CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Memorandum

TO: PLANNING COMMISSION **FROM:** Rosalynn Hughey

SUBJECT: SP18-001 and T18-001 **DATE:** October 23, 2019

COUNCIL DISTRICT: 3

Type of Permits	**Special Use Permit (File No. SP18-001)** **Tentative Map (File No. T18-001)**
Demolition	Office building (approximately 8,766 square feet) and a two- story, four-unit residential building
Proposed Land Uses	Option 1: Mixed Use Building with no more than 295 condominium units including a maximum of 290 residential condominium units and a maximum of five (5) commercial condominium units; OR Option 2: Co-Living Facility with no more than six (6) condominium units including one (1) residential condominium unit with a maximum of 793 Bedrooms and a maximum of five (5) commercial condominium units.
New Residential Units	Option 1: Up to 290 Residential Units; OR Option 2: Co-Living Facility with up to 793 bedrooms
New Square Footage	Option 1: 4,840 square feet of commercial square footage; OR Option 2: 5,422 square feet of commercial square footage
Additional Policy Review Items	Historic Landmarks Preservation City Council Policy
Tree Removals	One (1) non-ordinance size tree
Project Planner	Cassandra van der Zweep
CEQA Clearance	Garden Gate Tower Supplemental Environmental Impact Report to the Downtown Strategy 2040 Environmental Impact Report (Resolution 78942)
CEQA Planner	David Keyon

RECOMMENDATION

Staff recommends that the Planning Commission recommend to the City Council:

1. Adopt a resolution certifying the Supplemental Environmental Impact Report to the Downtown Strategy 2040 Environmental Impact Report (Resolution 78942) and associated Mitigation Monitoring and Reporting Plan for the Garden Gate Tower Project in accordance with CEQA; and
2. Adopt a Resolution approving the Vesting Tentative Subdivision Map to merge two parcels into one

parcel and to re-subdivide the parcel pursuant to either of the following options:

Option 1: One (1) parcel re-subdivided into no more than 295 condominium units including a maximum of 290 residential condominium units and a maximum of five (5) commercial condominium units; OR

Option 2: One (1) parcel re-subdivided into no more than six (6) condominium units including one (1) residential condominium unit and a maximum of five (5) commercial condominium units.

3. Adopt a Resolution approving a Special Use Permit, subject to conditions, to allow the demolition of existing on-site buildings, the removal one (1) non-ordinance size tree, and the construction of a 27-story, high-rise tower on an approximately 0.4-gross acre site located at the southeast corner of South 1st Street and East Reed Street, comprised of the following options:

   Option 1: A mixed-use development of no more than 295 condominium units including a maximum of 290 residential condominium units and a maximum of five (5) commercial condominium units; or

   Option 2: A co-living facility of no more than six (6) condominium units including a residential condominium unit for a Co-Living Facility with a maximum of 793 Bedrooms and a maximum of five (5) commercial condominium units.

4. Direct Staff to file a Notice of Determination pursuant to Section 15094 of the State CEQA Guidelines.

PROPERTY INFORMATION

Location	600 South 1st Street (Southeast corner of South 1st Street and East Reed Street)
Assessor Parcel Nos.	472-26-090 and 472-26-089
General Plan	Downtown
Growth Area	n/a
Zoning	DC (Downtown Primary Commercial Zoning District)
Historic Resource	Yes Pallesen Apartments (Eligible for local, California, and National Register) City Center Motel Sign (Eligible for local, California, and National Register) Pallesen Building (Identified as a Structure of Merit, Not eligible for local, California, and National Register)
Annexation Date	03-26-1850 (Original City)
Council District	3
Acreage	0.42 acres
Proposed Density	Option 1: 693 Dwelling Units/Acre Option 2: N/A, Co-Living Facility

PROJECT SETTING AND BACKGROUND

As shown on the attached aerial map (Exhibit A), the project site, is located on the southeast corner of South 1st Street and East Reed Street in Downtown San José. The project site has a DC Downtown Primary Commercial Zoning District designation and a Downtown General Plan Land Use/Transportation Diagram land use designation. The property is bounded by South 1st Street to the west, East Reed Street to the north, and an unnamed alley on the east.

The project site is currently developed with two buildings and surface parking. Three driveways provide access to the site. An ingress and egress driveway from East Reed Street provides access to a parking lot serving the Pallesen Apartment building. An ingress only driveway from South 1st Street provides access to a parking lot serving the Pallesen Building. The egress only driveway is located on an unnamed alley connected to East Reed Street. The two existing buildings on the project site are listed in the City's Historic Inventory. The single-story brick office building (Pallesen Building) is identified as a City Structure of Merit, and the two-story residential building (Pallesen Apartments) is identified as eligible for the National Register, California Register, and local listing. Additionally, a neon road sign, located on the corner of East Reed Street and South 1st Street on the property, is also eligible for the National and California Historic Registers.

Commercial and residential uses surround the project site. A mixed-use building (SparQ), which is currently under construction, and hotel are located north of the site. West of the site is developed with a mixed-use building (The Pierce) and commercial building. South of the project site are commercial buildings and Highway 280. A vacant property and multifamily residences are located to the east.

SURROUNDING USES			
	General Plan	**Zoning District**	**Existing Use**
North	Downtown	DC (Downtown Primary Commercial)	Mixed Use Building (under construction) and Hotel
South	Downtown	DC (Downtown Primary Commercial)	Commercial Buildings, Highway 280
East	Downtown	DC (Downtown Primary Commercial)	Vacant Site, Multifamily Residential
West	Downtown and Residential Neighborhood	DC-NT1 (Downtown Primary Commercial Neighborhood Transition)	Mixed Use Building, Commercial Buildings

The applicant, Mark Tersini representing KT Urban, submitted the Special Use Permit and Tentative Map applications on January 9, 2018. If approved, the Special Use Permit and Tentative Map would allow the demolition of the existing on-site buildings, the removal of one (1) non-ordinance size tree, and the construction of a 27-story, high-rise residential tower.

Design

The project would be an approximately 283-foot-tall modern tower; the building's design would include a variety of textures and materials including brick, metal panels, perforated metal, concrete, and curtain wall glass. The building's floor plans would slightly taper long all sides and the floor plates would recess above the 22nd floor, helping to create a distinctive, not rectangular silhouette. The project's rooftop would be defined with a butterfly painted metal panel along the roof, a roof deck, and the relocation of the neon motel sign on the roof deck.

The ground floor retail space would be double height, single-story spaces built to the edge of sidewalk. The project proposes to incorporate the existing Pallesen Building's brick façade into a portion of the building ground floor design along South First Street to provide visual continuity of the existing building on the project site.

The project applicant is requesting the review and approval of two site use options; referred to as Option 1 and Option 2. The exterior of the building would not substantially change between the two options and both options are included in the project review and plan sets. The building design under Option 2 would look similar to Option 1 however, some of the balcony sizes and locations would change.

Option 1

Option 1 proposes a mixed-use project with a total of no more than 295 condominium units including a maximum of 290 residential condominium units and approximately 4,840 square feet total of commercial space subdivided into a maximum of five (5) commercial condominium units. The ground floor would include approximately 4,840 square feet of retail accessible along both East Reed Street and South 1st Street, a residential lobby accessible from East Reed Street, and a loading area accessible along the alley. The project would provide a total of 232 residential parking spaces with five accessible spaces, and eight electric vehicle charging stations. The parking garage would be located in four underground levels accessible from a right turn in on South 1st Street and three above-grade levels (levels 2-4) accessible through the alley off East Reed Street. Additionally, a bike room would be located on the first floor with 76 bicycle racks.
The project would consist of a mix of studio, one-bedroom, and two-bedroom units. The residential units would be located on floors five through 27. The project would provide 13,912 square feet of residential private open space on balconies. Of the 290 residential units, 230 units would have a balcony. Additionally, the project would provide 7,171 square feet of residential common open space on the 27th floor including an amenity room and roof deck with a pool.

Option 2

Option 2 proposes a mixed-use project including a co-living facility with a total of no more than six (6) condominium units including one (1) residential condominium unit for a co-living facility use with a maximum of 793 bedrooms and approximately 5,422 square feet of commercial space subdivided into a maximum of five (5) commercial condominium units. The ground floor would include approximately 5,422 square feet of retail accessible from East Reed Street and South 1st Street, the Co-Living lobby accessible from East Reed Street, and a loading area accessible along the alley. The project would provide a total of 124 unbundled residential parking spaces with three accessible spaces, and eight electric vehicle charging stations. The parking garage would be located in four underground levels accessible from the alley. Option 2 would not include any above grade parking. Additionally, a bike room would be located on the first floor with 183 bicycle racks.

The Co-Living Facility would consist of 793 bedrooms located on floors 2 through 26. The bedrooms would be an average size of 202 square feet. The maximum bedroom size, excluding the closet and bathroom area, would be 388 square feet and the minimum bedroom size, excluding the bathroom and closet would be 142 square feet. Some of the co-living facility's bedrooms would have their own restroom facility while others would utilize a shared restroom facility on the individual floor. Each unit would have a storage closet. Floors 2-26 would also include a laundry room, janitorial closet, common kitchen, and interior common space (including relaxing lounge areas and a media room). Additionally, the project would provide 10,738 square feet of common open space amenities with balconies along the shared common interior spaces and amenities on the 27th floor for the Co-Living Facility including a gym, lounge and roof deck with a pool.

As further explained below, a Draft Supplemental Environmental Impact Report has been prepared for the proposed project under Title 19 of the San José Municipal Code and the California Environmental Quality Act of 1970, as amended (CEQA) and a statement of overriding consideration will be required for certain environmental impact that cannot be reduced to a less than significant level. Pursuant to Section

21.07.020 of the San José Municipal Code, the City Council is the final decision-making body for a project that requires certification of an environmental impact report for environmental clearance where a statement of overriding consideration is required for impacts that cannot be reduced to a less than significant level under CEQA. Therefore, the Supplemental Environmental Impact Report, Special Use Permit, Site Development Permit, and Vesting Tentative Map are before the Planning Commission for recommendation to the City Council.

ANALYSIS

The proposed Tentative Map and Special Use Permit, are analyzed with respect to conformance with:

1) Envision San José 2040 General Plan
2) City Council Policies
3) Municipal Code
4) Design Guidelines
5) California Environmental Quality Act (CEQA)

Envision San José 2040 General Plan Conformance

Land Use Designation

As shown in the attached General Plan Map (Exhibit B), the project site has an Envision San José 2040 General Plan designation of Downtown. The Downtown supports office, retail, service, residential, and entertainment uses that enhance the "complete community" in Downtown. The designation supports increased transit ridership and promotes bicycle circulation.

Residential projects within the Downtown designation should incorporate ground floor commercial uses. This designation does not have a minimum residential density range in order to facilitate mixed-use projects. Option 1 and Option 2 of the Special Use Permit and Vesting Tentative Map would allow for the redevelopment of an underused site in the Downtown area for a mixed-use project that would bring both residential and retail uses to the Downtown area, facilitating the "complete community" anticipated for Downtown in the General Plan. The Downtown General Plan designation allows for a maximum of 800 dwelling units per acre with a maximum FAR of 30.0. Option 1 and 2 would have a maximum FAR of 25. Option 1 has a density of 693 dwelling units per acre consistent with this General Plan land use designation. Option 2 proposes a Co-Living facility which is not subject to density as the use is not comprised of dwelling units. Option 2's FAR is consistent with the General Plan land use designation.

The project is also consistent with the following General Plan Major Strategies and Policies as identified and analyzed below.

General Plan Strategies and Policies

1. Land Use Policy LU-1.1: Foster development patterns that will achieve a complete community in San José, particularly with respect to increasing jobs and economic development and increasing the City's jobs-to-employed resident ratio while recognizing the importance of housing and a resident workforce.

   Analysis: The development of mixed-use residential uses in the Downtown area would foster a complete community with respect to putting people and amenities in an area where job growth is anticipated. As an identified Growth Area, Downtown is intended to be a place for people to live, work, and visit. In order to accomplish this goal, there needs to be more opportunities for people to physically live in Downtown, as well as for these residents and visitors to "live" in the sense that there are services and amenities within close proximity to make daily life convenient and enjoyable. Specifically, there are

several large Downtown office projects proposed near Plaza de Cesar Chavez, which is within a half mile of the project site, creating a need to locate more housing in the Downtown area. The project site is also approximately 1.4 miles from Diridon station, near VTA light rail stations and along several bus routes, making it a convenient location for residents who want to live near transit. Both Option 1 and 2 would create a complete community by providing housing options for residents in the area, and supporting those residents with amenities and services once they are in the area.

2. Land Use Goal LU-3: Strengthen Downtown as a regional job, entertainment, and cultural destination and as the symbolic heart of San José.

3. Land Use Policy LU-3.4: Facilitate development of retail and service establishments in Downtown, and support regional- and local-serving businesses to further primary objectives of the General Plan.

4. Land Use Policy LU-5.7: Encourage retail, restaurant, and other active uses as ground-floor occupants in identified growth areas and other locations with high concentrations of development.

   Analysis: In order to mature into the great place envisioned by the General Plan, Downtown projects need to facilitate the growth of Downtown as a regional job center, as well as a place for residents to live. High-rise development is anticipated as a way to create this synergy between residents, workers, and visitors. As larger residential projects are built in Downtown, more people would be in the area, which would foster pedestrian activity, transit ridership, and increased social activity in the Downtown. With more residents in the Downtown area, the survivability of retail would increase, encouraging new retail services and amenities to locate in the area, which not only provides a benefit to the residents, but also the commercial and office uses in the area. With more amenities available to their employees, more businesses would want to move into the area, creating an environment that is an attractive place to live as well as work. The project's ground floor commercial condos, requested in Option 1 and Option 2, would be of the size necessary to support retail and restaurant uses, and the infrastructure being provided in these spaces would make it easy for these types of tenants to move into the project to provide these very important amenities to the residents and workers in the area.

5. Land Use Policy LU-3.1: Provide maximum flexibility in mixing uses throughout the Downtown Area. Support intensive employment, entertainment, cultural, public/quasi-public, and residential uses in compact, intensive forms to maximize social interaction; to serve as a focal point for residents, businesses, and visitors; and to further the Vision of the Envision San Jose 2040 General Plan.

   Analysis: The project applicant is requesting review of two alternative use options. Option 1 would allow up to 295 condominium units including a maximum 290 multifamily residential condominium units and approximately 4,840 square feet of commercial space subdivided into a maximum of five (5) commercial condominiums. The commercial space would be designed to be usable by a variety of commercial and retail uses. The multifamily residential units would range between studio to two-bedroom apartments providing multiple apartment living options. Option 2 would allow up to six (6) condominium units including one (1) residential condominium unit for a Co-Living Facility with a maximum of 793 bedrooms and approximately 5,422 square feet of commercial space subdivided into a maximum of five (5) commercial condominiums. The Co-Living Facility would have a combination of single-occupant and double-occupant bedrooms. The Co-Living Facility would provide a unique Downtown living opportunity for singles and pairs hoping to experience the Downtown and compact living lifestyle. Both options would support a variety of tenant uses and residential opportunities, adding to the Downtown amenities for residents, workers, and visitors.

6. Transportation Policy TR-4.1: Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community.

Analysis: The project site is in close proximity to several transit options. VTA Bus Service San José downtown is served by many local bus routes. Within 1/3 mile of the project site, VTA Bus Routes 66, 68, 82, and 304 provides local and regional bus service for commuters between San José downtown and major transit destinations in Santa Clara County. Bus stops with benches, shelters, and bus pullout amenities are provided within 1/3 mile from the project site and in the downtown area. The free Downtown Area Shuttle (DASH) service provided by VTA also runs within the downtown area. This shuttle provides service from the San José Diridon Caltrain Station to San Jose State University, Convention Center, and LRT stations in the area. The pickup locations for DASH are located on San Carlos Street between First and Second Street and between Market and First Street, approximately 1/3 mile from the site.

VTA Light Rail Transit (LRT) Service operates the 42.2-mile light rail line system from south San José, downtown, and through the northern areas of San José, Santa Clara, Milpitas, Mountain View, and Sunnyvale. Within 1/3-mile walking distance from the project site, the closest VTA Light Rail station is at the San Jose Convention Center. The Mountain View-Winchester and Santa Teresa-Alum Rock light rail lines at this station. The Caltrain Service Commuter rail service between San Francisco and Gilroy is provided by Caltrain. The San José Diridon Station in downtown is approximately 1.4 miles from the project site which can be accessed by either biking or riding the free DASH shuttle. The Altamont Corridor Express (ACE) provides commuter passenger train service across the Altamont between Stockton and San José which terminates at the San José Diridon Station. The Amtrak Capitol Corridor trains stop at the San José Diridon station and provides access between Sacramento and the Bay Area.

Having either 290 residential units or 793 Co-Living bedrooms close to a variety of public transportation options encourages the use of transit and creates more opportunity for people to be car-free in the downtown area. Additionally, both project options would have unbundled parking requiring future residents to rent a parking space within building. Unbundled parking would encourage future residents to consider their need to have a car in Downtown.

Furthermore, the ground floor commercial space would provide residents and workers in the Downtown area with more amenities in proximity to where they live and work which encourage walking and bicycling rather than driving.

7. Community Design Policy CD-2.9: Encourage adaptable space that can be used for multiple employment or public/quasi-public purposes.

   Analysis: The commercial condominium units, proposed as part of each option, would be conditioned to comply with Section 20.175.042 of the Zoning Ordinance, which requires the minimum unit size for nonresidential condominium units to be seven hundred fifty (750) square feet. This minimum size provides the flexibility for a variety of employment uses to move into the commercial tenant spaces in the project building.

8. Downtown Urban Design Policy CD-6.6: Recognize Downtown's unique character as the oldest part, the heart of the City, and leverage historic resources to create a unique urban environment there. Respect and respond to on-site and surrounding historic character in proposals for development.

   Analysis: A historic resources analysis was completed for the on-site structures, which include the Pallesen Apartments, Pallesen Building, and the City Center Motel Sign, as part of the preparation of the Supplemental Environmental Impact Report (SEIR). As further described in the SEIR, the two-story Pallesen Apartments building located at 8 East Reed would be eligible for Candidate City Landmark Listing, and listing in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and City of San José local register. The Pallesen Building is listed on the City's Historic Resources Inventory as a Structure of Merit but would not be eligible for the state or national registers.

The City Center Motel Sign would be eligible for the state and national registers, as an excellent example of roadside vernacular design.

Both options of the project would retain the City Center Motel Sign on-site, but the sign would be relocated to the building's roof top. The relocation of the sign would remove it from the roadside but would ensure the Motel signage would not confuse visitors of the site. The project would also retain the façade of the Pallesen Building keeping in place its character-defining features, stabilizing the complete brick, tile, glass, parapet, and metal storefront assembly, and shifting it a few feet to the north and four feet further away from the street to accommodate the tower development including the driveway for the on-site parking.

Although the existing buildings and sign on-site have been identified as historic resources through the SEIR, the full retention of the two building and ground floor placement of the sign do not support commercial and retail uses at the ground floor without significant modification to the project design. Support of the project would thus be inconsistent with this land use policy for historic preservation. The demolition of the buildings and relocation of the sign have been identified as a significant impact in the SEIR. Mitigation for these impact include a HABS survey for the Pallesen Apartments which would document the historic structure. Additionally, the mitigation measure requires the applicant to advertise the relocation of the structure for a minimum of sixty (60) days and would require a preservation plan for the Pallesen Building façade and a relocation plan for the relocated sign to be prepared by the project applicant and submitted to the City's Historic Preservation Officer for review and approval. Further discussion has been provided in the SEIR on the historical resources.

As explained above, the project is consistent with the General Plan in balancing a "complete community", maximizing commercial use on the ground floor, pedestrian and transit friendly project, and higher residential density.

9. Downtown Urban Design Policy CD-6.1: Recognize Downtown as the most vibrant urban area of San José and maximize development potential and overall density within the Downtown.
10. Downtown Urban Design Policy CD-6.2: Design new development with a scale, quality, and charter to strengthen Downtown's status as a major urban center.
11. Downtown Urban Design Policy CD-6.6: Promote development that contributes to a dramatic urban skyline. Encourage variations in building massing and form, especially for buildings taller than 75 feet, to create distinctive silhouettes for the Downtown Skyline.

    Analysis: The project has a Floor Area Ratio (FAR) of 24.0. Option 1 has a density of 693 units per acre and Option 2 would provide 793 Co-Living bedrooms. Both options would be very dense mixed-use projects. This amount of density would contribute to Downtown's growth as a vibrant urban area, and help the City actualize its vision for the Downtown core. The project has undergone extensive design review so that its scale, quality, and character strengthen Downtown's status as an urban center, as discussed in the Design Guidelines conformance section. The development would be a recognizable development from the sky and from below as it has a strong design presence, with an outdoor roof deck amenity area, and nighttime lighting features.

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. Two community meeting were held to discuss the project on April 30, 2018 and April 8, 2019, at

the Washington United Youth Center and Biblioteca Latinoamerica. Comments received during the community meeting and project review are further discussed later in this report, in the Public Outreach section. Both community meetings were coordinated with Council District Office 3 and Council District staff attended both community meetings.

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.

City Council Policy: Historic Landmarks Preservation
The City Council adopted Council Policy for Preservation of Historic Landmark, last revised on May 23, 2006. This Council Policy directs staff and applicants to make every effort to incorporate candidate or designated landmark structures into the future plans for development and to preserve the integrity of the structure whenever possible. However, this policy acknowledges that in some instances, demolition of a candidate landmark can occur, assuming the appropriate public notification is given, an appropriate comment period is provided to comment on the demolition, and if the demolition or alteration can be justified through documentation that it is not reasonably feasible to retain the candidate landmark or there is an overriding consideration that warrants the loss of the structure.
On May 2, 2018, the proposed project was referred to the Historic Landmarks Commission (HLC). The Historic Landmarks Commission (Commission) is an advisory body to the Planning Director, Planning Commission, City Council and City Manager on the designation, acquisition, and preservation of historic landmarks and site, artifacts and other property of historic significance and value.
The Pallesen Apartments Building (constructed in 1910) and the Pallesen Building (constructed in 1938) were identified as a potential historic resources and as such, the proposed project was referred to the Commission for an "early referral" discussion and input.
At the HLC hearing, the Commission offered comments relating to design options and suggestions on what should be considered in the historic analysis. These comments included:

- Ensure the brick façade of the Pallesen Building is not damaged when it is relocated
- Report on the method of moving the historic structures
  Analysis: Mitigation is included for the project to provide a Preservation Plan for the Historic Preservation Officer's review prior to the movement of the façade.

- Placing the City Center Motel Sign on the roof would hide it from the public. The Commission agreed that the sign on the side of the building would be confusing and recommended placement of the City Center Motel sign in the project's lobby or a public park.
  Analysis: The project continues to propose the location of the sign on the roof deck. This location would allow the sign to be distantly visible from the freeway. The sign's relocation would be considered a significant impact as described further in the SEIR. Mitigation to assure the safe relocation of the sign is included for the project.

- Design comments included: Step back upper floors and articulate the base of the building.
- The decision to highlight the base of the building with color is a great idea, consider other and more subtle colors. The project design should emphasize the corner.
  Analysis: The historic analysis in the SEIR considered the proposed project design. After the HLC meeting, the project's design was refined to better define the base of the building through the use of additional metal panels along the ground floor. The massing of the building was not changed in order to maintain the housing and residential uses proposed.

- Reuse of the Pallesen Apartment building as housing is a great idea.
  Analysis: The applicant has looked into relocation opportunities for the Pallesen Apartment Building.

Additionally, the SEIR includes mitigation to advertise the building's availability for relocation for a minimum of 60 days prior to demolition.

- Consider the South First Street Area (SOFA) Plan in the historic analysis.
  Analysis: The SEIR and project's historic analysis considered the South First Street Strategic Development Plan, prepared by the San José Redevelopment Agency on December 17, 2002.
- The commission commended the applicant for engaging early in the process and taking the Design Review Committee's comments into consideration in redesigning their project.

  Analysis: While project was under preliminary review, the project applicant presented the proposed design concepts to the Historic Landmarks Commission's Design Review Committee on October 18, 2017.

Zoning Ordinance Conformance

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: Site Development Permit for construction of the project, Special Use Permit for commercial condominiums and the Co-Living facility, a Tentative Map for a parcel merger and re-subdivision of the resulting parcel into condominiums, tree removal findings for the removal of the one (1) tree on private property, and demolition findings to demolish the existing structure.

The proposed project is located in the DC Downtown Primary Commercial Zoning District, see attached Zoning District Map (Exhibit C).

Height and Setbacks

Section 20.70.210 of the Municipal Code does not establish a minimum setback requirements for developments in the DC Downtown Primary Commercial Zoning District. The height of development in the Zoning District is only limited to the height limitations necessary for the safe operation of the San José International Airport and Federal Aviation Regulations Part 77. The proposed project would be 283 feet in height. Conditions approval would require the applicant to secure appropriate Federal Aviation Administration (FAA) and avigation clearances for the building's height prior to construction.

Use

The project site is in the DC Downtown Primary Commercial zoning district. This Zoning District permits mixed-use residential projects with the issuance of a Site Development Permit. Additionally, the creation of commercial condominiums under both Options 1 and 2 requires a Special Use Permit pursuant to Section 20.175.040 of the San José Municipal Code. The Co-Living Facility use in Option 2 would also require a Special Use Permit to also consider the proposed Co-Living Facility use pursuant to Section 20.80.290. This section outlines the co-living facility requirements. Option 2 meets the requirements of the Co-Living Facility as described below:

Size (Section 20.80.290.b.1): Excluding the closet and the bathroom area, the bedroom size must be at least one hundred (100) square feet in floor area if occupied by one (1) person, and one hundred fifty (150) square feet in floor area if occupied by two (2) persons. The average size of all of the bedrooms within a Co-Living Community shall be no greater than two hundred seventy-five (275) square feet and no bedroom may exceed four hundred (400) square feet.

Analysis: As shown on the project's plan (Exhibit G), the project's bedroom sizes range from 142 square feet to 388 square feet in size, excluding the bathroom and closet. The average bedroom size is approximately 202 square feet. The project complies with this code section.

Occupancy (Section 20.80.290.b.2): Each bedroom shall be designed to accommodate a maximum of up to two (2) persons, along a lateral or loft configuration.

Analysis: The project has been designed with bedrooms to accommodate single and double occupancy rooms. The design and occupancy limitations are reflected in a project's condition of approval #7.

Kitchens (Section 20.80.290.b.3): A bedroom may contain partial kitchen facilities. If individual partial or complete bath facilities are not provided in a bedroom, common bath facilities must be provided in accordance with Subsection B of Section 17.20.290 of Title 17 of the San José Municipal Code.

Layout (Section 20.80.290.b.4): Common full kitchen facilities must be provided to adequately serve the residents of the Co-Living Community and must serve six (6) or more bedrooms.

Analysis: As shown on the project's plan (Exhibit G), common bath facilities are provided on every floor to accommodate bedrooms without private bathrooms. The project has a common full kitchen on every floor. These kitchens would serve between 27-32 bedrooms.

External Entryway (Section 20.80.290.b.5): No bedroom shall have a separate external entryway.

Analysis: As shown on the project's plan (Exhibit G), all of the co-living units are accessed from internal corridors.

Interior Common Open Space (Section 20.80.290.b.6): A Co-Living Community shall provide a minimum of 20 square feet of interior common space per bedroom, excluding janitorial storage, laundry facilities and common hallways. The interior common space may be located on different floors than the corresponding bedrooms.

Analysis: Option 2 has a total of 64,320 square feet of common space which averages to 81 square feet of common interior space per unit. Above and beyond the requirements, the project also provides 9,456 square feet of residential open space through the provision of an amenity lounge and the roof deck with a pool.

Closet (Section 20.80.290.B.7): A closet or designated storage space, which could consist of furniture that provides storage, is required in every bedroom.

Analysis: As shown on the project's plan set (Exhibit G), every co-living bedroom has a closet.

Cleaning Supply Storeroom/Utility Closet (Section 20.80.290.B.8): A cleaning supply storeroom and/or utility closet with at least one (1) laundry tub with hot and cold running water must be provided on each floor of the facility.

Analysis: As shown on the project's plan set (Exhibit G), each floor has a janitor room that includes a laundry tub.

Laundry Facilities (Section 20.80.290.b.9): Laundry facilities must be provided in a separate room at the ratio of one (1) washer and one (1) dryer for every twenty (20) bedrooms or fractional number thereof.
Analysis: As shown on the project's plan (Exhibit G), the project provides laundry rooms on every floor. The floors have a maximum of 32 bedrooms and provide a minimum of three washers and dryers per floor.

Housing (Section 20.80.290.b. 10): A Co-Living Community is subject to regulatory programs and requirements administered by the Department of Housing.

Analysis: With respect to those programs and requirements and the implementing regulations, each bedroom shall be considered a co-living dwelling unit, and the heated common areas associated with the bedrooms would not be excluded from the determination of square footage.

Operations Management Plan (Section 20.80.290.b.11): A Co-Living Community shall have an operations

management plan. The operations management plan is subject to the approval of both the Director of Planning and the Director of Housing. The operations and management plan shall be adhered to during the operation of the Co-Living Community.

Analysis: The applicant has submitted their Garden Gate Housing Compliance Plan for review by the Housing Department. As a Condition of Approval, Option 2 would be required to provide and comply with the Operations Management Plan approved by the Housing and Planning Department. The project would therefore comply with this code section.

Design Guidelines (Section 20.80.290.b.12): A Co-Living Community shall conform to the design guidelines in Section 20.70.500. The project is subject to Downtown Design Guidelines and Residential Design Guidelines.

Analysis: Per the analysis in the Design Guidelines Section below, the project complies with this Code Section.

Transportation Demand Management Program (Section 20.80.290.b.13): A Transportation Demand Management Program (TDM), in conformance with Section 20.90.220, shall be required for a Co-Living Community, regardless of whether a reduction in parking is requested.

Analysis: As discussed below the project complies with this Code Section and Option 2 would be required to comply with the Transportation Demand Management Program for the life of the project (Exhibit I). The TDM Plan includes the provision of transit passes to all residents and employees of the project, unbundled parking, and a TDM project coordinator.

Parking Requirements

In Option 1, residential units require one parking space per unit, and retail and commercial uses have no minimum parking requirement. Bicycle parking is required at one space per four units. Per the requirements, Option 1 requires 290 residential parking spaces and 73 bicycle parking space. The required parking for Option 2, the Co-Living Facility, is 0.6 parking space per bedroom pursuant to Table 20-140, Note 10 and 25 long-term bicycle parking spaces for the first 100 Co-Living bedrooms plus 0.20 parking spaces for every bedroom over 100. Additionally, two short-term parking spaces are required for every 100 bedrooms. Per the zoning requirements, the project would need to provide 476 vehicle parking spaces and 239 long term bicycle parking spaces and 16 short term bicycle parking spaces. Additionally, one long term and two short term bicycle parking spaces would be required for the commercial retail space.

Pursuant to Section 20.90.220 of the San José Municipal Code, a parking reduction of up to 20% may be authorized for a development which provides all the required bicycle parking and is located in a growth area. Additionally, the DC Zoning District permits further parking reductions. Section 20.70.330.B authorizes further parking reductions, up to 50%, for mixed-use projects in the Downtown Zoning Districts where the reduction would not adversely affect surrounding projects, the reduction would not be dependent upon public parking, and the project can demonstrate it can maintain its TDM for the life of the project and maintain the provided parking.

Option 1 proposes a 20% parking reduction to allow 232 parking spaces in lieu of 290 parking spaces. The project would provide the required bicycle parking. The closest Light Rail station is at the San José Convention Center within 1/3 mile (1,790 feet) of the site and existing buses have routes within ¼ mile of the project site. The project would utilize the 20% parking reduction and would provide 232 vehicle parking spaces and 76 bicycle parking spaces in compliance with the Municipal Code.

Option 2 proposes to utilize the 50% parking reduction as well as the additional 50% parking reduction permitted in Section 20.70.330.B. The Co-Living development (Option 2) would provide 124 vehicle parking spaces and 183 bicycle parking spaces comprised of 18 short term spaces and 180 long term spaces. The

project would implement a TDM program with a transit pass program for all the retail employees and Co-Living facility tenants (See Exhibit I). Additionally, the project would designate an on-site TDM manager and develop a campaign to improve tenant awareness and participate in alternative transportation options. Finally, the project proposes to unbundle the parking for the Co-Living Facility which would require future tenants to rent a parking space. The project would not rely on public parking and would be conditioned to maintain the minimum code required parking (with reductions) and implementation of the TDM plan for the life of the project. The project's TDM includes analysis on the cost of the VTA SmartPass program which Eco passes and this cost has been factored into the project's annual budget. Therefore, the parking reduction for Option 2 would comply with the Municipal Code.

2004 Downtown Design Guidelines

Downtown Design Guidelines Conformance Section 20.70.500 of the Zoning Ordinance requires that any project in the DC Downtown Primary Commercial Zoning District be subject to the design guidelines adopted by the City Council. The new Downtown Design Guidelines and Standards were adopted on April 23, 2019 and amended on May 21, 2019; these guidelines are applicable to any Planning application submitted after the Effective Date. The project was submitted on January 9, 2018 and is subject to the 2004 Downtown Design Guidelines. The project complies with the 2004 Downtown Design Guidelines, specifically in the following areas:

Urban Form and Massing

The Downtown Design Guidelines state that a project's massing should consider the larger physical context and urban form. The project site is located at an entry point into Downtown along South First Street. Plaza de César Chavez and the greater downtown are located north of the site and south of the site is Interstate 280 and residential neighborhoods. In response to the location, the project's tower massing lightly steps down on the southern elevation. The building is carefully angled on the northwest corner meant to mimic the street angle north of the site where South 1st Street splits in to South Market Street and South First Street. The project considered its design on all views to and from the site, including the elevated freeway, the planes overhead, and the pedestrian experience. Horizontal and vertical reliefs were incorporated into the designs through façade treatments to further break down the building's massing.

Project Base/Street Wall

The Downtown Design Guidelines encourage the design of the base of buildings to allow for lasting social interaction at the ground through transparency and durable materials. Further, the Guidelines state that building frontage should appear safe, welcoming, and open to the general public.

The project's two street frontages have achieved the intent of the Guidelines by providing large, glass street frontages with building entrances along both East Reed Street and South 1st Street. The project's ground floor exterior has been designed to have a clear height to 20 feet from the ground plane at the corner of East Reed and South 1st Streets. The project reuses the Pallesen Building's storefront along South 1st Street as a unique ground floor space which breaks up the 140-foot South 1st Street's building frontage. Additionally, the project incorporates canopies and pedestrian lighting along the retail and residential lobby entrances to provide a protected covered entrance and well-lit night time experience as pedestrians and residents move in and out of the building. The building's ground floor would include materials such as retail storefront vision glass, a brick façade, a dark ground floor brick base along East Reed Street, and a painted metal louvers and panels. The mix of materials on the ground floor creates a warm feeling, inviting pedestrians and bicyclists into the space.

Architecture and Materials

The Guidelines encourage projects to consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development. The architecture should integrate a top, middle, and base of buildings into one architectural statement.

The base of the building is defined by the varied height massing blocks on Levels 1-4. The middle is defined by the horizontal insets that occur at levels 11, 14, 17, and 21 on both options. The tope is defined by the setback at the pool terrace and inset corner around the pool. The roof is distinctive through the use of the butterfly, roofline canopy of the outdoor pool space.

Glazed spandrel glass panels are used to create a vertical pattern on the tower. Darker glazing is combined with inset balconies to enhance the visual look of the project site. The pattern created by the spandrel glass is similar to the vertical patterns on the multi-family Pierce building across First Street while the inset balconies would reflect the inset balconies on the upcoming multifamily "SparQ" building across East Reed Street. The building's ground floor dark bricks and the red painted metal panels woven through the building's base and top reflect the red roof attributes and ground floor designs of the nearby neighborhood including the commercial building located across South First Street from the project site and the City Center Motel, located on South Second and East Reed.

Building Crown

The Design Guidelines encourage the design of the tops of buildings to add to the city skyline for views to and views from each building. For buildings taller than 75 feet, the average floor plate (floor area for a level) for all stories above 75% of the building's total height shall not exceed 85% of the average size of the floor plates. This allows the tower to have a distinctive silhouette as the building increases in height.

The tower steps its mass down on the top south side of the building which adds some variation to the typical roof structure seen in high rises throughout the City. Consistent with the Design Guidelines, the roof level and levels 23-27 have an average floor plate of 81%. The building's roofline is defined by its outdoor residential amenity space for both options.

Option 1-Residential Design Guidelines

The Residential Design Guidelines state private open space should be provided at a minimum of 60 square feet per unit and common open space should be provided at a minimum of 100 square feet per unit. Residential open space requirements are intended to provide space for recreation and social activities. Projects in close proximity to parks can reduce their provided open space. The project is approximately 250 feet from Parque de los Pobladores and is also approximately ½ mile from the Guadalupe River Trail and Plaza de César Chávez. Option 1 is proposing to provide an average of 48.8 square feet of private open space residential space and an average of 24.7 square feet of common residential open space. Given the project's proximity to public open space and the urban nature of the project, the open space meets the intent of the residential guidelines.

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 above, the project (both Options 1 and 2) is consistent with the General Plan Land Use/Transportation Diagram designation of Downtown, as the Downtown land use designation

supports a mix of commercial, retail, and residential uses at high densities. Both project options are also consistent with the various General Plan policies listed above including urban design policies, transportation policies, and community design policies.

2. 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 above, both options for the project are consistent with the DC Downtown Primary Commercial Zoning District. Option 1 includes uses which are permitted in the Zoning District. Option 2 is a Co-Living mixed-use project which requires the approval of a Special Use Permit and compliance with Municipal Code Section 20.80.290. As described above, Option 2 would comply with the Co-Living Facility requirements.

Both Options are consistent with the required height and setbacks of the DC Downtown Primary Commercial Zoning District. The DC Zoning District requires no minimum setbacks. The project applicant has applied for and received a Determination of No Hazard with the Federal Aviation Administration (FAA), indicating that the project does not pose a hazard to air navigation. The project must file a Notice of Actual Construction within 5 days of completing each building's highest corner point and requires the installation of roof-stop obstruction lights as prescribed by the FAA.

The required parking for Option 1 would be one parking space per unit and one bicycle space per 4 units which would be 290 vehicle parking spaces and 73 bicycle parking spaces. Additionally, one long term and two short term bicycle parking spaces would be required for the commercial retail space. Section 20.90.220 of the San José Municipal Code allows projects that are within growth areas and within 2,000 feet of a light rail station and which provide all the required bicycle parking to receive a 20% reduction in parking. As described above, the closest Light Rail station is at the San Jose Convention Center within 1/3 mile (1,790 feet) of the site and existing buses have routes within ¼ mile of the project site. Option 1 proposes to utilize the 20% parking reduction and would provide 232 vehicle parking spaces and 76 bicycle parking spaces in compliance with the Municipal Code.

The required parking for Option 2 would be 0.6 parking space per bedroom pursuant to Table 20-140, Note 10 and 25 long term bicycle parking spaces for the first 100 Co-Living bedrooms plus 0.2 bicycle parking space for every bedroom over 100. Additionally, two short-term bicycle parking spaces would be required for every 100 bedrooms. Per the zoning requirements, the project requires 476 vehicle parking spaces and 239 long-term bicycle parking spaces and 16 short-term bicycle parking spaces. Additionally, one long-term and two-short term bicycle parking spaces would be required for the commercial retail space. Section 20.90.220 of the San José Municipal Code allows projects that are within growth areas and within 2,000 feet of a light rail station and which provide all the required bicycle parking, and a Transportation Demand Management Program to receive a 50% reduction in parking. Additionally, Section 20.70.330.B permits further parking reductions, up to 50% for mixed-use projects where the reduction would not adversely affect surrounding projects, the reduction would not be dependent upon public parking, and the project can demonstrate it can maintain its TDM for the life of the project and maintain the provided parking. Option 2 proposes to utilize both parking reductions and would provide 124 vehicle parking spaces and 183 bicycle parking spaces. The project proposes a TDM program and would provide a transit pass program for all the retail employees and Co-Living facility tenants (See Exhibit I). Additionally, the project would designate an on-site TDM manager and develop a campaign to improve tenant awareness and participate in alternative transportation options. Finally, the project would unbundle the parking for the Co-Living Facility which would require future tenants to rent a parking space. The project would not rely on public parking and would be conditioned to maintain the minimum code required parking (with reductions) and implement the TDM Plan for the life of the project. The project's TDM includes analysis on the cost of the SmartPass program the cost of which has been factored into the project's annual budget. Therefore, the proposed

parking reduction would comply 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 Preservation of Historic Landmarks Policy for the following reasons: 1) There was public notification of a proposal to alter or demolish the existing historic structures on-site, and two scoping and community meetings were held on April 30, 2018 and April 8, 2019, wherein the project was presented and the demolition of the buildings were discussed. Additionally, the proposed project was presented at the Historic Landmarks Commission Meeting on May 2, 2018, and the public was informed that the project would involve the demolition of the structures on-site; 2) The project was heard at the Planning Commission Meeting on October 23, 2019; 3) The First Amendment to the SEIR discusses and analyzes the historic structures on-site and provides mitigation to facilitate relocation of the Pallesen Apartment Building. The preservation of all of the structures were carefully reviewed and strong consideration was given when evaluating this option; and 4) The findings justifying the demolition of the historic structures are discussed in the SEIR and in this staff report.

The project is also consistent with the City's Affordable Housing requirements and would be conditioned to comply with the City's Ellis Act Ordinance and the City's Inclusionary Housing Ordinance.

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 site of the project parcels other than the project tower. The tower is oriented towards the street with pedestrian entries along East Reed Street and South First Street. The project's design incorporates canopies and lighting over the entries to enhance the pedestrian experience. The project is conditioned to provide a 15-foot sidewalk along South First Street and to install audible and visual warning signs along the garage entry to protect the pedestrians and bicyclists from vehicle circulation into and out of the site. Additional design analysis is provided in the 2004 Downtown 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 located at an entry point into Downtown along South First Street. Plaza de César Chavez and the greater downtown are located north of the site and south of the site is Interstate 280 and residential neighborhoods. In response to the location, the project tower's massing lightly steps down on the southern elevation. The building is carefully angled on the northwest corner meant to mimic the street angle north of the site where First Street splits in to South Market Street and South First Street. The project considered its design on all views to and from the site, including the elevated freeway, the planes overhead, and the pedestrian experience. Horizontal and vertical reliefs were incorporated into the designs through façade treatments to further break down the building's massing.

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: As discussed above, a SEIR to the Downtown Strategy 2040 Environmental Impact Report (Resolution 78942) *was prepared for the Garden Gate Tower Project in compliance with CEQA and the CEQA Guidelines. The project's impacts are discussed in the Environmental Review section above. Based on the findings of the SEIR 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. Based on review of the proposed project by all of the various departments, there are no non-CEQA related impacts anticipated for this project. For example, there is no late-night use proposed for this project, 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 G), 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 and in the mechanical penthouse on the roof; not visible from the street or surrounding buildings. No outdoor activities would occur on the ground floor of this project. The project would be conditioned to provide street trees along the ground floor of the project. The trash facilities would be located on the ground floor of both Options.

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

Analysis: Both project options would have ample pedestrian access and bicyclist access along East Reed Street and South 1st Street. The residential/co-living lobby would be located along East Reed Street and commercial/retail space entrances would be on East Reed Street and South 1st Street. Option 1 would provide 232 vehicle parking spaces accessible through two driveways, one located on South 1st Street and one located along the alley. Option 2 would provide 124 vehicle parking spaces through one driveway from the alley. As analyzed in the SEIR, these driveways are adequate for the project options. As described above, the parking for both project options meets the criteria for a reduction in the number of parking spaces. Furthermore, Option 2 would implement a Transportation Demand Management Program to further support the project's parking reduction for the Co-Living facility.

Special Use Permit Findings

A Special Use Permit is required for the proposed commercial condominiums in both options and the Co-Living Facility of Option 2. 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 five commercial condominiums are consistent with the General Plan land use designation of Downtown as commercial uses are permitted in these districts. The Co-Living Facility Special Use Permit in Option 2 is also consistent with the Downtown General Plan land use designation and goals and policies of the General Plan.

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: In addition to the zoning discussion above, Section 20.175.042of the Municipal Code requires the minimum unit size for nonresidential condominium units to be 750 square feet. The five commercial condominium units would range in size and none would be less than 750 square feet. Option 2 is a Co-Living mixed-use project which requires the approval of a Special Use Permit and compliance with Municipal Code Section 20.80.290. As described above, Option 2 would comply with the Co-Living Facility requirements. Option 2 would not exceed the bedroom size limitations, would provide laundry facilities, closets, kitchens, common open space, and utility closets in compliance with the Co-Living

Facility requirements. Additionally, the Co-Living facility would be required to implement the Operation Management Plan and TDM plan.

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

   Analysis: See discussion above. 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: As described above, the project, including the commercial condominiums and Option 2's Co-Living Facility use, would not impact the peace, health, safety, morals or welfare of persons residing or working in the surrounding area as these uses are wholly contained within the project, and all activity in the commercial condominium spaces would not impact the area outside of the building. The commercial condominium units would not impair the utility or value of property or persons in the immediate area as any use in these commercial units would be fully contained in the building. The commercial/retail condominiums could include a restaurant which may have a sidewalk café, but the café would be located along the project's frontage and would not impact any other property. The Co-Living Facility would not impair the utility or value of property or persons in the immediate area, the project would implement a TDM plan to reduce the use's parking needs and provide other transit options.

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 noted above, the five condominium units would meet the minimum square footage requirements for commercial condominiums. All necessary components of any future tenant would be contained within the individual unit spaces. The Co-Living Facility (option 2) would meet the bedroom unit size requirements and would provide the amenities and facilities as required for Co-Living Facilities pursuant to the San José Municipal Code Section 20.80.290.

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 downtown street network and said streets have the capacity to handle the traffic generated by the project, as analyzed in the SEIR. The subdivision of the commercial spaces would not create any additional need for access. The other public and private service facilities would adequately support the proposed project.

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: As discussed above, an SEIR was prepared for the Garden Gate Tower Project in compliance with CEQA and the CEQA Guidelines. The project's impacts are discussed in the CEQA section above. Based on the findings of the SEIR 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.

8. The proposed common interest development will not adversely impact the economic viability of large-scale commercial and industrial uses in the vicinity of the development or in the city as a whole.

   Analysis: As discussed above, the project's common interest development would not adversely impact the economic viability of large-scale commercial and industrial uses in the vicinity in that the size of the commercial units adequately accommodates a variety of potential uses, and the anticipated uses such as restaurant or retail uses would add to the economic viability of the area.

9. The proposed common interest development includes sufficient provisions for governance, funding and capitalization, and enforcement mechanisms to ensure that the common area continues to be adequately and safely maintained and repaired for the life of the common interest development; and

   Analysis: A Declaration of Covenants, Conditions, and Restrictions (CC&Rs) is required and when approved by the City in accordance with the Zoning Ordinance prior to final map approval would include sufficient provisions for governance, funding and capitalization, and enforcement mechanisms to ensure that the common area continues to be adequately and safely maintained and repaired for the life of the common interest development.

10. The proposed common interest development include sufficient provisions of the retention of such common areas for the use of all owners of separate interest therein.

    Analysis: The CC&Rs, required when the Final Map is approved by the City in accordance with the Zoning Ordinance would state that each residential owner shall have, as appurtenant to their unit, and undivided interest in the common residential areas. This would ensure that each common interest development has sufficient retention of common areas for use by all owners as noted in the conditions of approval. The CC&Rs would also include provisions for ingress, egress, parking, emergency access, utilities, landscaping, and the like.

Tree Removal Findings

Chapter 13.32 of the San José Municipal Code establishes required findings for a Tree Removals which findings 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 this Permit. In order to make the Tree Removal findings pursuant to Section 13.32.100 of the San José Municipal Code and recommend approval to the City Council, Planning Commission must determine that:

1. That the condition of the tree with respect to disease, danger of falling, proximity to an existing or proposed structure, and/or interference with utility services, is such that preservation of the public health or safety requires its removal.

2. That the location of the tree with respect to a proposed improvement unreasonably restricts the economic development of the parcel in question; or

   Analysis: The project would remove one (1) non-ordinance size tree, which is five inches in

circumference. The trees proposed to be removed is located within the proposed building's footprint. Preservation of the tree would create a building footprint that would not be conducive to the growth envisioned for the project site and Downtown.

A total of one (1) 15-gallon replacement tree would be required for the project. Pursuant to the project's landscaping plan, six street trees are proposed to be planted along the project's frontage. Street trees can count towards mitigation trees in accordance with the City's tree replacement policy.

Tentative Map Resolution Findings

In accordance with Section 66474 of the Government Code of the State of California and San José Municipal Code Title 19, the Director of Planning of the City of San José, in consideration of the proposed subdivision shown on the Vesting Tentative Map with the imposed conditions, shall deny approval of a Vesting Tentative Map, if it makes any of the following findings:

1. That the proposed map is not consistent with applicable General and Specific Plans as specified in Section 65451.
2. That the design or improvement of the proposed subdivision is not consistent with applicable General and Specific Plans.
3. That the site is not physically suitable for the type of development.
4. That the site is not physically suitable for the proposed density of development.
5. That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
6. That the design of the subdivision or type of improvements is likely to cause serious public health problems.
7. That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

Analysis: Based on review of the proposed subdivision and as discussed in detail above, the Director of Planning of the City of San José does not make any such findings to deny the subject subdivision in that: 1) the proposed map/project is consistent with the General Plan as noted above; 2) the proposed design of the units is consistent with the General Plan as it identifies the merger of parcels lots to avoid building construction over parcel boundaries and the subdivision commercial condos are of adequate size to support development and they are located on the ground floor; 3) the proposed site is physically suitable for the proposed development; 4) the proposed density is suitable for the proposed site based on the density allowances of the Downtown General Plan designation; 5) the proposed merger of parcels and subdivision into airspace condominium units in this urban setting would not cause any environmental damage or substantially injure fish or other wildlife habitat; 6) the merger of parcels and subdivision into airspace condominium units would not cause any public health issues; 7) the merger of the parcels and subdivision into airspace condominiums would not conflict with any public easements, as the project is providing all necessary public easements, and there is no public access through the site with this proposed subdivision. The project is required to improve the public sidewalks on development frontages.

Subdivision Ordinance Findings

In accordance with San José Municipal Code (SJMC) Section 19.12.130, the Director may approve the Tentative Map if the Director cannot make any of the findings for denial in Government Code section 66474 and the Director has reviewed and considered the information relating to compliance of the project with the California Environmental Quality Act and determines the environmental review to be adequate. Additionally, the Director may approve the project if the Director does not make any of the findings for

denial in San José Municipal Code Section 19.12.220. Section 19.12.130 incorporates the findings for denial in Section 66474 of the Government Code specified in Findings Section 1 herein.

Analysis: As described above, based on review of the proposed subdivision, the Council of the City of San José does not make any such findings to deny the subject subdivision. The proposed map and the development's design are consistent with the San José Envision 2040 General Plan. The site is physically suitable for the proposed development in that the proposed density is suitable for the site based on the allowances of the Downtown General Plan land use designation. The site is not located within a designated Federal Emergency Management Agency (FEMA) 100-year flood plan. The project site, as well as the surrounding area, are presently developed with structures and do not provide a natural habitat for either fish or wildlife. The proposed subdivision and subsequent improvements are not likely to cause serious public health problems. The project would be required to improve the South First Street and East Reed Street sidewalks.

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: As discussed in detail above, the demolition of the Pallesen Building and Pallesen Apartment Building would facilitate the construction of the overall project that is compatible with the surrounding neighborhood. Although the project would result in the loss of four residential units within the Pallesen Apartments Building, Option 1 would replace the lost units with a total of 290 residential units and Option 2 would replace the units with a Co-Living facility which would provide 793 bedrooms in a co-living facility. Additionally, the project would be conditioned to comply with all Housing requirements including compliance with the Ellis Act Ordinance and Inclusionary Housing Ordinance. Criteria 1 and 2 are not applicable to the reason for demolition of the existing structure. While the demolition is not preserving the historic structure, and finding 5 and 6 cannot be met, the project is satisfying other goals and policies of the General Plan as noted above. Criteria 7 is not applicable because there is an application for a replacement building on file.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The City of San José, as the lead agency for the project, prepared a Draft Supplemental Environmental Impact Report (Draft SEIR) to the Downtown Strategy 2040 Environmental Impact Report (Resolution

78942), which was circulated for public review and comment from July 15, 2019 through August 29, 2019. A First Amendment to the DEIR was prepared to provide responses to public comments submitted during the public circulation period and revisions to the text of the DEIR. The First Amendment together with the DEIR constitute the Final Supplemental Environmental Impact Report (FSEIR) for the project.

The following discussion outlines the environmental impacts discussed in the Draft SEIR.

Identified Significant Unavoidable Impacts

The Draft SEIR found that the project would result in significant unavoidable impacts to the on-site cultural resources including the City Center Motel Sign and Pallesen Apartment Building and the project would result in significant adverse changes to the adjacent South First Street Arts District (SOFA). Therefore, a Statement of Overriding Considerations is required. The DEIR identified impacts resulting from the project to Biological Resources, Hazards and Hazardous Materials, and Noise. With implementation of the mitigation measures specified in the Mitigation Monitoring and Reporting Program prepared for the project, impacts to these resources are reduced to less than significant levels.

Environmental Impacts and Mitigation Measures

As part of the certification of the FEIR, the City Council would need to approve a related Mitigation Monitoring and Reporting Program (MMRP) for the project. The following mitigation measures apply to the proposed project as further explained in the Draft SEIR and MMRP:

- Biological Resources – If construction activities start during the migratory bird breeding season (February through August, inclusive), pre-construction surveys for nesting raptors or other migratory birds are required to reduce the loss of fertile eggs, nesting raptors or other migratory birds, or nest abandonment impacts to less than significant levels.
- Cultural Resources—Prior to the issuance of any grading, demolition or building permits, the Pallesen Apartment building shall be documented in accordance with the Level III Historic American Building Survey (HABS). Additionally, the applicant shall be required to advertise the availability of the Pallesen Apartment Building for relocation for a minimum period of 60 days. If the building is relocated, the City must determine the receiver site is suitable and a structural engineer should be engaged to determine the appropriate reinforcement needed during the building's move. The relocated building should then be repaired and restored. If the Building cannot be relocated, the structure should be made available for salvage for the reuse of historic building materials. A Preservation Plan should be submitted to the City for the Pallesen Building's Façade reuse in the project and a Relocation Plan should be prepared and submitted for the City Center Sign. A qualified archeologist would be required to conduct a field inventory of the project site and submit a report outlining the results and recommendations; the project would be required to implement the recommendations of the report. If prehistoric or historic resources are encountered, all activity should cease and the archaeologist should evaluate the find(s) and provide appropriate recommendations regarding the disposition of the finds.
- Hazardous Materials – After demolition of the existing buildings, but prior to the issuance of grading permits, the applicant will be required to conduct soil sampling and prepare a Site Groundwater Management Plan. If contaminated soils are found on site above established thresholds, the applicant must enter into the Santa Clara County Department of Environmental Health's Voluntary Cleanup Program for remediation of contaminated soil. Prior to the start of construction, the applicant should obtain a discharge permit to dispose of the water collected during the dewatering process.
- Noise – Prior to the issuance of any grading permits, the applicant shall submit a construction plan, vibration monitoring plan, and schedule that will identify potential construction hours, equipment, and

activities. The Construction Vibration Monitoring Plan should document existing conditions, conditions during construction and after construction. The Plan should identify the sensitivity of on and off site structures, perform a survey for each structure within 50 feet of the constructions activities and development a monitoring and construction contingency plan. A report summarizing the result of the vibration monitoring process shall be submitted after the completion of each substantial phase of construction, as identified in the Monitoring Plan.

CEQA Alternatives

As required under CEQA, the Drat SEIR evaluated the No-Project alternative, a Pallesen Apartments Building Relocation alternative, and a Historic Structure Preservation alternative. Most of the environmental impacts of the project involved cultural resources (historic buildings); therefore, the alternatives were focused on exploring alternatives that would reduce these impacts. These alternatives are summarized as follows:

- No Project – No Development Alternative: The No Project – No Development Alternative assumes no redevelopment of the project site and would result in the retention of the existing buildings. There would be no construction with the No Project – No Development Alternative and therefore, would not result in any environmental impacts or mitigation measures.
- Pallesen Apartments Building Relocation Alternative – This alternative would be the same as the project with the exception that the Pallesen Apartments Building would be relocated off-site to another location within Downtown San José and the building would be preserved and used as an apartment building, similar to its current use. The Pallesen Building would continue to be demolished (with façade preservation) and the City Center Motel sign would continue to be relocated to the roof. This alternative would be the same for both options. Under this alternative, the project would avoid the significant and unavoidable impact to the Pallesen Apartments Building but the impacts to the Pallesen Building and City Center Sign would remain the same. This alternative would meet all the project objectives for both options.
- Historic Structure Preservation--This alternative would maintain all three historic structures on-site in their current locations. The project would be a residential development designed around these structures. Under this alternative, the project would have approximately 5,000 square feet of development area and the site would be able to support a narrow building with a north-south orientation. The building would be three stories in height and would have approximately 1,500 square feet or retail with a total of three residential units and 8 parking spaces. By preserving the onsite historic structures, this alternative would avoid potential impacts on historic resources, because the existing buildings would continue in their current use in their original location. The project would also have an incrementally reduced impact on the increased urbanization and removal of historic structures in the SoFA and First Street Commercial historic core areas. Under this alternative the impacts on historical resources would be less than significant. The alternative would not fully meet the project's objectives to provide high-density development and maximize the use of an infill site.

Circulation and Public Comments

The DEIR was circulated for a 45-day period from July 15 through August 29, 2019. The City received six written comment letters during the public comment period. Comments were submitted by one individual and five agencies and organizations, as shown below:

- Bay Area Quality Management District
- Santa Clara Water District
- Kitty Moore, Community Member

- Aurelia Sanchez, Community Member
- Develin Creighton, Community Member

Issues raised in these comment letters include the following:

- Clarification on the Cortese List and Hazards and Hazardous Materials Section
- Air Quality: Consistency with the 2017 State Scoping Plan and Green Building Code Standards
- Parking and Circulation
- Request for one project rather than two options
- Construction Hours and Practices

The City responded to all comments received on the Draft SEIR and incorporated them into the First Amendment to the Draft SEIR. The First Amendment, taken together with the Draft SEIR, constitutes the Final EIR. The Draft SEIR and First Amendment to the Draft SEIR are available for review on the project page on the City's Active EIRs website at: http://www.sanjoseca.gov/index.aspx?nid=6073

SEIR Recirculation Unnecessary

The comments received do not identify substantive inadequacies in the Drat SEIR or new previously unidentified significant impacts that require recirculation. The recirculation of an EIR is required when significant new information is added to the EIR after public notice is given of the availability of the Draft SEIR for public review but before certification. "Information" can include changes in the project or environmental setting as well as additional data or other information. New information added to a Draft SEIR is not "significant" unless the Draft SEIR is changed in a way that deprives the public of meaningful opportunity to comment on a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (CEQA Guidelines Section 15088.5).

In accordance with CEQA Guidelines Section 15088, the First Amendment to the Draft SEIR for the project includes written responses to all comments received during the public review period for the Draft SEIR. As required by Section 15132 of the CEQA Guidelines, the responses in the First Amendment to the Draft SEIR address significant environmental points and comments on the content and adequacy of the EIR. The responses and comments provide clarification and refinement of information presented in the Draft SEIR and, in some cases, correct or update information in the DEIR. No significant new information has been added to the EIR since publication of the Draft SEIR; therefore, is does not need to be recirculated.

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.

Two community and scoping meetings were held to introduce the proposed project to the community. The first community meeting was held on April 30, 2018. After the project was revised to include the Co-Living Option 2, a second community meeting was held on April 8, 2019 to gather additional feedback and introduce the revised project description.

April 30, 2018 1st Community Meeting
Number of Attendees: 35
Comments and Concerns
Proposed parking reduction is too much.
Interest in the type of retail to be provided
Applicant should provide a shuttle from the airport to where residents would be located
Concerned that the aboveground parking is not incorporated into the project's design
Preference to have the Motel sign visible from the street
Pedestrian safety at the intersection of First Street and Reed Street
Concern of parking during construction and construction laydown yard

April 8, 2019 2nd Community Meeting
Number of Attendees: 20
Comments and Concerns
Lack of Parking concern
Concern of the Motel Sign location
Concerned on the safety of the building's height
Interested in retail, however, concerned the retail would not be filled.
How will the project address the Park requirements
Concern over the uncertainty with two project descriptions

Staff received several comment letters regarding the project (see Attachment K). The letters include the following concerns:

Public Correspondence Summary of Comments and Concerns (Attachment K)
Concern over the removal of the Pallesen Apartment Building (8 East Reed Street)
Concern regarding parking reduction for both options, when the neighborhood south of the freeway is already impacted with parking issues
Concern in the number of new residents that would be coming with the Co-Living facility and whether infrastructure could handle this increase
Traffic Improvements
Concern if the Co-Living Facility would have any Park Fee requirements.
Concern staging would occur on parking lot under the freeway, making parking in SoFA difficult
Traffic dangers on First, Market and Reed
Impacts of the construction of the new building on surrounding properties (including shade/shadow, noise, and vibration)

Both project descriptions, Option 1 and Option 2 were reviewed by Planning Staff for conformance with the City's General Plan, Municipal Code, and applicable policies, goals and strategies. The two options and their details are described in this report and are depicted in the Special Use Permit Plan Set, Exhibit G.

Parking and Transportation

As stated above, the Option 1 for the proposed parking would request a 20% parking reduction in order to provide 232 parking spaces for the 290-unit multi-family residential and retail building. Option 2 for the propose parking would request the 50% parking reduction permitted through Section 20.90.220 and then an additional 50% parking reduction permitted for mixed use building in the DC Downtown Primary Commercial Zoning District. To support the proposed parking reductions, both options would be providing

the required bicycle parking for the project. Option 2 would also be conditioned to implement the TDM Program for the life of the project which would include unbundled parking, a TDM coordinator, and unbundled parking. The TDM measures, provisions of bicycle parking, and location in Downtown and near 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.

While the applicant is not proposing to include a shuttle as part of their project, their project would be well-positioned to take advantage of the many different transportation options available in Downtown including bus routes, VTA light rail, the Diridon Train Station, bike share, and scooter sharing options.

Additionally, the project was reviewed for its impacts on Transportation under the SEIR. The project did not result in any required street improvements as mitigation measures. However, as part of the project's review Public Works would require the project to improve the South First Street median to restrict left-turns in and out of the site and enhance safety for the project's South First Street frontage. Additionally, the project would be required to make public improvements in compliance with the Downtown Streetscape and Street and Pedestrian Lighting Master Plans, provide a 15-foot sidewalk along South First Street, remove and replace the pavement within the alleyway, and remove and replace the curb, gutter and sidewalk along East Reed Street.

Design

Option 1 would include parking levels above ground. The project is designed to seamlessly incorporate the parking levels into the tower's design. The parking garage would use a variety of materials to screen the four parking levels including a metal screen panel, painted red panel, and spandrel glass designed to not allow the headlight glare out of the building.

The height of the building, for both options, would be regulated by the Federal Aviation Administration and the project would be required to meet the airport height conditions of approval included in the project's resolution. The 27-story tower would introduce new shadows within the project vicinity. The SEIR includes sun-shade studies showing shadows would be cast predominantly north of the site in the morning, along 1st and Market Street and east of the site in the afternoon. The proposed project is consistent with the floor area, massing, and type of development envisioned in the General Plan for the Downtown area.

Retail

Both options have retail/commercial space located on the ground floor. The space has been designed to have high transparency and to be marketable to many uses. The applicant is proposing to allow Commercial Condominium to allow businesses ownership of the commercial/retail spaces. Additionally, first basement level includes a grease interceptor to support possible restaurant uses on the ground floor. The retail space has not been divided yet, but could have a depth between 41 feet and 61 feet. All these design features would help make the space available for a large number of users.

Motel Sign and Historic Buildings

The project proposes to demolish the Pallesen Apartment buildings, relocate the City Center Motel Sign to the roof deck, and reuse the Pallesen Building's brick façade on the South First Street frontage. In an effort to preserve the Motel Sign, the applicant proposes to reuse the sign as an artistic piece on their outdoor roof deck. Given the height of the building, the sign would be difficult to see in detail from the public right-of-way. Additionally, the applicant has advertised the Pallesen Apartment Building for relocation and would be required to advertise the building prior to its demolition per the project's mitigation measures. The SEIR for the project reviewed the project's impact to the historic cultural resources on-site and

included mitigation measures to reduce the impact of the project on these resources. As noted in the CEQA section above, the project was found to have a significant impact on the Cultural Resources section.

Co-Living Facility

The project's impact on public services, utilities, infrastructure (etc.) was reviewed in the project's Supplemental Environmental Impact Report. The Draft SEIR accounted for the possible increase in population that Option 2 would bring to the project site.

Additionally, both Options of the project would be considered residential and the project would be subject to either the Park Impact Ordinance or the Parkland Dedication Ordinance. Project conditions and mitigation measures were incorporated as part of the project's conditions for the project's approval to reduce the impact of the project on the environment.

