prior to the issuance of a grading permit. The SCVHP and supporting materials can be viewed at www.scv-habitatplan.org
- c. **Cultural Resources.**
- a. If prehistoric or historic resources are encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped, the Director of Planning, Building and Code Enforcement or the Director's designee and the City's Historic Preservation Officer shall be notified, and a qualified archaeologist shall examine the find. The archaeologist shall 1) evaluate the find(s) to determine if they meet the definition of a historical or archaeological resource; and (2) make appropriate recommendations regarding the disposition of such finds prior to issuance of building permits. Recommendations could include collection, recordation, and analysis of any

significant cultural materials. A report of findings documenting any data recovery shall be submitted to Director of Planning, Building and Code Enforcement or the Director's designee and the City's Historic Preservation Officer and the Northwest Information Center (if applicable). Project personnel shall not collect or move any cultural materials.

- b. If any human remains are found during any field investigations, grading, or other construction activities, all provisions of California Health and Safety Code Sections 7054 and 7050.5 and Public Resources Code Sections 5097.9 through 5097.99, as amended per Assembly Bill 2641, shall be followed. If human remains are discovered during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The project applicant shall immediately notify the Director of Planning, Building and Code Enforcement or the Director's designee and the qualified archaeologist, who shall then notify the Santa Clara County Coroner. The Coroner will make a determination as to whether the remains are Native American. If the remains are believed to be Native American, the Coroner will contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC will then designate a Most Likely Descendant (MLD). The MLD will inspect the remains and make a recommendation on the treatment of the remains and associated artifacts. If one of the following conditions occurs, the landowner or his authorized representative shall work with the Coroner to reinter the Native American human remains and associated grave goods with appropriate dignity in a location not subject to further subsurface disturbance:
- 1) The NAHC is unable to identify a MLD or the MLD failed to make a recommendation within 48 hours after being given access to the site.
 - 2) The MLD identified fails to make a recommendation; or
 - 3) The landowner or his authorized representative rejects the recommendation of the MLD, and mediation by the NAHC fails to provide measures acceptable to the landowner.

d. Geological Resources.

- a. To avoid or minimize potential damage from seismic shaking, the project shall be constructed using standard engineering and seismic safety design techniques. Building design and construction at the site shall be completed in conformance with the recommendations of an approved geotechnical investigation. The report shall be reviewed and approved by the City of San José Department of Public Works as part of the building permit review and issuance process. The buildings shall meet the requirements of applicable Building and Fire Codes as adopted or updated by the City. The project shall be designed to withstand soil hazards identified on the site and the project shall be designed to reduce the risk to life or property on site and off site to the extent

- feasible and in compliance with the Building Code.
- b. All excavation and grading work shall be scheduled in dry weather months or construction sites will be weatherized.
 - c. Stockpiles and excavated soils will be covered with secured tarps or plastic sheeting.
 - d. Ditches shall be installed, if necessary, to divert runoff around excavations and graded areas.
 - e. The project shall be constructed in accordance with the standard engineering practices in the CBC, as adopted by the City of San José. A grading permit from the San José Department of Public Works shall be obtained prior to the issuance of a Public Works clearance. These standard practices would ensure that the future building on-site is designed to properly account for soils-related hazards on the site.
 - f. The City shall ensure all construction personnel receive paleontological awareness training that includes information on the possibility of encountering fossils during construction, the types of fossils likely to be seen, based on past finds in the project area and proper procedures in the event fossils are encountered. Worker training shall be prepared and presented by a qualified paleontologist.
 - g. If vertebrate fossils are discovered during construction, all work on the site shall stop immediately until a qualified professional paleontologist can assess the nature and importance of the find and recommend appropriate treatment. Treatment may include, but is not limited to, preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection and may also include preparation of a report for publication describing the finds. The City will be responsible for ensuring that the project sponsor implements the recommendations of the paleontological monitor regarding treatment and reporting. A report of all findings shall be submitted to the Supervising Environmental Planner of the Department of Planning, Building and Code Enforcement.
- e. Hazards and Hazardous Materials.**
- a. In conformance with State and local laws, a visual inspection/pre-demolition survey, and possible sampling, shall be conducted prior to the demolition of on-site building(s) to determine the presence of asbestos-containing materials (ACMs) and/or lead-based paint (LBP).
 - b. During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Title 8, California Code of Regulations (CCR), Section 1532.1, including employee training, employee air monitoring, and dust control. Any debris or soil containing lead-based paint

- or coatings shall be disposed of at landfills that meet acceptance criteria for the type of lead being disposed.
- c. All potentially friable ACMs shall be removed in accordance with National Emission Standards for Air Pollution (NESHAP) guidelines prior to demolition or renovation activities that may disturb ACMs. All demolition activities shall be undertaken in accordance with Cal/OSHA standards contained in Title 8, CCR, Section 1529, to protect workers from asbestos exposure.
 - d. A registered asbestos abatement contractor shall be retained to remove and dispose of ACMs identified in the asbestos survey performed for the site in accordance with the standards stated above.
 - e. Materials containing more than one-percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations. Removal of materials containing more than one-percent asbestos shall be completed in accordance with BAAQMD requirements and notifications.
 - f. Based on Cal/OSHA rules and regulations, the following conditions are required to limit impacts to construction workers:
 - 1) Prior to commencement of demolition activities, a building survey, including sampling and testing, shall be completed to identify and quantify building materials containing lead-based paint.
 - 2) During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR, Section 1532.1, including employee training, employee air monitoring and dust control.
 - 3) Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the type of waste being disposed.
- f. Hydrology.**
- a. Burlap bags filled with drain rock shall be installed around storm drains to route sediment and other debris away from the drains.
 - b. Earthmoving or other dust-producing activities shall be suspended during periods of high winds.
 - c. All exposed or disturbed soil surfaces shall be watered at least twice daily to control dust as necessary.
 - d. Stockpiles of soil or other materials that can be blown by the wind shall be watered or covered.
 - e. All trucks hauling soil, sand, and other loose materials shall be covered and all trucks shall maintain at least two feet of freeboard.

- f. All paved access roads, parking areas, staging areas and residential streets adjacent to the construction sites shall be swept daily (with water sweepers).
 - g. Vegetation in disturbed areas shall be replanted as quickly as possible.
 - h. All unpaved entrances to the site shall be filled with rock to remove mud from tires prior to entering City streets. A tire wash system shall be installed if requested by the City.
 - i. The project applicant shall comply with the City of San José Grading Ordinance, including implementing erosion and dust control during site preparation and with the City of San José Zoning Ordinance requirements for keeping adjacent streets free of dirt and mud during construction.
- g. Noise.**
- a. Pile-driving shall be prohibited.
 - b. Construction activities shall be limited to the hours between 7:00 AM and 7:00 PM, Monday through Friday, unless permission is granted with a development permit or other planning approval. No construction activities are permitted on the weekends at sites within 500 feet of a residence (Municipal Code Section 20.100.450).
 - c. Construct solid plywood fences around ground level construction sites adjacent to operational businesses, residences, or other noise-sensitive land uses.
 - d. Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
 - e. All unnecessary idling of internal combustion engines is prohibited. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes.
 - f. Locate stationary noise-generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise-generating equipment when located near adjoining sensitive land uses. Temporary noise barriers should reduce construction noise levels by five dBA.
 - g. Utilize "quiet" air compressors and other stationary noise sources where technology exists.
 - h. Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
 - i. Notify all adjacent businesses, residences, and other noise-sensitive land uses of the construction schedule, in writing, and provide a written schedule of "noisy" construction activities to the adjacent land uses and nearby residences.
 - j. Designate a "disturbance coordinator" who would be responsible for

responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.

40. Revocation, Suspension, Modification. This Permit may be revoked, suspended or modified by the by the City Council at any time regardless of who is the owner of the subject property or who has the right to possession thereof or who is using the same at such time, whenever, after a noticed hearing in accordance with Part 2 of Chapter 20.100 of Title 20 of the San José Municipal Code it finds:

- a. A violation of any conditions of the Permit was not abated, corrected or rectified within the time specified on the notice of violation; or
- b. A violation of any City ordinance or State law was not abated, corrected or rectified within the time specified on the notice of violation; or
- c. The use as presently conducted creates a nuisance.

In accordance with the findings set forth above, a permit to use the subject property for said purpose specified above is hereby **approved**.

EFFECTIVE DATE

The effective date of this Permit (File No. SP18-060) shall be the effective date of the Conforming Rezoning Ordinance for File No. C18-039 passed for publication on _____, 2020 (the "Planned Development Rezoning Ordinance") and shall be no earlier than the effective date of said Planned Development Rezoning Ordinance.

ADOPTED this _____ day of _____, 2020, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

SAM LICCARDO
Mayor

ATTEST:

TONI J. TABER, CMC
City Clerk

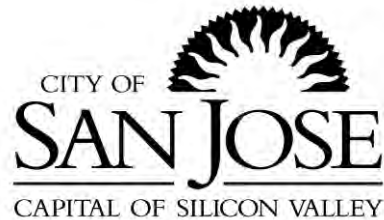
NOTICE TO PARTIES

The time within which judicial review must be sought to review this decision is governed by the provisions of the California Code of Civil Procedure Section 1094.6.

DRAFT

MITIGATION MONITORING AND REPORTING PROGRAM

615 Stockton Avenue Hotel Project
File No. GP18-013/C18-039/SP18-060
October 2019




PREFACE

Section 21081.6 of the California Environmental Quality Act (CEQA) requires a Lead Agency to adopt a Mitigation Monitoring and Reporting Program (MMRP) whenever it approves a project for which measures have been required to mitigate or avoid significant effects on the environment. The purpose of the monitoring and reporting program is to ensure compliance with the mitigation measures during project implementation.

The Initial Study (IS)/Mitigated Negative Declaration (MND) prepared for the 615 Stockton Avenue Hotel Project concluded that the implementation of the project could result in significant effects on the environment and mitigation measures were incorporated into the proposed project or are required as a condition of project approval. This MMRP addresses those measures in terms of how and when they will be implemented.

This document does *not* discuss those subjects for which the IS/MND concluded that the impacts from implementation of the project would be less than significant.

I, Alan Nguyen, the applicant, on the behalf of Infinite Investment Realty Corp, hereby agree to fully implement the mitigation measures described below which have been developed in conjunction with the preparation of an IS for my proposed project. I understand that these mitigation measures or substantially similar measures will be adopted as conditions of approval with my development permit request to avoid or significantly reduce potential environmental impacts to a less than significant level.

Project Applicant's Signature  _____

Date 1/20/20 _____

MITIGATIONS	MONITORING AND REPORTING PROGRAM				
	Documentation of Compliance [Project Applicant/Proponent Responsibility]		Documentation of Compliance [Lead Agency Responsibility]		
	Method of Compliance Or Mitigation Action	Timing of Compliance	Oversight Responsibility	Actions/Report s	Monitoring Timing or Schedule
AIR QUALITY					
Impact AIR-3: Construction activities associated with the proposed project would expose infants in proximity to the project site to temporary toxic air contaminants (TAC) emissions in excess of acceptable thresholds.					
<p>MM AIR-3.1: All diesel-powered off-road equipment larger than 25 horsepower and operating at the site for more than two days continuously (or 20 hours in total) shall meet U.S. Environmental Protection Agency (EPA) nitrogen oxides (NOx) and particulate matter emissions standards for Tier 3 engines with CARB-certified Level 3 Diesel Particulate Filters or equivalent. Alternatively, equipment that meets U.S. EPA Tier 4 interim standards or use of equipment that is electrically powered or uses non-diesel fuels would meet this requirement.</p> <p>MM AIR-3.2: Prior to the issuance of any demolition, grading, and/or building permits (whichever occurs first), the project applicant shall submit to the Director of Planning or Director's designee a construction operations plan that includes specifications of the</p>	<p>Ensure all diesel-powered off-road equipment larger than 25 horsepower and operating on-site for more than two days continuously meets U.S. Environmental Protection Agency standards for Tier 3 engines.</p> <p>Prepare a construction operations plan that includes specifications of equipment to be used during construction. The plan shall be accompanied by a letter signed by an air quality specialist. The</p>	Prior to the issuance of any demolition, grading, and/or building permits (whichever occurs earliest)	Director of Planning or Director's designee of the Department of Planning, Building and Code Enforcement	Receive the construction operations plan and letter	Prior to the issuance of any demolition, grading, and/or building permits (whichever occurs earliest)

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equipment to be used during construction prior to the issuance of any demolition, grading, and/or building permits (whichever occurs earliest). The plan shall be accompanied by a letter signed by an air quality specialist, verifying that the equipment included in the plan meets the standards set forth in Mitigation Measure AIR-3.1.	operations plan shall be submitted to the Director of Planning or Director's designee of the Department of Planning, Building and Code Enforcement.				
BIOLOGICAL RESOURCES					
Impact BIO-1: Construction activities associated with the proposed project could result in the loss of fertile eggs, nesting raptors or other migratory birds, or nest abandonment.					
MM BIO-1.1: The project applicant shall schedule demolition and construction activities to avoid the nesting season. The nesting season for most birds, including most raptors in the San Francisco Bay Area, extends from February 1 st through August 31 st (inclusive). If demolition and construction cannot be scheduled between September 1 st and January	Avoidance of construction activities during nesting seasons. If construction activities cannot be scheduled to occur outside of nesting seasons, a pre-construction nesting bird survey shall be	Prior to issuance of any tree removal, grading, demolition, and/or building permit or activities.	City's Director of Planning or Director's designee of the San José Department of Planning, Building and Code Enforcement	Confirm that demolition and construction activities are scheduled outside of the nesting season.	Prior to issuance of any tree removal, grading, demolition, and/or building permit or activities.

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<p>31st (inclusive), pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests are disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of construction activities during the early part of the breeding season (February 1st through April 30th, inclusive) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May 1st through August 31st, inclusive). During this survey, the ornithologist shall inspect all trees and other possible nesting habitats immediately adjacent to the construction areas for nests. If an active nest is found sufficiently close to work areas to be disturbed by construction, the ornithologist, in consultation with the California Department of Fish and Wildlife (CDFW), shall determine the extent of a construction-free buffer zone to be established around the nest, typically 250 feet, to ensure that raptor or migratory bird nests</p>	<p>conducted by a qualified ornithologist and, in consultation with the California Department of Fish and Wildlife, a construction-free buffer zone shall be designated around any discovered nest.</p> <p>The ornithologist shall submit a report indicating the results of the survey and any designated buffer zones to the City's Director of Planning or Director's designee of the San José Department of Planning, Building and Code Enforcement.</p>			<p>Review report indicating the results of the survey (or any other environmental investigation reports, if applicable) and any designated buffer zones.</p>	

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<p>shall not be disturbed during project construction.</p> <p>Prior to any tree removal, or approval of any grading or demolition permits (whichever occurs first), the ornithologist shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of Planning or Director's designee of the Department of Planning, Building and Code Enforcement.</p>					
CULTURAL RESOURCES					
Impact CUL-1: Relocation of the structure at 623 Stockton Avenue could potentially damage this historic resource.					
MM CUL-1.1: Pre-Survey of Existing Condition. Prior to the relocation of the 623 Stockton Avenue house, a historic preservation architect and a structural engineer shall undertake an existing conditions study. The purpose of the existing conditions study shall be to establish the baseline condition of the building prior to relocation. The documentation shall take the form of written descriptions and visual	A historic preservation architect and a structural engineer shall undertake an existing conditions study. The documentation shall include written descriptions and visual illustrations, and	Prior to issuance of any demolition, grading, and/or building permits.	Director of Planning or Director's designee of the City of San José Department of Planning, Building and Code Enforcement	Review and approve the baseline report	Prior to issuance of any demolition, grading and/or building permits

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illustrations, including those physical characteristics of the resource that convey its historic significance and that require the structure to be protected and preserved, and recommendations for preservation. A report of the findings shall be reviewed and approved by the Director of Planning or Director's designee and the City's Historic Preservation Officer prior to issuance of any demolition, grading, and/or building permits for the relocation of the 623 Stockton Avenue house.	recommendations for preservation. A report of the findings shall be provided to the Director of Planning or Director's designee and the City's Historic Preservation Officer.		Historic Preservation Officer		
MM CUL-1.2: Relocation Plan. After submittal of the baseline report existing conditions study (pursuant to MM CUL-1.1) but prior to issuance of any grading or building permits for the relocation of the 623 Stockton Avenue house, a structural engineer shall prepare a detailed Relocation Plan that includes, but is not limited to, the following: <ul style="list-style-type: none"> A detailed shoring/relocation plan that includes measures to protect the structural integrity of the building during the move. 	After submittal of the baseline report, a structural engineer shall prepare a detailed shoring/relocation plan which shall include detailed calculations to justify the proposed sizes of shoring beams and columns as well as	Prior to issuance of any demolition, grading, and/or building permits	Director of Planning or Director's designee of the City of San José Department of Planning, Building and Code Enforcement	Review and approve the shoring/relocation plan	Prior to issuance of any demolition, grading and/or building permits

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<ul style="list-style-type: none"> • A detailed calculations to justify the proposed sizes of shoring beams and columns as well as the phasing of the relocation process. • Contact information and qualifications of contractors that would conduct the relocation work. • A detailed work proposal of relocation methodology. • Contingency plan for any damages that could happen during the relocation work. • Proposed reporting plan to the City during the relocation period and after. • Rehabilitation proposal of the structure, building, and surrounding environment. • Monitor Plan during all construction and demolition activities. <p>The structural engineer will submit the report to the Director of Planning or Director's designee and the City's Historic Preservation</p>	the phasing of the relocation process.		Historic Preservation Officer		

MITIGATIONS	MONITORING AND REPORTING PROGRAM				
	Documentation of Compliance [Project Applicant/Proponent Responsibility]		Documentation of Compliance [Lead Agency Responsibility]		
	Method of Compliance Or Mitigation Action	Timing of Compliance	Oversight Responsibility	Actions/Report s	Monitoring Timing or Schedule
Officer for review and approval prior to the approval of any demolition, grading, and/or building permits for the relocation of the 623 Stockton Avenue house.					
MM CUL-1.3: Contingency Reporting. During preparation of the building for relocation, during relocation, and during the subsequent rehabilitation of the 623 Stockton Avenue house, only authorized persons shall have access to the building until such time as rehabilitation of the structure is complete. Protective fencing and other methods shall be used to protect the building from any new damage and deterioration during this process. If the historic preservation architect or structural engineer observe any new damage after relocation of the structure or during the rehabilitation process, an assessment of the severity of such damage and repairs undertaken if necessary shall be made by the historic preservation architect or structural engineer. This assessment shall be provided immediately within five business days after	If the historic preservation architect or structural engineer observe any new damage after relocation of the structure or during the rehabilitation process, an assessment shall be made of the severity of such damage and repairs undertaken if necessary.	The assessment of the severity of any damages to the building shall be provided immediately within five business days to the Director of Planning or Director's designee.	Director of Planning or Director's designee of the City of San José Department of Planning, Building and Code Enforcement Historic Preservation Officer	Review the damage assessment document.	During preparation of the building for relocation, during relocation, and during the subsequent rehabilitation.

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	Method of Compliance Or Mitigation Action	Timing of Compliance	Oversight Responsibility	Actions/Report s	Monitoring Timing or Schedule
discovery of the damage to the Director of Planning or Director's designee.					
<p>MM CUL-5: Final Reporting. Once moved, a final report shall be provided to the Director of Planning or Director's designee and the City's Historic Preservation Officer. The final report shall include, but is not limited to, the following:</p> <ul style="list-style-type: none"> • Documentation of the result of the move; • Any damages incurred during the move; • Recommendations for how to repair the damages, if any; • Next steps for repairing and restoring the relocated house, as needed, in conformance with the <i>Secretary of the Interior's Standards for the Treatment of Historic Properties</i>. In particular, the character-defining features shall be restored in a manner that preserves the integrity of the features for the long- 	A final report shall be provided to the Director of Planning or Director's designee and the City's Historic Preservation Officer.	Prior to issuance of any occupancy permits for the hotel.	<p>Director of Planning or Director's designee of the City of San José Department of Planning, Building and Code Enforcement</p> <p>Historic Preservation Officer</p>	Review and approve the final report once the 623 Stockton Avenue house is moved and confirm the findings.	Prior to issuance of any occupancy permits for the hotel.

MITIGATIONS	MONITORING AND REPORTING PROGRAM				
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	Method of Compliance Or Mitigation Action	Timing of Compliance	Oversight Responsibility	Actions/Report s	Monitoring Timing or Schedule
<p>term preservation of these features.</p> <p>The City’s Historic Preservation Officer shall approve the memo report and confirm the findings prior to issuance of occupancy permits for the hotel.</p>					
NOISE					
Impact NOI-1: Mechanical equipment proposed for the project is currently unknown at this time and could potentially exceed 55 dBA DNL at nearby sensitive land uses.					
<p>MM NOI-1.1: Mechanical equipment shall be selected and designed to meet the City’s 55 dBA DNL noise level requirement at the shared residential property lines. A qualified acoustical consultant shall be retained to review the mechanical noise equipment to determine specific noise reduction measures needed to reduce equipment noise to comply with the City’s noise level requirements. Noise reduction measures could include, but are not limited to, selection of equipment that emits low noise levels and installation of noise barriers, such as enclosures and parapet walls, to block the line-of-sight between the</p>	<p>A qualified acoustical consultant shall review the mechanical noise equipment to determine specific noise reduction measures needed to reduce noise to comply with the City’s noise level requirements. The finding and recommendations from the acoustical consultant shall be submitted to the</p>	<p>Prior to the issuance of any building permits.</p>	<p>Director of Planning or Director’s designee of the City of San José Department of Planning, Building, and Code Enforcement</p>	<p>Review and approve the mechanical noise equipment and specific noise reduction measures.</p>	<p>Prior to issuance of any building permits</p>

MITIGATIONS	MONITORING AND REPORTING PROGRAM				
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noise source and the nearest receptors. Other alternate measures include locating equipment in less noise-sensitive areas (such as within the below-grade parking garage or on the rooftop away from the existing residences). The findings and recommendations from the acoustical consultant for noise reduction measures shall be submitted to the Director of Planning or Director's designee for review and approval prior to the issuance of any building permits.	Director of Planning or Director's designee of the City of San José Department of Planning, Building, and Code Enforcement.				
Impact NOI-2: Construction of the project would expose adjacent residences and the historic house on-site to vibration levels in excess of City standards and could result in significant construction-related groundborne vibration impacts.					
MM NOI-2.1: The project applicant shall prepare and implement a Construction Vibration Monitoring Plan (Plan) to document conditions at all structures located within 50 feet prior to, during, and after vibration generating construction activities. The Plan shall be undertaken under the direction of a licensed Professional Structural Engineer in the state of California and be in	Prepare and implement a Construction Vibration Monitoring Plan for all structures within 50 feet. The Construction Vibration Monitoring Plan shall be	The conditions of all structures within 50 feet of the site shall be documented prior to, during, and after vibration generating	Director of Planning or Director's designee of the City of San José Department of Planning, Building, and	Review and approve Construction Vibration Monitoring Plan.	Prior to the issuance of any demolition or grading permits.

MITIGATIONS	MONITORING AND REPORTING PROGRAM				
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<p>accordance with industry-accepted standard methods. The Plan shall include, but is not limited to, the following tasks:</p> <ul style="list-style-type: none"> • A list of all heavy construction equipment to be used for this project and the anticipated time duration of using equipment that has been known to produce high vibration levels (tracked vehicles, vibratory compaction, jackhammers, hoe rams, etc.) and submitted to the Director of Planning or Director's designee of the City's Department of Planning, Building and Code Enforcement prior to the issuance of any demolition or grading permits. • Identification of the sensitivity of on- and off-site structures to groundborne vibration. Vibration limits (per General Plan Policy EC-2.3 of 0.08 in/sec PPV for historic buildings and 0.20 in/sec PPV for normal conventional construction) shall be 	undertaken under the direction of a licensed Professional Structural Engineer in the state of California and be in accordance with industry-accepted standard methods.	construction activities.	Code Enforcement.		

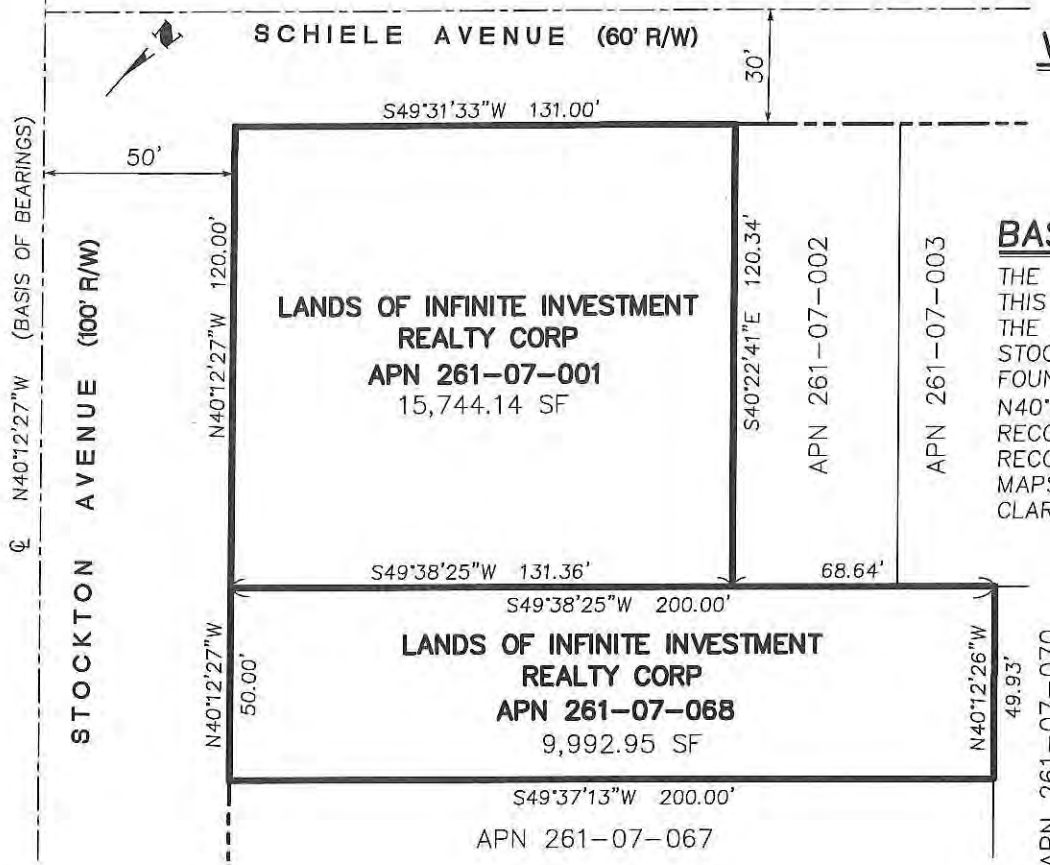
MITIGATIONS	MONITORING AND REPORTING PROGRAM				
	Documentation of Compliance [Project Applicant/Proponent Responsibility]		Documentation of Compliance [Lead Agency Responsibility]		
	Method of Compliance Or Mitigation Action	Timing of Compliance	Oversight Responsibility	Actions/Report s	Monitoring Timing or Schedule
<p>applied to all vibration-sensitive structures located on or within 50 feet of construction activities identified as sources of high vibration levels.</p> <ul style="list-style-type: none"> • Performance of photo, elevation, and crack surveys for each structure of normal construction within 25 feet of construction activities identified as sources of high vibration levels. Surveys shall be performed prior to any construction activity and after project completion. The surveys shall include internal and external crack monitoring in structures, settlement, and distress, and shall document the condition of foundations, walls and other structural elements in the interior and exterior of said structures. • Designation of a person responsible for registering and investigating claims of excessive vibration. The contact information (i.e., name and phone number) of such person shall be clearly posted on the construction site. 					

MITIGATIONS	MONITORING AND REPORTING PROGRAM				
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	Method of Compliance Or Mitigation Action	Timing of Compliance	Oversight Responsibility	Actions/Report s	Monitoring Timing or Schedule
<ul style="list-style-type: none"> Direction and schedule for conducting post-construction surveys on structures where either monitoring has indicated high levels or complaints of damage have been made. The Plan shall include procedures for making appropriate repairs or providing compensation where damage has occurred as a result of construction activities. <p>The Plan shall be submitted to the Director of Planning or Director's designee for review and approval prior to the issuance of any grading permits.</p>					
<p>MM NOI-2.2: The project applicant shall include the following measures as part of the approved Plan prior to the issuance of any demolition or grading permits:</p> <ul style="list-style-type: none"> Place operating equipment on the construction site as far as possible from sensitive receptors. 	The project applicant shall include the identified measures as part of the approved Plan.	Prior to the issuance of any demolition or grading permits.	Director of Planning or Director's designee of the City of San José Department of Planning, Building, and	Review and approve Construction Vibration Monitoring Plan.	Prior to the issuance of any demolition or grading permits.

MITIGATIONS	MONITORING AND REPORTING PROGRAM				
	Documentation of Compliance [Project Applicant/Proponent Responsibility]		Documentation of Compliance [Lead Agency Responsibility]		
	Method of Compliance Or Mitigation Action	Timing of Compliance	Oversight Responsibility	Actions/Report s	Monitoring Timing or Schedule
<ul style="list-style-type: none"> • Use smaller equipment to minimize vibration levels below the limits. • Avoid using vibratory rollers and tampers near sensitive areas. • Select demolition methods not involving impact tools. • Modify/design or identify alternative construction methods to reduce vibration levels below the limits. • Avoid dropping heavy objects or materials. 			Code Enforcement.		

Source: City of San José. Initial Study. 615 Stockton Hotel Project. October 2019.

EXHIBIT "B"



VICINITY MAP

NOT TO SCALE

BASIS OF BEARINGS

THE BEARINGS SHOWN ON THIS MAP ARE BASED ON THE CENTERLINE ON STOCKTON AVENUE, AS FOUND MONUMENTED AS N40°12'27"W SHOWN ON RECORD OF SURVEY RECORDED IN BOOK 821 OF MAPS, AT PAGE 44, SANTA CLARA COUNTY RECORDS.

LEGEND

- OTHER PROPERTY LINE
- - - EXISTING RIGHT OF WAY
- PROPERTY LINE
- - - CENTERLINE
- POB POINT OF BEGINNING
- R/W RIGHT OF WAY

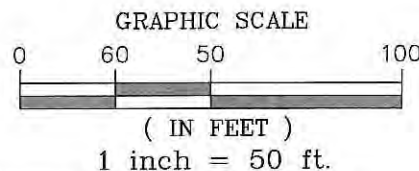


EXHIBIT "B"
615 & 623 STOCKTON AVENUE
APN 261-07-001 & 261-07-068

San Jose

California

ENGINEERING
598 E Santa Clara St #270
San Jose, CA 95112
Phone: (408) 806-7187
Fax: (408) 583-4006

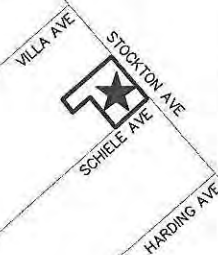
SCALE: 1" = 50'

DATE: 2/13/19

DRWG. NAME:

PROJECT NO.

SHEET 1 OF 2

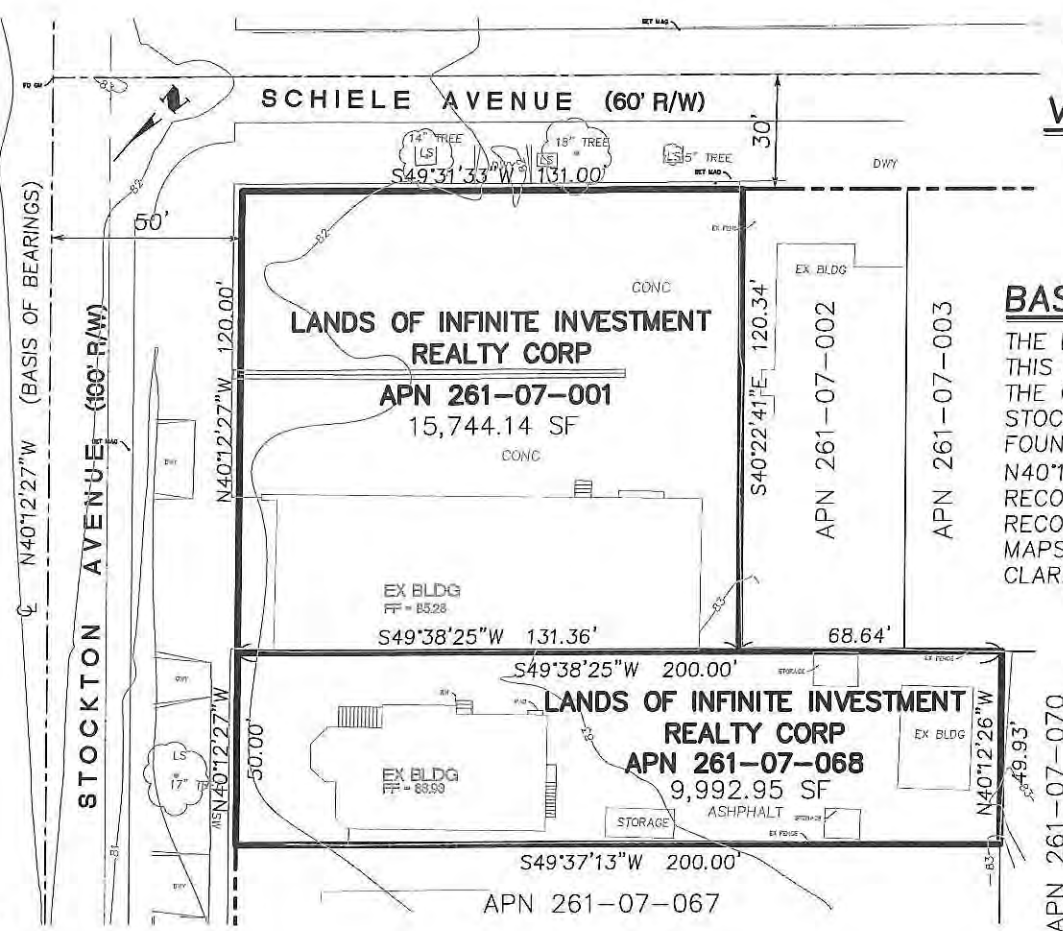


VICINITY MAP

NOT TO SCALE

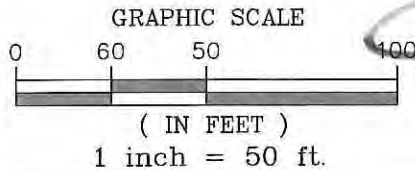
BASIS OF BEARINGS

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LEGEND

- OTHER PROPERTY LINE
- - - EXISTING RIGHT OF WAY
- PROPERTY LINE
- - - CENTERLINE
- POB POINT OF BEGINNING
- R/W RIGHT OF WAY



SITE PLAN
615 & 623 STOCKTON AVENUE
APN 261-07-001 & 261-07-068

ENGINEERING
 598 E Santa Clara St #270
 San Jose, CA 95112
 Phone: (408) 806-7187
 Fax: (408) 583-4006

San Jose

California

SCALE: 1" = 50' DATE: 2/13/19 DRWG. NAME: PROJECT NO. SHEET 2 OF 2



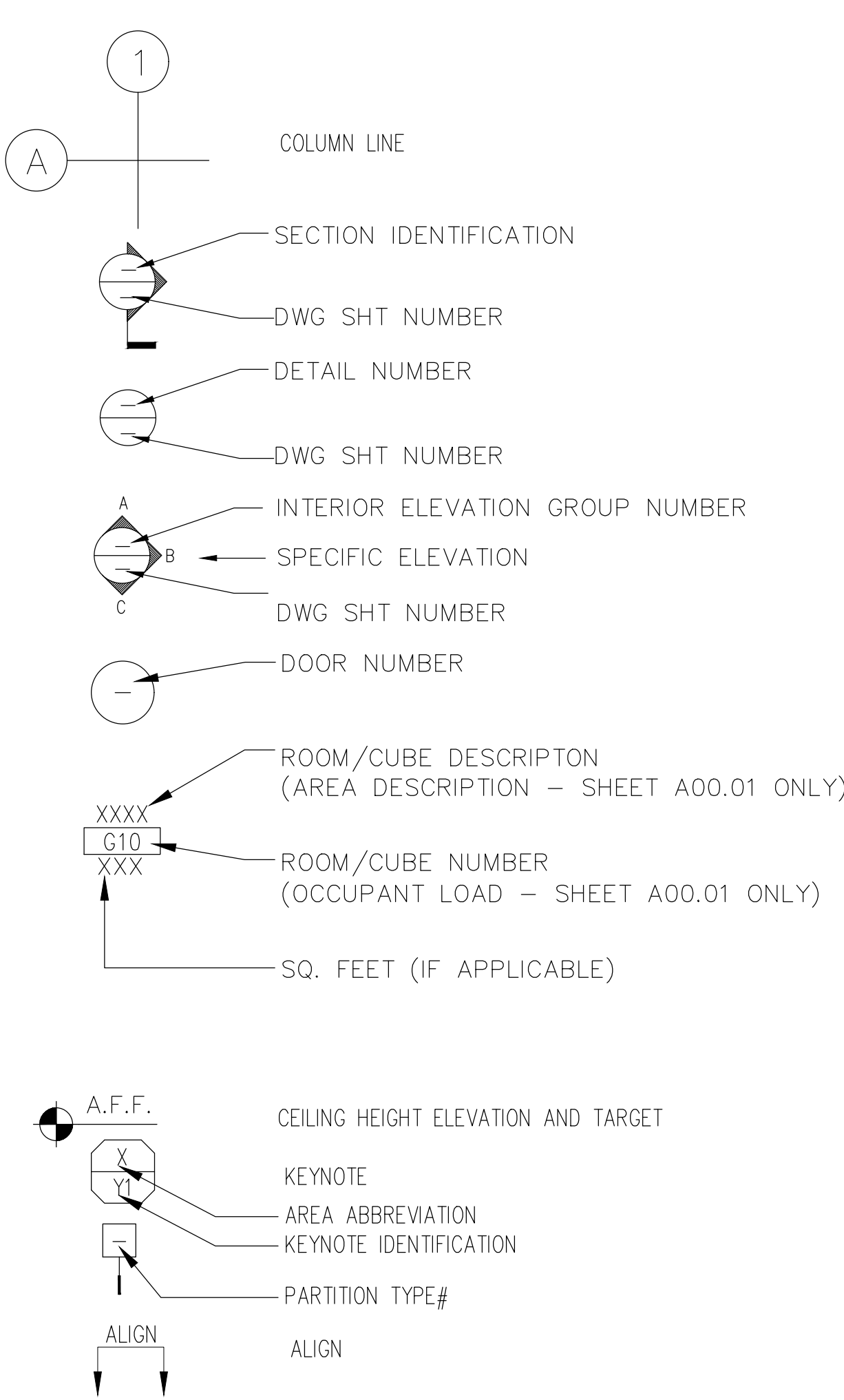
ABBREVIATIONS

SCALE: N/A

&	AND	F.A.	FIRE ALARM	PL	PLATE
@	ANGLE	F.B.	FLAT BAR	PLAM.	PLASTIC LAMINATE
°	AT	F.D.	FLOOR DRAIN	PLAS.	PLASTER
~	CENTERLINE	FDN.	FOUNDATION	PLYWD.	PLYWOOD
Ø	DIAMETER OR ROUND	F.E.	FIRE EXTINGUISHER	PR.	PAIR
#	POUND OR NUMBER	F.E.C.	FIRE EXTINGUISHER CABINET	PR-C.	PRE-CAST
(E)	EXISTING	F.H.C.	FIRE HOSE CABINET	P.T.	POINT
(N)	NEW	FIN.	FINISH	P.T.D.	PAPER TOWEL DISPENSER
A.B.	ANCHOR BOLT	F.L.	FLOOR	P.T.D/R	COMB. PAPER TOWEL DISPENSER & RECEPTACLE
ACC	ACCESSIBLE	FL.	FLASHING	PTN.	PARTITION
ACOUS	ACOUSTICAL	FLUOR.	FLUORESCENT	P.T.R.	PAPER TOWEL RECEPTACLE
ADJ.	ADJUSTABLE	F.O.C.	FACE OF CONCRETE	Q.T.R.	QUARRY TILE RISER
A.F.F.	ABOVE FINISHED FLOOR	F.O.F.	FACE OF FINISH	RAD.	RADIUS
AGGR.	AGGREGATE	F.O.S.	FACE OF STUDS	R.C.P.	REFLECTED CEILING PLAN
AL	ALUMINUM	F.P.R.F.	FIREPROOF	R.D.	ROOF DRAIN
ALUM	ALUMINUM	F.S.	FOOT OR FEET	REF.	REFERENCE
ANSI	AM. NAT'L STANDARDS INST.	FTG.	FOOTING	REFR.	REFRIGERATOR
APPROX.	APPROXIMATE	FUT.	FUTURE	REINF.	REINFORCED
ARCH.	ARCHITECTURAL	GA	GAUGE	REQ.	REQUIRED
ASPH.	ASPHALT	G.B.	GRAB BAR	RESIL.	RESILIENT
ASTM.	AM. SOC. OF TEST. & MAT.	G.C.	GENERAL CONTRACTOR	R.	REGISTER
BD.	BOARD	GND.	GROUND	R.O.	ROUGH OPENING
BITUM.	BITUMINOUS	GR.	GRADE	R.W.L.	RAIN WATER LEADER
LDG.	BUILDING	GYP.	GYP-SUM	S.	SOUTH
BLK.	BLOCKING	H.B.	HOSE BIBB	S.C.	SOLID CORE
BLKG.	BLOCKING	H.W.D.	HARDWOOD	S.C.D.	SEAT COVER DISPENSER
BTM.	BOTTOM	HWE.	HARDWARE	SCHED.	SCHEDULE
CBAB.	CABINET	HGT.	HEIGHT	S.D.	SOAP DISPENSER
CB.	CATCH BASIN	H.M.	HOLLOW METAL	SECT.	SECTION
CD.	CERAMIC	HORIZ.	HORIZONTAL	SH.	SHOWER
CFI	CONTRACTOR FURNISHED, CONTRACTOR INSTALLED	HR.	HOUR	SH.T.	SHEET
C.G.	CORNER GUARD	I.D.	INSIDE DIAMETER (DIM.)	SIM.	SIMILAR
C.I.P.	CAST IN PLACE	INSUL.	INSULATION	SUP.	SUPPLY
C.J.	CONTROL JOINT	INT.	INTERIOR	SAN.	SAN. NAPKIN DISPENSER
CLKG.	CAULKING	JAN.	JANITOR	SAN.	SANITARY NAPKIN DISPOSAL
CLD.	CLAD	JOINT	JOINT	SP.	SPECIFICATION
CNTR.	COUNTER	KIT.	KITCHEN	SP.	RECESSED SPILL KIT
C.O.	CASED OPENING	LAB.	LABORATORY	SQ.	SQUARE
CONC.	CONCRETE	LAM.	LAMINATE	S.S.	STAINLESS STEEL
CONN.	CONNECTION	LAV.	LAVATORY	STA.	STATION
CONSTR.	CONSTRUCTION	LKR.	LOCKER	STAND.	STANDARD
CONT.	CONTINUOUS	L.T.	LIGHT	STEEL	STEEL
CORR.	CORRIDOR	L.O.S.	LINE OF SIGHT	STR.	STORAGE
C.S.B.	CONCRETE SPLASH BLOCK	MATL.	MATERIAL	STRUC.	STRUCTURAL
CTR.	COUNTERSUNK	MAX.	MAXIMUM	SUSP.	SUSPENDED
CTSK.	COUNTERSUNK	M.C.	MEDICINE CHEST	SYM.	SYMMETRICAL
CTRSK.	COUNTERSUNK	M.D.	METAL DECK	S.S.D.	SEE STRUCTURAL DRAWINGS
DBL	DOUBLE	M.E.C.	METAL CHEST	S.D.	SEE CIVIL DRAWINGS
DEPT.	DEPARTMENT	M.ECH.	MECHANICAL	S.E.D.	SEE ELECTRICAL DRAWINGS
DET.	DETAIL	MEMB.	MEMBRANE	S.P.	SEE PLUMBING DRAWINGS
D.F.	DRINKING FOUNTAIN	MFR.	MANUFACTURER	S.L.D.	SEE LANDSCAPE DRAWINGS
DIA.	DIAMETER	MIR.	MIRROR	S.M.D.	SEE MECHANICAL DRAWINGS
DIM.	DIMENSION	MISC.	MISCELLANEOUS	T.B.	TOWEL BAR
DISP.	DISPENSER	M.O.	MASONRY OPENING	T.B.D.	TO BE DETERMINED
DN.	DOWN	MTD.	MOUNTED	T.C.	TOP OF CURB
D.O.	DOOR OPENING	MUL.	MULLION	TEL.	TELEPHONE
D.S.	DOWNSPOUT	N.	NORTH	T.L.R.	TONGUE AND GROOVE
D.S.P.	DRY STANDPIPE	N/A	NOT APPLICABLE	TH.	THICK / THICKNESS
DT	DATA COMMUNICATIONS	N.I.C.	NOT IN CONTRACT	T.O.C.	TOP OF CONCRETE
DWG.	DRAWING	NO.	NUMBER	T.O.P.	TOP OF PARAPET
DWR.	DRAWER	NOM.	NOMINAL	T.O.S.	TOP OF STEEL
E.	EAST	N.T.S.	NOT TO SCALE	T.O.W.	TOP OF PAVEMENT
E.A.	EACH	O.A.	OVERALL	T.P.D.	TOILET PAPER DISPENSER
E.J.	EXPANSION JOINT	OBS.	OBSOLETE	TRD.	TREAD
E.L.	ELEVATION	O.D.	ON CENTER	T.V.	TELEVISION
ELEC.	ELECTRICAL	O.D.C.	OUTSIDE DIAMETER (DIM.)	TYP.	TYPICAL
ELEV.	ELEVATOR	O.F.D.	OVERFLOW DRAIN	UNF.	UNFINISHED
EMER.	EMERGENCY	O.F.	OFFICE	U.O.N.	UNLESS OTHERWISE NOTED
ENCL.	ENCLOSURE	O.H.S.M.S.	OVERHEAD SHEET	UR.	URINAL
ENCL.	ENCLOSURE	OPNG.	OPENING	VERT.	VERTICAL
E.P.	ELECTRICAL PANELBOARD	OPP.	OPPOSITE	VEST.	VESTIBULE
E.O.	EQUAL	O.F.C.I.	OWNER FURNISHED, CONTRACTOR INSTALLED	V.I.F.	VERIFY IN FIELD
E.OPT.	EQUIPMENT	OFOI	OWNER INSTALLED	W.	WEST
E.S.	EMERGENCY SHOWER			W/W.C.	WITH WATER CLOSET
E.W.	EYE WASH			WD.	WOOD
E.W.C.	ELECTRIC WATER COOLER			WDW.	WINDOW
EXP.	EXPANSION			W/O	WITHOUT
EXT.	EXTERIOR			W/O	WHERE OCCURS
EXT.	EXTERIOR			WP.	WATERPROOF
EXT.	EXTERIOR			WP	WORK POINT
EXT.	EXTERIOR			WSCT.	WAINSCOT
EXT.	EXTERIOR			WT.	WEIGHT

SYMBOLS

SCALE: N.T.S.



VICINITY MAP

SCALE: 1"=500'



PROJECT DESCRIPTION

NEW CONSTRUCTION OF A 5-STORY HOTEL (120 ROOMS). RELOCATION & RE-PURPOSING OF EXISTING HISTORIC STRUCTURE TO SUPPORT NEW HOTEL.