Construction and Staging

The project's construction and staging would be reviewed by Public Works at the project's Implementation Stage. All road and sidewalk closures would require a Site Utilization Plan and application of a Revocable Encroachment Permit through Public Works and Department of Transportation. Private property would not be permitted to be utilized unless appropriate approvals are provided. The project's construction noise and vibration were analyzed as part of the SEIR for the project. The project would be required to implement mitigation measures to reduce impacts from construction noise and vibration including submitting for approval and adhering to a Construction Noise Logistics Plan and Construction Vibration Monitoring Plan to reduce the construction noise levels on the site and to monitor construction vibration.

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: Zoning Map
Exhibit D: Special Use Permit Resolution
Exhibit E: Tentative Map Resolution
Exhibit F: Environmental Resolution and MMRP
Exhibit G: Special Use Permit Plan Set
Exhibit H: Vesting Tentative Map Plan Set
Exhibit I: Transportation Demand Management Program
Exhibit J: Public Correspondence

Owner:	**Applicant:**
Mark Tersini 21710 Stevens Creek Boulevard Cupertino, CA 95014	KT Urban Attn: Mark Tersini 21710 Stevens Creek Boulevard Cupertino, CA 95014

Exhibit A: Aerial of Site

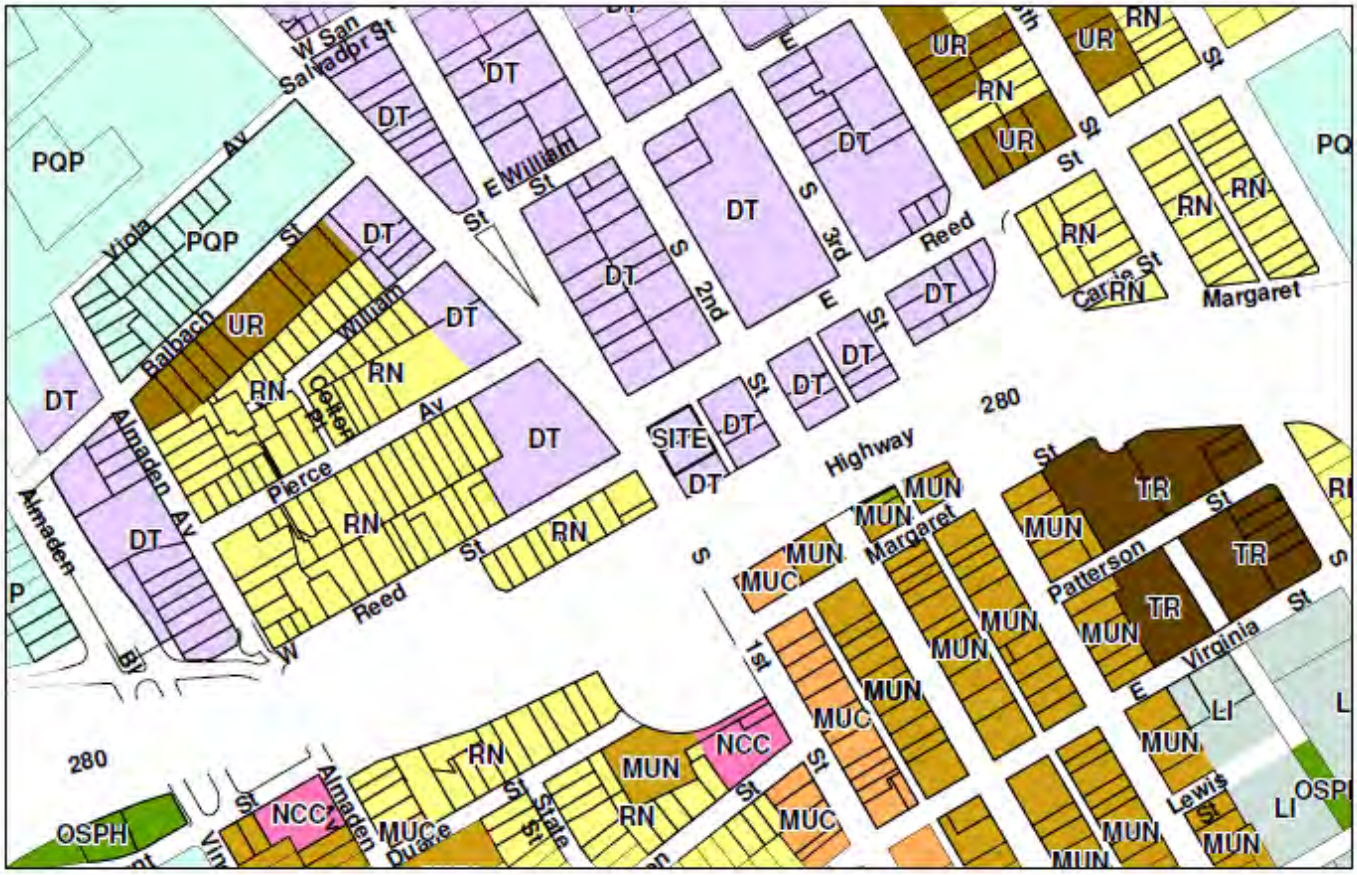
File No: SP18-001 & T18-001
District: 3

AERIAL

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Prepared by the Department of Planning, Building and Code Enforcement
1/9/2018

Exhibit B: General Plan

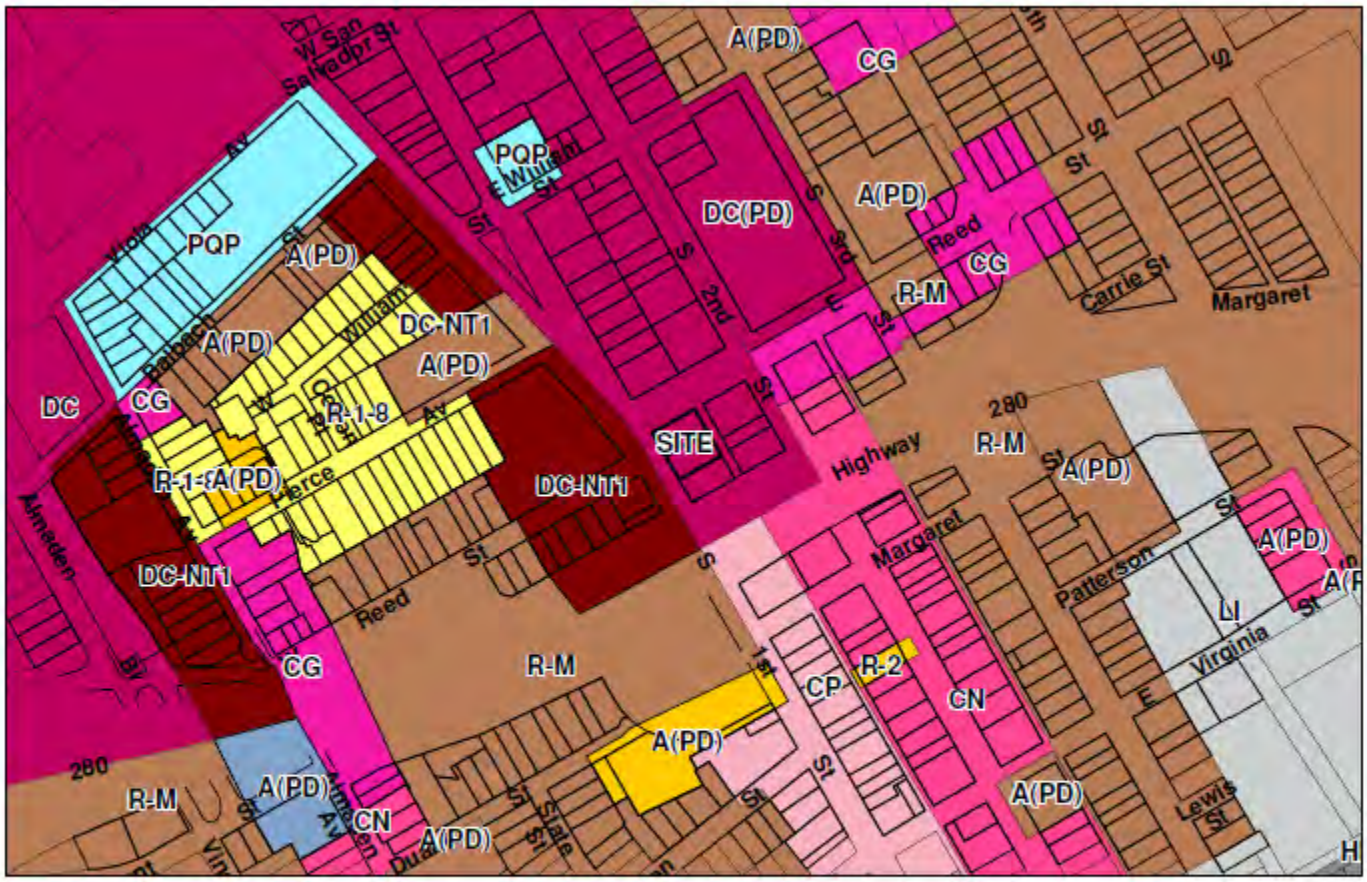


File No: SP18-001 & T18-001
District: 3

GENERAL PLAN

Prepared by the Department of Planning, Building and Code Enforcement
1/9/2018

Exhibit C: Zoning District



File No: SP18-001 & T18-001
District: 3

ZONING

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Prepared by the Department of Planning, Building and Code Enforcement
1/9/2018

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 EXISTING ON-SITE BUILDINGS THE REMOVAL OF ONE (1) NON-ORDINANCE SIZE TREE, AND THE CONSTRUCTION OF A 27-STORY, HIGH-RISE TOWER COMPRISED OF EITHER OF THE FOLLOWING OPTIONS: OPTION 1 A MIXED-USE DEVELOPMENT OF NO MORE THAN TO 295 CONDOMINIUM UNITS INCLUDING A MAXIMUM OF 290 RESIDENTIAL CONDOMINIUM UNITS A MAXIMUM OF FIVE (5) COMMERCIAL CONDOMINIUM UNITS; OR OPTION 2 A CO-LIVING FACILITY OF NO MORE THAN SIX (6) CONDOMINIUM UNITS INCLUDING ONE (1) RESIDENTIAL CONDOMINIUM UNIT WITH UP TOA MAXIMUM OF 793 BEDROOMS AND A MAXIMUM OF FIVE (5) COMMERCIAL CONDOMINIUM UNITS ON AN APPROXIMATELY 0.4-GROSS ACRE SITE LOCATED ON THE SOUTHEAST CORNER OF SOUTH FIRST STREET AND EAST REED STREET (600 SOUTH 1ST STREET)

FILE NO. SP18-001

WHEREAS, pursuant to the provisions of Chapter 20.100 of Title 20 of the San José Municipal Code, on January 9, 2018 an application (File No. SP18-001) was filed by the applicant, Mark Tersini, on behalf of KT Urban, with the City of San José for a Special Use Permit, subject to conditions, to allow the demolition of the existing buildings on-site the removal of one (1) non-ordinance size tree, and the construction of a 27-story, high-rise tower on an approximately 0.4-gross acre site, on that certain real property situated in the DC Downtown Primary Commercial Zoning District and located on the southeast corner of South 1st Street and East Reed Street (600 South 1st Street, San José, which real property is sometimes referred to herein as the "subject property") to be developed in one of the of the following options:

Option 1 – A mixed use facility of no more than 295 condominium units including a maximum of 290 residential condominium units and approximately 4,840 square feet of commercial uses within a maximum of five (5) commercial condominium units; or

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Option 2- -- A Co-Living Facility of no more than six (6) condominium units including one (1) residential condominium units with a maximum of 793 bedrooms and approximately 5,422 square feet of commercial uses within a maximum of five (5) commercial condominium units; and

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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 October 23, 2019, 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

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WHEREAS, at said hearing, this City Council received in evidence a development plan for the subject property entitled, “Garden Gate Tower," dated revised on June 4, 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, is located on the southeast corner of South First Street and East Reed Street in Downtown San José. The project site has a DC Downtown Primary Commercial Zoning District designation and a Downtown General Plan Land Use/Transportation Diagram land use designation. The property is bounded by South 1st Street to the west, East Reed Street to the north, and an unnamed alley on the east.

   The project site is currently developed with two buildings and surface parking. Three driveways provide access to the site. An ingress and egress driveway from East Reed Street provides access to a parking lot serving the Pallesen Apartment building. An ingress only driveway from South 1st Street provides access to a parking lot serving the Pallesen Building. The egress only driveway is located on an unnamed alley connected to East Reed Street. The two existing buildings on the project site are listed in the City’s Historic Inventory. The single-story brick office building (Pallesen Building) is identified as a City Structure of Merit, and the two-story residential building (Pallesen Apartments)

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is identified as eligible for the National Register, California Register, and local listing. Additionally, a neon road sign, located on the corner of East Reed Street and South 1st Street on the property, is also eligible for the National and California Historic Registers.

Commercial and residential uses surround the project site. A mixed-use building (SparQ), which is currently under construction, and hotel are located north of the site. West of the site is developed with a mixed-use building (The Pierce) and commercial building. South of the project site are commercial buildings and Highway 280. A vacant property and multifamily residences are located to the east.

2. **Project Description.** The applicant, Mark Tersini representing KT Urban, submitted the Special Use Permit and Tentative Map applications on January 9, 2018. If approved, the Special Use Permit and Tentative Map would allow the demolition of the existing on-site buildings, the removal of one (1) non-ordinance size tree, and the construction of a 27-story, high-rise residential tower.

   Design

   The project would be an approximately 283-foot-tall modern tower; the building's design would include a variety of textures and materials including brick, metal panels, perforated metal, concrete, and curtain wall glass. The building's floor plans would slightly taper long all sides and the floor plates would recess above the 22nd floor, helping to create a distinctive, not rectangular silhouette. The project's rooftop would be defined with a butterfly painted metal panel along the roof, a roof deck, and the relocation of the neon motel sign on the roof deck.

   The ground floor retail space would be double height, single-story spaces built to the edge of sidewalk. The project proposes to incorporate the existing Pallesen Building's brick façade into a portion of the building ground floor design along South First Street to provide visual continuity of the existing building on the project site.

   The project applicant is requesting the review and approval of two site use options; referred to as Option 1 and Option 2. The exterior of the building would not substantially change between the two options and both options are included in the project review and plan sets. The building design under Option 2 would look similar to Option 1 however, some of the balcony sizes and locations would change.

   Option 1

   Option 1 proposes a mixed-use project with a total of no more than 295 condominium units including a maximum of 290 residential condominium units and approximately 4,840 square feet total of commercial space subdivided into a maximum of five (5) commercial condominium units. The ground floor would include approximately 4,840 square feet of retail accessible along both East Reed Street and South 1st Street, a residential lobby accessible from East Reed Street, and a loading area accessible along the alley. The project would provide a total of 232 residential parking spaces with five accessible spaces, and eight electric vehicle charging stations. The parking garage would be located in four underground levels accessible from a right turn in on South 1st

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Street and three above-grade levels (levels 2-4) accessible through the alley off East Reed Street. Additionally, a bike room would be located on the first floor with 76 bicycle racks.

The project would consist of a mix of studio, one-bedroom, and two-bedroom units. The residential units would be located on floors five through 27. The project would provide 13,912 square feet of residential private open space on balconies. Of the 290 residential units, 230 units would have a balcony. Additionally, the project would provide 7,171 square feet of residential common open space on the 27th floor including an amenity room and roof deck with a pool.

Option 2

Option 2 proposes a mixed-use project including a co-living facility with a total of no more than six (6) condominium units including one (1) residential condominium unit for a co-living facility use with a maximum of 793 bedrooms and approximately 5,422 square feet of commercial space subdivided into a maximum of five (5) commercial condominium units. The ground floor would include approximately 5,422 square feet of retail accessible from East Reed Street and South 1st Street, the Co-Living lobby accessible from East Reed Street, and a loading area accessible along the alley. The project would provide a total of 124 unbundled residential parking spaces with three accessible spaces, and eight electric vehicle charging stations. The parking garage would be located in four underground levels accessible from the alley. Option 2 would not include any above grade parking. Additionally, a bike room would be located on the first floor with 183 bicycle racks.

The Co-Living Facility would consist of 793 bedrooms located on floors 2 through 26. The bedrooms would be an average size of 202 square feet. The maximum bedroom size, excluding the closet and bathroom area, would be 388 square feet and the minimum bedroom size, excluding the bathroom and closet would be 142 square feet. Some of the co-living facility's bedrooms would have their own restroom facility while others would utilize a shared restroom facility on the individual floor. Each unit would have a storage closet. Floors 2-26 would also include a laundry room, janitorial closet, common kitchen, and interior common space (including relaxing lounge areas and a media room). Additionally, the project would provide 10,738 square feet of common open space amenities with balconies along the shared common interior spaces and amenities on the 27th floor for the Co-Living Facility including a gym, lounge and roof deck with a pool.

3. General Plan Conformance. *General Plan Strategies and Policies*

1. Land Use Policy LU-1.1: Foster development patterns that will achieve a complete community in San José, particularly with respect to increasing jobs and economic development and increasing the City's jobs-to-employed resident ratio while recognizing the importance of housing and a resident workforce.

Analysis: The development of mixed-use residential uses in the Downtown area

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would foster a complete community with respect to putting people and amenities in an area where job growth is anticipated. As an identified Growth Area, Downtown is intended to be a place for people to live, work, and visit. In order to accomplish this goal, there needs to be more opportunities for people to physically live in Downtown, as well as for these residents and visitors to "live" in the sense that there are services and amenities within close proximity to make daily life convenient and enjoyable. Specifically, there are several large Downtown office projects proposed near Plaza de Cesar Chavez, which is within a half mile of the project site, creating a need to locate more housing in the Downtown area. The project site is also approximately 1.4 miles from Diridon station, near VTA light rail stations and along several bus routes, making it a convenient location for residents who want to live near transit. Both Option 1 and 2 would create a complete community by providing housing options for residents in the area, and supporting those residents with amenities and services once they are in the area.

2. Land Use Goal LU-3: Strengthen Downtown as a regional job, entertainment, and cultural destination and as the symbolic heart of San José.

3. Land Use Policy LU-3.4: Facilitate development of retail and service establishments in Downtown, and support regional- and local-serving businesses to further primary objectives of the General Plan.

4. Land Use Policy LU-5.7: Encourage retail, restaurant, and other active uses as ground-floor occupants in identified growth areas and other locations with high concentrations of development.

   Analysis: In order to mature into the great place envisioned by the General Plan, Downtown projects need to facilitate the growth of Downtown as a regional job center, as well as a place for residents to live. High-rise development is anticipated as a way to create this synergy between residents, workers, and visitors. As larger residential projects are built in Downtown, more people would be in the area, which would foster pedestrian activity, transit ridership, and increased social activity in the Downtown. With more residents in the Downtown area, the survivability of retail would increase, encouraging new retail services and amenities to locate in the area, which not only provides a benefit to the residents, but also the commercial and office uses in the area. With more amenities available to their employees, more businesses would want to move into the area, creating an environment that is an attractive place to live as well as work. The project's ground floor commercial condos, requested in Option 1 and Option 2, would be of the size necessary to support retail and restaurant uses, and the infrastructure being provided in these spaces would make it easy for these types of tenants to move into the project to provide these very important amenities to the residents and workers in the area.

5. Land Use Policy LU-3.1: Provide maximum flexibility in mixing uses throughout the Downtown Area. Support intensive employment, entertainment, cultural, public/quasi-public, and residential uses in compact, intensive forms to maximize

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social interaction; to serve as a focal point for residents, businesses, and visitors; and to further the Vision of the Envision San José 2040 General Plan.

Analysis: The project applicant is requesting review of two alternative use options. Option 1 would allow up to 295 condominium units including a maximum 290 multifamily residential condominium units and approximately 4,840 square feet of commercial space subdivided into a maximum of five (5) commercial condominiums. The commercial space would be designed to be usable by a variety of commercial and retail uses. The multifamily residential units would range between studio to two-bedroom apartments providing multiple apartment living options. Option 2 would allow up to six (6) condominium units including one (1) residential condominium unit for a Co-Living Facility with a maximum of 793 bedrooms and approximately 5,422 square feet of commercial space subdivided into a maximum of five (5) commercial condominiums. The Co-Living Facility would have a combination of single-occupant and double-occupant bedrooms. The Co-Living Facility would provide a unique Downtown living opportunity for singles and pairs hoping to experience the Downtown and compact living lifestyle. Both options would support a variety of tenant uses and residential opportunities, adding to the Downtown amenities for residents, workers, and visitors.

6. Transportation Policy TR-4.1: Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community.

   Analysis: The project site is in close proximity to several transit options. VTA Bus Service San José downtown is served by many local bus routes. Within 1/3 mile of the project site, VTA Bus Routes 66, 68, 82, and 304 provides local and regional bus service for commuters between San José downtown and major transit destinations in Santa Clara County. Bus stops with benches, shelters, and bus pullout amenities are provided within 1/3 mile from the project site and in the downtown area. The free Downtown Area Shuttle (DASH) service provided by VTA also runs within the downtown area. This shuttle provides service from the San José Diridon Caltrain Station to San Jose State University, Convention Center, and LRT stations in the area. The pickup locations for DASH are located on San Carlos Street between First and Second Street and between Market and First Street, approximately 1/3 mile from the site.

   VTA Light Rail Transit (LRT) Service operates the 42.2-mile light rail line system from south San José, downtown, and through the northern areas of San José, Santa Clara, Milpitas, Mountain View, and Sunnyvale. Within 1/3-mile walking distance from the project site, the closest VTA Light Rail station is at the San Jose Convention Center. The Mountain View-Winchester and Santa Teresa-Alum Rock light rail lines at this station. The Caltrain Service Commuter rail service between San Francisco and Gilroy is provided by Caltrain. The San José Diridon Station in downtown is approximately 1.4 miles from the project site which can be accessed

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by either biking or riding the free DASH shuttle. The Altamont Corridor Express (ACE) provides commuter passenger train service across the Altamont between Stockton and San José which terminates at the San José Diridon Station. The Amtrak Capitol Corridor trains stop at the San José Diridon station and provides access between Sacramento and the Bay Area.

Having either 290 residential units or 793 Co-Living bedrooms close to a variety of public transportation options encourages the use of transit and creates more opportunity for people to be car-free in the downtown area. Additionally, both project options would have unbundled parking requiring future residents to rent a parking space within building. Unbundled parking would encourage future residents to consider their need to have a car in Downtown.

Furthermore, the proposed ground floor commercial space would provide residents and workers in the Downtown area with more amenities in proximity to where they live and work which encourage walking and bicycling rather than driving.

7. Community Design Policy CD-2.9: Encourage adaptable space that can be used for multiple employment or public/quasi-public purposes.

   Analysis: The commercial condominium units, proposed as part of each option, would be conditioned to comply with Section 20.175.042 of the Zoning Ordinance, which requires the minimum unit size for nonresidential condominium units to be seven hundred fifty (750) square feet. This minimum size provides the flexibility for a variety of employment uses to move into the commercial tenant spaces in the project building.

8. Downtown Urban Design Policy CD-6.6: Recognize Downtown's unique character as the oldest part, the heart of the City, and leverage historic resources to create a unique urban environment there. Respect and respond to on-site and surrounding historic character in proposals for development.

   Analysis: A historic resources analysis was completed for the on-site structures, which include the Pallesen Apartments, Pallesen Building, and the City Center Motel Sign, as part of the preparation of the Supplemental Environmental Impact Report (SEIR). As further described in the SEIR, the two-story Pallesen Apartments building located at 8 East Reed would be eligible for Candidate City Landmark Listing, and listing in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and City of San José local register. The Pallesen Building is listed on the City's Historic Resources Inventory as a Structure of Merit but would not be eligible for the state or national registers. The City Center Motel Sign would be eligible for the state and national registers, as an excellent example of roadside vernacular design.

   Both options of the project would retain the City Center Motel Sign on-site, but the sign would be relocated to the building's roof top. The relocation of the sign would remove it from the roadside but would ensure the Motel signage would not confuse

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visitors of the site. The project would also retain the façade of the Pallesen Building keeping in place its character-defining features, stabilizing the complete brick, tile, glass, parapet, and metal storefront assembly, and shifting it a few feet to the north and four feet further away from the street to accommodate the tower development including the driveway for the on-site parking.

Although the existing buildings and sign on-site have been identified as historic resources through the SEIR, the full retention of the two building and ground floor placement of the sign do not support commercial and retail uses at the ground floor without significant modification to the project design. Support of the project would thus be inconsistent with this land use policy for historic preservation. The demolition of the buildings and relocation of the sign have been identified as a significant impact in the SEIR. Mitigation for these impact include a HABS survey for the Pallesen Apartments which would document the historic structure. Additionally, the mitigation measure requires the applicant to advertise the relocation of the structure for a minimum of sixty (60) days and would require a preservation plan for the Pallesen Building façade and a relocation plan for the relocated sign to be prepared by the project applicant and submitted to the City's Historic Preservation Officer for review and approval. Further discussion has been provided in the SEIR on the historical resources.

As explained above, the project is consistent with the General Plan in balancing a "complete community", maximizing commercial use on the ground floor, pedestrian and transit friendly project, and higher residential density.

9. Downtown Urban Design Policy CD-6.1: Recognize Downtown as the most vibrant urban area of San Jose and maximize development potential and overall density within the Downtown.

10. Downtown Urban Design Policy CD-6.2: Design new development with a scale, quality, and charter to strengthen Downtown's status as a major urban center.

11. Downtown Urban Design Policy CD-6.6: Promote development that contributes to a dramatic urban skyline. Encourage variations in building massing and form, especially for buildings taller than 75 feet, to create distinctive silhouettes for the Downtown Skyline.

Analysis: The project has a Floor Area Ratio (FAR) of 24.0. Option 1 has a density of 693 units per acre and Option 2 would provide 793 Co-Living bedrooms. Both options would be very dense mixed-use projects. This amount of density would contribute to Downtown's growth as a vibrant urban area, and help the City actualize its vision for the Downtown core. The project has undergone extensive design review so that its scale, quality, and character strengthen Downtown's status as an urban center, as discussed in the Design Guidelines conformance section. The development would be a recognizable development from the sky and from below as it has a strong design presence, with an outdoor roof deck amenity area, and nighttime lighting features.

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4. **Zoning Conformance.** The proposed project is located in the DC Downtown Primary Commercial Zoning District, see attached Zoning District Map.

   Height and Setbacks

   Section 20.70.210 of the Municipal Code does not establish a minimum setback requirements for developments in the DC Downtown Primary Commercial Zoning District. The height of development in the Zoning District is only limited to the height limitations necessary for the safe operation of the San José International Airport and Federal Aviation Regulations Part 77. The proposed project would be 283 feet in height. Conditions approval would require the applicant to secure appropriate Federal Aviation Administration (FAA) and avigation clearances for the building's height prior to construction.

   Use

   The project site is in the DC Downtown Primary Commercial zoning district. This Zoning District permits mixed-use residential projects with the issuance of a Site Development Permit. Additionally, the creation of commercial condominiums requires a Special Use Permit pursuant to Section 20.175.040 of the San José Municipal Code. The Co-Living Facility use in Option 2 would also require a Special Use Permit to also consider the proposed Co-Living Facility use pursuant to Section 20.80.290. This section outlines the co-living facility requirements. Option 2 meets the requirements of the Co-Living Facility as described below:

   1. **Size (Section 20.80.290.b.1):** Excluding the closet and the bathroom area, the bedroom size must be at least one hundred (100) square feet in floor area if occupied by one (1) person, and one hundred fifty (150) square feet in floor area if occupied by two (2) persons. The average size of all of the bedrooms within a Co-Living Community shall be no greater than two hundred seventy-five (275) square feet and no bedroom may exceed four hundred (400) square feet.

      Analysis: The project's bedroom sizes range from 142 square feet to 388 square feet in size, excluding the bathroom and closet. The average bedroom size is approximately 202 square feet. The project complies with this code section.

   2. **Occupancy (Section 20.80.290.b.2):** Each bedroom shall be designed to accommodate a maximum of up to two (2) persons, along a lateral or loft configuration.

      Analysis: The project has been designed with bedrooms to accommodate single and double occupancy rooms. The design and occupancy limitations are reflected in a project's condition of approval #7.

   3. **Kitchens (Section 20.80.290.b.3):** A bedroom may contain partial kitchen facilities. If individual partial or complete bath facilities are not provided in a bedroom, common bath facilities must be provided in accordance with Subsection B of Section 17.20.290 of Title 17 of the San José Municipal Code.

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4. **Layout (Section 20.80.290.b.4):** Common full kitchen facilities must be provided to adequately serve the residents of the Co-Living Community and must serve six (6) or more bedrooms.

   Analysis: Common bath facilities are provided on every floor to accommodate bedrooms without private bathrooms. The project has a common full kitchen on every floor. These kitchens would serve between 27-32 bedrooms.

5. **External Entryway (Section 20.80.290.b.5):** No bedroom shall have a separate external entryway.

   Analysis: All of the co-living units are accessed from internal corridors.

6. **Interior Common Open Space (Section 20.80.290.b.6):** A Co-Living Community shall provide a minimum of 20 square feet of interior common space per bedroom, excluding janitorial storage, laundry facilities and common hallways. The interior common space may be located on different floors than the corresponding bedrooms.

   Analysis: Option 2 has a total of 64,320 square feet of common space which averages to 81 square feet of common interior space per unit. Above and beyond the requirements, the project also provides 9,456 square feet of residential open space through the provision of an amenity lounge and the roof deck with a pool.

7. **Closet (Section 20.80.290.B.7):** A closet or designated storage space, which could consist of furniture that provides storage, is required in every bedroom.

   Analysis: Every co-living bedroom has a closet.

8. **Cleaning Supply Storeroom/Utility Closet (Section 20.80.290.B.8):** A cleaning supply storeroom and/or utility closet with at least one (1) laundry tub with hot and cold running water must be provided on each floor of the facility.

   Analysis: Each floor has a janitor room that includes a laundry tub.

9. **Laundry Facilities (Section 20.80.290.b.9):** Laundry facilities must be provided in a separate room at the ratio of one (1) washer and one (1) dryer for every twenty (20) bedrooms or fractional number thereof.

   Analysis: The project provides laundry rooms on every floor. The floors have a maximum of 32 bedrooms and provide a minimum of three washers and dryers per floor.

10. **Housing (Section 20.80.290.b.10):** A Co-Living Community is subject to regulatory programs and requirements administered by the Department of Housing.

    Analysis: With respect to those programs and requirements and the implementing regulations, each bedroom shall be considered a co-living dwelling unit, and the heated common areas associated with the bedrooms would not be excluded from the determination of square footage.

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11. **Operations Management Plan (Section 20.80.290.b.11):** A Co-Living Community shall have an operations management plan. The operations management plan is subject to the approval of both the Director of Planning and the Director of Housing. The operations and management plan shall be adhered to during the operation of the Co-Living Community.

    Analysis: The applicant has submitted their Garden Gate Housing Compliance Plan for review by the Housing Department. As a Condition of Approval, Option 2 would be required to provide and comply with the Operations Management Plan approved by the Housing and Planning Department. The project would therefore comply with this code section.

12. **Design Guidelines (Section 20.80.290.b.12):** A Co-Living Community shall conform to the design guidelines in Section 20.70.500. The project is subject to Downtown Design Guidelines and Residential Design Guidelines.

    Analysis: Per the analysis in the Design Guidelines Section below, the project complies with this Code Section.

13. **Transportation Demand Management Program (Section 20.80.290.b.13):** A Transportation Demand Management Program (TDM), in conformance with Section 20.90.220, shall be required for a Co-Living Community, regardless of whether a reduction in parking is requested.

    Analysis: As discussed below, the project complies with this Code Section and Option 2 would be required to comply with the Transportation Demand Management Program for the life of the project. The TDM Plan includes the provision of transit passes to all residents and employees of the project, unbundled parking, and a TDM project coordinator.

Parking Requirements

In Option 1, residential units require one parking space per unit, and retail and commercial uses have no minimum parking requirement. Bicycle parking is required at one space per four units. Per the requirements, Option 1 requires 290 residential parking spaces and 73 bicycle parking space. The required parking for Option 2, the Co-Living Facility, is 0.6 parking space per bedroom pursuant to Table 20-140, Note 10 and 25 long-term bicycle parking spaces for the first 100 Co-Living bedrooms plus 0.20 parking spaces for every bedroom over 100. Additionally, two short-term parking spaces are required for every 100 bedrooms. Per the zoning requirements, the project would need to provide 476 vehicle parking spaces and 239 long term bicycle parking spaces and 16 short term bicycle parking spaces. Additionally, one long term and two short term bicycle parking spaces would be required for the commercial retail space.

Pursuant to Section 20.90.220 of the San José Municipal Code, a parking reduction of up to 20% may be authorized for a development which provides all the required bicycle parking and is located in a growth area. Additionally, the DC Zoning District permits further parking reductions. Section 20.70.330.B authorizes further parking

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reductions, up to 50%, for mixed-use projects in the Downtown Zoning Districts where the reduction would not adversely affect surrounding projects, the reduction would not be dependent upon public parking, and the project can demonstrate it can maintain its TDM for the life of the project and maintain the provided parking.

Option 1 proposes a 20% parking reduction to allow 232 parking spaces in lieu of 290 parking spaces. The project would provide the required bicycle parking. The closest Light Rail station is at the San José Convention Center within 1/3 mile (1,790 feet) of the site and existing buses have routes within ¼ mile of the project site. The project would utilize the 20% parking reduction and would provide 232 vehicle parking spaces and 76 bicycle parking spaces in compliance with the Municipal Code.

Option 2 proposes to utilize the 50% parking reduction as well as the additional 50% parking reduction permitted in Section 20.70.330.B. The Co-Living development (Option 2) would provide 124 vehicle parking spaces and 183 bicycle parking spaces comprised of 18 short term spaces and 180 long term spaces. The project would implement a TDM program with a transit pass program for all the retail employees and Co-Living facility tenants. Additionally, the project would designate an on-site TDM manager and develop a campaign to improve tenant awareness and participate in alternative transportation options. Finally, the project proposes to unbundle the parking for the Co-Living Facility which would require future tenants to rent a parking space. The project would not rely on public parking and would be conditioned to maintain the minimum code required parking (with reductions) and implementation of the TDM plan for the life of the project. The project's TDM includes analysis on the cost of the VTA SmartPass program which Eco passes and this cost has been factored into the project's annual budget. Therefore, the parking reduction for Option 2 would comply with the Municipal Code.

5. **Design Guidelines.** Downtown Design Guidelines Conformance Section 20.70.500 of the Zoning Ordinance requires that any project in the DC Downtown Primary Commercial Zoning District be subject to the design guidelines adopted by the City Council. The new Downtown Design Guidelines and Standards were adopted on April 23, 2019 and amended on May 21, 2019; these guidelines are applicable to any Planning application submitted after the Effective Date. The project was submitted on January 9, 2018 and is subject to the 2004 Downtown Design Guidelines. The project complies with the 2004 Downtown Design Guidelines, specifically in the following areas:

Urban Form and Massing

The Downtown Design Guidelines state that a project's massing should consider the larger physical context and urban form. The project site is located at an entry point into Downtown along South First Street. Plaza de César Chavez and the greater downtown are located north of the site and south of the site is Interstate 280 and residential neighborhoods. In response to the location, the project's tower massing lightly steps down on the southern elevation. The building is carefully angled on the

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northwest corner meant to mimic the street angle north of the site where South 1st Street splits in to South Market Street and South First Street. The project considered its design on all views to and from the site, including the elevated freeway, the planes overhead, and the pedestrian experience. Horizontal and vertical reliefs were incorporated into the designs through façade treatments to further break down the building's massing.

Project Base/Street Wall

The Downtown Design Guidelines encourage the design of the base of buildings to allow for lasting social interaction at the ground through transparency and durable materials. Further, the Guidelines state that building frontage should appear safe, welcoming, and open to the general public.

The project's two street frontages have achieved the intent of the Guidelines by providing large, glass street frontages with building entrances along both East Reed Street and South 1st Street. The project's ground floor exterior has been designed to have a clear height to 20 feet from the ground plane at the corner of East Reed and South 1st Streets. The project reuses the Pallesen Building's storefront along South 1st Street as a unique ground floor space which breaks up the 140-foot South 1st Street's building frontage. Additionally, the project incorporates canopies and pedestrian lighting along the retail and residential lobby entrances to provide a protected covered entrance and well-lit night time experience as pedestrians and residents move in and out of the building. The building's ground floor would include materials such as retail storefront vision glass, a brick façade, a dark ground floor brick base along East Reed Street, and a painted metal louvers and panels. The mix of materials on the ground floor creates a warm feeling, inviting pedestrians and bicyclists into the space.

Architecture and Materials

The Guidelines encourage projects to consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development. The architecture should integrate a top, middle, and base of buildings into one architectural statement.

The base of the building is defined by the varied height massing blocks on Levels 1-4. The middle is defined by the horizontal insets that occur at levels 11, 14, 17, and 21 on both options. The tope is defined by the setback at the pool terrace and inset corner around the pool. The roof is distinctive through the use of the butterfly, roofline canopy of the outdoor pool space.

Glazed spandrel glass panels are used to create a vertical pattern on the tower. Darker glazing is combined with inset balconies to enhance the visual look of the project site. The pattern created by the spandrel glass is similar to the vertical patterns on the multi-family Pierce building across First Street while the inset balconies would reflect

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the inset balconies on the upcoming multifamily "SparQ" building across East Reed Street. The building's ground floor dark bricks and the red painted metal panels woven through the building's base and top reflect the red roof attributes and ground floor designs of the nearby neighborhood including the commercial building located across South First Street from the project site and the City Center Motel, located on South Second and East Reed.

Building Crown

The Design Guidelines encourage the design of the tops of buildings to add to the city skyline for views to and views from each building. For buildings taller than 75 feet, the average floor plate (floor area for a level) for all stories above 75% of the building's total height shall not exceed 85% of the average size of the floor plates. This allows the tower to have a distinctive silhouette as the building increases in height.

The tower steps its mass down on the top south side of the building which adds some variation to the typical roof structure seen in high rises throughout the City. Consistent with the Design Guidelines, the roof level and levels 23-27 have an average floor plate of 81%. The building's roofline is defined by its outdoor residential amenity space for both options.

Option 1-Residential Design Guidelines

The Residential Design Guidelines state private open space should be provided at a minimum of 60 square feet per unit and common open space should be provided at a minimum of 100 square feet per unit. Residential open space requirements are intended to provide space for recreation and social activities. Projects in close proximity to parks can reduce their provided open space. The project is approximately 250 feet from Parque de los Pobladores and is also approximately ½ mile from the Guadalupe River Trail and Plaza de César Chávez. Option 1 is proposing to provide an average of 48.8 square feet of private open space residential space and an average of 24.7 square feet of common residential open space. Given the project's proximity to public open space and the urban nature of the project, the open space meets the intent of the residential guidelines.

6. **Environmental Review.** The City of San José, as the lead agency for the project, prepared a Draft Supplemental Environmental Impact Report (Draft SEIR) to the Downtown Strategy 2040 Environmental Impact Report (Resolution 78942), which was circulated for public review and comment from July 15, 2019 through August 29, 2019. A First Amendment to the DEIR was prepared to provide responses to public comments submitted during the public circulation period and revisions to the text of the DEIR. The First Amendment together with the DEIR constitute the Final Supplemental Environmental Impact Report (FSEIR) for the project.

   The following discussion outlines the environmental impacts discussed in the Draft

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SEIR.

Identified Significant Unavoidable Impacts

The Draft SEIR found that the project would result in significant unavoidable impacts to the on-site cultural resources including the City Center Motel Sign and Pallesen Apartment Building and the project would result in significant adverse changes to the adjacent South First Street Arts District (SOFA). Therefore, a Statement of Overriding Considerations is required. The DEIR identified impacts resulting from the project to Biological Resources, Hazards and Hazardous Materials, and Noise. With implementation of the mitigation measures specified in the Mitigation Monitoring and Reporting Program prepared for the project, impacts to these resources are reduced to less than significant levels.

Environmental Impacts and Mitigation Measures

As part of the certification of the FEIR, the City Council would need to approve a related Mitigation Monitoring and Reporting Program (MMRP) for the proposed project. A copy of the signed MMRP is attached to the proposed CEQA resolution (Exhibit F). The following mitigation measures apply to the proposed project as further explained in the Draft SEIR and MMRP:

- Biological Resources – If construction activities start during the migratory bird breeding season (February through August, inclusive), pre-construction surveys for nesting raptors or other migratory birds are required to reduce the loss of fertile eggs, nesting raptors or other migratory birds, or nest abandonment impacts to less than significant levels.
- Cultural Resources—Prior to the issuance of any grading, demolition or building permits, the Pallesen Apartment building shall be documented in accordance with the Level III Historic American Building Survey (HABS). Additionally, the applicant shall be required to advertise the availability of the Pallesen Apartment Building for relocation for a minimum period of 60 days. If the building is relocated, the City must determine the receiver site is suitable and a structural engineer should be engaged to determine the appropriate reinforcement needed during the building's move. The relocated building should then be repaired and restored. If the Building cannot be relocated, the structure should be made available for salvage for the reuse of historic building materials. A Preservation Plan should be submitted to the City for the Pallesen Building's Façade reuse in the project and a Relocation Plan should be prepared and submitted for the City Center Sign. A qualified archeologist would be required to conduct a field inventory of the project site and submit a report outlining the results and recommendations; the project would be required to implement the recommendations of the report. If prehistoric or historic resources are encountered, all activity should cease and the archaeologist should evaluate the find(s) and provide appropriate recommendations regarding the disposition of the finds.

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- Hazardous Materials – After demolition of the existing buildings, but prior to the issuance of grading permits, the applicant will be required to conduct soil sampling and prepare a Site Groundwater Management Plan. If contaminated soils are found on site above established thresholds, the applicant must enter into the Santa Clara County Department of Environmental Health's Voluntary Cleanup Program for remediation of contaminated soil. Prior to the start of construction, the applicant should obtain a discharge permit to dispose of the water collected during the dewatering process.
- Noise – Prior to the issuance of any grading permits, the applicant shall submit a construction plan, vibration monitoring plan, and schedule that will identify potential construction hours, equipment, and activities. The Construction Vibration Monitoring Plan should document existing conditions, conditions during construction and after construction. The Plan should identify the sensitivity of on and off site structures, perform a survey for each structure within 50 feet of the constructions activities and development a monitoring and construction contingency plan. A report summarizing the result of the vibration monitoring process shall be submitted after the completion of each substantial phase of construction, as identified in the Monitoring Plan.

CEQA Alternatives

As required under CEQA, the Drat SEIR evaluated the No-Project alternative, a Pallesen Apartments Building Relocation alternative, and a Historic Structure Preservation alternative. Most of the environmental impacts of the project involved cultural resources (historic buildings); therefore, the alternatives were focused on exploring alternatives that would reduce these impacts. These alternatives are summarized as follows:

- No Project – No Development Alternative: The No Project – No Development Alternative assumes no redevelopment of the project site and would result in the retention of the existing buildings. There would be no construction with the No Project – No Development Alternative and therefore, would not result in any environmental impacts or mitigation measures.
- Pallesen Apartments Building Relocation Alternative – This alternative would be the same as the project with the exception that the Pallesen Apartments Building would be relocated off-site to another location within Downtown San José and the building would be preserved and used as an apartment building, similar to its current use. The Pallesen Building would continue to be demolished (with façade preservation) and the City Center Motel sign would continue to be relocated to the roof. This alternative would be the same for both options. Under this alternative, the project would avoid the significant and unavoidable impact to the Pallesen Apartments Building but the impacts to the Pallesen Building and City Center Sign would remain the same. This alternative would meet all the project objectives for both options.

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- Historic Structure Preservation--This alternative would maintain all three historic structures on-site in their current locations. The project would be a residential development designed around these structures. Under this alternative, the project would have approximately 5,000 square feet of development area and the site would be able to support a narrow building with a north-south orientation. The building would be three stories in height and would have approximately 1,500 square feet or retail with a total of three residential units and 8 parking spaces. By preserving the onsite historic structures, this alternative would avoid potential impacts on historic resources, because the existing buildings would continue in their current use in their original location. The project would also have an incrementally reduced impact on the increased urbanization and removal of historic structures in the SoFA and First Street Commercial historic core areas. Under this alternative the impacts on historical resources would be less than significant. The alternative would not fully meet the project's objectives to provide high-density development and maximize the use of an infill site.

Circulation and Public Comments

The DEIR was circulated for a 45-day period from July 15 through August 29, 2019. The City received six written comment letters during the public comment period. Comments were submitted by one individual and five agencies and organizations, as shown below:

- Bay Area Quality Management District
- Santa Clara Water District
- Kitty Moore, Community Member
- Aurelia Sanchez, Community Member
- Develin Creighton, Community Member

Issues raised in these comment letters include the following:

- Clarification on the Cortese List and Hazards and Hazardous Materials Section
- Air Quality: Consistency with the 2017 State Scoping Plan and Green Building Code Standards
- Parking and Circulation
- Request for one project rather than two options
- Construction Hours and Practices

The City responded to all comments received on the Draft SEIR and incorporated them into the First Amendment to the Draft SEIR. The First Amendment, taken together with the Draft SEIR, constitutes the Final EIR. The Draft SEIR and First Amendment to the Draft SEIR are available for review on the project page on the

City's Active EIRs website at: http://www.sanjoseca.gov/index.aspx?nid=6073.

SEIR Recirculation Unnecessary

The comments received do not identify substantive inadequacies in the Drat SEIR or new previously unidentified significant impacts that require recirculation. The recirculation of an EIR is required when significant new information is added to the EIR after public notice is given of the availability of the Draft SEIR for public review but before certification. "Information" can include changes in the project or environmental setting as well as additional data or other information. New information added to a Draft SEIR is not "significant" unless the Draft SEIR is changed in a way that deprives the public of meaningful opportunity to comment on a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (CEQA Guidelines Section 15088.5).

In accordance with CEQA Guidelines Section 15088, the First Amendment to the Draft SEIR for the project includes written responses to all comments received during the public review period for the Draft SEIR. As required by Section 15132 of the CEQA Guidelines, the responses in the First Amendment to the Draft SEIR address significant environmental points and comments on the content and adequacy of the EIR. The responses and comments provide clarification and refinement of information presented in the Draft SEIR and, in some cases, correct or update information in the DEIR. No significant new information has been added to the EIR since publication of the Draft SEIR; therefore, is does not need to be recirculated.

7. 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 above, the project (both Options 1 and 2) is consistent with the General Plan Land Use/Transportation Diagram designation of Downtown, as the Downtown land use designation supports a mix of commercial, retail, and residential uses at high densities. Both project options are also consistent with the various General Plan policies listed above including urban design policies, transportation policies, and community design policies.

   b. 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 above, both options for the project are consistent with the DC Downtown Primary Commercial Zoning District. Option 1 includes uses which are permitted in the Zoning District. Option 2 is a Co-Living mixed-use project which requires the approval of a Special Use Permit and compliance

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with Municipal Code Section 20.80.290. As described above, Option 2 would comply with the Co-Living Facility requirements.

Both Options are consistent with the required height and setbacks of the DC Downtown Primary Commercial Zoning District. The DC Zoning District requires no minimum setbacks. The project applicant has applied for and received a Determination of No Hazard with the Federal Aviation Administration (FAA), indicating that the project does not pose a hazard to air navigation. The project must file a Notice of Actual Construction within 5 days of completing each building's highest corner point and requires the installation of roof-stop obstruction lights as prescribed by the FAA.

The required parking for Option 1 would be one parking space per unit and one bicycle space per 4 units which would be 290 vehicle parking spaces and 73 bicycle parking spaces. Additionally, one long term and two short term bicycle parking spaces would be required for the commercial retail space. Section 20.90.220 of the San José Municipal Code allows projects that are within growth areas and within 2,000 feet of a light rail station and which provide all the required bicycle parking to receive a 20% reduction in parking. As described above, the closest Light Rail station is at the San Jose Convention Center within 1/3 mile (1,790 feet) of the site and existing buses have routes within ¼ mile of the project site. Option 1 proposes to utilize the 20% parking reduction and would provide 232 vehicle parking spaces and 76 bicycle parking spaces in compliance with the Municipal Code.

The required parking for Option 2 would be 0.6 parking space per bedroom pursuant to Table 20-140, Note 10 and 25 long term bicycle parking spaces for the first 100 Co-Living bedrooms plus 0.2 bicycle parking space for every bedroom over 100. Additionally, two short-term bicycle parking spaces would be required for every 100 bedrooms. Per the zoning requirements, the project requires 476 vehicle parking spaces and 239 long-term bicycle parking spaces and 16 short-term bicycle parking spaces. Additionally, one long-term and two-short term bicycle parking spaces would be required for the commercial retail space. Section 20.90.220 of the San José Municipal Code allows projects that are within growth areas and within 2,000 feet of a light rail station and which provide all the required bicycle parking, and a Transportation Demand Management Program to receive a 50% reduction in parking. Additionally, Section 20.70.330.B permits further parking reductions, up to 50% for mixed-use projects where the reduction would not adversely affect surrounding projects, the reduction would not be dependent upon public parking, and the project can demonstrate it can maintain its TDM for the life of the project and maintain the provided parking. Option 2 proposes to utilize both parking reductions and would provide 124 vehicle parking spaces and 183 bicycle parking spaces. The project proposes a TDM program and would provide a transit pass program for all the retail employees and Co-Living facility tenants. Additionally, the project would

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designate an on-site TDM manager and develop a campaign to improve tenant awareness and participate in alternative transportation options. Finally, the project would unbundle the parking for the Co-Living Facility which would require future tenants to rent a parking space. The project would not rely on public parking and would be conditioned to maintain the minimum code required parking (with reductions) and implement the TDM plan for the life of the project. The project's TDM includes analysis on the cost of the SmartPass program the cost of which has been factored into the project's annual budget. Therefore, the proposed parking reduction would comply 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 Preservation of Historic Landmarks Policy for the following reasons: 1) There was public notification of a proposal to alter or demolish the existing historic structures on-site, and two scoping and community meetings were held on April 30, 2018 and April 8, 2019, wherein the project was presented and the demolition of the buildings were discussed. Additionally, the proposed project was presented at the Historic Landmarks Commission Meeting on May 2, 2018, and the public was informed that the project would involve the demolition of the structures on-site; 2) The project was heard at the Planning Commission Meeting on October 23, 2019; 3) The First Amendment to the SEIR discusses and analyzes the historic structures on-site and provides mitigation to facilitate relocation of the Pallesen Apartment Building. The preservation of all of the structures were carefully reviewed and strong consideration was given when evaluating this option; and 4) The findings justifying the demolition of the historic structures are discussed in the SEIR and in this staff report.

The project is also consistent with the City's Affordable Housing requirements and would be conditioned to comply with the City's Ellis Act Ordinance and the City's Inclusionary Housing Ordinance.

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 site of the project parcels other than the project tower. The tower is oriented towards the street with pedestrian entries along East Reed Street and South First Street. The project's design incorporates canopies and lighting over the entries to enhance the pedestrian experience. The project is conditioned to provide a 15-foot sidewalk along South First Street and to install audible and visual warning signs along the garage entry to protect the pedestrians and bicyclists from vehicle circulation into and out of the site. Additional design analysis is provided in the 2004 Downtown Design Guidelines conformance section.

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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 located at an entry point into Downtown along South First Street. Plaza de César Chavez and the greater downtown are located north of the site and south of the site is Interstate 280 and residential neighborhoods. In response to the location, the project tower's massing lightly steps down on the southern elevation. The building is carefully angled on the northwest corner meant to mimic the street angle north of the site where First Street splits in to South Market Street and South First Street. The project considered its design on all views to and from the site, including the elevated freeway, the planes overhead, and the pedestrian experience. Horizontal and vertical reliefs were incorporated into the designs through façade treatments to further break down the building's massing.

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: As discussed above, a SEIR to the Downtown Strategy 2040 Environmental Impact Report (Resolution 78942) was prepared for the Garden Gate Tower Project in compliance with CEQA and the CEQA Guidelines. The project's impacts are discussed in the Environmental Review section above. Based on the findings of the SEIR 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. Based on review of the proposed project by all of the various departments, there are no non-CEQA related impacts anticipated for this project. For example, there is no late-night use proposed for this project, 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: 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 and in the mechanical penthouse on the roof; not visible from the street or surrounding buildings. No outdoor activities would occur on the ground floor of this project. The project would be conditioned to provide street trees along the ground floor of the project. The trash facilities would be located on the ground floor of both Options.

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

Analysis: Both project options would have ample pedestrian access and bicyclist access along East Reed Street and South 1st Street. The residential/co-living lobby would be located along East Reed Street and commercial/retail space entrances would be on East Reed Street and South 1st Street. Option 1 would provide 232 vehicle parking spaces accessible through two driveways, one located on South 1st Street and one located along the alley. Option 2 would provide 124 vehicle parking spaces through one driveway from the alley. As analyzed in the SEIR, these driveways are adequate for the project options. As described above, the parking for both project options meets the criteria for a reduction in the number of parking spaces. Furthermore, Option 2 would implement a Transportation Demand Management Program to further support the project's parking reduction for the Co-Living facility.

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 five commercial condominiums are consistent with the General Plan land use designation of Downtown as commercial uses are permitted in these districts. The Co-Living Facility Special Use Permit in Option 2 is also consistent with the Downtown General Plan land use designation and goals and policies of the General Plan.

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: In addition to the zoning discussion above, Section 20.175.042of the Municipal Code requires the minimum unit size for nonresidential condominium units to be 750 square feet. The five commercial condominium units would range in size and none would be less than 750 square feet. Option 2 is a Co-Living mixed-use project which requires the approval of a Special Use Permit and compliance with Municipal Code Section 20.80.290. As described above, Option 2 would comply with the Co-Living Facility requirements. Option 2 would not exceed the bedroom size limitations, would provide laundry facilities, closets, kitchens, common open space, and utility closets in compliance with the Co-Living Facility requirements. Additionally, the Co-Living facility would be required to implement the Operation Management Plan and TDM plan.

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

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

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

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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: As described above, the project, including the commercial condominiums and Option 2's Co-Living Facility use, would not impact the peace, health, safety, morals or welfare of persons residing or working in the surrounding area as these uses are wholly contained within the project, and all activity in the commercial condominium spaces would not impact the area outside of the building. The commercial condominium units would not impair the utility or value of property or persons in the immediate area as any use in these commercial units would be fully contained in the building. The commercial/retail condominiums could include a restaurant which may have a sidewalk café, but the café would be located along the project's frontage and would not impact any other property. The Co-Living Facility would not impair the utility or value of property or persons in the immediate area, the project would implement a TDM plan to reduce the use's parking needs and provide other transit options.

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 noted above, the five condominium units would meet the minimum square footage requirements for commercial condominiums. All necessary components of any future tenant would be contained within the individual unit spaces. The Co-Living Facility (option 2) would meet the bedroom unit size requirements and would provide the amenities and facilities as required for Co-Living Facilities pursuant to the San José Municipal Code Section 20.80.290.

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 downtown street network and said streets have the capacity to handle the traffic generated by the project, as analyzed in the SEIR. The subdivision of the commercial spaces would not create any additional need for access. The other public and private service facilities would adequately support the proposed project.

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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: As discussed above, an SEIR was prepared for the Garden Gate Tower Project in compliance with CEQA and the CEQA Guidelines. The project's impacts are discussed in the CEQA section above. Based on the findings of the SEIR 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..

h. The proposed common interest development will not adversely impact the economic viability of large-scale commercial and industrial uses in the vicinity of the development or in the city as a whole.

Analysis: As discussed above, the project's common interest development would not adversely impact the economic viability of large-scale commercial and industrial uses in the vicinity in that the size of the commercial units adequately accommodates a variety of potential uses, and the anticipated uses such as restaurant or retail uses would add to the economic viability of the area.

i. The proposed common interest development includes sufficient provisions for governance, funding and capitalization, and enforcement mechanisms to ensure that the common area continues to be adequately and safely maintained and repaired for the life of the common interest development; and

Analysis: A Declaration of Covenants, Conditions, and Restrictions (CC&Rs) is required and when approved by the City in accordance with the Zoning Ordinance prior to final map approval would include sufficient provisions for governance, funding and capitalization, and enforcement mechanisms to ensure that the common area continues to be adequately and safely maintained and repaired for the life of the common interest development.

j. The proposed common interest development include sufficient provisions of the retention of such common areas for the use of all owners of separate interest therein.

Analysis: The CC&Rs, required when the Final Map is approved by the City in accordance with the Zoning Ordinance would state that each residential owner shall have, as appurtenant to their unit, and undivided interest in the common residential areas. This would ensure that each common interest development has sufficient retention of common areas for use by all owners as noted in the conditions of approval. The CC&Rs would also include provisions for ingress, egress, parking, emergency access, utilities, landscaping, and the like.

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

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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: As discussed in detail above, the demolition of the Pallesen Building and Pallesen Apartment Building would facilitate the construction of the overall project that is compatible with the surrounding neighborhood. Although the project would result in the loss of four residential units within the Pallesen Apartments Building, Option 1 would replace the lost units with a total of 290 residential units and Option 2 would replace the units with a Co-Living facility which would provide 793 bedrooms in a co-living facility. Additionally, the project would be conditioned to comply with all Housing requirements including compliance with the Ellis Act Ordinance and Inclusionary Housing Ordinance. Criteria 1 and 2 are not applicable to the reason for demolition of the existing structure. While the demolition is not preserving the historic structure, and finding 5 and 6 cannot be met, the project is satisfying other goals and policies of the General Plan as noted above. Criteria 7 is not applicable because there is an application for a replacement building on file.

4. **Tree Removal Findings:** Chapter 13.32.100 of the San José Municipal Code establishes at least one of the following required findings must be made for issuance of a Tree Removal Permit for ordinance-size trees measuring 56 inches or more in circumference. Findings are made for the project based on the above-stated findings related to General Plan, Zoning Ordinance and CEQA conformance and for the reasons stated below, and subject to the conditions set forth in this Permit.

   a. That the tree affected is of a size, type and condition, and is in such a location in such surroundings, that its removal would not significantly frustrate the purposes of Chapter 13.32 of the San José Municipal Code as set forth in

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Section 13.32.010;

b. That the location of the tree with respect to a proposed improvement unreasonably restricts the economic development of the parcel in question;

c. That the condition of the tree with respect to disease, danger of falling, proximity to an existing or proposed structure, and/or interference with utility services, is such that preservation of the public health or safety requires its removal

Analysis: The project would remove one (1) non-ordinance size tree, which is five inches in circumference. The trees proposed to be removed is located within the proposed building's footprint. Preservation of the tree would create a building footprint that would not be conducive to the growth envisioned for the project site and Downtown.

A total of one (1) 15-gallon replacement tree would be required for the project. Pursuant to the project's landscaping plan, six street trees are proposed to be planted along the project's frontage. Street trees can count towards mitigation trees in accordance with the City's tree replacement policy.

In accordance with the findings set forth above, a Planned Development 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 Planned Development 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 Planned Development 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 Special Use 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

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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 Planned Development 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 Planned Development 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 Plant 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 Planned Development Permit plans entitled, "Garden Gate Tower," dated revised on June 4, 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 Special Use Permit.** This Special Use Permit allows the demolition of the existing buildings on-site, removal of one (1) non-ordinance size tree, and the construction of a 27-story, high-rise tower comprised of either (Option 1) up to 290 residential units and approximately 4,840 square feet of commercial uses comprised of up to five (5) commercial condominium units or (Option 2) a Co-Living Facility with up to 793 Bedrooms, and approximately 5,422 square feet of commercial uses comprised of up to (5) commercial condominium units on an

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approximately 0.4-gross acre site.

7. **Co-Living (Option 2) Requirements.**

   a. Each co-living unit shall be designed to accommodate a maximum of up to two (2) persons.

   b. Excluding the closet and the bathroom area, the bedroom size must be at least one hundred (100) square feet in floor area if occupied by one (1) person, and one hundred fifty (150) square feet in floor area if occupied by two (2) persons. The average size of all of the bedrooms within a Co-Living Community shall be no greater than two hundred seventy five (275) square feet and no bedroom may exceed four hundred (400) square feet.

   c. The project shall provide a minimum of 64,000 square feet of common interior space.

   d. Prior to the issuance of building permits for the co-living facility, the applicant shall obtain Permit Adjustment for the review and approval of an Operations Management Plan for the Co-Living Facility. The co-living project (Option 2) would be required to implement the Operations Management Plan, as amended for the life of the project.

8. **Implement Transportation Demand Management (TDM) Plan.** The project is required to implement the TDM measures included in the TDM Plan prepared by Kimley-Horn, dated June 10, 2019, as amended for the life of the project. The TDM Plan for the Co-Living Facility (Option 2) shall include:

   i. Secured bicycle parking for residents

   ii. Transit Use Inventive Program for all tenants and employees (such as VTA SmartPass transit passes)

   iii. On-Site TDM manager

   iv. Unbundled Parking

   v. Electric vehicle charging stations for 8 parking spaces

9. **Downtown Financing Plans.** The San José City Council (“City”) approved the (i) Envision San Jose General Plan 2040 (“General Plan”) in 2011, (ii) Diridon Station Area Plan (“Diridon Plan”) in 2014, and (iii) Downtown Strategy 2040 (“Downtown Strategy”) in 2018. The Diridon Plan and Downtown Strategy, in conjunction with the General Plan, provides the framework for development located in Downtown San Jose.

   The City is in the process of developing financing plans for the Diridon Plan and the entire Downtown to fund public improvements, affordable housing, and other 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)

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Commercial linkage fee program(s); and/or (vi) other financing mechanisms or combination thereof.

The City is in the process of amending the Diridon Plan and updating the Diridon Basic Infrastructure Impact Fee. Updates to the Diridon Basic Infrastructure Impact Fee may include expanding the impact fee to other areas of Downtown. The City Council has also directed City staff to complete studies and make recommendations related to commercial impact fees to help fund affordable housing. Further, the City is developing a Downtown Transportation Plan that may require funding to construct the public improvements identified in the Downtown Transportation Plan. These efforts are on-going and there will continue to be other similar efforts to study various funding mechanisms for public improvements, affordable housing, and other amenities and services in the Downtown.

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 applicable to Downtown, as may be amended, which may include one or more of the financing mechanisms identified above.

10. **Compliance with Local and State Laws.** The subject use shall be conducted in full compliance with all local and state laws. No part of this approval shall be construed to permit a violation of any part of the San José Municipal Code. The Permit shall be subject to revocation if the subject use is conducted in such a manner as to cause a nuisance, as conditioned.

11. **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.

12. **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.

13. **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.

14. **Window Glazing**. Unless otherwise indicated on the approved plan, all ground floor windows shall consist of a transparent glass.

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15. **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.

16. **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.

17. **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.

18. **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.

19. **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.

20. **Loitering.** Loitering shall not be allowed in the public right-of-way adjacent to the subject site.

21. **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.

22. **Outdoor Storage**. No outdoor storage is allowed or permitted unless designated on the approved plan set.

23. **Sign Approval.** No signs are approved at this time. All proposed signs shall be subject to review and approval by the Director of Planning through a subsequent Permit Adjustment.

24. **Building and Property Maintenance.** The permittee 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.

25. **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.

26. **Affordable Housing.**

    a. The permittee must execute and record their City Affordable Housing Agreement memorializing the IHO obligations against the property and any contiguous

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property under common ownership and control prior to earliest of: issuance of any building permits, or approval of any parcel or final map.

b. Permittee must strictly comply with each requirement of the approved Affordable Housing Compliance Plan, the Affordable Housing Agreement, and any other applicable requirements of the IHO.

c. No building permit may issue until the Affordable Housing Agreement is recorded against the property. No building permit may issue except consistent with the requirements of the IHO and the proposed Plan to fulfill the affordable housing obligations.

d. No Temporary Certificate of Occupancy, Certificate of Occupancy, or Notice of Completion for any units shall be issued until all requirements of the IHO and Affordable Housing Agreement are met.

27. **Ellis Act Ordinance.** This project is subject to the requirements of the City's Ellis Act Ordinance. Prior to the issuance of a demolition permit, Planning staff should confirm with Housing Department, the Owner's completion of all relocation obligations, including the obligations under the Ellis Act Ordinance**.**

28. **FAA Clearance.** Prior to filing an application for a Building Permit, the Permittee shall obtain from the Federal Aviation Administration (FAA) a "Determination of No Hazard" for each building high point. The Permittee shall initiate the regulatory FAA review by filing a "Notice of Proposed Construction or Alteration" (FAA Form 7460-1) for each building corner and any additional highest point(s) of the proposed structure. The data on the forms should be prepared by a licensed civil engineer or surveyor using NAD83 latitude/longitude coordinates out to hundredths of seconds and NAVD88 elevations rounded off to next highest foot.

29. **FAA Clearance Permit Adjustment.** Prior to filing an application for a Building Permit, the Permittee shall apply for and obtain a Permit Adjustment to incorporate any and all FAA conditions identified in the Determinations of No Hazard (if issued), e.g., installation of roof-top obstruction lighting or construction-related notifications, into the SP18-001 conditions of approval**.**

30. **Avigation Easement.** Prior to the issuance of a Building Permit, the property owner shall grant an Avigation Easement to the City of San Jose. Contact either Cary Greene, cgreene@sjc.org (408-392-3623), or Ryan Sheelen, rsheelen@sjc.org (408-392-1193), of the San José Airport Department to initiate the easement dedication process.

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, SP18-001, shall be printed on all construction plans submitted to the Building Division.