PROJECT DATA SUMMARY

PROJECT NAME:	STOCKTON HOTEL
PROJECT ADDRESS:	615 STOCKTON AVENUE & 623 STOCKTON AVENUE SAN JOSE, CA 95126
ZONING:	TO: CP
TYPE OF CONSTRUCTION:	III-A
OCCUPANCY GROUP:	A-2, A-3, B, M, R-1
NUMBER OF STORIES:	5-STORIES
LIFE SAFETY:	FULLY SPRINKLERED

CODE REFERENCE

GOVERNING CODES *

- 2016 CALIFORNIA BUILDING CODE
- 2016 CALIFORNIA ELECTRIC CODE
- 2016 CALIFORNIA ENERGY CODE
- 2016 CALIFORNIA MECHANICAL CODE
- 2016 CALIFORNIA PLUMBING CODE

* ALL OTHER CURRENT MUNICIPAL AND LOCAL ORDINANCES AND REGULATIONS

PROJECT DIRECTORY

CLIENT:

INFINITE INVESTMENT REALTY CORP
ALAN NGUYEN
1168 PARK AVE SAN JOSE CA 95126
(408) 835-7743

ARCHITECT:

AXIS/GFA ARCHITECTURE + DESIGN
CORY CREATH
1000 BRANNAN ST. SUITE 404
SAN FRANCISCO, CA 94103
(415) 371-1400 X201

CIVIL ENGINEER:

HOHBACH-LEWIN, INC.
BILL HEIN
206 SHERIDAN AVE. SUITE 150
PALO ALTO, CA 94306
(650) 468-2054

ENVIRONMENTAL:

David J. Powers & Associates, Inc.
Shannon George
1871 The Alameda, Suite 200
San Jose, CA 95126
(408) 248-3500

SHEET INDEX

SHEET NO	SHEET TITLE / DESCRIPTION
G0.00	COVER SHEET
G1.01	EXISTING SITE PHOTOS
G1.02	EXISTING SITE PHOTOS
G1.03	PROPOSED EXTERIOR VIEWS
A1.00	EXISTING SITE PLAN
A1.01	PROPOSED SITE PLAN
A1.02	FIRE APPARATUS ACCESS PLAN
A2.01	FIRST AND SECOND FLOOR PLANS
A2.02	TYPICAL FLOOR AND ROOF PLANS
A2.03	BASEMENT PLANS
A2.04	SHADOW STUDY - JUNE
A2.05	SHADOW STUDY - DECEMBER
A2.06	FLOOR AREA RATIO PLANS
A4.01	ELEVATIONS
A4.02	ELEVATIONS
A4.03	EXTERIOR MATERIALS
A5.01	BUILDING SECTIONS
L0.01	LANDSCAPE PLAN
C1.0	COVER SHEET
C1.1	NOTES
C1.2	TOPOGRAPHIC SURVEY PLAN
C2.0	DEMOLITION PLAN
C3.0	GRADING & DRAINAGE PLAN
C3.1	PAVEMENT PLAN
C4.0	UTILITY PLAN
C4.1	FIRE EXHIBIT PLAN
C5.0	STORMWATER CONTROL PLAN
C6.0	DETAILS



1000 BRANNAN STREET
SUITE 404
SAN FRANCISCO, CA 94103
T 415.371.1400
F 415.371.1401
www.axisgfa.com

PROJECT NAME

**STOCKTON
HOTEL**
615 STOCKTON AVE
SAN JOSE, CA 95126
SP18-060

NO.	DATE	ISSUES AND REVISIONS	BY
1.	11/01/18	SITE DEVELOPMENT PERMIT	
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6.	08/20/19	REVISED SITE DEV. PERMIT #4	
7.	09/12/19	REVISED SITE DEV. PERMIT #4A	
8.	12/31/19	ADDL. NOTES TO ABOVE	

DATE

SCALE

PROJECT NUMBER

COMPUTER FILE

PROJECT NAME

DESCRIPTION

COVER SHEET

SHEET NUMBER

G0.00

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8



7



6



5



4



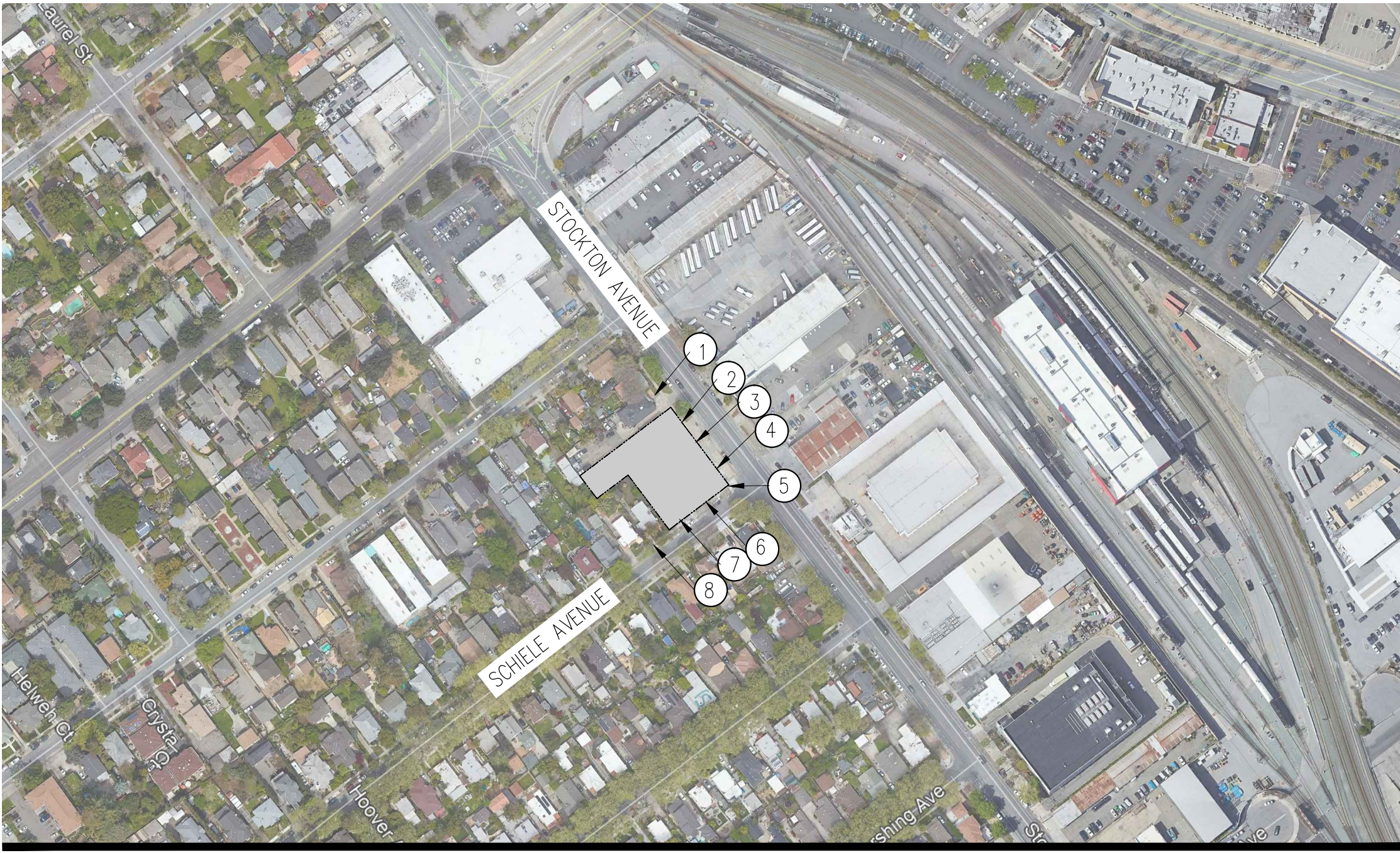
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2



1



AERIAL VIEW & KEY MAP

PROJECT NAME

**STOCKTON
HOTEL**
615 STOCKTON AVE
SAN JOSE, CA 95126
SP18-060

NO.	DATE	ISSUES AND REVISIONS	BY
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8.	12/31/19	ADDL. NOTES TO ABOVE	

DATE
SCALE

PROJECT NUMBER
COMPUTER FILE
PROJECT NAME

DESCRIPTION
**EXISTING
SITE PHOTOS**

SHEET NUMBER
G1.01

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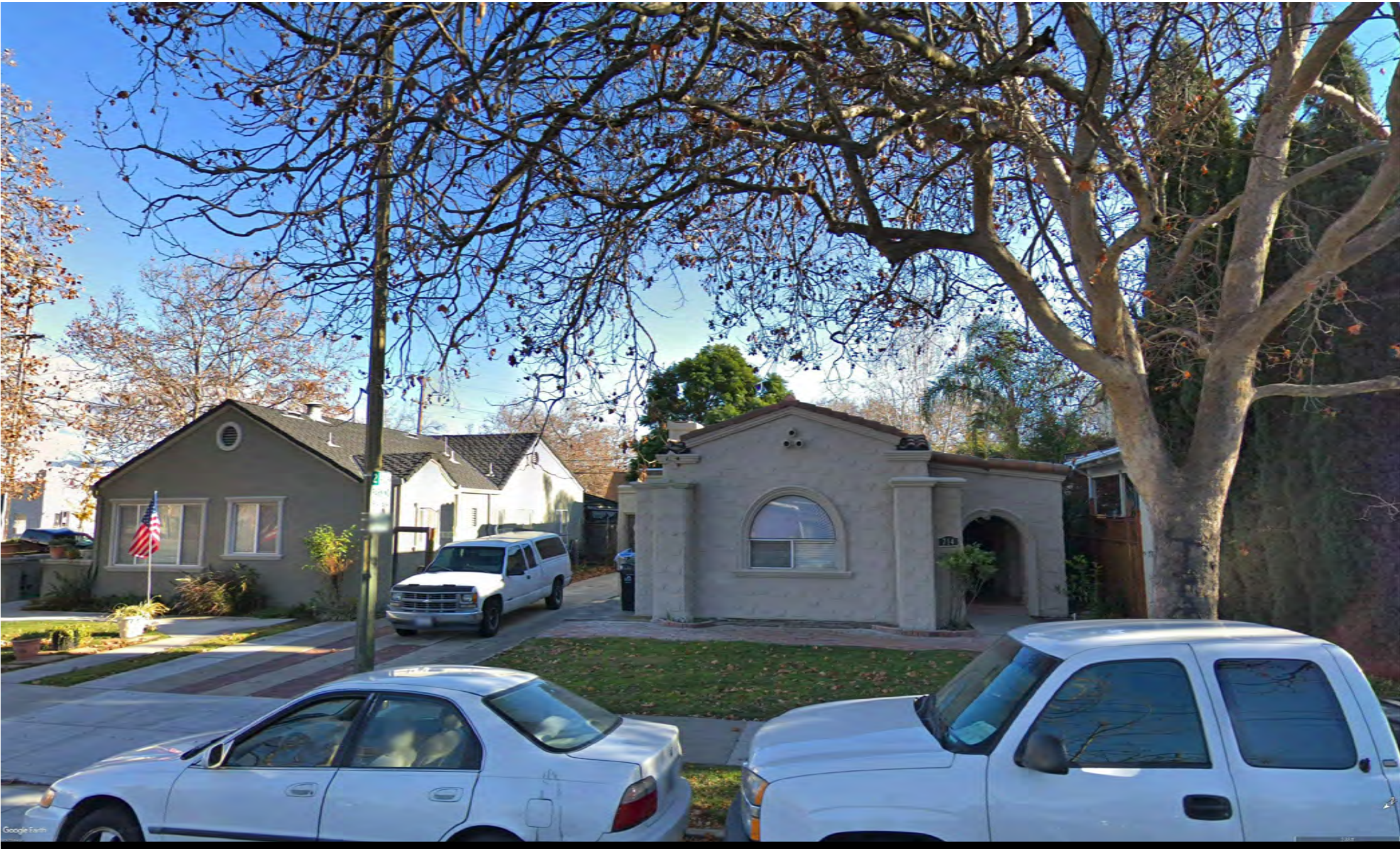
8 BIRD'S EYE VIEW



7



6



5



4



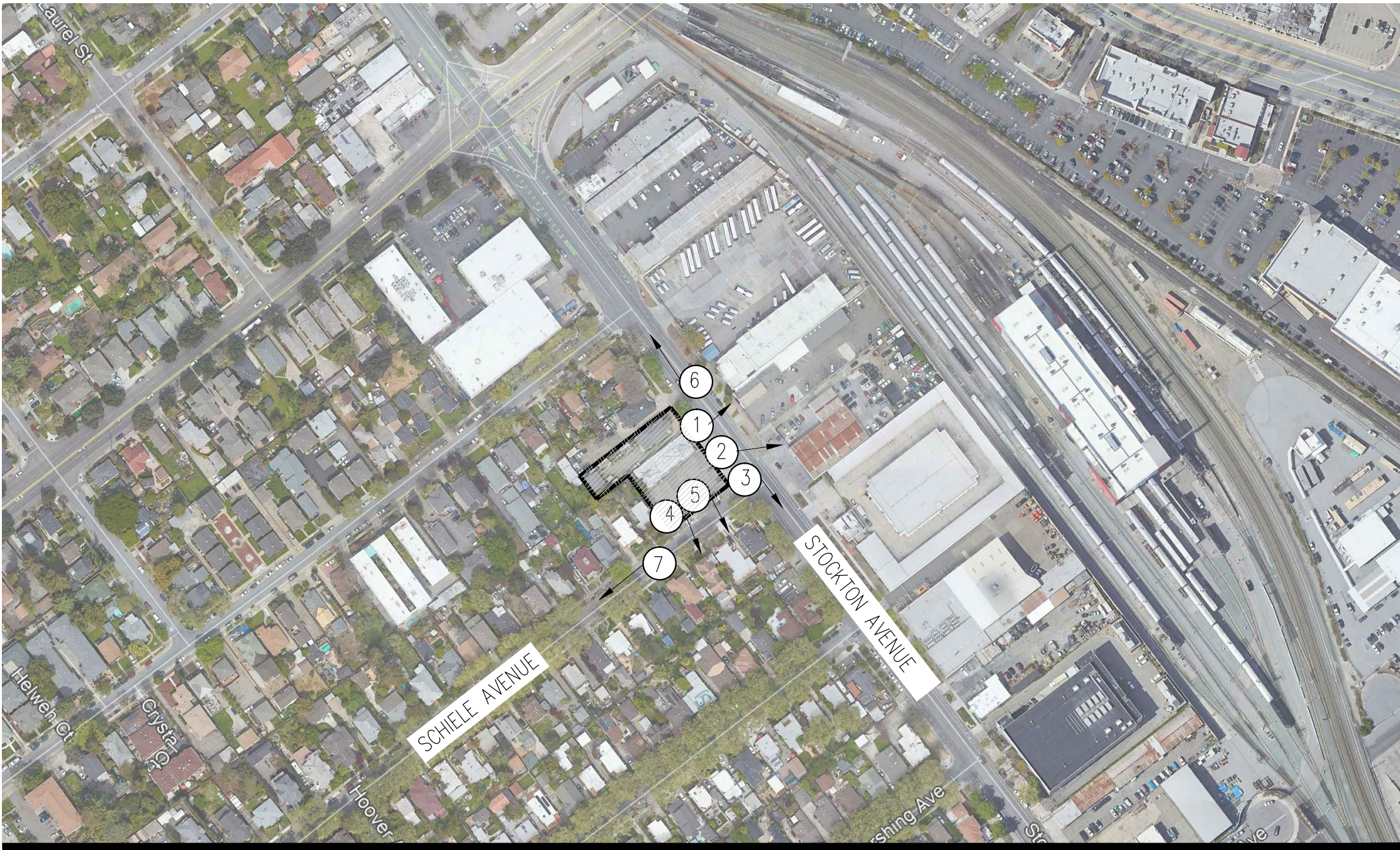
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2



1



AERIAL VIEW & KEY MAP

PROJECT NAME

**STOCKTON
HOTEL**
615 STOCKTON AVE
SAN JOSE, CA 95126
SP18-060

NO.	DATE	ISSUES AND REVISIONS	BY
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8.	12/31/19	ADDL. NOTES TO ABOVE	

DATE

SCALE

PROJECT NUMBER

COMPUTER FILE

PROJECT NAME

DESCRIPTION

**EXISTING
SITE PHOTOS**

SHEET NUMBER

G1.02

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SOUTHEAST CORNER
SCALE: N.T.S. **4**



SOUTH CORNER
SCALE: N.T.S. **3**



NORTH CORNER
SCALE: N.T.S. **2**



EAST CORNER
SCALE: N.T.S. **1**

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8.	12/31/19	ADDL. NOTES TO ABOVE	

DATE
SCALE AS SHOWN

PROJECT NUMBER
COMPUTER FILE
PROJECT NAME

DESCRIPTION
**PROPOSED
EXTERIOR VIEWS**

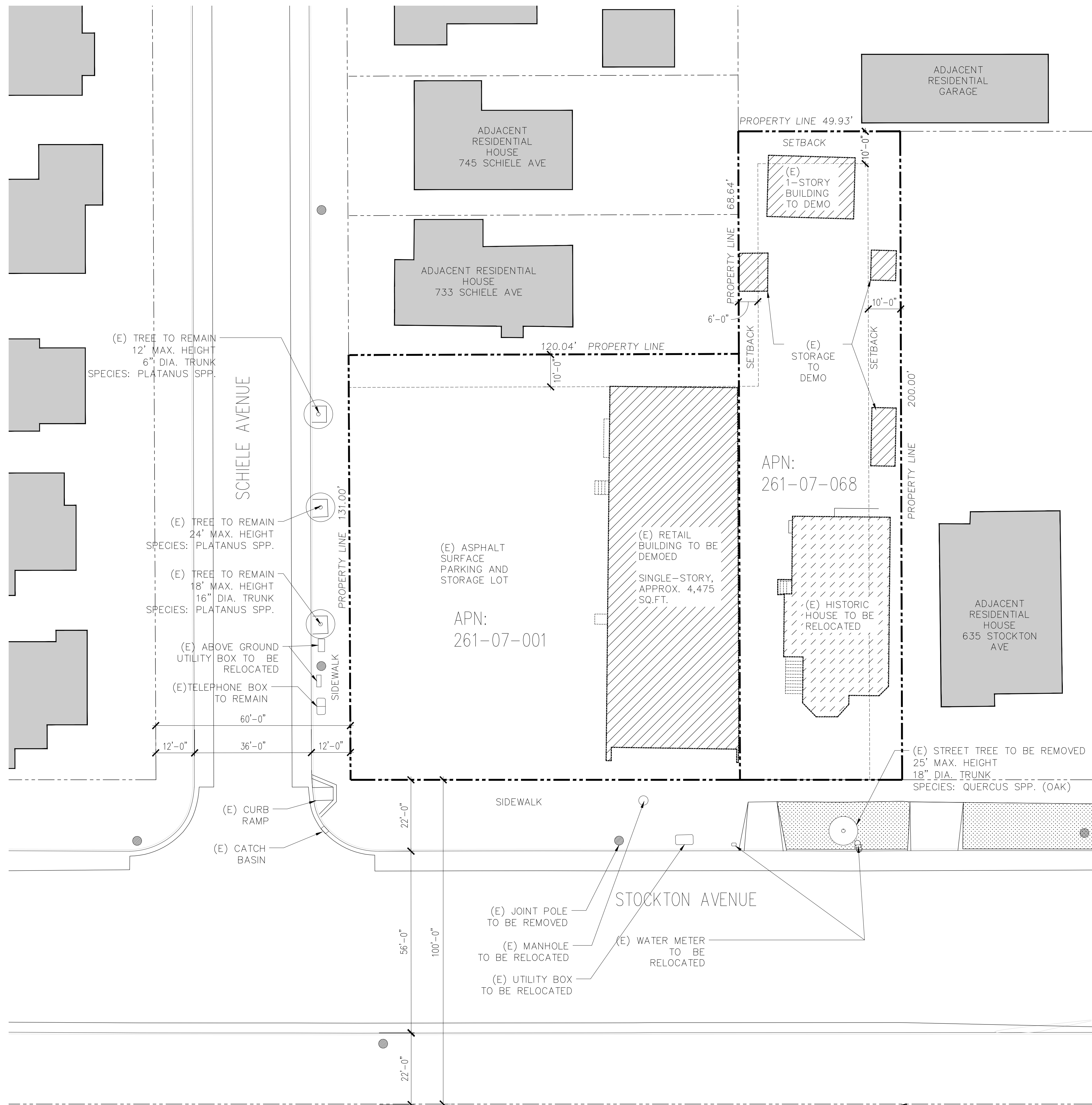
SHEET NUMBER

G1.03

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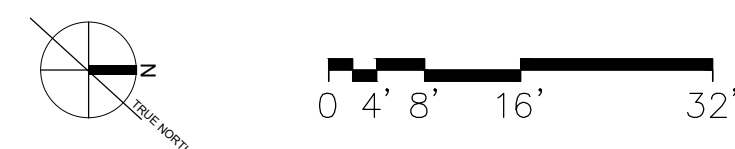
PROJECT NAME

**STOCKTON
HOTEL**
615 STOCKTON AVE
SAN JOSE, CA 95126
SP18-060



EXISTING SITE PLAN
SCALE: 1/16" = 1'-0"

1



NO.	DATE	ISSUES AND REVISIONS	BY
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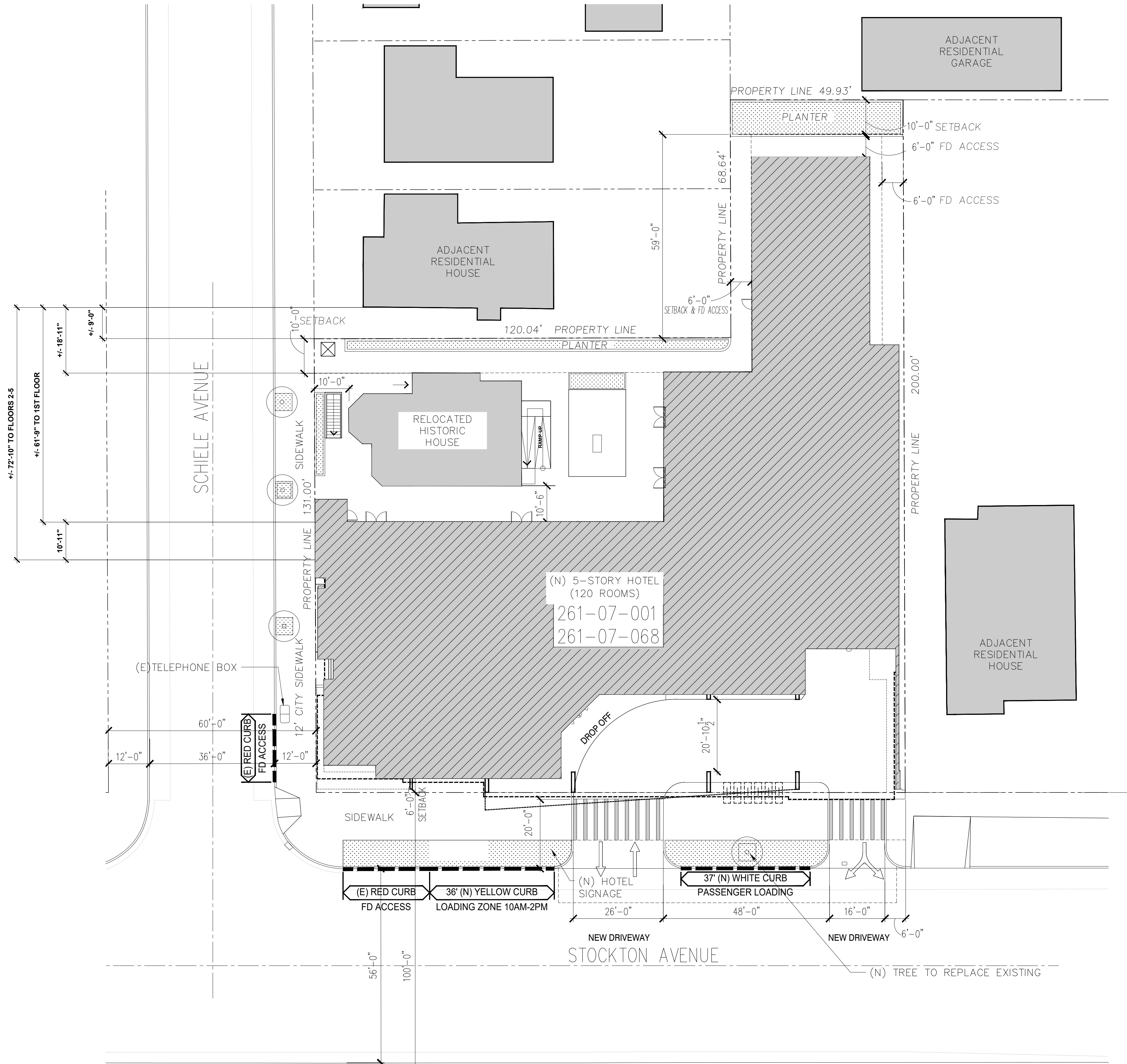
DATE	
SCALE	AS SHOWN
PROJECT NUMBER	18.027
COMPUTER FILE	
PROJECT NAME	

DESCRIPTION
**EXISTING
SITE PLAN**

SHEET NUMBER

A1.00

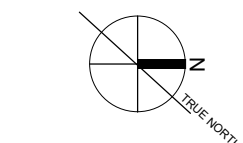
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PROPOSED SITE PLAN

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

1



PROJECT DATA SUMMARY

PROJECT NAME: STOCKTON HOTEL
PROJECT ADDRESS: 615 - 623 STOCKTON AVE. SAN JOSE, CA 95126
TOTAL PARCEL SIZE: 25,758. SF (0.59 ACRES)
ZONING: FROM: CN TO: Commercial Pedestrian
TYPE OF CONST.: TYPE III
NUMBER OF STORIES: 5-STORIES
HEIGHT LIMIT: MAXIMUM ALLOWED: 50'-0"
PROVIDED: 50'-0"

GUEST ROOM SUMMARY:

1ST FLOOR	3 ROOMS
2ND FLOOR	27 ROOMS
3RD FLOOR	30 ROOMS
4TH FLOOR	30 ROOMS
5TH FLOOR	30 ROOMS
TOTAL	120 ROOMS

PARKING SUMMARY

PARKING REQUIRED -		
1 SPACE PER GUEST ROOM	=	120 SPACES
1 PARKING SPACE PER EMPLOYEE	=	10 SPACES
TOTAL REQUIRED:	=	130 SPACES

PARKING REDUCTION 50% PER TDM	=	65 SPACES
TOTAL PARKING PROVIDED	=	82 SPACES
ADA PARKING REQUIRED	=	3 STANDARD + 1 VAN ACCESSIBLE
EV CHARGING SPACES	=	7 SPACES
LOW-EMITTING, FUEL EFFECTIVE & CARPOOL/VANPOOL VEHICLES	=	8 SPACES

MOTORCYCLE PARKING PROVIDED

1 MOTORCYCLE PER 20 CAR SPACES = 5 SPACES

BICYCLE PARKING PROVIDED

1 BIKE PARKING PER 10 GUEST RMS : SHORT TERM - 12 BIKES WITHIN 100 FT FROM ENTRANCE
LONG TERM - 2 BIKE LOCKERS

AREA CALCULATION

GROUND FLOOR -	12,800 S.F.
HISTORIC HOUSE	1,292 S.F. (EXCLUDED FROM CALCULATION)
2ND FLOOR -	12,530 S.F.
3RD FLOOR -	14,150 S.F.
4TH FLOOR -	14,150 S.F.
5TH FLOOR -	14,150 S.F.
SUB-TOTAL	67,780 S.F.

UNDERGROUND PARKING

B1	20,965 S.F.
B2	18,350 S.F.
SUB-TOTAL	39,915 S.F.

TOTAL AREA	=	67,780 S.F.
LOT SIZE	=	25,758 S.F.
F.A.R.	=	2.631 (67,780 / 25,758)

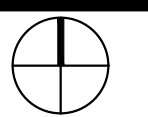
SHEET NOTES

- ALL EXISTING BUILDINGS, SLABS, DRIVEWAYS, WALKWAYS, FENCES, ETC. ON THE PROPERTIES IN QUESTION ARE TO BE COMPLETELY REMOVED, U.O.N.
- SEE CIVIL DRAWINGS FOR PAVEMENT INFORMATION
- SEE CIVIL DRAWINGS FOR UTILITY CONNECTIONS & INFORMATION.
- SEE CIVIL DRAWINGS FOR TOPOGRAPHIC, SITE RELATED INFORMATION INCLUDING GRADING AND DRAINAGE PLANS AND EROSION CONTROL.
- SEE CIVIL DRAWINGS FOR PERMEABILITY INFORMATION
- (E) JOINT POLES TO BE REMOVED & ELECTRIC OVERHEAD TO BE RELOCATED UNDERGROUND.
- ALL EXTERIOR LIGHT FIXTURES TO BE ATTACHED TO BUILDING. NO FREESTANDING LIGHT FIXTURE IS PROPOSED
- SHORT-TERM BICYCLE PARKING FACILITIES ARE SUBJECT TO AND SHALL MEET ALL THE FOLLOWING REQUIREMENTS:
 - THE FACILITIES SHALL BE LOCATED AT LEAST THREE FEET AWAY FROM ANY WALL, FENCE, OR OTHER STRUCTURE.
 - WHEN MULTIPLE SHORT-TERM BICYCLE PARKING FACILITIES ARE INSTALLED TOGETHER IN SEQUENCE, THEY SHALL BE INSTALLED AT LEAST THREE FEET APART AND LOCATED IN A CONFIGURATION THAT PROVIDES SPACE FOR PARKED BICYCLES TO BE ALIGNED PARALLEL TO EACH OTHER.
 - THE FACILITIES SHALL BE INSTALLED IN A CLEAR SPACE AT LEAST TWO FEET IN WIDTH BY SIX FEET IN LENGTH TO ALLOW SUFFICIENT SPACE BETWEEN PARKED BICYCLES.
 - PERMANENTLY ANCHORED BICYCLE RACKS SHALL BE INSTALLED TO ALLOW THE FRAME AND ONE OR BOTH WHEELS OF THE BICYCLE TO BE SECURELY LOCKED TO THE RACK



LOCATION MAP

SCALE: N.T.S.



PROJECT NAME

STOCKTON
HOTEL

615 STOCKTON AVE
SAN JOSE, CA 95126

SP18-060

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8.	12/31/19	ADDL. NOTES TO ABOVE	

DATE	AS SHOWN
SCALE	

PROJECT NUMBER	18.027
COMPUTER FILE	
PROJECT NAME	

DESCRIPTION	PROPOSED SITE PLAN
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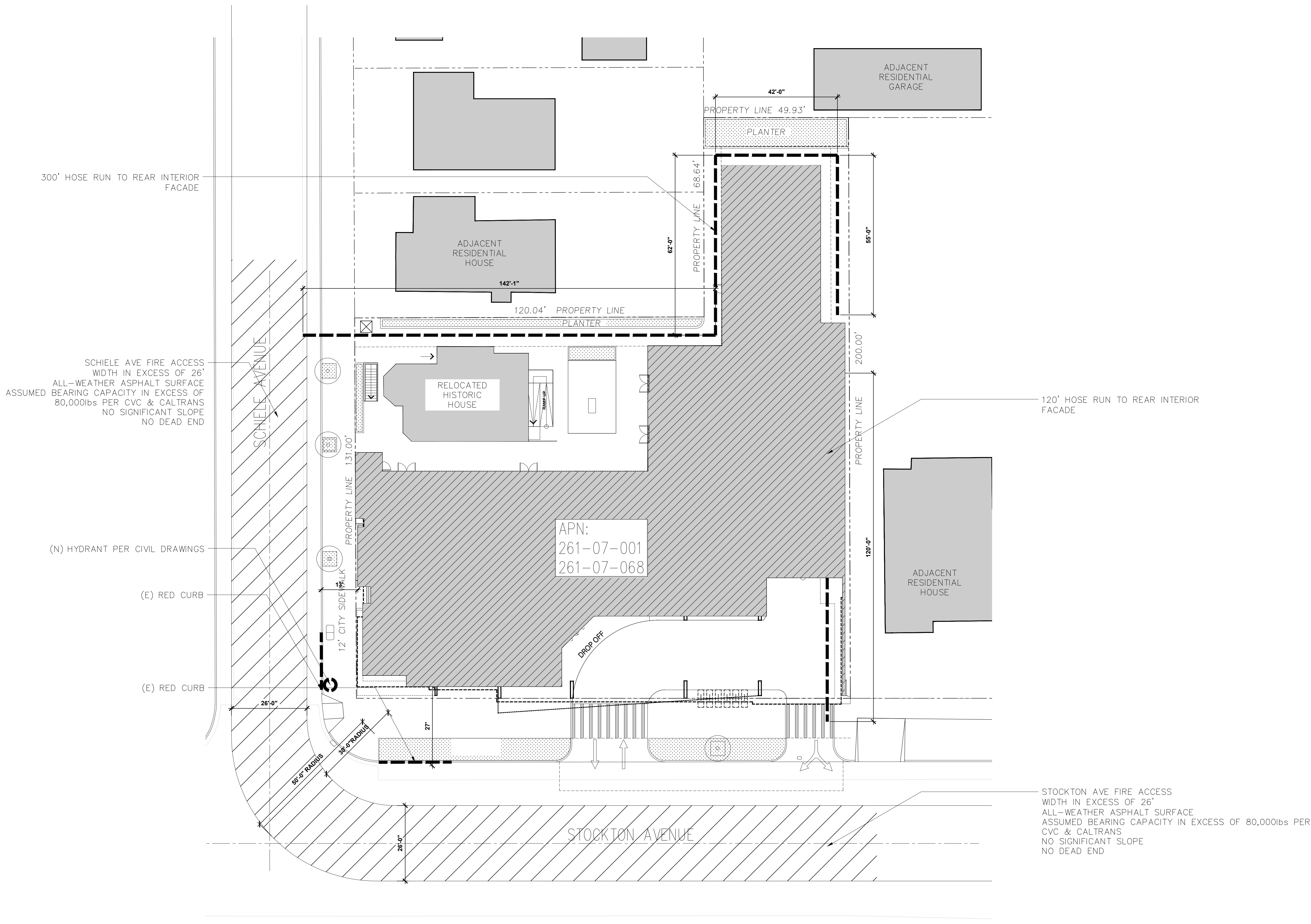
SHEET NUMBER

A1.01

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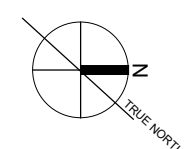
PROJECT NAME

**STOCKTON
HOTEL**
615 STOCKTON AVE
SAN JOSE, CA 95126
SP18-060



PROPOSED SITE PLAN
SCALE: 1/16" = 1'-0"

1



0 4' 8' 16' 32'

NO.	DATE	ISSUES AND REVISIONS	BY
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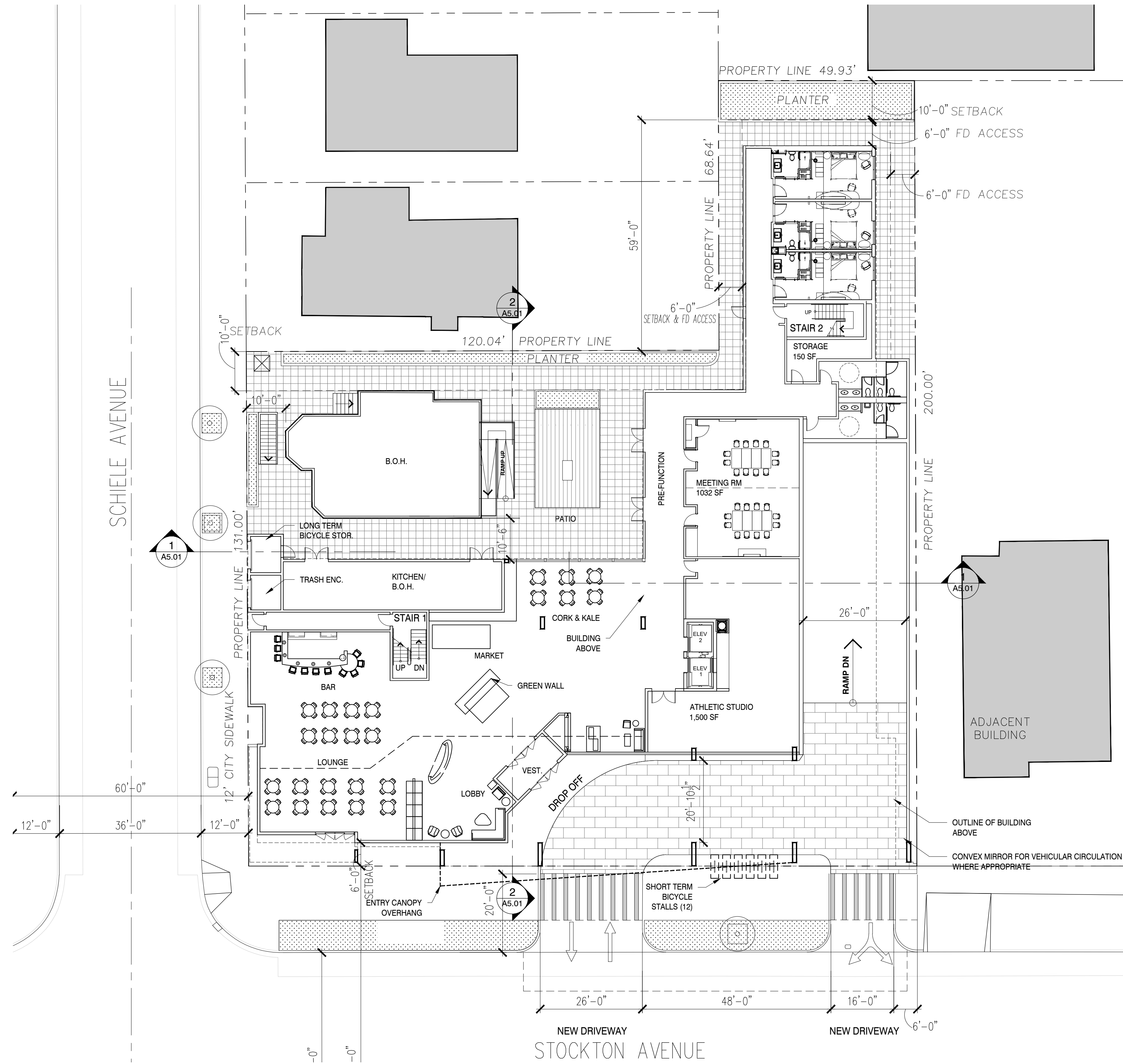
DATE
SCALE AS SHOWN

PROJECT NUMBER 18.027
COMPUTER FILE
PROJECT NAME

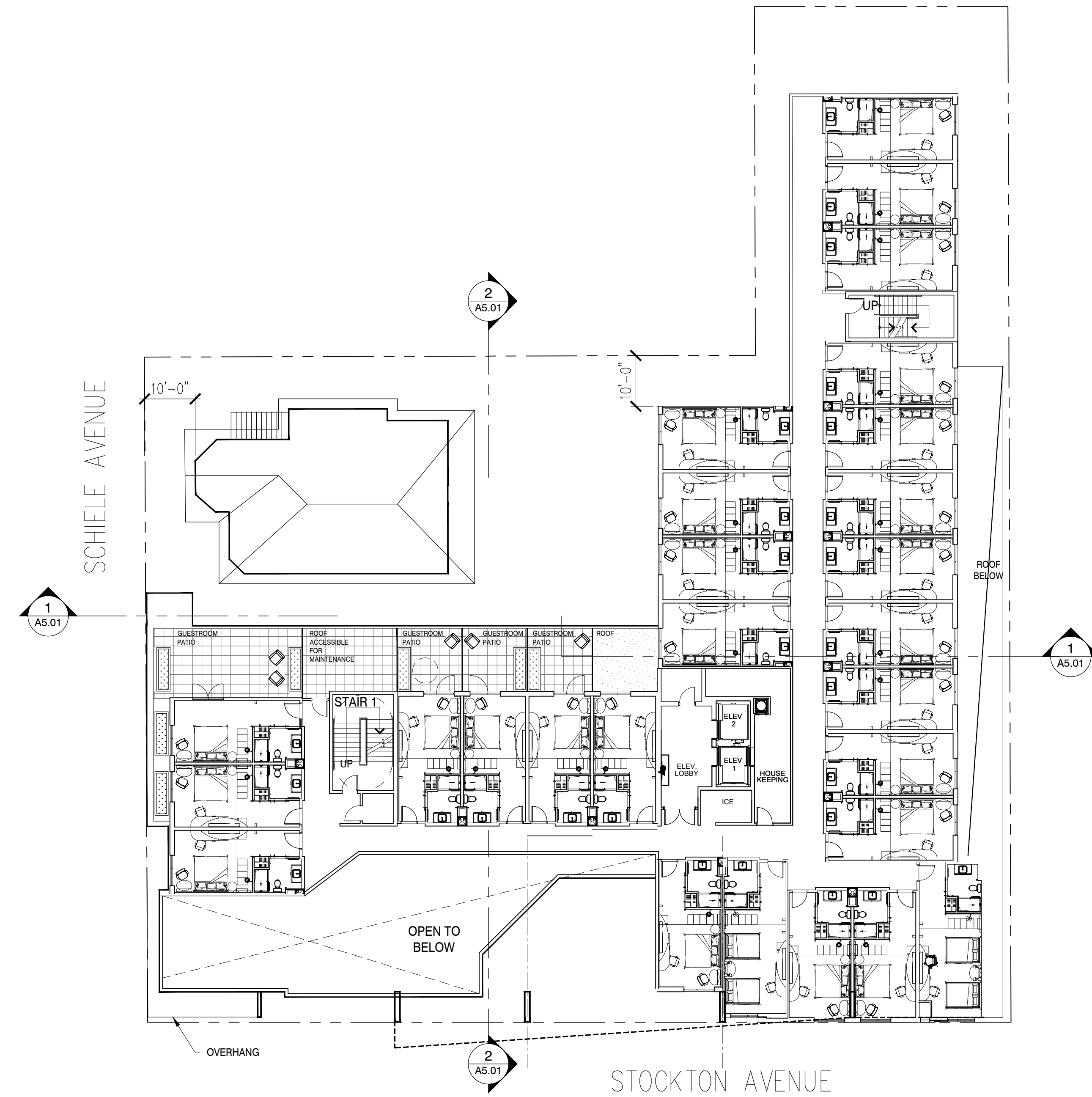
DESCRIPTION
**FIRE APPARATUS
ACCESS PLAN**

SHEET NUMBER
A1.02

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FIRST FLOOR PLAN
SCALE: 1/16" = 1'-0" **1**



2ND FLOOR PLAN
SCALE: 1/16" = 1'-0" **2**

NO.	DATE	ISSUES AND REVISIONS	BY
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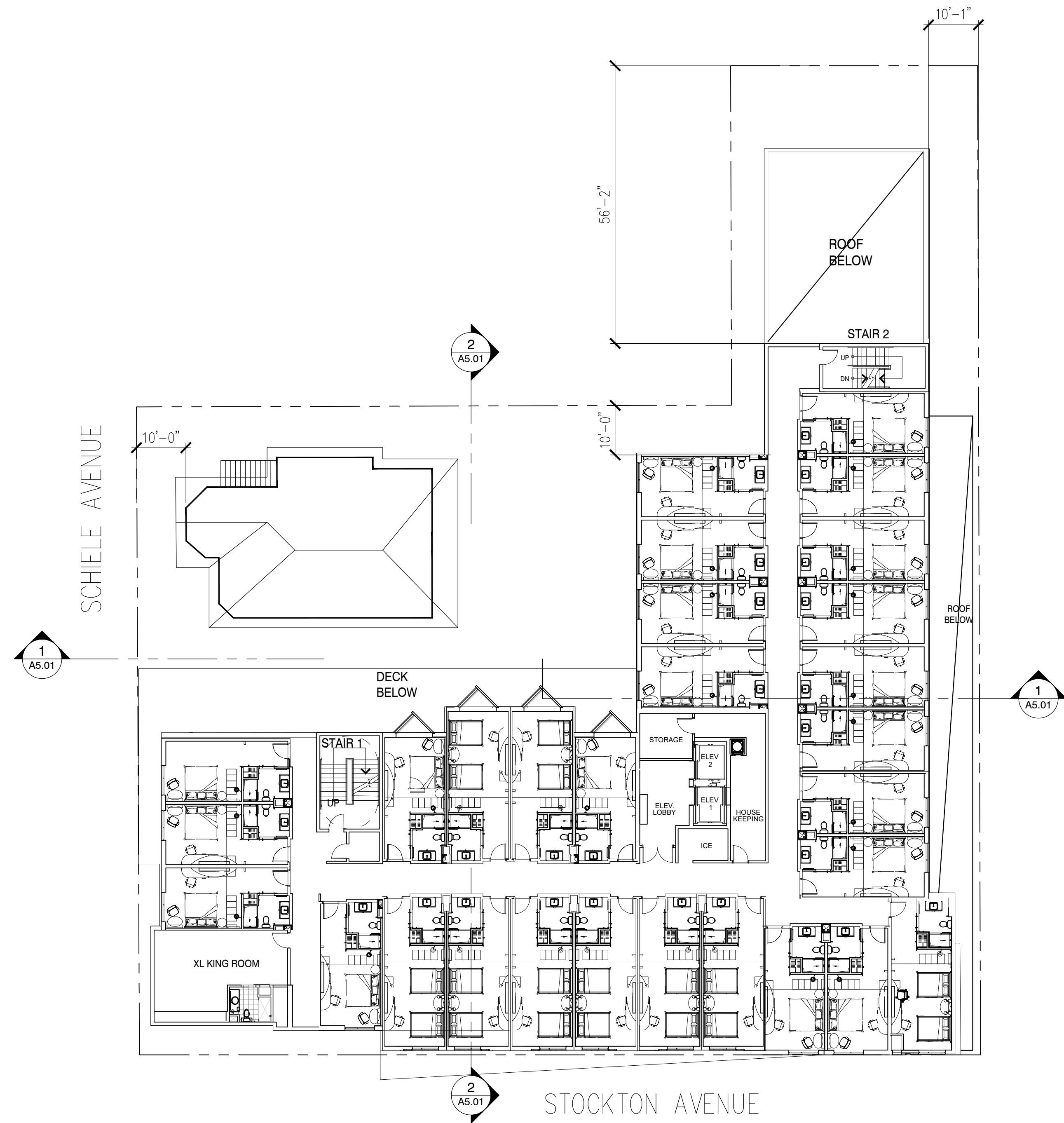
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DESCRIPTION	FIRST & SECOND FLOOR PLANS
SHEET NUMBER	A2.01



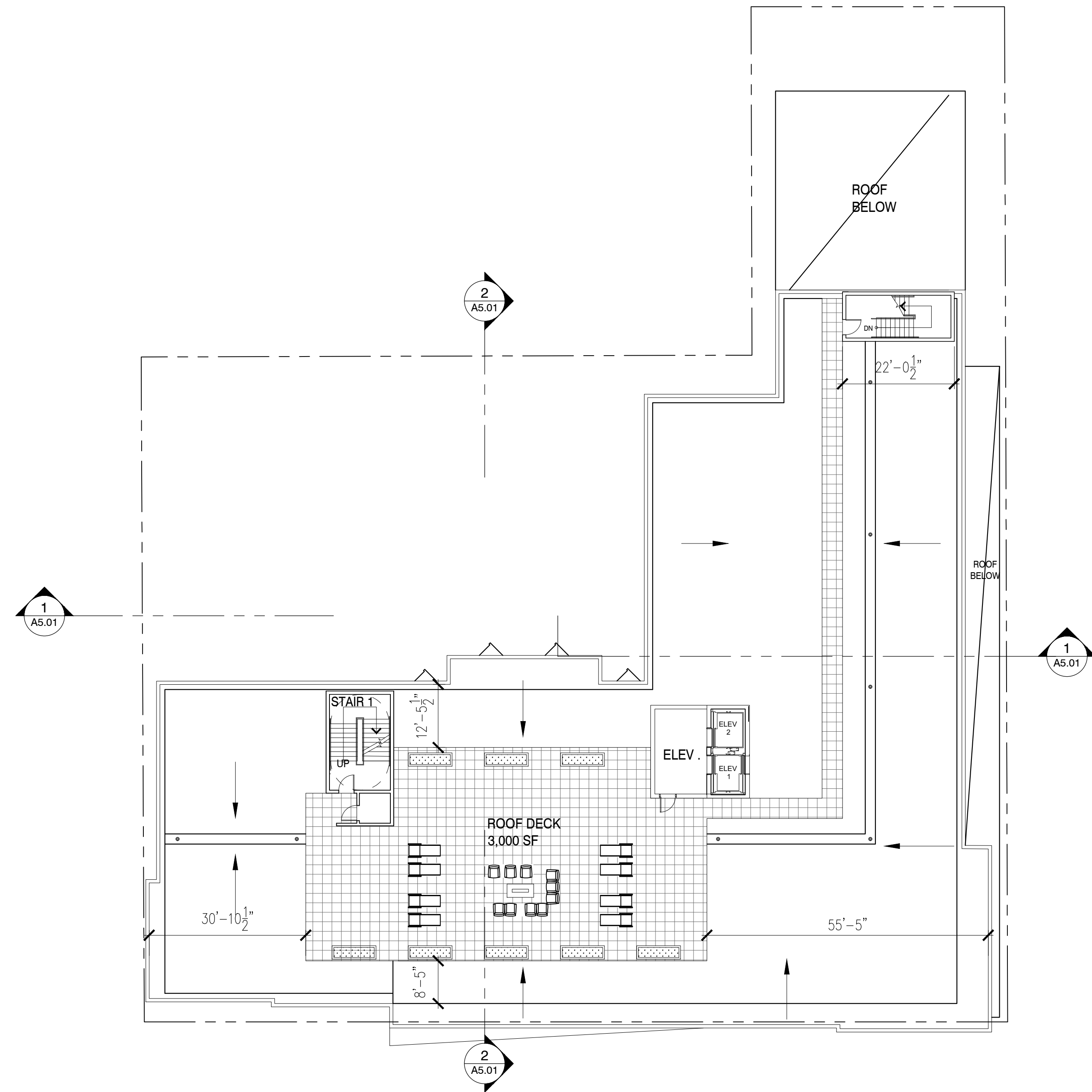
PROJECT NAME

**STOCKTON
HOTEL**
615 STOCKTON AVE
SAN JOSE, CA 95126
SP18-060



3RD-5TH FLOOR PLAN
SCALE: 1/16" = 1'-0"

1



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

1

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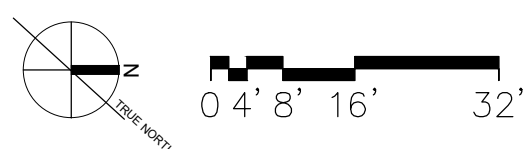
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PROJECT NAME

DESCRIPTION
**3RD-5TH & ROOF
PLANS**

SHEET NUMBER

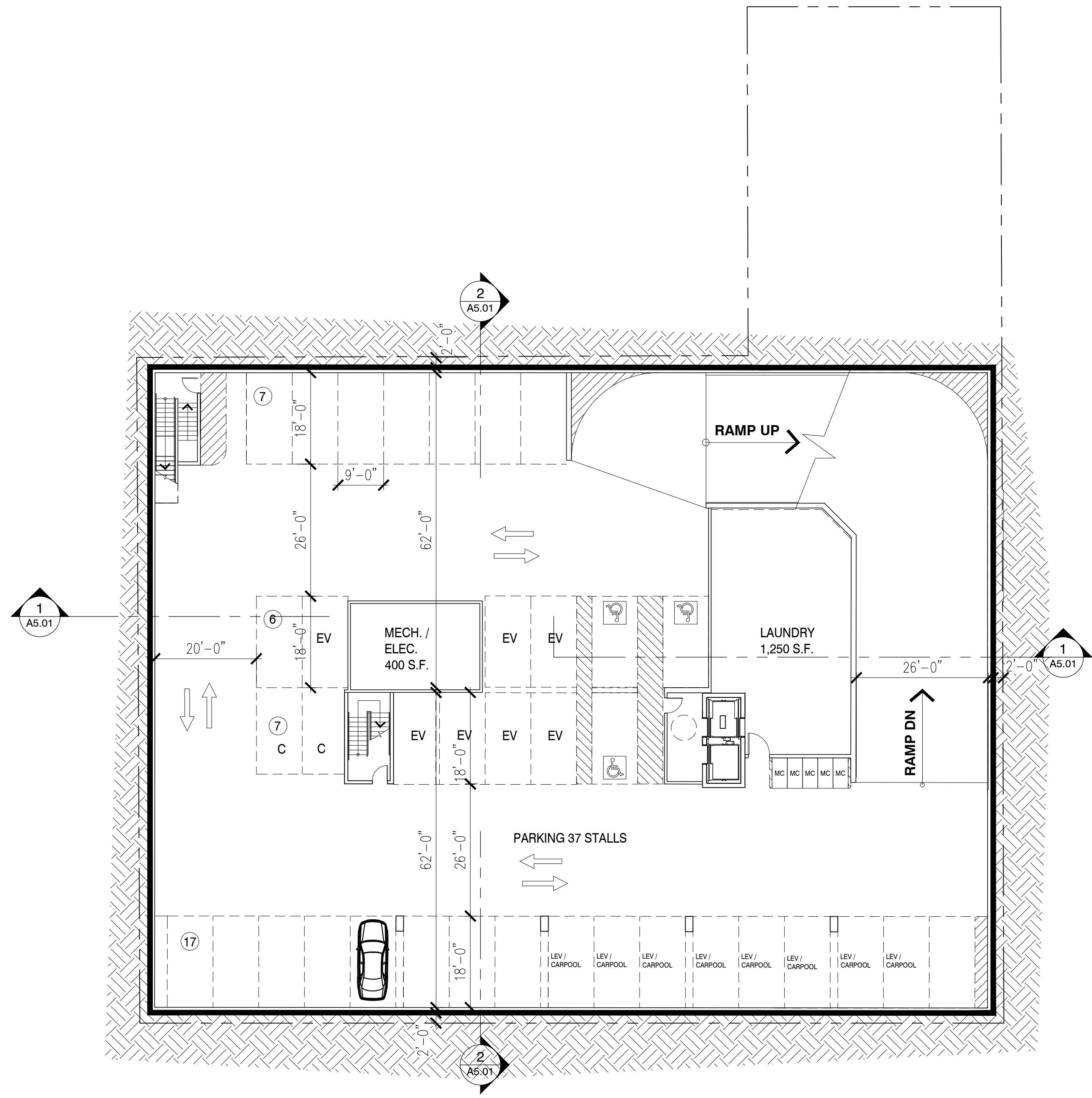
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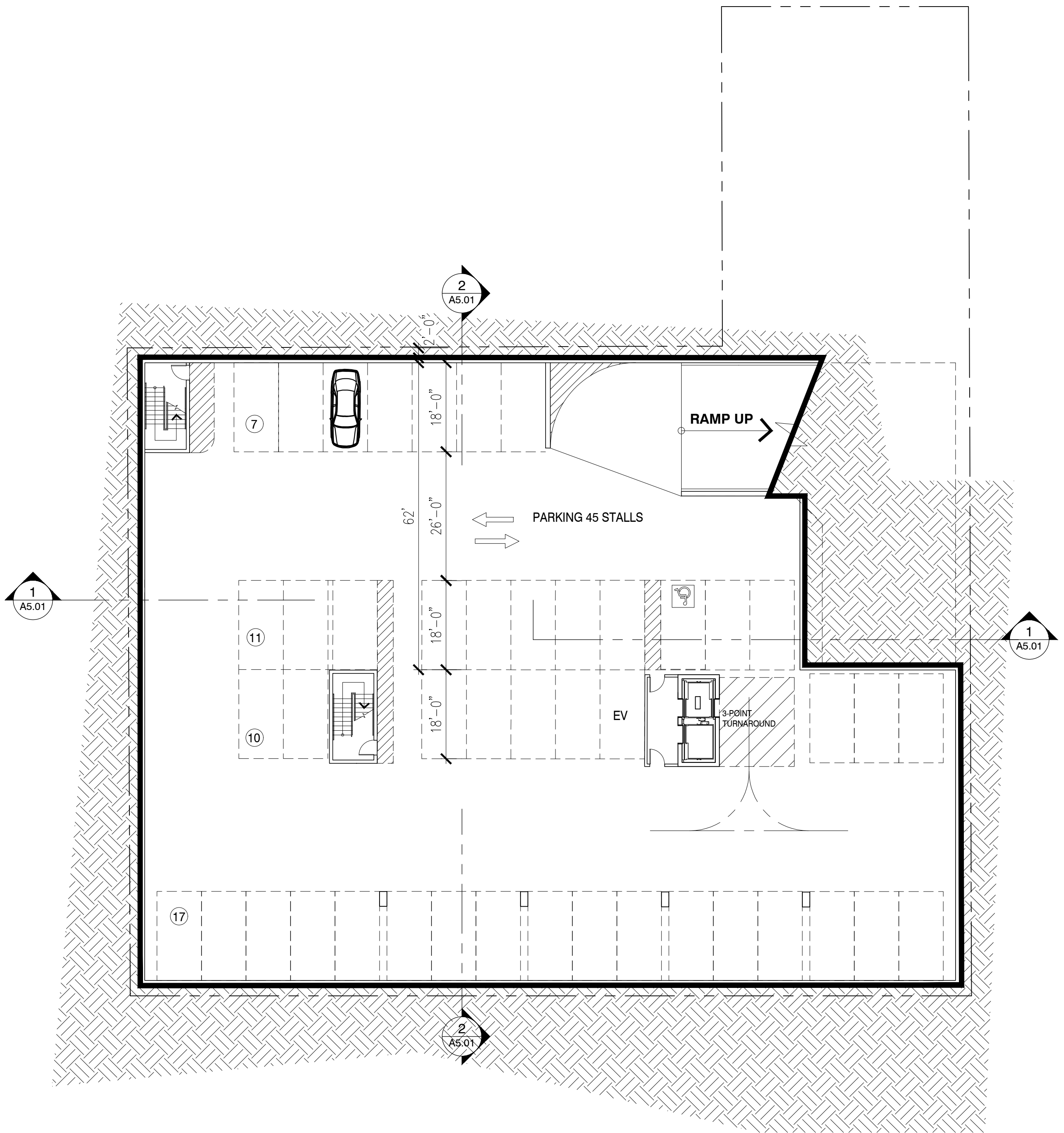


PROJECT NAME

**STOCKTON
HOTEL**
615 STOCKTON AVE
SAN JOSE, CA 95126
SP18-060



BASEMENT LEVEL ONE PLAN
SCALE: 1/16" = 1'-0" **1**



BASEMENT LEVEL 2 PLAN
SCALE: 1/16" = 1'-0" **2**

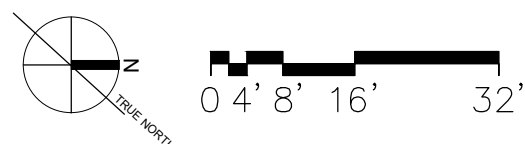
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8.	12/31/19	ADDL. NOTES TO ABOVE	

DATE
SCALE AS SHOWN

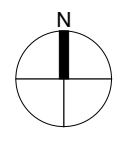
PROJECT NUMBER 18.027
COMPUTER FILE
PROJECT NAME

DESCRIPTION
**BASEMENT
PLANS**

SHEET NUMBER
A2.03



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JUNE 21ST - 0800
SCALE: 1" = 80'

1



JUNE 21ST - 1000
SCALE: 1" = 80'

2



JUNE 21ST - 1200
SCALE: 1" = 80'

3



JUNE 21ST - 1600
SCALE: 1" = 80'

4



JUNE 21ST - 1800
SCALE: 1" = 80'

5

PROJECT NAME

**STOCKTON
HOTEL**
615 STOCKTON AVE
SAN JOSE, CA 95126
SP18-060

NO.	DATE	ISSUES AND REVISIONS	BY
1.	11/01/18	SITE DEVELOPMENT PERMIT	
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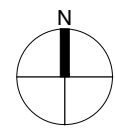
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PROJECT NUMBER 18.027
COMPUTER FILE
PROJECT NAME

DESCRIPTION
**SHADOW STUDY
JUNE**

SHEET NUMBER
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DECEMBER 21ST - 0900 **1**
SCALE: 1" = 80'



DECEMBER 21ST - 1100 **2**
SCALE: 1" = 80'



DECEMBER 21ST - 1200 **13**
SCALE: 1" = 80'



DECEMBER 21ST - 1400 **14**
SCALE: 1" = 80'



DECEMBER 21ST - 1600 **15**
SCALE: 1" = 80'

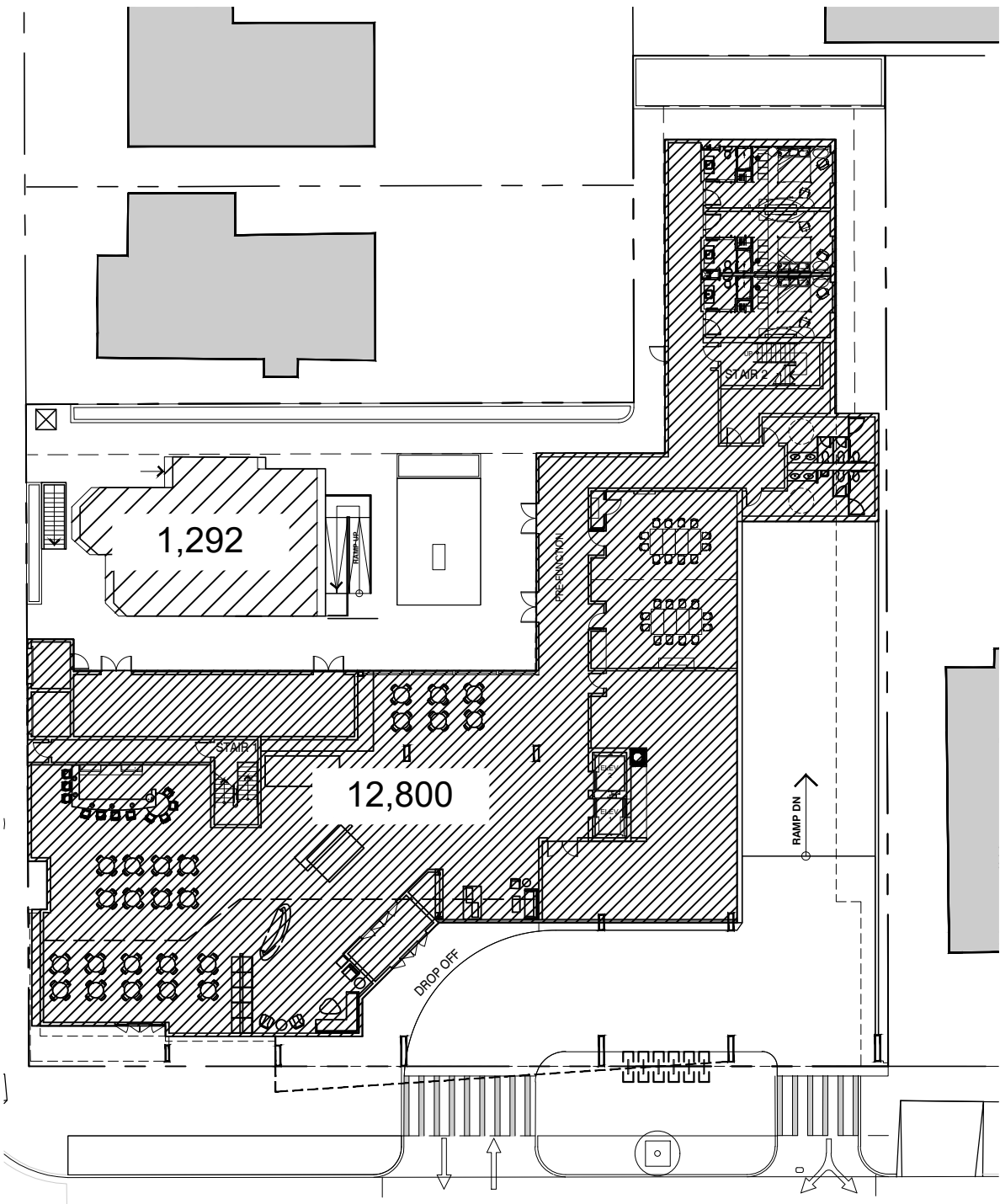
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PROJECT NUMBER 18.027
COMPUTER FILE
PROJECT NAME

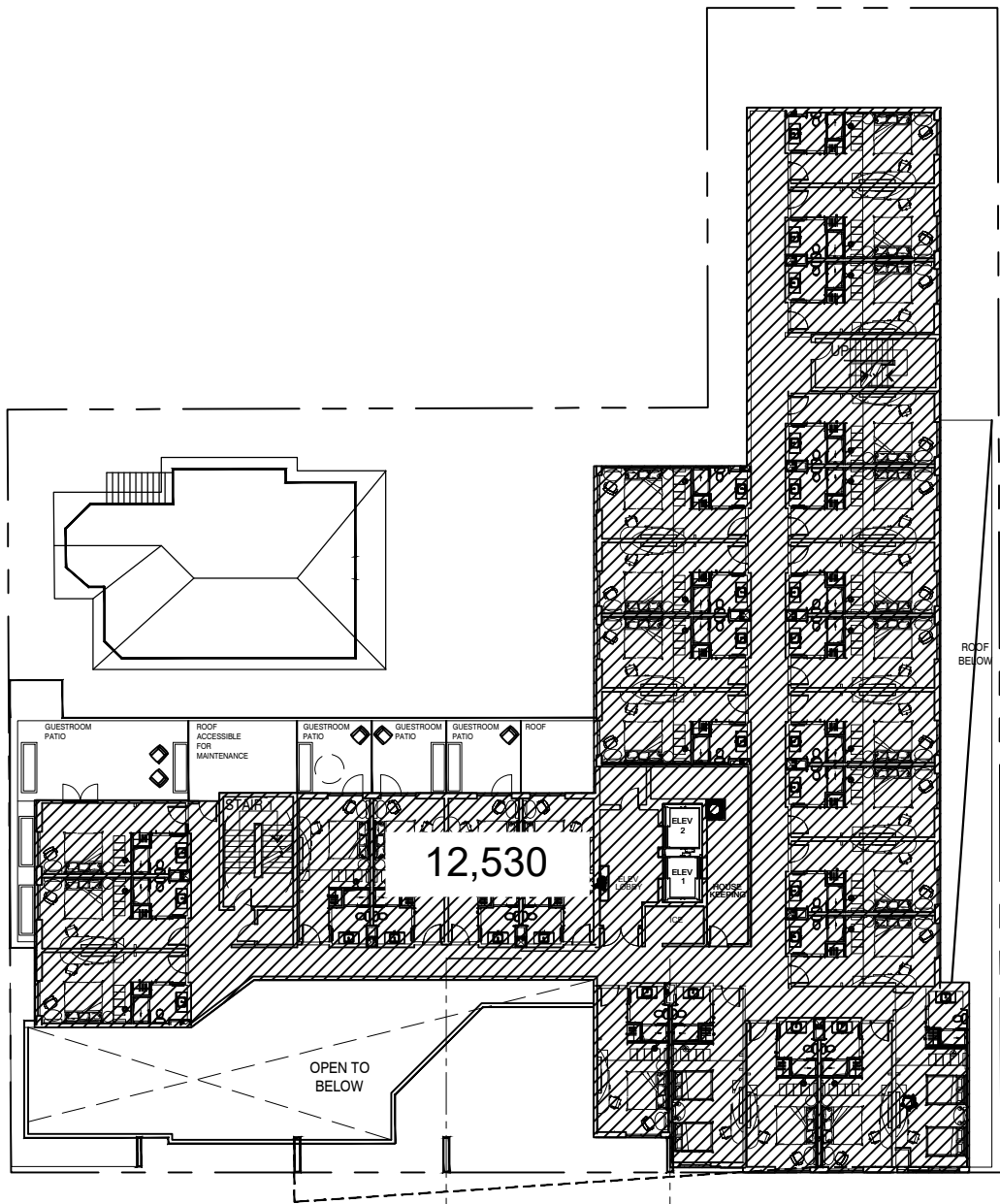
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SHADOW STUDY
DECEMBER

SHEET NUMBER
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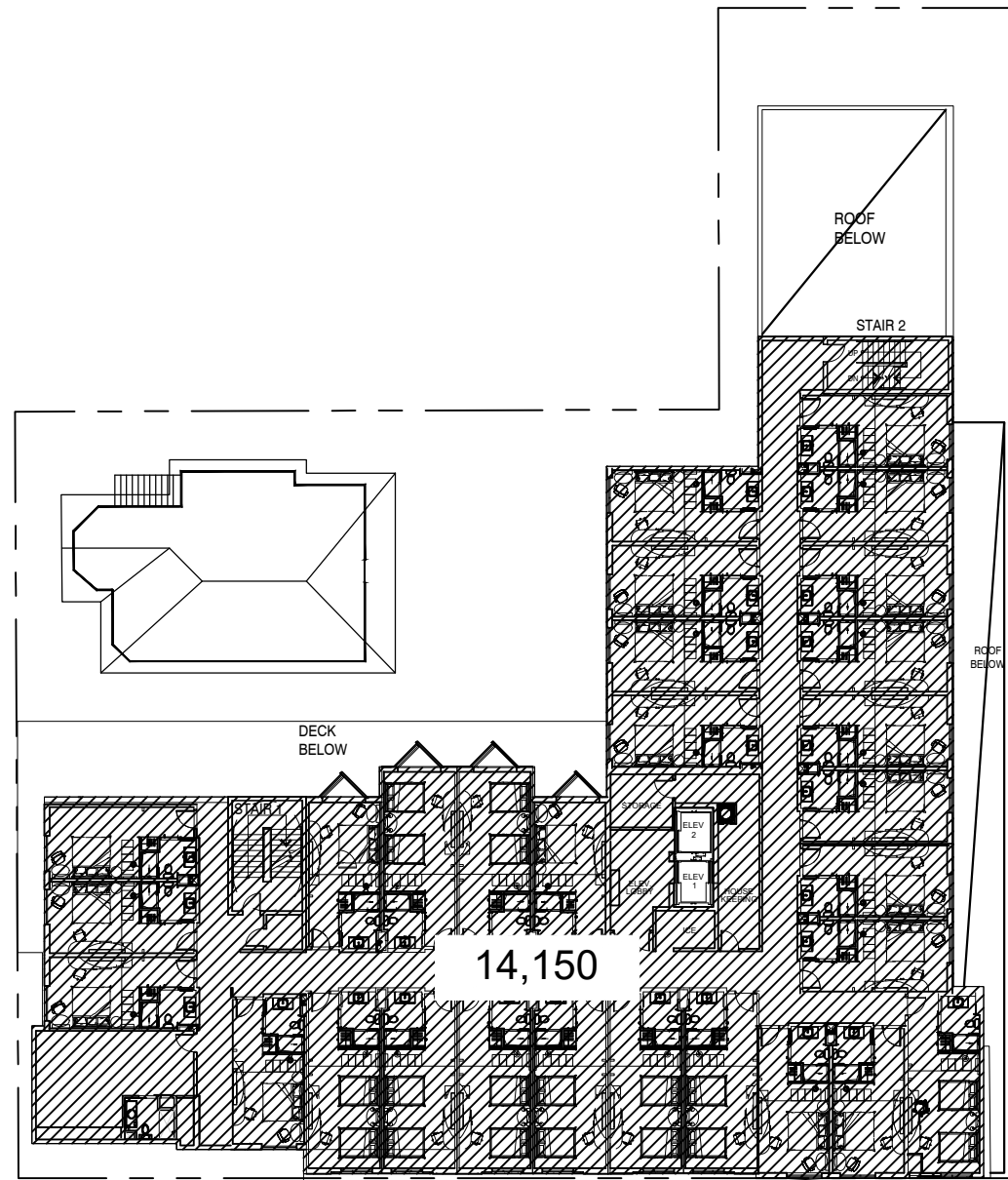
1ST FLOOR PLAN
SCALE: 1/32" = 1'-0"
1



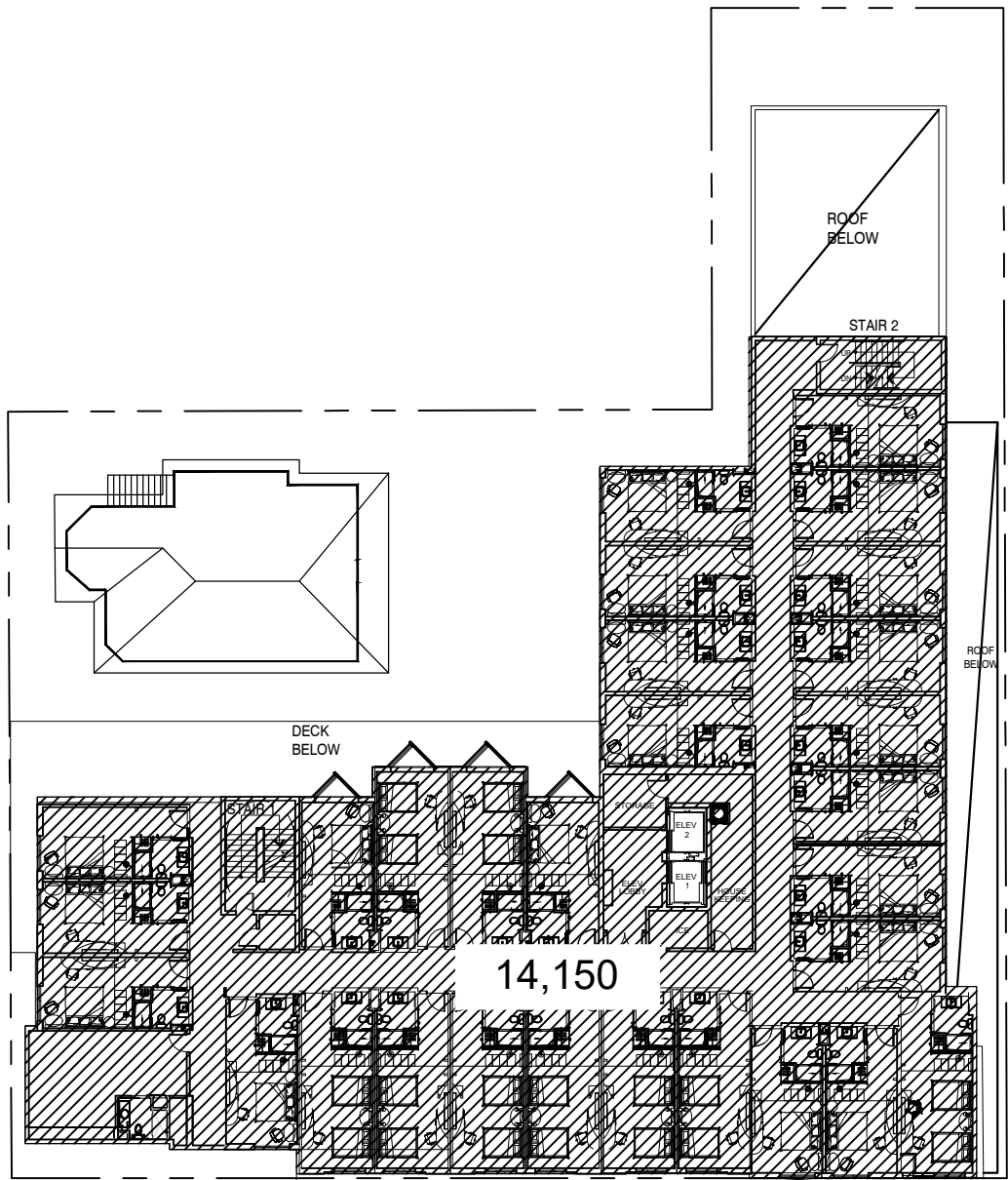
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2



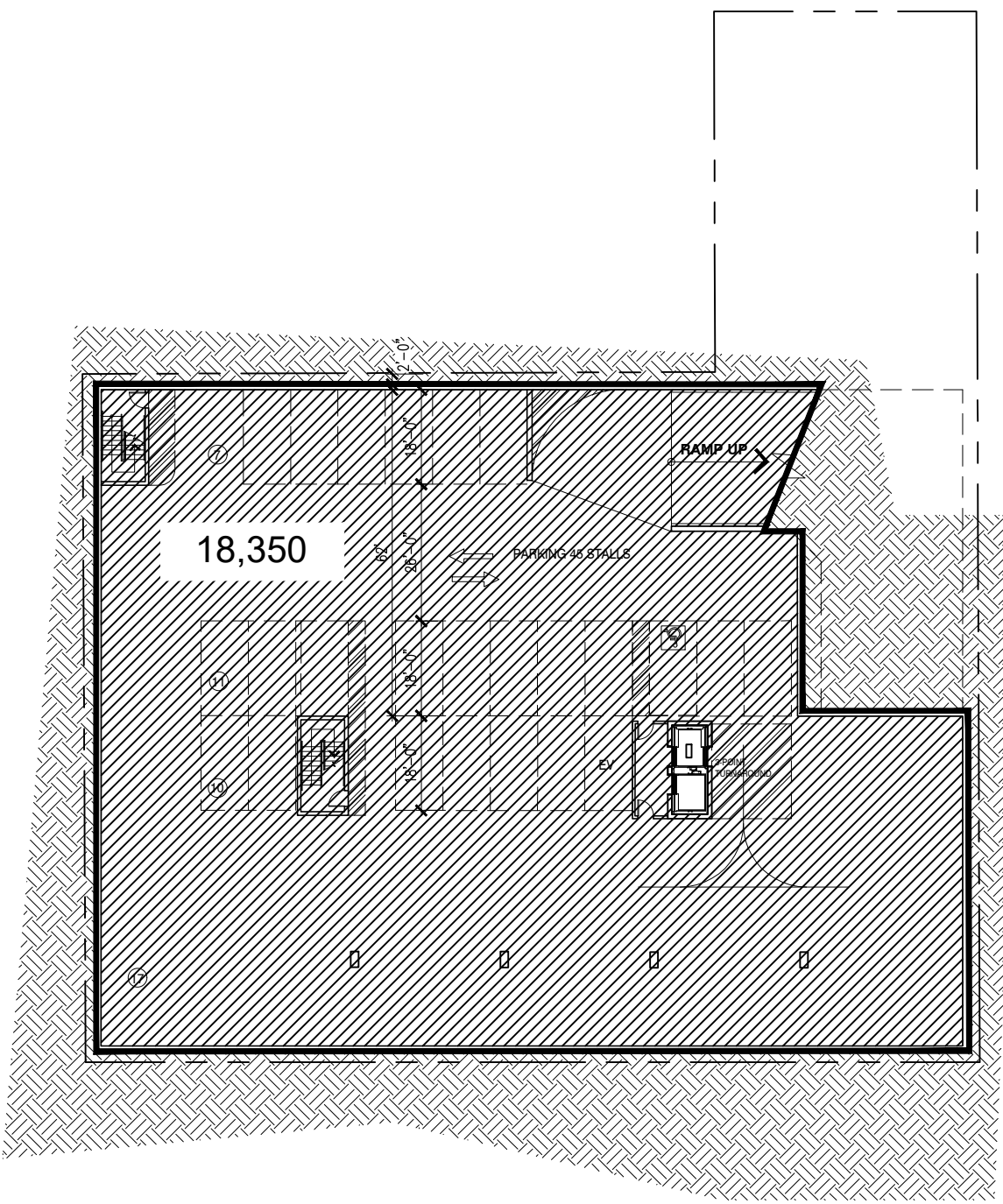
3RD FLOOR PLAN
SCALE: 1/32" = 1'-0"
3



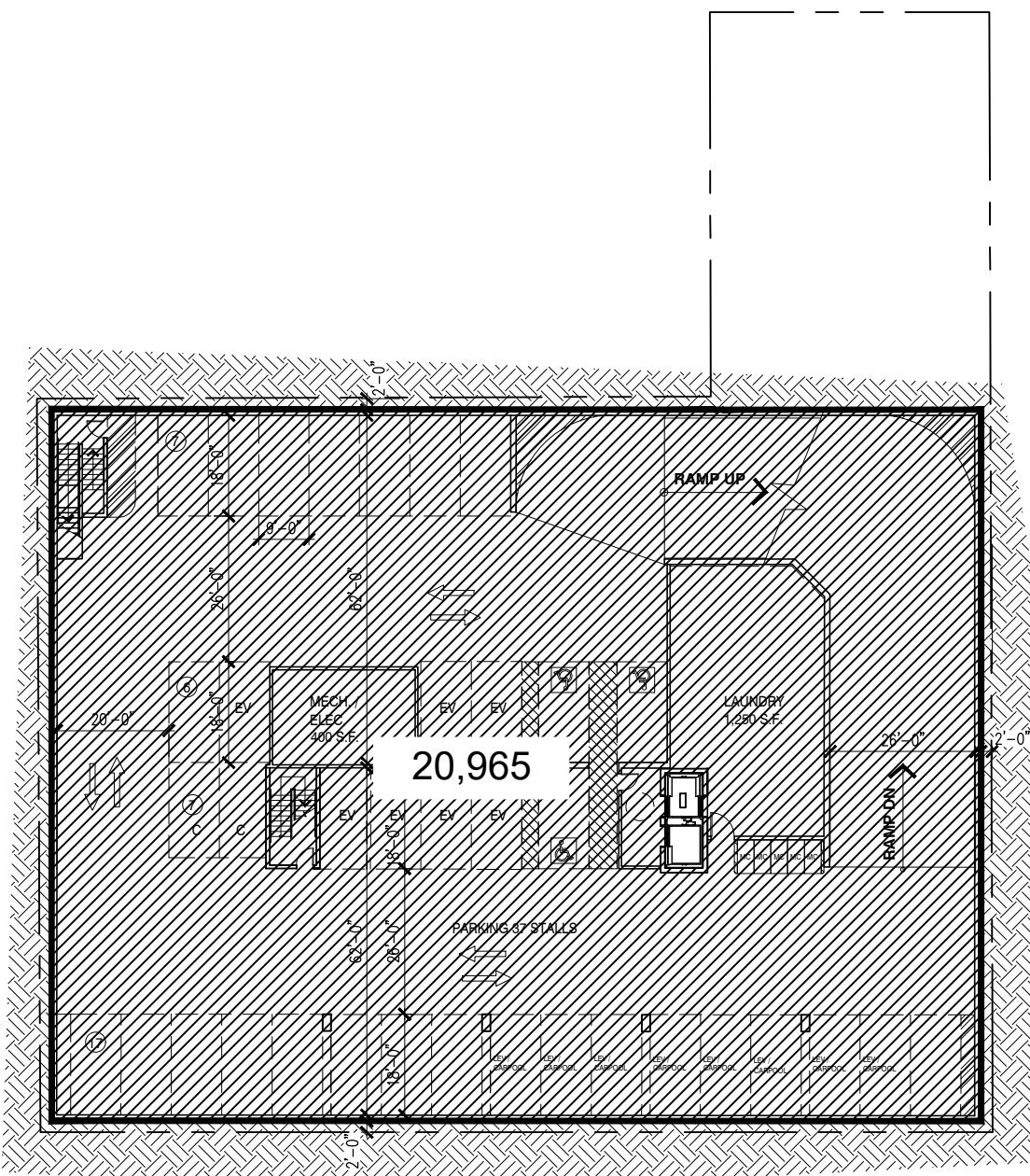
4TH FLOOR PLAN
SCALE: 1/32" = 1'-0"
4



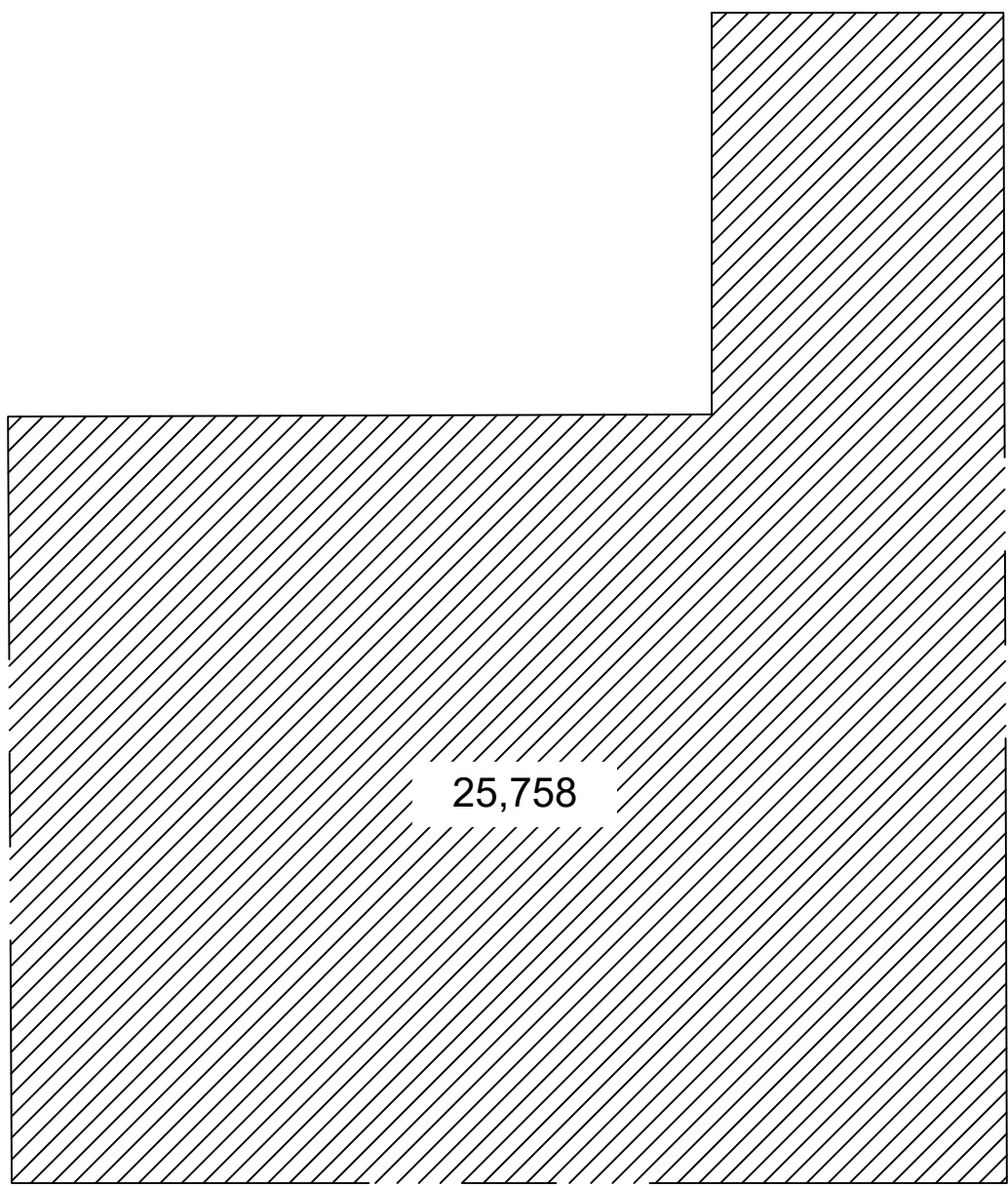
5TH FLOOR PLAN
SCALE: 1/32" = 1'-0"
5



BASEMENT LEVEL TWO PLAN
SCALE: 1/32" = 1'-0"
B2



BASEMENT LEVEL ONE PLAN
SCALE: 1/32" = 1'-0"
B1



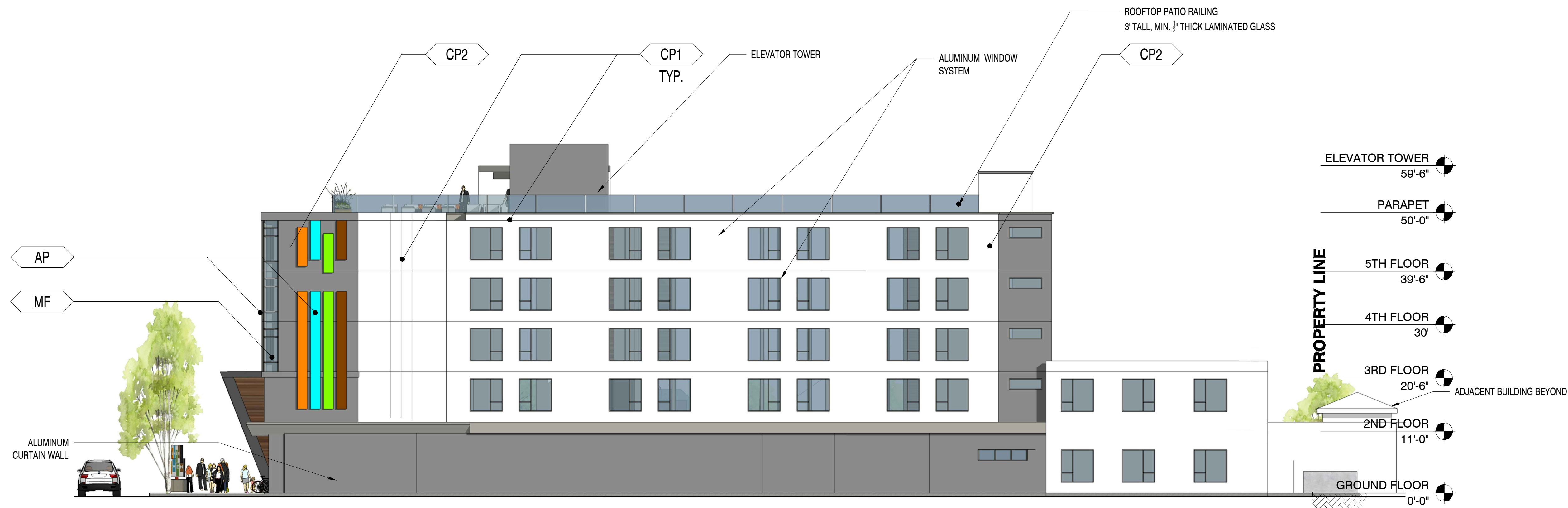
SITE BOUNDARY PLAN
SCALE: 1/32" = 1'-0"
E

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DATE	AS SHOWN
SCALE	
PROJECT NUMBER	18.027
COMPUTER FILE	
PROJECT NAME	

DESCRIPTION	FLOOR AREA RATIO PLANS
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SHEET NUMBER	
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NORTH WEST ELEVATION
SCALE: 3/32" = 1'-0"

2



NORTH EAST ELEVATION
SCALE: 3/32" = 1'-0"

1

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SCALE AS SHOWN

PROJECT NUMBER
COMPUTER FILE
PROJECT NAME

DESCRIPTION

ELEVATIONS
SHEET NUMBER

A4.01
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PROJECT NAME

**STOCKTON
HOTEL**
615 STOCKTON AVE
SAN JOSE, CA 95126
SP18-060



SOUTH WEST ELEVATION
SCALE: 3/32" = 1'-0"

2



PRIVACY WINDOW DETAIL
SCALE: N.T.S.

3



PRIVACY WINDOW DETAIL
SCALE: N.T.S.

4

KEYNOTES

WD	COMPOSITE WOOD PANEL
FC	FIBER CEMENT PLANK
CP1	WHITE STUCCO
CP2	GREY STUCCO
MF	DARK BRONZE FRAME
CMP	COMPOSITE METAL PANEL
AP	ACRYLIC COLOR PANEL



SOUTH EAST ELEVATION
SCALE: 3/32" = 1'-0"

1

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PROJECT NUMBER
COMPUTER FILE
PROJECT NAME

DESCRIPTION

ELEVATIONS

SHEET NUMBER

A4.02

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PROJECT NAME

STOCKTON
HOTEL
615 STOCKTON AVE
SAN JOSE, CA 95126
SP18-060



AP
ACRYLIC COLOR PANEL
COLORING TO MATCH PROPOSED HOTEL
BRANDING, PER THE ABOVE AT ANOTHER
LOCATION



FC
FIBER CEMENT PLANK



WD
COMPOSITE WOOD PANEL



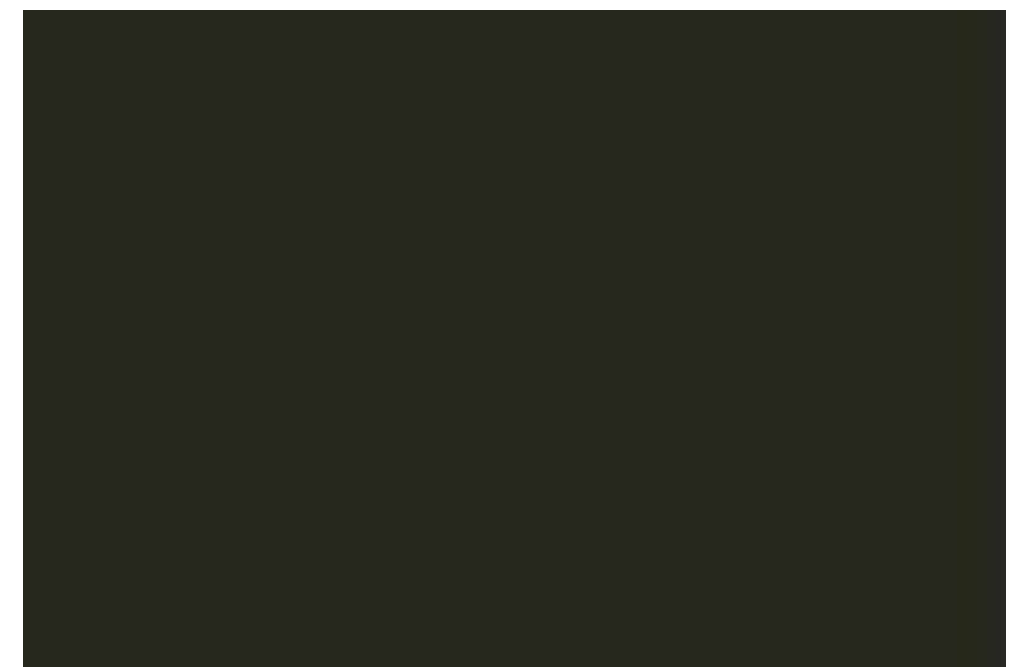
CP1
WHITE STUCCO



CP2
GREY STUCCO



CMP
COMPOSITE METAL PANEL



MF
DARK BRONZE FRAME



ENLARGED NORTH EAST ELEVATION
SCALE: 1/4" = 1'-0"