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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. **Timing of Tree Removals**. Trees that are proposed for removal to accommodate new development shall not be removed until the related Public Works Grading Permit has been issued.

35. **Tree Replacement.** The removed trees shall be replaced according to tree replacement ratios required by the City, as provided in the table shown below, as amended.

Table: Tree Replacement Ratios

Circumference of Tree to be Removed	Type of Tree to be Removed			Minimum Size of Each Replacement Tree
	Native	Non-Native	Orchard	
38 inches or more	5:1	4:1	3:1	15-gallon
19 up to 38 inches	3:1	2:1	none	15-gallon
Less than 19 inches	1:1	1:1	none	15-gallon

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Table: Tree Replacement Ratios				
Circumference of Tree to be Removed	**Type of Tree to be Removed**			**Minimum Size of Each Replacement Tree**
	Native	**Non-Native**	**Orchard**	
x:x = tree replacement to tree loss ratio Note: Trees greater than or equal to 38-inch circumference shall not be removed unless a Tree Removal Permit, or equivalent, has been approved for the removal of such trees. For Multi-Family residential, Commercial and Industrial properties, a permit is required for removal of trees of any size. A 38-inch tree equals 12.1 inches in diameter. A 24-inch box tree = two 15-gallon trees Single Family and Two-dwelling properties may be mitigated at a 1:1 ratio.				

i. Since one (1) non-ordinance size trees would be removed, a total of one **(1)** 15-gallon replacement trees required to be planted.

ii. In the event the project site does not have sufficient area to accommodate the required tree mitigation, one or more of the following measures will be implemented, to the satisfaction of the Director of Planning, Building and Code Enforcement, at the development permit stage:

iii. Pay Off-Site Tree Replacement Fee(s) to the City, prior to the issuance of Public Works grading permit(s), in accordance to the City Council approved Fee Resolution. The City will use the off-site tree replacement fee(s) to plant trees at alternative sites.

36. **Final Map or Lot Line Adjustment Required.** Prior to the issuance of a Building Permit, the permittee shall secure approval and provide recordation of the final map or a Lot Line Adjustment to consolidate the existing lots.

37. **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.

38. **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.

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39. **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.

40. **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.

41. **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.

42. **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.

43. **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.

44. **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

45. **Utilities.** All new on-site telephone, electrical, and other overhead service facilities shall be placed underground.

46. **Public Works Clearance for Building Permit(s):** Prior to the issuance of Building permits the applicant will be required to have satisfied all of the following Public Works conditions. The applicant is strongly advised to apply for any necessary Public Works permits prior to applying for Building permits. Standard review timelines and submittal

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instructions for Public Works permits may be found at the following: 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:**
    i. This project is located in the expanded Downtown Core and is covered under the San Jose Downtown Strategy 2000 EIR; therefore, no CEQA traffic analysis is required. The project, however, performed a Traffic Operations Analysis to identify any operational issues.
    ii. The project's Traffic Operations Analysis has been approved. See separate Traffic memo dated 12/07/2018 for additional information.
    iii. Contribute a fair-share contribution of $100,000 towards the signal improvements at South 1st Street and East Reed Street.
c. **Grand Boulevard**: This project fronts South 1st Street which is designated as one of the seven Grand Boulevards per the Envision San Jose 2040 General Plan. Grand Boulevards are identified to serve as major transportation corridors for primary routes for VTA light-rail, bus rapid transit, standard or community buses, and other public transit vehicles. The project is conditioned to provide the following:
    i. Provide a minimum 15' wide sidewalk.
    ii. Installation of audible and visual warning signs at garage entrance/exit.
d. **Grading/Geology:**
    i. 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.
    ii. All on-site storm drainage conveyance facilities and earth retaining structures 4' 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.
    iii. If the project proposes to haul more than 10,000 cubic yards of cut/fill to or from the project site, a haul route permit is required. Prior to issuance of a grading permit, contact the Department of Transportation at (408) 535-3850 for more information concerning the requirements for obtaining this permit.

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iv. 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.

e. **Shoring**:
   i. Shoring plans will be required for review and approval as part of the Grading Permit for this project.
   ii. 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 Developer 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 more than 12 inches with the public right-of-way (i.e. soldier beams).
   iii. If tie-backs are proposed for use along the adjacent properties (472-26-013,027,070) agreements between the Applicant and the adjacent property owners(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.

f. **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.
   i. The project's preliminary Stormwater Control Plan and numeric sizing calculations have been review and this project will be in conformance with City Policy 6-29.
   ii. The final Stormwater Control Plan must include access and safety designs and features for operation, maintenance, and City inspection when approaching, entering, and within the Flow-Through Planter Box per San Jose Municipal Code 15.14.690.
   iii. Final inspection and maintenance information on the post-construction treatment control measures must be submitted prior to issuance of a Public Works Clearance.

g. **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).

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h. **Flood: Zone D**: The project site is not within a designated Federal Emergency Management Agency (FEMA) 100-year floodplain. Flood Zone D is an unstudied area where flood hazards are undetermined, but flooding is possible. There are no City floodplain requirements for Zone D.

i. **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

j. **Parks:** This residential project is subject to either the requirements of the City's Park Impact Ordinance (Chapter 14.25 of Title 14 of the San Jose Municipal Code) or the Parkland Dedication Ordinance (Chapter 19.38 of Title 19 of the San Jose Municipal Code) for the dedication of land and/or payment of fees in-lieu of dedication of land for public park and/or recreational purposes under the formula contained within in the Subject Chapter and the Associated Fees and Credit Resolutions.

k. **Private Improvements within Public Property**: The proposed encroachment for balconies, windows and architectural features shall be subject to Chapter 13.37 of the Municipal Code. No further discretionary approval by City Council is required for balconies, windows and/or architectural features that comply with the San Jose Building Code. The Developer's additional proposed encroachments of roof overhangs, basements, and walls are subject to discretionary approval of the City Council. If the City Council does not approve or modifies all or a portion of any additional proposed encroachment(s), the Applicant shall apply for a Planning Permit Adjustment or Amendment, as applicable, to remove the encroachment(s) not approved or modify the encroachment(s) to conform to the approved encroachment(s). Encroachment permits are authorized and issued in accordance with Chapter 13.37 of the Municipal Code. The property owners shall execute an Encroachment Agreement as part of Public Works Clearance requirements and prior to Building Permit issuance. The Encroachment Agreement shall be recorded against title to the property.

l. **Undergrounding**: The project is located within an Undergrounding District established after 1988 and is therefore required to pay the In Lieu Undergrounding Fee. It shall be paid to the City for all frontage adjacent to East Reed Street prior to issuance of a Public Works Clearance. 100 percent 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.

m. **Assessments:** This project is located adjacent to the Downtown San José Property-Based Business Improvement District (PBID), which provides enhanced cleaning, information and safety services, beautification activities, and business retention and growth programs within the boundaries of the district. Benefiting properties within the district pay for the services through annual assessments

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placed on the County property tax bills, which may be increased by up to 5% each year. The 2017-18 assessment is calculated based on the land use and its building and lot square footages. Commercial properties pay $0.114720906 and residential properties pay $0.092461315 per building and lot square footages. Future year assessments will be collected through the County property tax bills listed under Tax Code 916 "SJ DOWNTOWN PBID". This project may be required to annex into the district. Please contact Thomas Borden at (408) 535-6831 for additional information.

n. **Street Improvements:**
   i. Provide a 15' attached sidewalk with tree wells along South 1st Street. A sidewalk easement of approximately 5' is required. The relocated historic façade is allowed to encroach 1' into the 15' sidewalk.
   ii. Remove and replace curb, gutter and 20' attached sidewalk with tree wells located at cutout at the back of curb along East Reed Street
   iii. Close unused driveway cut along East Reed Street.
   iv. Proposed driveway width along South 1st Street and East Reed Street to be 26' per City of San Jose Standard Detail R-6.
   v. Remove and replace the PCC pavement within the alleyway with new PCC pavement across the entire project frontage. Removal of the storm catch basin in the alleyway southwest of the property may be required if this is not connected to the storm main on East Reed Street.
   vi. 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.
   vii. Dedication and improvement of the public streets to the satisfaction of the Director of Public Works.
   viii. 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.

o. **Site Utilization Plan and Revocable Encroachment Permit (Street/Sidewalk Closures):** At the Implementation stage, Developer shall provide to the Public Works Project Engineer a Site Utilization Plan with the application of a Revocable Encroachment Permit for any proposed sidewalk and lane closures to support the onsite construction activities.
   i. The following should be included with the Site Utilization Plan and Revocable Permit application, but are not limited to:
      1) **Site Utilization Plan and Letter of Intent**: The site utilization plan should provide a detailed plan of the location of the temporary facilities within the boundary of the construction site. The Letter of Intent should provide a description of operations of the site as well as the reasons for the sidewalk/lane closures and why the activities/uses that are proposed within the Public right-of-way can't occur within the construction site.

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These include the use of the right of way for temporary facilities and activities such as man lifts, baker tanks, staging area, concrete pumping activities, etc. This would also provide a discussion as to the reasons why covered pedestrian walkways will not be provided (ex. swinging loads over sidewalk is not safe for pedestrians).

2) **Multi-Phased Site Specific Sketches**: These sketches should show the phased closures during the course of construction with a provided timeframe estimate of when each phase would be implemented. These sketches should include the type and location of the work to be accomplished within the right-of-way. The exhibit should show in detail the vehicular and/or pedestrian diversion route that shows the appropriate safety equipment, such as barricades, cones, arrow boards, signage, etc.

ii. Developer shall minimize the potential impact to vehicular and pedestrian traffic by:

1) Implementing the closures at the time the onsite activities dictate the need for the closure.

2) Minimizing the closure timeframes to accomplish the onsite tasks and implement the next phase of the closure as outlined in condition a.ii above.

iii. If proposed lane and parking closures are a part of the Revocable Permit Application, Developer shall submit Downtown Lane Closure and Tow Away Permit Applications to DOT. These applications may be obtained at: http://www.sanjoseca.gov/index.aspx?NID=3713. Developer shall contact DOT at (408) 535-8350 for more information concerning the requirements of these applications.

p. **Sanitary:** The project is required to submit plan and profile of the private sewer mains with lateral locations for final review and comment prior to construction.

q. **Greater Downtown Area Master Plans**: This project is located within the Greater Downtown area. Public improvements shall conform to the Council approved San Jose Downtown Streetscape and Street and Pedestrian Lighting Master Plans.

r. **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.

s. **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 cut-outs at the back of curb. Obtain a DOT street tree planting permit for any proposed street tree plantings. Street trees shown on this permit are conceptual only.

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t. **Median Island Improvements:** Applicant will be required to extend the 18" wide portion of the median island on South 1st Street per City standards to restrict left-turns into and out of the site; refer to the current "Guidelines for the Planning, Design and Construction of City Streetscape Projects".

47. **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. _____.

48. **Standard Environmental Permit Conditions**

a. **AIR QUALITY.**

i. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

ii. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

iii. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

iv. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).

v. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.

vi. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

vii. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of the California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

viii. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

ix. Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

b. **BIOLOGICAL RESOURCES.**

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i. **Habitat Conservation Plan.** The project is subject to applicable Santa Clara Valley Habitat Plan conditions and fees (including the nitrogen deposition fee) prior to issuance of any grading permits. The project applicant shall submit a Santa Clara Valley Habitat Plan Coverage Screening Form to the Supervising Environmental Planner of the Department of Planning, Building, and Code Enforcement for review and will complete subsequent forms, reports, and/or studies as needed

c. **CULTURAL RESOURCES.**

i. 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 (PBCE) 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 Cultural Resources Garden Gate Tower Draft SEIR City of San José 3.2-16 July 2019 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 reenter 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. **GEOLOGY AND SOIL.**

i. 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

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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

ii. All excavation and grading work shall be scheduled in dry weather months or construction sites will be weatherized.

iii. Stockpiles and excavated soils shall be covered with secured tarps or plastic sheeting.

iv. Ditches shall be installed, if necessary, to divert runoff around excavations and graded areas.

v. The project shall be constructed in accordance with the standard engineering practices in the California Building Code, 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 the site is designed to properly account for soils-related hazards on the site.

vi. If vertebrate fossils are discovered during construction, all work on the site shall stop immediately, Director of Planning or Director's designee of the Department of Planning, Building and Code Enforcement (PBCE) shall be notified, and a qualified professional paleontologist shall 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 project applicant shall be responsible for implementing the recommendations of the qualified paleontologist. A report of all findings shall be submitted to the Director of Planning or Director's designee of the PBCE.

e. **HAZARDS AND HAZARDOUS MATERIALS**

i. In conformance with State and local laws, a visual inspection/pre-demolition survey and sampling shall be required of the existing buildings on-site to determine the presence of asbestos-containing materials (ACMs) and/or lead-based paint.

ii. During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, California Code Regulations 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 waste being disposed.

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iii. All potentially friable ACMs shall be removed in accordance with USEPA's National Emission Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to any building demolition or renovation that may disturb the materials. All demolition activities will be undertaken in accordance with Cal/OSHA standards contained in Title 8 of CCR, Section 1529, to protect workers from exposure to asbestos.

iv. 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.

v. 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.

vi. 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.

vii. Prior to the issuance of a building permit, the permittee shall comply with the notification requirements of the FAR Part 77 and obtain a "Determination of No Hazard to Air Navigation" for the building's high point from the Federal Aviation Administration (FAA).

viii. Prior to the issuance of a building permit, the permittee shall obtain a Permit Adjustment to incorporate all FAA conditions identified in the Determinations of No Hazard (if issued), e.g., obstruction lights or construction-related notifications, as conditions of approval.

ix. Avigation easements shall be dedicated to the City of San José.

f. **HYDROLOGY AND WATER QUALITY.**

i. Burlap bags filled with drain rock shall be installed around storm drains to route sediment and other debris away from the drains.

ii. Earthmoving or other dust-producing activities would be suspended during

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periods of high winds.

iii. All exposed or disturbed soil surfaces would be watered at least twice daily to control dust as necessary.

iv. Stockpiles of soil or other materials that can be blown by the wind would be watered or covered.

v. All trucks hauling soil, sand, and other loose materials would be covered and all trucks would be required to maintain at least two feet of freeboard.

vi. All paved access roads, parking areas, staging areas and residential streets adjacent to the construction sites would be swept daily (with water sweepers).

vii. Vegetation in disturbed areas would be replanted as quickly as possible.

viii. 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 may also be installed at the request of the City.

ix. 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.**

1) Install sound-rated windows and entry doors with a minimum Sound Transmission Class (STC) rating of 37 or equivalent at all residential dwelling units or co-living units on the project site.

41. **Revocation, Suspension, Modification.** This Planned Development Permit may be revoked, suspended or modified by the Planning Commission, or by the City Council, as applicable, 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 Planned Development 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**.

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ADOPTED this _____day of _____, 2019, 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.

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RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE APPROVING A VESTING TENTATIVE MAP, SUBJECT TO CONDITIONS, TO MERGE TWO PARCELS ON AN APPROXIMATELY 0.4-GROSS ACRE SITE LOCATED ON THE SOUTHEAST CORNER OF SOUTH 1ST STREET AND EAST REED STREET (600 SOUTH 1ST STREET) INTO ONE PARCEL AND TO SUBDIVIDE THE PARCEL IN ACCORDANCE WITH EITHER OF THE FOLLOWING OPTIONS: OPTION 1 IS A TOTAL OF NO MORE THAN 295 CONDOMINIUM UNITS INCLUDING A MAXIMUM OF 290 RESIDENTIAL CONDOMINIUM UNITS AND FIVE COMMERCIAL CONDOMINIUM UNITS; OR, OPTION 2 IS A TOTAL OF NO MORE THAN SIX CONDOMINIUM UNITS ICNLUDING ONE RESIDENTIAL CONDOMINIUM UNITS AND FIVE COMMERCIAL CONDOMINIUM UNITS.

FILE NO. T18-001

WHEREAS, pursuant to the provisions of Chapter 20.100 of Title 20 of the San José Municipal Code, on January 18, 2018, a concurrent application (File No. **T18-001**) was filed by the applicant, Mark Tersini, on behalf of KT Urban, with the City of San José for a Vesting Tentative Map to merge two parcels on an approximately 0.4-gross acre site, on that certain real property situated in the DC Downtown Primary Commercial Zoning District and located on the southeast corner of South First Street and East Reed Street (600 South First Street, San José, which real property is sometimes referred to herein as the "subject property" and as more specifically defined hereinbelow) into one parcel and -subdivide the parcel in accordance with one of the following options:

Option 1: No more than 295 condominium units including a maximum of 290 residential condominium units and a maximum of five (5) commercial condominium units; or

Option 2: No more than six (6) condominium units including one residential condominium unit and a maximum of five (5) commercial condominium units.no more than five commercial condominium units; and

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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 concurrent applications on October 23, 2019, 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 Planning Commission and the 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 "Garden Gate Tower", dated, June 4, 2019, said plan is on file in the Department of Planning, Building and Code Enforcement and is available for

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inspection by anyone interested, and is attached hereto and made a part hereof by this reference as if 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.

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, is located on the southeast corner of South First Street and East Reed Street in Downtown San José. The project site has a DC Downtown Primary Commercial Zoning District designation and a Downtown General Plan Land Use/Transportation Diagram land use designation. The property is bounded by South 1st Street to the west, East Reed Street to the north, and an unnamed alley on the east.

   The project site is currently developed with two buildings and surface parking. Three driveways provide access to the site. An ingress and egress driveway from East Reed Street provides access to a parking lot serving the Pallesen Apartment building. An ingress only driveway from South 1st Street provides access to a parking lot serving the Pallesen Building. The egress only driveway is located on an unnamed alley connected to East Reed Street. The two existing buildings on the project site are listed in the City's Historic Inventory. The single-story brick office building (Pallesen Building) is identified as a City Structure of Merit, and the two-story residential building (Pallesen Apartments) is identified as eligible for the National Register, California Register, and local listing. Additionally, a neon road sign, located on the corner of East Reed Street and South 1st Street on the property, is also eligible for the National and California Historic Registers.

   Commercial and residential uses surround the project site. A mixed-use building (SparQ), which is currently under construction, and hotel are located north of the site. West of the site is developed with a mixed-use building (The Pierce) and commercial building. South of the project site are commercial buildings and Highway 280. A vacant property and multifamily residences are located to the east.

2. **Project Description.** The applicant, Mark Tersini representing KT Urban, submitted the Special Use Permit and Tentative Map applications on January 9, 2018. If approved, the Special Use Permit and Tentative Map would allow the demolition of the existing on-site buildings, the removal of one (1) non-ordinance size tree, and the construction

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of a 27-story, high-rise residential tower.

Design

The project would be an approximately 283-foot-tall modern tower; the building's design would include a variety of textures and materials including brick, metal panels, perforated metal, concrete, and curtain wall glass. The building's floor plans would slightly taper long all sides and the floor plates would recess above the 22nd floor, helping to create a distinctive, not rectangular silhouette. The project's rooftop would be defined with a butterfly painted metal panel along the roof, a roof deck, and the relocation of the neon motel sign on the roof deck.

The ground floor retail space would be double height, single-story spaces built to the edge of sidewalk. The project proposes to incorporate the existing Pallesen Building's brick façade into a portion of the building ground floor design along South First Street to provide visual continuity of the existing building on the project site.

The project applicant is requesting the review and approval of two site use options; referred to as Option 1 and Option 2. The exterior of the building would not substantially change between the two options and both options are included in the project review and plan sets. The building design under Option 2 would look similar to Option 1 however, some of the balcony sizes and locations would change.

Option 1

Option 1 proposes a mixed-use project with a total of no more than 295 condominium units including a maximum of 290 residential condominium units and approximately 4,840 square feet total of commercial space subdivided into a maximum of five (5) commercial condominium units. The ground floor would include approximately 4,840 square feet of retail accessible along both East Reed Street and South 1st Street, a residential lobby accessible from East Reed Street, and a loading area accessible along the alley. The project would provide a total of 232 residential parking spaces with five accessible spaces, and eight electric vehicle charging stations. The parking garage would be located in four underground levels accessible from a right turn in on South 1st Street and three above-grade levels (levels 2-4) accessible through the alley off East Reed Street. Additionally, a bike room would be located on the first floor with 76 bicycle racks.

The project would consist of a mix of studio, one-bedroom, and two-bedroom units. The residential units would be located on floors five through 27. The project would provide 13,912 square feet of residential private open space on balconies. Of the 290 residential units, 230 units would have a balcony. Additionally, the project would provide 7,171 square feet of residential common open space on the 27th floor including an amenity room and roof deck with a pool.

Option 2

Option 2 proposes a mixed-use project including a co-living facility with a total of no

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more than six (6) condominium units including one (1) residential condominium unit for a co-living facility use with a maximum of 793 bedrooms and approximately 5,422 square feet of commercial space subdivided into a maximum of five (5) commercial condominium units. The ground floor would include approximately 5,422 square feet of retail accessible from East Reed Street and South 1st Street, the Co-Living lobby accessible from East Reed Street, and a loading area accessible along the alley. The project would provide a total of 124 unbundled residential parking spaces with three accessible spaces, and eight electric vehicle charging stations. The parking garage would be located in four underground levels accessible from the alley. Option 2 would not include any above grade parking. Additionally, a bike room would be located on the first floor with 183 bicycle racks.

The Co-Living Facility would consist of 793 bedrooms located on floors 2 through 26. The bedrooms would be an average size of 202 square feet. The maximum bedroom size, excluding the closet and bathroom area, would be 388 square feet and the minimum bedroom size, excluding the bathroom and closet would be 142 square feet. Some of the co-living facility's bedrooms would have their own restroom facility while others would utilize a shared restroom facility on the individual floor. Each unit would have a storage closet. Floors 2-26 would also include a laundry room, janitorial closet, common kitchen, and interior common space (including relaxing lounge areas and a media room). Additionally, the project would provide 10,738 square feet of common open space amenities with balconies along the shared common interior spaces and amenities on the 27th floor for the Co-Living Facility including a gym, lounge and roof deck with a pool.

3. **General Plan Conformance.** *General Plan Strategies and Policies*

   1. Land Use Policy LU-1.1: Foster development patterns that will achieve a complete community in San José, particularly with respect to increasing jobs and economic development and increasing the City's jobs-to-employed resident ratio while recognizing the importance of housing and a resident workforce.

   Analysis: The development of mixed-use residential uses in the Downtown area would foster a complete community with respect to putting people and amenities in an area where job growth is anticipated. As an identified Growth Area, Downtown is intended to be a place for people to live, work, and visit. In order to accomplish this goal, there needs to be more opportunities for people to physically live in Downtown, as well as for these residents and visitors to "live" in the sense that there are services and amenities within close proximity to make daily life convenient and enjoyable. Specifically, there are several large Downtown office projects proposed near Plaza de Cesar Chavez, which is within a half mile of the project site, creating a need to locate more housing in the Downtown area. The project site is also approximately 1.4 miles from Diridon station, near VTA light rail stations and along several bus routes, making it a convenient location for residents who want to live near transit. Both Option 1 and 2 would create a complete

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community by providing housing options for residents in the area, and supporting those residents with amenities and services once they are in the area.

2. Land Use Goal LU-3: Strengthen Downtown as a regional job, entertainment, and cultural destination and as the symbolic heart of San José.

3. Land Use Policy LU-3.4: Facilitate development of retail and service establishments in Downtown, and support regional- and local-serving businesses to further primary objectives of the General Plan.

4. Land Use Policy LU-5.7: Encourage retail, restaurant, and other active uses as ground-floor occupants in identified growth areas and other locations with high concentrations of development.

   Analysis: In order to mature into the great place envisioned by the General Plan, Downtown projects need to facilitate the growth of Downtown as a regional job center, as well as a place for residents to live. High-rise development is anticipated as a way to create this synergy between residents, workers, and visitors. As larger residential projects are built in Downtown, more people would be in the area, which would foster pedestrian activity, transit ridership, and increased social activity in the Downtown. With more residents in the Downtown area, the survivability of retail would increase, encouraging new retail services and amenities to locate in the area, which not only provides a benefit to the residents, but also the commercial and office uses in the area. With more amenities available to their employees, more businesses would want to move into the area, creating an environment that is an attractive place to live as well as work. The project's ground floor commercial condos, requested in Option 1 and Option 2, would be of the size necessary to support retail and restaurant uses, and the infrastructure being provided in these spaces would make it easy for these types of tenants to move into the project to provide these very important amenities to the residents and workers in the area.

5. Land Use Policy LU-3.1: Provide maximum flexibility in mixing uses throughout the Downtown Area. Support intensive employment, entertainment, cultural, public/quasi-public, and residential uses in compact, intensive forms to maximize social interaction; to serve as a focal point for residents, businesses, and visitors; and to further the Vision of the Envision San José 2040 General Plan.

   Analysis: The project applicant is requesting review of two alternative use options. Option 1 would allow up to 295 condominium units including a maximum 290 multifamily residential condominium units and approximately 4,840 square feet of commercial space subdivided into a maximum of five (5) commercial condominiums. The commercial space would be designed to be usable by a variety of commercial and retail uses. The multifamily residential units would range between studio to two-bedroom apartments providing multiple apartment living options. Option 2 would allow up to six (6) condominium units including one (1) residential condominium unit for a Co-Living Facility with a maximum of 793

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bedrooms and approximately 5,422 square feet of commercial space subdivided into a maximum of five (5) commercial condominiums. The Co-Living Facility would have a combination of single-occupant and double-occupant bedrooms. The Co-Living Facility would provide a unique Downtown living opportunity for singles and pairs hoping to experience the Downtown and compact living lifestyle. Both options would support a variety of tenant uses and residential opportunities, adding to the Downtown amenities for residents, workers, and visitors.

6. Transportation Policy TR-4.1: Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community.

   Analysis: The project site is in close proximity to several transit options. VTA Bus Service San José downtown is served by many local bus routes. Within 1/3 mile of the project site, VTA Bus Routes 66, 68, 82, and 304 provides local and regional bus service for commuters between San José downtown and major transit destinations in Santa Clara County. Bus stops with benches, shelters, and bus pullout amenities are provided within 1/3 mile from the project site and in the downtown area. The free Downtown Area Shuttle (DASH) service provided by VTA also runs within the downtown area. This shuttle provides service from the San José Diridon Caltrain Station to San Jose State University, Convention Center, and LRT stations in the area. The pickup locations for DASH are located on San Carlos Street between First and Second Street and between Market and First Street, approximately 1/3 mile from the site.

   VTA Light Rail Transit (LRT) Service operates the 42.2-mile light rail line system from south San José, downtown, and through the northern areas of San José, Santa Clara, Milpitas, Mountain View, and Sunnyvale. Within 1/3-mile walking distance from the project site, the closest VTA Light Rail station is at the San Jose Convention Center. The Mountain View-Winchester and Santa Teresa-Alum Rock light rail lines at this station. The Caltrain Service Commuter rail service between San Francisco and Gilroy is provided by Caltrain. The San José Diridon Station in downtown is approximately 1.4 miles from the project site which can be accessed by either biking or riding the free DASH shuttle. The Altamont Corridor Express (ACE) provides commuter passenger train service across the Altamont between Stockton and San José which terminates at the San José Diridon Station. The Amtrak Capitol Corridor trains stop at the San José Diridon station and provides access between Sacramento and the Bay Area.

   Having either 290 residential units or 793 Co-Living bedrooms close to a variety of public transportation options encourages the use of transit and creates more opportunity for people to be car-free in the downtown area. Additionally, both project options would have unbundled parking requiring future residents to rent a parking space within building. Unbundled parking would encourage future

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residents to consider their need to have a car in Downtown.

Furthermore, the proposed ground floor commercial space would provide residents and workers in the Downtown area with more amenities in proximity to where they live and work which encourage walking and bicycling rather than driving.

7. Community Design Policy CD-2.9: Encourage adaptable space that can be used for multiple employment or public/quasi-public purposes.

   Analysis: The commercial condominium units, proposed as part of each option, would be conditioned to comply with Section 20.175.042 of the Zoning Ordinance, which requires the minimum unit size for nonresidential condominium units to be seven hundred fifty (750) square feet. This minimum size provides the flexibility for a variety of employment uses to move into the commercial tenant spaces in the project building.

8. Downtown Urban Design Policy CD-6.6: Recognize Downtown's unique character as the oldest part, the heart of the City, and leverage historic resources to create a unique urban environment there. Respect and respond to on-site and surrounding historic character in proposals for development.

   Analysis: A historic resources analysis was completed for the on-site structures, which include the Pallesen Apartments, Pallesen Building, and the City Center Motel Sign, as part of the preparation of the Supplemental Environmental Impact Report (SEIR). As further described in the SEIR, the two-story Pallesen Apartments building located at 8 East Reed would be eligible for Candidate City Landmark Listing, and listing in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and City of San José local register. The Pallesen Building is listed on the City's Historic Resources Inventory as a Structure of Merit but would not be eligible for the state or national registers. The City Center Motel Sign would be eligible for the state and national registers, as an excellent example of roadside vernacular design.

   Both options of the project would retain the City Center Motel Sign on-site, but the sign would be relocated to the building's roof top. The relocation of the sign would remove it from the roadside but would ensure the Motel signage would not confuse visitors of the site. The project would also retain the façade of the Pallesen Building keeping in place its character-defining features, stabilizing the complete brick, tile, glass, parapet, and metal storefront assembly, and shifting it a few feet to the north and four feet further away from the street to accommodate the tower development including the driveway for the on-site parking.

   Although the existing buildings and sign on-site have been identified as historic resources through the SEIR, the full retention of the two building and ground floor placement of the sign do not support commercial and retail uses at the ground floor without significant modification to the project design. Support of the project would thus be inconsistent with this land use policy for historic preservation. The

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demolition of the buildings and relocation of the sign have been identified as a significant impact in the SEIR. Mitigation for these impact include a HABS survey for the Pallesen Apartments which would document the historic structure. Additionally, the mitigation measure requires the applicant to advertise the relocation of the structure for a minimum of sixty (60) days and would require a preservation plan for the Pallesen Building façade and a relocation plan for the relocated sign to be prepared by the project applicant and submitted to the City's Historic Preservation Officer for review and approval. Further discussion has been provided in the SEIR on the historical resources.

As explained above, the project is consistent with the General Plan in balancing a "complete community", maximizing commercial use on the ground floor, pedestrian and transit friendly project, and higher residential density.

9. Downtown Urban Design Policy CD-6.1: Recognize Downtown as the most vibrant urban area of San Jose and maximize development potential and overall density within the Downtown.

10. Downtown Urban Design Policy CD-6.2: Design new development with a scale, quality, and charter to strengthen Downtown's status as a major urban center.

11. Downtown Urban Design Policy CD-6.6: Promote development that contributes to a dramatic urban skyline. Encourage variations in building massing and form, especially for buildings taller than 75 feet, to create distinctive silhouettes for the Downtown Skyline.

Analysis: The project has a Floor Area Ratio (FAR) of 24.0. Option 1 has a density of 693 units per acre and Option 2 would provide 793 Co-Living bedrooms. Both options would be very dense mixed-use projects. This amount of density would contribute to Downtown's growth as a vibrant urban area, and help the City actualize its vision for the Downtown core. The project has undergone extensive design review so that its scale, quality, and character strengthen Downtown's status as an urban center, as discussed in the Design Guidelines conformance section. The development would be a recognizable development from the sky and from below as it has a strong design presence, with an outdoor roof deck amenity area, and nighttime lighting features.

4. **Zoning Conformance.** The proposed project is located in the DC Downtown Primary Commercial Zoning District, see attached Zoning District Map.

Height and Setbacks

Section 20.70.210 of the Municipal Code does not establish a minimum setback requirements for developments in the DC Downtown Primary Commercial Zoning District. The height of development in the Zoning District is only limited to the height limitations necessary for the safe operation of the San José International Airport and Federal Aviation Regulations Part 77. The proposed project would be 283 feet in

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height. Conditions approval would require the applicant to secure appropriate Federal Aviation Administration (FAA) and avigation clearances for the building's height prior to construction.

Use

The project site is in the DC Downtown Primary Commercial zoning district. This Zoning District permits mixed-use residential projects with the issuance of a Site Development Permit. Additionally, the creation of commercial condominiums requires a Special Use Permit pursuant to Section 20.175.040 of the San José Municipal Code. The Co-Living Facility use in Option 2 would also require a Special Use Permit to also consider the proposed Co-Living Facility use pursuant to Section 20.80.290. This section outlines the co-living facility requirements. Option 2 meets the requirements of the Co-Living Facility as described below:

1. **Size (Section 20.80.290.b.1):** Excluding the closet and the bathroom area, the bedroom size must be at least one hundred (100) square feet in floor area if occupied by one (1) person, and one hundred fifty (150) square feet in floor area if occupied by two (2) persons. The average size of all of the bedrooms within a Co-Living Community shall be no greater than two hundred seventy-five (275) square feet and no bedroom may exceed four hundred (400) square feet.

   Analysis: The project's bedroom sizes range from 142 square feet to 388 square feet in size, excluding the bathroom and closet. The average bedroom size is approximately 202 square feet. The project complies with this code section.

2. **Occupancy (Section 20.80.290.b.2):** Each bedroom shall be designed to accommodate a maximum of up to two (2) persons, along a lateral or loft configuration.

   Analysis: The project has been designed with bedrooms to accommodate single and double occupancy rooms. The design and occupancy limitations are reflected in a project's condition of approval #7.

3. **Kitchens (Section 20.80.290.b.3):** A bedroom may contain partial kitchen facilities. If individual partial or complete bath facilities are not provided in a bedroom, common bath facilities must be provided in accordance with Subsection B of Section 17.20.290 of Title 17 of the San José Municipal Code.

4. **Layout (Section 20.80.290.b.4):** Common full kitchen facilities must be provided to adequately serve the residents of the Co-Living Community and must serve six (6) or more bedrooms.

   Analysis: Common bath facilities are provided on every floor to accommodate bedrooms without private bathrooms. The project has a common full kitchen on every floor. These kitchens would serve between 27-32 bedrooms.

5. **External Entryway (Section 20.80.290.b.5):** No bedroom shall have a separate external entryway.

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Analysis: All of the co-living units are accessed from internal corridors.

6. **Interior Common Open Space (Section 20.80.290.b.6):** A Co-Living Community shall provide a minimum of 20 square feet of interior common space per bedroom, excluding janitorial storage, laundry facilities and common hallways. The interior common space may be located on different floors than the corresponding bedrooms.

   Analysis: Option 2 has a total of 64,320 square feet of common space which averages to 81 square feet of common interior space per unit. Above and beyond the requirements, the project also provides 9,456 square feet of residential open space through the provision of an amenity lounge and the roof deck with a pool.

7. **Closet (Section 20.80.290.B.7):** A closet or designated storage space, which could consist of furniture that provides storage, is required in every bedroom.

   Analysis: Every co-living bedroom has a closet.

8. **Cleaning Supply Storeroom/Utility Closet (Section 20.80.290.B.8):** A cleaning supply storeroom and/or utility closet with at least one (1) laundry tub with hot and cold running water must be provided on each floor of the facility.

   Analysis: Each floor has a janitor room that includes a laundry tub.

9. **Laundry Facilities (Section 20.80.290.b.9):** Laundry facilities must be provided in a separate room at the ratio of one (1) washer and one (1) dryer for every twenty (20) bedrooms or fractional number thereof.

   Analysis: The project provides laundry rooms on every floor. The floors have a maximum of 32 bedrooms and provide a minimum of three washers and dryers per floor.

10. **Housing (Section 20.80.290.b.10):** A Co-Living Community is subject to regulatory programs and requirements administered by the Department of Housing.

    Analysis: With respect to those programs and requirements and the implementing regulations, each bedroom shall be considered a co-living dwelling unit, and the heated common areas associated with the bedrooms would not be excluded from the determination of square footage.

11. **Operations Management Plan (Section 20.80.290.b.11):** A Co-Living Community shall have an operations management plan. The operations management plan is subject to the approval of both the Director of Planning and the Director of Housing. The operations and management plan shall be adhered to during the operation of the Co-Living Community.

    Analysis: The applicant has submitted their Garden Gate Housing Compliance Plan for review by the Housing Department. As a Condition of Approval, Option 2 would be required to provide and comply with the Operations Management Plan

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approved by the Housing and Planning Department. The project would therefore comply with this code section.

12. **Design Guidelines (Section 20.80.290.b.12):** A Co-Living Community shall conform to the design guidelines in Section 20.70.500. The project is subject to Downtown Design Guidelines and Residential Design Guidelines.

    Analysis: Per the analysis in the Design Guidelines Section below, the project complies with this Code Section.

13. **Transportation Demand Management Program (Section 20.80.290.b.13):** A Transportation Demand Management Program (TDM), in conformance with Section 20.90.220, shall be required for a Co-Living Community, regardless of whether a reduction in parking is requested.

    Analysis: As discussed below, the project complies with this Code Section and Option 2 would be required to comply with the Transportation Demand Management Program for the life of the project. The TDM Plan includes the provision of transit passes to all residents and employees of the project, unbundled parking, and a TDM project coordinator.

Parking Requirements

In Option 1, residential units require one parking space per unit, and retail and commercial uses have no minimum parking requirement. Bicycle parking is required at one space per four units. Per the requirements, Option 1 requires 290 residential parking spaces and 73 bicycle parking space. The required parking for Option 2, the Co-Living Facility, is 0.6 parking space per bedroom pursuant to Table 20-140, Note 10 and 25 long-term bicycle parking spaces for the first 100 Co-Living bedrooms plus 0.20 parking spaces for every bedroom over 100. Additionally, two short-term parking spaces are required for every 100 bedrooms. Per the zoning requirements, the project would need to provide 476 vehicle parking spaces and 239 long term bicycle parking spaces and 16 short term bicycle parking spaces. Additionally, one long term and two short term bicycle parking spaces would be required for the commercial retail space.

Pursuant to Section 20.90.220 of the San José Municipal Code, a parking reduction of up to 20% may be authorized for a development which provides all the required bicycle parking and is located in a growth area. Additionally, the DC Zoning District permits further parking reductions. Section 20.70.330.B authorizes further parking reductions, up to 50%, for mixed-use projects in the Downtown Zoning Districts where the reduction would not adversely affect surrounding projects, the reduction would not be dependent upon public parking, and the project can demonstrate it can maintain its TDM for the life of the project and maintain the provided parking.

Option 1 proposes a 20% parking reduction to allow 232 parking spaces in lieu of 290 parking spaces. The project would provide the required bicycle parking. The closest Light Rail station is at the San José Convention Center within 1/3 mile (1,790 feet) of

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the site and existing buses have routes within ¼ mile of the project site. The project would utilize the 20% parking reduction and would provide 232 vehicle parking spaces and 76 bicycle parking spaces in compliance with the Municipal Code.

Option 2 proposes to utilize the 50% parking reduction as well as the additional 50% parking reduction permitted in Section 20.70.330.B. The Co-Living development (Option 2) would provide 124 vehicle parking spaces and 183 bicycle parking spaces comprised of 18 short term spaces and 180 long term spaces. The project would implement a TDM program with a transit pass program for all the retail employees and Co-Living facility tenants. Additionally, the project would designate an on-site TDM manager and develop a campaign to improve tenant awareness and participate in alternative transportation options. Finally, the project proposes to unbundle the parking for the Co-Living Facility which would require future tenants to rent a parking space. The project would not rely on public parking and would be conditioned to maintain the minimum code required parking (with reductions) and implementation of the TDM plan for the life of the project. The project's TDM includes analysis on the cost of the VTA SmartPass program which Eco passes and this cost has been factored into the project's annual budget. Therefore, the parking reduction for Option 2 would comply with the Municipal Code.

5. **Design Guidelines.** Downtown Design Guidelines Conformance Section 20.70.500 of the Zoning Ordinance requires that any project in the DC Downtown Primary Commercial Zoning District be subject to the design guidelines adopted by the City Council. The new Downtown Design Guidelines and Standards were adopted on April 23, 2019 and amended on May 21, 2019; these guidelines are applicable to any Planning application submitted after the Effective Date. The project was submitted on January 9, 2018 and is subject to the 2004 Downtown Design Guidelines. The project complies with the 2004 Downtown Design Guidelines, specifically in the following areas:

Urban Form and Massing

The Downtown Design Guidelines state that a project's massing should consider the larger physical context and urban form. The project site is located at an entry point into Downtown along South First Street. Plaza de César Chavez and the greater downtown are located north of the site and south of the site is Interstate 280 and residential neighborhoods. In response to the location, the project's tower massing lightly steps down on the southern elevation. The building is carefully angled on the northwest corner meant to mimic the street angle north of the site where South 1st Street splits in to South Market Street and South First Street. The project considered its design on all views to and from the site, including the elevated freeway, the planes overhead, and the pedestrian experience. Horizontal and vertical reliefs were incorporated into the designs through façade treatments to further break down the building's massing.

Project Base/Street Wall

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The Downtown Design Guidelines encourage the design of the base of buildings to allow for lasting social interaction at the ground through transparency and durable materials. Further, the Guidelines state that building frontage should appear safe, welcoming, and open to the general public.

The project's two street frontages have achieved the intent of the Guidelines by providing large, glass street frontages with building entrances along both East Reed Street and South 1st Street. The project's ground floor exterior has been designed to have a clear height to 20 feet from the ground plane at the corner of East Reed and South 1st Streets. The project reuses the Pallesen Building's storefront along South 1st Street as a unique ground floor space which breaks up the 140-foot South 1st Street's building frontage. Additionally, the project incorporates canopies and pedestrian lighting along the retail and residential lobby entrances to provide a protected covered entrance and well-lit night time experience as pedestrians and residents move in and out of the building. The building's ground floor would include materials such as retail storefront vision glass, a brick façade, a dark ground floor brick base along East Reed Street, and a painted metal louvers and panels. The mix of materials on the ground floor creates a warm feeling, inviting pedestrians and bicyclists into the space.

Architecture and Materials

The Guidelines encourage projects to consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development. The architecture should integrate a top, middle, and base of buildings into one architectural statement.

The base of the building is defined by the varied height massing blocks on Levels 1-4. The middle is defined by the horizontal insets that occur at levels 11, 14, 17, and 21 on both options. The tope is defined by the setback at the pool terrace and inset corner around the pool. The roof is distinctive through the use of the butterfly, roofline canopy of the outdoor pool space.

Glazed spandrel glass panels are used to create a vertical pattern on the tower. Darker glazing is combined with inset balconies to enhance the visual look of the project site. The pattern created by the spandrel glass is similar to the vertical patterns on the multi-family Pierce building across First Street while the inset balconies would reflect the inset balconies on the upcoming multifamily "SparQ" building across East Reed Street. The building's ground floor dark bricks and the red painted metal panels woven through the building's base and top reflect the red roof attributes and ground floor designs of the nearby neighborhood including the commercial building located across South First Street from the project site and the City Center Motel, located on South Second and East Reed.

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Building Crown

The Design Guidelines encourage the design of the tops of buildings to add to the city skyline for views to and views from each building. For buildings taller than 75 feet, the average floor plate (floor area for a level) for all stories above 75% of the building's total height shall not exceed 85% of the average size of the floor plates. This allows the tower to have a distinctive silhouette as the building increases in height.

The tower steps its mass down on the top south side of the building which adds some variation to the typical roof structure seen in high rises throughout the City. Consistent with the Design Guidelines, the roof level and levels 23-27 have an average floor plate of 81%. The building's roofline is defined by its outdoor residential amenity space for both options.

Option 1-Residential Design Guidelines

The Residential Design Guidelines state private open space should be provided at a minimum of 60 square feet per unit and common open space should be provided at a minimum of 100 square feet per unit. Residential open space requirements are intended to provide space for recreation and social activities. Projects in close proximity to parks can reduce their provided open space. The project is approximately 250 feet from Parque de los Pobladores and is also approximately ½ mile from the Guadalupe River Trail and Plaza de César Chávez. Option 1 is proposing to provide an average of 48.8 square feet of private open space residential space and an average of 24.7 square feet of common residential open space. Given the project's proximity to public open space and the urban nature of the project, the open space meets the intent of the residential guidelines.

6. **Environmental Review.** The City of San José, as the lead agency for the project, prepared a Draft Supplemental Environmental Impact Report (Draft SEIR) to the Downtown Strategy 2040 Environmental Impact Report (Resolution 78942), which was circulated for public review and comment from July 15, 2019 through August 29, 2019. A First Amendment to the DEIR was prepared to provide responses to public comments submitted during the public circulation period and revisions to the text of the DEIR. The First Amendment together with the DEIR constitute the Final Supplemental Environmental Impact Report (FSEIR) for the project.

   The following discussion outlines the environmental impacts discussed in the Draft SEIR.

   Identified Significant Unavoidable Impacts

   The Draft SEIR found that the project would result in significant unavoidable impacts to the on-site cultural resources including the City Center Motel Sign and Pallesen Apartment Building and the project would result in significant adverse changes to the adjacent South First Street Arts District (SOFA). Therefore, a Statement of Overriding

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Considerations is required. The DEIR identified impacts resulting from the project to Biological Resources, Hazards and Hazardous Materials, and Noise. With implementation of the mitigation measures specified in the Mitigation Monitoring and Reporting Program prepared for the project, impacts to these resources are reduced to less than significant levels.

Environmental Impacts and Mitigation Measures

As part of the certification of the FEIR, the City Council would need to approve a related Mitigation Monitoring and Reporting Program (MMRP) for the project. The following mitigation measures apply to the proposed project as further explained in the Draft SEIR and MMRP:

- Biological Resources – If construction activities start during the migratory bird breeding season (February through August, inclusive), pre-construction surveys for nesting raptors or other migratory birds are required to reduce the loss of fertile eggs, nesting raptors or other migratory birds, or nest abandonment impacts to less than significant levels.
- Cultural Resources—Prior to the issuance of any grading, demolition or building permits, the Pallesen Apartment building shall be documented in accordance with the Level III Historic American Building Survey (HABS). Additionally, the applicant shall be required to advertise the availability of the Pallesen Apartment Building for relocation for a minimum period of 60 days. If the building is relocated, the City must determine the receiver site is suitable and a structural engineer should be engaged to determine the appropriate reinforcement needed during the building's move. The relocated building should then be repaired and restored. If the Building cannot be relocated, the structure should be made available for salvage for the reuse of historic building materials. A Preservation Plan should be submitted to the City for the Pallesen Building's Façade reuse in the project and a Relocation Plan should be prepared and submitted for the City Center Sign. A qualified archeologist would be required to conduct a field inventory of the project site and submit a report outlining the results and recommendations; the project would be required to implement the recommendations of the report. If prehistoric or historic resources are encountered, all activity should cease and the archaeologist should evaluate the find(s) and provide appropriate recommendations regarding the disposition of the finds.
- Hazardous Materials – After demolition of the existing buildings, but prior to the issuance of grading permits, the applicant will be required to conduct soil sampling and prepare a Site Groundwater Management Plan. If contaminated soils are found on site above established thresholds, the applicant must enter into the Santa Clara County Department of Environmental Health's Voluntary Cleanup Program for remediation of contaminated soil. Prior to the start of construction, the applicant should obtain a discharge permit to dispose of the

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water collected during the dewatering process.

- Noise – Prior to the issuance of any grading permits, the applicant shall submit a construction plan, vibration monitoring plan, and schedule that will identify potential construction hours, equipment, and activities. The Construction Vibration Monitoring Plan should document existing conditions, conditions during construction and after construction. The Plan should identify the sensitivity of on and off site structures, perform a survey for each structure within 50 feet of the constructions activities and development a monitoring and construction contingency plan. A report summarizing the result of the vibration monitoring process shall be submitted after the completion of each substantial phase of construction, as identified in the Monitoring Plan.

CEQA Alternatives

As required under CEQA, the Drat SEIR evaluated the No-Project alternative, a Pallesen Apartments Building Relocation alternative, and a Historic Structure Preservation alternative. Most of the environmental impacts of the project involved cultural resources (historic buildings); therefore, the alternatives were focused on exploring alternatives that would reduce these impacts. These alternatives are summarized as follows:

- No Project – No Development Alternative: The No Project – No Development Alternative assumes no redevelopment of the project site and would result in the retention of the existing buildings. There would be no construction with the No Project – No Development Alternative and therefore, would not result in any environmental impacts or mitigation measures.
- Pallesen Apartments Building Relocation Alternative – This alternative would be the same as the project with the exception that the Pallesen Apartments Building would be relocated off-site to another location within Downtown San José and the building would be preserved and used as an apartment building, similar to its current use. The Pallesen Building would continue to be demolished (with façade preservation) and the City Center Motel sign would continue to be relocated to the roof. This alternative would be the same for both options. Under this alternative, the project would avoid the significant and unavoidable impact to the Pallesen Apartments Building but the impacts to the Pallesen Building and City Center Sign would remain the same. This alternative would meet all the project objectives for both options.
- Historic Structure Preservation--This alternative would maintain all three historic structures on-site in their current locations. The project would be a residential development designed around these structures. Under this alternative, the project would have approximately 5,000 square feet of development area and the site would be able to support a narrow building with a north-south orientation. The building would be three stories in height and would have

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approximately 1,500 square feet or retail with a total of three residential units and 8 parking spaces. By preserving the onsite historic structures, this alternative would avoid potential impacts on historic resources, because the existing buildings would continue in their current use in their original location. The project would also have an incrementally reduced impact on the increased urbanization and removal of historic structures in the SoFA and First Street Commercial historic core areas. Under this alternative the impacts on historical resources would be less than significant. The alternative would not fully meet the project's objectives to provide high-density development and maximize the use of an infill site.

Circulation and Public Comments

The DEIR was circulated for a 45-day period from July 15 through August 29, 2019. The City received six written comment letters during the public comment period. Comments were submitted by one individual and five agencies and organizations, as shown below:

- Bay Area Quality Management District
- Santa Clara Water District
- Kitty Moore, Community Member
- Aurelia Sanchez, Community Member
- Develin Creighton, Community Member

Issues raised in these comment letters include the following:

- Clarification on the Cortese List and Hazards and Hazardous Materials Section
- Air Quality: Consistency with the 2017 State Scoping Plan and Green Building Code Standards
- Parking and Circulation
- Request for one project rather than two options
- Construction Hours and Practices

The City responded to all comments received on the Draft SEIR and incorporated them into the First Amendment to the Draft SEIR. The First Amendment, taken together with the Draft SEIR, constitutes the Final EIR. The Draft SEIR and First Amendment to the Draft SEIR are available for review on the project page on the City's Active EIRs website at: http://www.sanjoseca.gov/index.aspx?nid=6073.

SEIR Recirculation Unnecessary

The comments received do not identify substantive inadequacies in the Drat SEIR or new previously unidentified significant impacts that require recirculation. The

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recirculation of an EIR is required when significant new information is added to the EIR after public notice is given of the availability of the Draft SEIR for public review but before certification. “Information” can include changes in the project or environmental setting as well as additional data or other information. New information added to a Draft SEIR is not “significant” unless the Draft SEIR is changed in a way that deprives the public of meaningful opportunity to comment on a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (CEQA Guidelines Section 15088.5).

In accordance with CEQA Guidelines Section 15088, the First Amendment to the Draft SEIR for the project includes written responses to all comments received during the public review period for the Draft SEIR. As required by Section 15132 of the CEQA Guidelines, the responses in the First Amendment to the Draft SEIR address significant environmental points and comments on the content and adequacy of the EIR. The responses and comments provide clarification and refinement of information presented in the Draft SEIR and, in some cases, correct or update information in the DEIR. No significant new information has been added to the EIR since publication of the Draft SEIR; therefore, is does not need to be recirculated.

7. **FINDINGS**

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

1. **Subdivision Ordinance and the Subdivision Map Act.** In accordance with San José Municipal Code (SJMC) Section 19.12.130, the City Council may approve the vesting tentative map if the City Council cannot make any of the findings for denial in Government Code Section 66474, and the City Council has reviewed and considered the information relating to compliance of the project with the California Environmental Quality Act and determines the environmental review to be adequate. Additionally, the City Council may approve the project if the City Council does not make any of the findings for denial in San José Municipal Code Section 19.12.220. San José Municipal Code Section 19.12.130 incorporates the findings for denial in Section 66474 of the Government Code, as set forth below.

   a. The City Council finds that both options for the proposed subdivision are shown on the Vesting Tentative Map and, subject to the conditions listed below and the requirements for project design and improvements, are consistent with applicable General and Specific Plans of the City of San José, in that:

      Analysis. As described above, based on review of the proposed subdivision, the Council of the City of San José does not make any such findings to deny the subject subdivision. The proposed map and the development’s design are consistent with the San José Envision 2040 General Plan. The site is physically suitable for the proposed development in that the proposed density is suitable for the site based on the allowances of the Downtown General Plan land use designation. The site is not located within a designated Federal Emergency

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Management Agency (FEMA) 100-year flood plan. The project site, as well as the surrounding area, are presently developed with structures and do not provide a natural habitat for either fish or wildlife. The proposed subdivision and subsequent improvements are not likely to cause serious public health problems. The project would be required to improve the South First Street and East Reed Street sidewalks.

b. The City Council has considered the proposed subdivision options as shown on the Vesting Tentative Map, with the imposed conditions, to determine whether to make any of the findings set forth in the subsections of Section 66474 of the Government Code of the State of California which states "A legislative body of a city or county shall deny approval of a vesting tentative map, or a parcel map for which a vesting tentative map was not required, if it makes any of the following findings:"

1. That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.
2. That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.
3. That the site is not physically suitable for the type of development.
4. That the site is not physically suitable for the proposed density of development.
5. That the design of the subdivision or the proposed improvements is likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
6. That the design of the subdivision or type of improvements is likely to cause serious public health problems.
7. That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

Analysis: Based on review of the proposed subdivision and as discussed in detail above, the Director of Planning of the City of San José does not make any such findings to deny the subject subdivision in that: 1) the proposed map/project is consistent with the General Plan as noted above; 2) the proposed design of the units is consistent with the General Plan as it identifies the merger of parcels lots to avoid building construction over parcel boundaries and the subdivision commercial condos are of adequate size to support development and they are located on the ground floor; 3) the proposed site is physically suitable for the proposed development; 4) the proposed density is suitable for the proposed site based on the density allowances of the Downtown General Plan designation; 5) the proposed merger of parcels and subdivision into airspace condominium units in this urban setting would not cause any environmental damage or substantially

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injure fish or other wildlife habitat; 6) the merger of parcels and subdivision into airspace condominium units would not cause any public health issues; 7) the merger of the parcels and subdivision into airspace condominiums would not conflict with any public easements, as the project is providing all necessary public easements, and there is no public access through the site with this proposed subdivision. The project is required to improve the public sidewalks on development frontages.

In accordance with the findings set forth above, a Vesting Tentative Map to use the subject property for said purpose specified above and subject to each and all of the conditions hereinafter set forth is hereby **approved**. This City Council expressly declares that it would not have granted this permit and determination 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 permitted hereby.

APPROVED SUBJECT TO THE FOLLOWING CONDITIONS:

1. **Acceptance of Vesting Tentative Map.** Per Section 19.12.230, should the subdivider fail to file a timely and valid appeal of this Vesting Tentative Map within the applicable appeal period, such inaction by the subdivider shall be deemed to constitute all of the following on behalf of the subdivider:
   a. Acceptance of the Vesting Tentative Map by the subdivider; and
   b. Agreement by the subdivider to be bound by, to comply with, and to do all things required of or by the subdivider pursuant to all of the terms, provisions, and conditions of this permit or other approval and the provisions of Title 19 applicable to such Vesting Tentative Map.
2. **Expiration of Vesting Tentative Map.** This Vesting Tentative Map shall automatically expire 48 months from and after the date of issuance hereof by the Director of Planning of the City of San José. The date of issuance is the date this Vesting Tentative Map is approved by the City Council.
3. **Development Rights - Vesting on Approval of Vesting Tentative Map.**
   a. Per San José Municipal Code Section 19.13.070, the approval or conditional approval of a vesting tentative map shall confer a vested right to proceed with development in substantial compliance with the ordinances, policies, and standards described in Government Code Section 66474.2. However, if Section 66474.2 of the Government Code is repealed, the approval or conditional approval of a vesting tentative map shall confer a vested right to proceed with development in substantial compliance with the ordinances, policies, and standards in effect at the time the vesting tentative map is approved or conditionally approved.
   b. Notwithstanding subsection 3.a., above, any permit, including a building permit,

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approval, extension, or entitlement may be made conditional or denied if any of the following are determined:

i. A failure to do so would place the residents of the subdivision or the immediate community, or both, in a condition dangerous to their health or safety, or both.

ii. The condition or denial is required, in order to comply with state or federal law.

c. The rights referred to herein shall expire if a final map is not approved prior to the expiration of the vesting tentative map as provided in Section 19.13.060. If the final map is approved, these rights shall last for the following periods of time:

i. An initial time period of one year. Where several final maps are recorded on various phases of a project covered by a single vesting tentative map, this one-year initial time period shall begin for each phase when the final map for that phase is recorded. All of said final maps or parcel maps must be recorded within the time period set forth in Section 19.13.060 or the vesting tentative map approval shall expire for those parcels for which final maps or parcel maps are not timely recorded.

ii. The initial time period set forth in 3.c.i. shall be automatically extended by any time used for processing a complete application for a grading permit if such processing exceeds thirty days from the date a complete application is filed.

iii. A subdivider may apply to the director for a one-year extension at any time before the initial time period set forth in 3.c.i expires. If the extension is denied, the subdivider may appeal that denial to the city council within fifteen (15) days.

iv. If the subdivider submits a complete application for a building permit during the periods of time specified in 3.c.i. through 3.c.iii., above, the rights referred to herein shall continue until the expiration of that permit, or any extension of that permit.

4. **Conformance to Plans.** Development shall conform to the approved Vesting Tentative Map plans entitled "Garden Gate Tower" dated June 4, 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 Vesting Tentative Map Plan Set).

5. **Compliance with Subdivision Ordinance.** The final map shall comply with all of the requirements for final maps in Chapter 19.16 of the San José Municipal Code and shall show and contain all of the data required by San José Municipal Code Section 19.16.110.

6. **Conformance with Other Permits**. The subject Vesting Tentative Map conforms to and complies in all respects with the Special Use Permit File No. SP18-001 on which such Vesting Tentative Map is based. Approval of said Vesting Tentative Map shall automatically expire with respect to any portion of the lands covered by such Vesting

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Tentative Map on which a Final Map or Tract Map has not yet been recorded if, prior to recordation of a Final Map or Tract Map thereon, the Planned Development Permit for such lands automatically expires or for any reason ceases to be operative.

7. **Improvements.** Pursuant to the Subdivision Agreement (hereinafter referred to as "Agreement"), the subdivider shall, before approval and recording of the Final Map, improve or agree to improve all land within the subdivision and all land outside, but appurtenant to, the Subdivision shown on the Vesting Tentative Map for public or private streets, alleys, pedestrian ways and easements to the satisfaction of the Director of Public Works.
8. **Improvement Contract.** In the event subdivider has not completed the improvements required for his proposed subdivision at the time the final map is presented for approval, subdivider shall enter into a subdivision improvement agreement with the City of San José, in accordance with Section 19.32.130 of the San José Municipal Code, and provide the improvement security and insurance required therein.
9. **Public Use Easements.** Subdivider shall dedicate on the final map for public use easements for public utilities, emergency access, open space, streets, pedestrian ways, sanitary sewers, drainage, flood control channels, water systems, and parking in and upon all areas within the subdivision shown on the Vesting Tentative Map for the subdivision to be devoted to such purposes.
10. **Distribution Facilities.** Subdivider shall, at no cost to the City, cause all new or replacement electricity distribution facilities (up to 40KV), telephone, community cable, and other distribution facilities located on the subject property to be placed underground.
11. **Conveyance of Easements.** Subdivider shall convey or cause to be conveyed to the City of San José, easements in and upon all areas as shown on the Vesting Tentative Map outside the boundaries of, but appurtenant to, the subdivision. Should a separate instrument be required for the conveyance of the easement(s), it shall be recorded prior to the recordation of the Final Map. Such easements so conveyed shall be shown on the Final Map, together with reference to the Book and Page in the Official Recorder of Santa Clara County, where each instrument conveying such easements is recorded.
12. **Owners' Association**.
    a. An Owners' Association consisting of all residential and commercial condominium units shall be established prior to issuance of Certificate of Occupancy for maintenance of all common areas, including pedestrian walkways, easements, landscaping, parking, ingress and egress, emergency access, open space, and the like. The subdivider shall provide to the Owners' Association a copy of the Tentative Map Permit, the accompanying Plan Set, any approved Amendments or Adjustments to the Development Permit, and a complete set of approved building and all improvement plans within 30 days of completion of each construction phase.

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b. The subdivider shall, at its sole cost, prepare grant deeds for all mutual or reciprocal easement rights, which shall be reviewed by the city for compliance with the terms of the City of San José Municipal Code, and shall upon city approval be recorded concurrently with the approved parcel or final map.

13. **Final Map.** No Final Map or Tract Map shall be approved by City Council unless and until the appeal period for the development permit, File No. SP18-001 has expired and all appeals have been exhausted.

14. **Sewage Treatment Demand.** Pursuant to Chapter 15.12 of Title 15 of the San José Municipal Code, acceptance of this Permit by subdivider shall constitute acknowledgement of receipt of notice by subdivider 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.

15. **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 prior to Public Works clearance.

16. **Compliance with Local and State Laws.** The subject use shall be conducted in full compliance with all local and state laws. No part of this approval shall be construed to permit a violation of any part of the San José Municipal Code. The Vesting Tentative Map shall be subject to revocation if the subject use is conducted in such a manner as to cause a nuisance.

17. **Affordable Housing.** The development is subject to the City's Inclusionary Housing Ordinance (IHO) and each of the conditions below:

    a. The permittee must execute and record their City Affordable Housing Agreement memorializing the IHO obligations against the property and any contiguous property under common ownership and control prior to earliest of: issuance of any building permits, or approval of any parcel or final map.

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b. Permittee must strictly comply with each requirement of the approved Affordable Housing Compliance Plan, the Affordable Housing Agreement, and any other applicable requirements of the IHO.

c. No building permit may issue until the Affordable Housing Agreement is recorded against the property. No building permit may issue accept consistent with the requirements of the IHO and the proposed Plan to fulfill the affordable housing obligations.

d. No Temporary Certificate of Occupancy, Certificate of Occupancy, or Notice of Completion for any units shall be issued until all the requirements of the IHO and Affordable Housing Agreement are met.

18. **Ellis Act.** This project is subject to the requirements of the City's Ellis Act Ordinance. Prior to the issuance of a demolition permit, Planning staff should confirm with Housing Department, the Owner's completion of all relocation obligations, including the obligations under the Ellis Act Ordinance.

19. **Parkland Dedication Ordinance**. This development is subject to the requirements of either the requirements of the City's Park Impact Ordinance (Chapter 14.25 of Title 14 of the San José Municipal Code) or the Parkland Dedication Ordinance (Chapter 19.38 of Title 19 of the San José Municipal Code,) for the dedication of land and/or payment of fees in-lieu of dedication of land for public park and/or recreational purposes under the formula contained within the parkland dedication ordinance and the associated Fees and Credit Resolutions. Prior to approval of the Final Map or final building permits for this development, the subdivider shall enter a parkland agreement with the City to the satisfaction of the Director of Public Works in order to fulfill the requirements of the Parkland Dedication Ordinance.

20. **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. _____.

21. **Public Works Clearance for Building Permit(s) or Map Approval:** Prior to the approval of the Tract by the Director of Public Works, or the issuance of Building permits, whichever occurs first, the subdivider will be required to have satisfied all of the following Public Works conditions as described in the Special Use Permit (SP18-001).

22. **Revocation, Suspension, Modification.** This Vesting Tentative Map is subject to revocation, suspension or modification for violation of any of its provisions or condition**.**

In accordance with the findings set forth above, a Vesting Tentative Map Permit to use the subject property for said purpose specified above, subject to conditions, is hereby **approved.**

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APPROVED and issued this _____ day of _____, 2019, 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.