1

NO.	DATE	ISSUES AND REVISIONS	BY
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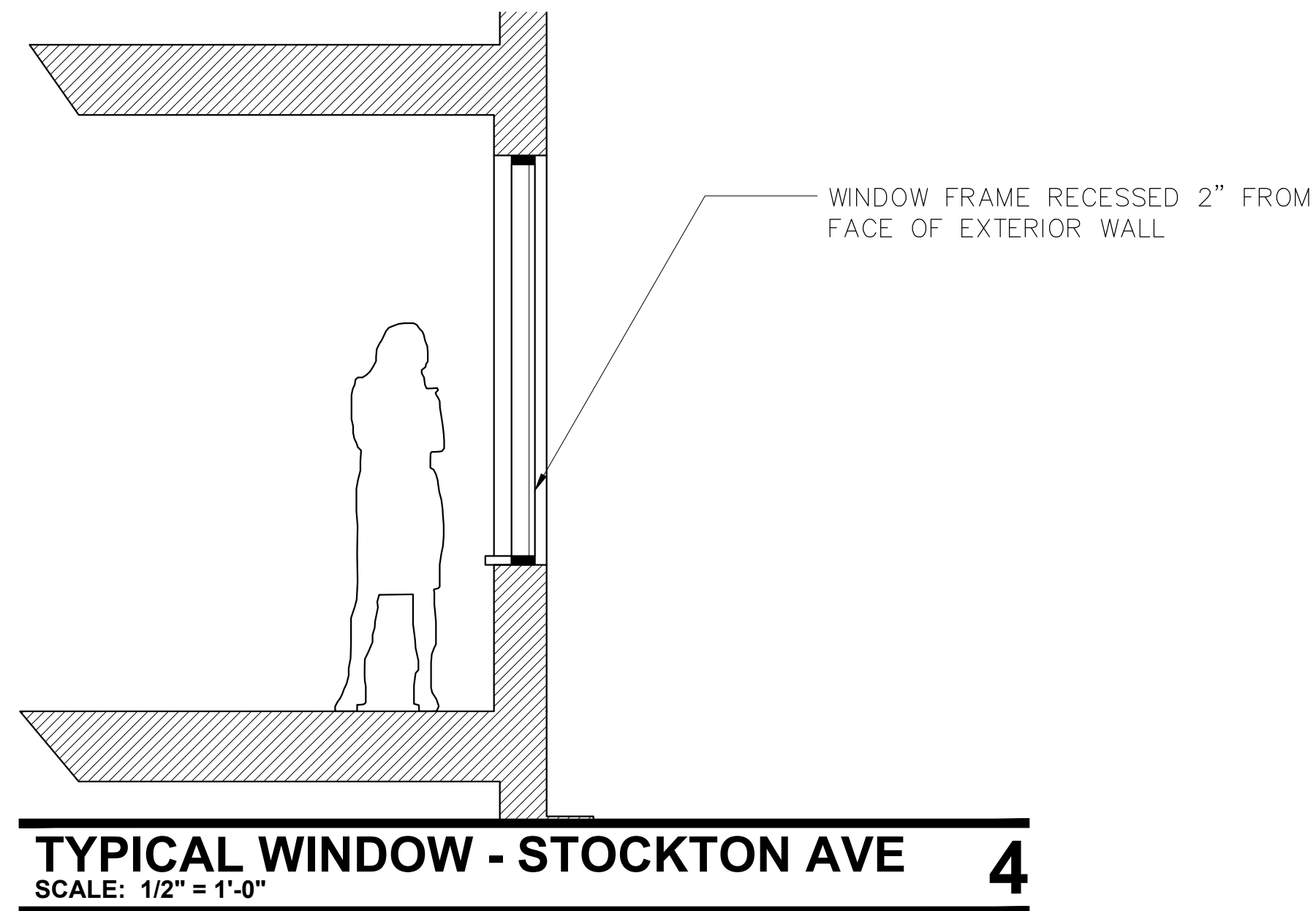
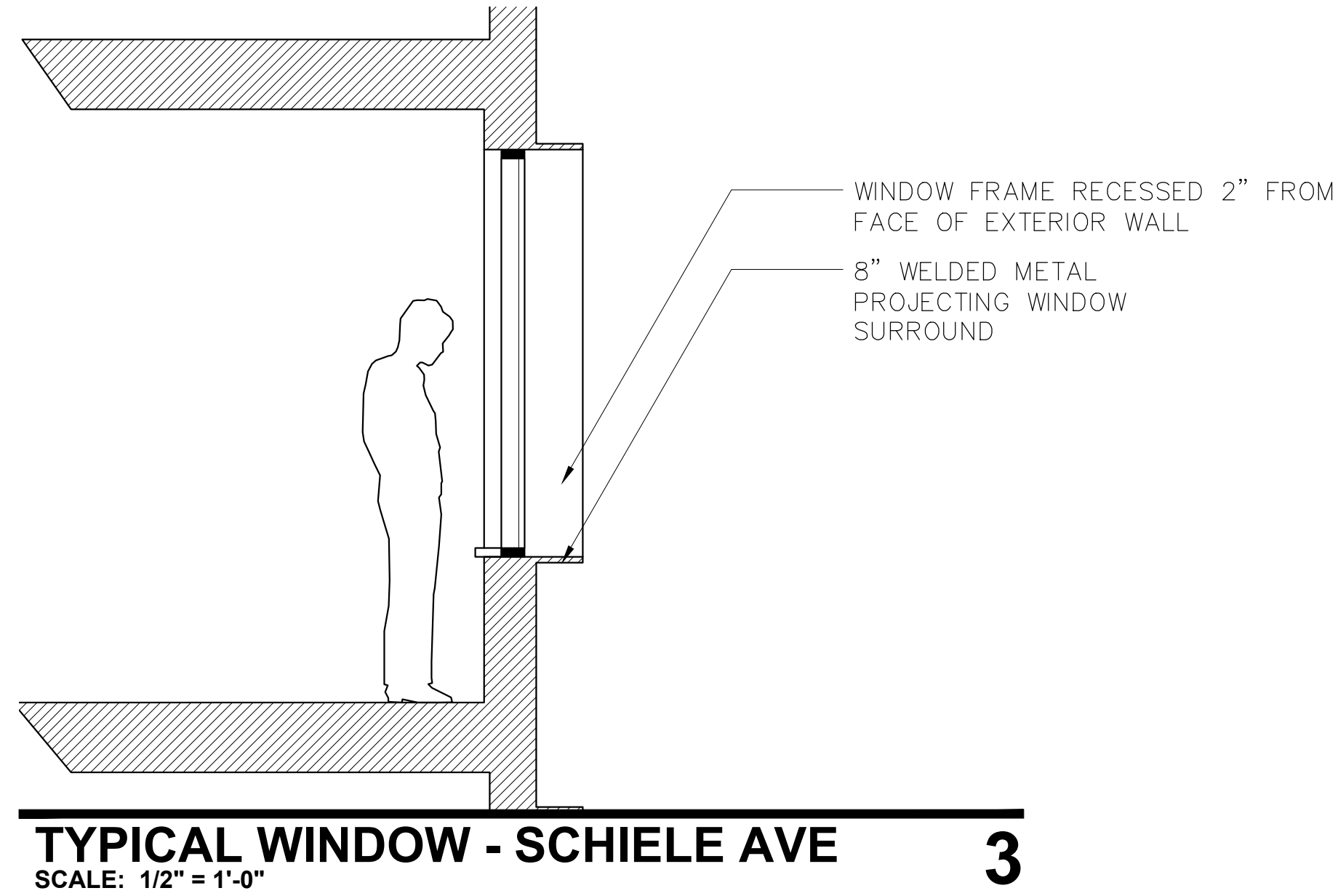
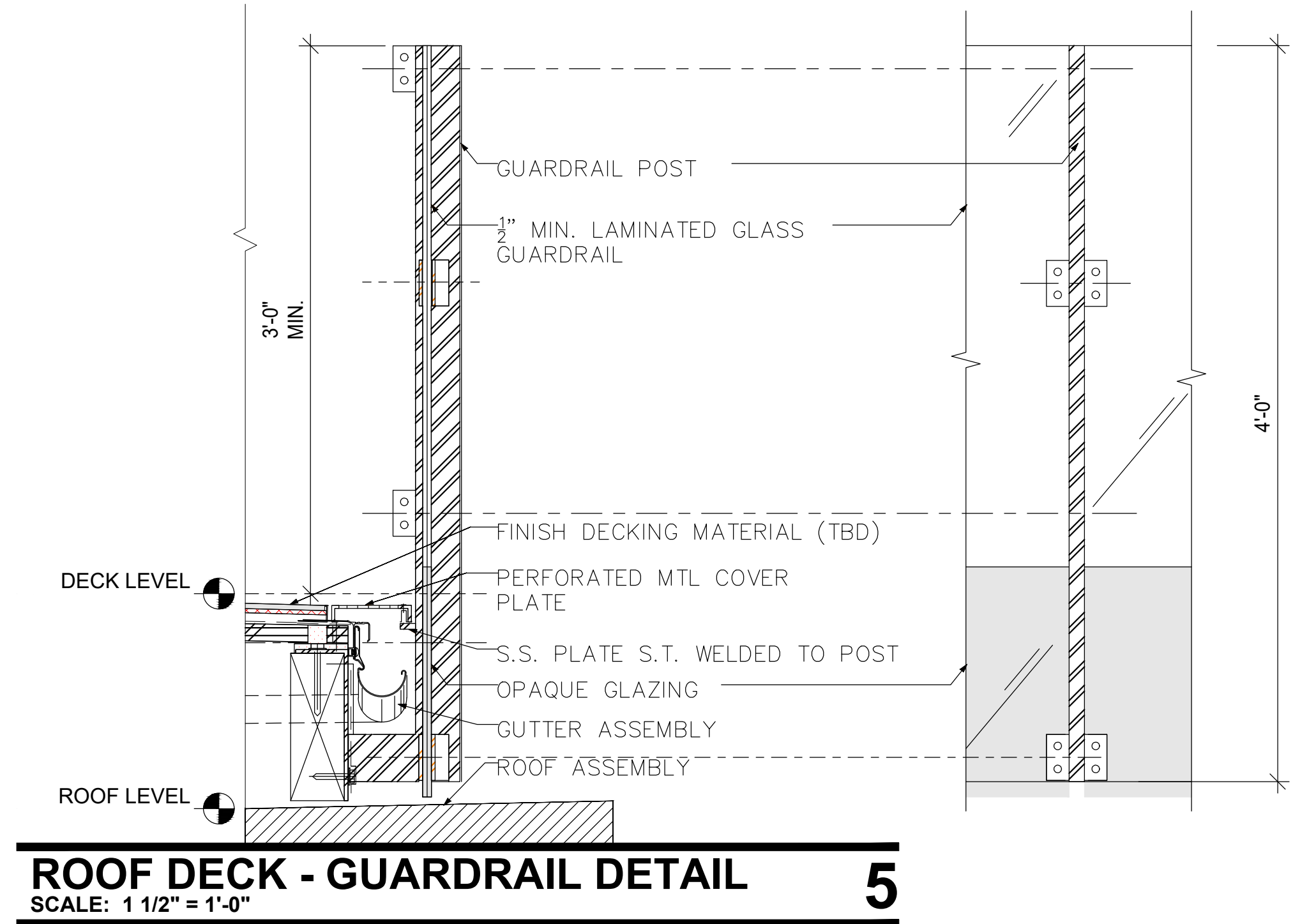
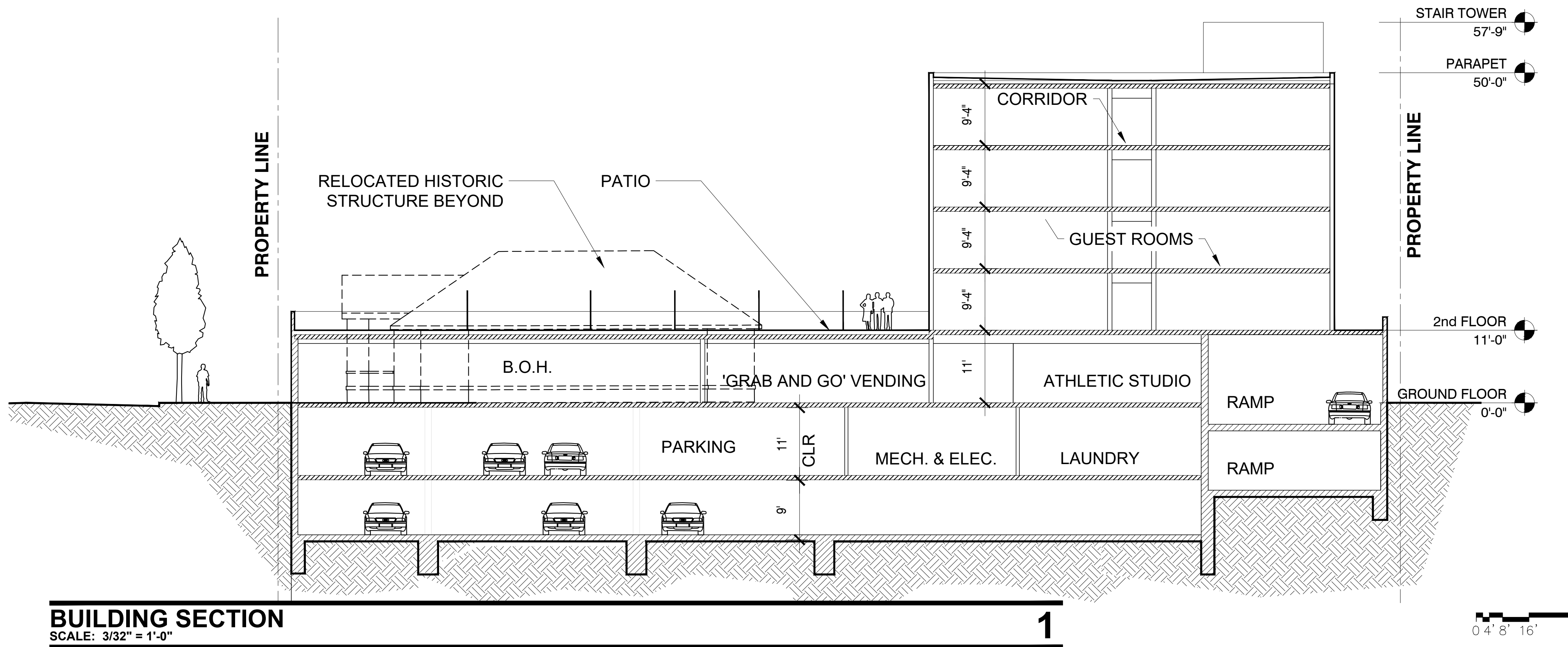
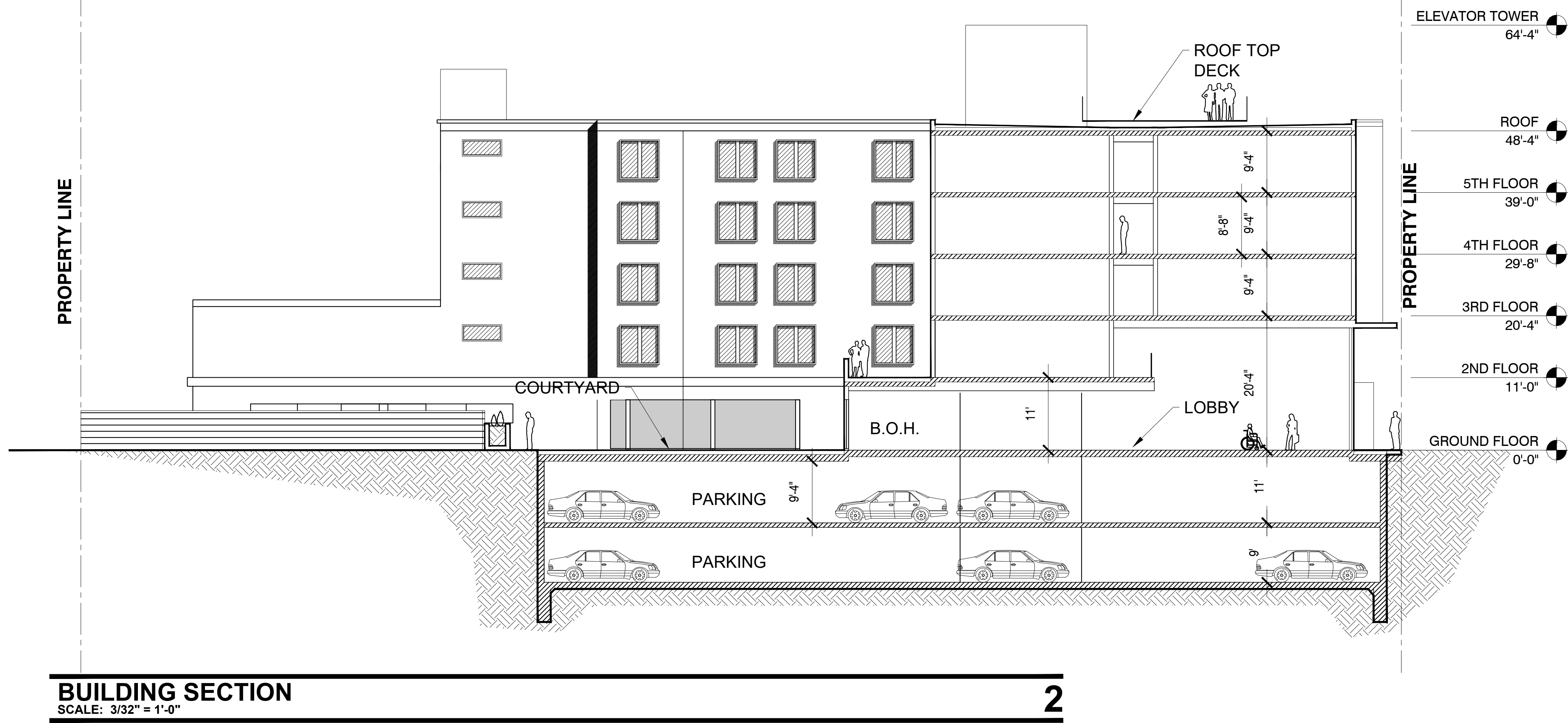
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DESCRIPTION
EXTERIOR
MATERIALS

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PROJECT NUMBER 18.027

COMPUTER FILE

PROJECT NAME

DESCRIPTION
BUILDING SECTIONS

SHEET NUMBER

A5.01

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OPERATION STATEMENT

EVEN hotel San Jose by IHG

Operation	Operated by upscaled and branded hotel.
Guestrooms	120 rooms; 88 Kings, 29 Queens, 3 Suites.
Front Desk	One or more staff members at front desk, 24hours a day.
Guest Check in	Unloading of luggage and passengers will occur inside the port cochere coupled with valet staffing during peak hours. Vehicle queuing space provided at the curb; thus, we do not anticipate a situation in which there are more than 8 vehicles simultaneously picking up and dropping off.
Employees	Up to 25 employees; maximum 10 employees per shift



Cork & Kale Market	Cooked to order menu items must be available daily Breakfast: 6:30-10:30 Dining: 17:00-22:00
Cork & Kale Grab & Go	Open 24 hours a day
Alcohol	Alcoholic beverages would be sold for consumption at bar, in the ground floor, interior lobby, enclosed patios, and decks accessible only from the interior of the hotel, and within hotel guest rooms.
Smoking	This is a 100% non-smoking lifestyle hotel. No smoking will be permitted within the hotel nor on the grounds, including the rear courtyard and rooftop patio. 'No Smoking' signage will be posted in outdoor areas.
Bar/Restaurant Hours	10:00-24:00, food and beverage items are intended for guests, but open to sell to everyone.
Roof Deck	10:00-22:00, no speakers usage, for hotel guests
Security	There will not be a security guard on-site. Security cameras with a recording function will be incorporated as a deterrent device, but will not be fully monitored.
Parking	Self-parking, with limited Valet Parking Service.



HEXAGON TRANSPORTATION CONSULTANTS, INC.



615 Stockton Hotel

Draft Transportation Demand Management (TDM) Plan



Prepared for:

David J. Powers & Associates, Inc.



April 22, 2019



Hexagon Transportation Consultants, Inc.

Hexagon Office: 8070 Santa Teresa Boulevard, Suite 230

Gilroy, CA 95020

Hexagon Job Number: 18RD19

Phone: 408.846.7410

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1. Introduction

Transportation Demand Management (TDM) is a combination of services, incentives, facilities, and actions that reduce single-occupant vehicle (SOV) trips to help relieve traffic congestion, parking demand, and air pollution problems. The purpose of TDM is to (1) reduce the amount of trips generated by new development; (2) promote more efficient utilization of existing transportation facilities and ensure that new developments are designed to maximize the potential for sustainable transportation usage; (3) reduce the parking demand generated by new development and allow for a reduction in parking supply; and (4) establish an ongoing monitoring and enforcement program to guarantee the desired trip and parking reductions are achieved.

This TDM plan has been prepared for the proposed hotel located at 615 Stockton Avenue to satisfy the requirements outlined in Section 20.90.220 of the San Jose Code of Ordinances. These ordinances allow developments to use up to a maximum of 50 percent parking reduction, so long as the following requirements are met:

- The reduction in parking will not adversely affect surrounding projects
- The reduction in parking will not rely upon or reduce the public parking supply
- The project provides a detailed TDM plan and demonstrates that the TDM program can be maintained indefinitely

This TDM Plan addresses all the requirements of the City's ordinance and includes a broad range of TDM measures designed to reduce the trips, Vehicle Miles Traveled by employees and guests, and parking demand of the hotel. This Plan includes a shuttle service to the airport, on-site bicycles for guest use, an on-site transportation coordinator, a transit subsidy program for employees, and financial incentives for employees who bike or walk to work.

Project Description

The proposed 615 Stockton Avenue Hotel is located at the northwest corner of the intersection of Stockton Avenue and Schiele Avenue. The project site is currently occupied by a vacant 4,426 square-foot light industrial building and a single-family home. The project as proposed consists of a 120-room hotel. The project as proposed consists of a 120-room hotel. The hotel is proposed to include a 1,500 s.f. retail food market and bar-lounge intended to serve hotel guests, however both will be accessible to the public. Access to a drop-off/pick-up zone and parking garage is proposed to be provided via one two-way driveway and one outbound-only driveway on Stockton Avenue. A total of 65 valet- and self-parking spaces will be provided within two below-ground parking levels. The project site location and the surrounding study area are shown on Figure 1. The project site plan is shown on Figure 2.

Per the City of San Jose Municipal Code (Chapter 20.90.060) hotel land uses are required to provide one space per hotel room or suite plus one space per employee. Based on the City's parking requirements and an estimated 10 hotel employees during any single shift, the project is required to provide a total of 130 off-street parking spaces. The project is proposing a total of 65 parking spaces, which is a 50 percent reduction from the normal parking code.

A fee will be charged for on-site parking for guests of the hotel. Upon checkout, hotel guests will be charged for parking based upon the duration of time their respective vehicle utilized the parking garage.

Location and Proximity to Transit

The location of a project within or adjacent to a central business district promotes pedestrian and bicycle travel in a high-density area of complementary land uses. The project site is located adjacent to the Downtown area and is a short walk or bicycle ride from numerous complementary land uses.

The College Park Caltrain station is located approximately 0.3-mile (1,500 feet) north of the project site at the northern end of Stockton Avenue. Additionally, the project is located approximately one mile from the Diridon Transit Center at Cahill Street. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center. Chapter 2 describes the existing transit services in the study area.

Report Organization

The remainder of this report is divided into two chapters. Chapter 2 describes the transportation facilities and services in the vicinity of the project site. Chapter 3 describes the TDM measures that would be implemented for the proposed project, including the program for implementing and monitoring the TDM plan.

Figure 1
Site Location

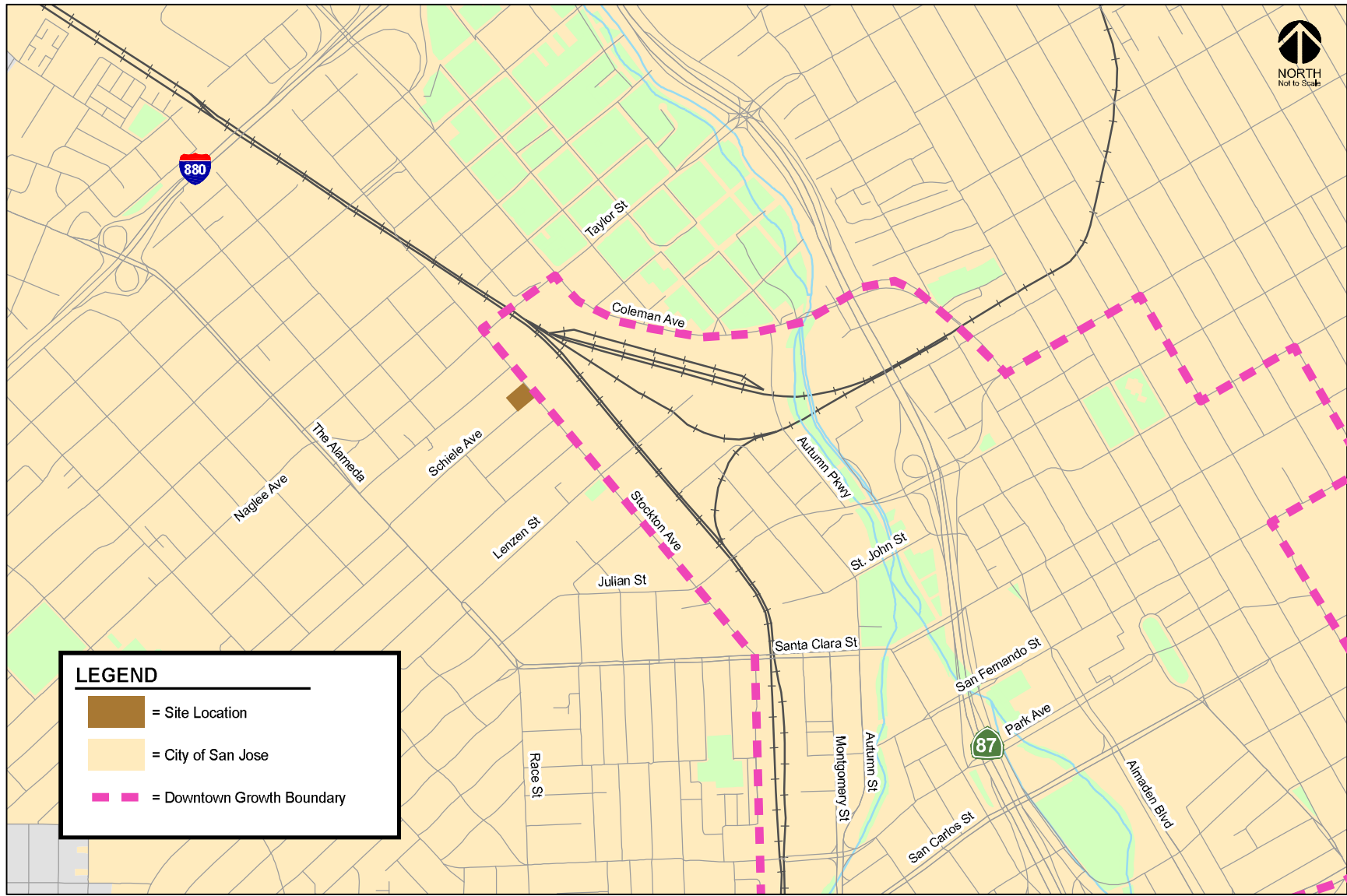
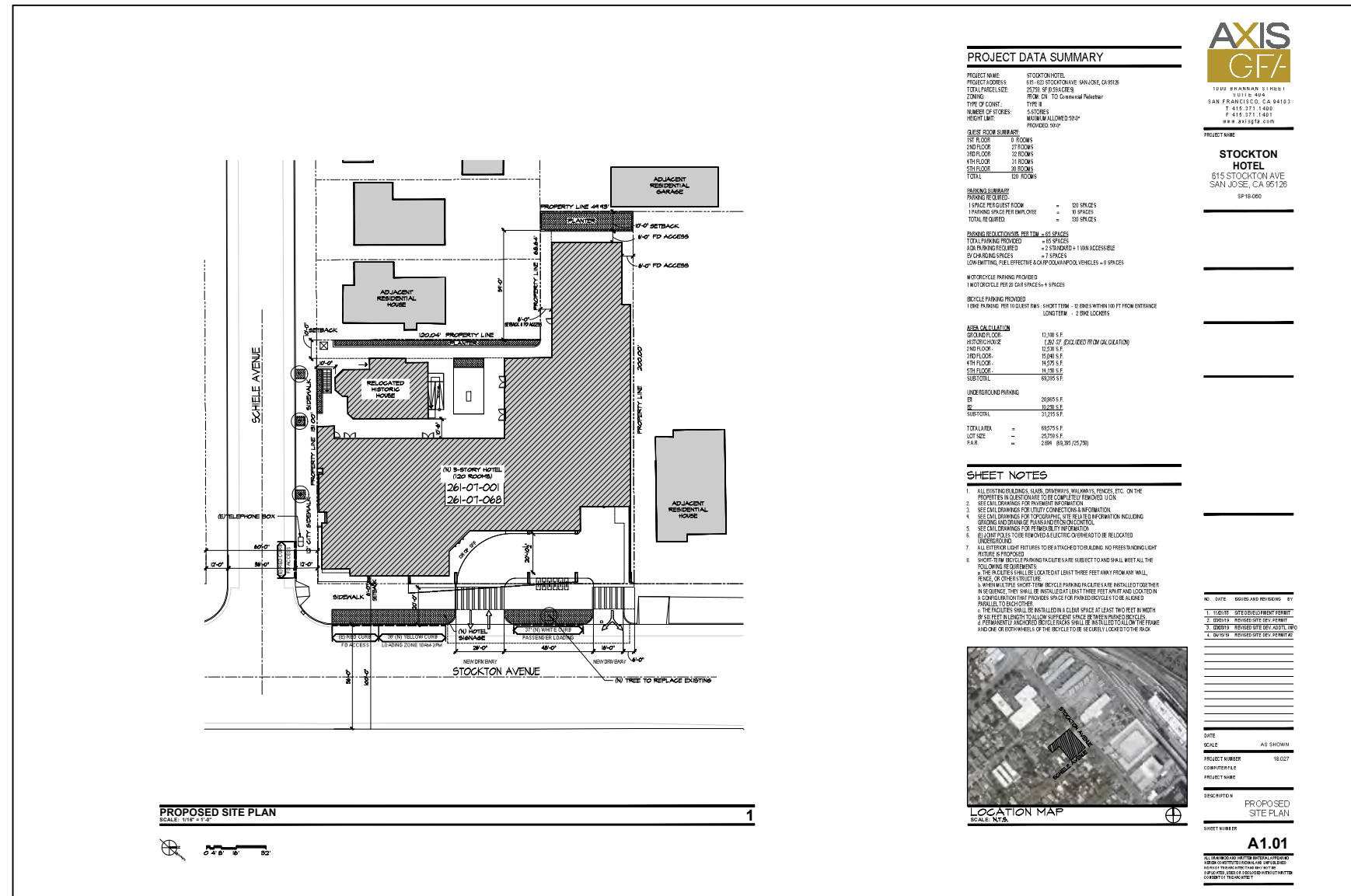


Figure 2 Site Plan



2. Existing Transportation Facilities

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the project site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project site is provided via I-880 and I-280. These facilities are described below.

I-880 is a six-lane freeway in the vicinity of the site. It extends north to Oakland and south to I-280 in San Jose, at which point it makes a transition into SR 17 to Santa Cruz. Access to the project site is provided via its interchange at The Alameda.

State Route 87 connects from SR-85 in south San Jose to US-101 near the San Jose International Airport. SR-87 provides two mixed-flow lanes and one HOV lane in both directions of travel. Access to and from the site is provided via ramps at Taylor Street.

Local access to the site is provided by Stockton Avenue, Julian Street, Taylor Street, The Alameda (SR 82), and Schiele Avenue. These roadways are described below.

Stockton Avenue is generally a two-lane north-south street that runs between the College Park Caltrain Station and The Alameda. Land uses along Stockton Avenue are generally commercial and residential on the west side and industrial on the east side. The posted speed limit is 30 mph. Bike lanes are provided along both sides of Stockton Avenue along its entire extent and parking is provided on both sides in most areas. Sidewalks are located on both sides of the street in the study area. Stockton Avenue runs along the east project frontage and provides direct access to the project site.

Julian Street is a two-lane east-west street between The Alameda and Montgomery Street that transitions to a four-lane street east of Montgomery Street. Land uses along Julian Street are generally commercial and industrial. The posted speed limit is 30 mph. A sidewalk is present only along the north side of Julian Street between Stockton Avenue and Montgomery Street. An interchange with SR-87 is located east of Almaden Boulevard. Access to the project site is provided via Stockton Avenue

Taylor Street is an east-west four-lane street located north of the project site. It transitions to and continues as Naglee Avenue west of The Alameda. East of The Alameda, Taylor Street extends to US-101 where it transitions into Mabury Road. Land uses along Taylor Street are residential and commercial west of Stockton Avenue and east of First Street; between Stockton Avenue and First Street, uses are generally industrial and offices. Bike lanes are provided between Walnut Street and First Street. Site access is provided via its intersection with Stockton Avenue.

The Alameda (State Route 82) is generally a four-lane north-south arterial, designated as a Grand Boulevard in the General Plan, that runs from Santa Clara University to Stockton Avenue where it becomes Santa Clara Street and extends through downtown. The City of San Jose identifies Grand

Boulevards as major transportation corridors in the City accommodating moderate to high volumes of through traffic within and beyond the City and where transit has a priority over other modes of transportation. Land uses located along The Alameda are generally commercial. The Alameda has a raised median island and left-turn pockets at all signalized intersections and select unsignalized intersections. The posted speed limit is 35 mph. Sidewalks are provided on both sides in the study area and crosswalks are available at all signalized intersections and at most unsignalized intersections. Site access is provided via Stockton Avenue.

Schiele Avenue is a two-lane east-west local street that runs between Stockton Avenue and The Alameda, where it transitions to Fremont Street. Land uses along Schiele Avenue are generally residential. Sidewalks are provided on both sides in the study area. Schiele Avenue runs along the south project frontage. Site access is provided via Stockton Avenue.

Existing Bicycle Facilities

Class II Bikeway (Bike Lane). Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Within the vicinity of the project site, striped bike lanes are present on the following roadway segments.

- Stockton Avenue, along its entire length
- Julian Street, between The Alameda and Stockton Avenue
- The Alameda/Santa Clara Street, east of Stockton Avenue
- Autumn Street, south of Santa Clara Street
- Race Street, north of Park Avenue and south of The Alameda
- Coleman Avenue, between Taylor Street and Santa Teresa Street
- Taylor Street, east of Walnut Street
- Hedding Street, along its entire length

Class III Bikeway (Bike Route). Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations. In the vicinity of the project site, the following roadway segments are designated as bike routes.

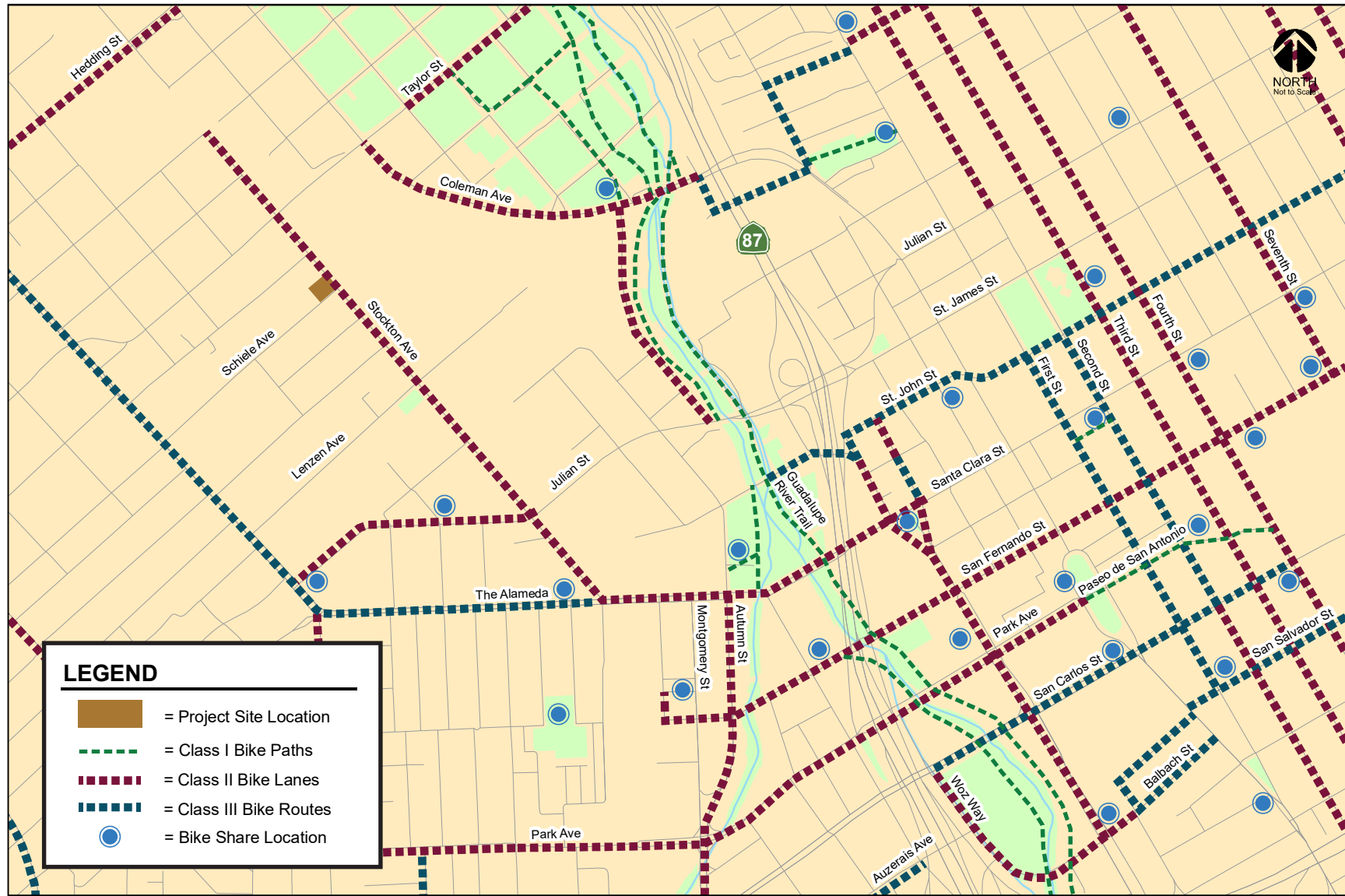
- The Alameda, between Hedding Street and Stockton Avenue

Although none of the residential streets near the project site (including Schiele Avenue) provide bike lanes or are designated as bike routes, due to their low traffic volumes, many of them are conducive to bicycle usage. The existing bicycle facilities are shown in Figure 3.

Guadalupe River Park Trail

The Guadalupe River multi-use trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north. The nearest access point to the Guadalupe River Trail is provided via a trailhead at the Guadalupe River Park accessible from Taylor Street, approximately 0.6-mile east from the project site.

Figure 3 Existing Bicycle Facilities



Ford GoBike Bike Share

The City of San Jose participates in the Ford GoBike bike share program that allows users to rent and return bicycles at various locations. Bike share bikes can only be rented and returned at designated stations throughout and surrounding the downtown area. The nearest bike share station is located approximately 0.55-mile from the project site, at the northeast corner of the Morrison Avenue/Julian Street intersection.

Existing Pedestrian Facilities

Pedestrian facilities near the project site consist mostly of sidewalks along the streets in the study area. Sidewalks are found along both sides of all streets near the project site including Stockton Avenue. Other pedestrian facilities in the project area include crosswalks and pedestrian push buttons at all signalized study intersections.

Pedestrian generators in the project vicinity include the Bellarmine College Preparatory High School and the College Park Caltrain station approximately 0.3-mile to the north along Stockton Avenue, the San Jose Market Center 0.5-mile to the east on Coleman Avenue, and the SAP Center 0.8-mile to the south on Santa Clara Street. Existing sidewalks along Stockton Avenue, Taylor Street, and the north side of Julian Street, provide pedestrian connections between the project site and pedestrian destinations in the project vicinity. There are no sidewalks provided along the south side of Julian Street between Stockton Avenue and Montgomery Street.

Overall, the existing network of sidewalks and crosswalks provides good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the area.

Existing Transit Service

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority VTA, Caltrain, Altamont Commuter Express (ACE), and Amtrak. The College Park Caltrain station is located approximately 0.3-mile north of the project site at the northern end of Stockton Avenue. The project site also is located approximately one mile from the Diridon Transit Center at Cahill Street. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center. These transit services are described below. The transit stations and local VTA bus lines near the project site are shown on Figure 4.

VTA Bus Service

The VTA bus lines that operate within the study area are listed in Table 3, including their terminus points, closest scheduled stop, and commute hour headways. Local routes 61 and 62 stop approximately 700 feet north of the project at the Stockton Avenue/Taylor Street intersection.

VTA Light Rail Transit (LRT) Service

The Santa Clara Valley Transportation Authority (VTA) currently operates the 42.2-mile VTA light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View and Sunnyvale. The service operates nearly 24-hours a day with 15-minute headways during much of the day. The Mountain View–Winchester LRT line is accessible from the Diridon Transit Center. A transfer point to the Alum Rock–Santa Teresa line is provided at the Convention Center station.

Figure 4
Existing Transit Services

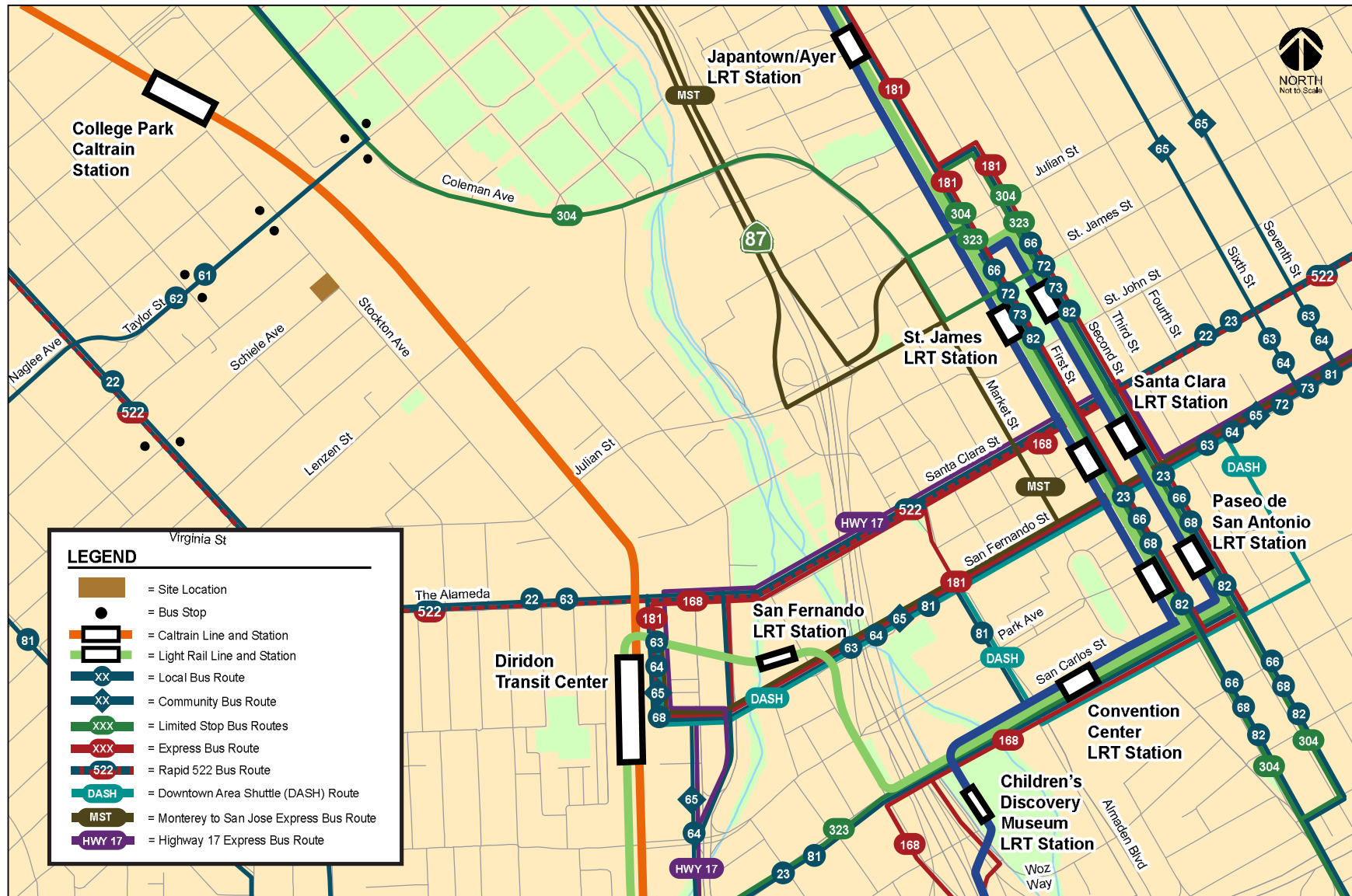


Table 1
Existing Transit Services

Transit Service	Route Description	Nearest Stop	Headway ¹
VTA Local Route 22	Palo Alto Transit Center to Eastridge Transit Center via El Camino	The Alameda and Schiele Avenue/Fremont Street	15 min
VTA Local Route 61	Good Samaritan Hospital to Sierra & Piedmont via Bascom	Stockton Avenue and Taylor Street	30 min
VTA Local Route 62	Good Samaritan Hospital to Sierra & Piedmont via Union	Stockton Avenue and Taylor Street	30 min
VTA Limited Stop Route 304	South San Jose to Sunnyvale Transit Center via Arques	Coleman Avenue and Taylor Street	30 - 50 min
VTA Rapid Route 522	Palo Alto Transit Center to Eastridge Transit Center	The Alameda and Taylor Street	10 - 18 min
Notes: ¹ Approximate headways during peak commute periods in the project area.			

Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain, which currently operates 92 weekday trains that carry approximately 47,000 riders on an average weekday.

The Diridon station provides 581 parking spaces, as well as 16 bike racks, 48 bike lockers, and 27 Ford GoBike bike share docks. Trains stop frequently at the Diridon station between 4:28 AM and 10:30 PM in the northbound direction, and between 6:31 AM and 1:38 AM in the southbound direction. Caltrain provides passenger train service seven days a week and provides extended service to Morgan Hill and Gilroy during commute hours.

Altamont Commuter Express Service (ACE)

ACE provides commuter rail service between Stockton, Tracy, Pleasanton, and San Jose during commute hours, Monday through Friday. Service is limited to four westbound trips in the morning and four eastbound trips in the afternoon and evening with headways averaging 60 minutes. ACE trains stop at the Diridon Station between 6:32 AM and 9:17 AM in the westbound direction, and between 3:35 PM and 6:38 PM in the eastbound direction.

Amtrak Service

Amtrak provides daily commuter passenger train service along the 170-mile Capitol Corridor between the Sacramento region and the Bay Area, with stops in San Jose, Santa Clara, Fremont, Hayward, Oakland, Emeryville, Berkeley, Richmond, Martinez, Suisun City, Davis, Sacramento, Roseville, Rocklin, and Auburn. The Capitol Corridor trains stop at the San Jose Diridon Station eight times during the weekdays between approximately 7:38 AM and 11:55 PM in the westbound direction. In the eastbound direction, Amtrak stops at the Diridon Station seven times during the weekdays between 6:40 AM and 7:15 PM.

2. TDM Plan

The TDM measures for the project were developed based on the parking reduction requirements outlined in Section 20.90.220 of the San Jose Code of Ordinances and were geared to meeting the 50 percent parking reduction that the project needs.

Implementation of the proposed TDM measures would encourage future guests taking alternative transportation modes (transit, bicycle, and airport shuttle) to further reduce the SOV trips and parking demand generated by the project.

City of San Jose Parking Code

According to Section 20.90.220.A.1 of the San Jose Parking Code, a reduction in the required off-street vehicle parking spaces of up to 20 percent may be authorized if the project conforms to the transit and bicycle requirements specified in Subsections a and b. For any reduction in the required off-street parking spaces that is more than 20 percent, the project will be required to implement at least three TDM measures specified in Subsections c and d. Section 20.90.220.A.1 is outlined below.

Section 20.90.220.A.1 – Reduction in Required Off-street Parking Spaces

A. Alternative transportation.

1. *A reduction in the required off-street vehicle parking spaces of up to fifty percent may be authorized with a development permit or a development exception if no development permit is required, for structures or uses that conform to all of the following and implement a total of at least three transportation demand management (TDM) measures as specified in the following provisions:*
 - a. *The structure or use is located within two thousand feet of a proposed or an existing rail station or bus rapid transit station, or an area designated as a Neighborhood Business District, or as an Urban Village, or as an area subject to an area development policy in the city's general plan or the use is listed in Section 20.90.220G.; and*
 - b. *The structure or use provides bicycle parking spaces in conformance with the requirements of Table 20-90.*
 - c. *For any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a transportation demand management (TDM) program that contains but is not limited to at least one of the following measures:*
 - i. *Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc. and assign car pool, van pool and car-*

- share parking at the most desirable onsite locations at the ratio set forth in the development permit or development exception considering type of use; or*
- ii. Develop a transit use incentive program for employees and tenants, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the region-wide Clipper Card or VTA EcoPass system will satisfy this requirement).*
- d. In addition to the requirements above in Section 20.90.220.A.1.c. for any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a transportation demand management (TDM) program that contains but is not limited to at least two of the following measures:*
- i. Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc. and assign car pool, van pool and car-share parking at the most desirable on-site locations; or*
 - ii. Develop a transit use incentive program for employees, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the region-wide Clipper Card or VTA EcoPass system will satisfy this requirement); or*
 - iii. Provide preferential parking with charging facility for electric or alternatively-fueled vehicles; or*
 - iv. Provide a guaranteed ride home program; or*
 - v. Implement telecommuting and flexible work schedules; or*
 - vi. Implement parking cash-out program for employees (non-driving employees receive transportation allowance equivalent to the value of subsidized parking); or*
 - vii. Implement public information elements such as designation of an on-site TDM manager and education of employees regarding alternative transportation options; or*
 - viii. Make available transportation during the day for emergency use by employees who commute on alternate transportation. (This service may be provided by access to company vehicles for private errands during the workday and/or combined with contractual or pre-paid use of taxicabs, shuttles, or other privately provided transportation); or*
 - ix. Provide shuttle access to Caltrain stations; or*
 - x. Provide or contract for on-site or nearby child-care services; or*
 - xi. Incorporate on-site support services (food service, ATM, drycleaner, gymnasium, etc. where permitted in zoning districts); or*
 - xii. Provide on-site showers and lockers; or*
 - xiii. Provide a bicycle-share program or free use of bicycles on-site that is available to all tenants of the site; or*
 - xiv. Unbundled parking; and*
- e. For any project that requires a TDM program:*
- i. The decision maker for the project application shall first find in addition to other required findings that the project applicant has demonstrated that it can maintain the TDM program for the life of the project, and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use; and*
 - ii. The decision maker for the project application also shall first find that the project applicant will provide replacement parking either on-site or off-site*

within reasonable walking distance for the parking required if the project fails to maintain a TDM program.

Compliance with the City Parking Code

The City of San Jose Zoning Code (Section 20.90.060) indicates the following off-street parking requirements for hotel developments:

- One parking space per guest room or suite; plus one parking space per employee

The project as proposed would construct 120 hotel rooms. Approximately 10 employees would be on-site during any one shift. Based on the City's parking requirements, the project would be required to provide a total of 130 parking spaces. The project is proposing to provide a total of 65 parking spaces, which represents a 50 percent reduction from the required number of parking spaces. Therefore, the project must conform to Code 20.90.220.A.1, Subsections a and b, for a 20 percent reduction in off-street parking spaces.

Proximity to Transit (Subsection A)

The project site is located approximately 1,500 feet south of the College Park Caltrain station and 700 feet south of bus stops along Taylor Street. The project will conform to Subsection 20.90.220.A.1.a.

Bicycle Parking Requirement (Subsection B)

According to the City's Bicycle Parking Standards (Chapter 20.90, Table 20-210), the project is required to provide bicycle parking for the hotel rooms at a rate of one bicycle parking space plus one bicycle parking space per ten guest rooms. This equates to a total requirement of 13 bicycle parking spaces. The site plan indicates that on-site bicycle racks will provide space for 12 bicycles and long-term bicycle storage will accommodate two bicycles. Therefore, the project will provide bicycle parking that exceeds the City's minimum requirements and the project would comply with Subsection 20.90.220.A.1.b.

The project will conform to Subsections 20.90.220.A.1.a and b and will be granted a parking reduction of 20 percent. Therefore, the required parking would be reduced to 104 spaces. However, the project will need to lower the required number of parking spaces by an additional 39 spaces, or 30 percent of the original 130 required parking spaces, to meet the City's parking requirement. Therefore, the proposed project will need to satisfy Subsections c and d of Section 20.90.220.A for a total parking reduction of 50 percent.

The TDM measures that would be implemented for the project are described in the following section based on the TDM measures specified in Subsections 20.90.220.A.1.c and d. Additionally, the project would include specific measures to ensure that the TDM plan would be maintained for the life of the project, which is in compliance with Subsection 20.90.220.A.1.e.

Proposed TDM Measures

The TDM measures to be implemented for the 615 Stockton Avenue Hotel project include design features, programs, and services that promote sustainable modes of transportation and reduce the roadway and parking demand that would be generated by the project. Such measures encourage walking, biking, and use of transit. For the proposed project, the included TDM measures are described below.

Passenger Loading Zone

The proposed project includes a 37-foot curbside passenger loading zone along the Stockton Avenue hotel frontage between the two project driveways. This design would facilitate the use of taxis, private vehicle transport, and rideshare services (e.g., Uber, Lyft, and Wingz) for guests to access the hotel without cars. With the option of accessing the hotel through these ridesharing services and without a car, the need for a parking space would be reduced.

Guest Shuttle Services

The proposed project would offer free shuttles to guests. The shuttle destinations would be determined based on guest preferences. It is initially thought that shuttles would serve the Mineta International Airport, College Park Caltrain Station, Diridon Transit Station, and downtown in San Jose. Since the proposed project is a hotel, a portion of the guests would likely be traveling through the airport. With the option of using the free shuttle, the need for a car and a parking space would be reduced. Mineta International Airport is approximately three miles driving distance from the proposed project.

On-Site Bicycle Share Program

The proposed project would provide on-site bicycles for visitors to share. The bicycles would be stored in a secured common space that can be checked out by guests. Local destinations throughout Downtown and the SAP Center are a short bicycle ride away from the proposed project. Inclusion of a bike share program would likely reduce the need for guests to use a car.

On-Site Car-Share Program

The proposed project would provide on-site access to a car-sharing service such as Zipcars for hotel employees and guests. Vehicles will be located on-site allowing hotel employees and guests to come and go at their convenience. Vehicles can be reserved prior to visiting the hotel.

Free VTA Eco Passes

The proposed project would offer free annual VTA Eco Passes for employees for the life of the project. Eco Passes would give employees unlimited rides on VTA Bus, light rail transit (LRT), and Express Bus service seven days a week. Eco Pass is deeply discounted below the standard fares, making it an attractive low-cost benefit to employees.

Financial Incentives for Biking or Walking to Work (Employees Only)

In order to encourage employees of the proposed project to use alternative modes to get to work, a parking cash-out program for employees would be established. Employees who walk or bike to work at least four days per week would be eligible to receive a financial incentive for doing so. Employees who request a parking cash-out for bicycling or walking to work would not be eligible to receive subsidized annual VTA Eco Passes.

Participating employees would not be allowed to park in the project's parking garage on a daily basis. However, since there may be times when employees who primarily commute using alternative modes of transportation need to drive to work, employees who receive a financial incentive for biking or walking to work (or who receive subsidized transit passes) should be allowed to park in the garage on such occasions. The maximum number of times those individuals may park in the garage could be set at twice a month, or some similar limit based on employee feedback from annual Employee Surveys.

The amount of the financial incentive for walking or biking to work would be \$50 per month. The Federal Bike Commuter Benefit allows employees to receive up to \$20 per month tax-free. The balance of \$30 for bicyclists and the full \$50 for those who regularly walk to work would be considered taxable

income to employees. (Although transit and vanpool subsidies up to \$255 per month are exempt from federal income taxes, the Federal Bike Commuter Benefit is limited to \$20 per month.)

Parking cash-out is a state law in California, but the state law only applies to employers with 50 employees or more who lease their parking and where parking costs can be separated out as a line item on their lease. Because the proposed hotel would not have 50 employees, we note that the state law does not apply to this project. The parking cash-out program is voluntarily included as an element of this TDM Plan.

On-Site TDM Coordinator and Services

The proposed project would provide an on-site TDM coordinator, who would be responsible for implementing and managing the TDM plan. The TDM coordinator would be a point of contact for guests and employees should TDM-related questions arise, and would be responsible for ensuring that guests are aware of all transportation options and how to fully utilize the TDM plan. The TDM coordinator would provide the following services and functions to ensure the TDM plan runs smoothly:

- Provide guests information at the time of check-in. The process would include information about public transit services, ridesharing services (e.g., Uber, Lyft, and Wingz), bicycle maps, the on-site bicycle-share program, the on-site car-sharing program and the guest shuttle.
- A summary of the transportation options offered to all guests and employees.
- Manage the on-site bicycle-share program to ensure the bicycles remain in good condition.
- Manage the on-site car-share program to ensure the vehicles are used in the manner intended by the car-sharing service.
- Provide information to employees about subsidized transit passes and the financial incentive programs for employees who bike or walk to work.
- Conduct parking surveys annually to track actual parking demand and determine whether additional TDM measures, or another parking solution, is needed.

TDM Implementation and Monitoring

As previously stated, the primary purpose of the TDM plan is to reduce the proposed project's parking demand by 50 percent. Per Section 20.90.220.A.1.e of San Jose Code of Ordinances, monitoring progress would be necessary to ensure that the TDM measures are effective and continue to be successfully implemented.

The future hotel operator would be responsible for ensuring that the TDM trip reduction measures are implemented.

The TDM plan would need to be re-evaluated annually for the life of the project. If it is determined that the 50 percent parking reduction is not being achieved (i.e., the on-site parking garage reaches full capacity), additional TDM measures would need to be introduced to ensure that the parking demand is being addressed by the project without the burden being placed on outside entities.

Conclusions

The TDM measures to be implemented by the project include planning and design measures related to the attributes of the site location, the site design, and on-site amenities. Such measures encourage walking, biking, and use of transit. The TDM plan includes the following measures:

- Design features – Entrance passenger zone
- Guest Shuttle services
- On-site bicycles for guest use

- On-site access to car-share vehicles for hotel employees and guests
- Free annual VTA Eco Pass for employees
- Financial Incentives for employees who bike or walk to work
- On-site TDM coordinator and services

FW: Planning Department

Tam, Tracy

Wed 11/28/2018 1:30 PM

615 Stockton Hotel

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>;

This is also regarding the project on Schiele.

Best,

TRACY TAM | Planner

City of San José | Planning Division | PBCE

200 E. Santa Clara Street, San Jose, CA 95113

-----Original Message-----

From: ulrikedaebel@gmail.com [<mailto:ulrikedaebel@gmail.com>]

Sent: Wednesday, April 4, 2018 4:08 PM

To: Tam, Tracy <tracy.tam@sanjoseca.gov>

Subject: Planning Department

Public Comments

Folder Number: 2017 028952 DV

Project Manager: Tracy Tam

This building seems way too big for such a small parcel, and too high in relation to the surrounding residential homes. Also, the industrial style/design of the proposed building would destroy the historic character and ambiance of the area. Traffic and parking for hotel guests and supplying businesses will cause major disruptions and inconveniences for the residents. Please reconsider this proposal, thank you.

Name: Ulrike Daebel

Email: ulrikedaebel@gmail.com

Telephone Number:

Web Server: sjpermits.org

Client Information: Mozilla/5.0 (Windows NT 6.1; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko)

Chrome/65.0.3325.181 Safari/537.36

Tam, Tracy

From: Tam, Tracy
Sent: Thursday, April 12, 2018 12:04 PM
To: Dale Mauk
Subject: RE: H17-043

Hi Dave,

Thanks very much for writing to me (also for including the project file number in the subject line—helps me keep organized!). I am confirming receipt of your comments below. Your email will be considered and become part of the record for this project.

All the Best,

TRACY TAM | Planner
City of San Jose | Planning Division | PBCE
tracy.tam@sanjoseca.gov | (408) 535-3839
200 E. Santa Clara Street, San Jose, CA 95113

From: Dale Mauk [mailto:dale@strahanmauk.com]
Sent: Wednesday, April 04, 2018 7:57 AM
To: Tam, Tracy <tracy.tam@sanjoseca.gov>
Subject: H17-043

Dear M. Tam:

I'm writing to express my objection to the proposed hotel development at the corner of Stockton and Schiele (H17-043). I am a current resident living at 966 Schiele Ave., and my objections are as follows:

- Parking in the Garden Alameda neighborhood is already difficult and with the main parking entrance for the building being on Schiele this will make residential parking even worse.
- With the reworking of the Alameda cut through traffic on Schiele has increased dramaticall. Schiele is one of the few left turns allowed from the Alameda. There is no planned traffic calming for Schiele from the city currently and a development such as this would only contribute to the problem.
- The buildings on the Garden Alameda side of Stockton from Villa all the way down to just past Pershing are all residential and placing a 4-story hotel in the middle of them makes no sense.
- The renderings show that the architecture does not reflect the historic architecture of the of the neighborhood and looks totally out of place.
- The Garden Alameda is a community-oriented neighborhood. We care about each other and our neighborhood. A hotel will not be invested in the neighborhood. Transient overnight guests pose a risk to the wellbeing of the community.
- The area is not conducive to a business of this type. A hotel surrounded by residences and industrial businesses will not draw the kind of clientele that will respect the surrounding community.

The following suggestions are respectfully submitted:

- Any development at this location should be for permanent residents.
- A height of no more than three stories for any structures.
- The design should strive to fit in with the existing neighborhood.
- Adequate off-street parking should be mandatory.

- Most importantly, traffic calming measures need to be initiated on Schiele Avenue with cut through traffic discouraged using traffic chokers and speed bumps.

Thank you for your consideration.

Sincerely,

Dale Mauk

Dale Mauk

www.dalemauk.com

dale@strahanmauk.com

FW: Planning Department

Tam, Tracy

Wed 11/28/2018 1:29 PM

615 Stockton Hotel

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>;

Cassandra,

This is regarding the project on Schiele Avenue. Unfortunately, it looks like it went to my junk folder, not sure why.

Best,

TRACY TAM | Planner

City of San José | Planning Division | PBCE

[200 E. Santa Clara Street, San Jose, CA 95113](#)

-----Original Message-----

From: christie.simmons@gmail.com [<mailto:christie.simmons@gmail.com>]

Sent: Tuesday, April 3, 2018 10:15 PM

To: Tam, Tracy <tracy.tam@sanjoseca.gov>

Subject: Planning Department

Public Comments

Folder Number: 2017 028952 DV

Project Manager: Tracy Tam

As a resident and home owner on Schiele Ave, I am concerned about the potential impacts of this proposed development. My 2 biggest concerns are:

(1) Given the limited access to public transportation options within a reasonable walking distance (~0.5 miles), I don't feel that the request to reduce parking requirements is justified. I am concerned that a hotel would still draw a lot of cars that require parking and, as a result, would cause overflow parking to crowd my street.

(2) The site feels very inappropriate for a hotel. It is surrounded by historic, residential homes. The traffic and temporary visitors that a hotel would attract would alter the feel of the surrounding neighborhood. A mixed use commercial/residential project would be a better match to the surrounding neighborhood. If necessary, I would support a rezoning of this property, and similar properties on the west side of Stockton Ave, to urban village. I feel that hotels and commercial should be primarily on the east side of Stockton Ave.

Name: Christie Simmons

Email: christie.simmons@gmail.com

Telephone Number:

Web Server: sjpermits.org

Client Information: Mozilla/5.0 (Macintosh; Intel Mac OS X 10_11_6) AppleWebKit/537.36 (KHTML, like Gecko)
Chrome/64.0.3282.186 Safari/537.36

Tam, Tracy

From: Mike Dunbar <mike.dunbar@outlook.com>
Sent: Thursday, April 12, 2018 1:14 PM
To: Tam, Tracy
Subject: RE: Opposition to Project H17-043 at 615 Stockton Ave

Hi Tracy,

Thanks for the clarification. I'll follow up with the neighbors regarding the information which you have provided to date (e.g. notification to residents will occur upon scheduling of the public hearing date for H17-043).

Thanks,
mike

From: Tam, Tracy [mailto:tracy.tam@sanjoseca.gov]
Sent: Thursday, April 12, 2018 1:11 PM
To: Mike Dunbar
Subject: RE: Opposition to Project H17-043 at 615 Stockton Ave

Hi Mike,

The project hasn't been set for a public hearing yet, which is why there has not been a notice sent to your home. We send notices to owners and occupants when the project is set for hearing. The on-site sign is intended to provide early notice of a pending development proposal, but there are also other ways to stay informed. You may also elect to sign up for email notifications of recently submitted development applications as sjpermits.org.

Thanks for the additional info.

All the Best,

TRACY TAM | Planner
City of San Jose | Planning Division | PBCE
tracy.tam@sanjoseca.gov | (408) 535-3839
200 E. Santa Clara Street, San Jose, CA 95113

From: Mike Dunbar [mailto:mike.dunbar@outlook.com]
Sent: Thursday, April 12, 2018 12:24 PM
To: Tam, Tracy <tracy.tam@sanjoseca.gov>
Subject: RE: Opposition to Project H17-043 at 615 Stockton Ave

Thanks for the feedback, tracy.

I'm curious...why is it that I have to find out about a development like this by walking over and seeing a notice posted on the front of the building? When I submitted a proposal to san jose for remodel project (+20 years ago), I was required to notify EVERY RESIDENT WITH A 500 ft RADIUS! Why doesn't the City continue with that policy? This is a neighborhood with multiple historic buildings in it.

I'll follow up with the neighborhood. But I imagine concerns and opposition falls along these parameters:

- Increased traffic on Schiele: Schiele Ave has experienced a MASSIVE increase in high-speed cross-traffic activity (Stockton to Alameda), as a direct result of the Alameda "Traffic Calming" project.
- Increased Noise in a residential neighborhood: A hotel will generate increased noise and activity, especially nights and weekends.

- Impact on Property values and quality of life for residents living on Schiele Ave, especially to the properties adjacent and across the street from this proposed development.
- Loss of Privacy. A four story building will have direct sight lines into a large sections of the neighborhood.

Thanks,
mike

From: Tam, Tracy [<mailto:tracy.tam@sanjoseca.gov>]
Sent: Thursday, April 12, 2018 12:04 PM
To: Mike Dunbar
Subject: RE: Opposition to Project H17-043 at 615 Stockton Ave

Hi Mike,

Thanks for reaching out. Your email will become part of the record for this project so your opposition is noted. I also extend the invitation for your neighbors to do the same if they would also like their emails to be part of the record. I would appreciate it if you could please pass this information along to your neighbors.

It would also be great if you could please elaborate on the reasons you are opposed.

All the Best,

TRACY TAM | Planner
City of San Jose | Planning Division | PBCE
tracy.tam@sanjoseca.gov | (408) 535-3839
200 E. Santa Clara Street, San Jose, CA 95113

From: Mike Dunbar [<mailto:mike.dunbar@outlook.com>]
Sent: Thursday, April 12, 2018 11:59 AM
To: Tam, Tracy <tracy.tam@sanjoseca.gov>
Cc: Mike Dunbar <mike.dunbar@outlook.com>
Subject: Opposition to Project H17-043 at 615 Stockton Ave

Good Morning,

I would like to voice my opposition to this proposed project at 615 Stockton Ave. After discussing this proposal with several of my neighbors on Schiele Avenue, we are all opposed to this type of development in that it is completely inappropriate for this residential neighborhood. Please let me know what steps we need to take in regards to documenting our opposition to H17-043 with the City of San Jose.

regards,
Mike Dunbar
726 Schiele Ave
San Jose, CA 95126
(408) 439-6329

Tam, Tracy

From: Tam, Tracy
Sent: Thursday, April 26, 2018 10:05 AM
To: tessa woodmansee
Subject: RE: 615 Stockton ave H17-043

No nothing has been approved yet. Again, the project has not been set for any public hearings. It is still deemed an incomplete application. GP doesn't say it HAS to be a hotel, merely that it needs to be a commercial use.

TRACY TAM | Planner
City of San Jose | Planning Division | PBCE
tracy.tam@sanjoseca.gov | (408) 535-3839
200 E. Santa Clara Street, San Jose, CA 95113

From: tessa woodmansee [mailto:cleanairsj@gmail.com]
Sent: Thursday, April 26, 2018 9:24 AM
To: Tam, Tracy <tracy.tam@sanjoseca.gov>
Subject: Re: 615 Stockton ave H17-043

Ok, thank you. But I'll try to look it up . But what I meant is it absolutely by planning and general plan approved to be an HOTEL Is that true? I know we can give input about design etc but is the concept of hotel approved?

On Thu, Apr 26, 2018 at 8:23 AM Tam, Tracy <tracy.tam@sanjoseca.gov> wrote:

That information is likely incorrect as the hotel development at the project site has not been approved. You can check the status on sjpermits.org by typing in the project file number.

TRACY TAM | Planner

City of San Jose | Planning Division | PBCE
tracy.tam@sanjoseca.gov | (408) 535-3839
[200 E. Santa Clara Street, San Jose, CA 95113](http://200.E.SantaClaraStreet.SanJose.CA.95113)

From: tessa woodmansee [mailto:cleanairsj@gmail.com]
Sent: Wednesday, April 25, 2018 10:20 PM

To: Tam, Tracy <tracy.tam@sanjoseca.gov>
Subject: Re: [615 Stockton ave](#) H17-043

Thanks Tracy for responding to my questions. I was at the neighborhood association SHPNA tonight and the development of 615 Stockton as an hotel was already approved. How DID THAT HAPPEN WITHOUT community input?

Tessa

On Wed, Apr 25, 2018 at 1:16 PM Tam, Tracy <tracy.tam@sanjoseca.gov> wrote:

No, that is not possible. I'm not sure when the 2019 GP Amendment cycle will begin but it is usually within the winter/spring time.

TRACY TAM | Planner

City of San Jose | Planning Division | PBCE

tracy.tam@sanjoseca.gov | (408) 535-3839

[200 E. Santa Clara Street, San Jose, CA 95113](#)

From: tessa woodmansee [mailto:cleanairsj@gmail.com]

Sent: Wednesday, April 25, 2018 12:56 PM

To: Tam, Tracy <tracy.tam@sanjoseca.gov>

Subject: Re: [615 Stockton ave](#) H17-043

Thank you for the clarification. Can you ask for exception without changing gp?

When each year is opening for gp adjustments?

Tessa

On Wed, Apr 25, 2018 at 11:11 AM Tam, Tracy <tracy.tam@sanjoseca.gov> wrote:

That would be through a General Plan Amendment, which are only accepted certain times each year. The deadline to submit General Plan Amendments for 2018 have passed.

TRACY TAM | Planner

City of San Jose | Planning Division | PBCE

tracy.tam@sanjoseca.gov | (408) 535-3839

[200 E. Santa Clara Street, San Jose, CA 95113](#)

From: tessa woodmansee [mailto:cleanairsj@gmail.com]

Sent: Wednesday, April 25, 2018 11:09 AM

To: Tam, Tracy <tracy.tam@sanjoseca.gov>

Subject: Re: [615 Stockton ave](#) H17-043

Thank you for the clarification. Can the owner Ask plAnning and council for an exception for this corner lot in residential neighborhood that was zoned for residential in2005? So they could build residential or mix use?

On Wed, Apr 25, 2018 at 10:15 AM Tam, Tracy <tracy.tam@sanjoseca.gov> wrote:

Hi Tessa,

Happy to get back to you and I appreciate the emailing back and forth as it's easier and faster for me to respond (so thanks!). I've placed you on the notification list.

The [General Plan Land Use Map](#) indicates that most of the west side of Stockton Avenue is Residential Neighborhood, but there are also pockets of Neighborhood/Community Commercial (NCC), Combined Industrial/Commercial, Light Industrial, Public/Quasi Public and Transit Residential (to name a few). The General Plan designation of NCC doesn't allow for any residential so a mixed-use project couldn't be considered at the site. Unfortunately, I don't know the entire history of the site, but the change may have occurred when the City Council adopted the General Plan in 2011.

Best,

TRACY TAM | Planner

City of San Jose | Planning Division | PBCE

tracy.tam@sanjoseca.gov | (408) 535-3839

[200 E. Santa Clara Street, San Jose, CA 95113](#)


From: tessa woodmansee [mailto:cleanairsj@gmail.com]

Sent: Wednesday, April 25, 2018 9:49 AM

To: Tam, Tracy <tracy.tam@sanjoseca.gov>

Subject: Re: [615 Stockton ave](#) H17-043

Hi Tracy,

Thanks  for getting back to us. Yes h17-043 and our address is [641 Stockton Avenue San Jose 95126](#)

Our home was a conforming rezoning in 2005 from commercial to residential. When did west side of Stockton change to keep commercial. This flippant gp change is bad for our community since going residential was desire in 2005 and that status is what has happened on west Stockton overall and so to now say only commercial on a lot that is corner of an historic residential neighborhood is wrong. It could be mixed commercial on bottom and 1 story residential? Or town houses?

Thanks Tracy for keeping us in the loop about this development And answering these questions.

Tessa

On Wed, Apr 25, 2018 at 8:55 AM Tam, Tracy <tracy.tam@sanjoseca.gov> wrote:

Hi Tessa and Cat,

Thanks for your email, your comments have been incorporated into the public record. I believe you mean project file number H17-043 located on the corner of Stockton and Shiele. I would appreciate it if you could please place the file number on all future correspondence (helps me tremendously in keeping organized!).

The next step is for the applicant to resubmit the project for review. They have only submitted one round of plans and documents for review. The project is deemed incomplete and not ready for public hearing. If you'd like to be notified of when the project proceeds forward to hearing, please provide me with your mailing address and I can place you on the list to be notified. Also, the public hearing is not the only chance to reach out and provide input. Emails such as this are one way to provide your feedback. You're welcome to check in with me every so often (with the file number in the subject line) if you'd like a status update.

While staff will not support a residential project at the site (as the General Plan designation does not allow for residential uses), staff is open to support a commercial use given that it complies with the policies in the General Plan and regulations in the Zoning Ordinance and other policy and regulatory documents.

Best,

TRACY TAM | Planner

City of San Jose | Planning Division | PBCE

tracy.tam@sanjoseca.gov | (408) 535-3839

[200 E. Santa Clara Street, San Jose, CA 95113](#)

From: tessa woodmansee [mailto:cleanairsj@gmail.com]

Sent: Wednesday, April 25, 2018 12:06 AM

To: Tam, Tracy <tracy.tam@sanjoseca.gov>

Subject: [615 Stockton ave](#)

This email is to confirm that we have problems with an hotel on Stockton Avenue and especially one designed like this one.

Not enough trees

Not enough natural materials ie wood and brick

Not enough nature bushes live ground cover.

Too tall needs to be smaller two stories 20 units.

Hotel brings transience and noise and pollution from so many cars.

We want more residential housing.

What is next step on this development?

Hotel is not harmonious with our historic neighborhood.

The roads and intersections need to be heavily improved. Much speeding happens on Stockton Avenue we need a crosswalk at Shiele a controlled intersection and a tree lined median down stockton Avenue and reduce the crown of the road and improve this area of Stockton Avenue with asphalt to one foot of the curb.

Tessa and cat woodmansee

Tam, Tracy

From: Nanci Ivis <saints4seniors@gmail.com>
Sent: Friday, April 27, 2018 11:01 AM
To: Tam, Tracy
Subject: RE: 615 Stockton ave H17-043

Hi Tracy,

I am inquiring for neighbors in the Garden Alameda area (Schiele, Harding, Pershing, Hoover between Stockton and The Alameda) in regards to the proposed hotel at the corner of Schiele & Stockton.

In 2005, we signed a petition changing our zoning from R2 to R1 to go along with the general plan residential along Stockton. We were told that one side of Stockton would remain commercial and the other side near us would become residential. Since then, Cinnabar Commons and the Avalon were built with that plan in mind. We are still in need of more housing. I realize that the city makes more profit from commercial but this corner lot is not conducive for commercial. It will not bring the money the city hopes for. It's too small and there are plenty of hotels nearby sitting vacant. We are a historic neighborhood and that would greatly affect quality of life as well as our home values. Due to the project on The Alameda, business travel flies down our little street (Schiele) without a care about residents. It took me 12 minutes to turn onto Stockton the other day.

We already have a traffic and parking problem on our street from the Business Complex on The Alameda to Maaco and Royal Coach across Stockton. They are parking on Schiele from the corner up at least 8-10 house. Adding another business will only increase traffic and negatively impact our neighborhood.

With Google coming, we need more housing, not more business. It's also not fair to us neighbors who were forced to deal with the already busy traffic from a Business Complex at the end of our street instead of the beautiful Victorian mansion and park that used to be there. This hotel will sandwich us between two busy traffic congested businesses. We as neighbors do NOT approve. We want this lot changed to residential as promised in 2005.

Please let us know what steps we can take to stop this hotel plan and to change the zoning to residential. Also, since this will affect the entire Garden Alameda, please mail us updates and information on this lot.

Thank you.

Nanci Ivis
Real Estate Broker
BRE#01721205
762 Schiele Ave
San Jose, CA 95126
408-314-1371

Sent from my iPad

Tam, Tracy

From: tessa woodmansee <cleanairsj@gmail.com>
Sent: Thursday, June 21, 2018 3:30 PM
To: Tam, Tracy
Subject: Re: Stockton and Shiele avenues FILE NO. H17-043

Thank you! Hi Tracy just wondering status of this project in our historic neighborhood ?

Comments

Should be residential as if 2005 general plan

Should fit our historic neighborhood with natural materials brick wood stone and lots of greenery!

Should have trees bushes and live ground cover on parking strip and in front of building all sides

Should fix the curvature of the road too high needs flattening street needs asphalt within one foot of curb

No trees should be removed from property

Needs a crosswalk across Stockton with stop sign at shiele —slow the speeding on Stockton!

Please note these in planning document and let me know if you did...

Thanks
Tessa Woodmansee

On Wed, May 16, 2018 at 4:16 PM Tam, Tracy <tracy.tam@sanjoseca.gov> wrote:

Please see the attached document for the 1st Planning letter that was sent to the applicant.

Best,

TRACY TAM | Planner

City of San José | Planning Division | PBCE

200 E. Santa Clara Street, San Jose, CA 95113

From: tessa woodmansee [mailto:cleanairsj@gmail.com]
Sent: Wednesday, May 16, 2018 3:56 PM

To: Tam, Tracy <tracy.tam@sanjoseca.gov>

Subject: Fwd: Stockton and Shiele avenues FILE NO. H17-043

Tracy thank you for getting back to me. I would like to see your comments...how do we see the complete file ...thank you tessa

----- Forwarded message -----

From: Tam, Tracy <tracy.tam@sanjoseca.gov>

Date: Wed, May 16, 2018 at 3:45 PM

Subject: RE: Stockton and Shiele avenues FILE NO. H17-043

To: tessa woodmansee <cleanairsj@gmail.com>

Hi Tessa,

There has not been any community meetings or public hearings set for this project as the applicant still needs to submit plans and respond to staff comments.

Best,

TRACY TAM | Planner

City of San José | Planning Division | PBCE

[200 E. Santa Clara Street, San Jose, CA 95113](#)

From: tessa woodmansee [mailto:cleanairsj@gmail.com]

Sent: Wednesday, May 16, 2018 1:27 PM

To: Tam, Tracy <tracy.tam@sanjoseca.gov>

Subject: Stockton and Shiele avenues

H17-043

Hi when is the next meeting about this development?

Thanks,

Re: no hotel on Stockton and Shiele Avenue to be sent in package to planners and council members re 615 and 623 Stockton Ave proposed hotel

tessa woodmansee <cleanairsj@gmail.com>

Mon 1/13/2020 4:16 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

[External Email]

Amazing great work ! Head of the class 100%.. that helps tremendously . Thank you so much!

Warm regards,

Tessa !

On Mon, Jan 13, 2020 at 4:14 PM Van Der Zweep, Cassandra
<Cassandra.VanDerZweep@sanjoseca.gov> wrote:

Hi Tessa,

You can submit comments all the way up to the hearings and of course speak at the planning commission and city council hearings.

We post the staff report with the associated materials including public comments for the Planning Commission next Wednesday. To make sure your additional comments are in the first packet shared with the commissioners, I would recommend getting your comments to me by Friday.

However, if you don't get them to me by Friday, we send a follow up email the day of the planning commission hearing to the planning commissioners with additional comments received between when we printed the packets and the day of the hearing. Finally, if more comments come in between the email and Planning Commission hearing, we can bring copies of those comments to hand out to the commissioners at the meeting. Everything provided to the planning commissioners is also shared with the City Council members. Any new written comments that are shared after Planning Commission and before City Council are also provided to the City Council members.

Hope this helps clarify.

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | [200 East Santa Clara Street](#)

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: tessa woodmansee <cleanairsj@gmail.com>

Sent: Monday, January 13, 2020 4:07 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: Re: no hotel on Stockton and Shiele Avenue to be sent in package to planners and council members re 615 and [623 Stockton Ave](#) proposed hotel

[External Email]

Thanks Cassandra . I am working on more responses to this proposed development plan. Can I send it to you tomorrow?

What is that the latest deadline to get into your packet for the decision makers and public record?

What is the final day for submission for this packet for decision makers?

Thank you so much Cassandra,
Tessa

On Mon, Jan 13, 2020 at 3:42 PM Van Der Zweep, Cassandra
<Cassandra.VanDerZweep@sanjoseca.gov> wrote:

Good a. ernoon Tessa,

Confirming receipt of this email as well. It will be added to the project's public record for the decision makers to consider.

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | [200 East Santa Clara Street](#)

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: tessa woodmansee <cleanairsj@gmail.com>

Sent: Monday, January 13, 2020 12:03 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: no hotel on Stockton and Shiele Avenue to be sent in package to planners and council members re 615 and [623 Stockton Ave](#) proposed hotel

[External Email]

PETITION:

NO HOTEL

&

KEEP THE GARDEN

ALAMEDA RESIDENTIAL

THIS

PETITION YOU ARE reading and the signatures of over 100 neighbors IS TO

tell the **City of San Jose's**

Planning Department, the Planning Commission

and San Jose City Council

Members that:

We

the undersigned:

DO

NOT want a 5- story hotel

with a Bar for many reasons:

- **Increased**
Air pollution in our already highly impacted community at high risk due to high levels of air pollution,
- **Excessive Noise**
pollution from 24/7 operations
- No comprehensive notification of general plan CHANGE
since the west side of stockton's general plan was originally residential. With no comprehensive notification to
affected neighborhood outreach our commercial properties are being developed as NCC neighborhood with no
residential allowed!
- The solution to homeless is a home
- This proposed project with displacement of renters living
in the 623 Victorian home
- Viisual pollution in our historic residential neighborhood

- Sunlight blocking when all homes need rooftop solar.

*Our neighborhood

was up until 2010 zoned AND under a general plan to go residential on the West Side of Stockton Avenue and we the undersigned believe that in a CLIMATE EMERGENCY, ECOLOGICAL COLLAPSE AND HOUSING CRISIS, and the detrimental impacts on our quality of life

we should not change the general plan design for the 615 Stockton Avenue and thereby keep it to the 2010 plan to go residential and the

[623 Stockton Avenue](#) historic victorian home to stay residential as its general plan requires.

This Garden Alameda

neighborhood is historic and should be protected from the detrimental impacts of commercial use on the west side of Stockton Avenue. In particular, a hotel with the general plan of NCC neighborhood, community commercial is suppose to add to the quality of

life of our neighborhood and hotel and bar with its transient population, car traffic, noise, sun blocking 5 stories, ugly design, promoting annomity which fosters alchollism and prostitution and corporate values of greed and profit do not add to our community.

This project needs to be denied and the general plan under 2040 general plan review should bring this property back to residential development with a regenerative organic agriculture as the duo for all future residential development for food sovereigny and

food security to help prepare of for a world without fossil fuels and adds to the quality of life of our neighborhood and the fulfillment of a general plan, bible, constitution for development to be sustainable.

Sustainability

focuses on meeting the needs of the present without compromising the ability of future generations to meet their needs. This can only happen if we focus on development that provides housing and an economy that is built fossil fuel free.

NAME	ADDRESS	TELEPHONE	EMAIL	VOTER	DATE
------	---------	-----------	-------	-------	------

SEE attached signatures

SINCERELY,

Tessa Woodmansee
and family and neighbors

[641](#)
[Stockton Avenue](#)
[San](#)
[Jose, CA](#)
[95126](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

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Clean Air and Quiet Neighborhoods—A Natural Right!

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

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Clean Air and Quiet Neighborhoods—A Natural Right!

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Re: 10 page petition and signatures of neighbors for NO HOTEL: KEEP THE GARDEN ALAMEDA RESIDENTIAL 615 and 623 Stockton Avenue

Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Mon 1/13/2020 3:39 PM

To: tessa woodmansee <cleanairsj@gmail.com>

Good a. ernoon Tessa,

Thank you for the provided peon a attachment. It will be added to the project's public records which is shared with the decision makers and will be part of the project's materials for the upcoming hearings.

Best,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: tessa woodmansee <cleanairsj@gmail.com>

Sent: Monday, January 13, 2020 12:44 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: 10 page peon and signatures of neighbors for NO HOTEL: KEEP THE GARDEN ALAMEDA RESIDENTIAL 615 and 623 Stockton Avenue

[External Email]

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Cassandra,

Please printout the 10 page + petition and neighbors signatures that are all saying:
NO HOTEL AND BAR AND KEEP THE GARDEN ALAMEDA NEIGHBORHOOD
RESIDENTIAL and send with the packet to the PLANNING COMMISSIONERS AND city
council members.

Thank you,

Tessa Woodmansee
641 Stockton Avenue
San Jose, CA.

Re: File No. SP18-060: 615 Stockton Avenue

tessa woodmansee <cleanairsj@gmail.com>

Wed 2/20/2019 4:22 PM

To: Tam, Tracy <tracy.tam@sanjoseca.gov>;

Cc: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>;

Re SP18-060

Please give us all the info on this project ...

In addition. I hope all of my prior emails on this project are retained and addressedplease send me copies of all correspondence from me on this development on Stockton Avenue at Schiele ave.

Tessa Woodmansee

On Mon, Feb 4, 2019 at 3:50 PM Tam, Tracy <tracy.tam@sanjoseca.gov> wrote:

Hello,

Thank you for your VM left on Saturday 2/2 concerning the hotel project located on Stockton Avenue (File No. SP18-060). Please note the change in file number. The new file number is SP18-060, and please be sure to include this file number in future correspondence to the new planning project manager.

As mentioned on the phone, the project has been reassigned to another planner Cassandra Van Der Zweep, who has been copied to this email.

Best,

TRACY TAM | Planner

City of San José | Planning Division | PBCE

[200 E. Santa Clara Street, San Jose, CA 95113](#)

Re: SP18-060

Van Der Zweep, Cassandra

Fri 2/22/2019 8:05 AM

Sent Items

To: tessa woodmansee <cleanairsj@gmail.com>;

Good morning Tessa,

My contact informaon is in the signa ture block below. I have provided the applicant with a revised sign to post on the site and will follow up with them regarding the posng.

I followed up with the correspondence received from you and the most recent plan set earlier this morning. I was very busy yesterday and unable to get to your email, I apologize.

Please let me know what other materials you may be interested in or if you would like to set up an appointment to look over the project file.

Thanks,

Cassandra van der Zweep

Planner II | Planning Division | PBCE

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: tessa woodmansee <cleanairsj@gmail.com>

Sent: Thursday, February 21, 2019 9:48:05 PM

To: Van Der Zweep, Cassandra

Subject: SP18-060

Please give me your phone number and update the development sign with your info

In addition please respond to my email I sent to you re this development—what is the status and did you get all my correspondence on this project please forward copy of all correspondence

Re development on Stockton ave at Schiele

Tessa Woidmansee

Re: Stockton Hotel A-OK with This Neighbor! GP18-013, C18-039, SP18-060

Van Der Zweep, Cassandra

Thu 8/29/2019 12:18 PM

Sent Items

To: Kelly Snider <kelly@sniderware.com>;

Good a. ernoon Kelly,

Thank you for your comments, I appreciate you sharing your thoughts. I was not aware of the flyer and appreciate you sharing your opinion.

I have added your comments to the project's public record which will be shared with the decision maker as part of the project's review and will share them with the applicant as well.

As part of the project's review, we have scheduled a community meeting tonight at 7:30PM at Herbert Hoover Middle School, Library Media Center at 1635 Park Avenue to receive public comments and questions. (Signs will be posted directing you from the parking lot on Park Avenue to the meeting room). No decision will be made at this meeting, but you are welcome to come and listen to the feedback and provide feedback as well. If you are unable to attend, please feel free to continue emailing me with any concerns/questions/comments.

Thank you again,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Kelly Snider <kelly@sniderware.com>

Sent: Thursday, August 29, 2019 10:47:23 AM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: Stockton Hotel A-OK with This Neighbor! GP18-013, C18-039, SP18-060

Hi Cassandra,

I live on Pershing Avenue (I own my home and live with my kids and family) and I am fully in support of the proposed hotel at the corner of Schiele and Stockton.

I do not like the heavy and light industrial uses along Stockton (bus depot; cement factory; auto body shops with chemicals and VOCs, etc.). Human-focused uses such as ground-floor lobby lounges; roof decks; hotel uses (or residential uses) would be a welcome use and one I strongly support.

Based on an outrageously hyperbolic (as to be almost funny) Scare Tactic Flier I received on my front porch earlier this week, it appears that a few of my neighbors are unable to acknowledge that our neighborhood is a short walk from Diridon and downtown; is literally adjacent to the new Google development; and that the industrial uses on Stockton are inappropriate in the 21st century. I would like Stockton Avenue to be redeveloped into a beautiful "Champs-Élysée" style boulevard approaching downtown. I also think Dupont Circle in DC is a good example of the type of mid-rise mixed-use neighborhood that Stockton

Avenue could become. There is no reason for buildings to be any less than 5 stories along both sides of Stockton Avenue - I support that fully.

Please remember, a lot of San Joseans and a lot of residents in the Garden Alameda want more vital, people-focused uses on Stockton. Don't believe the loud voices of a small minority of nay-sayers.

Respectfully,
Kelly Snider
Pershing Avenue

Re: Special Use Permits for project at 615 and 623 Stockton Ave

joanne buckley <green.buckley@gmail.com>

Tue 8/13/2019 11:04 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>;

Thank you Cassandra
Appreciate the quick responses

Sent from my iPhone

On Aug 13, 2019, at 3:07 PM, Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov> wrote:

Hi Joanne,

They have three room "types":

King Room is 315 sf

Queen Room is 365 sf

Suite is around 500 sf.

They will have three Suites and a mixture of King and Queen rooms.

Thanks,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | [200 East Santa Clara Street](#)

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: joanne buckley <green.buckley@gmail.com>

Sent: Tuesday, August 13, 2019 1:19:32 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: Re: Special Use Permits for project at 615 and 623 Stockton Ave

Thank you Cassandra
I look forward to your response

Sent from my iPhone

On Aug 13, 2019, at 11:08 AM, Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov> wrote:

Hi Joanne,

I have reached out to the applicant to clarify the room square footages.

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | [200 East Santa Clara Street](#)

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: joanne buckley <green.buckley@gmail.com>

Sent: Tuesday, August 13, 2019 10:45:39 AM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: Re: Special Use Permits for project at 615 and 623 Stockton Ave

Cassandra thank you for your quick response, I know you're a very busy lady.

If you could just send me one more thing. In reviewing the plans for 215 and 623 Stockton Ave I can not find the sizes of the guest rooms.

Could you please forward that for me. Neighbors are starting to ask a lot of questions.

Thank you

Joanne

Sent from my iPhone

On Aug 13, 2019, at 9:40 AM, Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov> wrote:

Hello Joanne,

Thank you for reaching out to me.

The parking reductions come from the Municipal Code Section 20.90.220. A (http://library.municode.com/ca/san_jose/codes/code_of_ordinances?nodeId=TIT20ZO_CH20.90PALO_PT3EX_20.90.220REREOREPASP). The ordinances which have revised each section follow at the bottom of the section (before the next section).

Ordinance 26455, adopted on August 14, 2001, discussed parking reductions for structures or uses located within 2,000 feet of a proposed or existing rail station. <http://records.sanjoseca.gov/Ordinances/ORD26455.PDF>

Ordinance 29217, adopted on February 26, 2013 expanded the parking reduction discussion to how the code is today. <http://records.sanjoseca.gov/Ordinances/ORD29217.PDF>

Thanks,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | [200 East Santa Clara Street](#)

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Joanne Buckley <green.buckley@gmail.com>

Sent: Friday, August 9, 2019 3:54:22 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: Special Use Permits for project at 615 and 623 Stockton Ave

Greetings Cassandra

I am working with Kay Gutknecht in regard to the above proposed project. I was wondering about a referenced ordinance that has to do with reducing onsite parking if

your project is within 2000 feet from the College Park Station. Can you send me a link that describes this ordinance and the date it was enacted.

We are meeting with Dev Devons this coming Wednesday, so if you can get this out to me, I would really appreciate it.

Thank you so much

Joanne Buckley

Re: Planning Department

Laura Winter <laurarwinter@gmail.com>

Fri 8/16/2019 5:12 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>;

Hi Cassandra,

Thanks so much. I met with Kay Gutknecht and several of her neighbors on Wednesday to discuss the proposal with Dev Davis. I normally would have sent you a more lengthy email, but Kay's summary is pretty comprehensive and it was very easy to submit a short comment via Planning's website. I was an active participant in The Alameda Urban Village planning stage with Michael and Leila, so we're a pretty land-use savvy neighborhood. We have a good reputation for not saying 'no' to development proposals but 'no bad development' and I'm afraid this proposal falls into the latter category, sadly. I hope to see you on the 29th at the community meeting.

Best regards,

Laura Winter

On Aug 16, 2019, at 5:05 PM, Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov> wrote:

Good afternoon Laura,

Thank you for your comments. I will add them to the project's record which would be considered by the decision makers. Currently, the project is under review and no decision has been made.

Thank you,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200

East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: laurarwinter@gmail.com <laurarwinter@gmail.com>

Sent: Friday, August 16, 2019 3:29:08 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: Planning Department

The proposed development is an inappropriate use and poorly designed with no setbacks to mitigate the impacts for the adjacent residential uses and the height is incompatible with the adjacent houses as well. The Caltrain station used to justify parking reductions has only 2 trains each morning and afternoon with no weekend service. This project would be better either downtown or in The Alameda Urban Village; the existing CN zoning is appropriate for the location near a historic neighborhood. I urge planning to not support this application.

Name: Laura Winter

Email: laurarwinter@gmail.com

Telephone Number: 408-971-8505

Web Server: sjpermits.org

Client Information: Mozilla/5.0 (Macintosh; Intel Mac OS X 10_14_5) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/12.1.1 Safari/605.1.15

Re: Rezoning for 623 Stockton

Van Der Zweep, Cassandra

Tue 8/20/2019 9:20 AM

Sent Items

To: Christie Simmons <christie.simmons@gmail.com>;

Good morning Chrise,

The Municipal Code, Secon 20.40 discusses the uses and regulations for the commercial zoning districts. https://library.municode.com/ca/san_jose/codes/code_of_ordinances?nodeId=TIT20ZO_CH20.40COZODIPUQUUBLZODI_PT1GE_20.40.010COZODI.

You can scroll through the entire secon or below I have links to specific secons:

[Secon 20.40.100](#)--Allowed uses.

This secon includes Table 20-90 which shows a side by side comparison of the uses allowed in all the commercial zoning districts, including CN (the current zoning district) and CP (the proposed zoning district). The biggest difference is that the CP Zoning district has some discons on the allowed uses within an Urban Village and Outside of an Urban Village. The project site is outside the Urban Village. Also, the CP Zoning district does not allow drive thrus, car wash detailing, and glass sales installation and n g.

[Secon 20.40.200](#)--Development Standards.

This secon includes a table which shows the side by side comparison of the development standards for each zoning district. The front yard of this site is Stockton Avenue. The applicant proposed the rezoning to allow a reduced front setback on Stockton Avenue so the project could be further from the residential neighborhood on Schiele. The side and rear setbacks are more restrictive in the CP Zoning District than the CN Zoning District.

[Secon 20.40.270](#)--Side setback exception, interior lot

One exception to the table in the Development Standards secon above is that the proposed CP Zoning District would require a 10-foot setback where the property's side is along the residential properties.

Please let me know if I can help answer any other questions.

Thanks,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Christie Simmons <christie.simmons@gmail.com>

Sent: Monday, August 19, 2019 9:00:07 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: Rezoning for 623 Stockton

Hi Cassandra,

I am a home owner on Schiele Ave near the 623 Stockton Ave development site that is requesting a rezoning from Neighborhood Community Commercial to Commercial Pedestrian Zoning (File No. C18-039).

Could you tell me what specific elements of the development project require this change of zoning? I want to make sure that I am informed about the implications of the change in zoning. Is there a good resource that could help me to understand the differences between the two zoning types?

Thanks in advance for your help!

Best,
Christie Simmons
846 Schiele Ave

Re: File Nos: GP18-013, C18-039, SP18-060

Van Der Zweep, Cassandra

Mon 8/19/2019 2:34 PM

Sent Items

To: Lori Katcher <lori.katcher@gmail.com>;

Good a. ernoon Lori,

Thank you for reaching out to me regarding your concerns for the proposed project under review (GP18-013, C18-039, and SP18-060). I have added your concerns to the project's public record which will be shared with the decision maker as part of the project's review and will share them with the applicant as well.

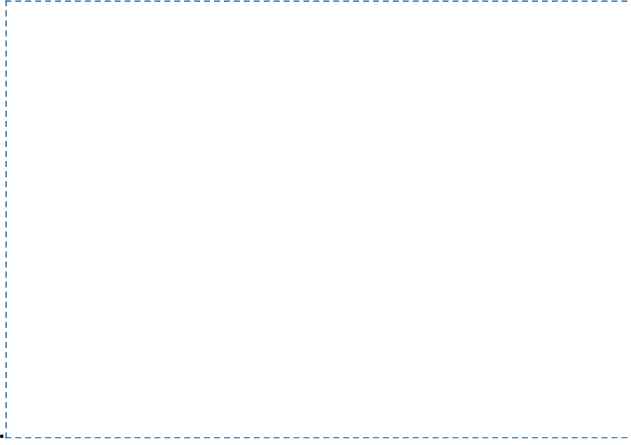
At this point, no decision regarding the project has been made. The project is currently under review by City Staff (including Fire, Public Works, Building, environmental planning, planning, etc.). After our review is complete the project would be scheduled for a Planning Commission hearing (for recommendaon) and a City Council hearing (for a decision).

As part of the project's review, we have scheduled a community meeng ne xt Thursday, August 29th at 7:30PM at Herbert Hoover Middle School, Library Media Center at 1635 Park Avenue to receive public comments and quesons. (Signs will be pos ted direcng y ou from the parking lot on Park Avenue to the meeng r oom). No decision will be made at this meeng , but you are welcome to come and listen to the feedback and provide feedback as well. If you are unable to a end, please feel free to connue emailing me with any concerns/quesons/ comments.

Please see some responses/clarificaons r egarding the concerns you outlined:

1. **General Plan Amendment:** The General Plan Amendment (File No. GP18-013) is for 623 Stockton Avenue to change Land Use Designaon fr om RN Residenal Neighborhood t o NCC Neighborhood/Community Commercial on an approximately 0.2-gross acre site. Here is a general informaon pag e about the General Plan: [hp://w ww.sanjoseca.gov/index.aspx?NID=1737](http://www.sanjoseca.gov/index.aspx?NID=1737). The General Plan land use map is part of the General Plan document which is intended to serve as a guiding document for the City's growth through 2040. The corner lot (615 Stockton) would remain as NCC (Neighborhood Community Commercial). Here is the link to the general plan map, you can search by address. [hp s://csj.maps.arcgis.com/apps/webappviewer/index.html?id=5c1421e8dc7f4839a70781c3924d7440](http://csj.maps.arcgis.com/apps/webappviewer/index.html?id=5c1421e8dc7f4839a70781c3924d7440) Also here is a screenshot, the pink NCC (Neighborhood Community Commercial Designaon) is the 615 Stockton property. The next yellow rectangle on Stockton Avenue is in the RN (Neighborhood Residenal)

land use. The General Plan Amendment is proposing to change that lot to NCC (Neighborhood Community



Commercial) as well.

2. **Hotel Use.** The corner property (615 Stockton Avenue) currently allows for a hotel use. It has a NCC (Neighborhood Community Commercial General Plan designaon) and a CN Commer cial Neighborhood Zoning District. The Zoning District rules are established in the municipal code which is one of the implementaon t ools of the General Plan. The CN Zoning District allows hotels (https://library.municode.com/ca/san_jose/codes/code_of_ordinances?nodeId=TIT20ZO_CH20.40COZODIPUQUBLZODI_PT2USAL_20.40.100ALUSPERE). However, all development in the City, except Single Family House Permits require planning review. The project is requesng a Special Use Permit because the project will have an outdoor roof deck and 1,100 square foot deck for hotels guests to relax on which is considered a commercial use. Any outdoor commercial use within 150 feet of a residenal pr operty requires a Special Use Permit for review. Additionally , the project is proposing to change both 615 and 623 Stockton Hotel to the CP Commercial Pedestrian Zoning District. This district has different setbacks which would allow the project to be closer to Stockton Avenue and further from the residences along Schiele Avenue.
3. I will share your traffic concerns with our Public Works Transportaon t eam and environmental planner.
4. I will share these concerns with the project's applicant and architect.

Thank you again for sharing our comments, I really appreciate the me y ou have taken to share your concerns. Please let me know if you have any further quesons, c oncerns, or comments.