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RESOLUTION NO._____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE CERTIFYING GARDEN GATE TOWER SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT TO THE DOWNTOWN STRATEGY 2040 ENVIRONMENTAL IMPACT REPORT (SCH # 2003042127) AND MAKING CERTAIN FINDINGS CONCERNING SIGNIFICANT IMPACTS, MITIGATION MEASURES AND ALTERNATIVES, AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS AND A MITIGATION MONITORING AND REPORTING PROGRAM, ALL IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AS AMENDED

WHEREAS, the proposed Garden Gate Tower includes the development of a high-rise residential tower with ground floor neighborhood-oriented retail with two use options proposed: (1) Option 1: Traditional Multi-Family Development and (2) Option 2: Co-Living Community Option. Option 1: Traditional Multi-Family Development is the development of a multi-family apartment building with up to 290 residential units and approximately 4,840 square feet of ground floor neighborhood oriented retail area. The total building area is approximately 513,333 square feet. Option 2: Co-Living Community Option is the development of up to 850 bedrooms in a Co-Living Community configuration with a combined total of approximately 510,738 square feet (including open space areas). The ground level will include approximately 6,000 square feet of retail, lobby and a loading area. Both options propose a development of a 27-floor building with a maximum height of approximately 283 feet. The buildings would have a similar footprint and design with the exception of some minor differences in the ground floor layout. Both options would also include the demolition of an existing two-story residential building (on the City's Historic Resources Inventory), façade treatment to an existing single-story brick office building, and relocation of an on-site neon sign to the roof of the proposed development. The project is located on a 0.42-acre project site located at the intersection of South First

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Street and East Reed Street, at 600 South First Street (APNs: 472-26-090 and 472-26-089) in downtown San José; and

WHEREAS, approval of Garden Gate Tower would constitute a project under the provisions of the California Environmental Quality Act of 1970, together with related state and local implementation guidelines and policies promulgated thereunder, all as amended to date (collectively, "CEQA"); and

WHEREAS, the City of San José ("City") prepared, completed, and adopted in accordance with CEQA the Final Program Environmental Impact Report for the Downtown Strategy 2040 ("Downtown Strategy FPEIR"), which updated the Downtown Strategy 2000 Final Environmental Impact Report to be consistent with the Envision San José 2040 General Plan including an increase in the amount of new commercial office and residential development capacity and revised development phasing to extend the horizon (buildout) year to 2040; and

WHEREAS, in connection with the adoption of a resolution approving said Downtown Strategy 2040 Plan (Planning File No. PP15-102), the City Council adopted Resolution No. 78942 on December 18, 2018 setting forth certain findings pertaining to the Downtown Strategy FPEIR and adopting a mitigation monitoring and reporting program, all pursuant to the provisions of CEQA; and

WHEREAS, the proposed Project was evaluated and analyzed under the Downtown Strategy FPEIR and it was determined a supplemental environmental report to the Downtown Strategy FEIR was required as further explained in the initial study and FSEIR, as defined below, for the Project; and

WHEREAS, the City is the lead agency for the Project, and has prepared a Final Supplemental Environmental Impact Report to the Downtown Strategy FEIR for the

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Project pursuant to and in accordance with CEQA, which the Final Supplemental Environmental Impact Report is comprised of the Draft Supplemental Environmental Impact Report for the Project (the "Draft SEIR"), together with the First Amendment to the Draft SEIR (collectively, all of said documents are referred to herein as the "FSEIR"); and

WHEREAS, on October 23, 2019, the Planning Commission of the City of San José reviewed the FSEIR prepared for Garden Gate Tower, and recommended to the City Council that it find the environmental clearance for the proposed Project was completed in accordance with the requirements of CEQA and further recommended the City Council adopt this Resolution; and

WHEREAS, CEQA requires that, in connection with the approval of a project for which an environmental impact report has been prepared which identifies one or more significant environmental effects of the project, the decision-making body of a public agency make certain findings regarding those effects and adopt a mitigation or monitoring program and statement of considerations for any impact that may not be reduced to a less than significant level.

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

1. That the above recitals are true and correct; and

2. That the City Council does hereby find and certify that the FSEIR has been prepared and completed in compliance with CEQA; and

3. The City Council was presented with, and has independently reviewed and analyzed, the FSEIR and other information in the record and has considered the information contained therein, including the written and oral comments received at the public hearings on the FSEIR and the Project, prior to acting upon or approving the Project, and has found that the FSEIR represents the independent judgment of the City of San José ("City") as lead agency for the Project, and designated the Director of Planning, Building and Code Enforcement at his office at 200 East Santa Clara Street, 3rd Floor Tower, San José, California, 95113, as the custodian

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of documents and record of proceedings on which the decision of the City is based; and

4. That the City Council does hereby find and recognize that the FSEIR contains additions, clarifications, modifications, and other information in its response to comments on the Draft SEIR or obtained by the City after the Draft SEIR was issued and circulated for public review and does hereby find that such changes and additional information are not significant new information as that phrase is described under CEQA because such changes and additional information do not indicate that any of the following would result from approval and implementation of the Project: (i) any new significant environmental impact or substantially more severe environmental impact not already disclosed and evaluated in the Draft SEIR, (ii) any feasible mitigation measure considerably different from those analyzed in the Draft SEIR that would lessen a significant environmental impact of the Project has been proposed and would not be implemented, or (iii) any feasible alternative considerably different from those analyzed in the Draft SEIR that would lessen a significant environmental impact of the Project has been proposed and would not be implemented; and

5. That the City Council does hereby find and determine that recirculation of the FSEIR for further public review and comment is not warranted or required under the provisions of CEQA; and

6. The City Council does hereby make the following findings with respect to the significant effects of the environment of the Project, as identified in the FSEIR, with the understanding that all of the information in this Resolution is intended as a summary of the full administrative record supporting the FSEIR, which full administrative record should be consulted for the full details supporting these findings.

GARDEN GATE TOWER
SIGNIFICANT ENVIRONMENTAL IMPACTS

Cultural Resources

Impact: **Impact CUL-1:** The demolition of the Pallesen Apartments (8 East Reed Street), a National Register of Historic Places (NRHP), California Register of Historic Resources (CRHR), and local eligible structure, would be a significant impact.

Mitigation: **MM CUL-1: Pallesen Apartments Demolition**

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Prior to issuance of any grading, demolition, or building permits or any other approval that would allow disturbance of the project site, the applicant shall prepare and submit, to the satisfaction of the Director of Planning, Building and Code Enforcement in coordination with the City's Historic Preservation Officer, a historic preservation plan demonstrating that the following actions have been satisfied.

Documentation: The structure shall be documented in accordance with the guidelines established for the Level III Historic American Building Survey (HABS) consistent with the *Secretary of the Interior's Standards for Architectural and Engineering Documentation* and shall consist of the following components:

A. Drawings – Prepare sketch floor plans.

B. Photographs – Digital photographic documentation of the interior, exterior, and setting of the buildings in compliance with the National Register Photo Policy Fact Sheet. Photos must have a permanency rating of approximately 75 years.

C. Written Data – HABS written documentation in short form.

An architectural historian meeting the Secretary of the Interior's Professional Qualification Standards shall oversee the preparation of the sketch plans, photographs and written data. Department of Parks and Recreation 523 forms prepared for the project (included in Appendix A of Appendix F of the SEIR) can be used to fulfill the requirements for the written data report.

The required documentation shall be filed with the San José Library's California Room and the Northwest Information Center at Sonoma State University, the repository for the California Historical Resources Information System. All documentation shall be submitted on archival paper and must first be reviewed and approved by the City's Historic Preservation Officer.

Relocation by the Applicant and/or a Third Party: Prior to the issuance of any demolition permits, the project applicant, or any interested third party shall be required to advertise the availability of the structure for relocation for a period of no less than 60 days. The advertisements must include notification in a newspaper of general circulation, on a website, and notice placed on the project site. The project applicant shall provide evidence (i.e., receipts, date and time stamped photographs, etc.) to the City's Historic

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Preservation Officer that this condition has been met prior to the issuance of demolition permits.

If the project applicant or third party agrees to relocate the structure the following measures must be followed:

1. The Director of Planning or Director's designee, based on consultation with the City's Historic Preservation Officer, must determine that the receiver site is suitable for the building.

2. Prior to relocation, the project applicant or third party shall hire a historic preservation architect and a structural engineer to undertake an existing condition study that establishes the baseline condition of the building prior to relocation. The documentation shall take the form of written descriptions and visual illustrations, including those character-defining physical features of the resource that convey its historic significance and must be protected and preserved. The documentation shall be reviewed and approved by the City's Historic Preservation Officer prior to the structure being moved. Documentation already completed shall be used to the extent possible to avoid repetition in work.

3. To protect the building during relocation, the project applicant or third party shall engage a building mover who has experience moving similar historic structures. A structural engineer shall also be engaged to determine if the building needs to be reinforced/stabilized before the move.

4. Once moved, the building shall be repaired and restored, as needed, by the project applicant or third party in conformance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties.* In particular, the character-defining features shall be restored in a manner that preserves the integrity of the features for the long-term preservation of these features.

Upon completion of the repairs, a qualified architectural historian shall document and confirm that renovations of the structure were completed in conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and that all character-defining features were preserved. The project applicant shall submit a memo report to the City's Historic Preservation Officer documenting the relocation.

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Salvage: If the applicant and/or no third party agrees to relocate the structure, the structure shall be made available for salvage to salvage companies facilitating the reuse of historic building materials. The time frame available for salvage shall be established by the City's Historic Preservation Officer. The project applicant must provide evidence to the City's Historic Preservation Officer that this condition has been met prior to the issuance of demolition permits.

Finding: Demolition of the Pallesen Apartments would result in the demolition of a NRHP, CRHR, and local eligible structure, which is a significant and unavoidable impact. **(Significant Unavoidable Impact)**

Facts in Support of Finding: According to Public Resources Code §15064.5(b), a project would have a significant effect on an historic resource if it would "cause a substantial adverse change in the significance" of that resource. Specifically, "[s]ubstantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."

The Pallesen Apartments is located on the Project site was identified as an eligible structure under the NRHP, CPHR, and the City of San José, and is thus a historical resource under CEQA. The Project is proposing the demolition of the Pallesen Apartments. Mitigation Measure MM CUL-1 outlines the appropriate measures to help reduce the impact of demolition of the Pallesen Apartments which include the documentation of the structure and advertising for the relocation and salvage of the building by the applicant and/or a third party. However, even with the incorporation of this mitigation measure, this would be a significant and unavoidable impact.

Impact: **Impact CUL-2:** Partial demolition of the Pallesen Building (618 South First Street) will compromise the integrity of the building as an individual structure and therefore diminish its eligibility as a historic resource.

Mitigation: **MM CUL-2: Historic Resources – Pallesen Building Façade Preservation**

The project applicant shall retain a historic consultant to prepare a Preservation Plan on the retention of the Pallesen Building façade, which includes the street facing wall and the complete storefront assembly. The Preservation Plan shall include:

- Existing conditions study which establishes the baseline conditions of the building. Documentation shall include written descriptions and

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visual illustrations, including those physical characteristics of the resources that convey its historic significance (Retention of the original character-defining features).

- Structural engineering plans to show how the structural integrity of the building will be maintained during the move and how the façade will be seismically reinforced.

- Protective fencing and other methods shall be used to protect the building from further damage and deterioration during the process.

- If historic preservation architect or structural engineer observes any new damage after relocation of the structure an assessment shall be made of the severity of such damage and repairs taken if necessary. This assessment shall be provided within five (5) business days after discovery of the damage.

The Preservation Plan shall be submitted to the City's Historic Preservation Officer prior to issuance of any demolition or grading permits, whichever comes first.

Finding: The Pallesen Building is listed as a Structure of Merit in the City of San José Historic Resources Inventory. The project proposes to retain the façade of the Pallesen Building keeping in place its character-defining features, stabilizing the complete brick, tile, glass, parapet, and metal storefront assembly, and shifting it a few feet to the north and four feet further away from the street to accommodate the tower development including the driveway for the on-site parking facility under Option 1 and Option 2. Implementation of Mitigation Measure MM CUL-2 and the Preservation Plan would lessen the impact on the building itself and also the surrounding historic environment, and result in a less than significant impact. **(Less Than Significant with Mitigation)**

Facts in Support of Finding: The retention of the Pallesen Building façade would result in a significant impact. Specifically, retaining the façade storefront assembly and shifting its location will help to preserve the building and its most important character-defining architectural features and details, but will compromise the integrity of the structure, lessen its significance, and impair its future eligibility. This preservation of the Pallesen Building façade would compromise the integrity of the building and thus diminish its eligibility as a historic resource on its own.

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Mitigation Measure MM CUL-2 outlines the appropriate measures to help reduce the impact of the façade preservation and demolition of the remaining portions of the Pallesen Building. The brick facade would be incorporated into the building design at ground level. Because the building lacks any association with significant events, people, or architectural characteristics, and does not represent an important source of information about historic period construction materials or technologies potential impacts are considered less than significant with the incorporation of Mitigation Measure MM CUL-2.

Impact: **Impact CUL-3:** The relocation of the City Center Motel Sign to the outdoor rooftop terrace will reduce the historic integrity and eligibility of the sign.

Mitigation: **MM CUL-3: Historic Resources – City Center Motel Sign Preservation** The project applicant shall, in coordination with the City's Historic Preservation Officer, prepare a Relocation Plan that provides details regarding the relocation site, procedures and method for relocation, and maintenance plan for the sign. The Relocation Plan shall be submitted to the City's Historic Preservation for review and approval prior to issuance of any demolition or grading permits, whichever comes first.

Finding: The City Center Motel sign was determined to qualify as a historical resource under CEQA and eligible for listing in the NRHP and CRHP as a distinctive example of Roadside Vernacular architecture. The City Center Motel sign retains integrity of Design because the decorative features of the sign's original roadside vernacular design remains. Even with implementation of MM CUL-3 and the Relocation Plan, the project is proposing to relocate the City Center Motel to the outdoor rooftop terrace of the new building which will reduce the integrity of the resource resulting in a significant and unavoidable impact. **(Significant Unavoidable Impact)**

Facts in Support of Finding: The project proposes to incorporate the sign into the project plans in the outdoor rooftop terrace. Removing the neon sign from its location along the roadside and placing it within a highly elevated location will lessen the integrity of the resource since much of its significance is associated with roadside vernacular architecture. Mitigation Measure MM CUL-3 outlines the appropriate measures to reduce the impact by relocation of the sign through the preparation and implementation of a relocation plan. However, as the project is not proposing to retain or relocate the sign along the roadside, this would be a significant and unavoidable impact.

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Impact: **Impact CUL-4:** The addition of a modern high-rise building would result in significant adverse changes to adjacent and nearby historic resources and the historic character and eligibility of the SoFA District itself. Therefore, this is considered a significant historic resources impact under CEQA.

Mitigation: None

Finding: There are no feasible mitigation measures absent a redesign of the project consistent with the Historic Structure Preservation Alternative that could reduce the impact of the proposed project, and as such, this would be a significant and unavoidable impact. **(Significant Unavoidable Impact)**

Facts in Support of Finding: The addition of a modern high-rise building with a glass facade, as proposed with this project, would result in significant adverse changes to adjacent and nearby historic resources and the historic character and eligibility of the SoFA District itself. Furthermore, the project was not found to be in conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties due to the incompatibility of the parking driveway design and ground floor corner design along South First Street specifically as it relates to materials, scale, and proportions.

Therefore, the project's impact to the SoFA District is considered a significant historic resources impact under CEQA. There are no feasible mitigation measures that could reduce the impact of the proposed high-rise building absent a redesign of the project consistent with the Historic Structure Preservation Alternative, and as such, this would be a significant and unavoidable impact.

Impact: **Impact CUL-5:** The addition of a modern high-rise building would result in significant adverse changes to adjacent and nearby historic resources and the historic character and eligibility of the First Street Commercial historic core. Therefore, this is considered a significant historic resources impact under CEQA.

Mitigation: None

Finding: There are no feasible mitigation measures that could reduce the impact of a high-rise on the site absent a redesign of the project consistent with the Historic Structure Preservation Alternative, and as such, this would be a significant and unavoidable impact. **(Significant Unavoidable Impact)**

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Facts in Support of Finding: The project would not meet the Secretary of the Interior's Standards for the Treatment of Historic Properties for new related construction with the First Street Commercial historic core environment. Under Option 1 and Option 2, the intrusion of a wide driveway along South First Street and wide expanses of glass walls along the pedestrian level of South First Street would be incompatible with the historic character of First Street commercial historic core of the City. Implementation of the project would construct a new high-rise tower on the historic environment onsite and offsite with the glass walls.

Therefore, the project's impact to the First Street commercial historic core is considered a significant historic resources impact under CEQA. There are no feasible mitigation measures that could reduce the impact of the increased urbanization of this site, and as such, this would be a significant and unavoidable impact.

Impact: **Impact CUL-6:** The loss of all as yet unknown subsurface prehistoric or historic resources on the project site during construction activities would be a significant impact.

Mitigation: **MM CUL-6.1: Subsurface Cultural Resources – Field Inventory**
The applicant shall retain a qualified archaeologist that meets the *Secretary of the Interior's Qualifications for Archaeology.* Before ground disturbing activities are initiated, including the issuance of any grading or building permits, the qualified archaeologist shall conduct a field inventory of the affected parcels. If the field inventory results in the discovery of cultural materials, further action is required to identify, treat, evaluate, and/or mitigate these finds and additional recommendations (e.g., archaeological monitoring, subsurface testing, etc.) may be offered as appropriate. A report outlining the results of the field survey and appropriate implementation procedures for assessing discovered cultural materials shall be submitted to the Director of Planning or Director's designee prior to issuance of any grading or building permits.

MM CUL-6.2: Subsurface Cultural Resources – Subsurface Testing
Following demolition of the structures on the site and prior to issuance of any grading permits, the qualified archaeologist shall complete subsurface testing for archaeological resources on-site. A report outlining the results of the subsurface testing and further recommendations, such as the preparation of an archaeological resources treatment plan, shall be submitted to the Director of Planning or Director's designee.

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MM CUL-6.3: Subsurface Cultural Resources – Archaeological Resources Treatment Plan

If subsurface testing revealed the presence of cultural resources, the qualified archeologist shall prepare an archaeological resources treatment plan prior to the issuance of any grading permits. The treatment plan shall utilize data recovery methods to reduce impacts on subsurface resources. The treatment plan shall contain, at a minimum:

- Identification of the scope of work and range of subsurface effects (including location map and development plan), including requirements for preliminary field investigations.
- Description of the environmental setting (past and present) and the historic/prehistoric background of the parcel (potential range of what might be found).
- Development of research questions and goals to be addressed by the investigation (what is significant vs. what is redundant information).
- Detailed field strategy used to record, recover, or avoid the finds and address research goals.
- Analytical methods.
- Report structure and outline of document contents.
- Disposition of the artifacts.
- Appendices: all site records, correspondence, and consultation with Native Americans, etc.

The treatment plan shall be prepared and submitted to the Director of Planning or Director's designee for review and approval prior to the issuance of any grading permits.

MM CUL 6-4: Subsurface Cultural Resources – Construction Protocol

In the event that prehistoric or historic resources are encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped, the Director of Planning, Building and Code Enforcement 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

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to issuance of building permits. The qualified archaeologist shall have authority to halt construction activities temporarily in the immediate vicinity of an unanticipated find. If, for any reasons, the qualified archaeologist is not present but construction crews encounter a cultural resource, all work shall stop temporarily within 50 feet of the find until a qualified archaeologist has been contacted to determine the proper course of action. If the find(s) do not meet the definition of a historical or archaeological resources, no further study or protection is necessary prior to project implementation.

If the find(s) does meet the definition of a historical or archaeological resource, the find(s) and the area around the find shall be avoided by project activities and an Archaeological Treatment Plan as described in Mitigation Measure CUL-6.3 shall be implemented. If avoidance is not feasible, adverse effects to such resources shall be mitigated in accordance with the recommendations of the archaeologist. Recommendations may include, but are not limited to: collection, recordation, and analysis of any significant cultural materials. A report of findings documenting any data recovery shall be submitted to the Director of Planning, Building and Code Enforcement and the Northwest Information Center.

The project archaeologist shall ensure that project personnel do not collect or move any cultural material, and that fill soils to be used for construction purposes do not contain any archaeological materials. The project archeologist shall be present during all subsurface excavation and grading activities.

Finding: Implementation of Mitigation Measures MM CUL-6.1 to MM CUL-6.4 (i.e., field inventory, subsurface testing, archaeological resources treatment plan, construction protocol) would reduce potential impacts on known and unknown buried historic artifacts located on the project site to a less than significant level. **(Less Than Significant with Mitigation)**

Facts in Support of Finding: These mitigation measures will review and evaluate unknown subsurface prehistoric or historic resources, consistent with State regulations and local policies. Implementation of Mitigation Measures MM CUL-6.1 and MM CUL-6.3 requires conducting a field inventory, subsurface testing, and development of an archaeological resources treatment plan. The treatment plan will make provisions for adequately recovering scientifically consequential information from and about the historic or prehistoric resources. Additionally, the treatment plan will utilize data recovery methods to reduce impacts on subsurface resources and be prepared prior to the start of ground distance activities.

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Implementation of Mitigation Measures MM CUL-6.4 will protect prehistoric or historic resources and Native American remains which are encountered during excavation and/or grading.

Biological Resources

Impact: **Impact BIO-1:** Development of the project would impact nesting raptors and other migratory breeding birds, if present on-site or in the immediate vicinity.

Mitigation: **MM BIO-1.1:** The project applicant shall schedule ground disturbance activities such as demolition and construction between September 1st and January 31st (inclusive) to avoid the nesting season. If construction cannot be scheduled to occur outside the nesting season, preconstruction surveys for nesting raptors and other migratory breeding birds (including yellow warblers) shall be conducted by a qualified ornithologist to identify active nests that may be disturbed during project implementation on-site and within 250 feet of the site. Between February 1st and April 30th (inclusive) pre-construction surveys shall be conducted no more than 14 days prior to initiation of construction activities (including any ground-disturbing activities) or tree relocation or removal. Between May 1st and August 31st (inclusive), pre-construction surveys shall be conducted no more than 30 days prior to initiation of these activities. During the surveys, the qualified ornithologist shall inspect all trees and other possible nesting habitats in and immediately adjacent (within 250 feet) to the construction area for nests.

MM BIO-1.2: If an active nest is found in or close enough to the construction area to be disturbed by these activities, the qualified ornithologist shall, in consultation with the California Department of Fish and Wildlife (CDFW), designate a construction-free buffer zone (typically 250 feet for raptors and 100 feet for other birds) around the nest, which shall be maintained until after the breeding season has ended and/or a qualified ornithologist has determined that the young birds have fledged.

MM BIO-1.3: The project applicant shall submit a report prepared by a qualified ornithologist indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of Planning or Director's designee prior to any tree removal, or issuance of any grading permit or demolition permits whichever occurs first.

Finding: Implementation of Mitigation Measure MM BIO-1.1, MM BIO-1.2, and MM BIO-1.3 would reduce impacts to nesting raptors and other migratory birds

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to less than significant levels. **(Less Than Significant with Mitigation Incorporated)**

Facts in Support of Finding: Conducting pre-construction surveys and implementing a construction-free buffer zone around any migratory bird nests will ensure that raptor or migratory bird nests are not disturbed during project construction, under the Migratory Bird Treaty Act and California Fish and Game Code. The size of the buffer zones will be determined by consultation between the qualified ornithologist and the California Department of Fish and Wildlife, and based on scientific evidence and best management practices. Compliance with Mitigation Measure MM BIO-1.1 through MM BIO-1.3 will avoid impacts to nesting birds.

Hazards and Hazardous Materials

Impact: **Impact HAZ-1:** Project implementation may encounter soil and groundwater that exceed environmental screening levels during construction activities that could expose construction workers, neighboring uses, and the environment to hazardous materials.

Mitigation: **MM HAZ-1:** The project applicant shall retain a qualified consultant to conduct focused sampling and analysis for contamination of soil, soil vapor, and/or groundwater on-site prior to issuance of any grading permit. Sampling on the site shall be under the regulatory oversight from SCCDEHs Voluntary Cleanup Program to address soil and groundwater contamination discovered on the property. Removal and off-site disposal of the soil at appropriate landfills during construction of the underground parking lot will likely constitute the mitigation required; however the SCCDEH will approve the proposed mitigation, or if additional groundwater sampling and mitigation is necessary. Based on results of the contamination levels at the site, the project applicant shall prepare, under the guidance of SCCDEH, a Site and Groundwater Management Plan (SGMP) or equivalent report. The SGMP shall provide recommended measures to remediate the long-term environmental or health and safety risks caused by the presence of hazardous materials and contaminants at the site. The SGMP will also contain contingency plans to be implemented during soil excavation if unanticipated hazardous materials (e.g., former underground storage tanks) are encountered. A Health and Safety Plan (HSP) shall be prepared by the project applicant and each contractor as part of the SGMP that will outline proper soil and groundwater handling procedures and health and safety requirements to minimize worker and public exposure to hazardous

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materials during construction. The project applicant shall submit the SGMP and HSP to the SCCDEH for approval.

The project applicant shall provide all documentation showing submittal of the SGMP and HSPs with the SCCDEH to the Director of Planning or Director's designee and the Municipal Compliance Officer in the Environmental Services Department prior to issuance of any grading permits.

Finding: Implementation of MM HAZ-1 would ensure that hazardous substances on-site would not result in a significant hazard to construction workers, future users of the site, or the environment. **(Less Than Significant with Mitigation)**

Facts in Support of Finding: Implementation of MM HAZ-1 would ensure that hazardous substances on-site would not result in a significant hazard to construction workers, future users of the site, or the environment. These measures will be implemented by the applicant with the oversight of the Santa Clara County Department of Environmental Health (SCCDEH), or equivalent regulatory agency, to minimize worker and public exposure to hazardous materials during construction.

Impact: **Impact HAZ-2:** Project implementation is expected to encounter groundwater during construction that would require dewatering as part of the construction of the underground parking garage. The groundwater is anticipated to contain hazardous materials and petroleum hydrocarbon contamination.

Mitigation: **MM HAZ-2:** The project applicant shall obtain a discharge permit from the appropriate regulatory agency to dispose of the water collected during the dewatering process. For short-term discharge (less than 1-year), a discharge permit shall be obtained from the City of San Jose's Watershed Protection Division and the water discharged to the sanitary sewer. For long term discharge (greater than 1-year), the project applicant shall obtain a National Pollutant Discharge Elimination System (NPDES) permit from the California Regional Water Quality Control Board for discharge to the storm system. Both discharge permits require applications and pre-testing of the water to determine if the water meets the respective City or Regional Water Quality Control Board (RWQCB) pollutant discharge limits. The water shall be analyzed by a State-certified laboratory for the suspected pollutants prior to discharge. Water that exceeds discharge limits shall be treated to reduce pollutant concentrations to acceptable levels prior to discharge. Based on

the results of the analytical testing, the project applicant shall work with the RWQCB and the local wastewater treatment plant to determine appropriate disposal options.

A copy of the discharge permit or NPDES permit, whichever is applicable, shall be submitted to the Director of Planning or Director's designee prior to the issuance of any grading permit.

Finding: Implementation of MM HAZ-2 would ensure that groundwater discharged from the site meets Regional Water Control Board pollutant discharge limits or will be treated to reduce water pollutant levels below these limits prior to disposal. **(Less Than Significant with Mitigation)**

Facts in Support of Finding: Compliance with the measures outlined in MM HAZ-2 will ensure discharged water meets RWQCB standards at time of disposal to ensure protection of the environment and construction workers/occupants on the project site.

Noise

Impact: **Impact NOI-1:** Construction of the proposed project would last more than 12 months and would result in potential construction noise impacts in the vicinity of sensitive residential land uses.

Mitigation: **MM NOI-1:** The project applicant shall retain a qualified professional to prepare a construction noise logistics plan during all phases of construction on the project site. The plan shall specify hours of construction, noise and vibration minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who shall respond to neighborhood complaints. All measures from this plan shall be included on all approved grading and building permit plans. Measures to be included in the plan shall include, but are not limited to, the following:

Utilize 'quiet' models of air compressors and other stationary noise sources where technology exists;

- Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment;
- Locate all stationary noise-generating equipment, such as air compressors and portable power generators, as far away as possible from adjacent land uses;
- Locate staging areas and construction material areas as far away as possible from adjacent land uses;
- Prohibit all unnecessary idling of internal combustion engines;

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- If impact pile driving is proposed, multiple-pile drivers shall be considered to expedite construction. Although noise levels generated by multiple pile drivers would be higher than the noise generated by a single pile driver, the total duration of pile driving activities would be reduced.
- If impact pile driving is proposed, temporary noise control blanket barriers shall shroud pile drivers or be erected in a manner to shield the adjacent land uses. Such noise control blanket barriers can be rented and quickly erected.
- If impact pile driving is proposed, foundation pile holes shall be pre-drilled to minimize the number of impacts required to seat the pile Pre-drilling foundation pile holes is a standard construction noise control technique. Pre-drilling reduces the number of blows required to seat the pile. Notify all adjacent land uses of the construction schedule in writing;
- Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule

The project applicant shall ensure that all construction crews shall adhere to the Construction Noise Logistics Plan to reduce construction noise levels emanating from the site and minimize disruption and annoyance at existing noise-sensitive receptors in the project vicinity. The construction noise logistics plan shall be reviewed and approved by the Director of Planning or Director's designee prior to issuance of any grading permit and/or building permits.

Finding: With the implementation MM NOI-1, would further minimize impacts from construction noise as it requires best practices such as placing stationary noise sources away from receptors, use of temporary barriers, requiring construction equipment to be equipped with properly operating and maintained mufflers and other state required noise attenuation devices. Thus, with mitigation, a less than significant noise impact would result from construction activities. **(Less Than Significant with Mitigation)**

Facts in Support of Finding: Construction of the project would occur over approximately 26 months under both Option 1 and Option 2, as both options would have similar building footprint and designs, with the exception of some minor

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differences in the ground floor layout. The potential for construction-related noise to affect nearby residential sensitive receptors would depend on the location and proximity of construction activities to these receptors. Construction would occur throughout the project site and would not be concentrated or confined in the area directly adjacent to sensitive receptors under both options. Therefore, construction noise would be acoustically dispersed throughout the project site and not concentrated in one area near adjacent sensitive uses.

The project is proposing construction on Saturdays between 7:00 a.m. and 7:00 p.m. as well as one 24-hour construction day during the foundation concrete pour under both options. Furthermore, the project anticipates a 26 month construction period under both options. Therefore, per the requirements of General Plan Policy EC-1.7 and consistent with the Downtown Strategy FEIR, Mitigation Measure NOI-1 would be implemented to require a construction noise logistics plan that would incorporate best management practices during construction.

Cumulative Impacts

Impact: **Impact CUL(C)-1:** Demolition of the Pallesen Apartment and Pallesen Building, and relocation of the City Center Motel sign would result in a cumulatively considerable contribution to adverse impacts on historic resources.

Mitigation: **MM CUL(C)–1:** The project applicant shall implement MM CUL-1 through CUL-4.

Finding: Mitigation Measures MM CUL-1 through MM-CUL-4 would mitigate some of the loss of historic resources; however, impacts related to the cumulative loss of historic buildings and change in the character of the historic areas would remain significant and unavoidable. **(Significant and Unavoidable Impact)**

Facts in Support of Finding: As explained in the facts supporting the findings for MM CUL-1 through MM CUL-4, the project would not meet the Secretary of the Interior's Standards for the Treatment of Historic Properties for new related construction as it would demolish on-site historic resources, would result in significant adverse changes to adjacent and nearby historic resources, and would threaten the historic character and eligibility the SoFa and First Street Commercial historic core environment. Therefore, the project's cumulative impact is considered a significant historic resources impact under CEQA.

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There are no feasible mitigation measures that could reduce the impact of the proposed project on this site absent a redesign of the project consistent with the Historic Structure Preservation Alternative, and as such, this would be a significant and unavoidable impact.

FINDINGS CONCERNING ALTERNATIVES

In order to comply with the purposes of CEQA, it is important to identify alternatives that reduce the significant impacts that are anticipated to occur if the project is implemented and to try to meet as many of the project's objectives as possible. The CEQA Guidelines emphasize a common sense approach -- the alternatives should be reasonable, should "foster informed decision making and public participation," and should focus on alternatives that avoid or substantially lessen the significant impacts.

The alternatives analyzed in the FSEIR were developed with the goal of being at least potentially feasible, given Project objectives and site constraints, while avoiding or reducing the Project's identified environmental effects. The following are evaluated as alternatives to the proposed project:

A. No Project Alternative
B. Pallesen Apartments Relocation Alternative
C. Historic Structure Preservation Alternative

A. No Project Alternative

A. **Description of Alternative:** The No Project Alternative would retain the existing buildings and continue the current operations. No development under Option 1 or Option 2 would occur. If the project site were to remain as is, with the retention of all the on-site structures.

B. **Comparison of Environmental Impacts:** Under the No Project, the Project site would remain as it is and all of the environmental impacts anticipated to occur under the proposed project; including the demolition of the Pallesen Apartments, façadism of the Pallesen Building, and relocation of the City Center Motel sign; would be avoided.

C. **Finding:** The No Project Alternative would avoid the significant impacts identified in this FSEIR. The No Project Alternative would not, however, allow for new high-density mixed-use development to be constructed on the project site consistent with the Envision San José 2040 General Plan and the Downtown Strategy 2040 Plan nor would it meet any of the project objectives. Therefore, this alternative is rejected.

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B. Pallesen Apartments Relocation Alternative

A. **Description of Alternative:** Under the Pallesen Apartments Relocation Alternative, the project would be the same as the proposed project with the exception that the Pallesen Apartments would be relocated off-site. The Pallesen Apartments would be moved to another location within the Downtown San José area and would be preserved and used as an apartment building similar to its current use. Under this alternative the Pallesen Building would be demolished (with façade preservation) and the City Center Motel sign would be relocated to the roof of the proposed building. This alternative would be the same for Option 1 and Option 2.

The number of available locations that can receive a historic building are limited. There are several factors when proposing to relocate a historic building such as the Pallesen Apartments including availability of a vacant site in the vicinity of the existing building; adequacy of the receiver site for the relocated building in terms of size, historic setting, and land use restrictions (zoning and General Plan); and a location that does not require relocation of the structure beneath freeway overpasses such as those for I-280 and State Route 87.

B. **Comparison of Environmental Impacts:** The Pallesen Apartments Relocation Alternative would avoid the significant and unavoidable impact associated with the demolition and removal of the Pallesen Apartments. However, impacts related to the Pallesen Building and the City Center Motel sign would remain the same as the Project. This alternative would meet all of the project objectives for both Option 1 and Option 2.

C. **Finding:** Under the Pallesen Apartments Relocation Alternative, locating a potential site in the downtown area is possible and Pallesen Apartments could be relocated even with all of its physical constraints. The implementation of the conditions of approval would ensure the physical impacts associated with the relocation of the building would be minimized and that the important historical elements of the building would be documented and preserved for future research. The Pallesen Apartments Relocation Alternative would avoid the significant and unavoidable impact associated with the demolition and removal of the Pallesen Apartments. However, due to the lack of a suitable relocation site, this alternative is rejected.

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C. Historic Structure Preservation Alternative

A. **Description of Alternative:** Under the Historic Structure Preservation Alternative, all three structures would remain on the project site, the Pallesen Apartments, Pallesen Building, and City Center Motel sign. Each of these structures would remain in its current location, and buildings would retain their current use. The proposed project would be a residential development designed around these structures. Under this alternative, approximately 5,000 square feet of development area would be available for the site. The site could support a narrow building with a north-south orientation. The building would be three stories in height. The ground floor would have a small amount of retail area of approximately 1,500 square feet, a building lobby, and some mechanical and maintenance areas. The second and third floors would have approximately six residential units each for a total of 12 units. This design would allow for approximately one row of off-street parking consisting of about eight parking spaces.

B. **Comparison of Environmental Impacts:** By preserving the onsite historic structures, this alternative would avoid potential impacts on historic resources, because the existing buildings would continue in their current use in their original location. The existing four residential units in the Pallesen Apartments building would remain. The Center City Motel sign would remain in its original location as well. By retaining the buildings, the project would also have an incrementally reduced impact on the increased urbanization and removal of historic structures in the SoFA and First Street Commercial historic core areas.

C. **Finding:** Under this alternative, potential impacts associated with the removal of the Pallesen Apartments, Pallesen Building, and City Center Motel sign for both Option 1 and Option 2 would be avoided and potential impacts on historical resources would be less than significant. The proposed project had less than significant impacts on construction air quality, construction noise, traffic, and energy use. However, the Historic Structure Preservation Alternative with a reduced footprint and fewer units would have incrementally reduced impacts in all these areas.

This alternative would not fully meet the following project objectives:

- Provide a development that implements the strategies and goals of the Envision San José 2040 General Plan and Downtown Strategy 2040 Plan by locating high-density development on infill sites in downtown San José to foster transit use, improving the efficiency of urban services, strengthening downtown as a regional job destination.

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- Promote and prioritize development that serves the needs of the entire City and valley.
- Maximize use of an infill site by providing retail and residences in an area served by various modes of public transportation; thereby reducing vehicle miles traveled and lowering overall greenhouse gas emissions.
- Efficient use of an underutilized site with new structures that will provide housing units in downtown San José.
- Construct a high-quality development that is marketable and produces a reasonable return on investment for the Project Sponsor and its investors and is able to attract investment capital and construction financing.

As the alternative does not meet most key project objectives, this alternative is rejected.

MITIGATION MONITORING AND REPORTING PROGRAM

Attached to this Resolution as Exhibit "A" and incorporated and adopted as part of this Resolution herein is the Mitigation Monitoring and Reporting Program ("MMRP") for the Project required under Section 21081.6 of the CEQA Statute and Section 15097(b) of the CEQA Guidelines. The MMRP identifies impacts of the Project, corresponding mitigation, designation for responsibility for mitigation implementation and the agency responsible for the monitoring action.

STATEMENT OF OVERRIDING CONSIDERATIONS

A. **Significant Unavoidable Impacts**. With respect to the foregoing findings and in recognition of those facts that are included in the record, the City has determined that the Project will result a significant unmitigated or unavoidable impacts, as set forth above, associated with aesthetics, air quality, noise, and transportation.

B. **Overriding Considerations**. The City Council specifically adopts and makes this Statement of Overriding Considerations that this Project has eliminated or substantially lessened all significant effects on the environment where feasible, and finds that the remaining significant, unavoidable impacts of the Project are acceptable in light of the economic, legal, environmental, social, technological or other considerations noted below, because the benefits of the Project outweigh its significant adverse environmental impact of the Project. The City Council finds that each of the overriding considerations set forth below constitutes a separate and

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independent basis for finding that the benefits of the Project outweigh its significant adverse environmental impacts and is an overriding consideration warranting approval of the Project. These matters are supported by evidence in the record that includes, but is not limited to, the Envision San José 2040 General Plan and the San José Commercial Design Guidelines.

C. **Benefits of the Project**. The City Council has considered the public record of proceedings on the proposed Project and other written materials presented to the City as well as oral and written testimony at all public hearings related to the Project, and does hereby determine that implementation of the Project as specifically provided in the Project documents would result in the following substantial public benefits:

- **Develop Residences that are Accessible to Transit, Activities, Services, and Jobs in the Downtown Core.** The Project includes ground floor commercial and high-density residential uses that are within walking and biking distance of existing and planned transit stops, retail, entertainment, and educational institutions such a San Jose State University within the Downtown Core, an area with low residential per-capita Vehicle Miles Traveled (VMT) compared with the City as a whole. The Project would increase the number of residents that would utilize existing and proposed commercial and retail spaces in the area and will increase transit ridership in the Downtown, resulting in lower residential per-capita VMT than an equivalent size residential project in other areas of San Jose.
- **Envision San José 2040 General Plan Strategies, Goals, and Policies.**
    - Major Strategy #3 Focused Growth: The Project site is located within an identified Growth Area (Downtown), as specified in the Envision San José 2040 General Plan. The Project proposes to significantly intensify the site with high density, high-rise housing with pedestrian-friendly designs and located in proximity to a variety of services, employment centers, educational institutions, and transit. Planning such sites for higher density residential development enables the City to provide housing growth capacity consistent with demographic trends and the community objectives of the Envision San José 2040 General Plan.
    - Major Strategy #9 Destination Downtown: The Project would increase the number of residents living Downtown, residents that will partake in the activities and contribute to business growth in the Downtown area by increasing the customer base for downtown businesses. The Project also introduces active

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commercial uses at the ground floor, consistent with the rhythm and activities of Downtown Core and the SoFa district. In addition, the Project serves as a catalyst to the neighborhood of South First Street, and forms a connection between the Downtown and neighborhoods south of I-280 by providing active ground floor retail at the corner of South First Street and East Reed Street.

- o Land Use Goal LU-3 and Transportation Policy TR-4.1: The Project encourages the use of alternative transportation options through its proximity to public transit, the inclusion of bicycle parking for residents and commercial uses, and implementation of unbundled residential parking. The project will also install widen public sidewalks along the project frontages on 1st Street and Reed Street to allow for a more pedestrian oriented development.
- o Community Design Goal CD-6: The Project incorporates a unique design that will contribute to the Downtown streetscape and skyline. The roofline is distinctive in its use of a butterfly, roofline canopy and outdoor roof deck amenity space. The mix of materials on the ground floor breaks up the building's façades along First Street and Reed and creates a warm feeling, inviting pedestrians and bicyclists.

D.

The City Council has weighed each of the above benefits of the proposed Project against its unavoidable environmental risks and adverse environmental effects identified in the Final Subsequent Environmental Impact Report and hereby determines that those benefits outweigh the risks and adverse environmental effects of the Project and, therefore, further determines that these risks and adverse environmental effects are acceptable and overridden.

LOCATION AND CUSTODIAN OF RECORDS

The documents and other materials that constitute the record of proceedings on which the City Council based the foregoing findings and approval of the Project are located at the City's Department of Planning, Building and Code Enforcement, City Hall, 200 East Santa Clara Street, 3rd Floor Tower, San José, California, 95113. The City Council hereby designates the City's Director of Planning, Building, and Code Enforcement at his office at 200 East Santa Clara Street, San José California 95113, as the custodian of documents and records of proceedings on which this decision is based.

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ADOPTED this ___ day of _____, 2019, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

SAM LICCARDO
Mayor

ATTEST:

TONI J. TABER, CMC
City Clerk

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MITIGATION MONITORING AND REPORTING PROGRAM

Garden Gate Tower
File No. SP18-001 and T18-001
September 2019

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

PREFACE

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

The Supplemental Environmental Impact Report prepared for the Garden Gate Tower 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 Mitigation Monitoring and Reporting Program addresses those measures in terms of how and when they will be implemented.

This document does *not* discuss those subjects for which the Supplemental Environmental Impact Report concluded that the impacts from implementation of the project would be less than significant.

I, MARK TERSINI, the applicant, on the behalf of GARDEN GATE TOWER LLC., hereby agree to fully implement the Mitigation Measures described below which have been developed in conjunction with the preparation of an Supplemental Environmental Impact Report 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, where feasible.

Project Applicant's Signature Mark E. Tersini

Date 9/20/19

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/Reports**	**Monitoring Timing or Schedule**
CULTURAL RESOURCES					
Impact CUL-1: The demolition of the Pallesen Apartments, a National Register of Historic Places (NRHP), California Register of Historic Resources (CRHR), and local eligible structure, would be a significant impact.					
MM-CUL-1: Historic Resources – Pallesen Apartments Demolition Prior to issuance of any grading, demolition, or building permits or any other approval that would allow disturbance of the project site, the project applicant shall prepare and submit, to the satisfaction of the Director of Planning or Director's designee in coordination with the City's Historic Preservation Officer, a historic preservation plan demonstrating that the following actions have been satisfied.	Prepare and submit a Historic Preservation Plan.	Prior to issuance of any grading, demolition, or building permits.	Director of Planning, Building and Code Enforcement (PBCE) and City's Historic Preservation Officer	Approve and ensure compliance with the Historic Preservation Plan.	Prior to issuance of any grading, demolition, or building permits.
<u>Documentation:</u> The structure shall be documented in accordance with the guidelines established for the Level III Historic American Building Survey (HABS) consistent with the *Secretary of the Interior's Standards for Architectural and Engineering Documentation* and shall consist of the following components: A. Drawings – Prepare sketch floor plans. B. Photographs – Digital photographic documentation of the interior, exterior, and setting of the buildings in compliance with the National Register Photo	Implement documentation of the Pallesen Apartments in accordance with the guidelines established for HABS consistent with the Secretary of the Interior's Standards for Architectural and Engineering Documentation.	Prior to issuance of any grading, demolition, or building permits.	City's Historic Preservation Officer	Review all required documentation.	Prior to filing with the San José Library's California Room and the Northwest Information Center at Sonoma State University.

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Policy Fact Sheet. Photos must have a permanency rating of approximately 75 years. C. Written Data – HABS written documentation in short form. An architectural historian meeting the Secretary of the Interior's Professional Qualification Standards shall oversee the preparation of the sketch plans, photographs, and written data. The Department of Parks and Recreation 523 forms prepared for the project (included in Appendix A of Appendix F of the SEIR) can be used to fulfill the requirements for the written data report. The required documentation shall be filed with the San José Library's California Room and the Northwest Information Center at Sonoma State University, the repository for the California Historical Resources Information System. All documentation shall be submitted on archival paper and must first be reviewed and approved by the City's Historic Preservation Officer. <u>Relocation by the Applicant and/or a Third Party:</u> Prior to issuance of any demolition permits, the project applicant, or an interested third party, shall be required to advertise the availability of the structure for relocation for a period of no less than 60 days. The	Evidence of advertisement for building relocation	Prior to issuance of any demolition permits.	Director of PBCE and City's Historic Preservation Officer	Receive evidence of advertisement for building relocation	Prior to issuance of any demolition permits.

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advertisements must include notification in a newspaper of general circulation, on a website, and notice placed on the project site. The project applicant shall provide evidence (i.e., receipts, date and time stamped photographs, etc.) to the City's Historic Preservation Officer that this condition has been met prior to the issuance of demolition permits.					
If the project applicant or third party agrees to relocate the structure, the following measures must be followed: 1. The Director of Planning or Director's designee, based on consultation with the City's Historic Preservation Officer, must determine that the receiver site is suitable for the building.	Consultation with Director of PBCE and City's Historic Preservation Officer	Prior to issuance of any demolition permits	Director of PBCE and City's Historic Preservation Officer	Receive documentation of suitable receiver site	Prior to issuance of any demolition permits
2. Prior to relocation, the project applicant or third party shall hire a historic preservation architect and a structural engineer to undertake an existing condition study that establishes the baseline condition of the building prior to relocation. The documentation shall take the form of written descriptions and visual illustrations, including those character-defining physical features of the resource that convey its historic significance and must be protected and preserved. The documentation shall be	Consultation with Director of PBCE and City's Historic Preservation Officer	Prior to issuance of any demolition permits	Director of PBCE and City's Historic Preservation Officer	Receive Existing Condition Study	Prior to issuance of any demolition permits

MITIGATIONS	MONITORING AND REPORTING PROGRAM				
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reviewed and approved by the City's Historic Preservation Officer prior to the structure being moved. Documentation already completed shall be used to the extent possible to avoid repetition in work.					
3. To protect the building during relocation, the project applicant or third party shall engage a building mover who has experience moving similar historic structures. A structural engineer shall also be engaged to determine if the building needs to be reinforced/stabilized before the move.	Consultation with Director of PBCE and City's Historic Preservation Officer	Prior to issuance of any demolition permits	Director of PBCE and City's Historic Preservation Officer	Receive engagement letter from mover and structural engineer.	Prior to issuance of any demolition permits
4. Once moved, the building shall be repaired and restored, as needed, by the project applicant or third party in conformance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties.* In particular, the character-defining features shall be restored in a manner that preserves the integrity of the features for the long-term preservation of these features. Upon completion of the repairs, a qualified architectural historian shall document and confirm that renovations of the structure were completed in conformance with the Secretary of the Interior's Standards for the Treatment of	Consultation with Director of PBCE and City's Historic Preservation Officer	Prior to issuance of any demolition permits	Director of PBCE and City's Historic Preservation Officer	Receive Memo Report.	Prior to issuance of any demolition permits

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Historic Properties and that all character-defining features were preserved. The project applicant shall submit a memo report to the City's Historic Preservation Officer documenting the relocation. Salvage: If the project applicant and/or no third party agrees to relocate the structure, the structure shall be made available for salvage to salvage companies facilitating the reuse of historic building materials. The time frame available for salvage shall be established by the City's Historic Preservation Officer. The project applicant must provide evidence to the City's Historic Preservation Officer that this condition has been met prior to the issuance of demolition permits.	Evidence of advertisement for building salvage	Prior to issuance of any demolition permits.	City's Historic Preservation Officer	Receive evidence of advertisement for building salvage	Prior to issuance of any demolition permits.
Impact CUL-2: Partial demolition of the Pallesen Building will compromise the integrity of the building as an individual structure and therefore diminish its eligibility as a historic resource.					
MM CUL-2: Historic Resources – Pallesen Building Façade Preservation The project applicant shall retain a historic consultant to prepare a Preservation Plan on the retention of the Pallesen Building façade, which includes the street facing wall and the complete storefront assembly. The Preservation Plan shall include:	Prepare and submit a Preservation Plan	Prior to issuance of any demolition or grading permits, whichever comes first	City's Historic Preservation Officer	Approve and ensure compliance with the Preservation Plan	Prior to issuance of any demolition or grading permits, whichever comes first

MITIGATIONS	MONITORING AND REPORTING PROGRAM				
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• Existing conditions study which establishes the baseline conditions of the building. Documentation shall include written descriptions and visual illustrations, including those physical characteristics of the resources that convey its historic significance (Retention of the original character defining features) • Structural engineering plans to show how the structural integrity of the building will be maintained during the move and how the façade will be seismically reinforced. • Protective fencing and other methods shall be used to protect the building from further damage and deterioration during the process. • If historic preservation architect or structural engineer observes any new damage after relocation of the structure, an assessment shall be made of the severity of such damage and repairs taken if necessary. This assessment shall be provided within 5 business days after discovery of the damage. The Preservation Plan shall be submitted to the City's Historic Preservation Officer prior to issuance of any demolition or grading permits, whichever comes first.					

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Impact CUL-3: The relocation of the City Center Motel Sign to the outdoor rooftop terrace will reduce the integrity and historic eligibility of the sign.					
MM CUL-3: Historic Resources – City Center Motel Sign Preservation The project applicant shall, in coordination with the City's Historic Preservation Officer, prepare a Relocation Plan that provides details regarding the relocation site, procedures and method for relocation, and maintenance plan for the sign. The Relocation Plan shall be submitted to the City's Historic Preservation for review and approval prior to issuance of any demolition or grading permits, whichever comes first.	Prepare and submit a Relocation Plan	Prior to issuance of any demolition or grading permits, whichever comes first	City's Historic Preservation Officer	Approve and ensure compliance with the Relocation Plan	Prior to issuance of any demolition or grading permits, whichever comes first
Impact CUL-6: The loss of all as yet unknown subsurface prehistoric or historic resources on the project site during construction activities would be a significant impact.					
MM CUL-6.1: Subsurface Cultural Resources – Field Inventory The project applicant shall retain a qualified archaeologist that meets the *Secretary of the Interior's Qualifications for Archaeology*. Before ground disturbing activities are initiated, including the issuance of any grading or building permits, the qualified archaeologist shall conduct a field inventory of the affected parcels. If the field inventory results in the discovery of cultural materials, further action is required to identify, treat, evaluate, and/or mitigate these finds and additional recommendations (e.g., archaeological monitoring, subsurface testing, etc.) may be offered as appropriate. A report outlining the	Retain a qualified archaeologist that meets the *Secretary of the Interior's Qualifications for Archaeology* and submit a report outlining the results of the field survey.	Before ground disturbing activities are initiated.	Supervising Environmental Planner of PBCE	Review and approve the report outlining the results of the field survey.	Prior to issuance of any grading or building permits.

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results of the field survey and appropriate implementation procedures for assessing discovered cultural materials shall be submitted to the Director of Planning or Director's designee prior to issuance of any grading or building permits.					
MM CUL-6.2: Subsurface Cultural Resources – Subsurface Testing Following demolition of the structures on the site and prior to issuance of any grading permits, the qualified archaeologist shall complete subsurface testing for archaeological resources on-site. A report outlining the results of the subsurface testing and further recommendations, such as the preparation of an archaeological resources treatment plan, shall be submitted to the Director of Planning or Director's designee.	Submit a report outlining the results of the subsurface testing prepared by a qualified archeologist.	Following demolition of the structures on the site and prior to issuance of any grading permits.	Supervising Environmental Planner of PBCE	Review and approve the report outlining the results of the subsurface testing.	Prior to issuance of any grading permits.
MM CUL-6.3: Subsurface Cultural Resources – Archaeological Resources Treatment Plan If subsurface testing revealed the presence of cultural resources, the qualified archeologist shall prepare an archaeological resources treatment plan prior to issuance of any grading permits. The treatment plan shall utilize data recovery methods to reduce impacts on subsurface resources. The treatment plan shall contain, at a minimum:	Prepare and submit an archaeological resources treatment plan prepared by a qualified archeologist.	Prior to issuance of any grading permits	Supervising Environmental Planner of PBCE	Review and ensure compliance with the archaeological resources treatment.	Prior to issuance of any grading permits.

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• Identification of the scope of work and range of subsurface effects (including location map and development plan), including requirements for preliminary field investigations. • Description of the environmental setting (past and present) and the historic/prehistoric background of the parcel (potential range of what might be found). • Development of research questions and goals to be addressed by the investigation (what is significant vs. what is redundant information). • Detailed field strategy used to record, recover, or avoid the finds and address research goals. • Analytical methods. • Report structure and outline of document contents. • Disposition of the artifacts. • Appendices: all site records, correspondence, and consultation with Native Americans, etc. The treatment plan shall be prepared and submitted to the Director of Planning or Director's designee for review and approval prior to the issuance of any grading permits.					

MITIGATIONS	MONITORING AND REPORTING PROGRAM				
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MM CUL-6.4: Subsurface Cultural Resources – Construction Protocol In the event that prehistoric or historic resources are encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped, the Director of Planning, Building and Code Enforcement 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. The qualified archaeologist shall have authority to halt construction activities temporarily in the immediate vicinity of an unanticipated find. If, for any reasons, the qualified archaeologist is not present but construction crews encounter a cultural resource, all work shall stop temporarily within 50 feet of the find until a qualified archaeologist has been contacted to determine the proper course of action. If the finds do not meet the definition of a historical or archaeological resources, no further study or protection is necessary prior to project implementation. If the find(s) does meet the definition of a historical or archaeological resource, the find(s) and the area around	If prehistoric or historic resources are encountered during excavation and/or grading of the site, cease all activity within a 50-foot radius of the find. Prepare a report of findings documenting any data recovery.	During excavation and/or grading of the site.	Director of PBCE and Supervising Environmental Planner of PBCE	Receive a report of findings documenting any data recovery.	During excavation and/or grading of the site.

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the find shall be avoided by project activities and an Archeological Resources Treatment Plan as described in Mitigation Measure CUL-6.3 shall be implemented. If avoidance is not feasible, adverse effects to such resources shall be mitigated in accordance with the recommendations of the archaeologist. Recommendations may include, but are not limited to, collection, recordation, and analysis of any significant cultural materials. A report of findings documenting any data recovery shall be submitted to the Director of Planning, Building and Code Enforcement and the Northwest Information Center. The project archaeologist shall ensure that project personnel do not collect or move any cultural material, and that fill soils to be used for construction purposes do not contain any archaeological materials. The project archeologist shall be present during all subsurface excavation and grading activities.					
Impact CUL(C)-1: Demolition of the Pallesen Apartment and Pallesen Building, and relocation of the City Center Motel sign would result in a cumulatively considerable contribution to adverse impacts on historic resources.					
MM CUL(C)-1: The project applicant shall implement MM CUL-1 through CUL-3.	See MM CUL-1 through CUL-3				

MITIGATIONS	MONITORING AND REPORTING PROGRAM				
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BIOLOGICAL RESOURCES					
Impact BIO-1: Development of the proposed project would impact nesting raptors and other migratory breeding birds, if present on-site or in the immediate vicinity.					
MM BIO-1.1: The project applicant shall schedule ground disturbance activities such as demolition, construction, and tree removal between September 1st and January 31st (inclusive) to avoid the nesting season. If construction cannot be scheduled to occur outside the nesting season, pre-construction surveys for nesting raptors and other migratory breeding birds (including yellow warblers) shall be conducted by a qualified ornithologist to identify active nests that may be disturbed during project implementation on-site and within 250 feet of the site. Between February 1st and April 1st (inclusive) pre-construction surveys shall be conducted no more than 14 days prior to initiation of construction activities (including any ground-disturbing activities) or tree relocation or removal. Between May 1st and August 31st (inclusive), pre-construction surveys shall be conducted no more than 30 days prior to initiation of these activities. During the surveys, the qualified surveying ornithologist shall inspect all trees and other possible nesting habitats in and immediately adjacent (within 250 feet) to the construction area for nests.	Avoid demolition and construction activities during the nesting season. If construction activities cannot be scheduled outside of the nesting season, a qualified ornithologist shall conduct all pre-construction surveys.	Prior to any ground disturbance activities	Supervising Environmental Planner of PBCE	Confirm if pre-construction nesting surveys are required and, if required, review the report indicating the results of the survey.	Prior to issuance of any demolition, grading, or tree removal permits.

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MM BIO-1.2: If an active nest is found in or close enough to the construction area to be disturbed by these activities, the qualified ornithologist shall, in consultation with the California Department of Fish and Wildlife (CDFW), designate a construction-free buffer zone (typically 250 feet for raptors and 100 feet for other birds) around the nest, which shall be maintained until after the breeding season has ended and/or a qualified ornithologist has determined that the young birds have fledged.	Consult with CDFW to designate a construction-free buffer zone around the nest.	Pre-construction and during construction.	Supervising Environmental Planner of PBCE	Confirm and ensure compliance with the designation of a construction-free buffer zone around the nest.	Prior to issuance of any demolition, grading, or tree removal permits.
MM BIO-1.3: The project applicant shall submit a report prepared by a qualified ornithologist indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of Planning or Director's designee prior to any tree removal, or issuance of any grading permit or demolition permits whichever occurs first.	Submit report indicating the results of the survey and any designated buffer zones.	Prior to any tree removal, or to issuance of any grading permit or demolition permits.	Supervising Environmental Planner of PBCE	Receive report indicating the results of the survey and any designated buffer zones.	Prior to issuance of any demolition, grading or tree removal permits, whichever occurs first.

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	Method of Compliance Or Mitigation Action	**Timing of Compliance**	**Oversight Responsibility**	**Actions/Reports**	**Monitoring Timing or Schedule**
HAZARD AND HAZARDOUS MATERIALS					
Impact HAZ-1: Project implementation may encounter soil and groundwater that exceed environmental screening levels during construction activities that could expose construction workers, neighboring uses, and the environment to hazardous materials.					
MM HAZ-1: The project applicant shall retain a qualified consultant to conduct focused sampling and analysis for contamination of soil, soil vapor, and/or groundwater on-site prior to issuance of any grading permit. Sampling on the site shall be under the regulatory oversight from the Santa Clara County Department of Environmental Health's (SCCDEHs) Voluntary Cleanup Program to address soil and groundwater contamination discovered on the property. Removal and off-site disposal of the soil at appropriate landfills during construction of the underground parking lot will likely constitute the mitigation required; however the SCCDEH will approve the proposed mitigation, or if additional groundwater sampling and mitigation is necessary. Based on results of the contamination levels at the site, the project applicant shall prepare, under the guidance of SCCDEH, a Site and Groundwater Management Plan (SGMP) or equivalent report. The SGMP shall include recommended measures to remediate the long-term environmental or health and safety risks caused by the presence of hazardous materials and contaminants at the site. The SGMP shall also contain contingency plans to be implemented during soil excavation if	Prepare a SGMP or equivalent report and contingency plans (i.e., HSP) if unanticipated hazardous materials are encountered during soil excavation.	Prior to issuance of any grading permits.	SCCDEH and Supervising Environmental Planner of PBCE	Receive SGMP or equivalent report, contingency plans (i.e. HSP), and all documentation showing implementation of mitigation with the SCCDEH.	Prior to issuance of any 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/Reports	Monitoring Timing or Schedule
unanticipated hazardous materials (e.g., former underground storage tanks) are encountered. A Health and Safety Plan (HSP) shall be prepared by the project applicant and each contractor as part of the SGMP that will outline proper soil and groundwater handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction. The project applicant shall submit the SGMP and HSP to the SCCDEH for approval.. The project applicant shall provide all documentation showing submittal of the SGMP and HSPs with the SCCDEH to the Director of Planning or Director's designee and the Municipal Compliance Officer in the Environmental Services Department prior to issuance of any 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/Reports**	**Monitoring Timing or Schedule**
Impact HAZ-2: Project implementation is expected to encounter groundwater during construction that would require dewatering as part of the construction of the underground parking garage. The groundwater is anticipated to contain hazardous materials and petroleum hydrocarbon contamination.					
MM HAZ-2: The project applicant shall obtain a discharge permit from the appropriate regulatory agency to dispose of the water collected during the dewatering process. For short-term discharge (less than 1 year), a discharge permit shall be obtained from the City of San Jose's Watershed Protection Division and the water discharged to the sanitary sewer. For long term discharge (greater than 1 year), the project applicant shall obtain a National Pollutant Discharge Elimination System (NPDES) permit from the California Regional Water Quality Control Board for discharge to the storm system. Both discharge permits require applications and pre-testing of the water to determine if the water meets the respective City or Regional Water Quality Control Board (RWQCB) pollutant discharge limits. The water shall be analyzed by a State-certified laboratory for the suspected pollutants prior to discharge. Water that exceeds discharge limits shall be treated to reduce pollutant concentrations to acceptable levels prior to discharge. Based on the results of the analytical testing, the project applicant shall work with the RWQCB and the local wastewater treatment plant to determine appropriate disposal options.	Obtain a discharge permit from the appropriate regulatory agency.	Prior to the start of construction.	City of San Jose's Watershed Protection Division or California Regional Water Quality Control Board and Supervising Environmental Planner of PBCE	Receive a copy of the discharge permit or NPDES permit.	Prior to the issuance of any grading permit.

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/Reports**	**Monitoring Timing or Schedule**
A copy of the discharge permit or NPDES permit, whichever is applicable, shall be submitted to the Director of Planning or Director's designee prior to the issuance of any grading permit.					
NOISE					
Impact NOI-1: Construction of the proposed project would last more than 12 months and would result in potential construction noise impacts in the vicinity of sensitive residential land uses.					
MM NOI-1: The project applicant shall retain a qualified professional to prepare a Construction Noise Logistics Plan. The Construction Noise Logistics Plan shall specify hours of construction, noise and vibration minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints. All measures from this plan shall be included on approved grading and building plans. Measures to be included in the plan shall include, but are not limited to, the following: • Utilize 'quiet' models of air compressors and other stationary noise sources where technology exists; • Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment;	Retain a qualified professional to prepare a Construction Noise Logistics Plan.	Prior to issuance of any grading permit and/or building permits.	Supervising Environmental Planner of PBCE	Review and approval of the Construction Noise Logistics.	Prior to issuance of any grading permit and/or building 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/Reports	Monitoring Timing or Schedule
• Locate all stationary noise-generating equipment, such as air compressors and portable power generators, as far away as possible from adjacent land uses; • Locate staging areas and construction material areas as far away as possible from adjacent land uses; • Prohibit all unnecessary idling of internal combustion engines; • If impact pile driving is proposed, multiple-pile drivers shall be considered to expedite construction. Although noise levels generated by multiple pile drivers would be higher than the noise generated by a single pile driver, the total duration of pile driving activities would be reduced. • If impact pile driving is proposed, temporary noise control blanket barriers shall shroud pile drivers or be erected in a manner to shield the adjacent land uses. Such noise control blanket barriers can be rented and quickly erected. • If impact pile driving is proposed, foundation pile holes shall be pre-drilled to minimize the number of impacts required to seat the pile Pre-drilling foundation pile holes is a standard construction noise control technique. Pre-drilling reduces the number of blows required					

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/Reports	Monitoring Timing or Schedule
to seat the pile. Notify all adjacent land uses of the construction schedule in writing; • Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. The project applicant shall ensure that all construction crews adhere to the Construction Noise Logistics Plan to reduce construction noise levels emanating from the site and minimize disruption and annoyance at existing noise-sensitive receptors in the project vicinity. The construction noise logistics plan shall be reviewed and approved by Director of Planning or Director's designee prior to issuance of any grading permit and/or building 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/Reports**	**Monitoring Timing or Schedule**
Impact NOI-2: Adjacent buildings including historical structures could be exposed to groundborne vibration in excess of City standards during project construction.					
MM NOI-2.1: The project applicant shall prepare and implement a Construction Vibration Monitoring Plan to document conditions prior to, during, and after vibration generating construction activities. The vibration monitoring plan shall address vibration impacts to sensitive historic structures of 0.08 in/sec PPV and all normal conventional construction structures of 0.20 in/sec PPV. All tasks 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. The Construction Vibration Monitoring Plan shall include, but is not limited to, the following tasks: • Identification of the sensitivity of on- and off-site structures to groundborne vibration. Vibration limits shall be applied to all vibration sensitive structures located on or within 50 feet of the project site. • Performance of a photo survey, elevation survey, and crack monitoring survey for each structure within 50 feet of construction activities identified as sources of high vibration levels. Surveys shall be performed prior to any construction activity, in regular intervals during	Prepare, submit, and implement a Construction Vibration Monitoring Plan.	Prior to, during, and after vibration generating construction activities.	Supervising Environmental Planner of PBCE	Review and approve the Construction Vibration Monitoring Plan.	Prior to issuance of any 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/Reports	Monitoring Timing or Schedule
construction and after project completion and 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. • Development of a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted, set up a vibration monitoring schedule, define structure-specific vibration limits, and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies shall be identified for when vibration levels approach the limits. • At a minimum, vibration monitoring shall be conducted during pavement removal, building demolition, and drilling activities. Monitoring results may indicate the need for more or less intensive measurements. • If vibration levels approach limits, suspend construction and implement contingencies to either lower vibration levels or secure the affected structures. • Designate a person responsible for registering and investigating claims of excessive vibration.					

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/Reports	Monitoring Timing or Schedule
The contact information of such person shall be clearly posted on the construction site. • Conduct post-survey on structures where either monitoring has indicated high levels or complaints of damage has been made. Make appropriate repairs or compensation where damage has occurred as a result of construction activities. The Construction Vibration Monitoring Plan shall be reviewed and approved by the Director of Planning or Director's designee prior to issuance of any grading, demolition, or building permit (whichever occurs first). **MM NOI 2.2:** The project applicant shall submit the report summarizing the result of the vibration monitoring process during all demolition and construction phases to the Director of Planning or Director's designee no later than a week after substantial completion of each phase identified in the project schedule of the Construction Vibration Monitoring Plan. The report shall include, but is not limited to, a description of measurement methods, equipment used, calibration certificates, and graphics as required to clearly identify vibration-monitoring locations. An explanation of all events that exceeded vibration limits shall be included together with proper documentation supporting any such claims.					