Thank you,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Lori Katcher <lori.katcher@gmail.com>

Sent: Monday, August 19, 2019 12:11:16 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: Re: File Nos: GP18-013, C18-039, SP18-060

Hi Cassandra, I am writing as a home owner at 882 Schiele Avenue. Our family is absolutely opposed to the development of a hotel at 615 and 623 Stockton Ave. **This is simply an inappropriate location for a hotel.**

1. This location abutting our historic residential neighborhood should remain NCC. A business here should be supporting and benefitting residents of the neighborhood, not catering to visitors who have no vested interest in our neighborhood. It should be a small scale development which would act as a buffer to the larger commercial developments on the east side of Stockton Avenue, as well as an aesthetically pleasing gateway into our almost 100 year old neighborhood.

8/19/2019

Mail - Cassandra.VanDerZweep@sanjoseca.gov

2. There are already plenty of areas nearby which allow for hotels in the General Plan such as in VT4 and DSAP areas. These areas were designated as such for a reason.

3. We are opposed to the traffic increase a hotel would bring into the neighborhood.

4. We are opposed to developments that have no sense of architectural style befitting the neighborhood, which is made up of Craftsman, Prairie, Spanish, storybook bungalows and Victorian homes.

We hope that development on this property will preserve and promote our historic district, will enhance the quality of life for the residents and neighbors and support and beautify our neighborhood.

Thank you so much,
Lori Katcher

Re: File Nos: GP18-013, C18-039, SP18-060

Van Der Zweep, Cassandra

Fri 8/23/2019 4:55 PM

Sent Items

To: Lori Katcher <lori.katcher@gmail.com>;

Hi Lori,

I apologize for the delayed response, I have had a busy couple of days.

1. I am unclear what your question regarding the city's intentions are for the Envision San Jose 2040 General Plan. In terms of what is considered when Planning is reviewing a General Plan Amendment application, Planning looks at the proposed Amendments consistency with the General Plan's Major Strategies, goals, and policies. Ultimately, City Council would make the decision on whether or not to approve the General Plan Amendment.
2. Transit Employment Center "TEC" is on PDF page 251 of the General Plan. <http://www.sanjoseca.gov/DocumentCenter/View/474> (Copied from the General Plan text) "This designation is applied to areas planned for intensive job growth because of their importance as employment districts to the City and high degree of access to transit and other facilities and services. To support San Jose's growth as a Regional Employment Center, it is useful to designate such key Employment Centers along the light rail corridor in North San José, in proximity to the BART and light rail facilities in the Berryessa/Milpitas area, and in proximity to light rail in the Old Edenvale area. All of these areas fall within identified Growth Areas and have access to transit and other important infrastructure to support their intensification. Uses allowed in the Industrial Park designation are appropriate in the Transit Employment Center designation, as are supportive commercial uses. The North San José Transit Employment Center also allows limited residential uses, while other Employment Centers should only be developed with industrial and commercial uses. An important difference between this designation and the Industrial Park designation is that the development intensity and site design elements in Transit Employment Center areas should reflect a more intense, transit-oriented land use pattern than that typically found in Industrial Park areas. This designation permits development with retail and service commercial uses on the first two floors; with office, research and development or industrial use on upper floors; as well as wholly office, research and development, or industrial projects. Additional flexibility may be provided for retail and service commercial uses within the North San José Development Policy area through the City's discretionary review and permitting process. The development of large hotels of at least 200 rooms and four or more stories in height is also supported within Transit Employment Centers. New development should orient buildings toward public streets and transit facilities and include features to provide an enhanced pedestrian environment."

Thanks,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Lori Katcher <lori.katcher@gmail.com>**Sent:** Wednesday, August 21, 2019 11:09:14 AM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: Re: File Nos: GP18-013, C18-039, SP18-060

Hi Cassandra,

Thank you so much for your quick and informative responses! I have a couple questions based on this information.

1. In the General Plan, the rest of the West Side of Stockton Avenue between Villa and Lenzen is planned Residential. This is consistent with the neighborhood, and seems more appropriate for 615 Stockton to also be planned Residential. What are the city's intentions toward Envision San Jose 2040 going forward?

2. The East Side of Stockton is mapped as "Transit Employment Center" on the General Plan map (the blue area). I cannot find what this means in the General Plan document. Would you please explain this designation?

Thanks so much,
Lori Katcher
882 Schiele Ave
408.568.2511

On Mon, Aug 19, 2019 at 2:34 PM Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov> wrote:

Good afternoon Lori,

Thank you for reaching out to me regarding your concerns for the proposed project under review (GP18-013, C18-039, and SP18-060). I have added your concerns to the project's public record which will be shared with the decision maker as part of the project's review and will share them with the applicant as well.

At this point, no decision regarding the project has been made. The project is currently under review by City Staff (including Fire, Public Works, Building, environmental planning, planning, etc.). After our review is complete the project would be scheduled for a Planning Commission hearing (for recommendation) and a City Council hearing (for a decision).

As part of the project's review, we have scheduled a community meeting next Thursday, August 29th at 7:30PM at Herbert Hoover Middle School, Library Media Center at 1635 Park Avenue to receive public comments and questions. (Signs will be posted directing you from the parking lot on Park Avenue to the meeting room). No decision will be made at this meeting, but you are welcome to come and listen to the feedback and provide feedback as well. If you are unable to attend, please feel free to continue emailing me with any concerns/questions/ comments.

Please see some responses/clarifications regarding the concerns you outlined:

1. **General Plan Amendment:** The General Plan Amendment (File No. GP18-013) is for 623 Stockton Avenue to change Land Use Designation from RN Residential Neighborhood to NCC Neighborhood/Community Commercial on an approximately 0.2-gross acre site. Here is a general information page about the General Plan: <http://www.sanjoseca.gov/index.aspx?NID=1737>. The General Plan land use map is part of the General Plan document which is intended to serve as a guiding document for the City's growth through 2040. The corner lot (615 Stockton) would remain as NCC (Neighborhood Community Commercial).

Here is the link to the general plan map, you can search by address.

<http://csj.maps.arcgis.com/apps/webappviewer/index.html?id=5c1421e8dc7f4839a70781c3924d7440>

Also here is a screenshot, the pink NCC (Neighborhood Community Commercial Designation) is the 615 Stockton property. The next yellow rectangle on Stockton Avenue is in the RN (Neighborhood Residential)

land use. The General Plan Amendment is proposing to change that lot to NCC (Neighborhood



Community Commercial) as well.

2. **Hotel Use.** The corner property (615 Stockton Avenue) currently allows for a hotel use. It has a NCC (Neighborhood Community Commercial General Plan designaon) and a CN Commer cial Neighborhood Zoning District. The Zoning District rules are established in the municipal code which is one of the implementaon t ools of the General Plan. The CN Zoning District allows hotels (http://library.municode.com/ca/san_jose/codes/code_of_ordinances?nodeId=TIT20ZO_CH20.40COZODIPUQUUBLZODI_PT2USAL_20.40.100ALUSPERE). However, all development in the City, except Single Family House Permits require planning review. The project is requestng a Special Use P ermit because the project will have an outdoor roof deck and 1,100 square foot deck for hotels guests to relax on which is considered a commercial use. Any outdoor commercial use within 150 feet of a residenal pr roperty requires a Special Use Permit for review. Additionally , the project is proposing to change both 615 and 623 Stockton Hotel to the CP Commercial Pedestrian Zoning District. This district has different setbacks which would allow the project to be closer to Stockton Avenue and further from the residences along Schiele Avenue.
3. I will share your traffic concerns with our Public Works Transportaon t eam and environmental planner.
4. I will share these concerns with the project's applicant and architect.

Thank you again for sharing our comments, I really appreciate the me y ou have taken to share your concerns. Please let me know if you have any further quesons, c oncerns, or comments.

Thank you,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Lori Katcher <lori.katcher@gmail.com>

Sent: Monday, August 19, 2019 12:11:16 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: Re: File Nos: GP18-013, C18-039, SP18-060

Hi Cassandra, I am writing as a home owner at 882 Schiele Avenue. Our family is absolutely opposed to the development of a hotel at 615 and 623 Stockton Ave. This is simply an inappropriate location for a hotel.

1. This location abutting our historic residential neighborhood should remain NCC. A business here should be supporting and benefitting residents of the neighborhood, not catering to visitors who have no vested interest in our neighborhood. It should be a small scale development which would act as a buffer to the larger commercial developments on the east side of Stockton Avenue, as well as an aesthetically pleasing gateway into our almost 100 year old neighborhood.

2. There are already plenty of areas nearby which allow for hotels in the General Plan such as in VT4 and DSAP areas. These areas were designated as such for a reason.

3. We are opposed to the traffic increase a hotel would bring into the neighborhood.

4. We are opposed to developments that have no sense of architectural style befitting the neighborhood, which is made up of Craftsman, Prairie, Spanish, storybook bungalows and Victorian homes.

We hope that development on this property will preserve and promote our historic district, will enhance the quality of life for the residents and neighbors and support and beautify our neighborhood.

Thank you so much,
Lori Katcher

Re: Land Use Zoning Map vs General Plan 2040 Map

Van Der Zweep, Cassandra

Mon 8/19/2019 2:41 PM

Sent Items

To: Lori Katcher <lori.katcher@gmail.com>;

Hi Lori,

Both layers apply to a site.

The General Plan Land Use layer comes from the Envision 2040 General. This is the broad framework envisioned for the area. Here is a link to the overall General Plan

document: <http://www.sanjoseca.gov/DocumentCenter/View/474>

The Zoning Map is part of the Municipal Code and outlines the specific development standards, heights, uses, and parking requirements (etc.).

Here is a link to the commercial section of the Municipal

Code: http://library.municode.com/ca/san_jose/codes/code_of_ordinances?nodeId=TIT20ZO_CH20.40COZODIPUQUBLZODI

A project should be consistent with both the General Plan Land Use designation and the Zoning District. In some instances, such as this project's 623 Stockton site, the General Plan land use designation and Zoning District are not consistent with one another. Therefore, in order for a project to move forward a General Plan Amendment or Rezoning or both would need to be processed along with the project review.

Please let me know if you have any questions or concerns.

Thank you,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Lori Katcher <lori.katcher@gmail.com>

Sent: Monday, August 19, 2019 12:28:52 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: Land Use Zoning Map vs General Plan 2040 Map

Hi Cassandra,

I am a resident of Schiele Avenue working to understand the proposed hotel development on the corner of Schiele and Stockton Avenues. I have found two different maps on the city of San Jose official website. One is the Land Use Zoning Map, the other is the General Plan 2040 Map.

Am I correct that the Land Use Zoning Map shows what each property is currently zoned, and the General Plan 2040 is the long term plan for what the city wants the properties to be zoned?

Would you be able to clarify this for me?

8/19/2019

Mail - Cassandra.VanDerZweep@sanjoseca.gov

Thank you so much for your time,

Lori Katcher
408.568.2511

Re: Files #GP18-013, C18-039, SP18-060

Van Der Zweep, Cassandra

Mon 8/19/2019 2:07 PM

Sent Items

To: Sue Tobin <suet93@gmail.com>;

Cc: Myles Tobin <justrosesbymyles@gmail.com>;

Good afternoon Sue and Myles,

Thank you for reaching out to me regarding your concerns for the proposed project under review (GP18-013, C18-039, and SP18-060). I have added your concerns to the project's public record which will be shared with the decision maker as part of the project's review and will share them with the applicant as well.

At this point, no decision regarding the project has been made. The project is currently under review by City Staff (including Fire, Public Works, Building, environmental planning, planning, etc.). After our review is complete the project would be scheduled for a Planning Commission hearing (for recommendation) and a City Council hearing (for a decision).

As part of the project's review, we have scheduled a community meeting next Thursday, August 29th at 7:30PM at Herbert Hoover Middle School, Library Media Center at 1635 Park Avenue to receive public comments and questions. (Signs will be posted directing you from the parking lot on Park Avenue to the meeting room). No decision will be made at this meeting, but you are welcome to come and listen to the feedback and provide feedback as well. If you are unable to attend, please feel free to continue emailing me with any concerns/questions/ comments.

I wanted to clarify some of your concerns provided below:

1. **Parking.** I understand your concerns with parking. The project is proposing to provide 65 parking spaces on the project site.
2. **Traffic.** I will share your traffic concerns with our environmental planner who is working with our Public Works Transportation team and technical experts to review the project's transportation impacts.
3. **Noise.** I did want to clarify the project is not proposing entertainment venues. The hotel would have a roof deck and a 1,100 square foot deck. The applicant is currently proposing to limit the hours from 10AM to 10PM. No outdoor speakers are proposed. I will share this concern as well with the environmental planner who reviews noise as well.
4. **Unsavory/Illegal Business:** I understand your concerns and will share them with the applicant. The City's review of proposed development projects works to ensure the project will operate safely and legally, including review of the project with compliance with fire codes and building codes. Typical conditions of approval for development projects include the project is required to be in compliance with local, state and federal laws, nuisance abatement, trash maintenance, signage, and other, etc.

Thank you,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Sue Tobin <suet93@gmail.com>
Sent: Saturday, August 17, 2019 2:48:59 PM
To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>
Cc: Myles Tobin <justrosesbymyles@gmail.com>
Subject: Files #GP18-013, C18-039, SP18-060

Hello Ms. van der Zweep,

We are homeowners at 831 Schiele Avenue, San Jose, and are writing to you in regards to the 5-story hotel proposed to be built at 623 and 615 Stockton Avenue San Jose. We are adamantly against this type and size of business and have included a list outlining a few of our most immediate concerns below.

1. PARKING. This is an enormous issue with great impact to the entire neighborhood. There are already parking issues on all streets within the neighborhood with residents constantly competing with business and airport parking in our neighborhood. The hotel would greatly exacerbate a problem which already exists.
2. TRAFFIC. Pershing and Schiele already have an inordinately large amount of cut through traffic between Stockton and The Alameda. Both streets see heavy usage by commercial and private vehicles all day long. An estimate of over 600 additional trips a day to and from the hotel using our streets is absurd. We simply cannot believe that the neighborhood streets will logically support this increase in traffic.
3. NOISE. Airplane and train noise is already a major issue in our neighborhood. With two outdoor entertainment venues proposed at the hotel the noise level for the neighborhood will increase considerably most especially those residents whose properties are adjacent to the business.
4. UNSAVORY/ILLEGAL BUSINESS. An unavoidable risk with any hospitality business is prostitution. A hotel within such a densely populated neighborhood with additional high density housing on Stockton Avenue in progress could put the neighborhood residents in peril. In the early '90's there was an issue with prostitution on the Alameda which ran over into our neighborhoods. We personally had a couple of incidents on our street prior to the San Jose Police Department managing to shut it down with a number of stings.

We find it difficult to understand why this type of a commercial property is being considered within a residential neighborhood when there are so many other pieces of land that are currently zoned for this type of business. It is our understanding that there is significant hotel development being proposed in the downtown and Diridon Station area so question why the neighborhood properties are being considered - requiring a zoning change. There are a number of other business uses that we believe would be more acceptable in our neighborhood and one which would satisfy the Neighborhood Community Commercial zone. We would love to see a business which serves the residents of the neighborhood and is a fine gateway to the neighborhood. It will be truly unfortunate if a business that has potential for such undesirable affects on our neighborhood is approved.

Thank you for your time.

Sincerely,

Myles and Sue Tobin

Re: Proposed 5-story hotel on the corner of Schiele Av. and Stockton

Van Der Zweep, Cassandra

Mon 8/19/2019 2:14 PM

Sent Items

To: Miller, Kathleen <kamiller@visa.com>;

Good afternoon Kathleen,

Thank you for reaching out to me regarding your concerns for the proposed project under review (GP18-013, C18-039, and SP18-060). I have added your concerns to the project's public record which will be shared with the decision maker as part of the project's review and will share them with the applicant as well.

At this point, no decision regarding the project has been made. The project is currently under review by City Staff (including Fire, Public Works, Building, environmental planning, planning, etc.). After our review is complete the project would be scheduled for a Planning Commission hearing (for recommendation) and a City Council hearing (for a decision).

As part of the project's review, we have scheduled a community meeting next Thursday, August 29th at 7:30PM at Herbert Hoover Middle School, Library Media Center at 1635 Park Avenue to receive public comments and questions. (Signs will be posted directing you from the parking lot on Park Avenue to the meeting room). No decision will be made at this meeting, but you are welcome to come and listen to the feedback and provide feedback as well. If you are unable to attend, please feel free to continue emailing me with any concerns/questions/ comments.

Regarding your traffic and noise concerns, I wanted to let you know I will share these concerns with our environmental planner working on this project. The project's review includes an environmental document, as required under the California Environmental Quality Act. Noise and transportation are two of the resource areas which are reviewed in the environmental document.

Thank you,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Miller, Kathleen <kamiller@visa.com>

Sent: Sunday, August 18, 2019 2:44:42 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: Proposed 5-story hotel on the corner of Schiele Av. and Stockton

Dear Cassandra,

My husband and I live on Schiele Ave. I have owned the house for over 25 years old and love the neighborhood. With the new development at the end of Stockton, as well as on The Alameda, the traffic has already doubled. Building a hotel in a residential neighborhood would not only change the character and culture of the neighborhood, but would increase traffic even more. We already have cars speeding down our street, which is very dangerous and noisy, and we do not want to increase that traffic as well.

We firmly do not support of this development project.

Kathy Miller and Rich Romo
946 Schiele Av.
San Jose, CA. 95126

Re: Concerns Regarding the proposed hotel on Schiele Ave. and Stockton Ave.

Van Der Zweep, Cassandra

Fri 8/23/2019 4:41 PM

Sent Items

To: Nick Nowell <nnpowell@gmail.com>;

Cc: Cristina <cris808@gmail.com>;

 1 attachments (12 MB)

190820 615 Stockton Arch V4-red.pdf;

Good a. ernoon Nowell Family,

Thank you for reaching out to me regarding your concerns for the proposed project under review (GP18-013, C18-039, and SP18-060). I have added your concerns to the project's public record which will be shared with the decision maker as part of the project's review and will share them with the applicant as well.

At this point, no decision regarding the project has been made. The project is currently under review by City Staff (including Fire, Public Works, Building, environmental planning, planning, etc.). After our review is complete the project would be scheduled for a Planning Commission hearing (for recommendation) and a City Council hearing (for a decision).

As part of the project's review, we have scheduled a community meeting next Thursday, August 29th at 7:30PM at Herbert Hoover Middle School, Library Media Center at 1635 Park Avenue to receive public comments and questions. (Signs will be posted directing you from the parking lot on Park Avenue to the meeting room). No decision will be made at this meeting, but you are welcome to come and listen to the feedback and provide feedback as well. If you are unable to attend, please feel free to continue emailing me with any concerns/questions/comments.

I wanted to clarify some of your concerns provided below:

1. **Parking.** I understand your concerns with parking. The project is proposing to provide 65 parking spaces on the project site.
2. **Driveway.** I have attached the latest plans. The project was revised to have their parking entrance and exit on Stockton Avenue instead of Schiele.
3. **Roof deck.** The hotel building's roof deck is approximately 80 feet from the western property line, 733 Schiele. (for reference, this would be about double the width of Schiele Avenue to their property line). The roof deck is separated by approximately ninety feet from the property lines of the residential properties on the other side of Schiele. This distance would reduce the hotel guests ability to look into the neighboring properties.

Please let me know if you have any other questions, comments, or concerns.

Thank you,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Nick Nowell <nnpowell@gmail.com>**Sent:** Thursday, August 22, 2019 8:52:50 AM**To:** Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>**Cc:** Crisina <cris808@gmail.com>**Subject:** Concerns Regarding the proposed hotel on Schiele Ave. and Stockton Ave.

Dear Cassandra,

We're writing you about concern for the new hotel development plans on the corner of Schiele Ave and Stockton Ave in San Jose. While anything will be better than the open lot and abandoned business it is today, the proposed hotel will offer nothing for the surrounding community and only cause a number of headaches for us.

Parking is already an issue on Schiele because of the other commercial buildings on the opposite side of Stockton. With inadequate parking proposed for the hotel, this issue will be exponentially worse. Even today, we wish there was a permit required for parking on Schiele, so residents can park on the street, but this requirement will be essential with any development on the corner which does not include adequate parking.

A hotel is simply out of place in the proposed location. A much better fit would be a residential building consistent with the surrounding area. We would even prefer an urban village concept which includes apartments, offices, and retail, together with adequate parking underneath, just like the other developments on Stockton Ave. This would provide support for the community by including families and/or businesses with which the community can engage, instead of business travelers.

We saw a version of the plans which included the parking lot entrance on Schiele Ave. This will cause more traffic on an otherwise fairly quiet residential street. Schiele Ave is already used as a pass through from Alameda to Stockton when there is heavy traffic, and I worry about the safety of my little girls when they try and cross the street. The level of commercial parking is already making this worse because it's hard for them to see the cars coming speeding by. Having the entrance of this hotel on Schiele would make this issue worse.

We also have concerns regarding the rooftop deck of the hotel, as they would be able to look down into our backyard, which is an invasion of privacy not even allowed by 2 story houses in the neighborhood, why should a hotel be an exception?

In summary, a hotel at this location is just out of place and poor planning. The community deserves something more in character with the young families growing in the area, and contribute to our quality of life instead of diminishing it. There are plenty of spaces for hotels closer to downtown and not so embedded in residential areas.

The Nowell Family
738 Schiele Ave.

Re: Concerns Regarding the proposed hotel on Schiele Ave. and Stockton Ave.

Van Der Zweep, Cassandra

Mon 8/26/2019 2:14 PM

Sent Items

To: Nick Nowell <nnpowell@gmail.com>;

Cc: Cristina <cris808@gmail.com>;

Thank you Nick and Crisna.

Please let me know if you have any other quesons.

Best,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Nick Nowell <nnpowell@gmail.com>

Sent: Monday, August 26, 2019 11:13:36 AM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Cc: Cris na <cris808@gmail.com>

Subject: Re: Concerns Regarding the proposed hotel on Schiele Ave. and Stockton Ave.

Thank you Cassandra!

I just noticed the position of the house in the plans and we like it a lot. It would add to the appearance that the neighborhood continues closer to the corner, even if it will be used for office purposes.

On Mon, Aug 26, 2019 at 8:35 AM Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov> wrote:

Good morning,

Currently, they are hoping to relocate the home on the site (moving it from facing Stockton to facing Schiele) and the would use it as part of the hotel office space. I will share your interest in the home with the applicant.

Please let me know if you have any other quesons.

Thank you,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Nicholas Nowell <nnpowell@gmail.com>

Sent: Saturday, August 24, 2019 10:31:18 AM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Cc: Cris na <cris808@gmail.com>

Subject: Re: Concerns Regarding the proposed hotel on Schiele Ave. and Stockton Ave.

Thank you for the additional details Cassandra as well as the updated plans, we'll review.

If the plans do go through, what is the plan for the historical home on the property that needs to be relocated?

Are the developers looking for someone to take the home and pay for the relocation? If so, we might be interested...

Sent from my iPhone

On Aug 23, 2019, at 4:41 PM, Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov> wrote:

Good a. ernoon Nowell Family,

Thank you for reaching out to me regarding your concerns for the proposed project under review (GP18-013, C18-039, and SP18-060). I have added your concerns to the project's public record which will be shared with the decision maker as part of the project's review and will share them with the applicant as well.

At this point, no decision regarding the project has been made. The project is currently under review by City Staff (including Fire, Public Works, Building, environmental planning, planning, etc.). After our review is complete the project would be scheduled for a Planning Commission hearing (for recommendation) and a City Council hearing (for a decision). As part of the project's review, we have scheduled a community meeting next Thursday, August 29th at 7:30PM at Herbert Hoover Middle School, Library Media Center at 1635 Park Avenue to receive public comments and questions. (Signs will be posted directing you from the parking lot on Park Avenue to the meeting room). No decision will be made at this meeting, but you are welcome to come and listen to the feedback and provide feedback as well. If you are unable to attend, please feel free to continue emailing me with any concerns/questions/comments.

I wanted to clarify some of your concerns provided below:

1. **Parking.** I understand your concerns with parking. The project is proposing to provide 65 parking spaces on the project site.
2. **Driveway.** I have attached the latest plans. The project was revised to have their parking entrance and exit on Stockton Avenue instead of Schiele.
3. **Roof deck.** The hotel building's roof deck is approximately 80 feet from the western property line, 733 Schiele. (for reference, this would be about double the width of Schiele Avenue to their property line). The roof deck is separated by approximately ninety feet from the property lines of the residential properties on the other side of Schiele. This distance would reduce the hotel guests ability to look into the neighboring properties.

Please let me know if you have any other questions, comments, or concerns.

Thank you,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Nick Nowell <nnpowell@gmail.com>

Sent: Thursday, August 22, 2019 8:52:50 AM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Cc: CrisTha <cris808@gmail.com>

Subject: Concerns Regarding the proposed hotel on Schiele Ave. and Stockton Ave.

Dear Cassandra,

We're writing you about concern for the new hotel development plans on the corner of Schiele Ave and Stockton Ave in San Jose. While anything will be better than the open lot and abandoned business it is today, the proposed hotel will offer nothing for the surrounding community and only cause a number of headaches for us.

Parking is already an issue on Schiele because of the other commercial buildings on the opposite side of Stockton. With inadequate parking proposed for the hotel, this issue will be exponentially worse. Even today, we wish there was a permit required for parking on Schiele, so residents can park on the street, but this requirement will be essential with any development on the corner which does not include adequate parking.

A hotel is simply out of place in the proposed location. A much better fit would be a residential building consistent with the surrounding area. We would even prefer an urban village concept which includes apartments, offices, and retail, together with adequate parking underneath, just like the other developments on Stockton Ave. This would provide support for the community by including families and/or businesses with which the community can engage, instead of business travelers.

We saw a version of the plans which included the parking lot entrance on Schiele Ave. This will cause more traffic on an otherwise fairly quiet residential street. Schiele Ave is already used as a pass through from Alameda to Stockton when there is heavy traffic, and I worry about the safety of my little girls when they try and cross the street. The level of commercial parking is already making this worse because it's hard for them to see the cars coming speeding by. Having the entrance of this hotel on Schiele would make this issue worse.

We also have concerns regarding the rooftop deck of the hotel, as they would be able to look down into our backyard, which is an invasion of privacy not even allowed by 2 story houses in the neighborhood, why should a hotel be an exception?

In summary, a hotel at this location is just out of place and poor planning. The community deserves something more in character with the young families growing in the area, and contribute to our quality of life instead of diminishing it. There are plenty of spaces for hotels closer to downtown and not so embedded in residential areas.

The Nowell Family
738 Schiele Ave.

<190820 615 Stockton Arch V4-red.pdf>

Re: Proposed hotel on Schiele and Stockton

Van Der Zweep, Cassandra

Mon 8/26/2019 2:22 PM

Sent Items

To: Carol <carol@strahanmauk.com>;

Good afternoon Carol,

Thank you for reaching out to me regarding your concerns for the proposed project under review (GP18-013, C18-039, and SP18-060). I have added your concerns to the project's public record which will be shared with the decision maker as part of the project's review and will share them with the applicant as well.

At this point, no decision regarding the project has been made. The project is currently under review by City Staff (including Fire, Public Works, Building, environmental planning, planning, etc.). After our review is complete the project would be scheduled for a Planning Commission hearing (for recommendation) and a City Council hearing (for a decision).

As part of the project's review, we have scheduled a community meeting next Thursday, August 29th at 7:30PM at Herbert Hoover Middle School, Library Media Center at 1635 Park Avenue to receive public comments and questions. (Signs will be posted directing you from the parking lot on Park Avenue to the meeting room). No decision will be made at this meeting, but you are welcome to come and listen to the feedback and provide feedback as well. If you are unable to attend, please feel free to continue emailing me with any concerns/questions/ comments.

I wanted to clarify no outdoor entertainment venue is proposed for the project. The hotel is requesting to have a roof deck for guest use (with seating and planters). The applicant is currently proposing to limit the hours of the roof deck from 10AM to 10PM. No outdoor speakers are proposed.

Thank you again. Should you have any further questions or concerns please let me know.

Thanks,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Carol <carol@strahanmauk.com>

Sent: Monday, August 26, 2019 7:36:54 AM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: Proposed hotel on Schiele and Stockton

Dear Ms. van der Zweep:

I would like to voice my strenuous opposition to the proposed hotel on Schiele and Stockton. I have been a resident of Schiele Avenue for 22 years. The character of San Jose and my neighborhood is changing and I accept that. But a 5 story hotel with an outdoor entertainment venue is about as far removed from the makeup of our neighborhood as it is possible to be. It will not serve the needs of our neighborhood at all! Please don't allow this to happen.

8/26/2019

Mail - Cassandra.VanDerZweep@sanjoseca.gov

Thank you for your time.

Best Regards,
Carol Strahan

Carol Strahan Esq., RN
(408) 757-9534

Re: Hotel in Alameda Gardens neighborhood

Van Der Zweep, Cassandra

Mon 8/26/2019 2:27 PM

Sent Items

To: Howard Campbell <camboar@aol.com>;

Good afternoon Howard and Teresa,

Thank you for reaching out to me regarding your concerns for the proposed project under review (GP18-013, C18-039, and SP18-060). I have added your concerns to the project's public record which will be shared with the decision maker as part of the project's review and will share them with the applicant as well.

At this point, no decision regarding the project has been made. The project is currently under review by City Staff (including Fire, Public Works, Building, environmental planning, planning, etc.). After our review is complete the project would be scheduled for a Planning Commission hearing (for recommendation) and a City Council hearing (for a decision).

As part of the project's review, we have scheduled a community meeting next Thursday, August 29th at 7:30 PM at Herbert Hoover Middle School, Library Media Center at 1635 Park Avenue to receive public comments and questions. (Signs will be posted directing you from the parking lot on Park Avenue to the meeting room). No decision will be made at this meeting, but you are welcome to come and listen to the feedback and provide feedback as well. If you are unable to attend, please feel free to continue emailing me with any concerns/questions/ comments.

Please don't hesitate to contact me should you have any questions or further comments.

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Howard Campbell <camboar@aol.com>

Sent: Saturday, August 24, 2019 8:35:35 AM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: Fwd: Hotel in Alameda Gardens neighborhood

Sent from my iPhone

Begin forwarded message:

From: camboar@aol.com

Date: August 23, 2019 at 5:06:55 PM PDT

To: Cassandra.vanderZweep@sanjose.gov

Subject: Hotel in Alameda Gardens neighborhood

Hello Cassandra. My name is Howard Campbell. I Have lived at 599 Hoover Ave since 1976. A hotel in our neighborhood makes no sense. Several years ago the neighborhood opted to give up our R2 zoning to maintain our quality of life in Alameda Gardens. The city changed our zoning to R1. Now we are threatened with a large hotel with all the traffic, noise and parking problems that will come with that development. I would have preferred to keep the R2 zoning and have neighbors that at least live in the neighborhood. The Caltrain transit argument is a phony. Are we to believe that the College Park station which serves Bellermino High school with two stops in each direction each weekday will expand service to accommodate this hotel? Not likely. Please do what you can to deny the permits for this project. Lets have a development that does not impact our family oriented neighborhood so negatively.

Howard Campbell and Teresa Campbell
599 Hoover Ave
San Jose Ca. 95126

camboar@aol.com

Re: Letter for File Nos. GP18-013, C18-039, and SP18-060

Van Der Zweep, Cassandra

Wed 8/28/2019 8:56 AM

Sent Items

To: Susan Watanabe <slwatanabe4@gmail.com>;

Good morning Susan,

Thank you for reaching out to me regarding your concerns for the proposed project under review (GP18-013, C18-039, and SP18-060). I have added your concerns to the project's public record which will be shared with the decision maker as part of the project's review and will share them with the applicant as well.

At this point, no decision regarding the project has been made. The project is currently under review by City Staff (including Fire, Public Works, Building, environmental planning, planning, etc.). After our review is complete the project would be scheduled for a Planning Commission hearing (for recommendation) and a City Council hearing (for a decision).

As part of the project's review, we have scheduled a community meeting next Thursday, August 29th at 7:30PM at Herbert Hoover Middle School, Library Media Center at 1635 Park Avenue to receive public comments and questions. (Signs will be posted directing you from the parking lot on Park Avenue to the meeting room). No decision will be made at this meeting, but you are welcome to come and listen to the feedback and provide feedback as well. If you are unable to attend, please feel free to continue emailing me with any concerns/questions/comments.

Additionally , I wanted to provide feedback to your concerns:

- I wanted to clarify no outdoor entertainment venue is proposed for the project. The hotel is requesting to have a roof deck for guest use (with seating and planters). The applicant is currently proposing to limit the hours of the roof deck from 10AM to 10PM. No outdoor speakers are proposed. The intent is to be an outdoor space for hotel guests to relax.
- I have shared your concerns regarding the current noise on the site with the applicant.
- The San Jose Municipal Code permits ([Section 20.90.220](#)) projects within 2,000 feet of a rail station, rapid bus station, or light rail station to request a parking reduction. In order to support the parking reduction, the project would need to implement a transportation demand management (TDM) program which would help encourage and support other modes of transportation to the site. Also, I wanted to clarify, the project is not proposing a bar available to the public.

Thank you again for your comments. Please let me know if you have any other questions, comments, or concerns.

Best,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Susan Watanabe <slwatanabe4@gmail.com>

Sent: Tuesday, August 27, 2019 10:13:59 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: Letter for File Nos. GP18-013, C18-039, and SP18-060

Reference: File Nos. GP18-013, C18-039, and SP18-060

Dear Cassandra,

I am writing you to oppose the hotel that is being proposed for the corner of Schiele Avenue and Stockton. Following are the reasons that I oppose the hotel:

- A business with an outdoor venue should not be approved when it backs up against houses. These are your San Jose residents that make up the city. We are all hard working and no developer with a lot of money and a city looking for tax dollars should ever approve a new business that would deprive adjacent homeowners of the basic need of sleep. In addition to this, we should be able to have dinner on our patios and not be inundated with music from a new adjacent business.
- We have discovered that this developer has no concern for the neighbors when it comes to the noise he wants to make during parties. It has become apparent to us, also, that a noise agreement would not be sufficient because if we call the police -- if they can even find the time to come -- they have no ability to enforce their request to stop noise.
- This business is asking to build with only half of the required parking spaces. There is no nearby city parking lot, hence, this property owner is expecting to use out neighborhood as his parking lot. This is ridiculous. Why would this even be considered? Why would anyone even propose this? Even if there were spaces for each room, what about other people who go to the bar to drink and then park in front of our houses and walk back to their cars noisily after people in our neighborhood have gone to sleep?
- It is completely unacceptable to put a five story hotel next to one story houses. This would be one of those times when someone drives through a town and sees something that has been built which looks completely ridiculous and out of place and he or she thinks, "What happened here? Does this town not have a plan or any building codes?" It is like "a carrot in a cookie jar." Put a big tall hotel only where it belongs and fits. If this proposed building is built here, it would absolutely ruin the neighborhood.
- The city should be able to grow without ruining it's beautiful old, walkable neighborhoods. These neighborhoods near the city should be able to be an asset to San Jose. They add to the beauty and charm for visitors. The people in this neighborhood do care to preserve this space.
- The other streets on this end of Stockton are houses all the way to the end of their streets. This is the only space that is open for development. It would be best if this lot could also be homes, but at least this space should only accommodate a two story building that houses quiet businesses and blends in well with our neighborhood. For example, the development on the south side of Schiele at the Alameda blends well in the neighborhood. We do not like the present state of this property and welcome a reasonable development that has enough parking for its own needs.

Sincerely,

Susan Watanabe
757 Schiele Avenue
San Jose, CA 95126

Re: Proposed hotel on Stockton

Van Der Zweep, Cassandra

Thu 8/29/2019 10:51 AM

Sent Items

To: Antonia Mora <tonimora99@gmail.com>;

Good morning Antonia,

Thank you for reaching out to me regarding your concerns for the proposed project under review (GP18-013, C18-039, and SP18-060). I have added your concerns to the project's public record which will be shared with the decision maker as part of the project's review and will share them with the applicant as well.

I did want to clarify the outdoor uses that the the project is proposing are a roof deck with outdoor seating (no speakers are proposed and there would be hours of operation limitations) and three outdoor balconies attached to the individual guest rooms.

At this point, no decision regarding the project has been made. The project is currently under review by City Staff (including Fire, Public Works, Building, environmental planning, planning, etc.). After our review is complete the project would be scheduled for a Planning Commission hearing (for recommendation) and a City Council hearing (for a decision).

As part of the project's review, we have scheduled a community meeting tonight at 7:30PM at Herbert Hoover Middle School, Library Media Center at 1635 Park Avenue to receive public comments and questions. (Signs will be posted directing you from the parking lot on Park Avenue to the meeting room). No decision will be made at this meeting, but you are welcome to come and listen to the feedback and provide feedback as well. If you are unable to attend, please feel free to continue emailing me with any concerns/questions/comments.

Thank you!

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Antonia Mora <tonimora99@gmail.com>

Sent: Thursday, August 29, 2019 10:22:15 AM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: Proposed hotel on Stockton

I'm very concerned and unhappy to hear that a large hotel, with 2 outdoor venues, is being considered for this space.

Noise and parking are specific concerns. This is a family neighborhood and having folks drinking at parties and driving down our streets is extremely alarming. The noise and unfamiliar people who don't know or care about our neighborhood makes me cringe.

I've been a resident in this neighborhood for 12 years, and I'm strongly opposed to this proposal. A nice neighborhood restaurant or smaller shop, etc. makes more sense for this lovely, old, family neighborhood.

Please do something to help block the rezoning of this space.

Best,

Antonia
589 Hoover Ave.

Re: Concerning file numbers; GP18-013, C18-039 and SP18-060

Van Der Zweep, Cassandra

Thu 8/29/2019 12:24 PM

Sent Items

To: Cat Woodmansee <cat.woodmansee@gmail.com>;

Good a. ernoon Cat,

Thank you for reaching out to me regarding your concerns for the proposed project under review (GP18-013, C18-039, and SP18-060). I have added your concerns to the project's public record which will be shared with the decision maker as part of the project's review and will share them with the applicant as well.

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Thank youm

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Cat Woodmansee <cat.woodmansee@gmail.com>

Sent: Thursday, August 29, 2019 11:08:11 AM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: Concerning file numbers; GP18-013, C18-039 and SP18-060

**Cat
Woodmansee**

641
Stockton Ave.
San
Jose, CA 95126
(415)
902-1581

cat.woodmansee@gmail.com

29th August 2019

I

am writing to register my displeasure with your current plan to permit a multi-story hotel on my block, at the corner of Stockton and Schiele Avenues, 100 feet from my front door. This is a bad plan both for my enjoyment of my property as well as for the quality

of life in our neighborhood. A better plan would be to encourage residential housing as was the plan when I and my family first moved here.

Having

a hotel at that location would be no better than having either a cocktail lounge, a drug dispensary, a fast-food outlet or a casino. Such operations bring unwanted vehicular traffic and transient populations having no commitment to maintaining our community's

quality of life. Significantly in the case of a hotel, the owners and management, having no actual service to offer the surrounding community, could be expected not to care at all for any harm they cause to that community, who are in any case not even prospective

customers. Since we are of no use to them we can expect no redress for anything bad that happens or from any harm their profitable operations create, which would be numerous and ongoing 24/7.

That

the City can raise money is this way is not convincing. The foremost responsibility of the City is to protect neighborhoods and to reduce harm to the people. There is a reason why cities don't permit liquor stores, bars and nightclubs in residential communities,

and the reason is that these operations are well known to disrupt families, encourage crime and property damage, and reduce property values over large surrounding areas. The money raised by the city goes into the general fund and is not shared with the damaged

communities, which are then allowed to fall into ruin. Our community is historic, deep-rooted, vibrant and attractive and those of us who live here intend to keep it that way.

I

and my neighbors do not want ruin to visit our neighborhood. And I am convinced -- as any thinking person would be -- that a multi-story hotel on that corner, with all the attendant impacts it will surely bring, will ruin us all.

Sincerely,

Cat
Woodmansee

Re: GP18-013, C18-039, and SP18-060

Van Der Zweep, Cassandra

Thu 8/29/2019 12:21 PM

Sent Items

To: dale@strahanmauk.com <dale@strahanmauk.com>;

Good a. ernoon Dale,

Thank you for reaching out to me regarding your concerns for the proposed project under review (GP18-013, C18-039, and SP18-060). I have added your concerns to the project's public record which will be shared with the decision maker as part of the project's review and will share them with the applicant as well.

At this point, no decision regarding the project has been made. The project is currently under review by City Staff (including Fire, Public Works, Building, environmental planning, planning, etc.). After our review is complete the project would be scheduled for a Planning Commission hearing (for recommendation) and a City Council hearing (for a decision).

As part of the project's review, we have scheduled a community meeting next tonigh at 7:30PM at Herbert Hoover Middle School, Library Media Center at 1635 Park Avenue to receive public comments and questions. (Signs will be posted directing you from the parking lot on Park Avenue to the meeting room). No decision will be made at this meeting, but you are welcome to come and listen to the feedback and provide feedback as well. If you are unable to attend, please feel free to continue emailing me with any concerns/questions/comments.

Thank you again,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: dale@strahanmauk.com <dale@strahanmauk.com>

Sent: Thursday, August 29, 2019 8:42:01 AM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: GP18-013, C18-039, and SP18-060

Hi Cassandra,

I am a resident of Schiele Ave, and I am against the proposed hotel. This is a family-oriented neighborhood and the proposed project is incompatible with that. San Jose has been very careful in its planning and should be commended for it. Especially it's use of a master plan that gets updated every few years. This is a rather large push to the edges of the plan which at its best will create a large hub of activity by individuals who have no effect on our immediate community. At its worst will create a large imbalance of traffic, noise, and parking within the Garden Alameda community with no benefits to the residents.

My wife was broadsided in her car with my son, shortly after moving here in the mid 90's by someone speeding down Schiele from the Garden Alameda heading toward Stockton Ave. Since then traffic on Schiele has, as you might guess, gotten steadily worse. That spiked last year with the changes to the Alameda traffic flow and Schiele being one of the few "cut through" streets to Stockton Ave. many of whom don't obey the speed limit.

The passengers that get on or off Caltrain at College Park are only Bellarmine students which obviously will not be staying at the proposed hotel. The primary mode of accessing the proposed hotel will be by auto (cab, rideshare, or rental) which will only add more traffic to Schiele. Without any traffic mitigation plans I fear our neighborhood street will become unsafe for pedestrians, especially children.

Overall, I find this to have a negative impact on our neighborhood. We would be better served by residential housing and or something that provides a connection to the community and would have a positive impact on the community.

Thanks,

Dale Mauk

Re: concerns and objections to the proposed variances to 623 and 615 Stockton Ave

Van Der Zweep, Cassandra

Thu 8/29/2019 10:56 AM

Sent Items

To: Joanne Buckley <green.buckley@gmail.com>;

Good morning Joanne,

Thank you for reaching out to me regarding your concerns for the proposed project under review (GP18-013, C18-039, and SP18-060). I have added your concerns to the project's public record which will be shared with the decision maker as part of the project's review and will share them with the applicant as well.

Part of the planning review for project includes public outreach. One of our public outreach components is a community meeting. As part of the project's review, we have scheduled a community meeting tonight at 7:30PM at Herbert Hoover Middle School, Library Media Center at 1635 Park Avenue to receive public comments and questions. (Signs will be posted directing you from the parking lot on Park Avenue to the meeting room). No decision will be made at this meeting, but you are welcome to come and listen to the feedback and provide feedback as well. If you are unable to attend, please feel free to continue emailing me with any concerns/questions/comments.

Thank you,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Joanne Buckley <green.buckley@gmail.com>

Sent: Wednesday, August 28, 2019 7:07:11 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: concerns and objections to the proposed variances to 623 and 615 Stockton Ave

Dear Cassandra

Our neighborhood, and other historical neighborhoods, rich in history, are the heart and soul of San Jose.

The proposed use for a five story hotel at the above location next to an historical neighborhood is an overly ambitious attempt to ignore all current zoning in the General Plan for profit.

We're not interested in developers who are looking for loopholes to make a profit, rather we are looking for complimentary alternatives that will achieve the same outcome.

Our neighborhood deserves "zoning compliant" uses and structures that compliment our neighborhood and support the preservation of our beautiful old growth urban forest.

Development should coalesce with respect to our history with a priority for protection for the value it represents for the City of San Jose and tourism.

Alternatives for new development should be done with the input of the local residents who reside in this neighborhood, not in spite of them.

Our privacy, quiet evenings, sparse parking spaces and quality of life are all AT RISK!

This project was put together without any consultation with the adjoining neighbors and with no respect for local historical esthetics. Requests for zero setbacks, requests for outdoor venues, where the current owner

used social media invites, where hundreds of people descended onto our neighborhood, parked in front of and blocked our driveways and played loud dance music with screaming attendees till early into the next morning demonstrated

that this developer had no concern for our historical neighborhood, nor did he respect for the residents who live here.

This clearly is not a good fit for our neighborhood.

We are willing to sit down with the developer and discuss all the possibilities that these properties can achieve with neighborhood coordination and smart planning.

We thank you for your consideration to all of the above and look forward to working in tandem with the planning department.

Sincerely,

Joanne Buckley
858 Harding Ave
San Jose, CA 95126

Re: 5-Story Hotel at Stockton and Schiele

Van Der Zweep, Cassandra

Thu 8/29/2019 10:58 AM

Sent Items

To: Karen <kmorvay@yahoo.com>;

Good morning Karen,

Thank you for reaching out to me regarding your concerns for the proposed project under review (GP18-013, C18-039, and SP18-060). I have added your concerns to the project's public record which will be shared with the decision maker as part of the project's review and will share them with the applicant as well.

At this point, no decision regarding the project has been made. The project is currently under review by City Staff (including Fire, Public Works, Building, environmental planning, planning, etc.). After our review is complete the project would be scheduled for a Planning Commission hearing (for recommendation) and a City Council hearing (for a decision).

As part of the project's review, we have scheduled a community meeting tonight at 7:30PM at Herbert Hoover Middle School, Library Media Center at 1635 Park Avenue to receive public comments and questions. (Signs will be posted directing you from the parking lot on Park Avenue to the meeting room). No decision will be made at this meeting, but you are welcome to come and listen to the feedback and provide feedback as well. If you are unable to attend, please feel free to continue emailing me with any concerns/questions/comments.

Thank you,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Karen <kmorvay@yahoo.com>

Sent: Wednesday, August 28, 2019 6:48:23 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: 5-Story Hotel at Stockton and Schiele

Hello,

I'm a resident at 773 Pershing Avenue in San Jose. We have been told that there is a hotel going in at Stockton and Schiele and I am writing to express my concern about this development.

First, it is a very poor fit for our neighborhood. I live very nearby and it is a quiet residential neighborhood. A hotel of this scale will completely alter the neighborhood for the worse. It will bring much more traffic and there is no adequate parking for this site. From what I can see, there are no

delivery docks and no setbacks, plus outdoor entertainment venues that will bring increased noise to the area. Five stories is also way too big for this spot.

Having a building at this spot would be a positive thing, as long as it is the appropriate size and has adequate parking.

Thank you very much for your consideration.

Best Regards,
Karen Koppett

Re: Opposition to hotel development at 615/623 Stockton Ave

Van Der Zweep, Cassandra

Thu 8/29/2019 10:01 AM

Sent Items

To: Kevin OGrady <kevinmogrady@gmail.com>;

Cc: Giovanna O'Grady <giovannaogrady@gmail.com>;

 1 attachments (12 MB)

190820 615 Stockton Arch V4-red.pdf;

Good morning Kevin and Giovanna,

Thank you for reaching out to me regarding your concerns for the proposed project under review (GP18-013, C18-039, and SP18-060). I have added your concerns to the project's public record which will be shared with the decision maker as part of the project's review and will share them with the applicant as well.

I did want to clarify the proposed project is a 120-room hotel. The proposed hotel would have a cafe in its lobby which would include a bar area intended to provide hotel guests with light meals. No other bars are proposed and no roof top bar is proposed. The applicant is proposing a roof deck with seating and planting for hotel guests to relax. This roof deck would along the Stockton Avenue side of the building. (I have attached the project plans to this email, page 9 of the pdf Sheet A2.02 shows the roof plan, Stockton Avenue on the bottom side of the floor plan and Schiele would be the left side of the floor plan).

The proposed walkway around the hotel is part of the required planning setbacks intended to reduce the impact of the mass of the building on adjacent residential properties, I will share your concerns regarding the smoking to the project applicant.

PDF page 8 of the attached plans shows the 2nd floor plan for the project. The proposed guest room patio is approximately 60 feet from the shared property line with 733 Schiele Avenue. The patio/balcony would be used similarly to a residential patio/balcony.

I will share your traffic concerns with our environmental and public works transportation teams, analyzing the project's traffic circulation and analysis.

At this point, no decision regarding the project has been made. The project is currently under review by City Staff (including Fire, Public Works, Building, environmental planning, planning, etc.). After our review is complete the project would be scheduled for a Planning Commission hearing (for recommendation) and a City Council hearing (for a decision).