GARDEN GATE TOWER

600 S 1ST SAN JOSE, CA

RESIDENTIAL MIXED-USE DEVELOPMENT

APN: 472-26-090, 472-26-089

C2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

NORTHWEST PERSPECTIVE

MASTER INDEX

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A305	EXTERIOR ELEVATIONS - LIGHTING CONCEPT
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A402	BUILDING SECTIONS
A403	BUILDING SECTIONS

PROJECT DESCRIPTION

THE PROPOSED GARDEN GATE TOWER @ 600 SOUTH FIRST STREET SITE DEVELOPMENT IS A COLIVING RESIDENTIAL PROJECT CONTAINING 793 COLIVING BEDROOM UNITS AND 124 PARKING SPACES AND GROUND FLOOR RETAIL IN A 27-STORY HIGH RISE TOWER. THE BUILDING WILL BE A POST-TENSIONED CONCRETE STRUCTURE WITH THE EXTERIOR CLAD IN A HIGH-QUALITY GLAZING SYSTEM WITH VISION, SPANDREL AND OPERABLE AWNING WINDOWS, AND BALCONY DOORS INTEGRAL TO THE SYSTEM. THE PARKING GARAGE EXTENDS 4 LEVELS BELOW GRADE. AMENITIES INCLUDE A ROOFTOP OUTDOOR TERRACE WITH POOL, AND AMENITY LOUNGES AND FITNESS SPACES.

THE PROPOSED RESIDENTIAL UNITS ARE RENTAL UNITS. UP TO 5 RETAIL COMMERCIAL CONDOMINIUMS ARE PROPOSED ON THE GROUND LEVEL.

THE BUILDING WILL BE LEED CERTIFIED AS REQUIRED BY CITY COUNCIL POLICY. THE PROJECT WILL ACHIEVE LEED NC v4 CERTIFICATION THROUGH THE USGBC.

PROJECT TEAM

OWNER / DEVELOPER

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CONTACT:
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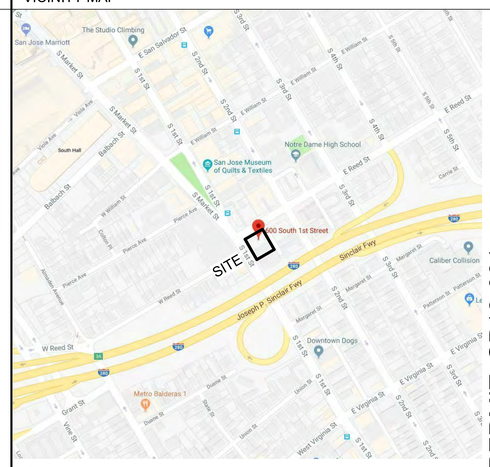
PERMITS / REVIEWS

REVIEWING AGENCY	REVIEW STATUS
CITY OF SAN JOSE, CA	
COMPREHENSIVE PRELIMINARY REVIEW	
FILE # PRE17-102	SUBMITTED 6/14/2017
SPECIAL USE PERMIT	
FILE # SP18-001	SUBMITTED 01/09/2018
DIRECTOR'S ACTION	
DEPARTMENT OF PUBLIC WORKS	
PROJECT #	3-24098
PERMIT #	
GRADING & DRAINAGE PERMIT	
PW PROJECT #	
REVOCABLE ENCROACHMENT PERMIT	

REVIEWING AGENCY	REVIEW STATUS
BUILDING DEPARTMENT	
PC#	
PERMIT #	
FEDERAL AVIATION ADMINISTRATION (FAA)	

VICINITY MAP



1" = 300'

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

PROJECT NO.:	16212
DRAWN:	Author
DATE:	09-JANUARY-2018 SPECIAL USE PERMIT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
18 APR 2018	*SPECIAL USE PERMIT RESUBMITTAL #1*
31 JUL 2018	*SPECIAL USE PERMIT RESUBMITTAL #2*
13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*
30 APR 2019	*CO-LIVING OPT*
04 JUN 2019	*CO-LIVING OPT RESUBMITTAL #1*

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SPECIAL USE PERMIT SP18-001

SHEET TITLE:

MASTER COVER SHEET

SHEET NO.:

G000-M

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GARDEN GATE TOWER

600 S 1ST SAN JOSE, CA

RESIDENTIAL MIXED-USE DEVELOPMENT

APN: 472-26-090, 472-26-089

C2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

NORTHWEST PERSPECTIVE

OPTION 1: MULTI-FAMILY

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PROJECT DESCRIPTION

THE PROPOSED GARDEN GATE TOWER @ 600 SOUTH FIRST STREET SITE DEVELOPMENT IS A MULTI-FAMILY RESIDENTIAL PROJECT CONTAINING 290 RESIDENTIAL UNITS AND 232 PARKING SPACES AND GROUND FLOOR RETAIL IN A 27-STORY HIGH RISE TOWER. THE BUILDING WILL BE A POST-TENSIONED CONCRETE STRUCTURE WITH THE EXTERIOR CLAD IN A HIGH-QUALITY GLAZING SYSTEM WITH VISION, SPANDREL AND OPERABLE AWNING WINDOWS, AND BALCONY DOORS INTEGRAL TO THE SYSTEM. THE PARKING GARAGE EXTENDS 4 LEVELS BELOW GRADE AND 4 LEVELS ABOVE GRADE. AMENITIES INCLUDE A ROOFTOP OUTDOOR TERRACE WITH POOL, AND AMENITY LOUNGE.

THE PROPOSED RESIDENTIAL UNITS ARE RENTAL UNITS. UP TO 5 RETAIL COMMERCIAL CONDOMINIUMS ARE PROPOSED ON THE GROUND LEVEL.

THE BUILDING WILL BE LEED CERTIFIED AS REQUIRED BY CITY COUNCIL POLICY. THE PROJECT WILL ACHIEVE LEED NC v4 CERTIFICATION THROUGH THE USGBC.

PROJECT TEAM

OWNER / DEVELOPER

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P: 408.295.9162
CONTACT:
Peter Smith psmith@cwdco.com

PERMITS / REVIEWS

REVIEWING AGENCY	REVIEW STATUS
CITY OF SAN JOSE, CA	
COMPREHENSIVE PRELIMINARY REVIEW	
FILE # PRE17-102	SUBMITTED 6/14/2017
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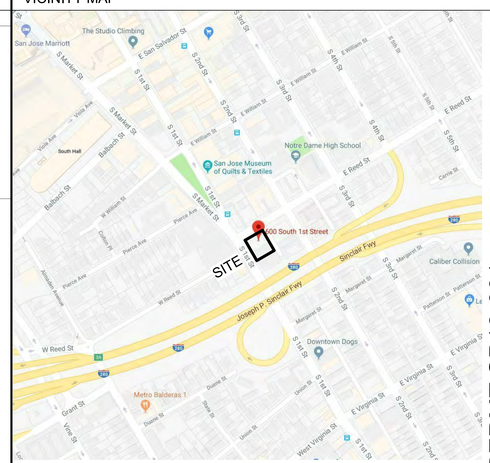
FILE # SP18-001	SUBMITTED 01/09/2018
DIRECTOR'S ACTION	
DEPARTMENT OF PUBLIC WORKS	
PROJECT #	3-24098
PERMIT #	
GRADING & DRAINAGE PERMIT	
PW PROJECT #	
REVOCABLE ENCROACHMENT PERMIT	

REVIEWING AGENCY	REVIEW STATUS
BUILDING DEPARTMENT	
PC#	
PERMIT #	
FEDERAL AVIATION ADMINISTRATION (FAA)	

VICINITY MAP



1" = 300'

OPTION 1: MULTI-FAMILY

SPECIAL USE PERMT SP18-001

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: PM/NM
DATE: 9 JANUARY 2018
SPECIAL USE PERMT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
18 APR 2018	*SPECIAL USE PERMIT RESUBMITTAL #1*
31 JUL 2018	*SPECIAL USE PERMIT RESUBMITTAL #2*
13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*

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SHEET NO.:
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SOUTHWEST PERSPECTIVE FROM FREEWAY 280

SOUTHWEST PERSPECTIVE FROM FREEWAY 280 - NIGHT

NORTHEAST PERSPECTIVE FROM E. REED STREET AND S. 2ND STREET

NORTHEAST PERSPECTIVE FROM E. REED STREET AND S. 2ND STREET - NIGHT

SOUTHEAST PERSPECTIVE FROM FREEWAY 280

SOUTHEAST PERSPECTIVE FROM FREEWAY 280 - NIGHT

C 2K
ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 9 JANUARY 2018
SPECIAL USE PERMIT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
18 APR 2018	*SPECIAL USE PERMIT RESUBMITTAL #1*
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SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

SHEET TITLE:
PROJECT IMAGES

SHEET NO.:
G002

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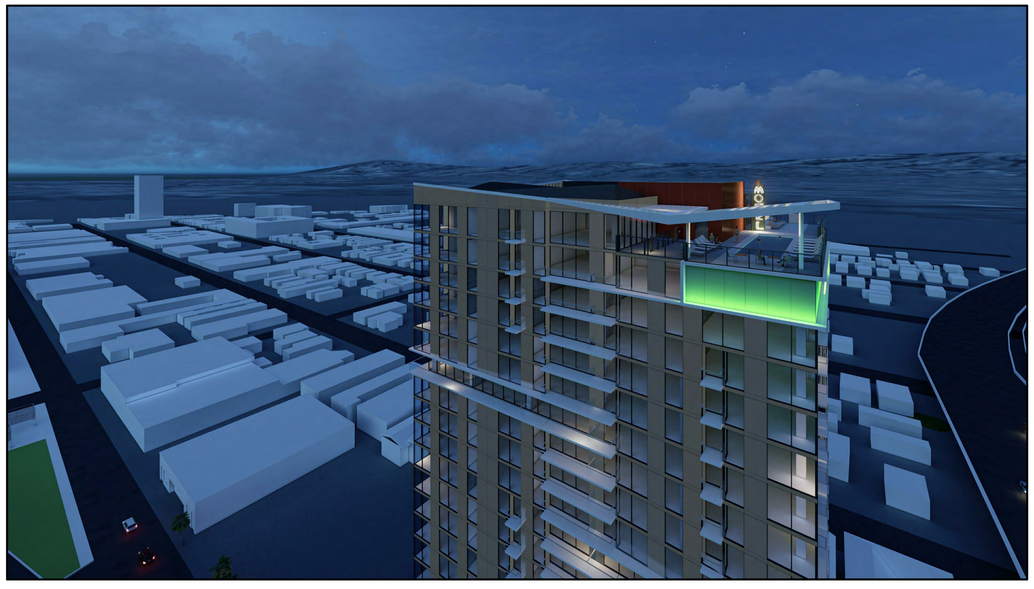
NORTHWEST STREET PERSPECTIVE AT CORNER OF S. 1ST STREET AND E. REED STREET

NORTHWEST PERSPECTIVE - NIGHT

ROOF DECK PERSPECTIVE FROM SOUTHWEST



ROOF DECK PERSPECTIVE FROM SOUTHWEST- NIGHT

ROOF DECK PERSPECTIVE FROM SOUTHEAST

ROOF DECK PERSPECTIVE FROM SOUTHEAST - NIGHT

2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.:	16212
DRAWN:	Author
DATE:	9 JANUARY 2018 SPECIAL USE PERMT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
18 APR 2018	*SPECIAL USE PERMIT RESUBMITTAL #1*
31 JUL 2018	*SPECIAL USE PERMIT RESUBMITTAL #2*
13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*

SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

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SHEET TITLE:
PROJECT IMAGES

SHEET NO.:
G003
11/13/2018 9:24:58 AM

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11/13/2018 9:24:58 AM

SOUTHWEST PERSPECTIVE FROM I-280 FREEWAY

SOUTHWEST PERSPECTIVE FROM I-280 FREEWAY - NIGHT

SOUTHEAST PERSPECTIVE FROM I-280 FREEWAY

SOUTHEAST PERSPECTIVE FROM I-280 FREEWAY - NIGHT

SOUTHWEST AERIAL PERSPECTIVE

--

C2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.:	16212
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SHEET TITLE:
PROJECT IMAGES

SHEET NO.:
G004
11/13/2018 9:25:00 AM

SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

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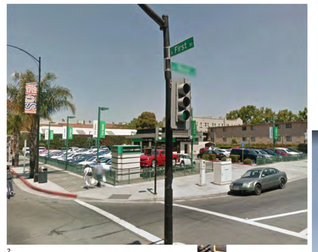
CORNER PHOTOS - S. FIRST ST. & E. REED ST.

1

4



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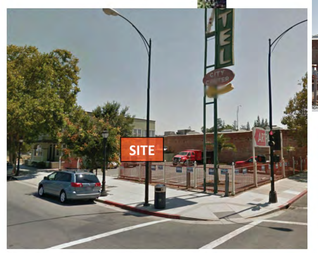

3

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CORNER PHOTOS - S. FIRST ST. & I-280 SINCLAIR FWY.

1

4

2

3

--

CORNER PHOTOS - E. REED ST. AND E. ALLEY

1

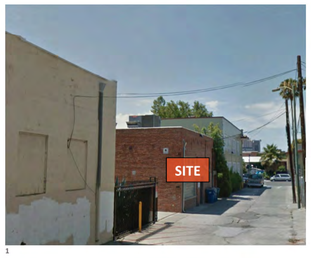
4

2

3

--

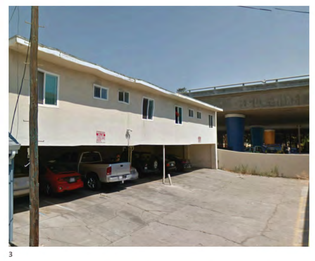
CORNER PHOTOS - E. ALLEY & I-280 SINCLAIR FWY



1

4

2



3

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C2K
ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 9 JANUARY 2018
SPECIAL USE PERMIT SP18-001

REVISION:	*DESCRIPTION:*
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SHEET TITLE:
EXISTING SITE PHOTOS

SHEET NO.:
G005
11/13/2018 9:25:01 AM

SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

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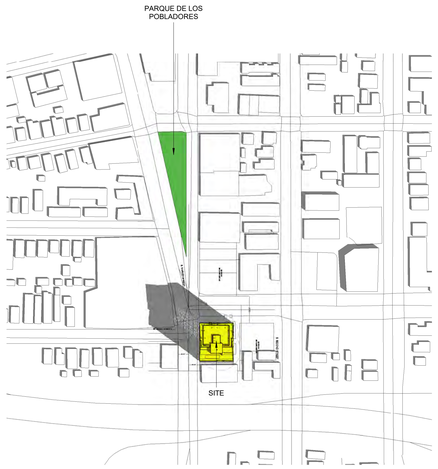
11/13/2018 9:25:01 AM

SPRING EQUINOX (3/22) 9AM
1" = 200'-0"



SUMMER SOLSTICE (12/21) 9AM
1" = 200'-0"

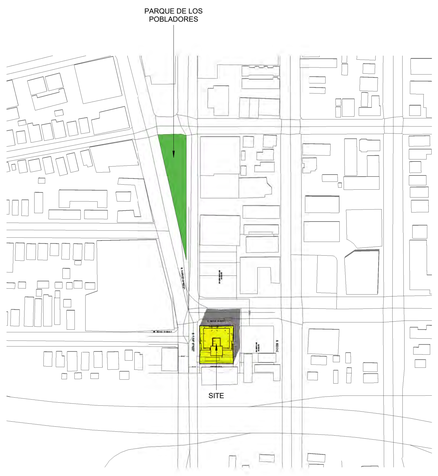
FALL EQUINOX (9/22) 9AM
1" = 200'-0"

WINTER SOLSTICE (12/21) 8AM
1" = 200'-0"

WINTER SOLSTICE (12/21) 9AM
1" = 200'-0"

WINTER SOLSTICE (12/21) 10AM
1" = 200'-0"

SPRING EQUINOX (3/22) 12PM
1" = 200'-0"

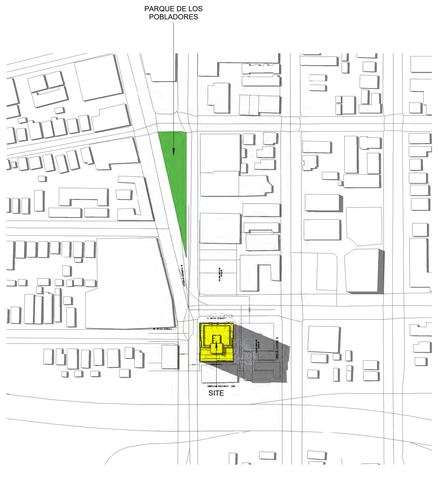


SUMMER SOLSTICE (6/21) 12PM
1" = 200'-0"

FALL EQUINOX (9/22) 12PM
1" = 200'-0"

WINTER SOLSTICE (12/21) 12PM
1" = 200'-0"

SPRING EQUINOX (3/22) 3PM
1" = 200'-0"



SUMMER SOLSTICE (6/21) 3PM
1" = 200'-0"

FALL EQUINOX (9/22) 3PM
1" = 200'-0"

WINTER SOLSTICE (12/21) 3PM
1" = 200'-0"

C 2K
ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
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SP18-001

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SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

SHEET TITLE:
SUN SHADING STUDIES

SHEET NO.:
G006
11/13/2018 9:27:22 AM

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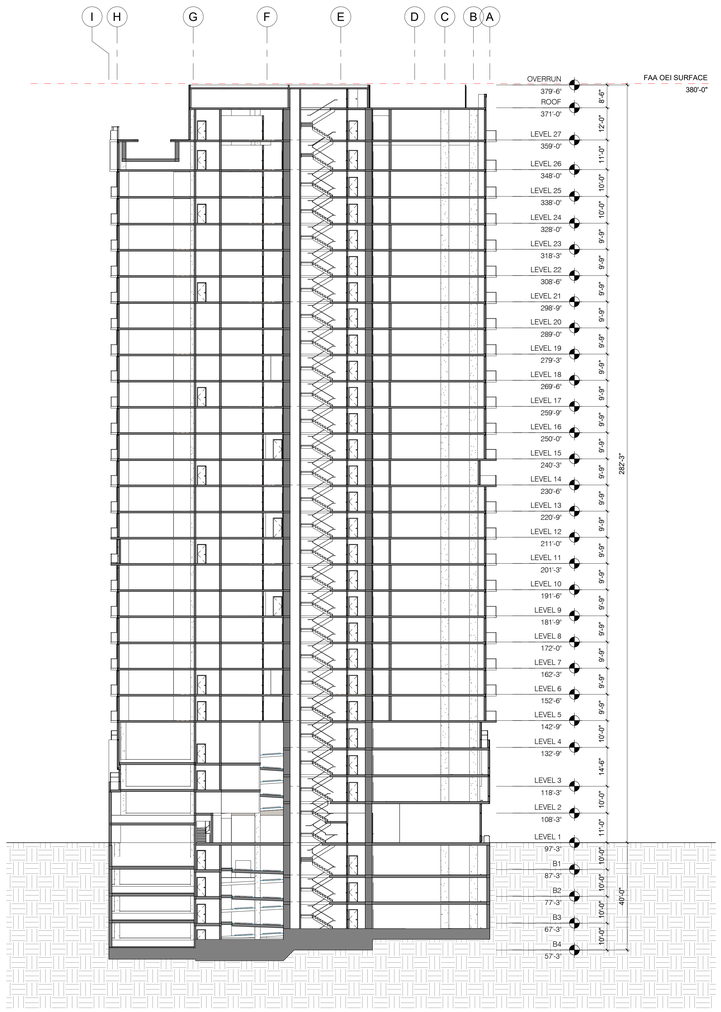
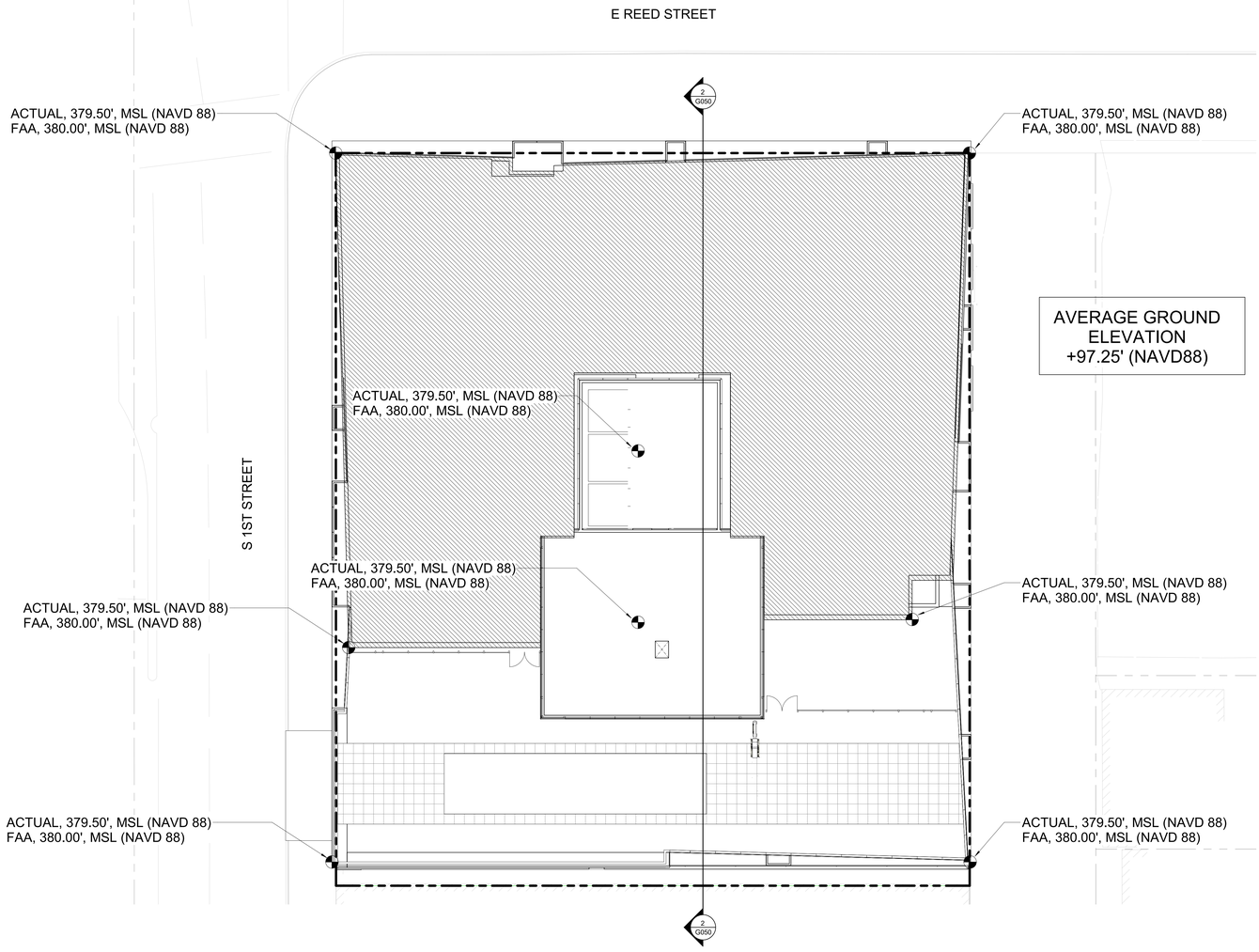
11/13/2018 9:27:22 AM



2 G050 SC - NORTH - 1/2
1" = 20'-0"



1 G050 ROOF PLAN
1" = 10'-0"

2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 9 JANUARY 2018
SPECIAL USE PERMT SP18-001

REVISION:	DESCRIPTION:
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SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

SHEET TITLE:
AVIATION CLEARANCES

SHEET NO.:
G050

11/13/2018 9:27:29 AM

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11/13/2018 9:27:29 AM

ABBREVIATIONS:

@	AT	MACH	MACHINE
A/V	AUDIO VISUAL	MAINT	MAINTENANCE
AB	ANCHOR BOLT	MAX	MAXIMUM
AC	AIR CONDITIONING	MBATH	MASTER BATH
ACDN	ACCORDION	MBDRM	MASTER BEDROOM
ACOUST	ACOUSTICAL	MC	MEDICINE CABINET
ACP	ACOUSTICAL CEILING PANEL	MDF	MEDIUM DENSITY FIBERBOARD
ACT	ACOUSTICAL CEILING TILE	MDO	MEDIUM DENSITY OVERLAY
AD	AREA DRAIN	MECH	MECHANICAL
ADA	AMERICANS WITH DISABILITIES ACT	MED	MEDICATION
ADJ	ADJUST, ADJUSTABLE	MEMB	MEMBRANE
AESS	ARCHITECTURAL EXPOSED STRUCTURAL STEEL	MFR	MANUFACTURER
		MH	MANHOLE
AFF	ABOVE FINISH FLOOR	MIN	MINIMUM
ALUM	ALUMINUM	MIRR	MIRROR
APPROX	APPROXIMATELY	MISC	MISCELLANEOUS
ARCH	ARCHITECTURAL	MO	MASONRY OPENING
ASPH	ASPHALT	MTD	MOUNTED
AUTO	AUTOMATIC	MTL	METAL
		MUL	MULLION
		MW	MICROWAVE
BC	BOTTOM OF CURB		
BD	BOARD	N/A	NOT APPLICABLE
BDRM	BEDROOM	NC	NON COMBUSTIBLE
BITUM	BITUMINOUS	NIC	NOT IN CONTRACT
BKR	BACKER	NOM	NOMINAL
BL	BLINDS	NTS	NOT TO SCALE
BLDG	BUILDING		
BLK	BLOCK	OBS	OBSCURE
BLKG	BLOCKING	OC	ON CENTER
BLKT	BLANKET	OD	OUTSIDE DIAMETER
BM	BEAM	OFF	OFFICE
BOT/BTM	BOTTOM	OFCI	OWNER FURNISHED, INSTALLED BY CONTRACTOR
BUR	BUILT-UP BITUMINOUS ROOFING		
BW	BOTTOM OF WALL	OFOI	OWNER FURNISHED, INSTALLED BY OWNER
C	CARPET	OH	OPPOSITE HAND, OVERHEAD
CAB	CABINET	OPP	OPPOSITE
CEM	CEMENT, CEMENTITIOUS	OTB	OPEN TO BELOW
CG	CORNER GUARD	OZ	OUNCE
CI	CAST IRON		
CIP	CAST IN PLACE	P	PAINT, PANTRY
CJ	CONTROL JOINT	P/L	PROPERTY LINE
CK TP	COOK TOP	PART BD	PARTICLE BOARD
CL	CENTER LINE	PC	PRECAST
CLG	CEILING	PED	PEDESTRIAN
CLO	CLOSER	PERF	PERFORATED
CLR	CLEAR	PH	PENTHOUSE
CMU	CONCRETE MASONRY UNITS	PKG	PACKAGE
CNTR	COUNTER	PL	PLATE
COL	COLUMN	PLAM	PLASTIC LAMINATE
COMP	COMPOSITE	PLAST	PLASTER, PLASTIC
CONC	CONCRETE	PNL	PANEL
COND	CONDITION	POL	POLISHED
CONSTR	CONSTRUCTION	POLYISO	POLYISOCYANURATE
CONT	CONTINUOUS	PP	POWER POLE
CORR	CORRIDOR	PR	PAIR
CSMU	CALCIUM SILICATE MASONRY UNIT		
CTG	COATING	PREFIN	PREFINISHED
CTR	CENTER	PREM	PREMIUM
CTRL	CONTROL	PRKG	PARKING
CTSK	COUNTERSINK	PSI	POUNDS PER SQUARE INCH
CTV	CABLE TV	PT	PRESERVATIVE TREATED, POST-TENSIONED
CU	CUBIC		
CUST	CUSTOM	PTD	PAPER TOWEL DISPENSER
CW	CURTAIN WALL	PTD/R	PAPER TOWEL DISPENSER AND RECEPTACLE
DBL	DOUBLE	PTN	PARTITION
DEC	DECORATIVE	PTR	PAPER TOWEL RECEPTACLE
DEFL	DEFLECTION	PVC	POLYVINYLCHLORIDE
DEMO	DEMOLISH	PWD	PLYWOOD
DEPT	DEPARTMENT		
DF	DRINKING FOUNTAIN	R	RADIUS, RISER, RISERS, RANGE
DIA	DIAMETER	RAD	RADIUS
DIM	DIMENSION	RB HK	ROBE HOOK
DISP	DISPENSER	RCP	REFLECTED CEILING PLAN
DN	DOWN	RD	ROOF DRAIN
DR	DOOR, DINING ROOM	REF	REFERENCE
DRS	DOORS	REFR	REFRIGERATOR
DS	DOWNSPOUT	REINF	REINFORCED, REINFORCING
DW	DISHWASHER	RES	RESIN
DWG	DRAWING	RESIL	RESILIENT
DWR	DRAWER	RF	RUBBER FLOORING
		RM	ROOM
(E)	EXISTING	RO	ROUGH OPENING
EA	EACH	RR	REST ROOM
EIFS	EXTERIOR INSULATION AND FINISH SYSTEM	S SURF	SOLID SURFACE
EJ	EXPANSION JOINT	S&R	STILE AND RAIL
EL	ELEVATION	S&V	STAIN AND VARNISH
ELEC	ELECTRICAL	SAM	SELF-ADHERED MEMBRANE
ELEV	ELEVATOR	SBS	STYRENE BUTADIENE STYRENE
EMER	EMERGENCY	SC	SEALED CONCRETE
ENCL	ENCLOSURE	SC	SOLID CORE
ENTR	ENTRANCE	SCD	SEAT COVER DISPENSER
EOS	EDGE OF SLAB	SCHED	SCHEDULE
EPS	EXPANDED POLYSTYRENE	SCRN	SCREEN
EQ	EQUAL	SD	SOAP DISPENSER
EQPT	EQUIPMENT	SECT	SECTION, SECTIONAL
ES	EACH SIDE	SF	SQUARE FEET, STOREFRONT
EW	EACH WAY	SGL	SAFETY GLASS
EWC	ELECTRIC WATER COOLER	SH	SHELF, SHINGLES
EX	EXHAUST	SHR	SHOWER
EXIST	EXISTING	SHT	SHEET
EXP	EXPANSION	SHTG	SHEATHING
EXT	EXTERIOR	SIM	SIMILAR
		SLDG	SLIDING
F	FABRIC, FIBER	SLNT	SEALANT
FA	FIRE ALARM, FLUID APPLIED	SND	SANITARY NAPKIN DISPENSER
FB	FLAT BAR	SNR	SANITARY NAPKIN RECEPTACLE
FD	FLOOR DRAIN	SOG	SLAB ON GRADE
FE	FIRE EXTINGUISHER	SQ	SQUARE
FEC	FIRE EXTINGUISHER CAB	SS	STAINLESS STEEL
FF	FINISH FLOOR	STD	STANDARD
FF SAM	FOIL FACED SELF-ADHERED MEMBRANE	STL	STEEL
FFE	FINISH FLOOR ELEVATION	STN	STAIN
FHC	FIRE HOSE CABINET	STOR	STORAGE
FIN	FINISH	SUSP	SUSPENDED
FIXT	FIXTURE	SV	SHEET VINYL
FL	FLOOR	SYM	SYMMETRICAL
FLDG	FOLDING	SYS	SYSTEM
FLR	FLOOR		
FLRG	FLOORING	T	TILE
FLSHG	FLASHING	T&B	TOP AND BOTTOM
FOC	FACE OF CONCRETE	T&G	TONGUE AND GROOVE
FOF	FACE OF FINISH	TB	TACK BOARD, TOWEL BAR
FO	FACE OF	TC	TOP OF CURB, TRAFFIC COATING
FP	FIREPROOF	TEL	TELEPHONE
FPFG	FIREPROOFING	TF	TERRAZZO FLOORING
FR	FIRE RATED	THK	THICK
FRM	FRAME	THRES	THRESHOLD
FRMD	FRAMED	TMPD	TEMPERED
FRMG	FRAMING	T.O.	TOP OF
FRP	FIBER GLASS REINFORCED PANELS	TPD	TOILET PAPER DISPENSER
FRT	FIRE RETARDANT TREATED	TPO	THERMOPLASTIC POYOLEFIN
FS	FULL SIZE, FIRESTOPPING	TR	TOILET ROOM
FT	FOOT, FEET	TV	TELEVISION
FTG	FOOTING	TW	TOP OF WALL
		TYP	TYPICAL
GA	GAGE		
GALV	GALVANIZED	UNDERLAY	UNDERLAYMENT
GB	GRAB BAR	UON	UNLESS OTHERWISE NOTED
GBATH	GUEST BATH	UR	URINAL
GBDRM	GUEST BEDROOM	UTIL	UTILITY
GD	GARBAGE DISPOSAL		
GFRC	GLASS FIBER REINFORCED CONCRETE	VCT	VINYL COMPOSITION TILE
GFRG	GLASS FIBER REINFORCED GYPSUM	VEHIC	VEHICULAR
GI	GALVANIZED IRON	VERT	VERTICAL
GL	GLASS	VEST	VESTIBULE
GLULAM	GLU-LAMINIATED	VFY	VERIFY
GND	GROUND	VIF	VERIFY IN FIELD
GYP	GYPSUM	VG	VERTICAL GRAIN
GYP BD	GYPSUM BOARD	VNR	VENEER
		VP	VENEER PLASTER
HB	HOSE BIBB		
HC	HOLLOW CORE	W/	WITH
HDW	HARDWARE	W/O	WITHOUT
HDWD	HARDWOOD	WC	WALLCOVERING, WATER CLOSET
HM	HOLLOW METAL	WD	WOOD
HORIZ	HORIZONTAL	W/D	WASHER DRYER
HP	HEAT PUMP	WF	WOOD FLOORING
HR	HOUR	WH	WALL HUNG
HT	HEIGHT	WOM	WALK OFF MAT
HT SAM	HIGH TEMPERATURE SELF-ADHERED MEMBRANE	WP	WATERPROOF
		WPFG	WATERPROOFING
ID	INSIDE DIAMETER	WR	WATER RESISTANT, WATER RESISTIVE
IN	INCH, INCHES	WS	WATERSTOP
INSUL	INSULATION	WT	WEIGHT
INT	INTERIOR	WW	WINDOW WALL
INTUM	INTUMESCENT	WWF	WOVEN WIRE FABRIC
JAN	JANITOR	YD	YARD
JST	JOIST		
JT	JOINT	XPS	EXTRUDED POLYSTYRENE
KIT	KITCHEN		
L	LINEN, LINOLEUM		
LAV	LAVATORY		
LF	LINEAL FEET		
LIB	LIBRARY		
LIV	LIVING		
LKR	LOCKER		

BUILDING AREA SUMMARY

Garden Gate Tower

6005 1st Site San Jose		Gross Area	Number Units	Parking Area	Parking Spaces	Retail	Private Open Space	Common Open Space	Const. Type	Height (ft) Flr to Flr)	Height	To Floor Level
Roof		2,459	-	-	-	-	-	-	I-A	8.50	273.75	371.00
27th	Residential	11,632	6	-	-	-	473	4,904	I-A	12.00	261.75	359.00
26th	Residential	16,735	11	-	-	-	383	-	I-A	11.00	250.75	348.00
25th	Residential	16,674	13	-	-	-	506	-	I-A	10.00	240.75	338.00
24th	Residential	16,655	13	-	-	-	506	-	I-A	10.00	230.75	328.00
23rd	Residential	16,658	13	-	-	-	506	-	I-A	9.75	221.00	318.25
22nd	Residential	16,639	13	-	-	-	506	-	I-A	9.75	211.25	308.50
21st	Residential	16,266	13	-	-	-	1,104	-	I-A	9.75	201.50	298.75
20th	Residential	16,656	13	-	-	-	506	-	I-A	9.75	191.75	289.00
19th	Residential	16,656	13	-	-	-	506	-	I-A	9.75	182.00	279.25
18th	Residential	16,677	13	-	-	-	506	-	I-A	9.75	172.25	269.50
17th	Residential	16,439	13	-	-	-	907	-	I-A	9.75	162.50	259.75
16th	Residential	16,662	13	-	-	-	506	-	I-A	9.75	152.75	250.00
15th	Residential	16,677	13	-	-	-	506	-	I-A	9.75	143.00	240.25
14th	Residential	16,228	13	-	-	-	1,306	-	I-A	9.75	133.25	230.50
13th	Residential	16,639	13	-	-	-	506	-	I-A	9.75	123.50	220.75
12th	Residential	16,639	13	-	-	-	506	-	I-A	9.75	113.75	211.00
11th	Residential	16,315	13	-	-	-	1,137	-	I-A	9.75	104.00	201.25
10th	Residential	16,639	13	-	-	-	506	-	I-A	9.75	94.25	191.50
9th	Residential	16,627	13	-	-	-	506	-	I-A	9.75	84.50	181.75
8th	Residential	16,639	13	-	-	-	506	-	I-A	9.75	74.75	172.00
7th	Residential	16,666	13	-	-	-	506	-	I-A	9.75	65.00	162.25
6th	Residential	16,666	13	-	-	-	506	-	I-A	9.75	55.25	152.50
5th	Residential	16,666	13	-	-	-	506	-	I-A	9.75	45.50	142.75
4th	Parking	16,272	-	13,653	31	-	-	-	I-A	10.00	35.50	132.75
3rd	Parking	16,711	-	13,978	36	-	-	-	I-A	14.50	21.00	118.25
2nd	OTB/Parking	16,166	-	13,839	29	-	-	-	I-A	10.00	21.00	108.25
1st	Retail / Lobby / Parking	16,437	-	-	-	4,840	-	-	I-A	11.00	0.00	97.25
B1	Basement Parking	17,814	-	13,621	23	-	-	-	I-A	-10.00	-10.00	
B2	Basement Parking	17,814	-	13,967	35	-	-	-	I-A	-10.00	-20.00	
B3	Basement Parking	17,814	-	15,081	35	-	-	-	I-A	-10.00	-30.00	
B4	Basement Parking	17,814	-	15,332	43	-	-	-	I-A	-10.00	-40.00	
		Gross	**Units**		**Stalls**							
Total		**516,051**	**290**	**99,471**	**232**	**4,840**	**13,912**	**4,904**			**282.25**	Total Building Height

Site Area	0.42	acres	18,238 SF
Proposed Area (above Grade)	444,795		
Proposed FAR	24		
Proposed Density	693	DU/Acre	

OPEN SPACE SUMMARY

PRIVATE AND COMMON OPEN SPACE	
PRIVATE OPEN SPACE	
TOTAL PRIVATE OPEN SPACE	13,912 SF
TOTAL UNITS	**290**
AVERAGE PRIVATE OPEN SPACE PER UNIT	48 SF / UNIT
# UNITS WITH BALCONY	230
PERCENT OF UNITS WITH BALCONY	79%
COMMON OPEN SPACE	
TOTAL COMMON OPEN SPACE	4,904 SF
AVERAGE COMMON OPEN SPACE PER UNIT	17 SF / UNIT

REFER TO PLANS FOR EXACT LOCATION OF PRIVATE BALCONIES/DECKS

TOTAL OPEN SPACE:
PRIVATE OPEN SPACE = 14,155 SF
COMMON OPEN SPACE = 4,904 SF
GRAND TOTAL = 19,059 SF

UNIT MIX SUMMARY

Unit Mix	Studio	1 BR	1 BR+	2 BR	PH	Total
Total Net SF	27,042	174,423	22,126	57,135		
Avg Size SF	588	992	1,107	1,191		
27th	2	1		3		6
26th	2	6		3		11
25th	2	9		2		13
24th	2	9		2		13
23rd	2	7	2	2		13
22nd	2	7	2	2		13
21st	2	9		2		13
20th	2	7	2	2		13
19th	2	7	2	2		13
18th	2	9		2		13
17th	2	9		2		13
16th	2	7	2	2		13
15th	2	9		2		13
14th	2	9		2		13
13th	2	7	2	2		13
12th	2	9		2		13
11th	2	9		2		13
10th	2	7	2	2		13
9th	2	9		2		13
8th	2	7	2	2		13
7th	2	7	2	2		13
6th	2	9		2		13
5th	2	7	2	2		13
4th						-
3rd						-
2nd						-
1st						-
Total Units	**46**	**176**	**20**	**48**	**-**	**290**
Mix Ratio %	**15.9%**	**60.7%**	**6.9%**	**16.6%**	**0.0%**	**100%**

BUILDING CODE DATA

PROJECT INFORMATION

PROJECT NAME: Garden Gate @ 600 S. 1st Street

ADDRESS: 600 South 1st Street
San Jose, CA 95113

OWNER: KT Urban
21710 Stevens Creek Blvd # 200
Cupertino, CA 95014

ASSESSOR PARCEL#: 472-26-090, 472-26-089

SEISMIC ZONE: DESIGN CATEGORY D

BUILDING NARRATIVE

290 RESIDENTIAL UNITS IN 27 STORY TOWER, INCLUDES FOUR LEVELS OF PARKING BELOW GRADE WITH RETAIL AT GROUND LEVEL.

APPLICABLE BUILDING REGULATIONS

PART 1 - 2016 CALIFORNIA BUILDING STANDARDS ADMINISTRATIVE CODE

PART 2 - 2016 CALIFORNIA BUILDING CODE (BASED ON 2015 IBC)
WITH SAN JOSE CITY AMENDMENTS

PART 3 - 2016 CALIFORNIA ELECTRICAL CODE (BASED ON 2014 NEC)
WITH SAN JOSE CITY AMENDMENTS

PART 4 - 2016 CALIFORNIA MECHANICAL CODE (BASED ON 2015 UMC)
WITH SAN JOSE CITY AMENDMENTS

PART 5 - 2016 CALIFORNIA PLUMBING CODE (BASED ON 2015 UPC)
WITH SAN JOSE CITY AMENDMENTS

PART 6 - 2016 CALIFORNIA ENERGY CODE

PART 9 - 2016 CALIFORNIA FIRE CODE (BASED ON 2015 IFC)

PART 11 - 2016 CALIFORNIA GREEN BUILDING STANDARDS CODE

PART 12 - 2016 CALIFORNIA REFERENCE STANDARDS CODE

ZONING ORDINANCE, CITY OF SAN JOSE, CALIFORNIA TITLE 20 OF SAN JOSE MUNICIPAL CODE

BUILDING OCCUPANCY AND SEPARATIONS — CHAPTER 3

OCCUPANCY CLASSIFICATION GROUPS: A-2, A-3, B, M, R-2, S-1, S-2

OCCUPANCY SEPARATION (TABLE 508.4): NON SEPARATED PER 508.3
R-2 SEPARATED PER 420

ALLOWABLE HEIGHT AND AREA — CHAPTER 5

ALLOWABLE AREA PER FLOOR (TABLE 506.2): UNLIMITED

FRONTAGE INCREASE FACTORS

	NORTH	EAST	SOUTH	WEST
FRONTAGE (506.3)	50'-0"	12'-6"	3'-3"	40'-0"

FRONTAGE SHOWN BUT NOT USED FOR AREA INCREASE

CONSTRUCTION TYPE: I-A

	ALLOWABLE	PROPOSED
BUILDING HEIGHT (PER TABLE 504.3)	UNLIMITED*	282'-3"*
NUMBER OF STORIES (PER TABLE 504.4)	UNLIMITED*	27 STORIES*
AUTOMATIC SPRINKLER INCREASE	N/A	N/A

*SITE IS SUBJECT TO HEIGHT LIMITATIONS SET BY FAA FOR SAN JOSE AIRPORT OPERATIONS.

ZONING

LOCATION: APN 472-26-090, 089
Site bounded by S. 1st St, Reed St

ZONING DISTRICT DC Downtown Primary Commercial

LOT SIZE 18,238 SF = 0.42 ACRES Gross

DENSITY PROPOSED **290 UNITS PROPOSED**
290 UNITS / 42 ACRES = **693** DWELLING UNITS / ACRE
CoSJ GENERAL PLAN 2040 **Allowed Density: Up to 800 DU/AC**

FAR BUILDABLE AREA 18,238 SF **LOT AREA**
AREA PROPOSED (FAR Gross) = 442,077 SF
442,077 SF / 18,238 = 24.2
FAR = 24:1 PROPOSED
CoSJ GENERAL PLAN 2040 **FAR: Up to 30.0**

PARKING ANALYSIS

REQUIRED PARKING
PER SAN JOSE ZONING ORDINANCE, TABLE 20-140
RESIDENTIAL MULTIPLE DWELLING
1 SPACE PER UNIT REQUIRED
290 UNITS
232 SPACES PROPOSED *(20% REDUCTION)*
ACCESSIBLE PARKING SPACES
2% OF COVERED MULTIFAMILY DWELLING UNITS
5 ACCESSIBLE SPACES REQUIRED
5 ACCESSIBLE SPACES PROVIDED
ALL PARKING SPACES WILL BE ASSIGNED. NO PARKING WILL BE PROVIDED FOR VISITORS OR PUBLIC

BICYCLE PARKING 20.70.485
TABLE 20-120 REQUIREMENT 1 PER 4 LIVING UNITS
290 UNITS / 4 = 73 BICYCLE PARKING SPACES
29 SHORT TERM (40% TOTAL)
44 LONG TERM (60% TOTAL)
1 LONG TERM COMMERCIAL
2 SHORT TERM COMMERCIAL
76 BICYCLE PARKING SPACES PROVIDED

ELECTRIC VEHICLE CHARGING STATIONS
420.9 INSTALLATION OF EV CHARGING INFRASTRUCTURE IN NEW CONSTRUCTION
4.106.4.2 CALIFORNIA GREEN BUILDING STANDARDS CODE (CALGREEN)

3% OF TOTAL NUMBER OF PARKING SPACES SHALL CONTAIN INFRASTRUCTURE TO SUPPORT FUTURE EV CHARGING STATIONS

232 PARKING SPACES x 0.03 = 6.96
7 EV INFRASTRUCTURE PARKING SPACES REQUIRED
8 EV INFRASTRUCTURE PARKING SPACES PROVIDED

PER CBC T11B-228.3.2.1 EVCS FOR PUBLIC AND COMMON USE
1 VAN EVCS SPACE REQUIRED
1 STANDARD ACCESSIBLE EVCS SPACE REQ'D

1 VAN EVCS SPACE PROVIDED
1 STANDARD ACCESSIBLE EVCS SPACE PROV'D

ALL PARKING SPACES WILL BE ASSIGNED. NO PARKING WILL BE PROVIDED FOR VISITORS OR PUBLIC

BUILDING CONSTRUCTION — CHAPTERS 6, & 7

FIRE RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS (TABLE 601)

		REQUIREMENT
BUILDING ELEMENT		TYPE - IA
STRUCTURAL FRAME		3
BEARING WALLS -	EXTERIOR	2*
	INTERIOR	2*
NON BEARING WALLS AND PARTITIONS	INTERIOR	0
FLOOR CONSTRUCTION		2
ROOF CONSTRUCTION		1*

* REDUCTION IN RATING TO TYPE 1B REQUIREMENTS PER 403.2.1.1

FIRE RESISTANCE RATING REQUIREMENTS FOR EXTERIOR WALLS BASED ON FIRE SEPARATION

DISTANCE (TABLE 602)	**NORTH**	**EAST**	**SOUTH**	**WEST**
FIRE SEPARATION DISTANCE PROVIDED	50'-0"	12'-6"	3'-3"	40'-0"
TYPE IA - EXT WALL REQUIREMENTS - BEARING	PER TBL 601			
- NON BEARING	1-HR	0-HR	0-HR	0-HR

MAXIMUM AREA OF EXTERIOR WALL OPENINGS (TABLE 705.8)

	NORTH	**EAST**	**SOUTH**	**WEST**
FIRE SEPARATION DISTANCE PROVIDED	50'-0"	12'-6"	3'-3"	40'-0"
MAXIMUM AREA OF UNPROTECTED OPENINGS (BUILDING SPRINKLERED - 705.8.1)	NO LIMIT	45%	see plans	NO LIMIT

SHAFTS — CHAPTER 7

SHAFT CONSTRUCTION: 2 HR REQUIRED PER 713.4

CHUTES — CHAPTER 7

CHUTE ENCLOSURE: 2 HR REQUIRED PER 713.4

HOPPER DOOR CONSTRUCTION: 1 1/2-HR AS REQUIRED PER TABLE 716.5.9.3

REFUSE COLLECTION ROOM: 1-HR FIRE BARRIER ENCLOSURE WITH 3/4-HR DOOR PER 708.13.3

DOOR OPERATION: SELF OR AUTOMATIC CLOSING UPON ACTIVATION OF SMOKE DETECTION PER 716.5.9.3

TERMINATION ROOM: SPRINKLERED PER TABLE 509 WITH 1 1/2-HR DOOR PER 713.13.4 & TABLE 716.5

SPRINKLERS: AUTOMATIC SPRINKLER SYSTEM PROVIDED PER 713.13.6

OPENINGS — CHAPTER 7

WINDOWS: EMERGENCY WINDOWS PER SECTION 1029 ARE NOT REQUIRED PER 403.5.6

FIRE PROTECTION RATINGS FOR DOORS (TABLE 716.5)

FIRE SERVICE ACCESS ELEVATOR LOBBY DOORS	45 MINUTE "S" LABEL DOORS IN 1 HOUR SMOKE BARRIER
ELEVATOR SHAFT DOORS	90 MINUTE "S" LABEL DOORS IN 2-HR FIRE BARRIER
PRESSURIZED VESTIBULE DOORS FROM CORRIDOR	90 MINUTE "S" LABEL DOORS IN 2-HR FIRE BARRIER
PRESSURIZED VESTIBULE DOORS INTO STAIRWAY	90 MINUTE "S" LABEL DOORS IN 2-HR FIRE BARRIER
CORRIDOR DOORS	20 MINUTE "S" LABEL DOORS IN 1-HR FIRE PARTITION

ELEVATORS — CHAPTERS 7, 10, & 30

LOBBY:
ENCLOSED LOBBY NOT REQUIRED AT STREET LEVEL PER 713.14.1, EXCEPTION 1
FIRE SERVICE ACCESS ELEVATOR LOBBY SIZE MIN DIMENSION OF 8'-0", AND 150 SF

ACCESSIBLE MEANS OF EGRESS ELEVATOR:
ONE (1) ELEVATOR TO BE PROVIDED AS ACCESSIBLE MEANS OF EGRESS PER SECTION 1007.2.1

FLOOR LANDINGS ILLUMINATION:
5 fc MIN AT THRESHOLD (1124A.5)

ELEVATOR SIZE REQUIREMENT:
ONE (1) ELEVATOR TO ACCOMMODATE 24-INCH BY 84-INCH AMBULANCE STRETCHER WITH 5-INCH MAXIMUM RADIUS CORNERS, 80-INCH BY 54-INCH CLEAR DISTANCE BETWEEN WALLS, AND MINIMUM DISTANCE FROM WALL TO RETURN PANEL OF 51 INCHES WITH A 42 INCH MINIMUM SIDE-SLIDE DOOR PER SECTION 3002.4.3a

ALL PROVIDED ELEVATORS TO MEET ACCESSIBILITY REQUIREMENTS OF CBC 11B-407 & 1124A

FIRE SERVICE ACCESS ELEVATORS:
TWO REQUIRED PER 403.6.1
CAPACITY: 3500# MIN PER 403.6.1
FIRE ALARM TO INITIATE PHASE I EMERGENCY RECALL (3007.2)
PROVIDE PHASE II EMERGENCY IN-CAR OPERATION (3003.2)
MONITORED BY FIRE COMMAND CENTER (3007.8)
STANDBY POWER TYPE 60/CLASS 2/LEVEL 1; REQUIRED FOR ELEVATOR EQUIPMENT, HOISTWAY LIGHTING, MACHINE ROOM VENTILATION AND COOLING EQUIPMENT, AND CONTROLLER COOLING EQUIPMENT (3007.9)

INTERIOR FINISHES — CHAPTER 8

WALL/CEILING MAXIMUM FLAME SPREAD CLASSIFICATIONS AND RATINGS (TABLE 803.9)

EXIT ENCLOSURES:	CLASS B
CORRIDORS AND EXIT ACCESS ENCLOSURES:	CLASS C TYP, CLASS B ON LEVEL 4
ROOMS AND ENCLOSED SPACES:	CLASS C

FLOOR FINISH (SECTION 804)

ALL AREAS:	COMPLY WITH ASTM STANDARD E 648, & SPECIFIC OPTICAL DENSITY SMOKE RATING NOT TO EXCEED 450 PER ASTM E 662 (804.4.1)
EXITS, CORRIDORS, & ROOMS OR SPACES NOT SEPARATED FROM CORRIDORS:	MINIMUM CRITICAL RADIANT FLUX: CLASS II (804.4.2)

REQUIRED LIFE SAFETY SYSTEMS — CHAPTER 9

	REQUIREMENT	TYPE/CLASS
AUTOMATIC SPRINKLER SYSTEM*	PER 903.2, 903.3.1.1, & SJFC 17.12.630	NFPA 13
STANDPIPE SYSTEM	PER 905.3.1, Exception 1	NFPA 14 / CLASS I
FIRE PUMPS	PER 913	NFPA 20
FIRE EXTINGUISHERS	PER 906.1 & CRC Title 19, Div 1, Chapter 3	2-A MIN RATED
FIRE ALARM SYSTEM**	PER 907.2	NFPA 72 AS AMENDED IN CHAPTER 35
AUDIBLE ALARMS	PER 907.5.2.1 & 907.5.2.2	
VISIBLE ALARMS	PER 907.5.2.3	
SMOKE DETECTION SYSTEM	PER 907.2.13 & 907.3	NFPA 72
FIRE DEPARTMENT COMMUNICATION SYSTEM	PER 907.2.13.2	NFPA 72

* SYSTEMS SERVING MORE THAN 20 HEADS SHALL BE SUPERVISED BY AN APPROVED CENTRAL, PROPRIETARY, OR REMOTE SERVICE.
QUICK RESPONSE OR RESIDENTIAL AUTOMATIC SPRINKLERS ARE REQUIRED IN DWELLING OR SLEEPING UNITS

** SYSTEM SHALL ACTIVATE A MEANS OF WARNING FOR THE HEARING IMPAIRED (1007.12)

SECONDARY WATER SUPPLY (903.3.5.2)
SMOKE CONTROL SYSTEM (SECTION 909)
FIRE DEPARTMENT CONNECTIONS (SECTION 912)
EMERGENCY RESPONDER SAFETY FEATURES (SECTION 914)
EMERGENCY RESPONDER RADIO COVERAGE (SECTION 915)
STANDBY POWER SYSTEM (SECTION 2702)
EMERGENCY POWER SYSTEM (SECTION 2702)
PRESSURIZED EXIT ENCLOSURES (SECTIONS 909.20 AND 1022.10)
FIRE COMMAND CENTER (SECTION 911)
ROOM SIZE MIN DIMENSION OF 10'-0", AND 200 SF
FIREFIGHTER AIR REPLENISHMENT SYSTEM (2016 CALIFORNIA FIRE CODE - APPENDIX L)

F.A.R.S. - A PERMANENTLY INSTALLED ARRANGEMENT OF PIPING, VALVES, FITTINGS AND EQUIPMENT TO FACILITATE THE REPLINISHMENT OF BREATHING AIR IN SELF-CONTAINED BREATHING APPARATUS (SCBA) FOR FIRE FIGHTERS ENGAGED IN EMERGENCY OPERATIONS.

MEANS OF EGRESS — CHAPTER 10

EGRESS WIDTH PER OCCUPANT SERVED (1005.3)
STAIRWAYS: (1005.3.1 EXCEPTION 1) .2"/OCC
OTHER EGRESS COMPONENTS: (1005.3.2 EXCEPTION 1) .15"/OCC

ACCESSIBLE MEANS OF EGRESS (1009)
48" STAIRWAY WIDTH NOT REQUIRED (1009.3, EXCEPTION 2)
AREAS OF REFUGE NOT REQUIRED (1009.3, EXCEPTION 8 & 1009.4, EXCEPTION 2)
TWO WAY COMMUNICATION SYSTEM REQUIRED AT ELEVATOR LANDINGS (1009.8)

EXIT ACCESS (1014)
COMMON PATH OF EGRESS TRAVEL PER 1014.3
B & S OCCUPANCIES: 100'-0"
A OCCUPANCIES: 75'-0"
R-2 OCCUPANCIES: 125'-0"

EXIT ACCESS TRAVEL DISTANCE (1016)
A, R, S-1 OCCUPANCIES: 250'-0"
B OCCUPANCY 300'-0"
S-2 OCCUPANCY 400'-0"

MINIMUM CORRIDOR WIDTH (1018.2)

LOCATION	MIN WIDTH
ACCESS TO MECHANICAL, PLUMBING, OR ELECTRICAL SYSTEMS OR EQUIPMENT	24"
WHERE OCCUPANT CAPACITY IS LESS THAN 50	36"
WITHIN A DWELLING UNIT	36"
ALL OTHER LOCATIONS	44"

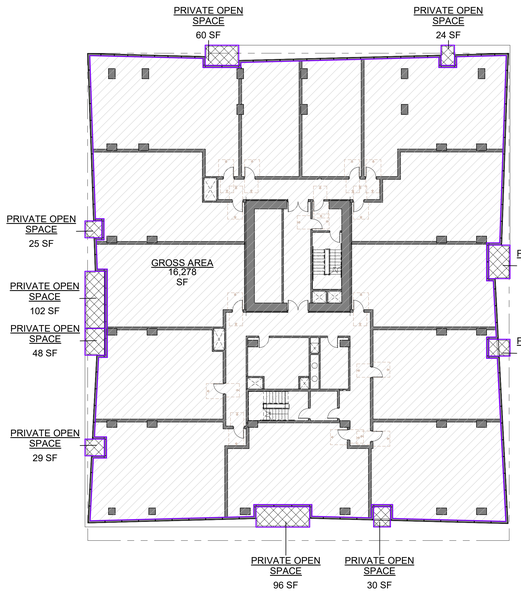
CORRIDOR DEAD END (1020.4):
A OCCUPANCY: 20'-0"
B, R-2, & S OCCUPANCIES: 50'-0" (1020.4, EXCEPTION 2)

MEANS OF EGRESS ILLUMINATION (1006)
(NOT REQUIRED INSIDE DWELLING UNITS PER 1006.1, EXCEPTION 3)
TYPICAL CONDITIONS: 1 fc MIN AT THE WALKING SURFACE TO PUBLIC WAY
EMERGENCY POWER ILLUMINATION REQUIREMENTS PER 1006.3.1

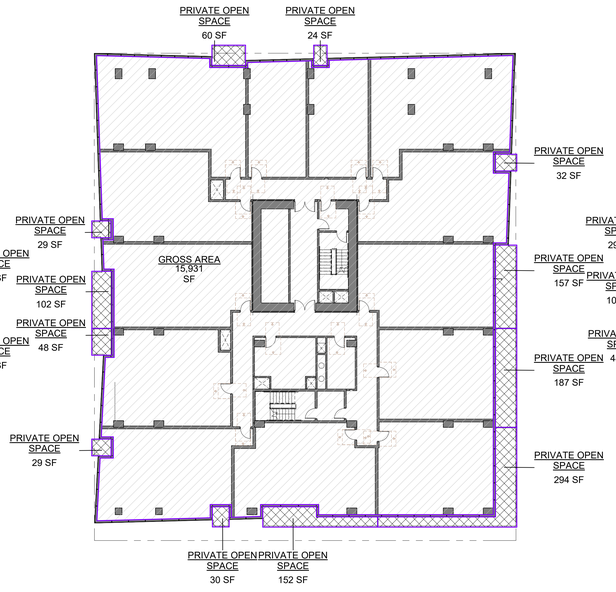
INTERIOR ENVIRONMENT — CHAPTER 12

LIGHTING OF OCCUPIED SPACES:
NATURAL LIGHT: NET GLAZED AREA IS GREATER THAN 8% OF THE FLOOR AREA OF THE ROOM SERVED
ARTIFICIAL LIGHT: 10fc AVERAGE PROVIDED AT 30-INCHES ABOVE THE FLOOR LEVEL.