As part of the project's review, we have scheduled a community meeting tonight, August 29th at 7:30PM at Herbert Hoover Middle School, Library Media Center at 1635 Park Avenue to receive public comments and questions. (Signs will be posted directing you from the parking lot on Park Avenue to the meeting

room). No decision will be made at this meeting, but you are welcome to come and listen to the feedback and provide feedback as well. If you are unable to attend, please feel free to continue emailing me with any concerns/questions/comments.

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Kevin OGrady <kevinmogrady@gmail.com>**Sent:** Wednesday, August 28, 2019 9:56:20 PM**To:** Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>**Cc:** Giovanna O'Grady <giovannaogrady@gmail.com>**Subject:** Opposi on to hotel development at 615/623 Stockton Ave

San Jose City Planning Office,

We are writing to voice our opposition to the hotel development being proposed at 615/623 Stockton Avenue. We own the house at 745 Schiele Avenue and share a property line with proposed development. We have two children, ages 8 and 6, whose safety, security and health we believe will be compromised by increased vehicle traffic, noise generated by the lobby and rooftop bars and presence of non-permanent residents within 300 feet of our front door.

We did our due diligence when purchasing the property five years ago and would have made a different decision if we believed that the General Plan and zoning of the adjacent properties allowed for the construction of a 5 story, 150 room hotel with two bars. The proposed hotel would primarily serve people who live outside of San Jose and does not provide a daily good or service to the surrounding neighborhood. We feel the change in zoning is unfair given the negative impact on residents of the surrounding neighborhood and opposition of the majority of neighbors.

These are our specific objections:

1. The architecture plan show a walkway along our property line that is likely to be used as smoking area by hotel employees and guests, even if the hotel does not allow it. Smoking is not allowed indoors in California businesses and smokers need to go somewhere. It will either be out back or to one of the street corners across Stockton or Schiele.
2. The architecture plan shows a first floor patio adjacent to the lobby and bar. The patio is 60 feet from our children's bedroom window and there does not appear to be anything in place to block noise. Our house was built in 1924 and does not have air conditioning, so for four months of the year our children sleep with the window open. We believe that the noise from bar patrons and hotel guests will keep them awake well past their bedtime, which will have negative health and learning impacts. Patrons also appear to have unrestricted access the walkway along our property line which would could lead to loud conversations 30 feet from our children's bedroom window when they should be asleep. We have similar concerns about noise late into the night from the rooftop bar.
3. There will be a significant increase in traffic on Schiele Ave, particularly from ride sharing providers like Uber and Lyft, because turning right out of the hotel driveway and then right down Schiele is the most direct way to The Alameda and 880. Our children cross the street multiple times an evening to play with their friends and will be in significantly higher danger. In addition, Uberpool and other lower cost ride share options will likely use our corner to pick up and drop off hotel guests which will lead to a strangers loitering on a consistent basis within 100 feet of where our children play.

4. We want our children to be safe playing outside our house with minimal supervision. We know most of our neighbors and they know our kids so we don't need to worry about the kids playing outside without constant supervision. A hotel with 150 rooms of constantly changing guests and a bar alters the neighborhood atmosphere and increases the risks for children playing nearby. I want to reiterate that we would have made different choices when buying the house if the lots adjacent to our property was zoned for a hotel.

5. We would have made a different decision when buying our home if the General Plan and zoning of neighboring properties supported sharing our property line with a deep pocketed corporation. There is an incentive to cooperate when resolving a dispute with a neighboring homeowner because the playing field is fairly level. The lot at 623 Stockton is too small for a large, corporate owned apartment building and a multi-family complex with an HOA has a strong incentive to avoid being sued because the case shows up in the title search. Large corporations are accustomed to being sued and have the resources to drag out a dispute with an individual homeowner.

Kevin and Giovanna O'Grady
745 Schiele Avenue, San Jose
(650) 274-9300

Re: Proposed Hotel project at 615 and 623 Stockton Avenue

Van Der Zweep, Cassandra

Thu 8/29/2019 5:20 PM

Sent Items

To: Linda Taaffe <lindataaffe@gmail.com>;

Cc: Rivera, Robert <robert.rivera@sanjoseca.gov>;

Good a. ernoon Linda,

I have cc'd Robert Rivera who will be the General Plan Amendment planner, since Diego no longer works with the City.

Thank you for reaching out to me regarding your concerns for the proposed project under review (GP18-013, C18-039, and SP18-060). I have added your concerns to the project's public record which will be shared with the decision maker as part of the project's review and will share them with the applicant as well.

In terms of the type of applicaon filed and loc aon, as part of the applic ant's due process, it is their right to apply and propose a development for the Planning department to review and provide a recommendaon. These reviews are based on our Municipal code, General Plan policies and goals, state and federal laws. I will share your concerns with the applicant about the proposed use at this parcular loc aon.

At this point, no decision regarding the project has been made. The project is currently under review by City Staff (including Fire, Public Works, Building, environmental planning, planning, etc.). After our review is complete the project would be scheduled for a Planning Commission hearing (for recommendation) and a City Council hearing (for a decision).

As part of the project's review, we have scheduled a community meeting tonight at 7:30PM at Herbert Hoover Middle School, Library Media Center at 1635 Park Avenue to receive public comments and questions. (Signs will be posted directing you from the parking lot on Park Avenue to the meeting room). No decision will be made at this meeting, but you are welcome to come and listen to the feedback and provide feedback as well. If you are unable to attend, please feel free to continue emailing me with any concerns/questions/comments.

Best,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Linda Taaffe <lindataaffe@gmail.com>

Sent: Thursday, August 29, 2019 4:30:26 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Cc: Mora, Diego <diego.mora@sanjoseca.gov>

Subject: Fwd: Proposed Hotel project at 615 and 623 Stockton Avenue

----- Forwarded message -----

From: **Linda Taaffe** <lindataaffe@gmail.com>

Date: Thu, Aug 29, 2019 at 4:24 PM

Subject: Proposed Hotel project at 615 and 623 Stockton Avenue

To: <cassandravanderzsweep@sanjose.gov>

Hi Cassandra:

I'm a College Park resident who owns a bungalow on Harding Avenue. I received a notice regarding tonight's meeting about the five-story hotel being proposed at 615 and 623 Stockton Ave. and wanted to provide you my thoughts about the project.

My initial reaction is: Why here? The project (as proposed) just doesn't seem like the right place, the right density or the right fit for this residential neighborhood, which is predominantly bungalows and Victorians. San Jose spent much time and thought creating a vision to steer the city's growth and land-use. Part of this vision, as I understand, determined which areas would be well-suited for developments like this hotel.

So again, I ask: Why here?

With so many opportunities for this project to be built in areas already identified in the city's vision, I am confused why the city is considering changing our neighborhood's zoning to allow this project to be constructed. It seems like this ignores the city's carefully thought out vision.

I understand that on the other end of Stockton Avenue, near The Alameda, there are hotels/mixed-use projects moving ahead. While this area, which is designated for such developments, may be close in proximity to our neighborhood, it's character is very different. We are a tight knit residential neighborhood where neighbors know each others names, take care of each others pets when someone goes on vacation, and get together throughout the year for July 4 celebrations, Halloween block parties and Mardi Gras parades. I'm not sure how a five-story, 120-room hotel would fit into this dynamic.

Please ask yourself: Why here?

Thank you for taking time to read my concerns. Much appreciated.

Linda Taaffe

761 Harding Ave.

Re: Regarding File Nos. GP18-013, C18-039, SP18-060

Van Der Zweep, Cassandra

Thu 8/29/2019 5:32 PM

Sent Items

To:Linda Bookman <linda_bookman@yahoo.com>;

Good a. ernoon Linda,

Thank you for reaching out to me regarding your concerns for the proposed project under review (GP18-013, C18-039, and SP18-060). I have added your concerns to the project's public record which will be shared with the decision maker as part of the project's review and will share them with the applicant as well.

As part of the project's review, an environmental analysis is being conducted which will review the project's impact on topics including transportaon/tr affic and noise.

Additionally , I wanted to point out the project does not propose a roof top bar. The project is proposing a roof deck with seang and landsc aping for guests to relax. No speakers are proposed, and the project is proposing the hours to be from 10AM to 10PM.

You are correct, the corner property is designated Neighborhood Community Commercial. The adjacent property (623 Stockton) is proposing to be Neighborhood Community Commercial. While the NCC designaon includes support for uses that serve communities, the designa on does support a br oad range of commercial uses. The General Plan, page 253 of the pdf has the enr e NCC descripon, which I c opied below:

"Neighborhood/Community Commercial Density: FAR Up to 3.5 (1 to 5 stories) This designaon supports a ver y broad range of commercial acvity , including commercial uses that serve the communities in neighboring areas, such as neighborhood serving retail and services and commercial/professional office development. Neighborhood / Community Commercial uses typically have a strong connecon t o and provide services and amenities f or the nearby community and should be designed to promote that connecon with an appropriat e urban form that supports walking, transit use and public interaon. General office uses, hospitals and private community gathering facilies are also allo wed in this designaon

At this point, no decision regarding the project has been made. The project is currently under review by City Staff (including Fire, Public Works, Building, environmental planning, planning, etc.). After our review is complete the project would be scheduled for a Planning Commission hearing (for recommendaon) and a City Council hearing (for a decision). "

Finally, as part of an applicant's due process, the applicant has the right to apply and propose a development for the Planning department to review and provide a recommendaon. These r eviews are based on our Municipal code, General Plan policies and goals, state and federal laws. Denying any person of this process is not legal or something we can do. For example -- if you or your neighbors wants to come in to add an addion t o your house. You have the right of due process to go through the development process, same as any other applicant who wish to propose anything in this City. We would not cancel your applicaon or den y you of your due process if you wish to connue, no ma er what complaints or concerns we may receive during that process. Please note that this does not mean we have approve or deny it. It just means you will go through the process for consideraon and will ulma tely receive a recommendaon f rom our department to the decision maker.

Again, I greatly appreciate the me y ou have taken to share your comments and concerns regarding the project. If you are able to a end, there is a community meeng this evening at 7:30 PM at Herbert Hoover Middle School, Library Media Center at 1635 Park Avenue to receive public comments and quesons. (Signs will be pos ted direcng you from the parking lot on Park Avenue to the meeng r oom). No decision will be made at this meeng , but you are welcome to come and listen to the feedback and provide feedback as well. If you are unable to a end, please feel free to connue emailing me with any concerns/quesons/ comments.

Thank you,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Linda Bookman <linda_bookman@yahoo.com>

Sent: Thursday, August 29, 2019 4:43:21 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: Regarding File Nos. GP18-013, C18-039, SP18-060

Dear Ms. van der Zweep,

I am writing in regards to File Nos. GP18-013, C18-039, SP18-060, the proposed "Stockton Hotel" at [615 Stockton Ave](#). My name is Linda Bookman and my husband and I have lived at 936 Schiele Ave for 22 years. We bought our house intending for it to be our 5 year starter home and have yet to leave. We quickly became attached to our neighbors and neighborhood and decided to stay to raise our family here.

I would like to express my strong disapproval of the proposed 5-story hotel project, as it would negatively impact both the character and integrity of the neighborhood. Catering to outside visitors, the hotel will bring additional traffic that will change our quiet residential street. The rooftop bar will be a place to host loud parties and events, again negatively impacting our quiet residential street.

My understanding is that the corner lot is currently zoned Neighborhood/Community Commercial (NCC), which allows for projects that "typically have a strong connection to and provide services and amenities for the nearby community and should be designed to promote that connection with an appropriate urban form that supports walking, transit use and public interaction" (<http://www.sanjoseca.gov/DocumentCenter/View/56104>). It seems much more appropriate to consider a small business that serves and enhances the neighborhood. Examples: a nursery, a coffee shop, a bakery, a clothing store, an art studio or gallery, or small professional offices such as lawyers, architects, accountants, etc.

Honestly, I'm surprised that the planning commission is even considering such a project that requires so many re-zoning considerations. The project is in conflict with both current zoning and the Envision San Jose 2040 General Plan. People have bought homes and raised families here with the understanding that current zoning and community planning actually means something. Current zoning is there for a reason. If you make exceptions here, how can we trust that it will not occur again and again as others seek their piece of the pie. Please do not compromise the integrity of our much loved, gem of a neighborhood by supporting this project.

Sincerely yours,

Linda Bookman

936b Schiele Avenue

San Jose, CA 95126

linda_bookman@yahoo.comMichael Riepe

Re: Regarding File Nos. GP18-013, C18-039, SP18-060

Van Der Zweep, Cassandra

Thu 8/29/2019 9:18 AM

Sent Items

To: Michael Riepe <mike.riepe@gmail.com>;

Good morning Michael,

Thank you for reaching out to me regarding your concerns for the proposed project under review (GP18-013, C18-039, and SP18-060). I have added your concerns to the project's public record which will be shared with the decision maker as part of the project's review and will share them with the applicant as well.

I appreciate the meeting you have taken to outline your concerns with the proposed project and provide examples of designs you do like.

In terms of the type of application filed, as part of the applicant's due process, it is their right to apply and propose a development for the Planning department to review and provide a recommendation. These reviews are based on our Municipal code, General Plan policies and goals, state and federal laws. Among other allowed uses, the existing site's Zoning District (Commercial Neighborhood) lists a hotel as a permitted use. The City's review process does not require proof that the hotel would be successful, however, our review process would include a review of the proposed project's conformance with the Site Development Permit and Special Use Permit findings. Additionally, the existing CN (Commercial Neighborhood) Zoning District has no required rear or side setbacks but requires a 10-foot setback from Schiele (the front). The applicant is requesting a Rezoning to the Commercial Pedestrian (CP) Zoning District to remove the minimum setback requirement on Schiele. This rezoning, however, would require a 10-foot setback along the property lines shared with a residential property (which the CN Zoning currently does not require).

I understand your concerns regarding the proposed parking reduction. Beyond the requirement to be near a train station, rapid bus line, or light rail station, the Municipal Code requires projects proposing a parking reduction beyond 20% to implement a Transportation Demand Management (TDM) program. The applicant is developing a TDM program which will be reviewed by Planning as part of the parking reduction consideration. The plan could include measures such as a hotel guest shuttle, free transit passes for employees, and a carshare service accessible on-site (similar to zip cars). (For more information: [Section 20.90.220.A.1](#) of the Municipal Code lists minimum measures that would need to be included in a TDM program).

The impact of the project on transportation and cultural resources (historic) will be assessed as part of the environmental document being prepared for the project, under the California Environmental Quality Act (CEQA). If you have questions, about this process, please let me know.

At this point, no decision regarding the project has been made. The project is currently under review by City Staff (including Fire, Public Works, Building, environmental planning, planning, etc.). After our review is complete the project would be scheduled for a Planning Commission hearing (for recommendation) and a City Council hearing (for a decision).

Again, I greatly appreciate the me y ou have taken to share your comments and concerns regarding the project. If you are able to a end, there is a community meeng this e vening at 7:30 PM at Herbert Hoover Middle School, Library Media Center at 1635 Park Avenue to receive public comments and quesons. (Signs will be pos ted direcng y ou from the parking lot on Park Avenue to the meeng r oom). No decision will be made at this meeng , but you are welcome to come and listen to the feedback and provide feedback as well. If you are unable to a end, please feel free to connue emailing me with an y concerns/quesons/ comments.

Thank you,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Michael Riepe <mike.riepe@gmail.com>

Sent: Wednesday, August 28, 2019 10:39:40 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: Regarding File Nos. GP18-013, C18-039, SP18-060

Dear Ms. van der Zweep,

I am writing in regards to File Nos. GP18-013, C18-039, SP18-060, the proposed "Stockton Hotel" at 615 Stockton Ave. My name is Michael Riepe, and I live at 762 Schiele Ave, just a few houses up the street from the proposed project.

I would like to express my strong disapproval of this project. It is inconsistent with current zoning, and with the current Envision San Jose 2040 General Plan. There is no justification for considering the developer's re-zoning application and associated policy exceptions, except from the point of view of a developer who wants to maximize profit on a speculative investment.

Make no mistake: I am not anti-development. The currently vacant printing shop is blighted and attracts squatters, litter, and vandalism. I would love to see someone build an attractive successful business on that lot that would serve the neighborhood. But this is the wrong project in the wrong place!

The current properties are zoned Residential and Neighborhood/Community Commercial (NCC). NCC designated projects "typically have a strong connection to and provide services and amenities for the nearby community and should be designed to promote that connection with an appropriate urban form that supports walking, transit use and public interaction" ([reference](#)). This project is none of those things. A large hotel is meant to serve outside visitors, not the neighbors. Customers will drive to the hotel, not walk or use transit. (I note that the developer promotes its proximity to the College Park Caltrain Station. That station has only two trains per day, meant to support the nearby school.) The outdoor entertainment spaces will host loud parties and events, with lots of additional traffic, causing an extreme negative impact on this quiet residential street.

Why a hotel? I honestly can't figure it out. There are plenty of hotels planned as part of the Diridon Station Area Plan, and plenty of hotels on The Alameda that are ripe for redevelopment. Does the developer have to submit a business plan with their application to show that it meets a market need? They should. It's too far from Diridon, too far from downtown, and too far from The Alameda. It is surrounded by auto shops and a bus depot. No one will want to stay there.

The developer's plans show zero setbacks, with walls right up to the sidewalk. I would never be able to get a zero-setback addition approved. The developer should play by the same rules that we do.

This huge 5-story hotel would tower over the neighboring houses. There are small 2-3 bedroom bungalows on three sides of the lot, and they would be effectively walled off. The project is completely out of scale with nearby properties. This small neighborhood of Schiele/Harding/Pershing/Hoover is an historic gem of small single family homes. It is a treasure worth preserving. We don't have an official Historic designation, but we should. We have tried to obtain one and will continue to try.

I also object to the project from a purely design perspective. The surrounding neighborhood consists of single family homes in a Spanish Eclectic or Victorian style (a strange combination, but it works somehow). These architects have designed an unimaginative cookie-cutter

8/29/2019

Mail - Cassandra.VanDerZweep@sanjoseca.gov

hyper-modern box that looks straight out of an Ikea catalog. Any project on that site should match the surrounding style. An example of acceptable design would be the development at [925 The Alameda](#).

Let's not compromise current zoning and the general plan on a whim. Current zoning is there for a reason, and we have built and bought homes here with the understanding that it would not be changed. If you make exceptions here, everyone will be knocking on your door for their own exceptions, so why even bother to do long-range planning?

Current zoning on Stockton in fact represents a very specific intention by previous planners. The East side of the street contains commercial businesses like auto shops, a bus depot, etc. The West side of the street borders residential neighborhoods of small single family homes. The NCC designation is meant to be a buffer between the neighborhoods and the nearby commercial businesses. This project is not a buffer!

As I said, I'm not anti-development at all. What would I like to see on that lot? A small business that serves and enhances the neighborhood. Examples: a barber/salon, a coffee shop, a bakery, a clothing store, an art studio or gallery, or small professional offices such as lawyers, architects, accountants, etc. Or another printing shop, as they were great neighbors!

Sincerely yours,

Michael Riepe
762 Schiele Ave
San Jose, CA. 95126
mike.riepe@gmail.com

Proposed hotel on Schiele and Stockton

Carol <carol@strahanmauk.com>

Tue 8/27/2019 7:26 AM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>;

Dear Ms. van der Zweep:

I would like to voice my strenuous opposition to the proposed hotel on Schiele and Stockton. I have been a resident of Schiele Avenue for 22 years, The character of San Jose and my neighborhood is changing and I accept that. But a 5 story hotel with an outdoor entertainment venue is about as far removed from the makeup of our neighborhood as it is possible to be. It will not serve the needs of our neighborhood at all! San Jose and our neighborhood needs housing for our own residents far more than it needs a hotel.

Thank you for listening.

Best,
Carol Strahan

Carol Strahan Esq., RN
(408) 757-9534

Re: Hotel proposal at the corner of Schiele and Stockton Avenues.

Van Der Zweep, Cassandra

Thu 8/29/2019 9:22 AM

Sent Items

To: Graeme McAlister <graeme.mca@gmail.com>;

Good morning Graeme,

Thank you for reaching out to me regarding your concerns for the proposed project under review (GP18-013, C18-039, and SP18-060). I have added your concerns to the project's public record which will be shared with the decision maker as part of the project's review and will share them with the applicant as well.

At this point, no decision regarding the project has been made. The project is currently under review by City Staff (including Fire, Public Works, Building, environmental planning, planning, etc.). After our review is complete the project would be scheduled for a Planning Commission hearing (for recommendaon) and a City Council hearing (for a decision).

As part of the project's review, we have scheduled a community meeng tonight at 7:30PM at Herbert Hoover Middle School, Library Media Center at 1635 Park Avenue to receive public comments and quesons. (Signs will be posted direcng y ou from the parking lot on Park Avenue to the meeng r oom). No decision will be made at this meeng , but you are welcome to come and listen to the feedback and provide feedback as well. If you are unable to a end, please feel free to connue emailing me with an y concerns/quesons/ comments.

I did want to clarify, no rooftop bar is proposed. The applicant is proposing a roof deck with planters and seang for hotel guest to relax. The proposed hours are 10AM to 10PM and no outdoor speakers are proposed.

Thank you again for you comments, I appreciate the me y ou have taken to share your concerns. I am available to answer any other quesons and r eceive any additional comments or concerns you may have.

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Graeme McAlister <graeme.mca@gmail.com>

Sent: Wednesday, August 28, 2019 9:56:37 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: Hotel proposal at the corner of Schiele and Stockton Avenues.

Dear Cassandra van der Zweep,

I'm writing to you out of concern for the proposed hotel development at the corner of Schiele and Stockton Avenues. This development is covered by the file numbers GP18-013, C18-039, and SP18-060.

I live on Schiele Ave with my wife and small baby. I'm incredibly nervous about the impact this hotel will have on my neighborhood. The increased traffic, invasion of our neighborhood privacy by a five story structure, and potential environmental impact caused by the venue

8/29/2019

Mail - Cassandra.VanDerZweep@sanjoseca.gov

spaces (e.g., noise pollution late at night from the rooftop bar) are all cause for concern. I really fear the impact a lot of temporary outside visitors will have on our quiet residential neighborhood.

However I'm not opposed to developing that corner. A new custodian for that property would be really appreciated and could be a wonderful change from the abandoned lot. But I would much rather see a development that truly serves the local neighborhood rather than catering to visitors from outside the community.

To that end, a hotel just doesn't make sense to me. I believe a mixed use space would better server our community. A development that has year round occupation (e.g., apartments, town homes or condos) with some commercial development on the ground floor that really benefits the local neighborhood (e.g., light commercial such as a retail or food and drink).

I'd love to see that corner developed, but I would greatly prefer occupants and tenants who have a long term investment in the well-being of our neighborhood.

Thank you for your consideration,
Graeme McAlister
846 Schiele Ave.

Re: Rezoning for 623 Stockton

Van Der Zweep, Cassandra

Fri 8/30/2019 11:13 AM

Sent Items

To: Christie Simmons <christie.simmons@gmail.com>;

Good morning Chrise,

Thank you for attending last night, I appreciate your me learning about the project, hearing other neighbors concerns and quesons, and sharing y our own thoughts.

I will add this comment to the public record which would be shared with the decision makers and share the comments with the applicant.

Should you have any other quesons or c oncerns, please let me know.

Thank you,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Chris e Simmons <chris e.simmons@gmail.com>

Sent: Thursday, August 29, 2019 10:59:12 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: Re: Rezoning for 623 Stockton

Hi Cassandra,

Thank you for your detailed response to my earlier email and thank you also for hosting the community meeting tonight. I did not speak at the meeting but I share many of opinions and concerns expressed by my neighbors.

I appreciate that San Jose has already changed a lot over the past 60 years and that it will continue to grow into the future. I do not oppose this growth or development of the 615 and 623 Stockton sites in particular, however, I do oppose the specific proposed hotel development.

While a hotel is an allow use under the existing zoning of the 623 Stockton site, this use does not seem to fit with the guidelines for a Neighborhood/Community Commercial land use as outlined in Chapter 5 of the Envision San Jose 2040 General Plan. The text of the plan states, "Neighborhood/Community Commercial uses typically have a strong connection to and provide services and amenities for the nearby community and should be designed to promote that connection with an appropriate urban form that supports walking, transit use and public interaction." The proposed hotel development does none of those things. A hotel by definition caters to the needs of visitors and not the nearby community. The proposed site is also too far from public transportation to support its use. The Axis architect for the project said it himself in tonight's meeting; the projected is designed to serve travelers who will be working at the nearby proposed Google development and who will use shared ride services like Uber to get to/from the hotel. This designed use is in complete contrast to the stated goals of an NCC site.

The proposed site is surrounded by single family residences, most of which are a single story. The proposed development would be completely out of character for the neighboring residences, and I feel that it would be a visual blight on the neighborhood that would negatively impact our property values. I would feel differently about the proposed development if it was for a site on the East side of Stockton Ave. That side of

the street is designated as Transport Employment Center in the General Plan and it is currently primarily commercial uses. It would still be too far from public transit to encourage transit use, but it would at least not visually clash with its surroundings.

Thank you for your consideration of my concerns and the shared concerns of my neighbors.

Best,
Christie Simmons
846 Schiele Ave

On Tue, Aug 20, 2019 at 9:20 AM Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov> wrote:

Good morning Chrise,

The Municipal Code, Secon 20.40 discusses the uses and regulaons f or the commercial zoning districts. [hp s://library.municode.com/ca/san_jose/codes/code_of_ordinances?nodeId=TIT20ZO_CH20.40COZODIPUQUBLZODI_PT1GE_20.40.010COZODI](http://library.municode.com/ca/san_jose/codes/code_of_ordinances?nodeId=TIT20ZO_CH20.40COZODIPUQUBLZODI_PT1GE_20.40.010COZODI).

You can scroll through the enr e secon or belo w I have links to specific secons:

[Secon 20.40.100](#)--Allowed uses.

This secon includes T able 20-90 which shows a side by side comparison of the uses allowed in all the commercial zoning districts, including CN (the current zoning district) and CP(the proposed zoning district). The biggest difference is that the CP Zoning district has some disncons on the allo wed uses within an Urban Village and Outside of an Urban Village. The project site is outside the Urban Village. Also, the CP Zoning district does not allow drive thrus, car wash detailing, and glass sales installaon and n ng.

[Secon 20.40.200](#)--Development Standards.

This secon includes a t able which shows the side by side comparison of the development standards for each zoning district. The front yard of this site is Stockton Avenue. The applicant proposed the rezoning to allow a reduced front setback on Stockton Avenue so the project could be further from the residenal neighborhood on Schiele. The side and rear setbacks are more restricv e in the CP Zoning District than the CN Zoning District.

[Secon 20.40.270](#)--Side setback excepon, in terior lot

One excepon t o the table in the Development Standards secon abo ve is that the proposed CP Zoning District would require a 10-foot setback where the property's side is along the residenal pr operes.

Please let me know if I can help answer any other quesons.

Thanks,

Cassandra van der Zweep
Supervising Planner | Planning, Building & Code Enforcement
City of San José | 200 East Santa Clara Street
Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Chris e Simmons <chris_e.simmons@gmail.com>
Sent: Monday, August 19, 2019 9:00:07 PM
To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>
Subject: Rezoning for 623 Stockton

Hi Cassandra,

I am a home owner on Schiele Ave near the 623 Stockton Ave development site that is requesting a rezoning from

Neighborhood Community Commercial to Commercial Pedestrian Zoning (File No. C18-039).

Could you tell me what specific elements of the development project require this change of zoning? I want to make sure that I am informed about the implications of the change in zoning. Is there a good resource that could help me to understand the differences between the two zoning types?

Thanks in advance for your help!

Best,
Christie Simmons
846 Schiele Ave

Re: Schiele Ave

Van Der Zweep, Cassandra

Fri 8/30/2019 11:10 AM

Sent Items

To: DEBRA MIELE <debra.miele@sbcglobal.net>;

Good morning Debra,

Thank you for attending last night, I appreciate your me learning about the project, hearing other neighbors concerns and questions, and sharing your own thoughts. I will add this comment to the public record, share the comments with the applicant and our environmental planner.

Thank you,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: DEBRA MIELE <debra.miele@sbcglobal.net>

Sent: Friday, August 30, 2019 11:06:40 AM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Cc: DEBRA MIELE <debra.miele@sbcglobal.net>

Subject: Schiele Ave

Cassandra:

Thank you for your time last night at the community meeting regarding file numbers GP18-013, c18-039, and SP18-060.

My husband and I have lived on Schiele Avenue for over 35 years. We are a strong community, very supportive, and insanely smart. We have fought for our neighborhood against prostitution at the Garden Alameda, the bars on Stockton Ave., the Arena, etc., etc.

We are also very patient and are here for the long term so will fight against this insulting development as long as it takes.

We need to have the following concerns addressed:

1. Parking
2. Traffic
3. Security for our children and grandchildren
4. Prostitution
5. Noise
6. Impact on historic neighborhood
7. Setbacks
8. Impact on property values
9. Night lighting

10. Aesthetic deterioration generated from commercial activity
11. Inconsistent architectural design with neighborhood and historic district

Thank you.

Debra Miele

943 Schiele Avenue

Re: Public comment File GP18-013, C18-039, and SP18-060 meeting held 08/29/19

Van Der Zweep, Cassandra

Tue 9/3/2019 4:59 PM

Sent Items

To: David Cimolino <davidcimolino@msn.com>;

Good afternoon David,

Thank you for sharing your comments and spending your evening with us at the community meeting last night. I appreciate the time you have taken to share your comments. I will add your comments to the project's public record, which is provided to the decision makers, and will share your concerns with the applicant.

Thank you,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: David Cimolino <davidcimolino@msn.com>

Sent: Friday, August 30, 2019 7:24:30 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: Fw: Public comment File GP18-013, C18-039, and SP18-060 meeting held 08/29/19

From: David Cimolino <davidcimolino@msn.com>

Sent: Friday, August 30, 2019 7:17 PM

To: Cassandra.vanderZweep@sanjose.gov <Cassandra.vanderZweep@sanjose.gov>

Subject: Public comment File GP18-013, C18-039, and SP18-060 meeting held 08/29/19

Hello Cassandra,

My name is David Cimolino, I own a home located at 811 Schiele Ave. and I attended the Community Meeting regarding the proposed project, which was held on 8/29/18.

These are my thoughts and opinions regarding that meeting and the proposed project.

1. The homeowners and residents of the area (Schiele Ave, Stockton and adjacent area) are overwhelmingly if not unanimously opposed to a use of the property at Schiele and Stockton for a five-story hotel.
2. In my opinion, the use of the proposed property for a **HOTEL** is completely unacceptable, no matter how much effort is spent trying to adjust designs to make it more acceptable. The key here is the fact that a HOTEL is not proper for the proposed site.
3. I would urge the owners and developers to consider other options for the site, and stop wasting their time and money, and our time, on a plan to construct a hotel. There is no conceivable configuration of a hotel that will ever be acceptable to the residents of the area.

4. As one resident voiced during the public comments, perhaps the most concerning issue on this proposal is whether the public comments, the RESIDENTS of the area, have any real weight in the ultimate decision of the City Council. I love my Country, but approval of a use such as this Hotel would simply show the government at its worst.
5. Thank you for your attention to these concerns. Respectfully , David Cimolino 408-978-5959
davidcimolino@msn.com

FW: 615 and 623 Stockton hotel project

Le, Thai-Chau

Sun 10/27/2019 7:02 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>; Pham, Kieulan <kieulan.pham@sanjoseca.gov>

From: David Koppe [mailto:dkoppe@gmail.com]

Sent: Sunday, October 27, 2019 6:07 PM

To: Le, Thai-Chau <Thai-Chau.Le@sanjoseca.gov>

Subject: 615 and 623 Stockton hotel project

Ms. Le,

I'm writing directly to you since the City of San Jose website doesn't seem to provide any other forum for public comment. If there is such, please advise; if this is the correct method, please add my comment to the record.

Our family and neighbors are horrified by this proposed project, which is wholly inappropriate for this particular location.

No justification seems to be offered for changing the zoning of these two parcels from "Residential Neighborhood" to "Neighborhood/Community Commercial." This is in fact a residential neighborhood! A five-story, 71,000 square foot 120-room hotel on this particular corner, immediately surrounded on three sides by modestly sized single-family homes would be completely out of scale and out of place.

The claims made in the environmental reports that little to no impact will be felt in terms of traffic and/or noise are not believable.

We understand that we live in a large city, and we are not against construction projects in our immediate vicinity. In fact, several such have taken place during our time here, and several more are underway in the neighborhood, none of which have we opposed. But they are all in more appropriate locations, for example the Stockton and Julian northwest corner and east side of Stockton south of Julian, where surrounding buildings are of a more similar scale and character and the projects are not jammed in among smaller homes. There are a number of other parcels in this neighborhood appropriate for large-scale development, including several slated for the large upcoming Google project.

This is not one of them.

We and neighbors we've spoken with intend to use every means at our disposal to oppose this project, including working with our elected representatives, soliciting media coverage and, if necessary, pursuing legal action.

We urge the City of San Jose to reject this application and relocate the project to a more appropriate location.

Thanks for your time and attention.

Best,

11/4/2019

Mail - Van Der Zweep, Cassandra - Outlook

David Koppett
773 Pershing Avenue
San Jose, CA. 95126

Fwd: 615 Stockton Ave Hotel Project

Groen, Mary Anne

Wed 10/30/2019 4:18 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

FYI

Mary Anne

Chief of Staff, Office of Councilmember Dev Davis

From: Mike Dunbar <mike.dunbar@outlook.com>

Sent: Wednesday, October 30, 2019 3:47 PM

To: Davis, Dev; Groen, Mary Anne

Cc: Gutknecht, Kay

Subject: 615 Stockton Ave Hotel Project

Ref:

Project Name: 615 Stockton Hotel Project

File No.: GP18-013/C18-039/SP18-060

Dev / Mary Anne,

We are the property owners who are adjacent to the proposed 615 Stockton Ave Hotel Project. We would like to make sure that we are on record as opposing this proposed Project, and any proposed amendments to the General Plan which supports this type of development. The implied feedback we have received from the City of San Jose for the past twenty years or so has consistently been that it was the city's intention to preserve the quality of the Garden Alameda neighborhood and to trend future development of that site towards project which are "residential" in character. To amend the zoning to allow a 5 story hotel development at a location which currently has NO SUPPORTING services (either planned or in place) to sustain a hotel operation (e.g. parking, street retail, food services, transit links, etc.) indicates that either the city has been misinformed of the layout in this area and/or the city has additional development projects in this area which have yet to be announced. Is that the case?

Regardless, this type of hotel project illustrates the Zero Sum consequences of such a development. Any increased value to the owners of 615 Stockton Ave comes at a direct loss to the local residents in the Garden Alameda neighborhood. The increase in traffic, the impact of 24/7 disruptions, loss of street parking, etc. will irreparably change the character of this neighborhood...forever. Once something of this magnitude is introduced in this area, one can never "undo" it and the residents are ultimately forced to "live with it". That is not reasonable, excusable, or an acceptable way to implement planning policy.

Regards,

Michael Dunbar, owner (+30 years)

726 Schiele Ave

(408) 439-6329

Sco Higgins, owner (+30 years)

714 Schiele Ave

(408) 607-2825

Carol Higgins, Owner (+50 years)

599 Stockton Ave

(408) 607-2825

Comment on 615 Stockton Ave. Hotel

Linda Taaffe <lindataaffe@gmail.com>

Wed 10/30/2019 3:33 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Hi Thai-Chau Le,

I live on Harding Avenue about a block away from the 615 Stockton Avenue Hotel Project site (Assessor's Parcel Nos.: 261-07-001 and -068). I object to the project as proposed because I believe its scope and size are too massive for the surrounding residential neighborhood. Thank you for the opportunity to express my concerns highlighted below, which I hope you will address as you move forward in this process.

Please explain if I am understanding this incorrectly: From what's outlined in the city's General Plan, it appears that the project does not meet the parking requirements for this particular property, and the proposed rezoning seems to contradict the city's Envision San Jose 2040 official policy regarding the future character of development in the neighborhood.

1: Let's address the parking:

San Jose's website states that projects that can not meet the city's parking requirements will not be allowed, regardless if a proposed use is allowed as part of the zoning for a particular site. Clearly, the 120-room project, which requires 1 parking space per employee and 1 per hotel suite room (I'm not sure if the lounge would require more spaces based on seating), can not meet these conditions as required under the current CN zoning. This leads to my second concern -- the proposed rezoning of the two lots to Commercial-Pedestrian, which allows a significant reduction in parking space requirements.

2: Let's address the rezoning to CP:

From the city's Envision 2040 plan, it's my understanding that a project can only qualify for a parking reduction/CP zoning under these specific conditions: The property is within 1,000 feet of an Urban Village boundary or the property is within 1,000 feet of a train/bus station. The project site doesn't meet these exemptions: The lots are 4,752 feet from Diridon Station, and 2,112 feet from closest urban village area boundary.

Are you using the College Park station to allow this project to qualify for CP zoning and require significantly less parking? The College Park station is not fully operational. Since the train only stops at the station twice daily during the week to accommodate students at Bellarmine College Prep, I doubt the station would truly solve the parking issues that the city intended to address by creating the CP zoning requirements. This seems like a flawed decision. Can you explain your thoughts on applying the CP zoning to this area?

3: Let's address the size:

I'm curious to understand why a project of this magnitude is trying to be crammed into that space. According to planning records, the city initially conducted a preliminary review for a 57-room hotel in January 2017 before the current investors returned with a project that has now doubled in size.

Councilwoman Dev Davis, who told me she does not necessarily support the project, explained that the developers told the city that a smaller project is not financially viable. A larger hotel will enable them to operate under the management of a hotel chain; a smaller project will not.

While I'd like to see a neighborhood project on that site succeed, I believe the city is asking residents to make too many concessions for this particular proposal, which requires countless land-use and other rule changes to even qualify as a permitted use.

The city has worked diligently on a vision to balance economic, housing and transportation needs in its neighborhoods. In our neighborhood, the 2040 General Plan Land Use map shows every parcel along the three-block area on that side of Stockton Avenue as Residential Neighborhood (except the single lot at 615 Stockton, which is shown as Neighborhood Community Commercial).

How does a 120-room hotel fit into the vision for the residential area? How does a five-story hotel match the current single-story residential neighborhood character? How will a larger project with fewer parking spaces benefit the neighborhood?

I urge you to consider these questions and only approve a project that fits within the constraints of the city's regulations and the goals of the Envision 2040.

Thanks for your time,

Linda Taaffe

Re: Comments and petition re no hotel on Stockton ave

Van Der Zweep, Cassandra

Mon 12/16/2019 2:13 PM

To: tessa woodmansee <cleanairsj@gmail.com>; Hughey, Rosalynn <Rosalynn.Hughey@sanjoseca.gov>

Good a. ernoon Tessa,

Public comments can be provided up through the public hearings, at both Planning Commission and City Council. We are anticipa ng the hearing da tes for Planning Commission and City Council to be at the end of January/beginning of February and therefore you have plenty of me t o provide wri en comments before then and are more than welcome to a end the meengs as w ell. You will receive a postcard in the mail confirming the hearing dates and mes.

I will also send an email to the community meeng a endees when these are mailed out.

Please let me know if you have any other quesons.

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659**From:** tessa woodmansee <cleanairsj@gmail.com>**Sent:** Monday, December 16, 2019 2:01 PM**To:** Hughey, Rosalynn <Rosalynn.Hughey@sanjoseca.gov>; Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>**Subject:** Re: Comments and pe on re no hotel on Stockton ave

[External Email]

Cassandra,

Re proposed hotel on Stockton and Shiele ave . You have told me I have till the document from planning gets sent to council members. When approximately will that be ? I plan to get my comments and petition from neighbors by the end of this week latest next week . I Does that work?

Thanks

Tessa

On Mon, Dec 16, 2019 at 1:58 PM tessa woodmansee <cleanairsj@gmail.com> wrote:

Hi Cassandra,

Please let me know as soon as possible the time table to get my comments in on the Shiele and Stockton ave proposed hotel project. I am sending a digital file of all the signatures we have collected against this proposed hotel and our communities desire for the general plan to stay residential on the west side of Stockton ave as it was in the 2020 general plan.

Thank you for your speedy response as I know the time is getting near for next steps on this project.

Regards,

Tessa woodmansee

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Clean Air and Quiet Neighborhoods—A Natural Right!

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Clean Air and Quiet Neighborhoods—A Natural Right!

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Neighbor Comments Regarding Proposed Hotel at 615 and 623 Stockton Avenue

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Summary

San Jose is considering a series of policy exceptions to allow a 5-story hotel to be built immediately adjacent to two historic neighborhoods: Schiele, the oldest subdivision in San Jose, and Alameda Park, a planned community of 1920 bungalow homes. The site is currently zoned Residential (RN) and Neighborhood Community Commercial (NCC). The NCC zoning is specifically designed to support adjoining neighborhoods with businesses having a strong connection to and providing services and amenities for the community. Our neighborhoods would benefit from a zoning-compliant development at this location, not a hotel serving those from outside the community. Because the General Plan allows for hotel development within the downtown and nearby Diridon Station Area (DSAP) and Alameda Urban Village (VT4), there is no need to go outside those borders to promote visitor accommodations.

Ignoring the land use laid out in San Jose's General Plan puts our neighborhood at significant risk and sets a dangerous precedent for all of San Jose. By allowing deviation from the Plan to satisfy the desires of a single developer, the quality of the Plan comes into question and opens avenues for other exceptions. This is very confusing to residents, property owners and developers alike and leaves the City without a viable roadmap.

The requested Special User Permits should not be issued, because they:

1. Impair the character and integrity of the neighborhoods with inappropriate setbacks and transitional heights.
2. Impair the utility or value of adjacent property or the general welfare of the neighborhood by:
 - Forcing delivery trucks to block Stockton or Schiele Avenue when serving the hotel, since no off street delivery dock is provisioned in the plan.
 - Not providing adequate parking for guests and employees, forcing cars onto the neighborhoods streets, blocking driveways and eliminating the ability of residents to park in front of their own properties.
3. Are detrimental to the public peace, health, safety, morals or welfare by:
 - Holding drinking, music, and other entertainment events in open air locations directly adjacent to family homes.
 - Introducing hundreds of additional vehicle and foot traffic trips through the neighborhood.

We ask your support to:

1. Oppose the requested General Plan amendment, zoning district change and special use permits.
 - Work with the property owner to propose an alternative development at 615 Stockton that supports the adjoining neighborhoods with community services and amenities as prescribed by Neighborhood/Community Commercial zoning.
 - Commit to hotel development only within the downtown and nearby urban villages where urban commercial zoning supports hotel development.
2. Continue the City's long tradition of support for our historic neighborhoods and quality of life for their residents.
 - For any development adjoining our neighborhoods, provide, at a minimum, the same consideration and defense afforded the historic neighborhoods adjoining VT4.
 - Help us formally recognize our neighborhoods as Historic Districts or Conservation Areas per the Land Use Objectives laid out in *Envision San Jose 2040*.

Background

The developer of 615 and 623 Stockton Avenue has requested the City make four exceptions to its development guidelines that have significant, and irreversible negative impacts for the two historic neighborhoods adjoining the project boundaries: Schiele Avenue and Alameda Park subdivisions. The requested exceptions as explained to us by the project's assigned City Planner are:

1. Amend San Jose's General Plan to change 623 Stockton Avenue from Residential Neighborhood (RN) to Neighborhood Community Commercial (NCC).
2. Change the zoning district for both properties to Commercial Pedestrian to allow them to build right up to the sidewalk, negating the minimum setback of 10' required by Commercial zoning.
3. Provide a Special Use Permit to have two outdoor entertainment areas within 150' of a residential area—one at ground level, possibly with a pool, and the other on top of the 5th floor.
4. Provide a Special Use Permit allowing the number of off-street parking spaces provided to be half of what the requested zoning requires, because they are within 2000' of a rail station.

Why Not a Hotel and its Related Development Exceptions?

While we appreciate our Councilmember's desire to build more hotels downtown, our historic neighborhoods are not in the downtown area, as clearly designated in the map below. We are also beyond the borders of the nearby urban villages—Diridon Station Area (DSAP) and The Alameda Urban Village (VT4) where master planning and zoning supports hotel development.

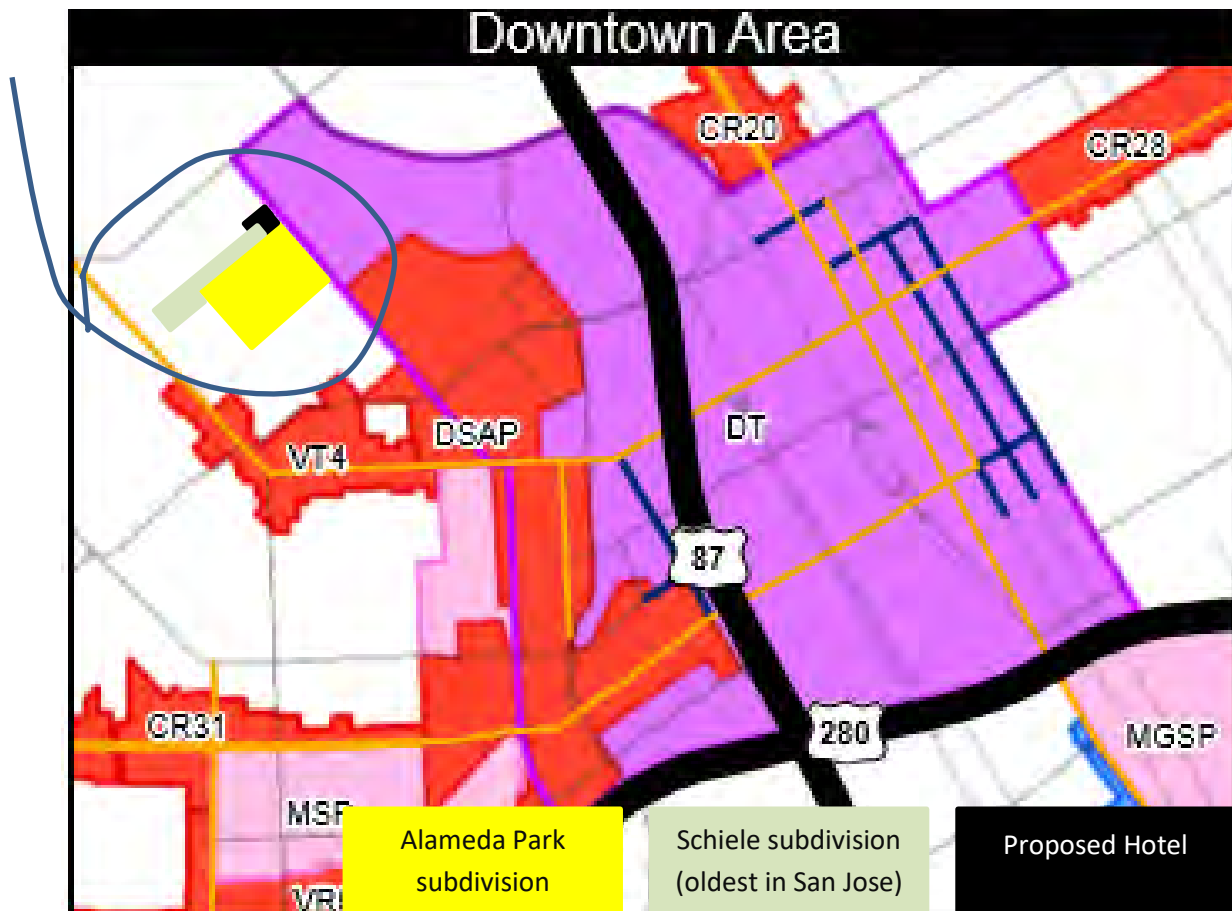


Figure 1 - Map of San Jose Downtown Area with overlay of Schiele and Alameda Park Subdivisions and 615 & 623 Stockton Avenue lots

Ignoring the zoning laid out in San Jose's General Plan puts our neighborhoods at significant risk. Research performed by Cassandra van der Zweep, San Jose Planner assigned to the subject project, revealed the development of a multi-storied hotel next to a single-story historic neighborhood is unprecedented within the San Jose city limits. Since zoning within the DSAP and VT4 urban villages supports hotels, we recommend they be built in those locations or downtown rather than seeking to disrupt the wisdom of the City's General Plan. Approval of the exceptions would be in direct contradiction to the *Envision San Jose 2040* focus on the importance of historic resources.

“Since the 1980s, San José's General Plan has contained goals and policies which encourage the protection and preservation of its historic resources. The primary General Plan goal is to preserve historically and archaeologically significant ... districts ... in order to promote a greater sense of historic awareness and community identity, and to enhance the quality of urban living.”

The NCC zoning at 615 Stockton Avenue is specifically designed to support adjoining neighborhoods with businesses that have a strong connection to and provide services and amenities for the community, such as neighborhood-serving retail stores and services, commercial and professional offices. Our neighborhoods would benefit from a zoning-compliant development at this location. A hotel does not benefit a residential neighborhood, serving, rather, those from outside the community.

We welcome development of the lot in a manner supporting the adjoining neighborhoods with community services and amenities, especially if done in a manner creating a gateway to our historic subdivisions and maintaining and encouraging the walkability of the area.

Specific Issues Impacting the Schiele and Alameda Park Subdivisions

The requested Special User Permits should not be issued, because they:

1. Impair the character and integrity of the neighborhoods with inappropriate setbacks and transitional heights.
2. Impair the utility or value of adjacent property or the general welfare of the neighborhood by:
 - Forcing delivery trucks to block Stockton or Schiele Avenue when serving the hotel, since no off street delivery dock is provisioned in the plan.
 - Not providing adequate parking for guests and employees, forcing cars onto the neighborhoods streets, blocking driveways and eliminating the ability of residents to park in front of their own properties.
3. Are detrimental to the public peace, health, safety, morals or welfare by:
 - Holding drinking, music, swimming and other entertainment events in open air locations directly adjacent to family homes.
 - Introducing hundreds of additional vehicle and foot traffic through the neighborhood.

Inappropriate Outdoor Entertainment Areas

The hotel plan includes two outdoor entertainment venues: a courtyard with swimming pool directly adjacent to a residence and a rooftop deck. The property owner has introduced our neighborhood to the types of events he plans to hold at this location by staging two in the last month at 623 Stockton. From about 3:30PM until after 1:00AM amplified DJs and music accompanied by numerous screaming attendees disturbed our neighborhoods' peace. The owner did not bother to obtain a permit from the

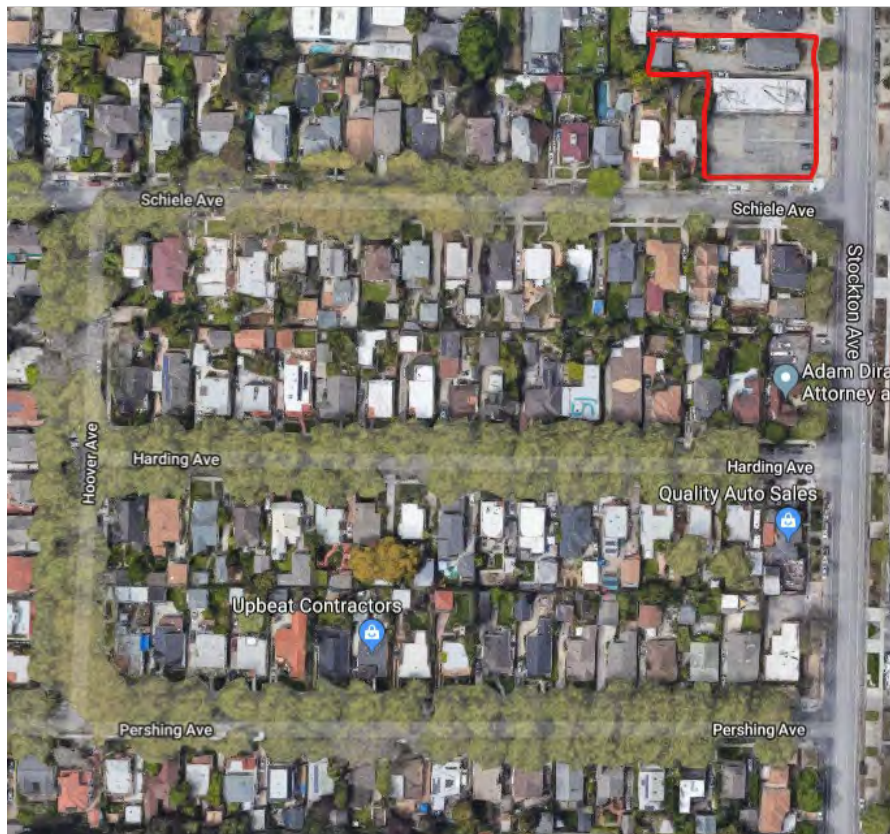
City to hold either of them, demonstrating disrespect not only of his neighbors, but also of San Jose ordinances. Outdoor entertainment venues are inappropriate when adjacent to homes with working residents and children.

Inappropriate Setbacks and Transitional Heights

The hotel plan calls for a 10' setback at the rear of its property and no setback on the north side. The setbacks recommended in the VT4 plan are a minimum of 15' at the rear of a property and 5' at the side when adjoining residential property. Because we are outside the urban village boundaries, we believe our historic neighborhood deserves at least the same level of consideration as that afforded those in VT4.

The VT4 Plan also states, the building should not exceed 35' in height until 50' from the single-family residence property line. The hotel plan does not meet that criteria at the rear until the 5th floor and has no transitional heights on the north side.

Additionally, Alameda Park has a required setback of 20' from the sidewalk line for all homes, creating a pleasing symmetry and extremely walkable neighborhood. This guideline was implemented by businesses on The Alameda at the western edge of our neighborhoods. These setbacks provide visual symmetry for the area and promote walkability of our streets. The hotel plan has no setback on Schiele or Stockton Avenue, which undermines the historical integrity of the areas and detracts from and endangers this walkable, residential neighborhood district. Even in urban villages, new development is encouraged to create and maintain a pedestrian-friendly environment.



Figures 2 & 3 - Tree lined streets of Alameda Park with consistent 20' setbacks; outline in red of proposed hotel footprint without setbacks

No Delivery Dock

The hotel plan does not include an off-street dock for delivery of supplies. Trucks stopped on Stockton Avenue will disrupt traffic and those on Schiele Avenue will disrupt the neighborhood.

Excessive Traffic—Both Foot and Vehicle

Current traffic volumes coupled with the vehicle constraints installed on The Alameda, have already nearly land-locked us during commute hours. Once the apartments and hotel across the street from Whole Foods open—to say nothing of other developments that may be planned in DSAP—the traffic on Stockton will likely be untenable. The volume of cars will prohibit left turns from the hotel and Schiele Avenue onto Stockton, forcing all northbound vehicles west onto Schiele Avenue to reach The Alameda. Assuming every guest comes and goes each day and also drives to dinner, that is a total of 625 trips per day. If half of them are northbound, there will be one additional car every couple minutes down Schiele Avenue. That is a tremendous burden for a residential neighborhood, and it only considers the impact from hotel guests!

It is possible guests will walk to The Alameda to eat. That's potentially over 100 guests each evening coming and going down our streets. The hotel property owner has already demonstrated how noisy and inconsiderate visitors to his property can be to the adjoining neighbors and their homes.

Inadequate Parking

The proposed hotel requires 138 parking spaces to accommodate guests and employees, but is only providing half that number, because it is within 2000' of a transit station, i.e., the Caltrain College Park station. While this special use permit request for reduced parking spaces may meet the "letter of the law", it certainly does not meet the "spirit of the law". College Park is a lightly used station served by two trains in each direction Monday through Friday. No train stops there on weekends or holidays. College Park serves Bellarmine College Preparatory, resulting in the school-related service times—Northbound at 8:03AM and 3:16PM, Southbound at 8:06AM and 4:36 PM. Due to the small size of the station, only two cars within a 5-car train are capable of opening their doors to allow passengers to board/disembark.



Figure 4 - College Park station

As mentioned above, the property owner has been holding large events at the 623 Stockton Avenue site, and clearly demonstrated the impact of inadequate, on-site parking. Our neighborhood streets have been clogged during the events, and visitor cars frequently block driveways. This impact will be in addition to the lack of on-site parking for existing businesses on Stockton Avenue, such as the body shop directly opposite Schiele Avenue who currently use all the on-street parking adjoining the 615 and 623 Stockton Avenue lots.

Neighborhoods Worth Preserving

Envision San Jose 2040 provides an excellent description of why historic neighborhoods are worth preserving:

“... historic sites and structures provide an educational link to San José’s past and foster a sense of place and community identity for San José. The preservation of appropriate remnants of a city’s past provides multiple benefits important to the health and progress of the city. Historical resources:

- Are instructive, telling the story of a community’s past;
- Provide a sense of civic identity and unique character;
- Are typically an interesting and pleasing aesthetic in the urban environment;
- Can generate economic advantage for a property or neighborhood;
- Give a community a sense of permanency. A place with a clear past can expect to also have a definite future;
- Once lost, cannot be recovered.”

Two unique, historic subdivisions face significant negative impact from the proposed hotel: Schiele and Alameda Park.

The City’s Historic Investment in our Quality of Life

The City of San Jose has long recognized the significance of the Schiele and Alameda Park subdivisions as historic neighborhoods and invested significant time and money to preserve our quality of life by various means. It negotiated an airport noise curfew on our behalf and worked on Arena traffic patterns to keep cars out of our neighborhoods. Most recently, the City budgeted to hire a consultant who assisted us with development of mitigations for noise and other potential impacts from the Caltrain maintenance facility (CEMOF). It then entered into a Memorandum of Understand (MOU) with Caltrain on our behalf that requires ongoing communications between Caltrain and the impacted neighborhoods to protect their quality of life. We ask that you continue this tradition and work with us to ensure developments that both benefit the City, preserve its historic neighborhoods and even act as gateways into the residential areas.

Schiele Subdivision

Schiele subdivision, established in 1888, is the oldest subdivision in the City of San Jose. It originally ran the entire length of the street named after its developer, Charles M. Schiele. A German immigrant in 1872, Mr. Schiele rose to prominence in San Jose by serving as a Councilman and as owner of the Pacific Hotel in the City’s downtown. You can tour a recreation of his Pacific Hotel in San Jose’s History Park.

Schiele subdivision developed from the western end to the eastern end, primarily because of the street car to downtown that ran on The Alameda. A number of the lots initially sold were used to relocate existing homes from the City’s expanding downtown to the new suburban subdivision. A number of homes have state historic designations.

In the early 1920, the southeastern section of the subdivision was sold to A. W. Maderis and incorporated into his Alameda Park development.

Alameda Park Subdivision

Alameda Park subdivision is a unique development of bungalow homes on four streets: Schiele, Pershing, Harding and Hoover Avenues. While one continues to carry the name of its original developer, the remaining three are named for the most prestigious individuals of the 1920's—two presidents and a WWI general.

Building began in 1923 and by the crash of 1929 only four parcels remained undeveloped. Its bungalow homes are modest, predominantly single-story family, with two or three bedrooms and a single bath. The architecture is quintessential California; the type featured at the time in *Sunset* magazine, and is best classified as 20th century revival. The area has maintained a high level of architectural integrity through the years.

Alameda Park was strategically situated to support San Jose's population growth of 45% from 1920 to 1930. The subdivision was only one and one-quarter miles from First and Santa Clara streets and just off The Alameda which was served by a streetcar line, making for an easy commute into the heart of downtown San Jose. It was also an easy walking distance to the canning and canning support businesses on Stockton Avenue and almost next door to the Falstaff brewery.

A.J. Maderis, a realtor with offices on The Alameda, subdivided, improved and marketed the lots. Laid out with an eye to building community and guaranteeing the neighborhood's success, it was a very early type of planned community. The terms and conditions of ownership required residences cost at least \$3500 and be set back 20 feet from the sidewalk line. These requirements, plus the driveway cuts placed on the right side of each lot, dictated a symmetry and quality level in the build-out. A sense of community was created by sidewalks and curbs, electroliers installed on Pershing, Hoover and Harding Avenues, and Sycamore trees planted in every park strip.



Figure 5 - Alameda Park subdivision map with the subdivision boundaries noted in red. The top of the map incorporates the northeast segment of the Schiele subdivision.

Neighborhood Comments Regarding Proposed Hotel at 615 and 623 Stockton Avenue

Nearly ninety percent of the homes built during the 1920s continue to reflect their original 20th century revival architecture. They fall into six styles:

- Spanish Eclectic (33 homes)
- Tudor (24 homes)
- Craftsman (13 homes)
- Italian Renaissance (6 homes)
- Mission (4 homes)
- Prairie (1 home).

Additionally, there are four homes with no single dominant style. The homes are predominately stucco, a new building material introduced after WWI. Only five houses have the wood board sheathing used in earlier building applications. Representative photos of each home style follow.

Spanish Eclectic

Dominant features are low-pitched roof with little or no eave overhang or flat roof, red tile roof covering, façade normally asymmetrical.



Tudor

Dominant features are steeply pitched roofs, usually side-gabled (less commonly hipped or front-gabled) with the façade dominated by one or more prominent cross gables.



Craftsman

Dominant features are low-pitched, gabled roof (occasionally hipped) with wide, unenclosed eave overhang; roof rafters usually exposed; decorative (false) beams or braces commonly added under gables, porches, either full- or partial-width, with roof supported by tapered square columns, columns or pedestals frequently extend to ground level (without a break at level of porch floor).



Italian Renaissance

Dominant features are low-pitched hipped roof, arches above doors, entrance accented by small classical columns or pilasters.



Mission

Dominant features are mission-shaped dormer or roof parapet; red tile roof covering.



Prairie

Dominant features are low-pitched roof, usually hipped, with widely overhanging eaves, façade detailing emphasizing horizontal lines, often with massive, square porch supports.



There is significant pride among property owners in Alameda Park that they live in historic homes.

Under the guidance of the Preservation Action Council, work started to complete an application packet for State Conservation Area designation. Public information meetings were held and more than 50% of property owners signed a petition affirming support for the designation. All required property photos have been taken, and approximately 25% of the Object Records completed. Unfortunately, the process is extremely laborious and work halted due to a lack of resources and funding. Many of us in the neighborhood would like to restart the process and officially record the historical nature of the neighborhoods. We ask that our Councilmember help us locate both resources and funding to achieve this goal and others laid out in *Envision San Jose 2040*, such as:

- LU-15.1 Encourage widespread public participation in the identification and designation of historically or culturally significant buildings, structures, sites, areas, and/or places to update and maintain the City's Historic Resources Inventory.

- LU-15.2 Foster a community sense of stewardship and personal responsibility for all historic and cultural resources.
- LU-15.5 Work with neighborhood groups and historic preservation advocacy groups on events, materials, and efforts to educate the public on the positive benefits of historic preservation generally and in specific neighborhoods.
- LU-15.6 Expand resources such as historic maps, historic markers, or self-guided walking tours as a means to promote and celebrate historic preservation in San José.

How Our Councilmember Can Help

We ask your support to:

1. Oppose the requested General Plan amendment, zoning district change and special use permits.
Instead:
 - Work with the property owner to propose an alternative development at 615 Stockton that supports the adjoining neighborhoods with community services and amenities as prescribed by Neighborhood/Community Commercial zoning.
 - Commit to hotel development only within the downtown and nearby urban villages where urban commercial zoning supports hotel development.
2. Continue the City's long tradition of support for our historic neighborhoods and quality of life for their residents.
 - For any development adjoining our neighborhoods, provide, at a minimum, the same consideration and defense afforded the historic neighborhoods adjoining The Alameda Urban Village.
 - Help us formally recognize our neighborhoods as Historic Districts or Conservation Areas per the Land Use Objectives laid out in *Envision San Jose 2040*.

Cassandra.vanderzweep@sanjoseca.gov

Kay Gutknecht

From: Kay Gutknecht <k.gutknecht@sbcglobal.net>
Sent: Thursday, April 19, 2018 9:11 PM
To: 'Tracy.Tam@sanjoseca.gov'
Subject: H17-043

Hello Tracy,

Thank you for taking the time to speak with me regarding the proposed 54 room hotel at the corner of Schiele Ave and Stockton.

I am a homeowner on Schiele Avenue, am very concerned about the proposal and trust the city of San Jose will not approve it. Here are issues I would like you to consider:

1. The City's recent "improvements" along The Alameda have pushed an increased volume of high-speed, non-neighborhood traffic down Schiele Avenue. The City should work to provide traffic relief and improved safety for the families that live here, not allow a business that will bring more than 100 additional trips a day down our street, whether that be in their own, rental or ride-share vehicles.
2. My understanding is that a zoning of CN is intended to provide "neighborhood serving" businesses. I can think of not a single way a hotel would serve the Alameda Park neighborhood.
3. The conceptual drawing of the hotel posted on Stockton Avenue show no setback for the hotel. The Alameda Park neighborhood has covenants and conditions in our deeds dictating a minimum setback. This lot was originally part of that development and I expect (although I can't prove) that requirement continues to apply. A setback out of conformance with the adjoining R-1 residences and other CN businesses along Stockton should not be acceptable to the City as it begins to undermine the historical integrity of the area and detracts from and endangers this walkable, residential neighborhood district.
4. The proposal does not provide adequate parking for the proposed 54 rooms, assuming, you informed me, that its guests will arrive via ride-share cars. I find that difficult to believe, and would appreciate you sending me data to validate the reasonableness of this assumption.
5. I would also appreciate you providing me with information on who they expect their guest population to be. I can't figure out what businesses are in a reasonable proximity to the location that would support overnight guests, unless they are focusing on attendees of Arena events. That population, I believe, would be untenable for a residential neighborhood, as events get out typically after 8PM and guests returning to the hotel together with their vehicles would be loud and disruptive to families with children and members holding gainful employment in the area who need to get up for school or work the next day.

This neighborhood already bears more than a reasonable share of traffic as described in #1 above and of noise from the airport and Caltrain. I ask that the City work to mitigate these impacts and consider improvements in support of the Alameda Park, not changes to its detriment.

Please suggest to the owner that remodeling and upgrading the current structure to support a "small corner commercial establishment" would be the best development for this site.

Please let me know if you have any questions, and thank you for your consideration of my concerns.

Re: College Park Caltrain station

Van Der Zweep, Cassandra

Wed 7/31/2019 6:18 AM

Sent Items

To: Gutknecht, Kay <k.gutknecht@sbcglobal.net>;

Thank you Kay, I appreciate the follow up.

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Kay Gutknecht <k.gutknecht@sbcglobal.net>

Sent: Tuesday, July 30, 2019 7:12:41 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: College Park Caltrain station

Hello Cassandra,

I checked the Caltrain Schedule and the College Park station is still open. But, as I said, it only has one stop in the AM and one in the PM for the southbound train and one in the AM and one in the PM for the northbound train. These stops serve Bellarmine Prep and are only applicable on weekday. There are no trains to this station on the weekend or holidays.

Link to the weekday schedule

<http://www.caltrain.com/Assets/Weekday+Printer-Friendly+Schedule+-+Effective+4-1-19.pdf>

Link to the weekend schedule

<http://www.caltrain.com/Assets/Caltrain+Weekend+Schedule+Effective+April+1+2019.pdf>

Thanks for all your help today.

Regards,

Kay Gutknecht

798 Schiele Avenue

408-483-8474

Re: Caltrain has no plans for increased future service levels at College Park

Van Der Zweep, Cassandra

Mon 9/9/2019 8:18 AM

To: Gutknecht, Kay <k.gutknecht@sbcglobal.net>; Lori Katcher <lori.katcher@gmail.com>; Joanne Buckley <green.buckley@gmail.com>; Laura Winter <laurarwinter@gmail.com>; Groen, Mary Anne <maryanne.groen@sanjoseca.gov>

Thank you Kay, confirming receipt of this email. The email will be added to the project's public record.

Thanks,

Cassandra van der Zweep

Supervising Planner | Planning, Building & Code Enforcement

City of San José | 200 East Santa Clara Street

Email: cassandra.vanderzweep@sanjoseca.gov | Phone: (408)-535-7659

From: Kay Gutknecht <k.gutknecht@sbcglobal.net>

Sent: Saturday, September 7, 2019 3:44 PM

To: Lori Katcher <lori.katcher@gmail.com>; Joanne Buckley <green.buckley@gmail.com>; Laura Winter <laurarwinter@gmail.com>; Groen, Mary Anne <maryanne.groen@sanjoseca.gov>; Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>

Subject: Caltrain has no plans for increased future service levels at College Park

Hello Lori, Joanne, Laura, Mary Anne and Cassandra,

Colin Heyne, the City's Public Info Manager in the Dept of Transportation researched my question about future plans for Caltrain's the College Park Station and learned that there are no plans to increase service levels in the future. His response follows.

Kay

From: Heyne, Colin [mailto:Colin.Heyne@sanjoseca.gov]

Sent: Tuesday, September 3, 2019 8:48 AM

To: Gutknecht, Kay

Subject: Re: Follow-on questions from our talk on Saturday

Hi Kay,

Sorry I didn't get back to you last week. Apparently I was misinformed and Caltrain is not planning for increased future service levels at College Park. You can read Caltrain's newly released business plan at <http://www.caltrain2040.org/>. I have not yet read it closely myself.

Thanks,

Colin Heyne

Public Information Manager

City of San José | [Department of Transportation](#)

408-975-3705

mobile: 626-622-8923

From: Kay Gutknecht <k.gutknecht@sbcglobal.net>
Sent: Monday, September 2, 2019 9:02:13 PM
To: Heyne, Colin <Colin.Heyne@sanjoseca.gov>
Subject: RE: Follow-on questions from our talk on Saturday

Hi Colin,

Any news?

Kay

From: Heyne, Colin [<mailto:Colin.Heyne@sanjoseca.gov>]
Sent: Wednesday, August 28, 2019 11:42 AM
To: Gutknecht, Kay
Subject: Re: Follow-on questions from our talk on Saturday

Hi Kay,

Good to talk with you and sorry for my late reply. I believe the answer is yes, but let me ask an expert and get back to you.

Thank you,

Colin Heyne
Public Information Manager
City of San José | [Department of Transportation](#)
408-975-3705
mobile: 626-622-8923

From: Kay Gutknecht <k.gutknecht@sbcglobal.net>
Sent: Sunday, August 25, 2019 9:35:52 AM
To: Heyne, Colin <Colin.Heyne@sanjoseca.gov>
Subject: Follow-on questions from our talk on Saturday

Hello Colin,

Thank you for taking the time to listen to me this afternoon. I have a follow-on question:

- With all the expansion downtown, are there any plans to expand service at the College Park Caltrain station?

Also, I just wanted to iterate my comments regarding the walkability of the Alameda Park neighborhood and other residential areas around us. I think the changes planned for Google should ensure walkability extends to existing neighborhoods so we can participate in and benefit from the new services that will surely be part of the expansion. Google employees and employees of businesses in the area supporting Google may well want to live in our neighborhoods too, not just the high rises Google is building, while also participating in what downtown and its surrounding Urban Villages have to offer.

Regards,

Kay Gutknecht
798 Schiele Avenue
408-483-8474

RE: File #GP18-013, C18-039, SP18-060 (615 Stockton)

Nanci Ivis <nanivis@yahoo.com>

Thu 8/29/2019 5:42 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>;

Hi Cassandra,

I'm writing to you as both a resident and a Real Estate Professional. I live in a 1920's Bungalow on Schiele 6 houses up from the corner of Stockton and only 3 houses up from the end of the lot where the developer plans a 5 story hotel. While we are not officially designated as Historic, the Schiele Development is one of San Jose oldest neighborhoods and there is a house (738 Schiele) directly across the street from proposed project that is on the Historic Preservation List. We have several Victorians from 1880's, Bungalows like ours and other Historic style architectural homes from the 1920's.

I have lived here almost two decades and have watched this neighborhood blossom from "up and coming area" to a "desirable neighborhood." When I first moved here, there were bars on Stockton that were noisy and it was frightening to walk from Diridon station. Now there are homes in those same places. What a major improvement! It's much quieter. Though we do have airport and CEMOF (idling trains all night) noise, another reason neighbors will be likely distrust promises of peace and quiet. It's truly an exceptional place. We are all friends helping one another when needed. We take our 93 year old neighbor, who has lived here his whole life, grocery shopping and to appointments. When I broke my femur, neighbors as far as two blocks away brought me meals and other neighbors took over helping the seniors I help in the hood. We chose this neighborhood for that reason, for sense of community, as many of our fellow neighbors have. Former neighbors who have moved come back and say how much they miss it. That will all be destroyed if a 5 story hotel is built. Several neighbors have expressed that they will move if this happens. In the US, only about 30% know their neighbors, we're the lucky ones as we know almost all. That's a unique experience that not many Americans get. Please don't destroy that with this project.

As a Real Estate Professional, I see many neighborhoods grow to be desirable neighborhoods like ours but have also seen neighborhoods destroyed by poor planning decisions allowing buildings that don't fit the surrounding area and watch as the neighborhood declines. There are hotels on The Alameda that have fallen in disrepair and have become blighted buildings being used in different than intended purposes. If we need hotels, how about upgrading those? Their vacancy signs scream out that we don't need more hotels. What we need is more housing. San Jose approved the Google project, now the city needs to make good on the housing promises. We need more housing not hotels. This project says they will be a unique boutique hotel, not with 5 stories and chains of similar cookie cutter style hotels in other locations. What will become of the hotel in say 10-20 years when it's no longer trendy? Will it suffer the same fate as those on The Alameda? Our home investment in this neighborhood is our largest investment of our lives, it's our retirement and we don't want a developer with only profits on their minds changing that. A project of this scope belongs closer to Diridon train station and on the other side of Stockton, not next to and overlooking single story, Single Family Residences.

Back in December of 2005 when the city council voted to change the zoning of our neighborhood from R2 to R1, we were told then that our side of Stockton would be Residential and the other side would remain Commercial. This lot seems to be the only exception to that plan. Many of us would not have signed a petition accepting the change if we hadn't been told this.

I have been to the planning department several times over the years, most recently to rebuild our garage to possible ADU. Our maximum height is 22' and no exceptions to setbacks. If you allow this developer exceptions, you'll set precedence and then the rest of us will be asking for the same treatment.

Let's be smart and preserve this Historic neighborhood.

We are NOT NIMBY's. I understand that something would be better than its current situation. I personally would like to see row homes on the Schiele side and mixture of homes above, shops or offices below facing Stockton. That is something that would fit. The current owners of this project have shown their lack of respect for the neighbors already by allowing homeless in RV's, tents, now a crazy lady in a van screaming all night scaring everyone, guys working on their cars, trash build up and it's become a dumping ground for furniture and other items. They also bought the Victorian on Stockton and have allowed two big loud events with no parking. It's difficult to trust that they would be considerate neighbors especially as a venue for events. We already have a parking problem from Maaco, Royal Coach and other businesses on the other side of Stockton. We also have seen an increase in traffic since the calming of The Alameda project was implemented. It took me 12 minutes to turn left on Stockton during evening rush hour. Thankfully, I wasn't an ambulance with a patient having a heart attack. We are sandwiched between the Business Park and all the Commercial businesses on Stockton. Cars fly up and down our street already. The last thing we need is more traffic & noise. A hotel of any size will bring more traffic & more noise. Also, for the past two decades, I have never been able to use the College Park station with its times only benefiting Bellarmine HS. There is no way, that station should be allowed to exempt any parking for any business ever.

We are neighbors who feel greatly concerned about the future of our wonderful little neighborhood. Please help us preserve it by only allowing a project that fits in size, scope, architecture, and actually benefits the neighborhood as the assigned zoning designates.

Thank you for letting us express our concerns.

Nanci Ivis
Real Estate Broker
BRE#01721205
408-314-1371

Sent from my iPad

Keep The Garden Alameda Neighborhood Residential

The City of San Jose has received an application from the *Infinity Investment Realty Corporation* (IIRC) for three development permits. The IIRC wants to develop two parcels of land (613 & 632) at the corner of Stockton and Schiele Avenues and construct a **5 story/120 room hotel with an underground parking structure, an alternative parking arrangement and an outdoor rooftop deck amenity area (most likely a bar/restaurant.) Within 150 feet of residents.**

To do this they need the approval for the following:

GP-18-013 - to **amend the City's 2010 General Plan** and allow the **rezoning of parcel 632 from RN(residential neighborhood) to NCC (Neighborhood Community/Commercial).**

SP-18-039 - to **rezone parcel 613 from CN (Commercial Neighborhood) to CP(Commercial Pedestrian).**

SP-18-060 - **abolish the existing 4,400 sq ft building at 613. To move and restructure the existing historic building at 632.**

As a residents of the adjacent residential neighborhood we **object** to the construction of a **hotel** or any other commercial building at these parcels of land (location)and do NOT any commercial building on the westside of Stockton Ave.

With this petition we are calling on Planning Division to NOT deviate from the 2010 General Plan and to NOT approve the three aforementioned permits.

Moreover, this petition also calls on the Planning Division, the Mayor and the City Council to now and in the future keep to the 2010 GP and keep the westside of Stockton Avenue between Julian and Taylor streets zoned RN. To do otherwise would adversely impact the existing residential neighborhood and conflict with surrounding historic area.

Commercial building of any kind on the westside of Stockton ave would directly conflict with existing area and adversely impact the residents of the adjacent residential neighborhood by:

Increasing traffic on Stockton Ave and the adjacent neighborhood residential streets.

Increase noise and further degrade the air quality. Adversely impacting the health of residents and the environment.

Create parking issues that would jeopardize safety.

Constructing any structure over 2 stories on the westside of Stockton Ave would impede on our legal amount of sunlight and prevent us from enjoying our property.

Moreover, the city's lack of architectural review, and based the architecture style the City currently approves directly conflicts with the architecture of the surrounding (historic area). Leading to the degradation and home values of the existing neighborhood.

By putting your signature to this petition you are calling to action:

The Planning Division of San Jose, the City's Mayor and city council members to:

*Keep to the 2010 General Plan and keep the area from: The Alameda (to the S and W), Taylor Ave (to the N), Westside of Stockton Ave (to the E) zoned RN as per the 2010 General Plan and thereby residential.

*to insist the Planning Division to NOT grant the permits requested by the IIRC and deny their application.

*Object to any commercial building on the westside of Stockton Ave

*Insist that any new building be of the current architectural style of the existing historic area

*Declaring your right to minimal impacts, the enjoyment of property and protection of health, wealth, and safety.

Keep The Garden Alameda Neighborhood Residential

The City of San Jose has received an application from the *Infinity Investment Realty Corporation* (IIRC) for three development permits. The IIRC wants to develop two parcels of land (613 & 632) at the corner of Stockton and Schiele Avenues and construct a **5 story/120 room hotel with an underground parking structure, an alternative parking arrangement and an outdoor rooftop deck amenity area (most likely a bar/restaurant.) Within 150 feet of residents.**

To do this they need the approval for the following:

GP-18-013 - to **amend the City's 2010 General Plan** and allow the **rezoning of parcel 632 from RN(residential neighborhood) to NCC (Neighborhood Community/Commercial).**

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SP-18-060 - **abolish the existing 4,400 sq ft building at 613. To move and restructure the existing historic building at 632.**

As a resident of the adjacent residential neighborhood I **object** to the construction of a **hotel** or any other commercial building at these parcels of land (location).

With this petition we are calling on Planning Division to NOT deviate from the 2010 General Plan and to NOT approve the three aforementioned permits.

Moreover, the westside of Stockton ave between Taylor and Julian should be kept residential and zoned RN. To do otherwise would adversely impact the existing residential neighborhood and conflict with surrounding historic area.

This petition is a call for action by:

The Planning Division of San Jose, The Mayor, Dev Davis and all other city council members to:

*Keep to the 2010 General Plan and keep the area from: The Alameda (to the S and W), Taylor Ave (to the N), Westside of Stockton Ave (to the E) zoned RN as per the 2010 General Plan and thereby residential.

*to insist the Planning Division to NOT grant the permits requested by the IIRC and deny their application.

*Object to any commercial building on the westside of Stockton Ave

Declare my right to the enjoyment of my property and the protection of my health and safety.

Mike Dunbar @ outlook.com

Printed Name	Address and phone number	Signature	Date	Reg voter	E-mail
Kevin O'Grady	745 Schiele Ave	Kim O'Grady	5/12/19		Kevinmogrady@gmail.com
Giovanna O'Grady	745 Schiele Ave		5/12/19		Giovannaogrady@gmail.com
Brouse, Victoria	885 Schiele Ave		5/12/19		@gmail.com
USA Gibson	871 Schiele Ave	Lois Gibson	5/12/19		
Nicholas Nowell	738 Schiele Ave		6/7/19		nnowell@gmail.com
Nara Ivis	762 Schiele Ave		6/7/19		naraivis@yahoo.com
HeAnn Crawley	774 Schiele Ave		6/7/19		schiele@sbcglobal.net
Susan Wadsworth	757 Schiele Ave		6/7/19		(408) 275-8579
Linda Colville	616 Crystal Ct.		6/7/19		nabe757@aol.com
JASON BARDIN	790 LENZEN AVE #252		6-16-19		(408) 295-6440
PAUL McFARLAND	781 SCHIELE		6-16-19		
PAUL McFARLAND	989 Villa Ave		6-18-19		(650) 465.8977
Melissa McFarland	1051 Underhill		6-10-19		innaw@yahoo.com
					melissa.mcfarland@mymail.com

892

Printed Name

Address and phone number

Signature

Date

Reg voter E-mail

Meredith Miller 839 Schiele Ave San Jose CA 5/11/19 maveraydiff@gmail.com

Lisa Gibson 408 281 5358

(408) 849-2432

Arturo Saldaña 899 Schiele Ave San Jose CA 95126 5/12/19

Felicia Sebastian 891 Schiele Ave San Jose CA 95126

Norma H Salazar 899 Schiele Ave San Jose 5/11/19 Felicia

Lona Sells 875 Cinnabar St #3113 04/25/26 CA 95126

Edie Richter 875 Cinnabar St #3113 4/22/19 x Edward Richter

Jesse Aceves 1114 Park Ave. #2. 6/25/19 6/25/19 408 569-9570

Shawn Hill 644 W. Fuller Ave #172, LA 90036 6/25/19 6/25/19 408 569-9570

Chad Stewart 840 Villa Ave #31 San Jose CA 95126 6/26/19 10kta@km@hotmail.com

Olivia Hannah 2506 E Delia Ln Orange, CA 92869 10kta@km@hotmail.com

Rex Churchward 819 Villa Ave 95126 rexchurchward@hotmail.com

(Zed ita)

Printed Name Address and phone number Signature Date Reg voter E-mail

LORI KATCHER 882 Schiele Ave (408) 508-2511 Lou E Katcher 7/22/19 lori.katcher@gmail

SAL PEREA 834 Schiele Ave San Jose CA 95126 ^{see all losses, bi z} Sal P

VERNA POTTER GRANDMA

John Wolfgram 822 Gschiele Ave San Jose CA 95126 johnwolfgram@mail.com

408 660 7972

Carol Hughes 975 Schiele " " 95126 chughes.fertus@yaho.com

(669) 204-2656

Stephanie Herrera 820 Villa Ave SJ CA 95124 #8 Kimmyzias@gmail.com

Tim & WILLYAMS 796 LeNZen sq 95126 (450) 630-7232

Diana Loban 635 Stockton St San Jose 95126 (408) 417-2020

HEXUS JOE THORESEN@com

JOSEPH PRICE 33 N. Keeble Ave SJ 95126 408-401-8533

Day Sawyer 22315 WILLARD AVE 95127 408-476175

Greg Strasselt 1119 Northumbria Dr Sunnyvale CA sujanwall@gmail.com

Strasselt & Boyd ca 95057

7

Printed Name

Address and phone number

Signature

Date

Reg voter E-mail

Joe Kraemer

960 W. Hedding St.
San Jose, CA 95126



08/18/2019

goodjoek@gmail.com

Roxanne Lantot

1025 Schiele Ave
San Jose CA 95126



8/18/19

roxannel@gmail.com
415-216-9797

CRISTINA NOWELL

738 Schiele Ave
San Jose, CA 95126



08/18/19

crist808@gmail.com
408-332-0094

Steve Canley

774 Schiele Ave
S.J. 95126



8/15/19

Steve Canley & Steve Canley
C. Klausgryn & Steve Canley
408-823-7694
Cameron Kemske@gmail.com

Christine Gumbles

786 Schiele Ave
SJ 95126



8/18/19

Cameron Kemske

725 Pershing Ave
SJ CA 95126



8/18/19

Carlos Sanchez
Angie Bega

705 Jensen Ave
875 Cinnabar St.
#4124 S.J. CA. 95126

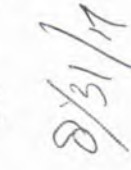


8/27

losloc408@yahoo.com
(408) 658-2277
Angelina bega50@gmail.com

Hipolito Salas

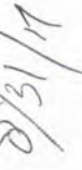
408/2599000 850 N. 11th Ave



8/31

Hipolito Salas

761-5990



8/31

Jose Licea

738 Harding Ave



8/31

jose-licea-R@yahoo.com
~~licea-jose@yahoo.com~~

Printed Name	Signature	Address and Phone Number	Date	Email	Reg. Voter
① Emi Trice Heidemann 408 606-1146	[Signature]	275 Cinnabar St apt 3205 San Jose CA 95126	8/14/2019	demitriceart56@gmail.com	✓
② Alesia Klavner	[Signature]	610 RYACCT. SJ.			
③ Asia (Psychic) (about Tim + Hai)	[Signature]	space w/ purple dangritas on sidewalk			
④ Sue Myles Tobin	[Signature]	83 Schulder		Sue293@gmail.com	
⑤ Myles Tobin Kas Kyle Astill	[Signature]	831 Schiele Ave 408-498-6286 408-964-5262	8/16/19	justrosesby myles@gmail Kastill@devcon- const.com Kastill@devcon- const.com	N/A
⑥ Cabby Bricker	[Signature]	as above	8/16/19	as above	N/A
⑦ ERIC REID	[Signature]	811 Schiele Ave SJ CA 95171	8/16/19	vickst.ry gahoo.com	N/A
⑧ John D. Williamson	[Signature]	817 Schiele San Jose 95120 408-460-6909	8/17/19	jdwilliams@ersec technweb. com	

Please EM AIL to stay in touch
 Reg voter E-mail
 Date
 Signature
 Address and phone number
 Printed Name

Stefan Frazer 929 Villa Ave, ST 95126 5/22 10/7/19 stefan.frazer@gmail.com
 James L Gray 599 S to date ave - San Jose 10-13-19 408-280-5828
 Jeffery 584 G/m ST #2 San Jose CA 10/24/19 408 887 5072
 Betsy Ek 1010 Villa Ave #67 San Jose, CA 95126 Betsy Ek 10/24/19 betsy.e@hotm... 408-410-0639
 Kelli Wiseth 98 S. 2nd St #5 San Jose 95116 11/14/19 kelli.wiseth@gmail.com 650-773-0095
 Noreen Martin 1010 Villa Ave N.M. 11/ Noreen Martin noreenm1212@gmail.com Apt 57
 408.623.9765
 Tony Smith 92 Tony Smith 92 @gmail.com
 Anthony MAREK 1022 Villa Ave 95126
 David Garavaglia 714 Harding Ave David Garavaglia 12/7/19 sarjose.com 408.718.1332
 Richard Hagen 4777 Lenzen Ct. 58126 12/10 rhagen@comcast.net 408.971.6266

John Demme

12/15/19 *[Signature]*

838 Cinnabar St, Apt 111, San Jose 95126

Lina Rodriguez

12/15/19 *[Signature]*
838 Cinnabar St, apt 111 San Jose 95126
Piolina3225@yahoo.com

Alexa Fields

774 HARDING AVE ST 95126
alexawins@gmail.com 408-375-8911
Alexa Fields 12/17/19

Helga Stoll ~~z~~@gmail.com
190 Lenzen Ave ST.

Enrique Treat Gleason }
Gleason }
1071 Park Avenue (408) 506-8237
San Jose, CA 95126

Treat Gleason@comcast.net

[Signature]

4

THIS PETITION YOU ARE SIGNING IS TO tell the City of San Jose planning department and its City Council members that We the undersigned DO NOT want a five story hotel with a rooftop bar for many reasons: increased Air pollution in our already designed ~~community~~ ^{neighborhood} at high risk due to high levels of air pollution, excessive Noise pollution from 24/7 operation, visual pollution in our historic residential neighborhood, Sunlight blocking when all homes need rooftop solar. - 5 story - 50' Our neighborhood was up until 2010 zoned to go residential on the West Side of Stockton Avenue and we the undersigned believe that in a climate emergency, a housing emergency, and the detrimental impacts on our quality of life we should not change the general plan design for the 615 Stockton Avenue and thereby keep it to the 2010 plan to go residential and the 623 Stockton Avenue home to stay residential as its general plan requires. This Garden Alameda neighborhood is historic and should be protected from the detrimental impacts of ~~heavy~~ commercial use on the west side of Stockton Avenue.

NAME ADDRESS TELEPHONE
EMAIL VOTER DATE

☒ Jennifer Heedman 25 Aug 2019 408-606-1140
Jennifer Heedman

☒ Shahzad Zarkob 987 Schiele Ave 5595126
☒ Graeme McAlister 846 Schiele Ave 608-253-7155

☒ Graeme MCA @ gmail.com

☒ Christie wife

☒ Carlos Guadino 875 Cinnabar st (408) 799-6949
carlosguadino@gmail.com

☒ DAVID CIMOLINO 811 SCHIELE

408 978 5957

☒ Alana wife

davidcimolino@msn.com

☒ Linda Bookman 936 Schiele 408 2750141

linda_bookman@yahoo.com

☒ Jaimil Patel 383 Stockton Ave

JAIMILPATEL29@

GMAIL.COM

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NAME
EMAIL

ADDRESS
VOTER DATE

TELEPHONE

✓ Howard + ✓ Terry Campbell
terizar@aol.com
599 Hoover Ave

✓ Jennifer Huey
Jmwhome@gmail.com
858 Shirel

✓ Pat & John Devins
858 Pershing Ave.
San Jose John Devins

THIS PETITION YOU ARE SIGNING IS TO tell the City of San Jose planning department and its City Council members that We the undersigned DO NOT want a five story hotel with a rooftop bar for many reasons: increased Air pollution in our already designed community at high risk due to high levels of air pollution, excessive Noise pollution from 24/7 operation, visual pollution in our historic residential neighborhood, Sunlight blocking when all homes need rooftop solar. Our neighborhood was up until 2010 zoned to go residential on the West Side of Stockton Avenue and we the undersigned believe that in a climate emergency, a housing emergency, and the detrimental impacts on our quality of life we should not change the general plan design for the 615 Stockton Avenue and thereby keep it to the 2010 plan to go residential and the 623 Stockton Avenue home to stay residential as its general plan requires. This Garden Alameda neighborhood is historic and should be protected from the detrimental impacts of heavy commercial use on the west side of Stockton Avenue.

NAME
EMAIL

ADDRESS
VOTER DATE

TELEPHONE

408 999 0641

WELLENACAC.COM

887
Pershing

✓ NEIL HANSON

✓ Carolyn Kameya 738 Pershing Ave
carolynkameya@gmail.com

408-275-1709

Sam
Gamm

✓ Denise Dougherty
Denise A. Dougherty
750 Pershing

408-885-9357

D2SJ@Sbcglobal.net

✓ Richard Reifer RickReifer@yahoo.com
773 Harding Ave. San Jose CA 95128 650 521 3306

✓ Dennis Brazil 845 Harding 408-829-6678
dennis@dennisbrazil.com Dennis Brazil

✓ Margarita @meniaLenko.com 1-408-5059
Harding 833 ST

THIS PETITION YOU ARE SIGNING IS TO tell the City of San Jose planning department and its City Council members that We the undersigned DO NOT want a five story hotel with a rooftop bar for many reasons: increased Air pollution in our already designed community at high risk due to high levels of air pollution, excessive Noise pollution from 24/7 operation, visual pollution in our historic residential neighborhood, Sunlight blocking when all homes need rooftop solar. Our neighborhood was up until 2010 zoned to go residential on the West Side of Stockton Avenue and we the undersigned believe that in a climate emergency and housing emergency we should not change the general plan design for the 615 Stockton Avenue and thereby keep it to the 2010 plan to go residential and the 623 Stockton Avenue home to stay residential as its general plan requires.

NAME
EMAIL

ADDRESS
VOTER DATE

TELEPHONE

✓ David Lopez 8-31-19

702 Taylor St.

✓ Christian Mestres 8-31-19 702 Taylor St

✓ Zoe.vulpe@gmail.com 8/31/19 408 594 9299
1935 W. Hedding St, San Jose, 95126

✓ Al Sanchez 615 Campbell Ave San Francisco 94134
Rose Farmer Market

✓ Dagmar zum Hingst apprecilove I@gmail.com
976 Schiele Ave 9/1/19
(408) 623-5271

✓ Richard Romo
946 SCHIELE AVE
richromos1@gmail.com

✓ Kathleen Romo

✓ Dale Mark dale@strahanmark.com
966 Shiele Ave

✓ Karole (wife)

✓ Dale Mark Strahan caeot@strahanmark.com

Printed Name

Address and phone number

Signature

Date

Reg voter E-mail

✓ ELISE RUSSEL

971 PERSHING AVE
SAN JOSE CA 95128

Elise Russell

9/13/19

YES ELISEKATRINA@

YAHOO.COM

lost off here

Need to Do ↓

① Danielle
Bend

781 The Alameda
23

Dan Bend

9/23

NO dbeard@a
gmail.com

SJC 95126

875 Cinnabar Ctr.

② Jack Curran

SAN JOSE, CA 95128

9/24

YES mcurran86@
yahoo.com
(408) 431-3200

③ JOSE BONPUA III

315 S. BUENA VISTA
SAN JOSE, CA 95126

Josey

9/28/19

YES JBONPUA@
SMARC.COM
(408) 306-8932

④

Gregory
ALBARRAS

878. Alameda St. & Guadalupe

Gregory

(408) 882-258

5?

"Larkin's 'Edug' has
polished 'of' 'Anglo' has
No San Jose

Margaret & Lark

air pollution
from 5554
garage

Alfredo Guizar alguizar73@hotmail.com
Albuquerque (408) 506.8238

S. Feroz 408-299-0520

Chad Vriend
Austin 408 893-5925 chadv5@yahoo.com

Whatever is built on the two sites should:

- Have architecture, mass and setbacks that complement the neighborhood's borders.
- Provide a buffer for zoning in the downtown district on the east side of Stockton.
- Have sufficient parking--no reductions for being near the College Park station.
- Provide support for the immediate, and ideally also nearby, residents.

Neighbors support:

- Higher density owner-occupied residential, like townhomes or mixed use with commercial on the first floor and residential above. The residences should not be rental; we want individuals living there who are vested in the neighborhood.
- Non-chain retail, such as:
 - Bagel Shop
 - Bakery – gosh we LOOOOVE the Pita Bakery across the street on Stockton!
 - Tea Shop
 - Bead shop
 - Florist
 - Family Salon
 - Dog Groomer
 - Day Spa
 - Bike Shop
 - Hardware Store
 - Picture framer
 - Cirolini Olive Oil – whoa! Get them to open a retail store focusing on the olive!
- Nursery specializing in container/patio gardening to support the higher density housing in the downtown, DSAP and VT4, as well as our neighborhood.
- Pottery Retailer, like used to be on Stockton Avenue then moved to Park Avenue.
- Restaurant, but only if it had residential neighborhood considerate hours, such as closed and done and gone by 9PM.
- Artisan Studios at 623 with their retail galleries at 615.
- Professional office building (could still have retail on the ground floor). Tenants could include:
 - Historic Home restorative/design services.
 - Kitchen/Bath design services.

FW: 615 Stockton ave H17-043

Tam, Tracy

Fri 5/10/2019 2:27 PM

To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>;

TRACY TAM | Planner

City of San José | Planning Division | PBCE

200 E. Santa Clara Street, San José, CA 95113

-----Original Message-----

From: Nanci Ivis [\[mailto:saints4seniors@gmail.com\]](mailto:saints4seniors@gmail.com)

Sent: Friday, April 27, 2018 11:01 AM

To: Tam, Tracy <tracy.tam@sanjoseca.gov>

Subject: RE: 615 Stockton ave H17-043

Hi Tracy,

I am inquiring for neighbors in the Garden Alameda area (Schiele, Harding, Pershing, Hoover between Stockton and The Alameda) in regards to the proposed hotel at the corner of Schiele & Stockton.

In 2005, we signed a petition changing our zoning from R2 to R1 to go along with the general plan residential along Stockton. We were told that one side of Stockton would remain commercial and the other side near us would become residential. Since then, Cinnabar Commons and the Avalon were built with that plan in mind. We are still in need of more housing. I realize that the city makes more profit from commercial but this corner lot is not conducive for commercial. It will not bring the money the city hopes for. It's too small and there are plenty of hotels nearby sitting vacant. We are a historic neighborhood and that would greatly affect quality of life as well as our home values. Due to the project on The Alameda, business travel flies down our little street (Schiele) without a care about residents. It took me 12 minutes to turn onto Stockton the other day.

We already have a traffic and parking problem on our street from the Business Complex on The Alameda to Maaco and Royal Coach across Stockton. They are parking on Schiele from the corner up at least 8-10 house. Adding another business will only increase traffic and negatively impact our neighborhood.

With Google coming, we need more housing, not more business. It's also not fair to us neighbors who were forced to deal with the already busy traffic from a Business Complex at the end of our street instead of the beautiful Victorian mansion and park that used to be there. This hotel will sandwich us between two busy traffic congested businesses. We as neighbors do NOT approve. We want this lot changed to residential as promised in 2005. Please let us know what steps we can take to stop this hotel plan and to change the zoning to residential. Also, since this will affect the entire Garden Alameda, please mail us updates and information on this lot.

Thank you.

Nanci Ivis

Real Estate Broker

BRE#01721205

762 Schiele Ave

San Jose, CA 95126

5/10/2019

Mail - Cassandra.VanDerZweep@sanjoseca.gov

408-314-1371

Sent from my iPad