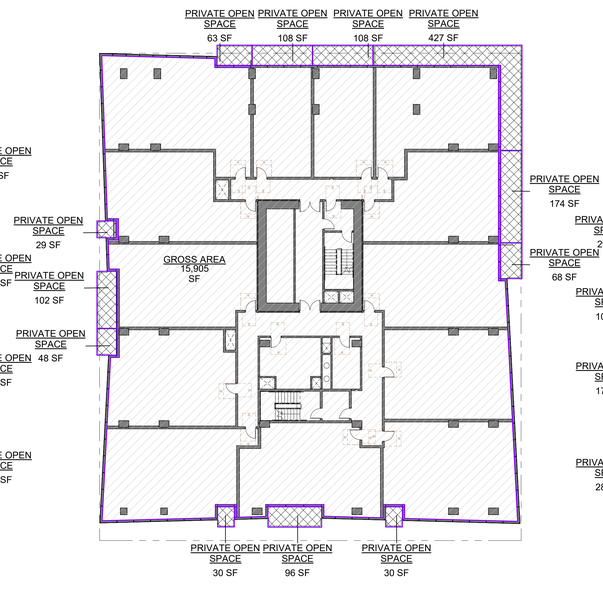
**DWELLING UNIT SOUND TRANSMISS



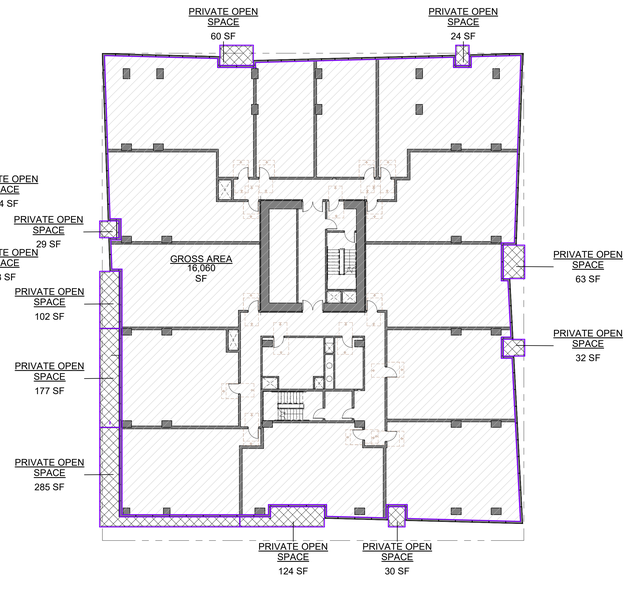
5 G130 GROSS & OPEN SPACE EXHIBIT - LEVEL 5-25 TYPICAL
1/16" = 1'-0"



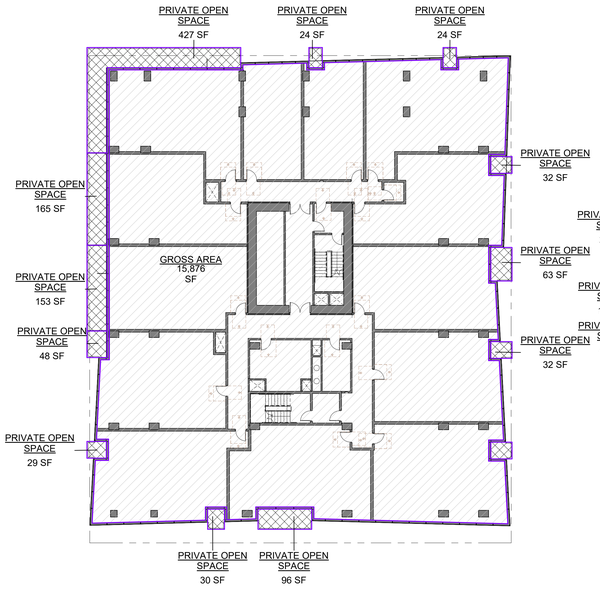
11 G130 GROSS & OPEN SPACE EXHIBIT - LEVEL 11
1/16" = 1'-0"



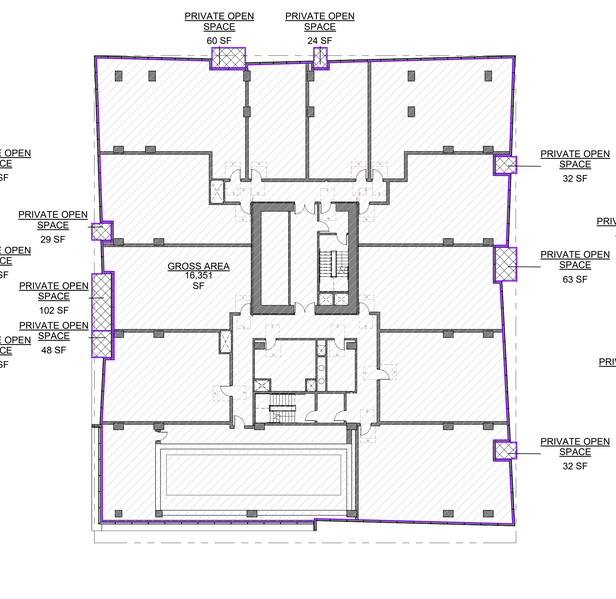
14 G130 GROSS & OPEN SPACE EXHIBIT - LEVEL 14
1/16" = 1'-0"



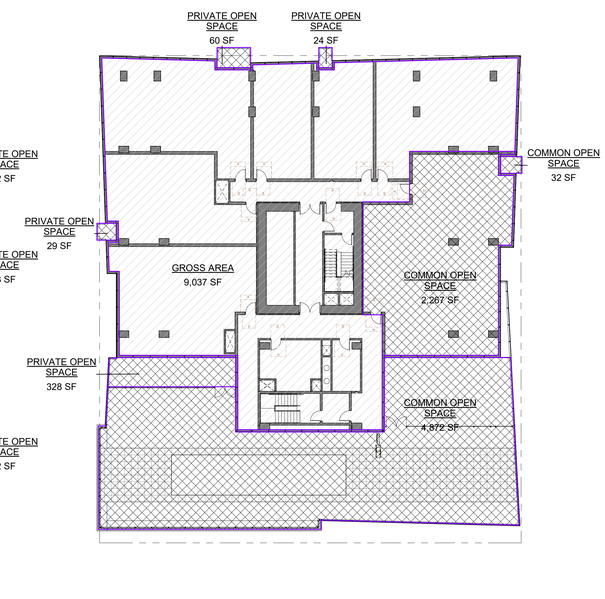
17 G130 GROSS & OPEN SPACE EXHIBIT - LEVEL 17
1/16" = 1'-0"



21 G130 GROSS & OPEN SPACE EXHIBIT - LEVEL 21
1/16" = 1'-0"



26 G130 GROSS & OPEN SPACE EXHIBIT - LEVEL 26
1/16" = 1'-0"



27 G130 GROSS & OPEN SPACE EXHIBIT - LEVEL 27
1/16" = 1'-0"

AREA SCHEDULE (GROSS AREA CODE) PRIVATE OPEN SPACE

Level	Name	Area
LEVEL 5	PRIVATE OPEN SPACE	509 SF
LEVEL 6	PRIVATE OPEN SPACE	509 SF
LEVEL 7	PRIVATE OPEN SPACE	509 SF
LEVEL 8	PRIVATE OPEN SPACE	542 SF
LEVEL 9	PRIVATE OPEN SPACE	564 SF
LEVEL 10	PRIVATE OPEN SPACE	540 SF
LEVEL 11	PRIVATE OPEN SPACE	1,144 SF
LEVEL 12	PRIVATE OPEN SPACE	542 SF
LEVEL 13	PRIVATE OPEN SPACE	542 SF
LEVEL 14	PRIVATE OPEN SPACE	1,283 SF
LEVEL 15	PRIVATE OPEN SPACE	482 SF
LEVEL 16	PRIVATE OPEN SPACE	514 SF
LEVEL 17	PRIVATE OPEN SPACE	926 SF
LEVEL 18	PRIVATE OPEN SPACE	485 SF
LEVEL 19	PRIVATE OPEN SPACE	515 SF
LEVEL 20	PRIVATE OPEN SPACE	515 SF
LEVEL 21	PRIVATE OPEN SPACE	1,154 SF
LEVEL 22	PRIVATE OPEN SPACE	539 SF
LEVEL 23	PRIVATE OPEN SPACE	509 SF
LEVEL 24	PRIVATE OPEN SPACE	514 SF
LEVEL 25	PRIVATE OPEN SPACE	486 SF
LEVEL 26	PRIVATE OPEN SPACE	389 SF
LEVEL 27	PRIVATE OPEN SPACE	441 SF
Grand total: 233		14,155 SF

AREA SCHEDULE (GROSS AREA CODE) COMMON OPEN SPACE

Level	Name	Area
LEVEL 27	COMMON OPEN SPACE	4,872 SF
LEVEL 27	COMMON OPEN SPACE	32 SF
LEVEL 27	COMMON OPEN SPACE	2,267 SF
LEVEL 27: 3		7,171 SF

TOTAL OPEN SPACE:
PRIVATE OPEN SPACE = 14,155 SF
COMMON OPEN SPACE = 7,171 SF
GRAND TOTAL = 21,326 SF

2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 5 FEBRUARY 2019
SPECIAL USE PERMT SP18-001

REVISION:	DESCRIPTION:
09 JAN 2018	SPECIAL USE PERMIT SUBMITTAL
18 APR 2018	SPECIAL USE PERMIT RESUBMITTAL #1
31 JUL 2018	SPECIAL USE PERMIT RESUBMITTAL #2
XX SEP 2018	SPECIAL USE PERMIT RESUBMITTAL #3

SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

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SHEET TITLE:
OPEN SPACE EXHIBIT

SHEET NO.:
G130

6/19/2019 9:58:24 AM

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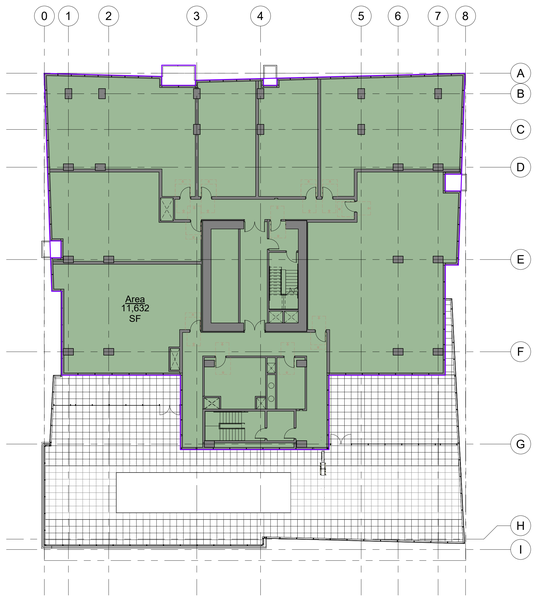
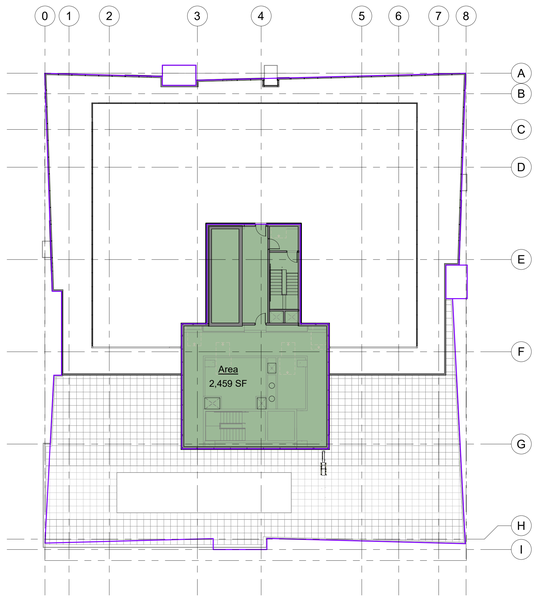
6/19/2019 9:58:24 AM

2 G140 GROSS AREA - LEVEL 23-26
1/16" = 1'-0"

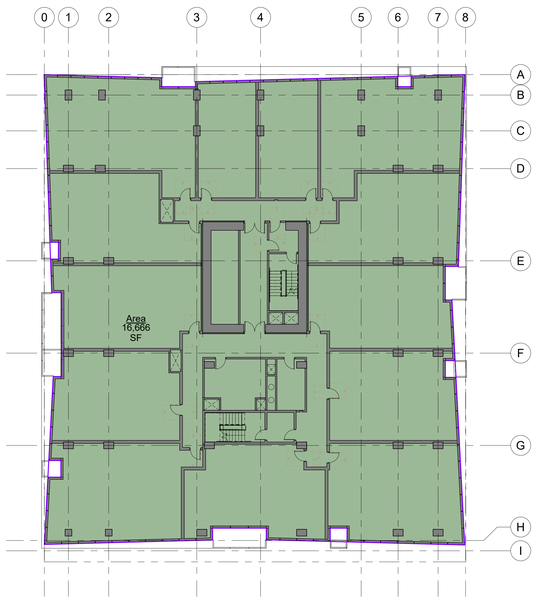


3 G140 GROSS AREA - LEVEL 27
1/16" = 1'-0"



4 G140 GROSS AREA - ROOF
1/16" = 1'-0"

5 G140 GROSS AREA - LEVEL 1
1/16" = 1'-0"



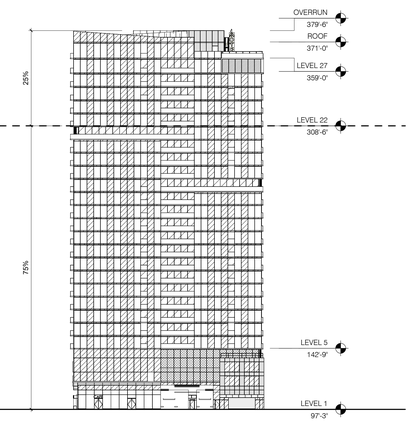
1 G140 GROSS AREA - LEVEL 5-22
1/16" = 1'-0"

AREA SCHEDULE - MASSING L23-ROOF	
Level	Area
ROOF	2,459 SF
LEVEL 27	11,632 SF
LEVEL 26	16,735 SF
LEVEL 25	16,674 SF
LEVEL 24	16,655 SF
LEVEL 23	16,658 SF
6	80,813 SF

AVERAGE FLOOR PLATE AREA L23-ROOF
80,813 / 6 = **13,468 sq.ft.**

AREA SCHEDULE - MASSING L1-L22	
Level	Area
LEVEL 22	16,639 SF
LEVEL 21	16,266 SF
LEVEL 20	16,656 SF
LEVEL 19	16,656 SF
LEVEL 18	16,677 SF
LEVEL 17	16,439 SF
LEVEL 16	16,662 SF
LEVEL 15	16,677 SF
LEVEL 14	16,228 SF
LEVEL 13	16,639 SF
LEVEL 12	16,639 SF
LEVEL 11	16,315 SF
LEVEL 10	16,639 SF
LEVEL 9	16,627 SF
LEVEL 8	16,639 SF
LEVEL 7	16,666 SF
LEVEL 6	16,666 SF
LEVEL 5	16,666 SF
LEVEL 1	16,437 SF
19	314,831 SF

AVERAGE FLOOR PLATE AREA L1-L22
314,831 / 19 = **16,570 sq.ft.**



PERCENT OF MASSING ABOVE 75% HEIGHT:
(13,468 / 16,570) x 100 = **81%**

NOTE: PER CITY OF SAN JOSE *'DOWNTOWN DESIGN GUIDELINES, DESIGN CRITERIA - SKYLINE, HEIGHT'* (PG-15) FOR BUILDINGS TALLER THAN 75 FEET, TO ENCOURAGE VARIATIONS IN MASSING AND FORM, THE AVERAGE SIZE OF THE FLOOR PLATE FOR ALL STORIES ABOVE 75% OF THE BUILDINGS TOTAL HEIGHT SHALL NOT EXCEED 85% OF THE AVERAGE SIZE OF FLOOR PLATES (EXCLUSIVE OF PARKING PODIUMS). THE TOTAL FLOOR AREA THAT CAN THUS BE DEVELOPED MAY BE DISTRIBUTED THROUGHOUT THE ENTIRE STRUCTURE (INCLUDING AS AN INCREASE IN THE HEIGHT OF THE STRUC-TURE), PROVIDED THAT THE RESULTING DESIGN CREATES A DISTINCTIVE SILHOUETTE FOR THE PORTION OF THE STRUCTURE. EQUIPMENT ON THE TOPS OF BUILDINGS SHOULD BE ENCLOSED AND INTEGRATED INTO THE BUILDING FORM.

2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 9 JANUARY 2018
SPECIAL USE PERMT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
16 APR 2018	*SPECIAL USE PERMIT RESUBMITTAL #1*
31 JUL 2018	*SPECIAL USE PERMIT RESUBMITTAL #2*
13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*

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SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

SHEET TITLE:
MASSING EXHIBIT

SHEET NO.:
G140
11/13/2018 10:48:53 AM

C:\Revit_Local\16212-600S1ST-BUILDING CENTRAL_jcm_a.rvt
11/13/2018 10:48:53 AM

ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

FIRE HYDRANT TO BE CONSTRUCTED PER 3-12401

R 180'-0"

E REED STREET

PROPOSED FIRE HYDRANT

ON-STREET LOADING

TREE ZONE

PEDESTRIAN ZONE

BUILDING ZONE

4'-0"

15'-6"

19'-6"

23'-9"

10'-1"

PROPOSED FIRE HYDRANT

PEDESTRIAN ZONE

SIDWALK EASEMENT

LOBBY

LOBBY

MECH EXHAUST

STORAGE

OFFICE

RETAIL

MAIL

FIRE COMMAND CENTER

VEST

STAIR 1

CORRIDOR

BIKE ROOM

GENERATOR ROOM

PROPOSED MULT-USE RESIDENTIAL DEVELOPMENT TOWER ABOVE

WASTE/BOH

LOADING

LOADING ENTRY

STAIR 2

EXIT PASSAGEWAY

PROPOSED FIRE HYDRANT

RIGHT OUT, RIGHT IN ONLY

GARAGE ENTRY, DOWN TO LEVELS B1, B2, B3, AND B4

PARKING ENTRY B1-B4

PARKING ENTRY L2-L4

GARAGE ENTRY, UP TO LEVELS 2, 3, AND 4

9'-5"

FACE OF EXISTING ADJACENT BUILDING TO CURB

EX. FIRE HYDRANT

S 1ST STREET

ALLEY

S 2ND STREET

(E) VACANT LOT

(E) 2-STORY BUILDING

(E) 2-STORY BUILDING

(E) 2-STORY BUILDING

1 SITE PLAN
G150 1" = 10'-0"

0 5' 10' 20' 40'

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 9 JANUARY 2018
SPECIAL USE PERMT SP18-001

REVISION:	DESCRIPTION:
09 JAN 2018	SPECIAL USE PERMIT SUBMITTAL
18 APR 2018	SPECIAL USE PERMIT RESUBMITTAL #1
31 JUL 2018	SPECIAL USE PERMIT RESUBMITTAL #2
13 NOV 2018	SPECIAL USE PERMIT RESUBMITTAL #3

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SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

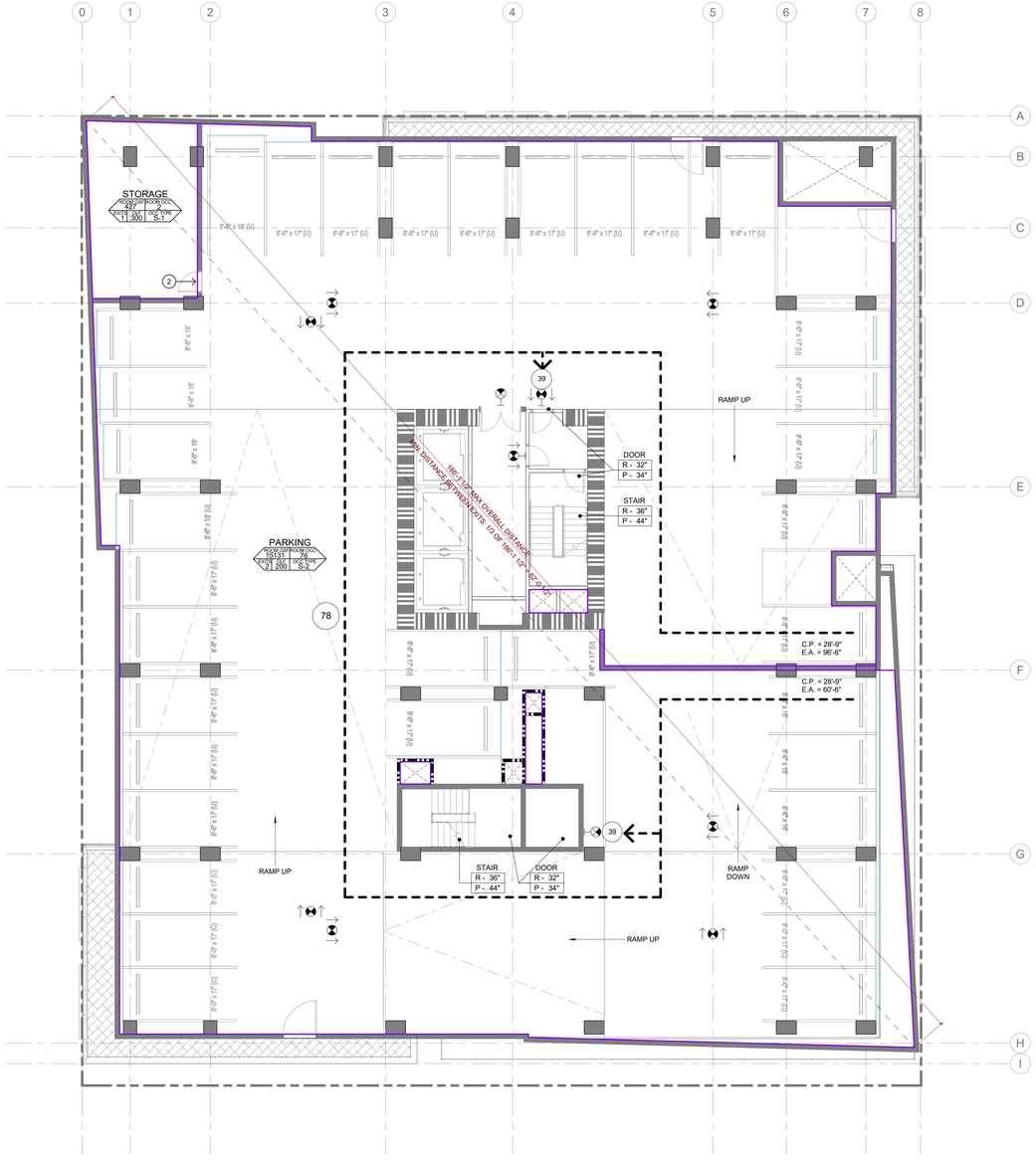
SHEET TITLE:
FIRE LIFE SAFETY - SITE

SHEET NO.:
G150

11/13/2018 9:27:53 AM

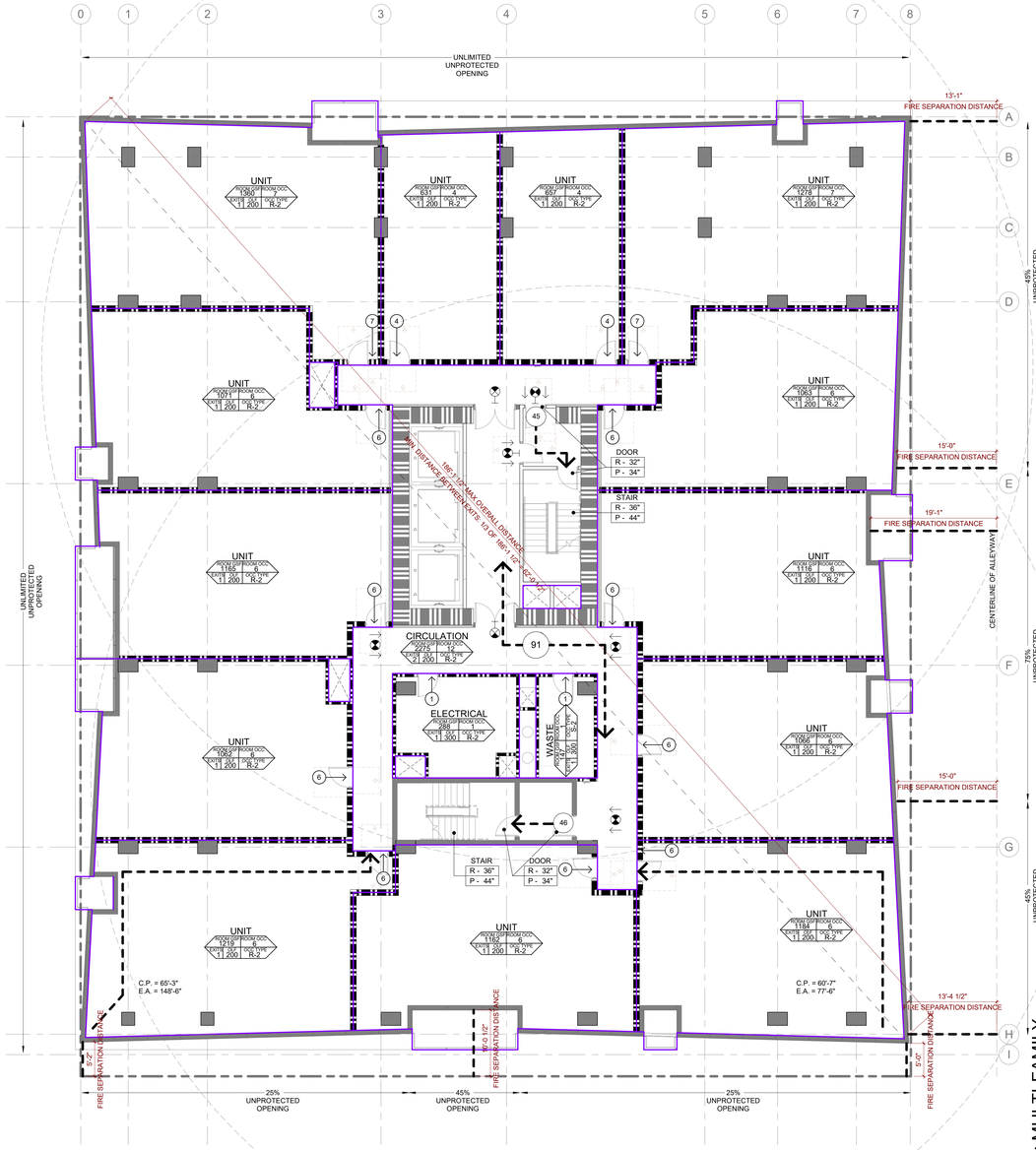
C:\Revit_Local\16212-600S1ST-BUILDING CENTRAL_pcm_ai.rvt

11/13/2018 9:27:53 AM



1 G204 FLS - L4 - 1/8
1/8" = 1'-0"

0 4' 8' 16' 32'



2 G204 FLS - L5-25 - 1/8
1/8" = 1'-0"

0 4' 8' 16' 32'

FIRE LIFE SAFETY LEGEND

- EXIT DISCHARGE
- 2 HOUR FIRE BARRIER ACTIVE SMOKE ZONE FOR STAIR & VESTIBULE PER CBC 909.20
- ACTIVE SMOKE REMOVAL ZONE FOR GARAGE (CO REMOVAL SYSTEM)
- EXIT FIXTURE, DOUBLE FACED, DIRECTION OF ARROW(S) AS SHOWN.
- EXIT FIXTURE, SINGLE FACED, DIRECTION OF ARROW(S) AS SHOWN.
- FEC — FIRE EXTINGUISHER CABINET, TYPE 2A:10BC EXTINGUISHER
- FE — FIRE EXTINGUISHER BRACKET-MTD, TYPE 2A:20BC
- 1-HR SEPARATION
- 2-HR SEPARATION
- 3-HR SEPARATION
- 1-HR SMOKE BARRIER, PER CBC 909.5 & SECTION 710
- 2-HR SMOKE BARRIER, PER CBC 909.5 & SECTION 710

- C.P. = X'-X" / E.A.=Y'-Y" — PATH OF EGRESS; C.P. = COMMON PATH DISTANCE; E.A. = EXIT ACCESS DISTANCE
- Name / ROOM OCC. / EXITS | OUT | OCC TYPE — LIFE SAFETY SUMMARY TAG
- 0 — OCCUPANTS AT OCCUPANCY EXIT
- 0 — TOTAL OCCUPANTS AT EXIT DISCHARGE
- 0 — TOTAL OCCUPANTS IN AREA
- DOOR R - 32" P - 34" — MINIMUM REQUIRED EGRESS WIDTH; PROVIDED (CLEAR) EGRESS WIDTH

EGRESS WIDTH:
CALCULATED BASED ON CBC SECTION 1005.3.1 STAIRWAYS, EXCEPTION 1 0.2" PER OCCUPANT
SECTION 1005.3.2 OTHER EGRESS COMPONENTS, EXCEPTION 1 0.15" PER OCCUPANT

FLS SCHEDULE - LEVEL 4

Name	Area	Exits Required	Occupant Load Columns: Occupant Load	Occupant Load FACTOR columns: Occupant Load Factor	Occupant Type
LEVEL 4					
PARKING	15,131 SF	2	76	200	S-2
STORAGE	427 SF	1	2	300	S-1
LEVEL 4: 2			78		

FLS SCHEDULE - LEVEL 5

Name	Area	Exits Required	Occupant Load Columns: Occupant Load	Occupant Load FACTOR columns: Occupant Load Factor	Occupant Type
LEVEL 5					
CIRCULATION	2,275 SF	2	12	200	R-2
ELECTRICAL	288 SF	1	1	300	R-2
UNIT	1,063 SF	1	6	200	R-2
UNIT	657 SF	1	4	200	R-2
UNIT	631 SF	1	4	200	R-2
UNIT	1,278 SF	1	7	200	R-2
UNIT	1,116 SF	1	6	200	R-2
UNIT	1,066 SF	1	6	200	R-2
UNIT	1,184 SF	1	6	200	R-2
UNIT	1,162 SF	1	6	200	R-2
UNIT	1,062 SF	1	6	200	R-2
UNIT	1,219 SF	1	6	200	R-2
UNIT	1,165 SF	1	6	200	R-2
UNIT	1,071 SF	1	6	200	R-2
UNIT	1,360 SF	1	7	200	R-2
WASTE	147 SF	1	1	300	S-2
LEVEL 5: 16			90		

ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 9 JANUARY 2018
SPECIAL USE PERMT SP18-001

REVISION:	DESCRIPTION:
09 JAN 2018	SPECIAL USE PERMIT SUBMITTAL
18 APR 2018	SPECIAL USE PERMIT RESUBMITTAL #1
31 JUL 2018	SPECIAL USE PERMIT RESUBMITTAL #2
13 NOV 2018	SPECIAL USE PERMIT RESUBMITTAL #3

SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

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SHEET TITLE:
FIRE LIFE SAFETY - LEVEL 4, 5-25

SHEET NO.:
G204
11/13/2018 9:27:57 AM

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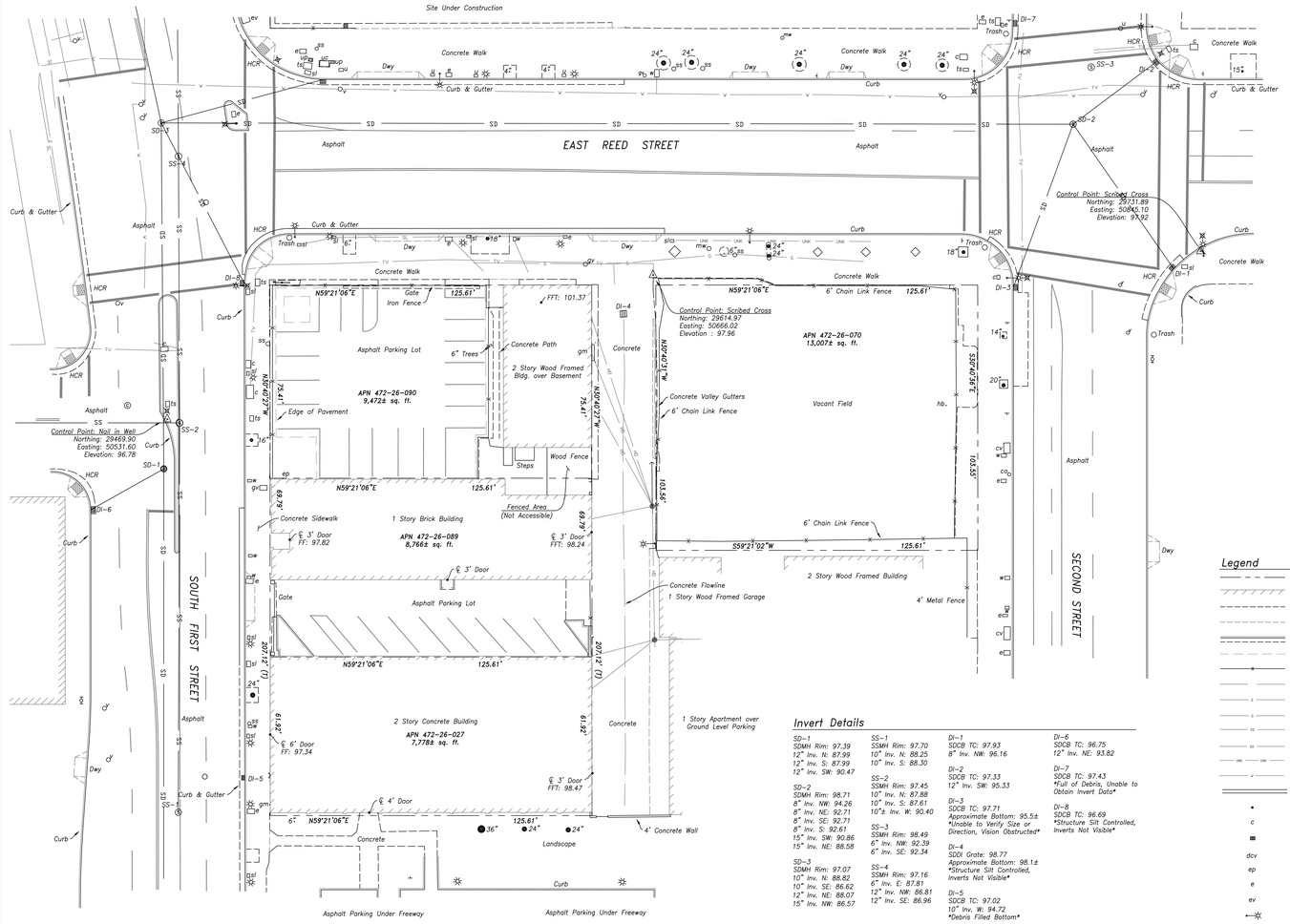
11/13/2018 9:27:57 AM



GRAPHIC SCALE

20 0 5 10 20 40 80

(IN FEET)
1 inch = 20 ft.

General Notes:

1) All features shown hereon represent surface conditions of the project area as compiled from ground surveys conducted in November and December of 2017. No attempt has been made by Surveyor to determine the existence or extent of underground utilities or other features not surface visible; any underground utility information shown hereon is based upon field markings observed by MPS in the process of conducting the survey.

Datum Note:

1) Horizontal datum is based upon a assumed local coordinate system. Vertical Datum is NAVD88 based upon found NGS monument PID HS2822, a brass disc set vertically in the west granite block wall of the building located at the southeast return of the intersection of South First Street and Santa Clara Street; Elevation taken as 91.76' NAVD88. Temporary control points have been established hereon to perpetuate the project datum for future use.

2) For comparison purposes, the City of San Jose Vertical Datum is based upon NGVD29, which at the project site has a relative difference of -2.41' based upon a tie to City of San Jose Benchmark 388-E, the letter "C" in the word "CAL" on top of a catch basin in the southeast return of Third and Reed Street; Elevation taken as 95.21' NGVD29.

Basis of Bearings:

Bearings shown hereon are based upon the found centerline monuments of South First Street located at the intersection of South First Street and East San Salvador, and South First Street and William Street as shown in Book 905 of Maps at Page 09, Santa Clara County Records; Bearing between said monuments taken as South 30°40'00" West.

Legend

	Boundary	hb	Hose Bib
	Building	ir	Irrigation Box
	Concrete	$\circ^{mw}$	Monitoring Well
	Concrete Grade Break	$\circ^{ss}$	Sanitary Sewer Cleanout
	Curb & Gutter	Ⓢ	Sanitary Sewer Manhole
	Edge of Pavement	⊤	Sign
	Fenceline	27.88	Spot Elevation
	Flowline	sdi	Storm Drain Inlet (Curb Opening)
	Underground Electrical	sd	Storm Drain Junction Box
	Underground Gas	Ⓓ	Storm Drain Manhole
	Underground Sanitary Sewer	st	Street Light Box
	Underground Storm Drain	◉	Survey Monument
	Underground Unknown Utility	⋊	Traffic Signal
	Underground Water	ts	Traffic Signal Box
	Wall	xfmr	Transformer
•	Bollard	●12"	Tree Trunk / Size
c	Communications Box	●12"s	Tree Trunk Size / Stump
■	Catch Basin	uc	Utility Cabinet
dcv	Detector Check Valve	○	Utility Manhole
ep	Electric Panel	up	Utility Pedestal
e	Electric Utility Box		Utility Pole
ev	Electric Vault		Utility Pole w/Light
	Electrolier	uv	Utility Vault
HCH	Fire Hydrant	w	Water Meter
gm	Gas Meter	$\circ^{v}$	Water Valve
gv	Gas Valve		

Invert Details

SD-1
SDMH Rim: 97.39
12" Inv. N: 87.99
12" Inv. S: 87.99
12" Inv. SW: 90.47

SD-2
SDMH Rim: 98.71
8" Inv. NW: 94.26
8" Inv. NE: 92.71
8" Inv. SE: 92.71
8" Inv. S: 92.61
15" Inv. SW: 90.86
15" Inv. NE: 88.58

SD-3
SDMH Rim: 97.07
10" Inv. N: 88.82
10" Inv. SE: 86.62
12" Inv. NE: 88.07
15" Inv. NW: 86.57

SS-1
SSMH Rim: 97.70
10" Inv. N: 88.25
10" Inv. S: 88.30

SS-2
SSMH Rim: 97.45
10" Inv. N: 87.88
10" Inv. S: 87.61
10"± Inv. W: 90.40

SS-3
SSMH Rim: 98.49
6" Inv. NW: 92.39
6" Inv. SE: 92.34

SS-4
SSMH Rim: 97.16
6" Inv. E: 87.81
12" Inv. NW: 86.81
12" Inv. SE: 86.96

DI-1
SDCB TC: 97.93
8" Inv. NW: 96.16

DI-2
SDCB TC: 97.33
12" Inv. SW: 95.33

DI-3
SDCB TC: 97.71
Approximate Bottom: 95.5±
Unable to Verify Size or Direction, Vision Obstructed

DI-4
SDDI Grate: 98.77
Approximate Bottom: 98.1±
Structure Silt Controlled, Inverts Not Visible

DI-5
SDCB TC: 97.02
10" Inv. W: 94.72
Debris Filled Bottom

DI-6
SDCB TC: 96.75
12" Inv. NE: 93.82

DI-7
SDCB TC: 97.43
Full of Debris, Unable to Obtain Invert Data

DI-8
SDCB TC: 96.69
Structure Silt Controlled, Inverts Not Visible

BY	DESCRIPTION	DATE	REV.

DATE
APPROVED

MOUNTAIN PACIFIC SURVEYS
Ph (707) 425-6364
2495 W. Texas Street
Fairfield, CA 94533
Fax (707) 425-0909

BOUNDARY AND TOPOGRAPHIC SURVEY
APNs: 472-26-027, -070, -089, -090
CITY OF SAN JOSE COUNTY OF SANTA CLARA

DATE	December 7, 2017
SCALE	1" = 20'
DRAWN	S. Rohifs
CHECKED	C. Weakley
JOB NO.	517071
SHEET NO.	1
OF	1

2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

Charles W. Davidson Co.
CONSULTING CIVIL ENGINEERS
255 W. JULIAN ST. SUITE 200
SAN JOSE CA 95110
(408) 491-7709

GARDEN GATE TOWER

KT URBAN

600 S 1st STREET
SAN JOSE, CA 95113

PROJECT NO.: 1959
DRAWN: PBS
DATE: JANUARY 9, 2018

REVISION:	DESCRIPTION:
4/18/18	SUP RESPONSE #1
7/27/18	SUP RESPONSE #2
11/13/18	SUP RESPONSE #3

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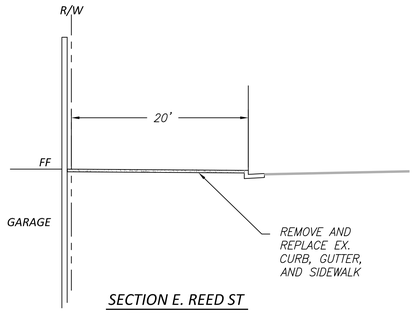
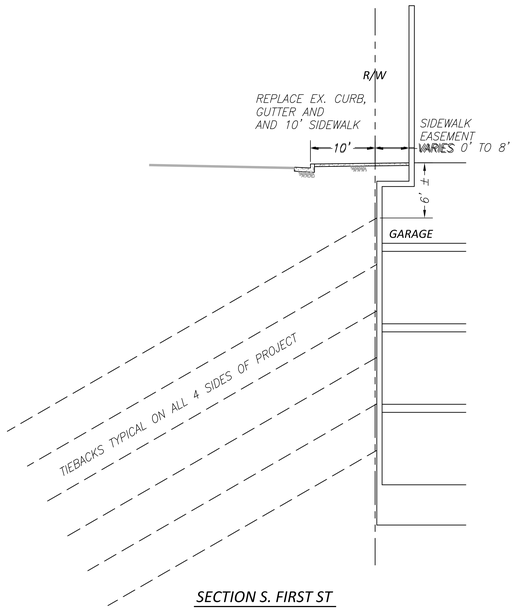
SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

SHEET TITLE:
BOUNDARY AND TOPOGRAPHY PLAN

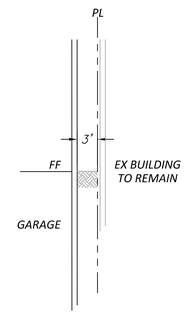
SHEET NO.:
C101



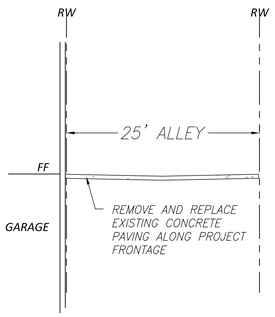
SECTION E. REED ST



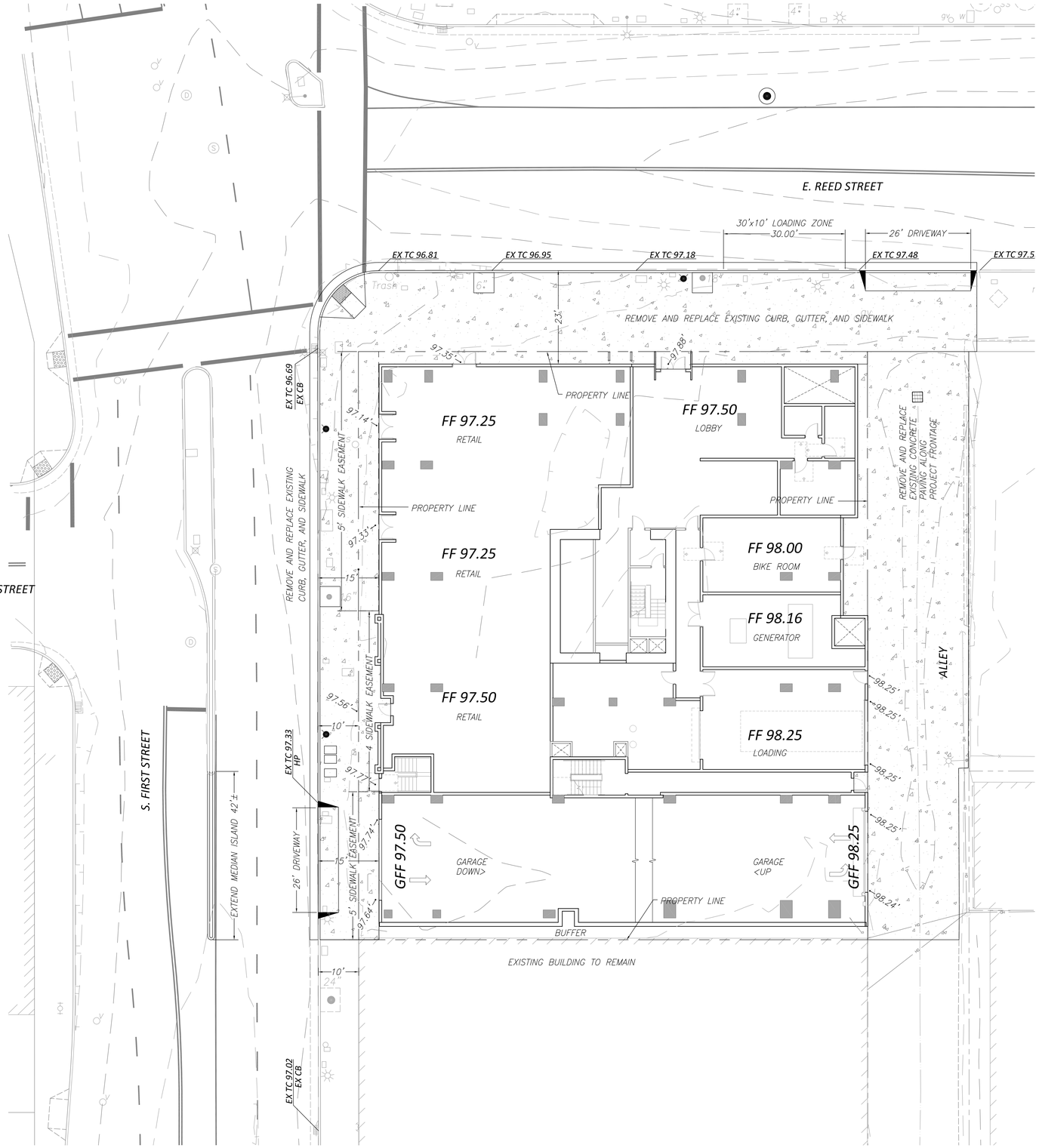
SECTION S. FIRST ST

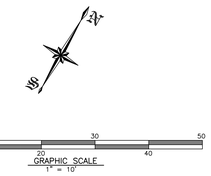


SECTION SOUTH PL



SECTION EAST PL





NOTES

1. ELEVATIONS SHOWN ARE BASED ON THE NAVD88 DATUM. TO CONVERT TO THE NGVD29 DATUM SUBTRACT 2.41'
2. TIEBACKS UNDER THE PUBLIC STREETS AND ALLEY REQUIRE AN ENCROACHMENT PERMIT FROM THE CITY OF SAN JOSE
3. TIEBACKS UNDER THE BUILDING TO THE SOUTH REQUIRE A SIGNED AGREEMENT FROM THE PROPERTY OWNER

LEGEND

EXISTING		PROPOSED
	Boundary	
	Building	
	Concrete	
	Concrete Sidewalk	
	Curb & Gutter	
	Driveway	
	Edge of Pavement	
	Fenceline	
	Flowline	
	Wall	
	Bollard	
	Catch Basin	
	Electrolier	
	Fire Hydrant	
	Monitoring Well	
	Sanitary Sewer Cleanout	
	Sanitary Sewer Manhole	
	Sign	
27.88	Spot Elevation	
	Storm Drain Manhole	
	Street Light Box	
	Survey Monument	
	Traffic Signal	
	Traffic Signal Box	
	Transformer	
12"	Tree Trunk / Size	
12"S	Tree Trunk Size / Stump	
	Utility Manhole	
	Utility Pole	
	Utility Pole w/Light	
	Utility Vault	
	Water Meter	
	Water Valve	

ABBREVIATIONS

CB	CATCHBASIN
DWY	DRIVEWAY
EP	EDGE OF PAVEMENT
EXCB	EXISTING CATCHBASIN
FF	FINISHED FLOOR
FL	FLOWLINE
GB	GRADE BREAK
GFF	GARAGE FINISHED FLOOR
HP	HIGH POINT
LP	LOW POINT

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GARDEN GATE TOWER

KT URBAN

600 S 1st STREET
SAN JOSE, CA 95113

PROJECT NO.: 1959
DRAWN: PBS
DATE: JANUARY 9, 2018

REVISION:	DESCRIPTION:
APRIL 18, 2018	SUP RESPONSE #1
JULY 27, 2018	SUP RESPONSE #2
NOV. 13, 2018	SUP RESPONSE #4

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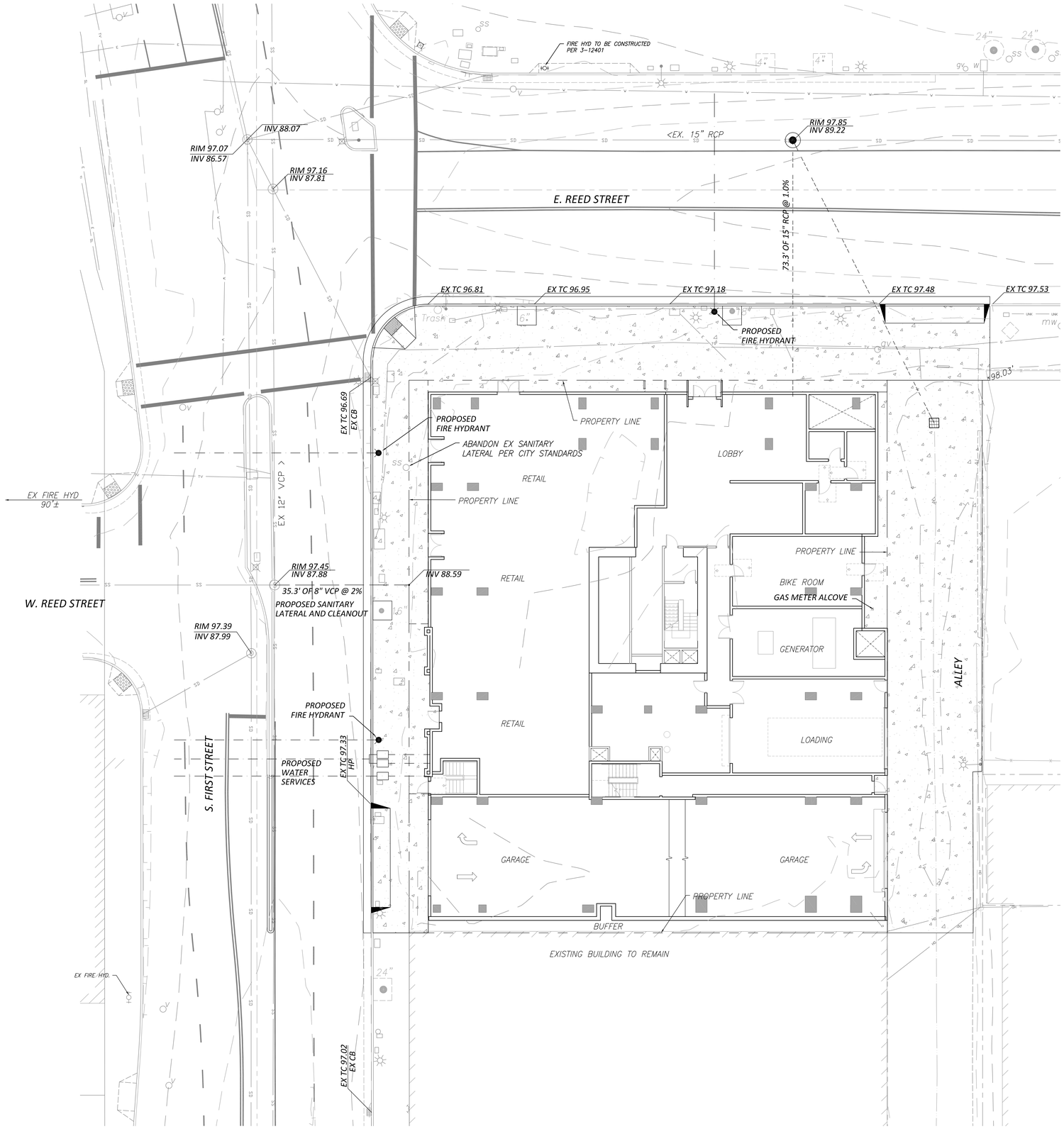
SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

SHEET TITLE:
GRADING & DRAINAGE

SHEET NO.:
C201



GRAPHIC SCALE
1" = 10'

NOTES

1. STORM SANITARY SEWER CONNECTIONS REQUIRE AN IMPROVEMENT AGREEMENT WITH THE CITY OF SAN JOSE
2. WATER SERVICE CONNECTIONS REQUIRE AN AGREEMENT WITH SAN JOSE WATER COMPANY

LEGEND

EXISTING		PROPOSED
	Boundary	
	Building	
	Concrete	
	Concrete Sidewalk	
	Curb & Gutter	
	Driveway	
	Edge of Pavement	
	Fenceline	
	Flowline	
	Wall	
	Bollard	
	Catch Basin	
	Electrolier	
	Fire Hydrant	
	Monitoring Well	
	Sanitary Sewer Cleanout	
	Sanitary Sewer Manhole	
	Sign	
	Spot Elevation	
	Storm Drain Manhole	
	Street Light Box	
	Survey Monument	
	Traffic Signal	
	Traffic Signal Box	
	Transformer	
	Tree Trunk / Size	
	Tree Trunk Size / Stump	
	Utility Manhole	
	Utility Pole	
	Utility Pole w/Light	
	Utility Vault	
	Water Meter	
	Water Valve	

ABBREVIATIONS

CB	CATCHBASIN
DWY	DRIVEWAY
EP	EDGE OF PAVEMENT
EXCB	EXISTING CATCHBASIN
FF	FINISHED FLOOR
FL	FLOWLINE
GB	GRADE BREAK
GFF	GARAGE FINISHED FLOOR
HP	HIGH POINT
LP	LOW POINT

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SAN JOSE CA 95110
(408) 491-7709

GARDEN GATE TOWER

KT URBAN

600 S 1st STREET
SAN JOSE, CA 95113

PROJECT NO.: 1959
DRAWN: PBS
DATE: JANUARY 9, 2018

REVISION:	DESCRIPTION:
APRIL 14, 2018	SUP RESPONSE #1
JULY 27, 2018	SUP RESPONSE #2
NOV. 13, 2018	SUP RESPONSE #3

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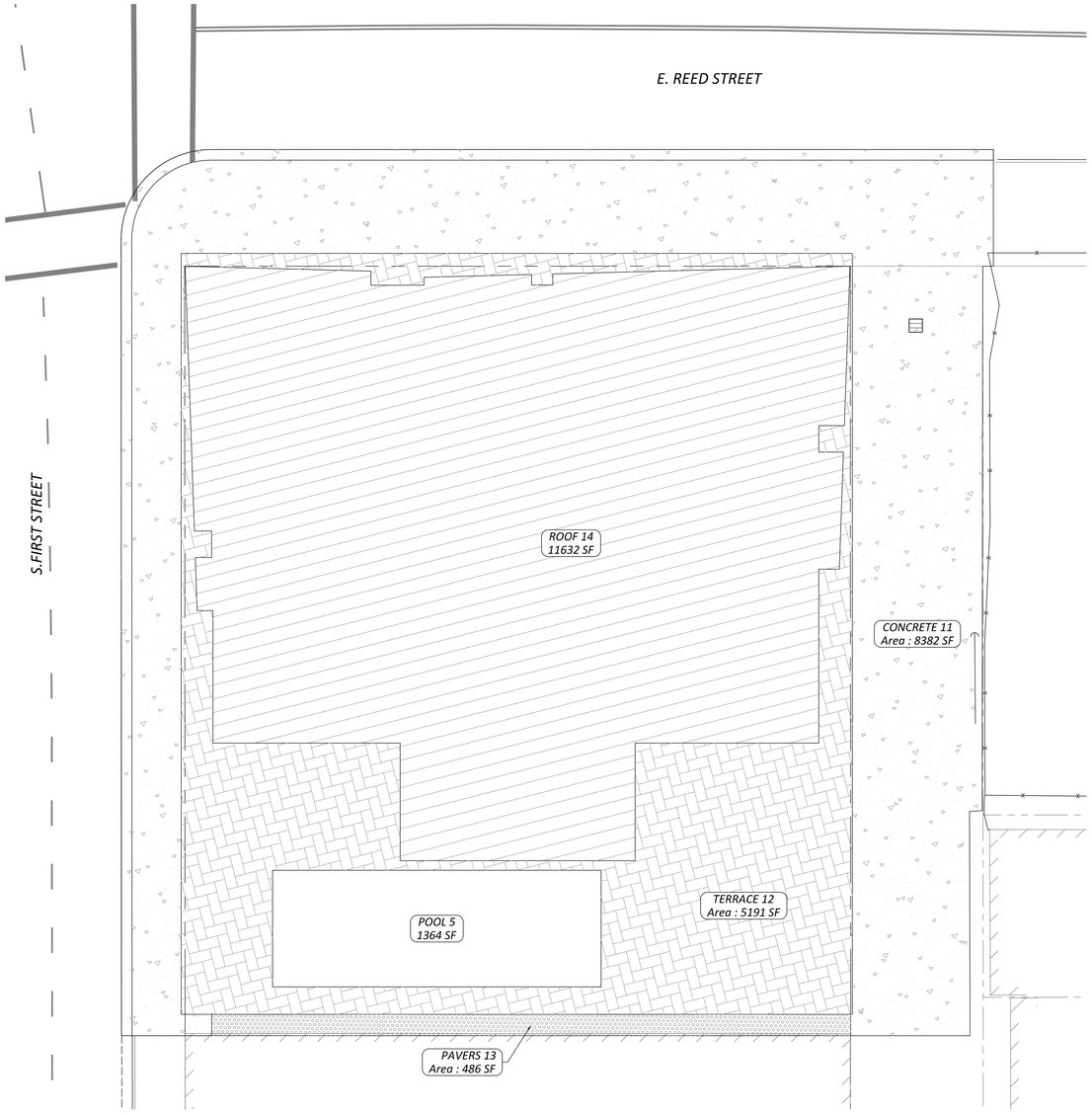
SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

SHEET TITLE:
UTILITY PLAN

SHEET NO.:
C301

PERVIOUS/IMPERVIOUS SURFACES BEFORE PROJECT

PERVIOUS/IMPERVIOUS SURFACES AFTER PROJECT



10 30 50
0 20 40
GRAPHIC SCALE
1" = 10'

OPERATION AND MAINTENANCE INFORMATION:

I. **PROPERTY INFORMATION:**
- I.A. PROPERTY ADDRESS: 600 S. FIRST STREET, SAN JOSE CA 95113
- I.B. PROPERTY OWNER: HOA

II. **RESPONSIBLE PARTY FOR MAINTENANCE:**
- II.A. CONTACT: TBD
- II.B. PHONE NUMBER OF CONTACT:
- II.C. EMAIL:
- II.D. ADDRESS:

PROJECT SITE INFORMATION:

1. SOILS TYPE: "CLAY "C"
2. GROUND WATER DEPTH: 15'
3. NAME OF RECEIVING BODY: GUADALUPE RIVER
4. FLOOD ZONE: D
5. FLOOD ELEVATION (IF APPLICABLE): N/A

2. SURFACE DATA

2.a. Enter the Project Phase Number (1, 2, 3, etc. or N/A If Not Applicable): NaN

2.b. Total area of site: 0.62 acres

2.c. Total Existing Impervious Surfaces on site: 27056.00 sq. ft.

2.d. Total area of site that will be disturbed: 0.62 acres

COMPARISON OF IMPERVIOUS AND PERVIOUS SURFACES AT PROJECT SITE	Existing Surface sq. ft.	Proposed Surface: To Be Replaced sq. ft. [1]	Proposed Surface: New sq. ft. [2]	RESET CALCULATIONS
2.e. IMPERVIOUS SURFACES				
Roof Area	6,860.00	11,632.00		
Parking	11,370.00	0.00		
Sidewalks, Patios, Driveways, Etc.		6,555.00		
Public Streets	8,826.00	8,382.00		Total Proposed Impervious Surface (replaced + new)
Private Streets				
Online form auto-calculates **Impervious Surfaces Total**	e.1. 27056.00	e.2. 26569.00	e.3.	e.4. 26569.00
2.f. PERVIOUS SURFACES				
Landscaped Area				
Pervious Paving				Total Proposed Pervious Surface (replaced + new)
Green Roof and other Pervious Surfaces			486.00	
Online form auto-calculates **Pervious Surfaces Total**	f.1.	f.2.	f.3. 486.00	f.4. 486.00

2.g. Percentage of Site's Impervious Area Replacement (e.2 ÷ 2.c) X 100: Online form auto-calculates — g. 98.20 %

[1] *Proposed Replaced Impervious Surface:* Replacement of an existing impervious surface with another impervious surface.

[2] *Proposed New Impervious Surface:* New impervious surface that will cover an existing pervious surface.

SITE DESIGN MEASURES:

1. REDUCE EXISTING IMPERVIOUS SURFACES.
2. CREATE NEW PERVIOUS AREAS:
3. LANDSCAPING
   a. WALKWAYS AND PATIOS.
4. DIRECT RUNOFF FROM ROOFS, SIDEWALKS, PATIOS TO LANDSCAPED AREAS.
5. CLUSTER STRUCTURES/PAVEMENT.
6. PARKING:
   b. ON TOP OF OR UNDER BUILDINGS.

SOURCE CONTROL MEASURES:

1. CONNECT THE FOLLOWING FEATURES TO SANITARY SEWER:
   a. COVERED TRASH/ RECYCLING ENCLOSURES.
   b. INTERIOR PARKING STRUCTURES.
   c. WASH AREA/ RACKS.
   d. POOLS, SPAS, FOUNTAINS.
   e. COVERED LOADING DOCKS.
   f. PUMPED GROUNDWATER.
2. BENEFICIAL LANDSCAPING.
3. USE OF WATER EFFICIENT IRRIGATION SYSTEMS.
4. MAINTENANCE (PAVEMENT SWEEPING, CATCH BASIN CLEANING, GOOD HOUSEKEEPING).
5. STORM DRAIN LABELING.

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GARDEN GATE TOWER

KT URBAN

600 S 1st STREET
SAN JOSE, CA 95113

PROJECT NO.: 1959
DRAWN: PBS
DATE: JANUARY 9, 2018

REVISION:	DESCRIPTION:
4/18/18	SUP RESPONSE #1
7/27/18	SUP RESPONSE #2
11/13/18	SUP RESPONSE #3

SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

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SHEET TITLE:
PERVIOUS IMPERVIOUS COMPARISON PLAN

SHEET NO.:
C401

FTP 1

SIZING FOR VOLUME BASED TREATMENT

DMA #	**1A - 1G**				
A=	6581	s.f.			
Impervious Area =	6581	s.f.	**% Imperviousness=**	**100.00%**	
MAPsite =	15		Correction Factor=	**1.0791**	
MAPgage =	13.9				
Clay (D):		Sandy Clay (D):	**X**	Clay Loam (D):	
Silt Loam/Loam (B):		Not Applicable (100% Impervious):	**x**		

Are the soils outside the building footprint not graded/compacted? **N/A** Yes/No

If no, and the soil will be compacted during site preperation and grading, the soils infiltration ability will be decresed. Modify your answer to a soil with a lower infilatraion rate (eg. Silt Loam to Clay)
Modified Soil Type: Sandy Clay (D):

S= 1.00%

UBS Volume for 1% Slope (UBS1%) = 0.58 inches (Use Figure B-2)
UBS Volume for 15% Slope (UBS15%) = 0.6 inches (Use Figure B-5)

UBS Volume for X% Slope (UBSX%) = **0.58** inches (Corrected Slope for the site)

Adjusted UBS = Correction Factor (Step 2) x UBSx% (Step 5)

Adjusted UBS = **0.6258993** inches

Design Volume = Adjusted UBS (Step 6) x Drainage Area (Step 1) x 1ft^12inch

Design Volume = **343.25** ft^3

COMBO FLOW & VOLUME BIORETENTION CALCULATION

Total Drainage Area =	6,581	sq. ft		
Impervious Area =	6,581	sq. ft		
Pervious Area =	0	sq. ft		
Equivalent Impervious Area =	0	sq. ft	Total Equivalent Impervious =	**6,581** sq. ft
Rainfall intensity =	0.2	in/hr		
Duration = Adjusted UBS (Step 6) / Rainfall Intensity				
Duration =	**3.1294964**	hrs		
Estimate the Surface Area =	190	sq. ft	(Typically start with Total Impervious x 0.03)	
Volume of Treated Runoff =	247.7518	cu. ft		
Volume in Ponding Area =	95.501799	cu. ft		
Depth of Ponding =	0.502641	ft	Depth of Ponding = 6	inches (Round up)

If Depth of Ponding is less than 6" the design can be optimized with a smaller surface area. (repeat)
If Depth of Ponding is greater than 12" a larger surface area will be required (repeat)
If Depth of Ponding is between 6" to 12" this is the range allowable for bioretention of flow through planters.

FTP 2

SIZING FOR VOLUME BASED TREATMENT

DMA #	**2A - 2E**				
A=	4362	s.f.			
Impervious Area =	4362	s.f.	**% Imperviousness=**	**100.00%**	
MAPsite =	15		Correction Factor=	**1.0791**	
MAPgage =	13.9				
Clay (D):		Sandy Clay (D):	**x**	Clay Loam (D):	
Silt Loam/Loam (B):		Not Applicable (100% Impervious):	**x**		

Are the soils outside the building footprint not graded/compacted? **N/A** Yes/No

If no, and the soil will be compacted during site preperation and grading, the soils infiltration ability will be decresed. Modify your answer to a soil with a lower infilatraion rate (eg. Silt Loam to Clay)
Modified Soil Type: Sandy Clay (D):

S= 1.00%

UBS Volume for 1% Slope (UBS1%) = 0.58 inches (Use Figure B-2)
UBS Volume for 15% Slope (UBS15%) = 0.6 inches (Use Figure B-5)

UBS Volume for X% Slope (UBSX%) = **0.58** inches (Corrected Slope for the site)

Adjusted UBS = Correction Factor (Step 2) x UBSx% (Step 5)

Adjusted UBS = **0.6258993** inches

Design Volume = Adjusted UBS (Step 6) x Drainage Area (Step 1) x 1ft^12inch

Design Volume = **227.51** ft^3

COMBO FLOW & VOLUME BIORETENTION CALCULATION

Total Drainage Area =	4,362	sq. ft		
Impervious Area =	4,362	sq. ft		
Pervious Area =	0	sq. ft		
Equivalent Impervious Area =	0	sq. ft	Total Equivalent Impervious =	**4,362** sq. ft
Rainfall intensity =	0.2	in/hr		
Duration = Adjusted UBS (Step 6) / Rainfall Intensity				
Duration =	**3.1294964**	hrs		
Estimate the Surface Area =	130	sq. ft	(Typically start with Total Impervious x 0.03)	
Volume of Treated Runoff =	169.51439	cu. ft		
Volume in Ponding Area =	58	cu. ft		
Depth of Ponding =	0.4461538	ft	Depth of Ponding = 5.4	inches (Round up)

If Depth of Ponding is less than 6" the design can be optimized with a smaller surface area. (repeat)
If Depth of Ponding is greater than 12" a larger surface area will be required (repeat)
If Depth of Ponding is between 6" to 12" this is the range allowable for bioretention of flow through planters.

FTP 3

SIZING FOR VOLUME BASED TREATMENT

DMA #	**3A - 3E**				
A=	4610	s.f.			
Impervious Area =	4610	s.f.	**% Imperviousness=**	**100.00%**	
MAPsite =	15		Correction Factor=	**1.0791**	
MAPgage =	13.9				
Clay (D):		Sandy Clay (D):	**X**	Clay Loam (D):	
Silt Loam/Loam (B):		Not Applicable (100% Impervious):	**x**		

Are the soils outside the building footprint not graded/compacted? **N/A** Yes/No

If no, and the soil will be compacted during site preperation and grading, the soils infiltration ability will be decresed. Modify your answer to a soil with a lower infilatraion rate (eg. Silt Loam to Clay)
Modified Soil Type: Sandy Clay (D):

S= 1.00%

UBS Volume for 1% Slope (UBS1%) = 0.58 inches (Use Figure B-2)
UBS Volume for 15% Slope (UBS15%) = 0.6 inches (Use Figure B-5)

UBS Volume for X% Slope (UBSX%) = **0.58** inches (Corrected Slope for the site)

Adjusted UBS = Correction Factor (Step 2) x UBSx% (Step 5)

Adjusted UBS = **0.6258993** inches

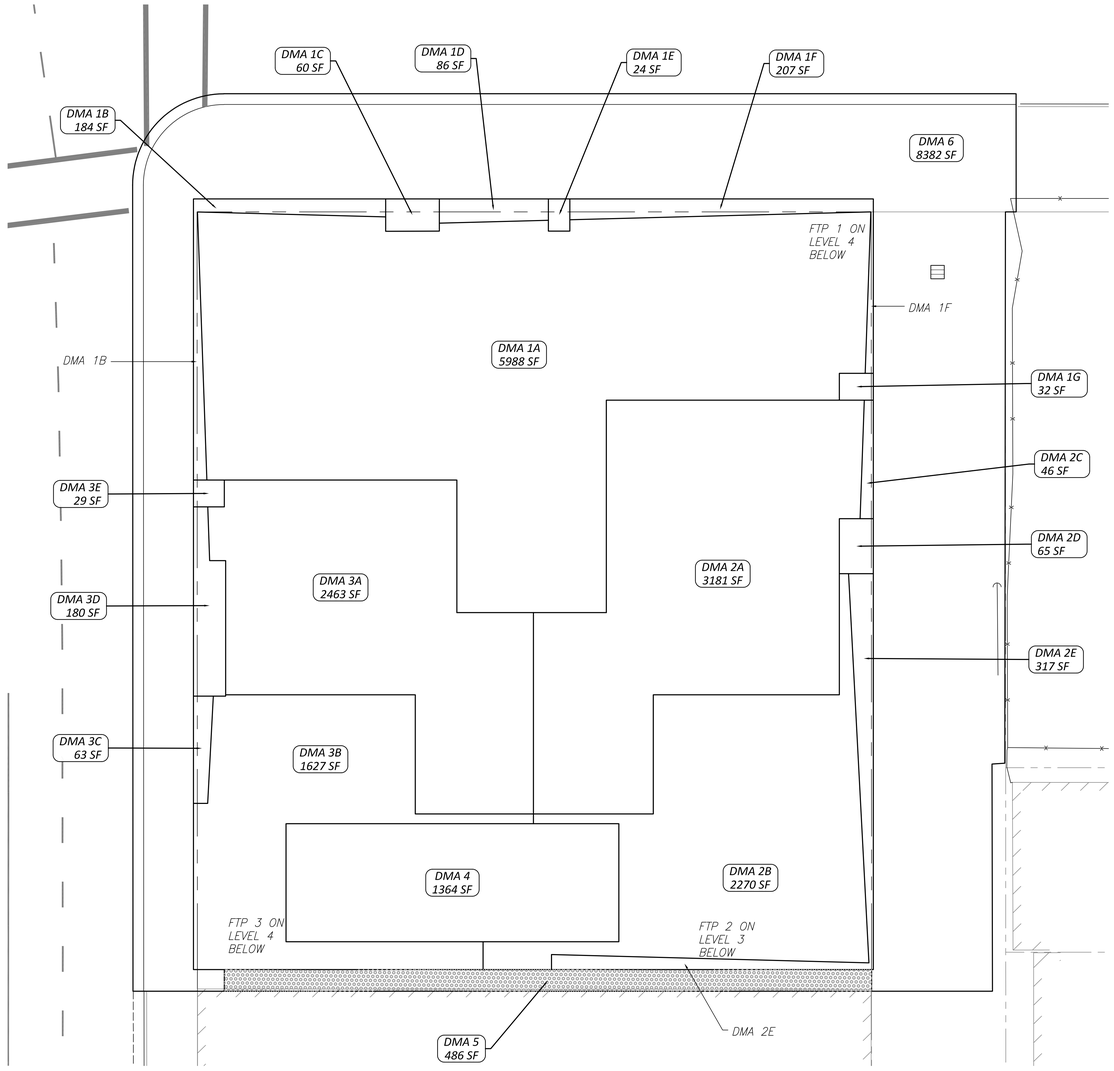
Design Volume = Adjusted UBS (Step 6) x Drainage Area (Step 1) x 1ft^12inch

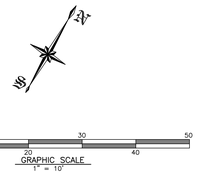
Design Volume = **240.45** ft^3

COMBO FLOW & VOLUME BIORETENTION CALCULATION

Total Drainage Area =	4,610	sq. ft		
Impervious Area =	4,610	sq. ft		
Pervious Area =	0	sq. ft		
Equivalent Impervious Area =	0	sq. ft	Total Equivalent Impervious =	**4,610** sq. ft
Rainfall intensity =	0.2	in/hr		
Duration = Adjusted UBS (Step 6) / Rainfall Intensity				
Duration =	**3.1294964**	hrs		
Estimate the Surface Area =	135	sq. ft	(Typically start with Total Impervious x 0.03)	
Volume of Treated Runoff =	176.03417	cu. ft		
Volume in Ponding Area =	64.415468	cu. ft		
Depth of Ponding =	0.4771516	ft	Depth of Ponding = 5.7	inches (Round up)

If Depth of Ponding is less than 6" the design can be optimized with a smaller surface area. (repeat)
If Depth of Ponding is greater than 12" a larger surface area will be required (repeat)
If Depth of Ponding is between 6" to 12" this is the range allowable for bioretention of flow through planters.





TREATMENT CONTROL MEASURE SUMMARY TABLE

Area	TCM #	Treatment Type	Drainage Area (s.f.)	Impervious Area (s.f.)	Pervious Area (s.f.)	Bioretention Area Requied (s.f.)	Bioretention Area Provided (s.f.)	Bioretention Lined or Unlined	Overflow Riser Height (in)	Storage Depth Required (ft)	Storage Depth Provided (ft)	# of Cartridges Required	# of Cartridges Provided	Media Type	Cartridge Height (inches)	TCM Location
1	FTP 1	flow through planter	6,581	6,581	0	190	222	lined	6							L4
2	FTP 2	flow through planter	5,879	5,879	0	170	203	lined	6							L3
3	FTP 3	flow through planter	4,362	4,362	0	130	133	lined	6							L4
4	N/A	sanitary***	1,364	1,364	0											
5	N/A	pervious pavers	486	0	486											
6	N/A	street maintanance area**	8,382	8,382	0											
		Totals:	27,054	26,568	486											

*Sizing for Bioretention Area Required calculated using the combo flow-volume method
**Per Chapter 2.3 of the C3 Stormwater Handbook Roadway projects that add new sidewalk along an exisiting roadway are exempt from Provision C.3.c of the Municipal Stormwater Permit.
***DMA 5 is not being treated because the pool and deck around it will be connected to the sanitary sewer.

NOTES

1. *FLOW THROUGH PLANTERS SHALL BE CONNECTED PAST THE DISCHARGE POINT OF THE MEDIA FILTER*
2. *THE POOL AND DRAINS IMMEDIATELY ADJACENT TO THE POOL WILL BE CONNECTED TO THE SANITARY SEWER. THE REMAINDER OF THE AMENITY DECK WILL BE TREATED ONSITE*

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GARDEN GATE TOWER

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PROJECT NO.: 1959
DRAWN: PBS
DATE: JANUARY 9, 2018

REVISION:	DESCRIPTION:
4/18/18	SUP RESPONSE #1
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11/13/18	SUP RESPONSE #3

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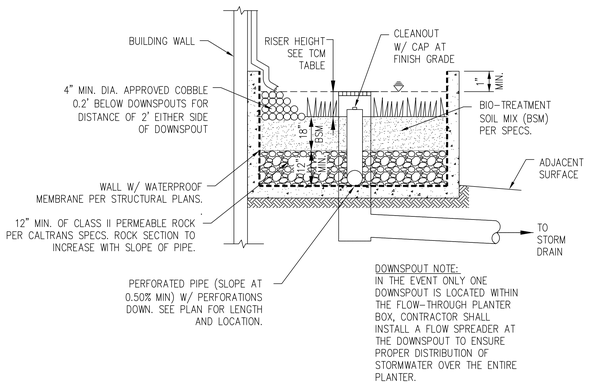
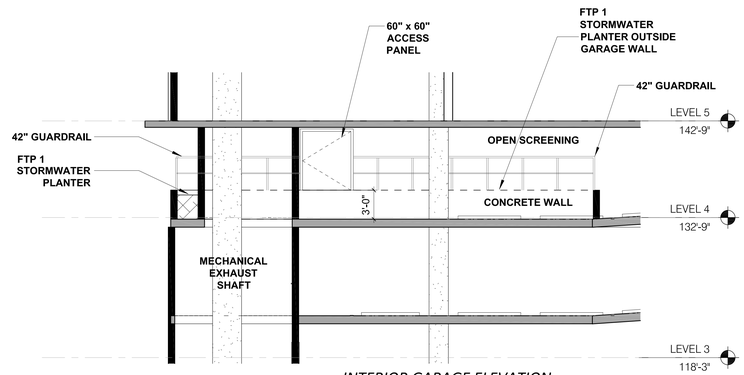
SHEET TITLE:
STORMWATER CONTROL PLAN

SHEET NO.:
C402

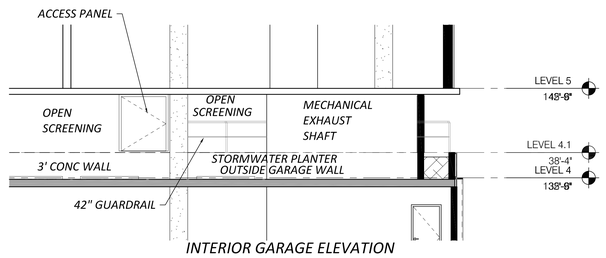


SIZING METHODS: FLOW-COMBO

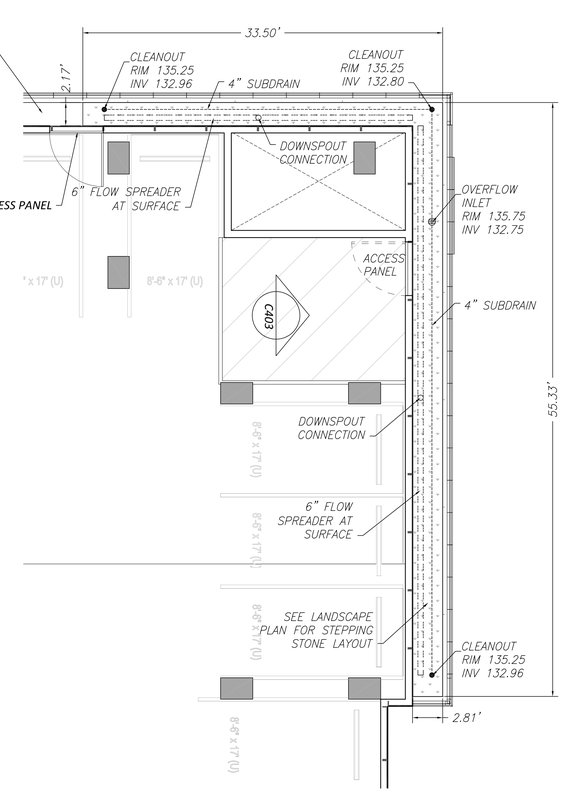
3 FLOW-THROUGH PLANTER (ABOVE GRADE) N.T.S.



INTERIOR GARAGE ELEVATION
LOOKING EAST NTS



INTERIOR GARAGE ELEVATION
LOOKING NORTH NTS



FLOW THROUGH PLANTER 1
LEVEL 4 1" = 5'
AREA 222 SF

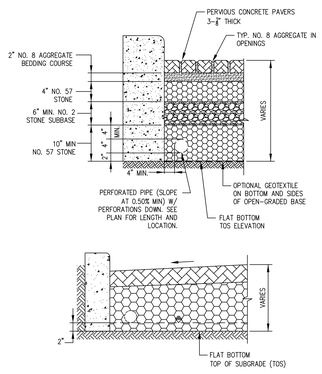
TABLE 2 MAINTENANCE ACTIVITIES FOR FLOW-THROUGH PLANTERS		ROUTINE
NO.	MAINTENANCE TASK	FREQUENCY OF TASK
1	INSPECT THE PLANTER SURFACE AREA, INLETS AND OUTLETS FOR OBSTRUCTIONS AND TRASH; CLEAR ANY OBSTRUCTIONS AND REMOVE TRASH.	QUARTERLY
2	INSPECT PLANTER FOR STANDING WATER. IF STANDING WATER DOES NOT DRAIN WITHIN 2-3 DAYS, THE SURFACE BIOTREATMENT SOIL SHOULD BE TILLED OR REPLACED WITH THE APPROVED SOIL MIX AND REPLANTED. USE THE CLEANOUT RISER TO CLEAR ANY UNDERDRAINS OF OBSTRUCTIONS OR CLOGGING MATERIAL.	QUARTERLY
3	CHECK FOR ERODED OR SETTLED BIOTREATMENT SOIL MEDIA. LEVEL SOIL WITH RAKE AND REMOVE/REPLANT VEGETATION AS NECESSARY.	QUARTERLY
4	MAINTAIN THE VEGETATION AND IRRIGATION SYSTEM. PRUNE AND WEED TO KEEP FLOW-THROUGH PLANTER NEAT AND ORDERLY IN APPEARANCE.	QUARTERLY
5	EVALUATE HEALTH AND DENSITY OF VEGETATION. REMOVE AND REPLACE ALL DEAD AND DISEASED VEGETATION. REMOVE EXCESSIVE GROWTH OF PLANTS THAT ARE TOO CLOSE TOGETHER.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
6	USE COMPOST AND OTHER NATURAL SOIL AMENDMENTS AND FERTILIZERS INSTEAD OF SYNTHETIC FERTILIZERS, ESPECIALLY IF THE SYSTEM USES AN UNDERDRAIN.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
7	INSPECT THE OVERFLOW PIPE TO MAKE SURE THAT IT CAN SAFELY CONVEY EXCESS FLOWS TO A STORM DRAIN. REPAIR OR REPLACE ANY DAMAGED OR DISCONNECTED PIPING. USE THE CLEANOUT RISER TO CLEAR UNDERDRAINS OF OBSTRUCTIONS OR CLOGGING MATERIAL.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
8	INSPECT THE ENERGY DISSIPATOR AT THE INLET TO ENSURE IT IS FUNCTIONING ADEQUATELY, AND THAT THERE IS NO SCOUR OF THE SURFACE MULCH. REMOVE ANY ACCUMULATION OF SEDIMENT.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
9	INSPECT AND, IF NEEDED, REPLACE WOOD MULCH. IT IS RECOMMENDED THAT 2" TO 3" OF COMPOSTED ARBOR MULCH BE APPLIED ONCE A YEAR.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
10	INSPECT SYSTEM FOR EROSION OF BIOTREATMENT SOIL MEDIA, LOSS OF MULCH, STANDING WATER, CLOGGED OVERFLOWS, WEEDS, TRASH AND DEAD PLANTS. IF USING ROCK MULCH, CHECK FOR 3" OF COVERAGE.	ANNUALLY AT THE END OF THE RAINY SEASON AND/OR AFTER LARGE STORM EVENTS,
11	INSPECT SYSTEM FOR STRUCTURAL INTEGRITY OF WALLS, FLOW SPREADERS, ENERGY DISSIPATORS, CURB CUTS, OUTLETS AND FLOW SPLITTERS.	ANNUALLY AT THE END OF THE RAINY SEASON AND/OR AFTER LARGE STORM EVENTS.

BIOTREATMENT SOIL REQUIREMENTS

- BIORETENTION SOIL MIX SHALL MEET THE REQUIREMENTS AS OUTLINED IN APPENDIX C OF THE C.3 STORM WATER HANDBOOK AND SHALL BE A MIXTURE OF FINE SAND AND COMPOST MEASURED ON A VOLUME BASIS OF 60-70% SAND AND 30-40% COMPOST. CONTRACTOR TO REFER TO APPENDIX C FOR SAND AND COMPOST MATERIAL SPECIFICATIONS. CONTRACTOR MAY OBTAIN A COPY OF THE C.3 HANDBOOK AT : HTTP://WWW.SANJOSECA.GOV/INDEX.ASPX?NID=1761
- PRIOR TO ORDERING THE BIOTREATMENT SOIL MIX OR DELIVERY TO THE PROJECT SITE, CONTRACTOR SHALL PROVIDE A BIOTREATMENT SOIL MIX SPECIFICATION CHECKLIST, COMPLETED BY THE SOIL MIX SUPPLIER AND CERTIFIED TESTING LAB.

BIORETENTION & FLOW-THROUGH PLANTER NOTES:

1. SEE GRADING PLAN FOR BASIN FOOTPRINT AND DESIGN ELEVATIONS.
2. PLACE 3 INCHES OF COMPOSTED, NON-FLOATABLE MULCH IN AREAS BETWEEN STORMWATER PLANTINGS.
3. SEE LANDSCAPE PLAN FOR MULCH, PLANT MATERIALS AND IRRIGATION REQUIREMENTS
4. CURB CUTS SHALL BE A MINIMUM 18" WIDE AND SPACED AT 10' O.C. INTERVALS AND SLOPED TO DIRECT STORMWATER TO DRAIN INTO THE BASIN. CURB CUTS SHALL ALSO NOT BE PLACED INLINE WITH OVERFLOW CATCH BASIN. SEE GRADING PLAN FOR MORE DETAIL ON LOCATIONS OF CURB CUTS.
5. A MINIMUM 0.2' DROP BETWEEN STORM WATER ENTRY POINT (I.E. CURB OPENING, FLUSH CURB, ETC.) AND ADJACENT LANDSCAPE FINISHED GRADE.
6. DO NOT COMPACT NATIVE SOIL / SUBGRADE AT BOTTOM OF BASIN. LOOSEN SOIL TO 12" DEPTH.



1 PERVIOUS PAVEMENT (SELF TREATING)

PERVIOUS PAVER REQUIREMENTS

CONTRACTOR OR PERMITEE SHALL:

- PROVIDE CERTIFICATION FROM THE PAVER MANUFACTURER THAT THE PAVERS MEET THE REQUIREMENTS OF THE C.3 STORMWATER HANDBOOK FOR PERVIOUS PAVERS. THIS INCLUDES, BUT IS NOT LIMITED TO, HAVING A MINIMUM SURFACE INFILTRATION RATE OF 100"/HR WHEN TESTED IN ACCORDANCE WITH ASTM C1701.
- ONLY CONTRACTORS HOLDING CERTIFICATION OF COMPLETION IN THE INTERLOCKING CONCRETE PAVEMENT INSTITUTES PICP INSTALLER TECHNICIAN COURSE SHALL BE USED TO INSTALL THE PAVERS AND AT LEAST ONE FOREMAN WITH THIS CERTIFICATION MUST BE ON THE JOBSITE AT ALL TIMES DURING CONCRETE PAVER INSTALLATION.
- PROTECT THE EXCAVATED AREA FOR PERVIOUS PAVERS FROM EXCESSIVE COMPACTION DUE TO CONSTRUCTION TRAFFIC AND PROTECT THE FINISHED PAVEMENT FROM CONSTRUCTION TRAFFIC.

TABLE 1 MAINTENANCE ACTIVITIES FOR PERVIOUS PAVEMENT		ROUTINE
NO.	MAINTENANCE TASK	FREQUENCY OF TASK
1	CHECK FOR SEDIMENT AND DEBRIS ACCUMULATION. PREVENT SOIL FROM WASHING OR BLOWING ONTO THE PAVEMENT. DO NOT STORE SAND, SOIL, MULCH OR OTHER LANDSCAPING MATERIALS ON PERVIOUS PAVEMENT SURFACES.	TWO TO FOUR TIMES ANNUALLY
2	CONDUCT PREVENTATIVE SURFACE CLEANING. USING COMMERCIALLY AVAILABLE REGENERATIVE AIR OR VACUUM SWEEPERS, TO REMOVE SEDIMENT AND DEBRIS.	TWO TO FOUR TIMES ANNUALLY
3	INSPECT FOR ANY SIGNS OF PAVEMENT FAILURE. REPAIR ANY SURFACE DEFORMATIONS OR BROKEN PAVERS. REPLACE MISSING JOINT FILLER IN PICP.	TWO TO FOUR TIMES ANNUALLY
4	CHECK FOR STANDING WATER ON THE PAVEMENT SURFACE WITHIN 30 MINUTES AFTER A STORM EVENT.	TWO TO FOUR TIMES ANNUALLY
5	INSPECT UNDERDRAIN OUTLETS AND CLEANOUTS, PREFERABLY BEFORE THE WET SEASON. REMOVE TRASH/DEBRIS.	TWO TO FOUR TIMES ANNUALLY
6	REMOVE SEDIMENT AND DEBRIS ACCUMULATION ON PERVIOUS PAVEMENT.	TWO TO FOUR TIMES ANNUALLY
7	REMOVE WEEDS. MOW VEGETATION IN GRID PAVEMENTS (SUCH AS TURF BLOCK) AS NEEDED.	AS NEEDED
8	PERFORM RESTORATIVE SURFACE CLEANING WITH A VACUUM SWEEPER, AND/OR RECONSTRUCTION OF PART OF THE PERVIOUS SURFACE TO RESTORE SURFACE PERMEABILITY AS NEEDED. REPLENISH AGGREGATE IN PICP JOINTS OR GRIDS AS NEEDED AFTER RESTORATIVE SURFACE CLEANING.	AS NEEDED
9	POWER WASHING WITH SIMULTANEOUS VACUUMING ALSO CAN BE USED TO RESTORE SURFACE INFILTRATION TO HIGHLY CLOGGED AREAS OF PERVIOUS CONCRETE, POROUS ASPHALT OR PICP, BUT IS NOT RECOMMENDED FOR GRID PAVEMENTS.	AS NEEDED
10	INSPECT PERVIOUS PAVING AREA USING THE ATTACHED INSPECTION CHECKLIST.	QUARTERLY OR AS NEEDED

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SAN JOSE CA 95110
(408) 491-7709

GARDEN GATE TOWER

KT URBAN

600 S 1st STREET
SAN JOSE, CA 95113

PROJECT NO.: 1959
DRAWN: PBS
DATE: JANUARY 9, 2018

REVISION:	DESCRIPTION:
4/18/18	SUP RESPONSE #1
7/27/18	SUP RESPONSE #2
11/13/18	SUP RESPONSE #3

PRELIMINARY, NOT FOR CONSTRUCTION

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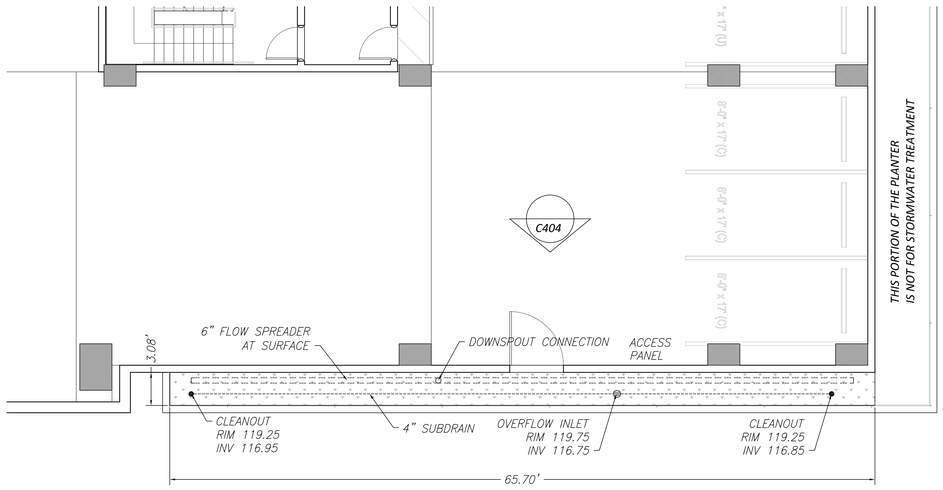
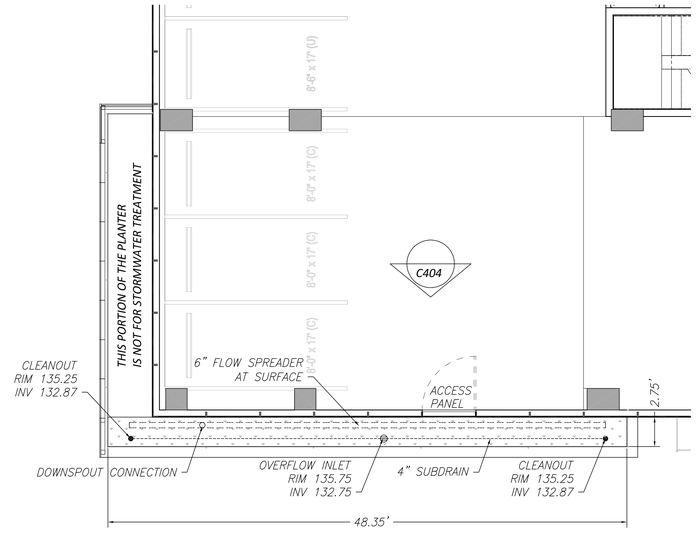
SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

SHEET TITLE:
STORMWATER DETAILS

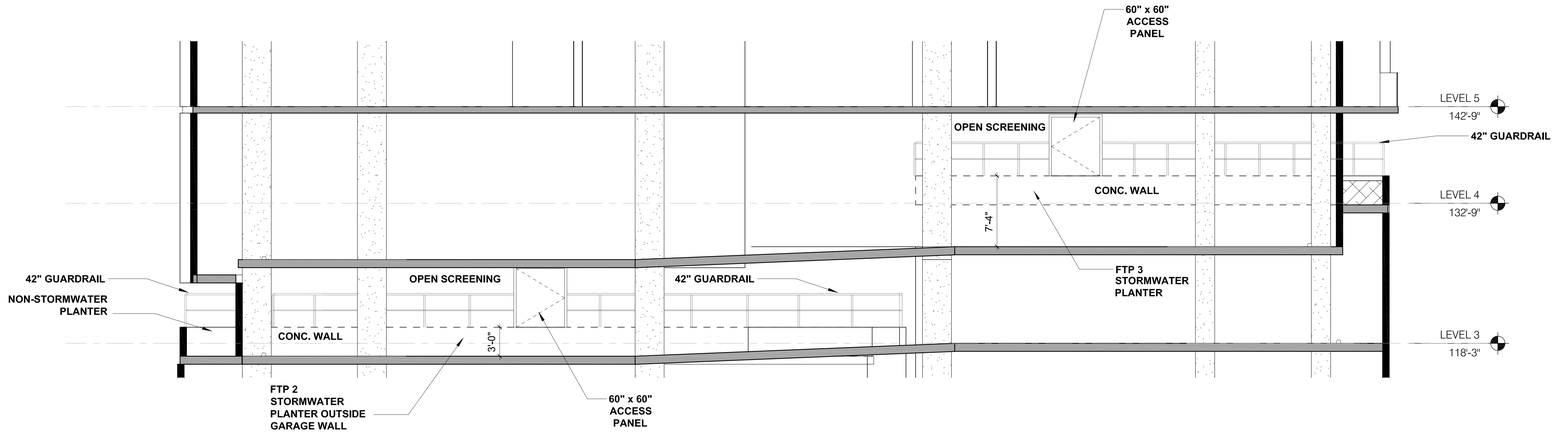
SHEET NO.:
C403



FLOW THROUGH PLANTER 2
LEVEL 3 1" = 5'
AREA 202 SF



FLOW THROUGH PLANTER 3
LEVEL 4 1" = 5'
AREA 133 SF



INTERIOR GARAGE ELEVATION
LOOKING SOUTH NTS

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GARDEN GATE TOWER

KT URBAN

600 S 1st STREET
SAN JOSE, CA 95113

PROJECT NO.: 1959
DRAWN: PBS
DATE: JANUARY 9, 2018

REVISION:	DESCRIPTION:
4/18/18	SUP RESPONSE #1
7/27/18	SUP RESPONSE #2
11/13/18	SUP RESPONSE #3

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SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

SHEET TITLE:
STORMWATER DETAILS

SHEET NO.:
C404

MARKET STREET

E. REED STREET

BARRICADE TO REMAIN IN PLACE FOR THE DURATION OF THE PROJECT

14.3'

10.0'

9.5'

11.7'

3.0'

22.0'

W. REED STREET

S. FIRST STREET

10.1'

10.1'

5.0'

10.2'

15.1'

S. SECOND STREET

HWY 280 OVERCROSSING

NOTES:

1. ADDITIONAL TEMPORARY STREET CLOSURES WILL BE NECESSARY FOR CRANE ERECTION, LARGE CONCRETE POURS, AND UTILITY INSTALLATION. ADDITIONAL ENCROACHMENT PERMITS WILL BE REQUIRED FROM THE PUBLIC WORKS DEPARTMENT FOR SUCH WORK.

GRAPHIC SCALE
1" = 10'

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PORTLAND OREGON 97209
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GARDEN GATE TOWER

KT URBAN

600 S 1st STREET
SAN JOSE, CA 95113

PROJECT NO.: 1959
DRAWN: PBS
DATE: JANUARY 9, 2018

REVISION:	DESCRIPTION:
APRIL 18, 2018	SUP RESPONSE #1
JULY 27, 2018	SUP RESPONSE #2
NOV. 13, 2018	SUP RESPONSE #3

OPTION 1: MULTI-FAMILY

SPECIAL USE PERMT SP18-001

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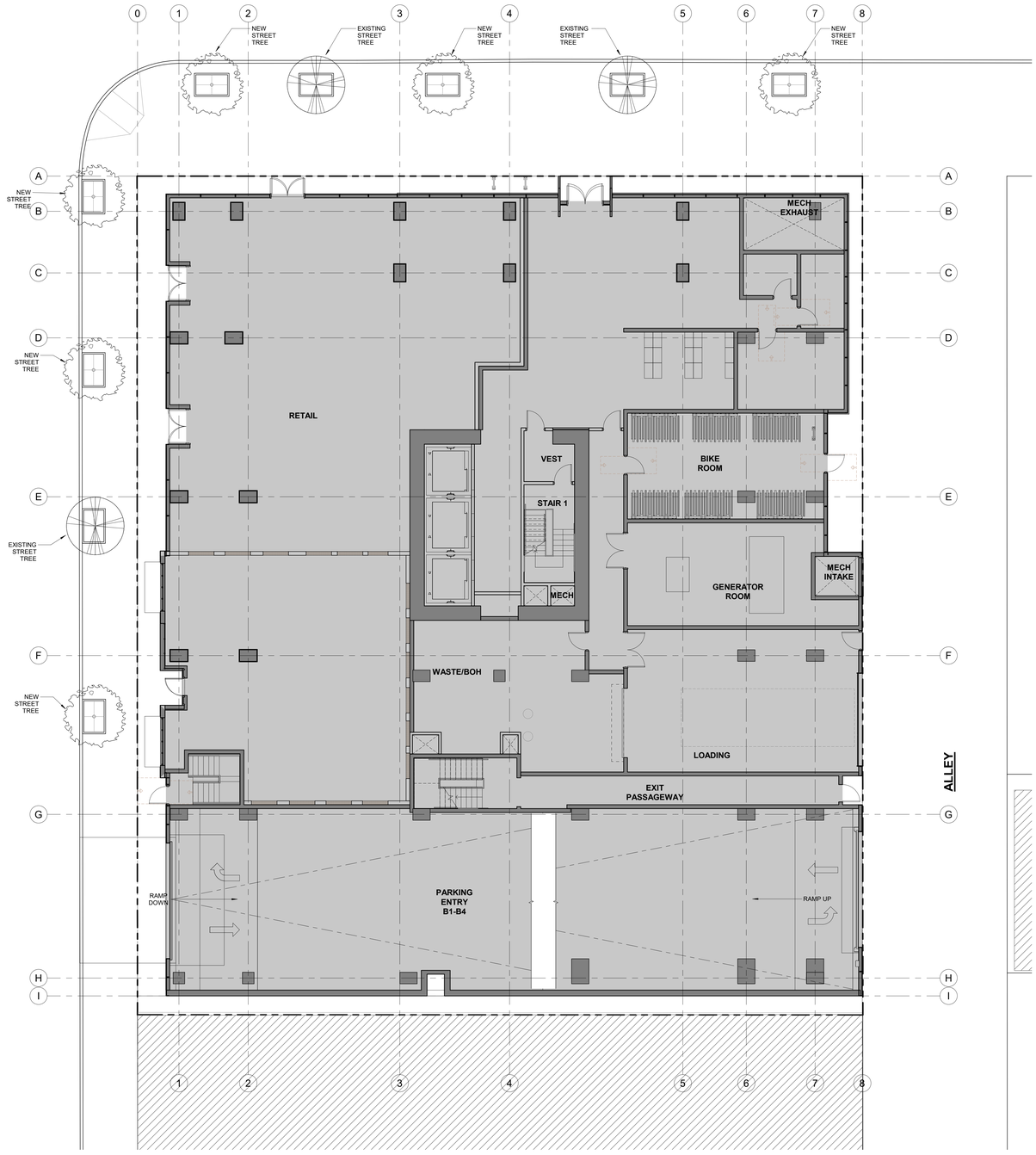
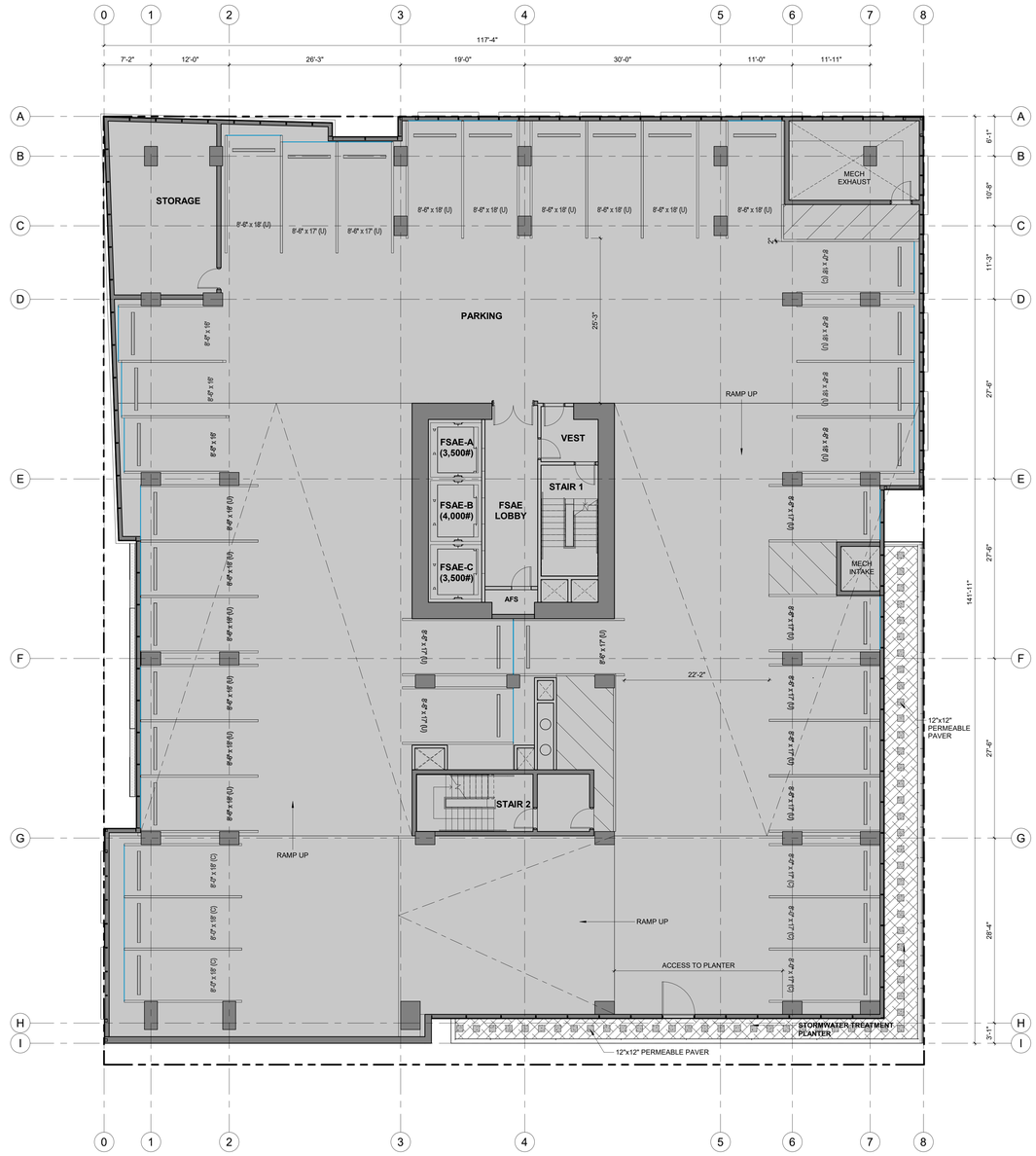
SHEET TITLE:
STREET CLOSURE PLAN

SHEET NO.:
C501

E REED STREET



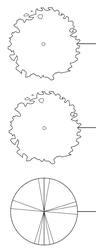
1 L201 FLOOR PLAN - LEVEL 1
1/8" = 1'-0"



3 L201 FLOOR PLAN - LEVEL 3
1/8" = 1'-0"

STREET TREE LEGEND

NOTE: STREET TREES TO BE PLANTED PER SAN JOSE DOWNTOWN STREETSCAPE MASTER PLAN



LANDSCAPE AREA / ELEMENT	BOTANICAL NAME	COMMON NAME	SIZES	REMARKS
STREET TREES - S. FIRST STREET	SUGGESTED SPECIES:			
	ULMUS 'MORTON'	ACCOLADE ELM	48" x 72" BOX	SJ DOWNTOWN STREETSCAPE MP SELECTION
	JACARANDA MIMOSIFOLIA	FERN TREE	48" x 72" BOX	ALTERNATE 1
STREET TREES - E. REED STREET	ULMUS 'MORTON'	ACCOLADE ELM	48" x 72" BOX	SJ DOWNTOWN STREETSCAPE MP SELECTION
	PISTACIA CHINENSIS	CHINESE PISTACHE	48" x 72" BOX	ALTERNATE 1
STREET TREES - EXISTING	PLATANUS ACERIFOLIA	LONDON PLANE TREE	16", 18"	x2
	KOELREUTERIA PANICULATA	GOLDENRAIN TREE, CHINA TREE	6"	x1

LANDSCAPE LEGEND

FLOW THROUGH PLANTERS:
- PLANTING SPECIES TO BE SELECTED PER 2016 C3 STORMWATER HANDBOOK AS NOTED IN TABLE D-1 AS ACCEPTABLE FOR FLOW-THROUGH PLANTERS.
- AVOID SHRUBBY SPECIES FOR ABOVE-GROUND FLOORS FLOW THROUGH PLANTERS FOR EASE OF MAINTENANCE AND INSPECTION ACCESS
- PLACE 3" OF COMPOSTED, NON-FLOATABLE MULCH IN AREAS BETWEEN STORMWATER PLANTINGS.
- SPECIES FOR ALL PLANTERS:
  -CAREX PANSA

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503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.:	16212
DRAWN:	Author
DATE:	9 JANUARY 2018 SPECIAL USE PERMT SP18-001

REVISION:	DESCRIPTION:
09 JAN 2018	SPECIAL USE PERMIT SUBMITTAL
18 APR 2018	SPECIAL USE PERMIT RESUBMITTAL #1
31 JUL 2018	SPECIAL USE PERMIT RESUBMITTAL #2
13 NOV 2018	SPECIAL USE PERMIT RESUBMITTAL #3

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SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

SHEET TITLE:
LANDSCAPE PLANS LEVEL 1, 3

SHEET NO.:
L201

11/13/2018 9:28:00 AM

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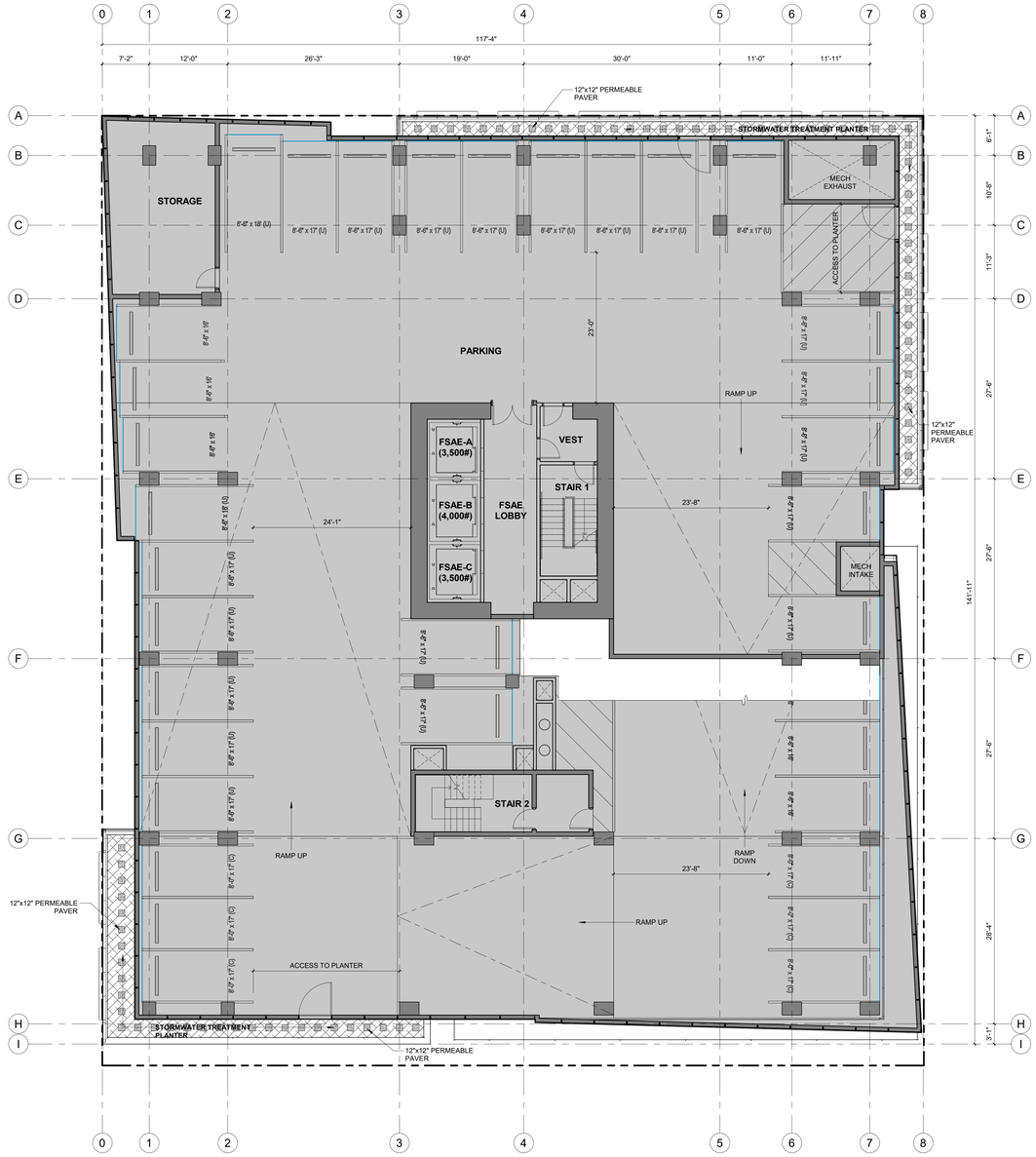

1 L204 FLOOR PLAN - LEVEL 4
1/8" = 1'-0"

0 4' 8' 16' 32'

LANDSCAPE LEGEND

FLOW THROUGH PLANTERS:
- PLANTING SPECIES TO BE SELECTED PER 2016 C3 STORMWATER HANDBOOK AS NOTED IN TABLE D-1 AS ACCEPTABLE FOR FLOW-THROUGH PLANTERS.
- AVOID SHRUBBY SPECIES FOR ABOVE-GROUND FLOORS FLOW THROUGH PLANTERS FOR EASE OF MAINTENANCE AND INSPECTION ACCESS
- PLACE 3" OF COMPOSTED, NON-FLOATABLE MULCH IN AREAS BETWEEN STORMWATER PLANTINGS.
- SPECIES FOR ALL PLANTERS:
  -CAREX PANSA

2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 9 JANUARY 2018
SPECIAL USE PERMT SP18-001

REVISION:	DESCRIPTION:
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31 JUL 2018	SPECIAL USE PERMIT RESUBMITTAL #2
13 NOV 2018	SPECIAL USE PERMIT RESUBMITTAL #3

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SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

SHEET TITLE:
LANDSCAPE PLANS LEVEL 4

SHEET NO.:
L204
11/13/2018 9:28:01 AM

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6-STORY MULTI-FAMILY RESIDENTIAL BUILDING UNDER CONSTRUCTION

C2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

60'-2 1/2"

E REED STREET

EXISTING STREET TREE
(TO REMAIN)
6" Goldenrain Tree (Koelreuteria Paniculata)

EXISTING STREET TREE
(TO REMAIN)
18" London Plane Tree (Platanus Acerifolia)

EXISTING "MOTEL" SIGN. TO BE RETAINED AND RE-USED AT ROOF DECK

EXISTING 6-STORY MULTI-FAMILY RESIDENTIAL BUILDING

125.50'

25'-0"

EXISTING SURFACE PARKING LOT

EXISTING 2-STORY BUILDING (TO BE DEMOLISHED) +/-4,000 SF

EXISTING VACANT LOT

EXISTING STREET TREE
(TO REMAIN)
16" London Plane Tree (Platanus Acerifolia)

145.20'

145.20'

39'-3 51/256"

EXISTING 2-STORY BUILDING (FACADE TO BE RE-USED, BUILDING TO BE REMOVED) +/-8,766 SF

EXISTING SURFACE PARKING LOT

S 1ST STREET

ALLEY

S 2ND STREET

EXISTING 2-STORY COMMERCIAL BUILDING

60'-1"

125.61'

EXISTING 1-STORY GARAGE

EXISTING 2-STORY RESIDENTIAL BUILDING

EXISTING 2-STORY RESIDENTIAL BUILDING

EXISTING 2-STORY RESIDENTIAL BUILDING

EXISTING 2-STORY COMMERCIAL BUILDING

EDGE OF I-280 FWY ABOVE

1 / A100 AS - EXISTING - 1-10
1" = 10'-0"

0 5 10 20 40

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.:	16212
DRAWN:	Author
DATE:	9 JANUARY 2018 SPECIAL USE PERMT SP18-001

REVISION:	DESCRIPTION:
09 JAN 2018	SPECIAL USE PERMIT SUBMITTAL
18 APR 2018	SPECIAL USE PERMIT RESUBMITTAL #1
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13 NOV 2018	SPECIAL USE PERMIT RESUBMITTAL #3

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SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

SHEET TITLE:
EXISTING SITE PLAN

SHEET NO.:
A100

11/13/2018 9:18:11 AM

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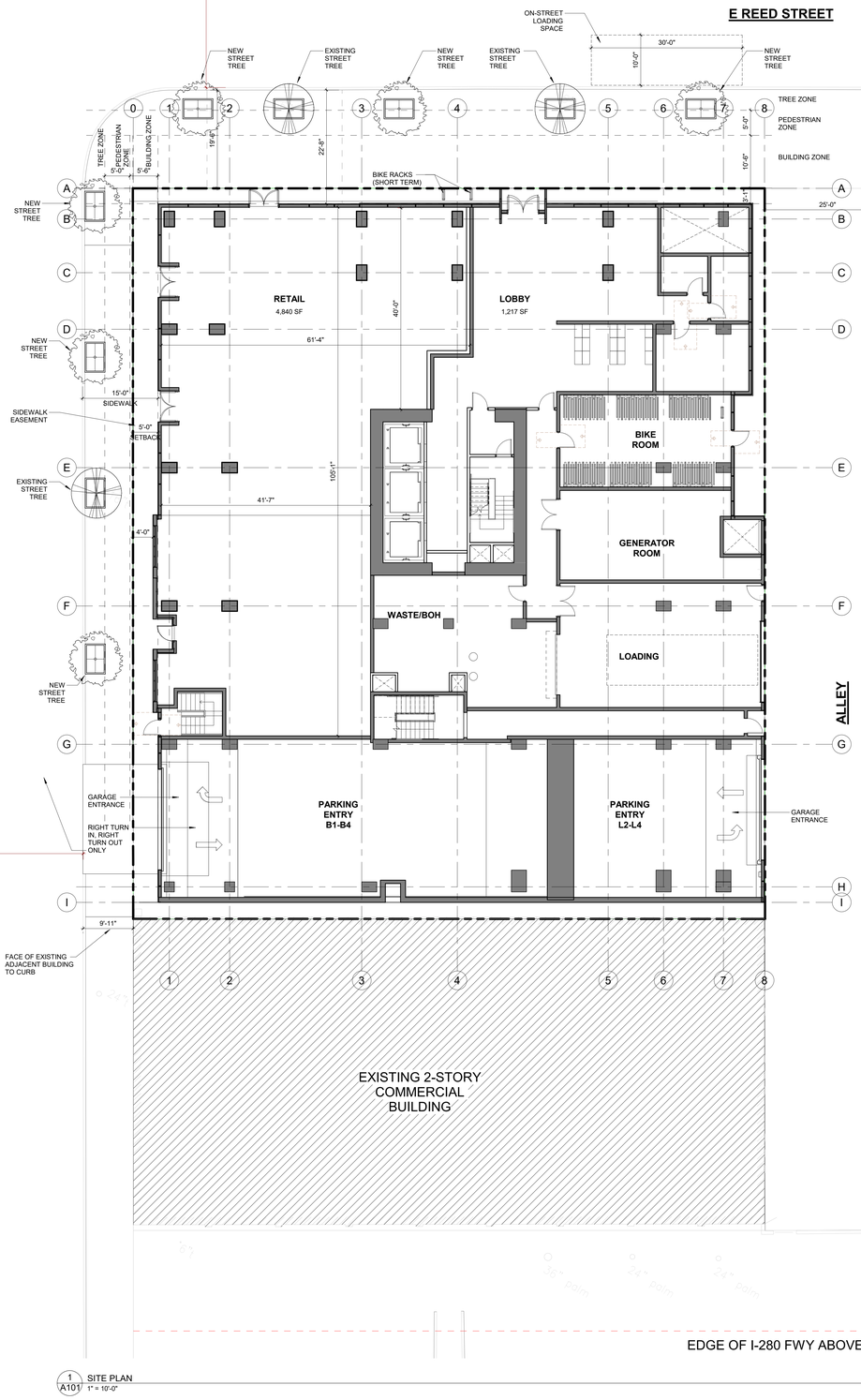
11/13/2018 9:18:11 AM

6-STORY MULTI-FAMILY RESIDENTIAL BUILDING UNDER CONSTRUCTION

SITE PLAN TABLE		
APN 259-32-055		
	STATEMENTS AND TABLES:	
1.	TOTAL ACRES OF SUBJECT PROPERTY	0.42 AC
2.	TOTAL NUMBER OF DWELLING UNITS:	290
3.	TOTAL EXISTING NON-RESIDENTIAL AREA:	- SF
4.	TOTAL PROPOSED NON-RESIDENTIAL AREA:	5,001 SF
5.	TOTAL # PROPOSED PARKING SPACES:	232 STALLS
6.	PROPOSED RESIDENTIAL DENSITY:	1565 DU/AC
7.	FAR CALCULATION	54.8



1 A101 SITE PLAN
1" = 10'-0"

0 5' 10' 20' 40'

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503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 9 JANUARY 2018
SPECIAL USE PERMT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
18 APR 2018	*SPECIAL USE PERMIT RESUBMITTAL #1*
31 JUL 2018	*SPECIAL USE PERMIT RESUBMITTAL #2*
13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*

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SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

SHEET TITLE:
SITE PLAN

SHEET NO.:
A101

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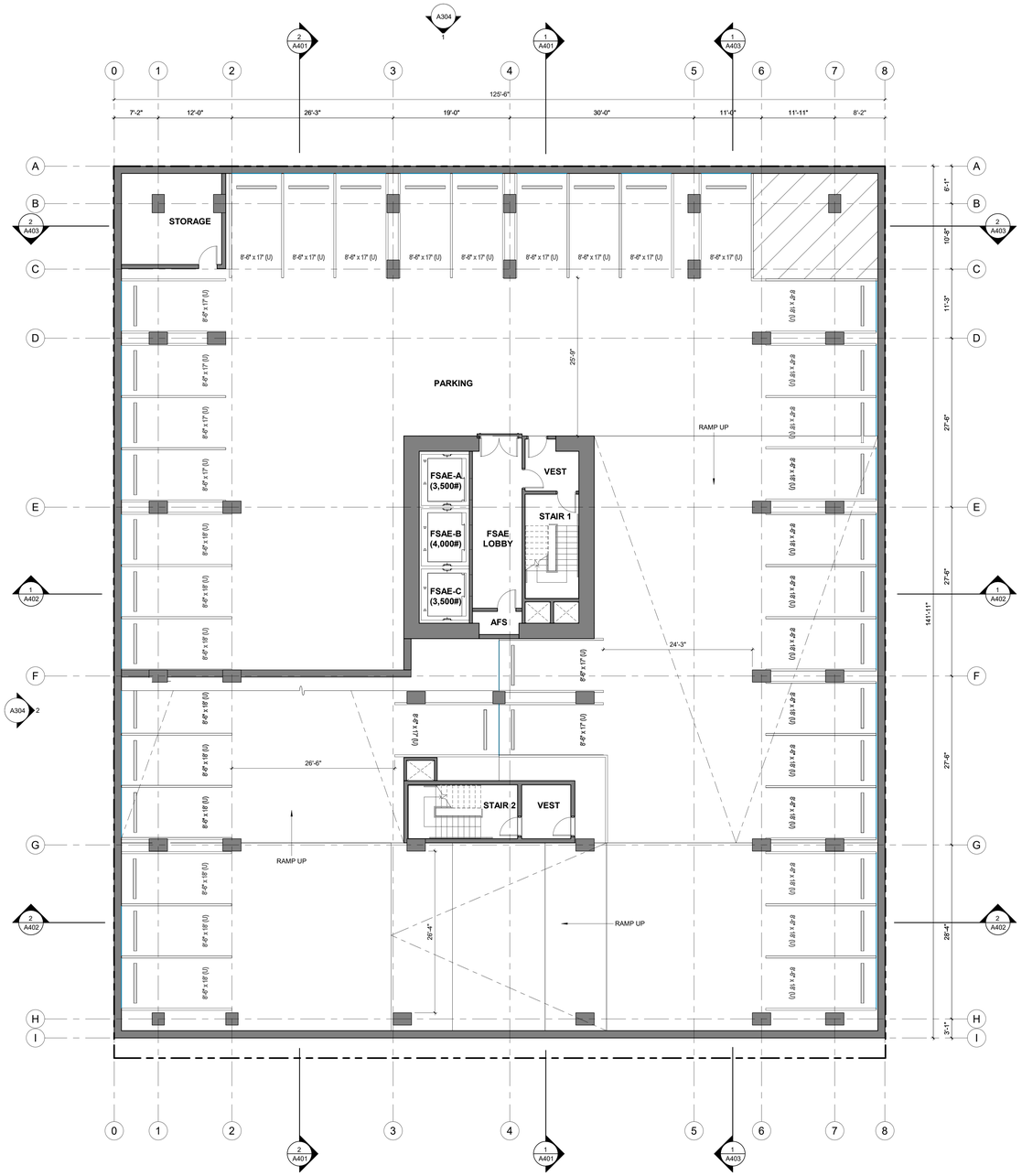
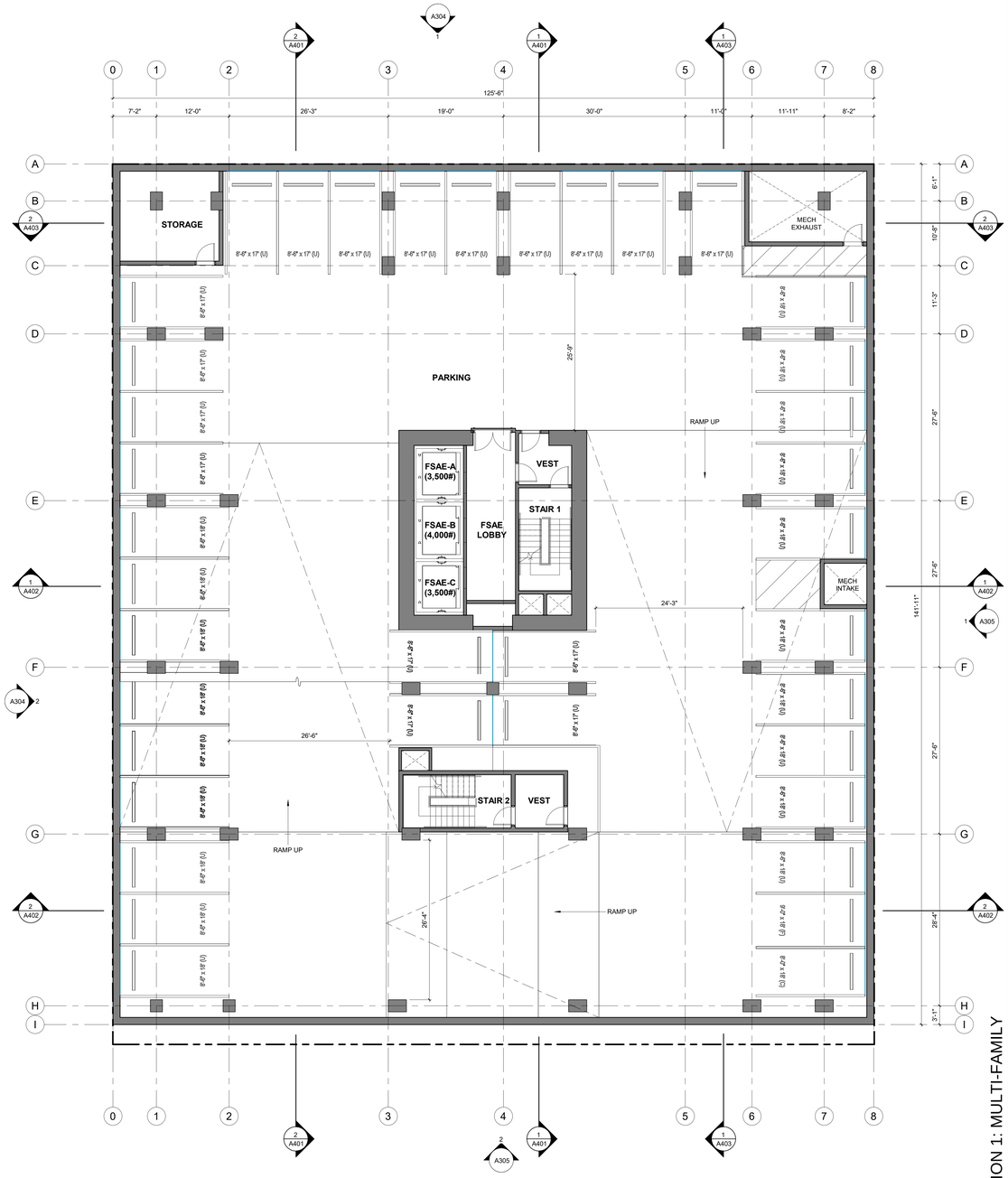


1 A2B4 FLOOR PLAN - LEVEL B4
1/8" = 1'-0"

0 4' 8' 16' 32'



2 A2B4 FLOOR PLAN - LEVEL B3
1/8" = 1'-0"

0 4' 8' 16' 32'

PARKING ANALYSIS							
REQUIRED PARKING							
	PER SAN JOSE ZONING ORDINANCE, TABLE 20-140						
	RESIDENTIAL MULTIPLE DWELLING						
		1 SPACE PER UNIT REQUIRED					
		290 UNITS					
		232 SPACES PROPOSED (20% REDUCTION)					
	ACCESSIBLE PARKING SPACES						
			2%	OF COVERED MULTIFAMILY DWELLING UNITS			
			5	ACCESSIBLE SPACES REQUIRED			
			5	ACCESSIBLE SPACES PROVIDED			
	ALL PARKING SPACES WILL BE ASSIGNED. NO PARKING WILL BE PROVIDED FOR VISITORS OR PUBLIC						
BICYCLE PARKING							
	20.70.485						
	TABLE 20-120 REQUIREMENT			1 PER 4 LIVING UNITS			
		290 UNITS	/	4	=	73	BICYCLE PARKING SPACES REQ'D
						74	BICYCLE SPACES PROVIDED

PARKING SCHEDULE - LEVEL B4 - B1		
TYPE	SIZE	COUNT
B4		
UNIFORM	8' 6" x 17' 0" (U)	18
UNIFORM	8' 6" x 18' 0" (U)	25
B4: 43		43
B3		
COMPACT	8' 0" x 18' 0" (C)	1
UNIFORM	8' 6" x 17' 0" (U)	17
UNIFORM	8' 6" x 18' 0" (U)	16
FULL-SIZE	9'-0" x 18' (F)	1
B3: 35		35
B2		
UNIFORM	8' 6" x 17' 0" (U)	16
UNIFORM	8' 6" x 18' 0" (U)	18
B2: 34		34
B1		
UNIFORM	8' 0" x 17' 0" (C)	1
UNIFORM	8' 6" x 17' 0" (U)	11
UNIFORM	8' 6" x 18' 0" (U)	12
B1: 24		24
Grand total: 136		136

C 2K
ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 9 JANUARY 2018
SPECIAL USE PERMT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
18 APR 2018	*SPECIAL USE PERMIT RESUBMITTAL #1*
31 JUL 2018	*SPECIAL USE PERMIT RESUBMITTAL #2*
13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*

SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

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SHEET TITLE:
FLOOR PLANS - LEVEL B4, B3

SHEET NO.:
A2B4
11/13/2018 9:18:11 AM

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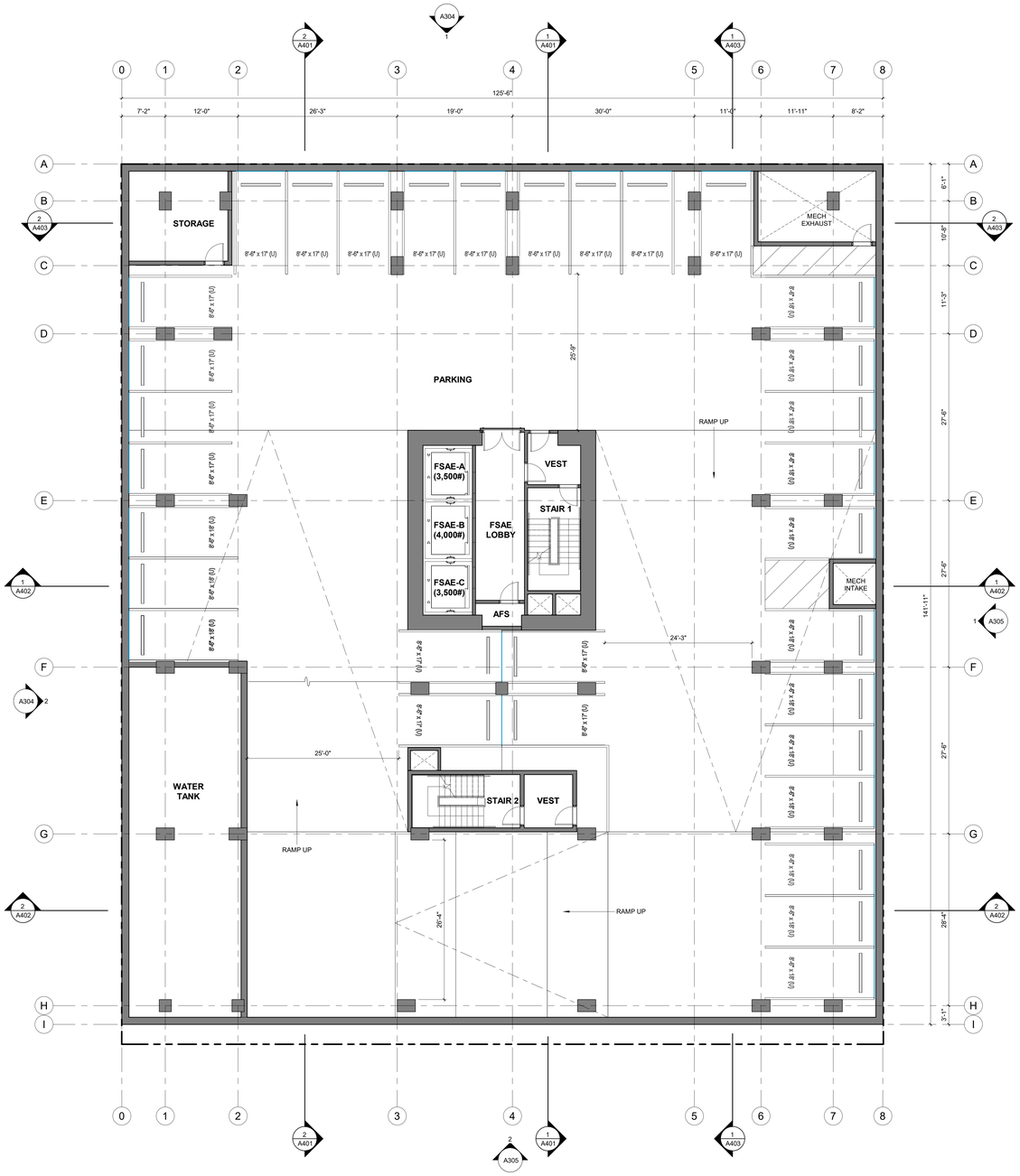
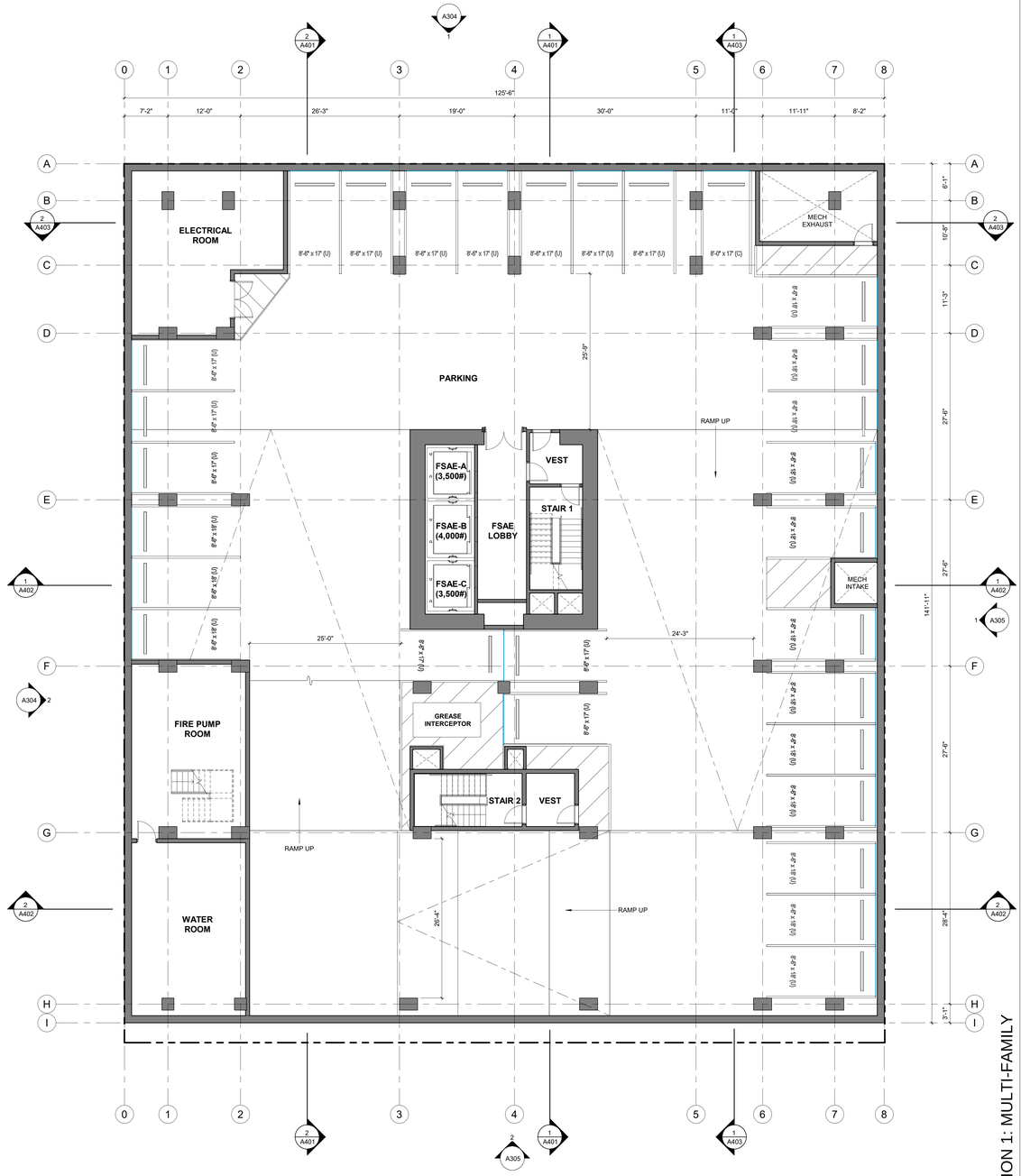
11/13/2018 9:18:11 AM



1 A2B2 FLOOR PLAN - LEVEL B2
1/8" = 1'-0"



2 A2B2 FLOOR PLAN - LEVEL B1
1/8" = 1'-0"

PARKING ANALYSIS

REQUIRED PARKING							
	PER SAN JOSE ZONING ORDINANCE, TABLE 20-140						
	RESIDENTIAL MULTIPLE DWELLING						
		1 SPACE PER UNIT REQUIRED					
		290 UNITS					
		232 SPACES PROPOSED (20% REDUCTION)					
	ACCESSIBLE PARKING SPACES						
			2%	OF COVERED MULTIFAMILY DWELLING UNITS			
			5	ACCESSIBLE SPACES REQUIRED			
			5	ACCESSIBLE SPACES PROVIDED			
	ALL PARKING SPACES WILL BE ASSIGNED. NO PARKING WILL BE PROVIDED FOR VISITORS OR PUBLIC						
BICYCLE PARKING							
	20.70.485						
	TABLE 20-120 REQUIREMENT			1 PER 4 LIVING UNITS			
		290 UNITS	/	4	=	73	BICYCLE PARKING SPACES REQ'D
						74	BICYCLE SPACES PROVIDED

PARKING SCHEDULE - LEVEL B4 - B1

TYPE	SIZE	COUNT
B4		
UNIFORM	8' 6" x 17' 0" (U)	18
UNIFORM	8' 6" x 18' 0" (U)	25
B4: 43		43
B3		
COMPACT	8' 0" x 18' 0" (C)	1
UNIFORM	8' 6" x 17' 0" (U)	17
UNIFORM	8' 6" x 18' 0" (U)	16
FULL-SIZE	9'-0" x 18' (F)	1
B3: 35		35
B2		
UNIFORM	8' 6" x 17' 0" (U)	16
UNIFORM	8' 6" x 18' 0" (U)	18
B2: 34		34
B1		
UNIFORM	8' 0" x 17' 0" (C)	1
UNIFORM	8' 6" x 17' 0" (U)	11
UNIFORM	8' 6" x 18' 0" (U)	12
B1: 24		24
Grand total: 136		136

C2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 9 JANUARY 2018
SPECIAL USE PERMT SP18-001

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09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
18 APR 2018	*SPECIAL USE PERMIT RESUBMITTAL #1*
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SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

SHEET TITLE:
FLOOR PLANS - LEVEL B2, B1

SHEET NO.:
A2B2
11/13/2018 9:18:08 AM

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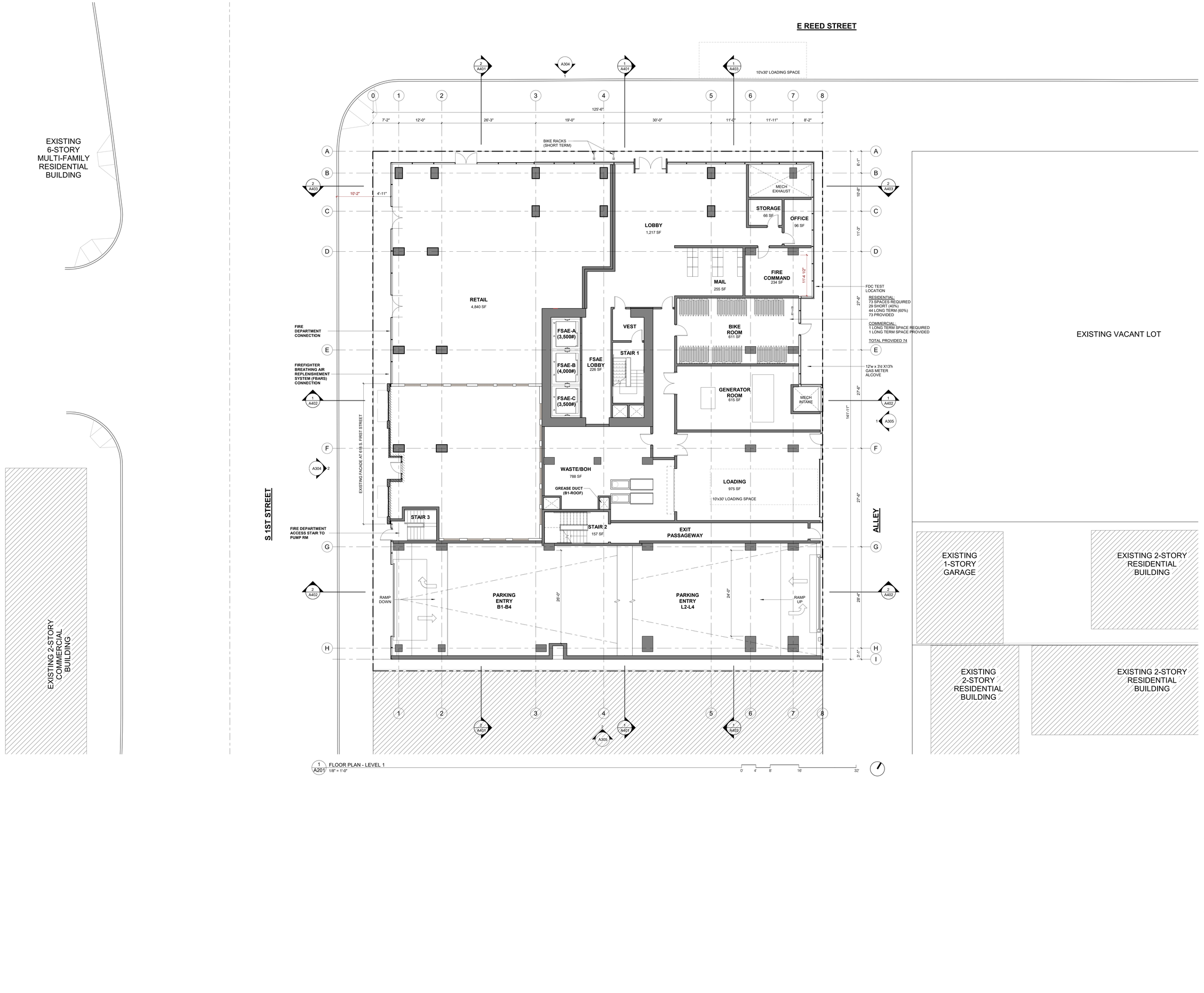
11/13/2018 9:18:08 AM



C2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.:	16212
DRAWN:	Author
DATE:	9 JANUARY 2018 SPECIAL USE PERMT SP18-001

REVISION:	DESCRIPTION:
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SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

SHEET TITLE:
FLOOR PLAN - LEVEL 1

SHEET NO.:
A201
11/13/2018 9:18:14 AM

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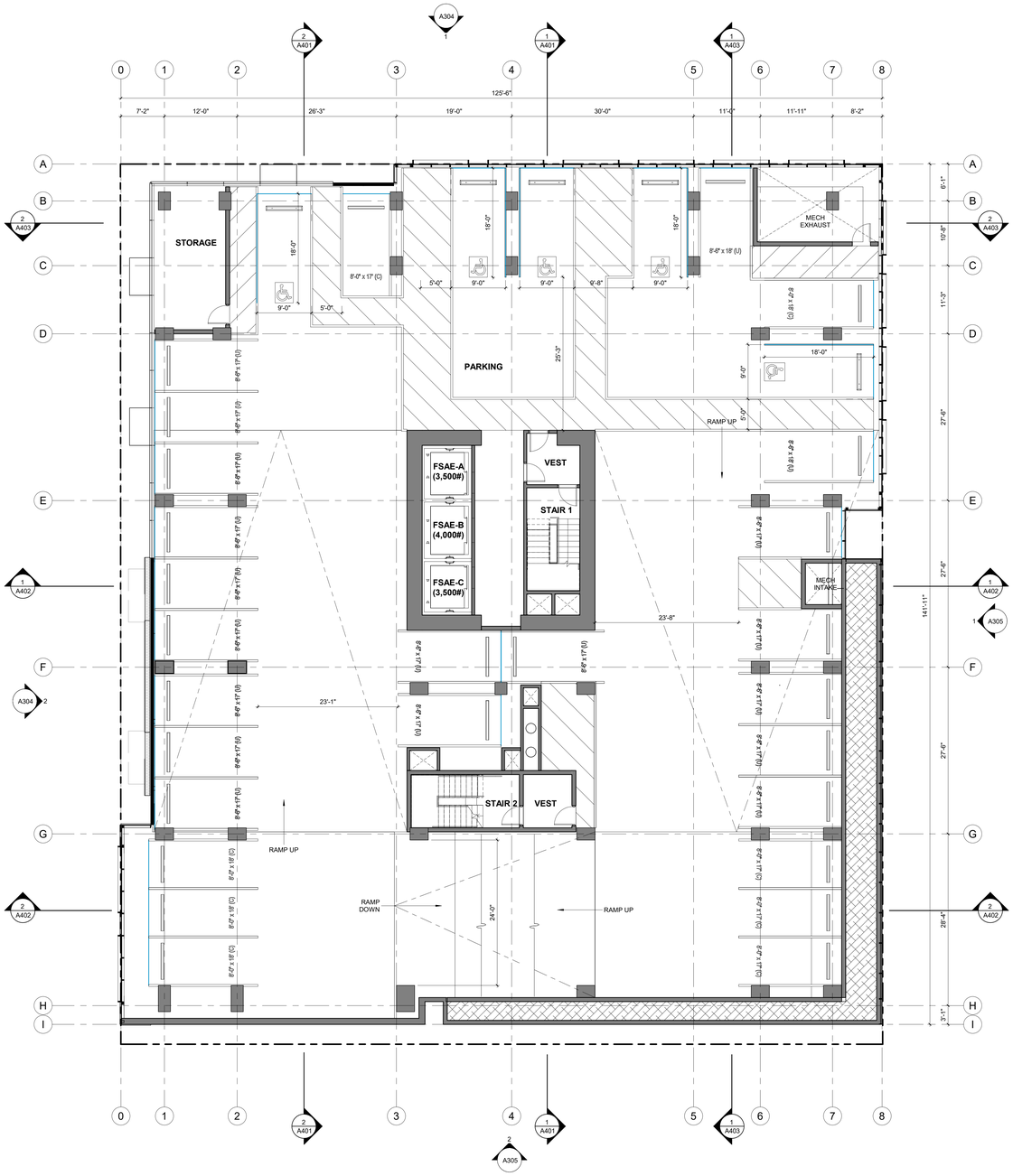
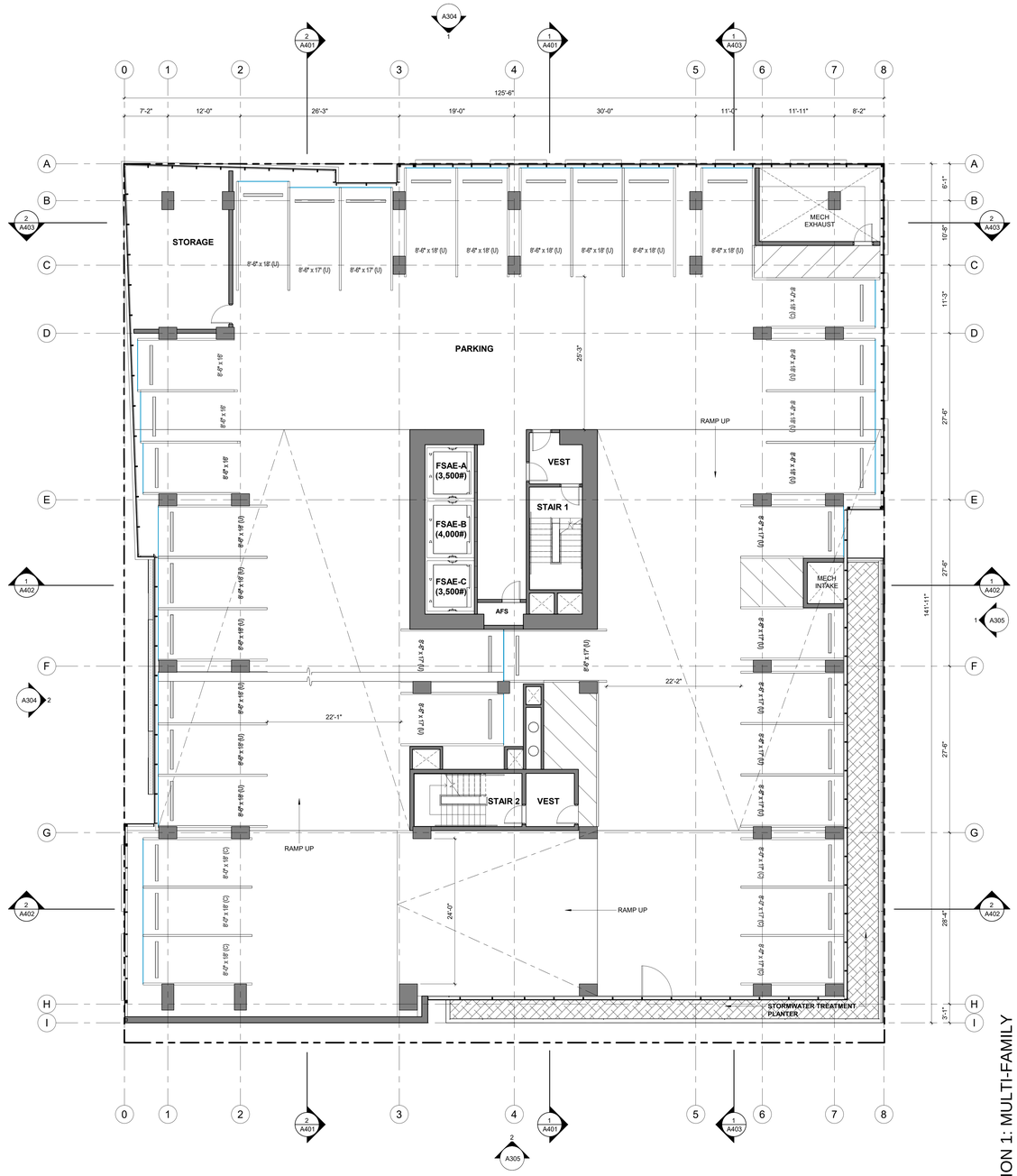
11/13/2018 9:18:14 AM



2 / A202 FLOOR PLAN - LEVEL 2
1/8" = 1'-0"



1 / A202 FLOOR PLAN - LEVEL 3
1/8" = 1'-0"

PARKING ANALYSIS							
REQUIRED PARKING							
	PER SAN JOSE ZONING ORDINANCE, TABLE 20-140						
	RESIDENTIAL MULTIPLE DWELLING						
		1 SPACE PER UNIT REQUIRED					
		290 UNITS					
		232 SPACES PROPOSED (20% REDUCTION)					
	ACCESSIBLE PARKING SPACES						
			2%	OF COVERED MULTIFAMILY DWELLING UNITS			
			5	ACCESSIBLE SPACES REQUIRED			
			5	ACCESSIBLE SPACES PROVIDED			
	ALL PARKING SPACES WILL BE ASSIGNED. NO PARKING WILL BE PROVIDED FOR VISITORS OR PUBLIC						
BICYCLE PARKING							
	20.70.485						
	TABLE 20-120 REQUIREMENT			1 PER 4 LIVING UNITS			
		290 UNITS	/	4	=	73	BICYCLE PARKING SPACES REQ'D
						74	BICYCLE SPACES PROVIDED

PARKING SCHEDULE - LEVEL L2 - L4		
TYPE	SIZE	COUNT
LEVEL 2		
ACESSIBLE	9' x 18' ACCESSIBLE SPACES - CAR	4
ACESSIBLE	9' x 18' ACCESSIBLE SPACES - VAN	1
COMPACT	8' 0" x 17' 0" (C)	1
COMPACT	8' 0" x 18' 0" (C)	4
UNIFORM	8' 6" x 17' 0" (U)	17
UNIFORM	8' 6" x 18' 0" (U)	2
LEVEL 2: 29		29
LEVEL 3		
COMPACT	8' 0" x 17' 0" (C)	3
COMPACT	8' 0" x 18' 0" (C)	4
COMPACT	8' 6" x 16' 0" (C)	8
UNIFORM	8' 6" x 17' 0" (U)	5
UNIFORM	8' 6" x 18' 0" (U)	16
LEVEL 3: 36		36
LEVEL 4		
COMPACT	8' 0" x 17' 0" (C)	6
COMPACT	8' 6" x 16' 0" (C)	3
UNIFORM	8' 6" x 17' 0" (U)	20
UNIFORM	8' 6" x 18' 0" (U)	2
LEVEL 4: 31		31
Grand total: 96		96

C 2K
ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 9 JANUARY 2018
SPECIAL USE PERMT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
18 APR 2018	*SPECIAL USE PERMIT RESUBMITTAL #1*
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13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*

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SHEET TITLE:
FLOOR PLANS - LEVEL 2, 3

SHEET NO.:
A202
11/13/2018 9:18:17 AM

SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

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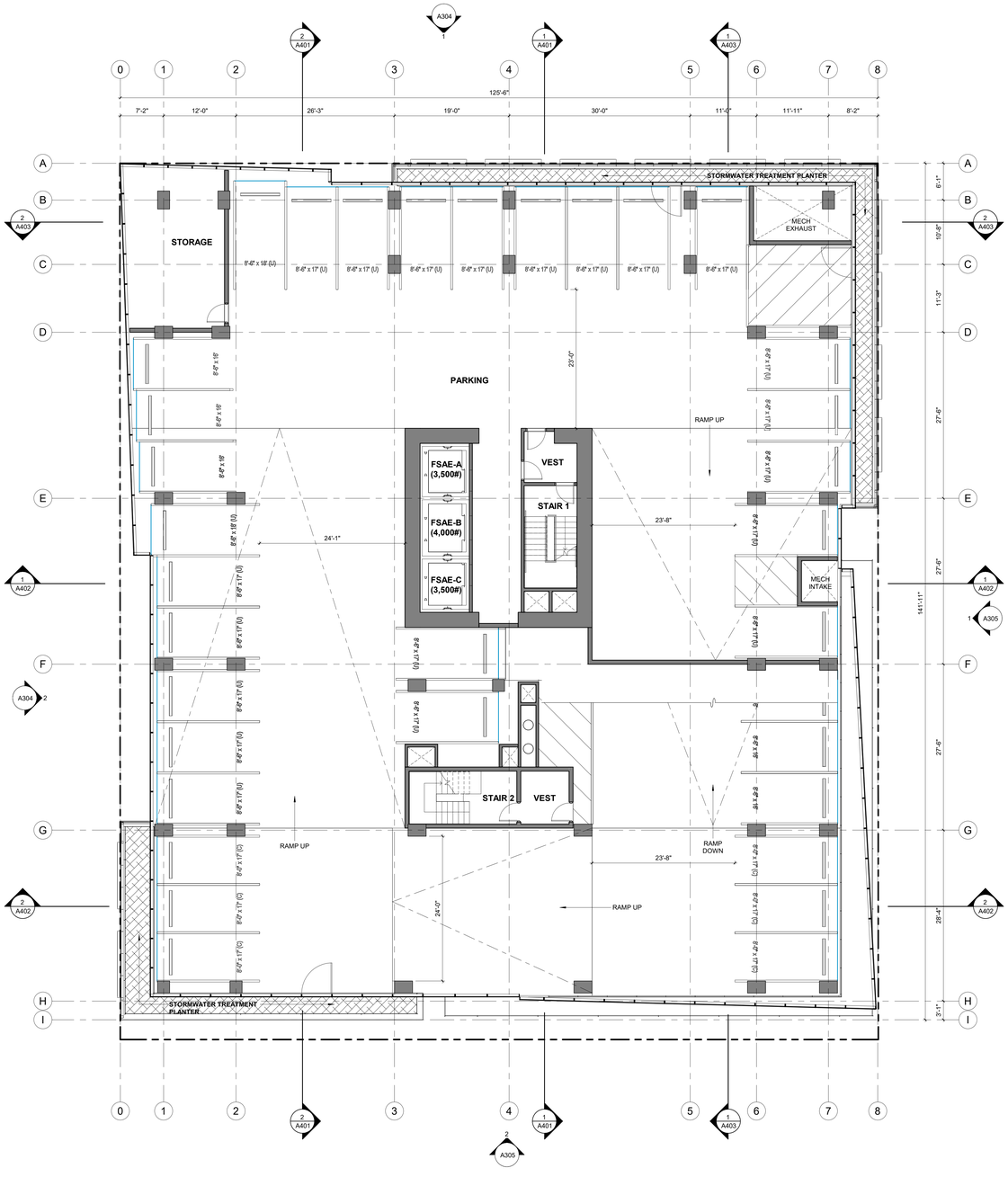
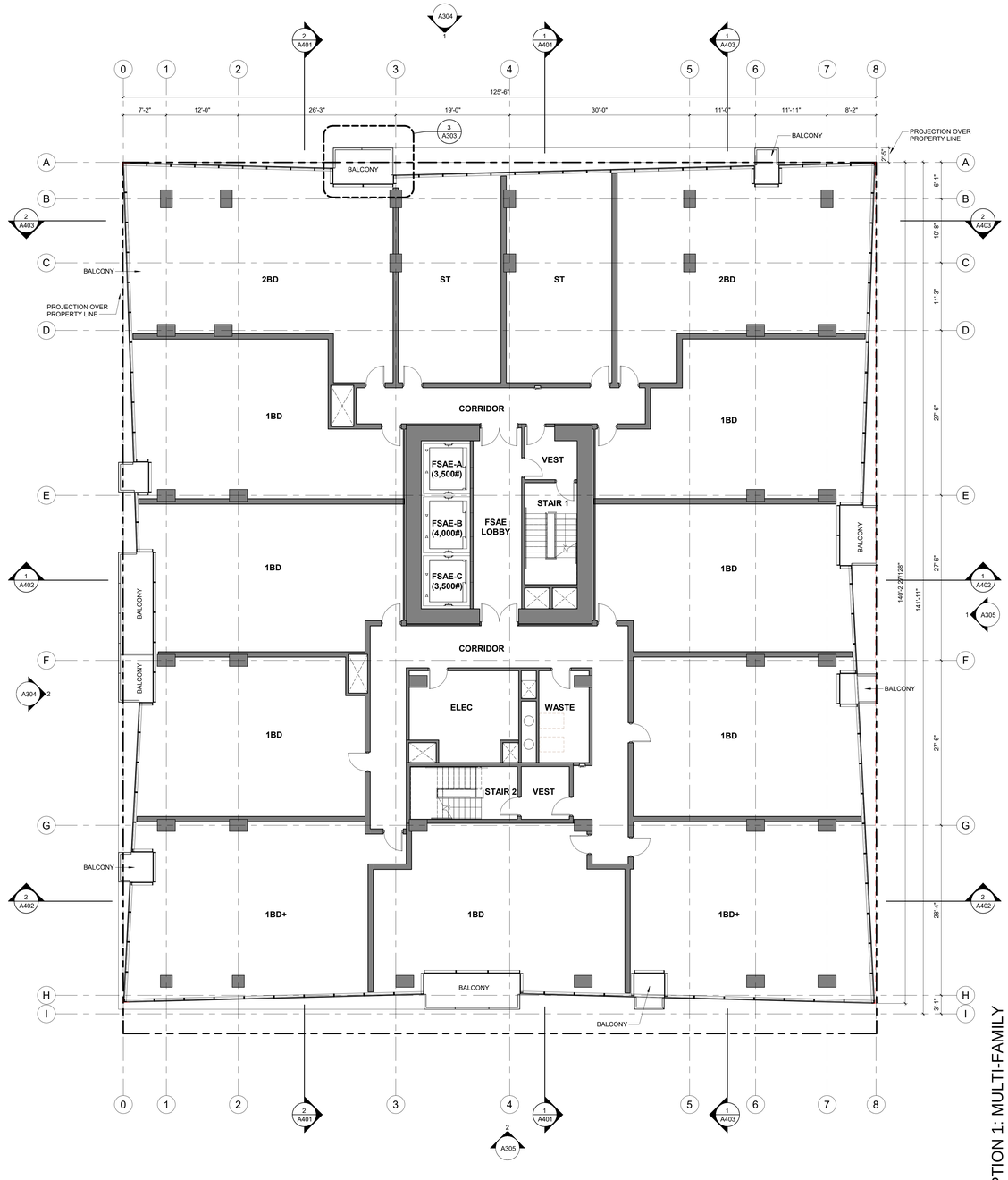


1 A204 FLOOR PLAN - LEVEL 4
1/8" = 1'-0"



2 A204 FP - L5-25 - 1/8
1/8" = 1'-0"

PARKING ANALYSIS							
REQUIRED PARKING							
	PER SAN JOSE ZONING ORDINANCE, TABLE 20-140						
	RESIDENTIAL MULTIPLE DWELLING						
		1 SPACE PER UNIT REQUIRED					
		290 UNITS					
		232 SPACES PROPOSED (20% REDUCTION)					
	ACCESSIBLE PARKING SPACES						
			2%	OF COVERED MULTIFAMILY DWELLING UNITS			
			5	ACCESSIBLE SPACES REQUIRED			
			5	ACCESSIBLE SPACES PROVIDED			
	ALL PARKING SPACES WILL BE ASSIGNED. NO PARKING WILL BE PROVIDED FOR VISITORS OR PUBLIC						
BICYCLE PARKING							
	20.70.485						
	TABLE 20-120 REQUIREMENT			1 PER 4 LIVING UNITS			
		290 UNITS	/	4	=	**73**	**BICYCLE PARKING SPACES REQ'D**
						74	**BICYCLE SPACES PROVIDED**

PARKING SCHEDULE - LEVEL L2 - L4		
TYPE	SIZE	COUNT
LEVEL 2		
ACESSIBLE	9' x 18' ACCESSIBLE SPACES - CAR	4
ACESSIBLE	9' x 18' ACCESSIBLE SPACES - VAN	1
COMPACT	8' 0" x 17' 0" (C)	1
COMPACT	8' 0" x 18' 0" (C)	4
UNIFORM	8' 6" x 17' 0" (U)	17
UNIFORM	8' 6" x 18' 0" (U)	2
LEVEL 2: 29		29
LEVEL 3		
COMPACT	8' 0" x 17' 0" (C)	3
COMPACT	8' 0" x 18' 0" (C)	4
COMPACT	8' 6" x 16' 0" (C)	8
UNIFORM	8' 6" x 17' 0" (U)	5
UNIFORM	8' 6" x 18' 0" (U)	16
LEVEL 3: 36		36
LEVEL 4		
COMPACT	8' 0" x 17' 0" (C)	6
COMPACT	8' 6" x 16' 0" (C)	3
UNIFORM	8' 6" x 17' 0" (U)	20
UNIFORM	8' 6" x 18' 0" (U)	2
LEVEL 4: 31		31
Grand total: 96		96

2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 9 JANUARY 2018
SPECIAL USE PERMIT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
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13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*

SPECIAL USE PERMIT SP18-001 OPTION 1: MULTI-FAMILY

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SHEET TITLE:
FLOOR PLANS - LEVEL 4, 5-25

SHEET NO:
A204
11/13/2018 9:18:20 AM

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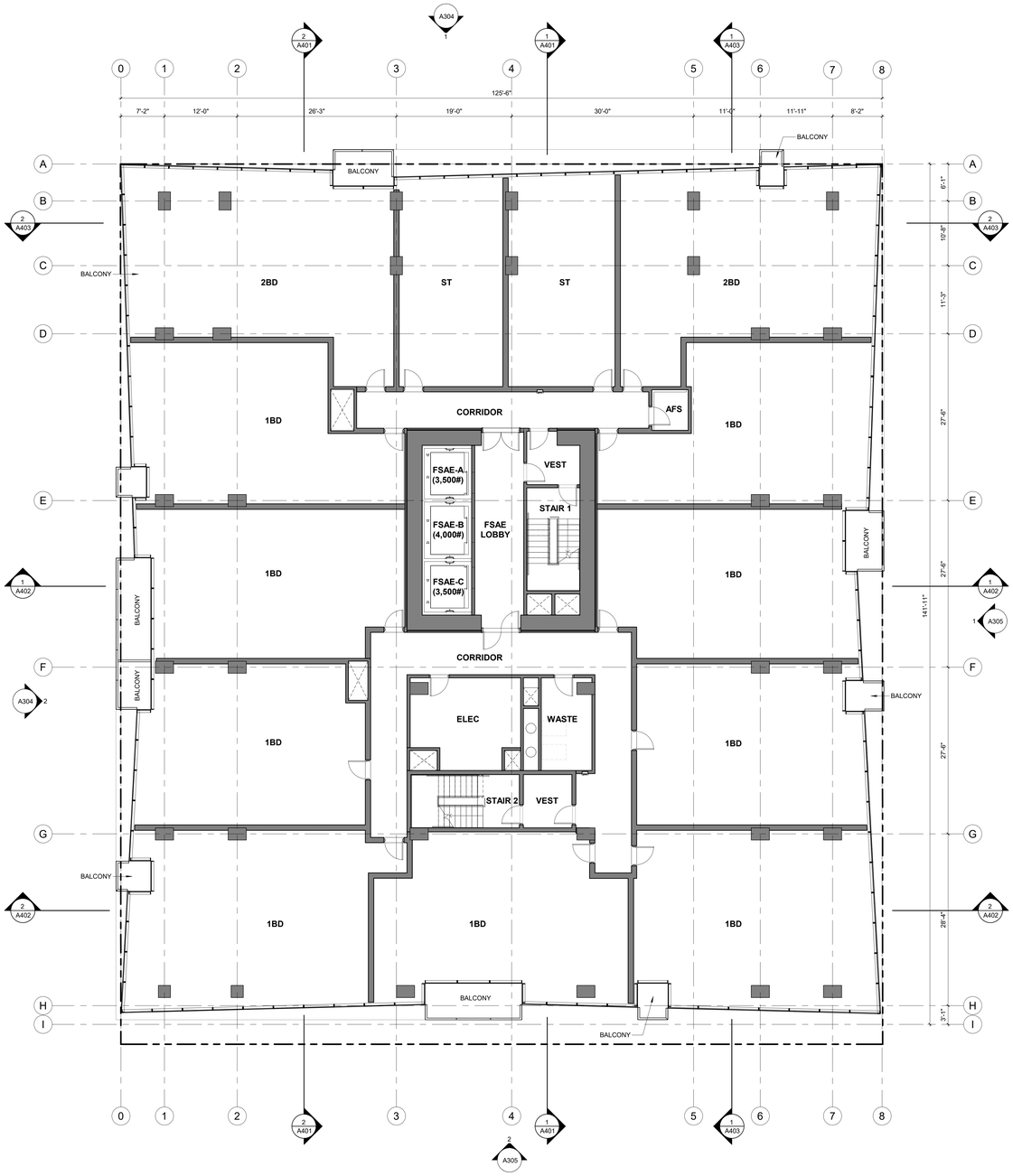
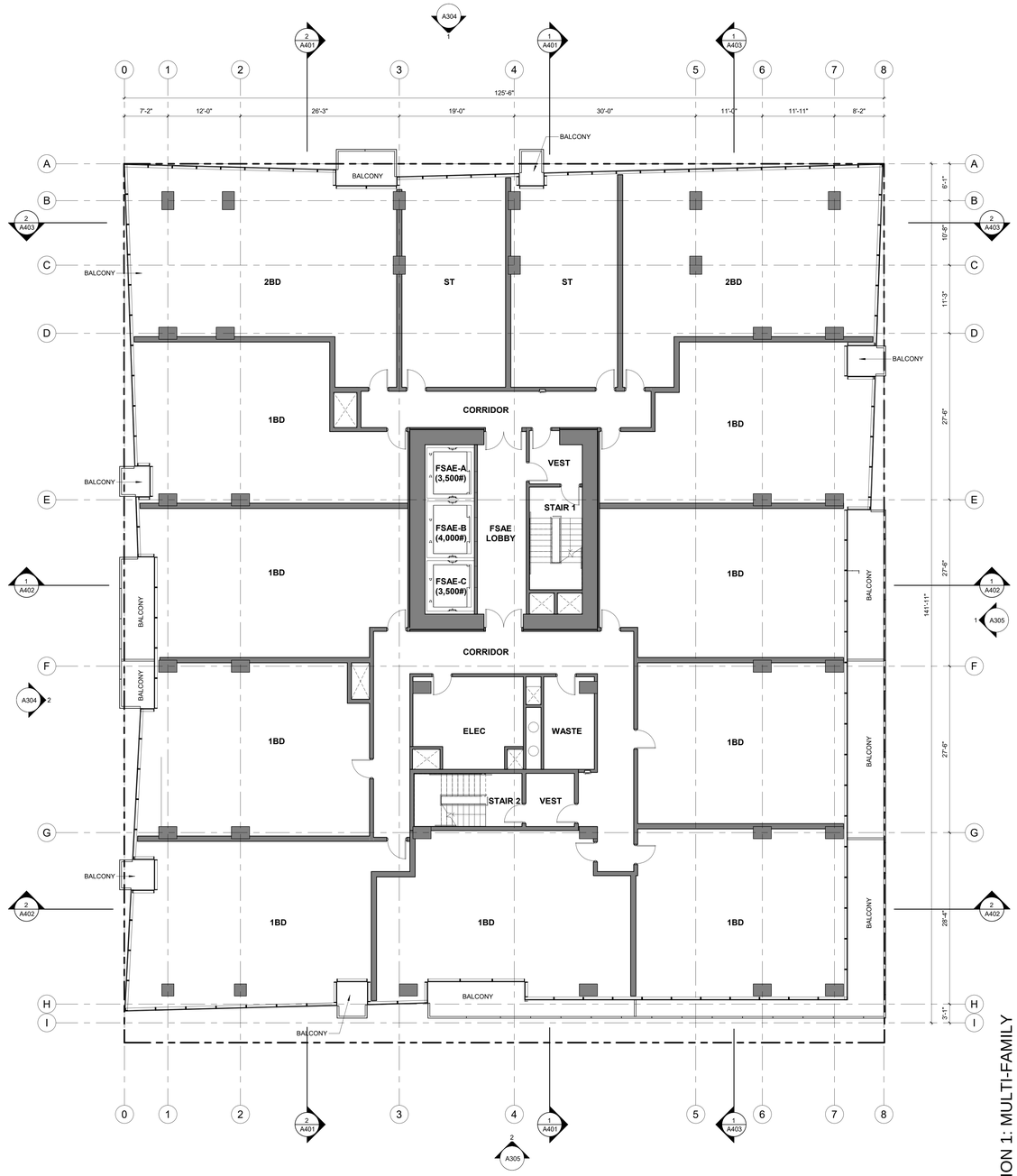


1 A206 FP - L6-25 AFS - 1/8
1/8" = 1'-0"

0' 4' 8' 16' 32'



2 A206 FLOOR PLAN - LEVEL 11
1/8" = 1'-0"

0' 4' 8' 16' 32'

2K ARCHITECTURE INC
1645 NW HOYT
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GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
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SP18-001

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13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*

SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

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SHEET TITLE:
FLOOR PLANS - LEVEL 6, 11

SHEET NO.:
A206
11/13/2018 9:18:23 AM

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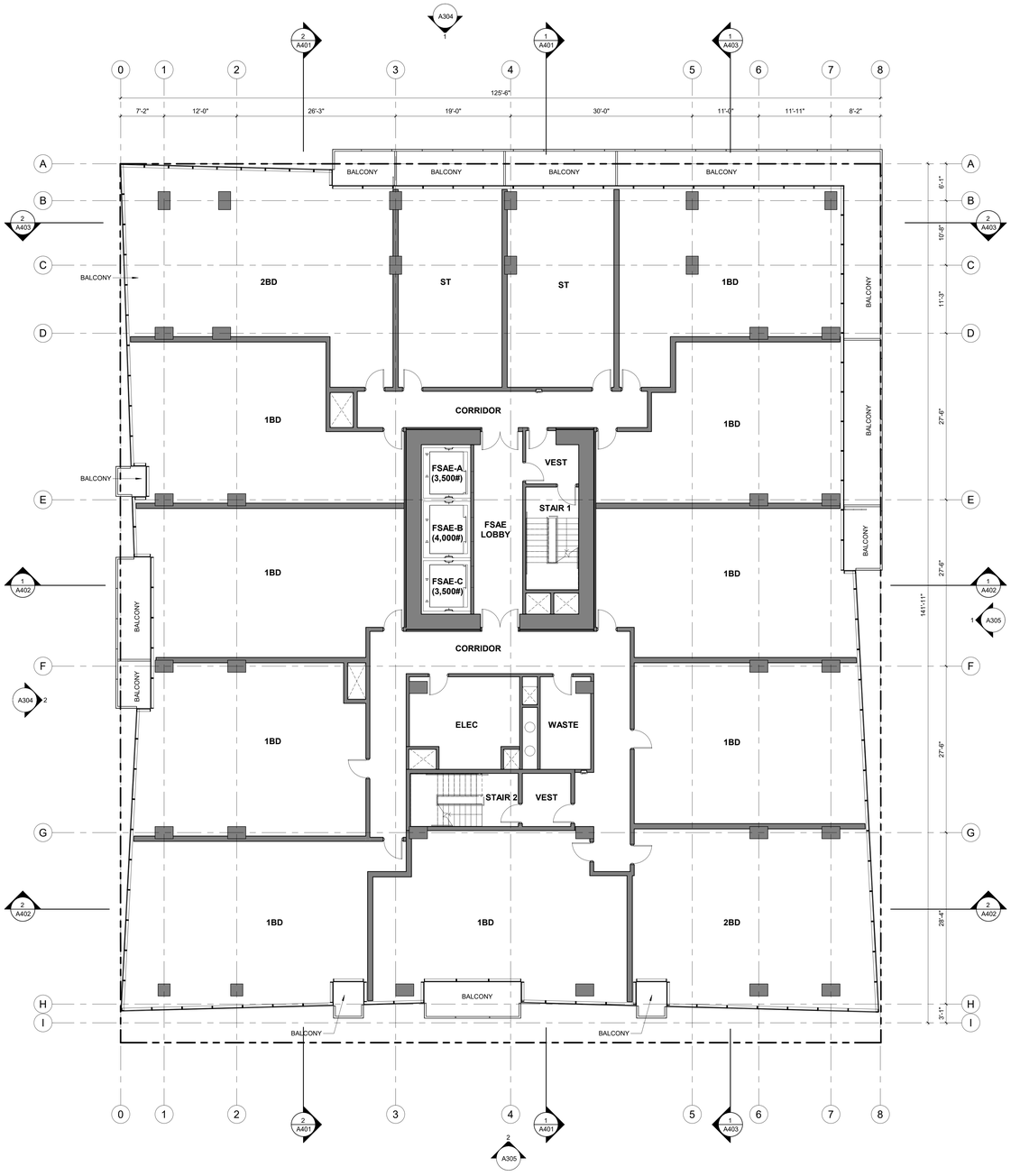
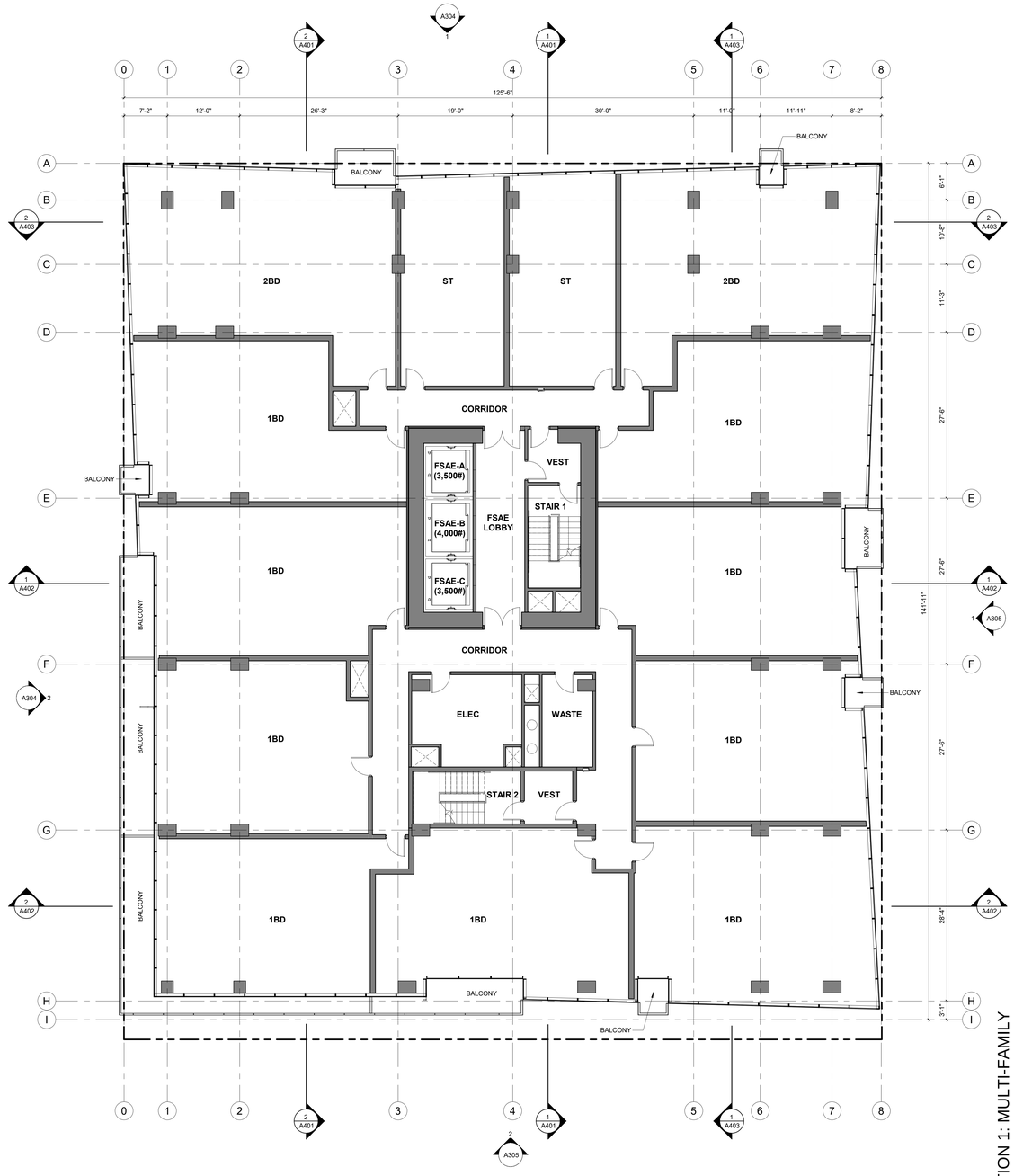
11/13/2018 9:18:23 AM



1 A214 FLOOR PLAN - LEVEL 14
1/8" = 1'-0"

0 4 8 16 32



2 A214 FLOOR PLAN - LEVEL 17
1/8" = 1'-0"

0 4 8 16 32

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2K ARCHITECTURE INC
1645 NW HOYT
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GARDEN GATE TOWER

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13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*

SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

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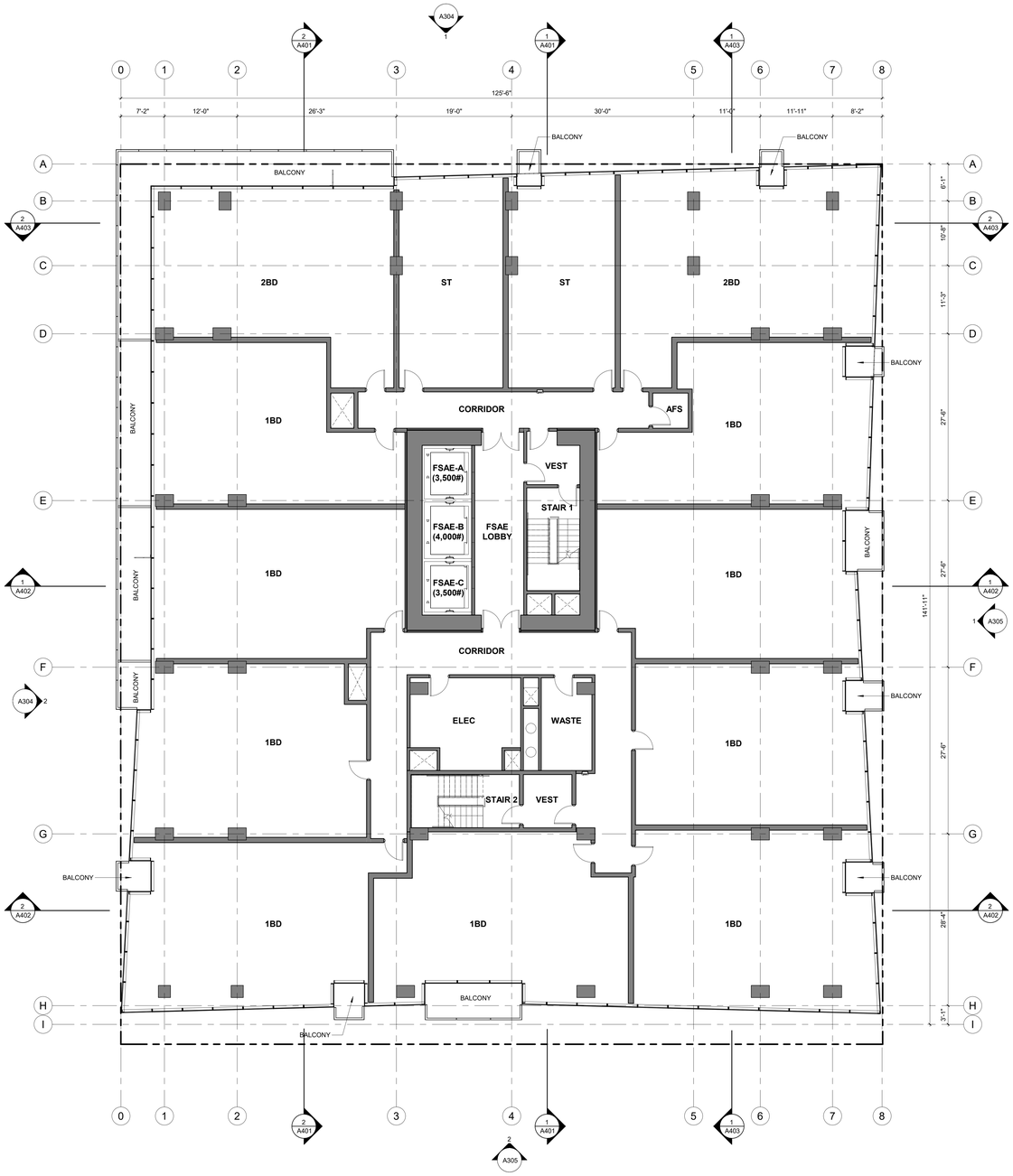
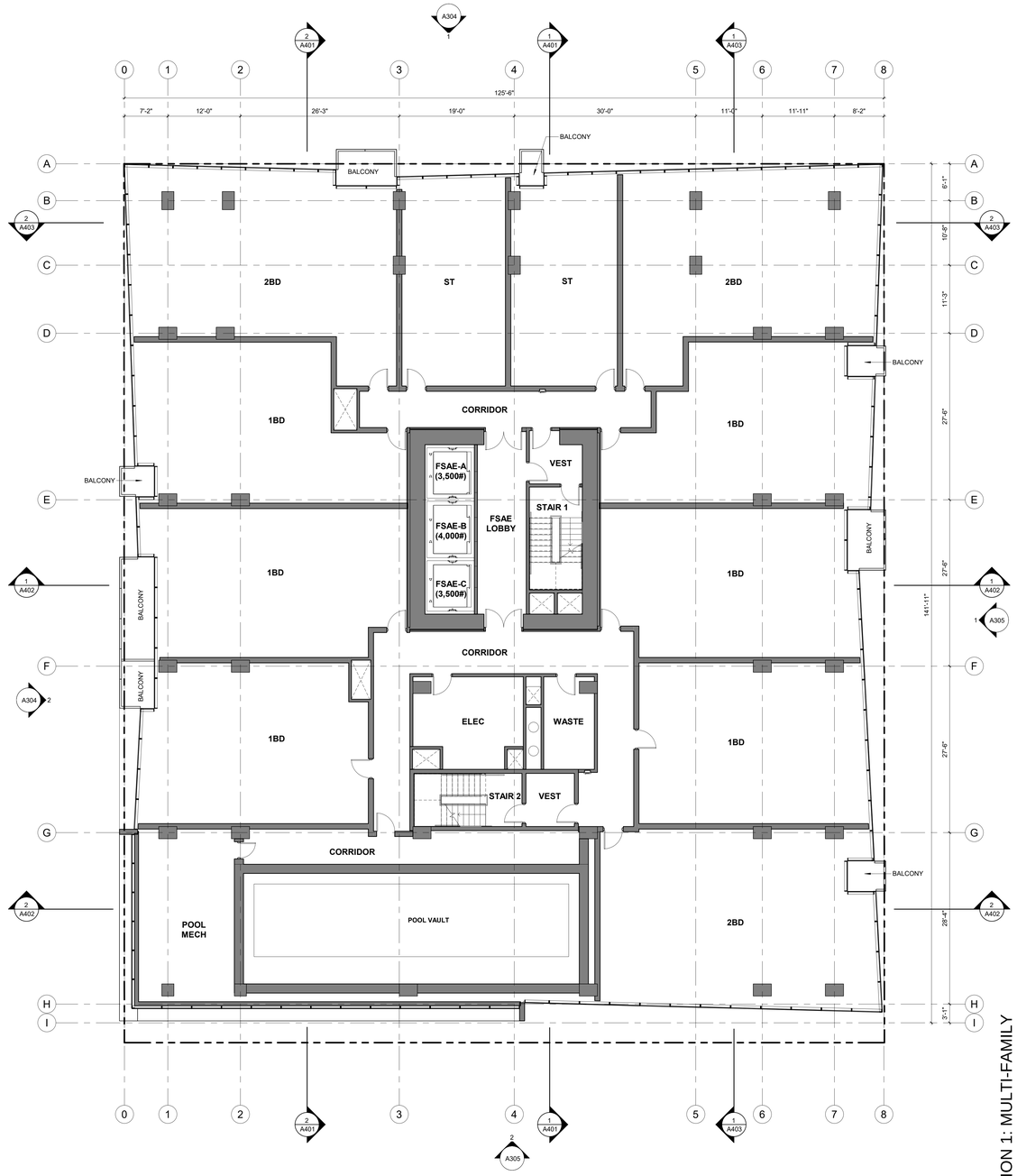
SHEET TITLE:
FLOOR PLANS - LEVEL 14, 17

SHEET NO:
A214

11/13/2018 9:18:25 AM



1 A221 FLOOR PLAN - LEVEL 21
1/8" = 1'-0"



2 A221 FLOOR PLAN - LEVEL 26
1/8" = 1'-0"

2K ARCHITECTURE INC
1645 NW HOYT
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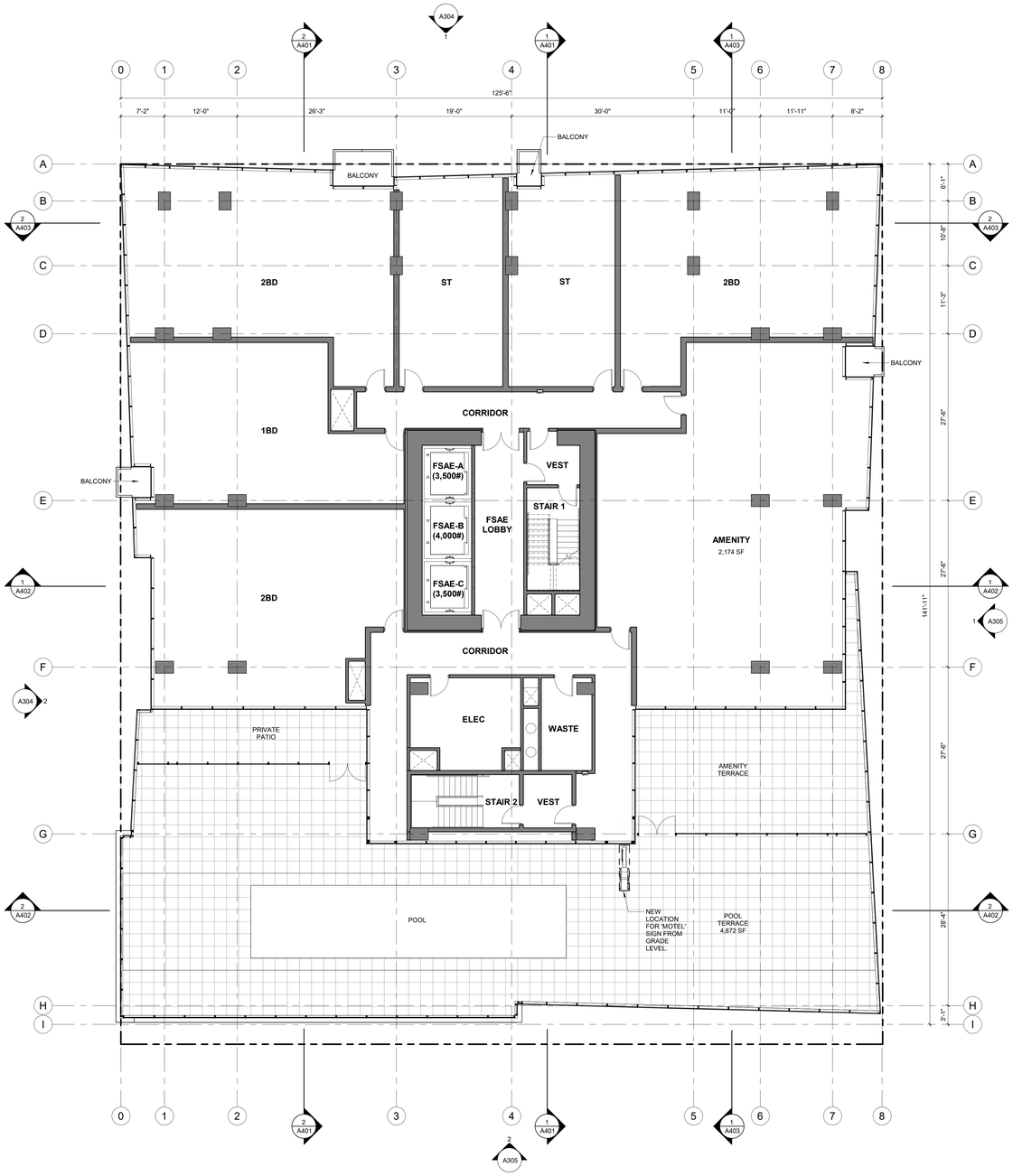
SHEET TITLE:
FLOOR PLANS - LEVEL 21, 26

SHEET NO.:
A221
11/13/2018 9:18:28 AM

SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

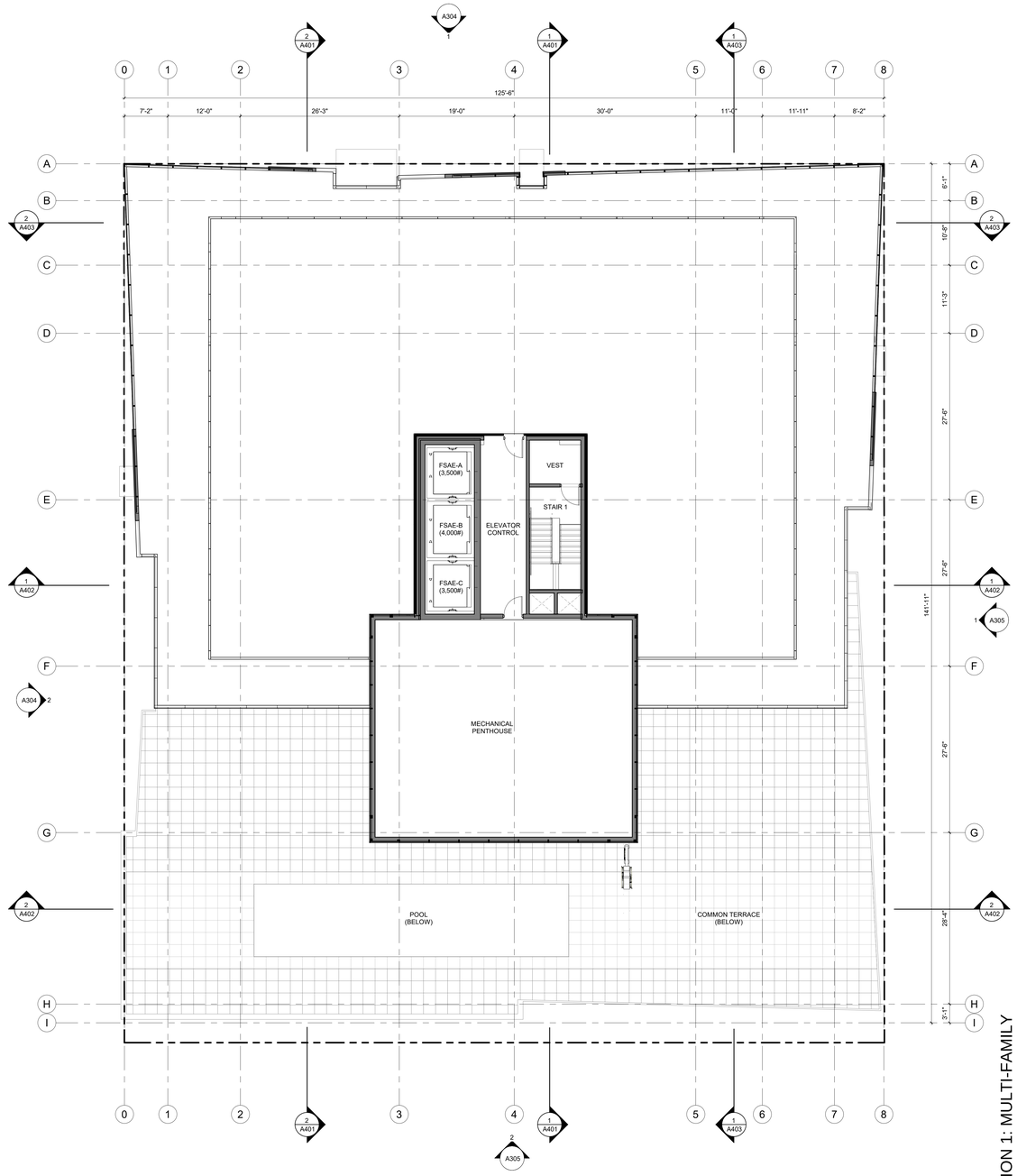
C:\Revit_Local\16212-600S1ST-BUILDING CENTRAL_pcm_a.rvt

11/13/2018 9:18:28 AM



1 A227 FLOOR PLAN - LEVEL 27
1/8" = 1'-0"

0' 4' 8' 16' 32'



2 A227 FP - ROOF - 1/8
1/8" = 1'-0"

0' 4' 8' 16' 32'

2K ARCHITECTURE INC
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PORTLAND OREGON 97209
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GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
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SP18-001

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DRAWN: Author
DATE: 9 JANUARY 2018
SPECIAL USE PERMT SP18-001

REVISION:	DESCRIPTION:
09 JAN 2018	SPECIAL USE PERMIT SUBMITTAL
18 APR 2018	SPECIAL USE PERMIT RESUBMITTAL #1
31 JUL 2018	SPECIAL USE PERMIT RESUBMITTAL #2
13 NOV 2018	SPECIAL USE PERMIT RESUBMITTAL #3

PRELIMINARY, NOT FOR CONSTRUCTION

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SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

SHEET TITLE:
FLOOR PLAN - LEVEL 27, ROOF

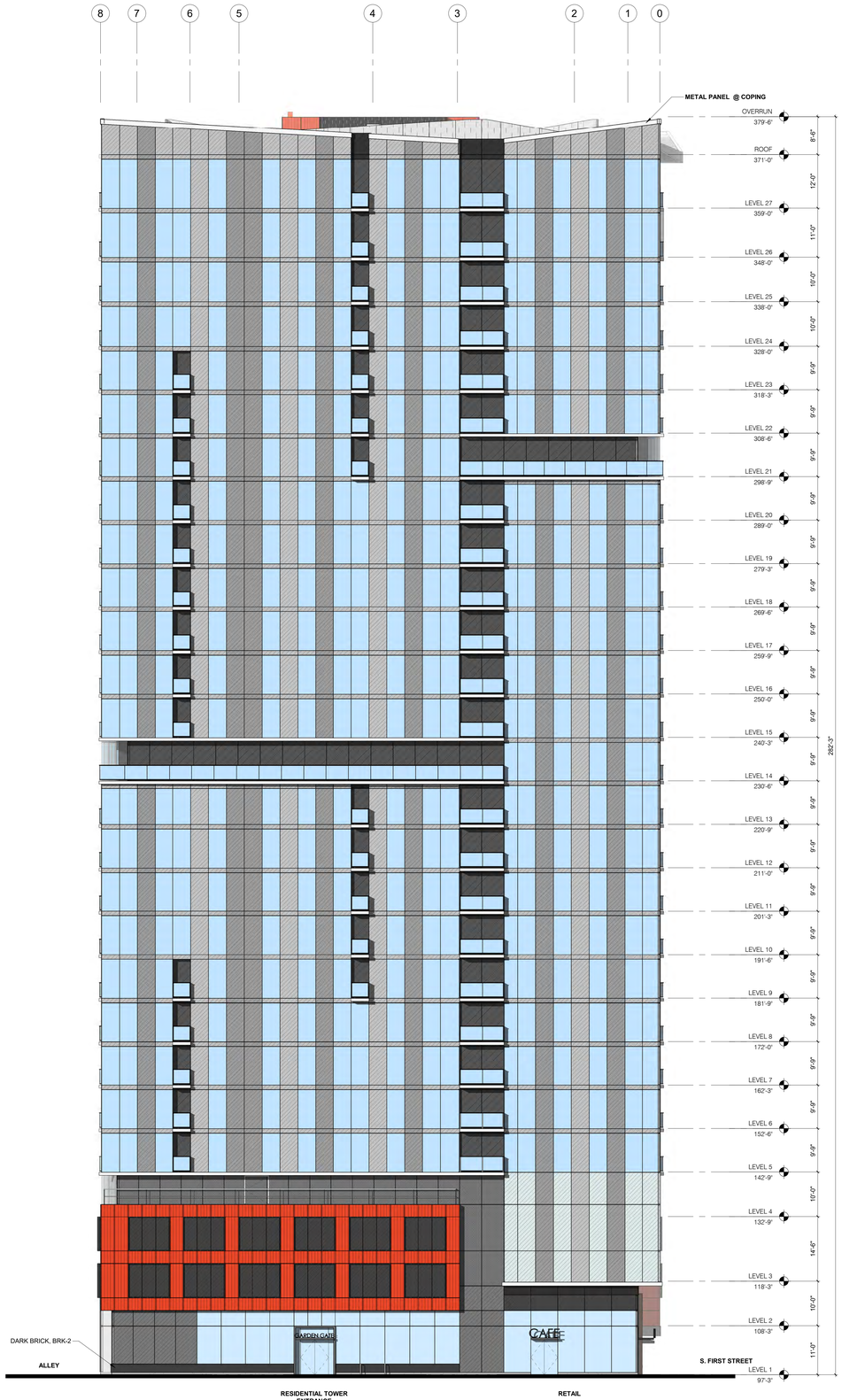
SHEET NO.:
A227
11/13/2018 9:18:33 AM

C:\Revit_Local\16212-600S1ST-BUILDING CENTRAL_pcm_a.rvt

11/13/2018 9:18:33 AM

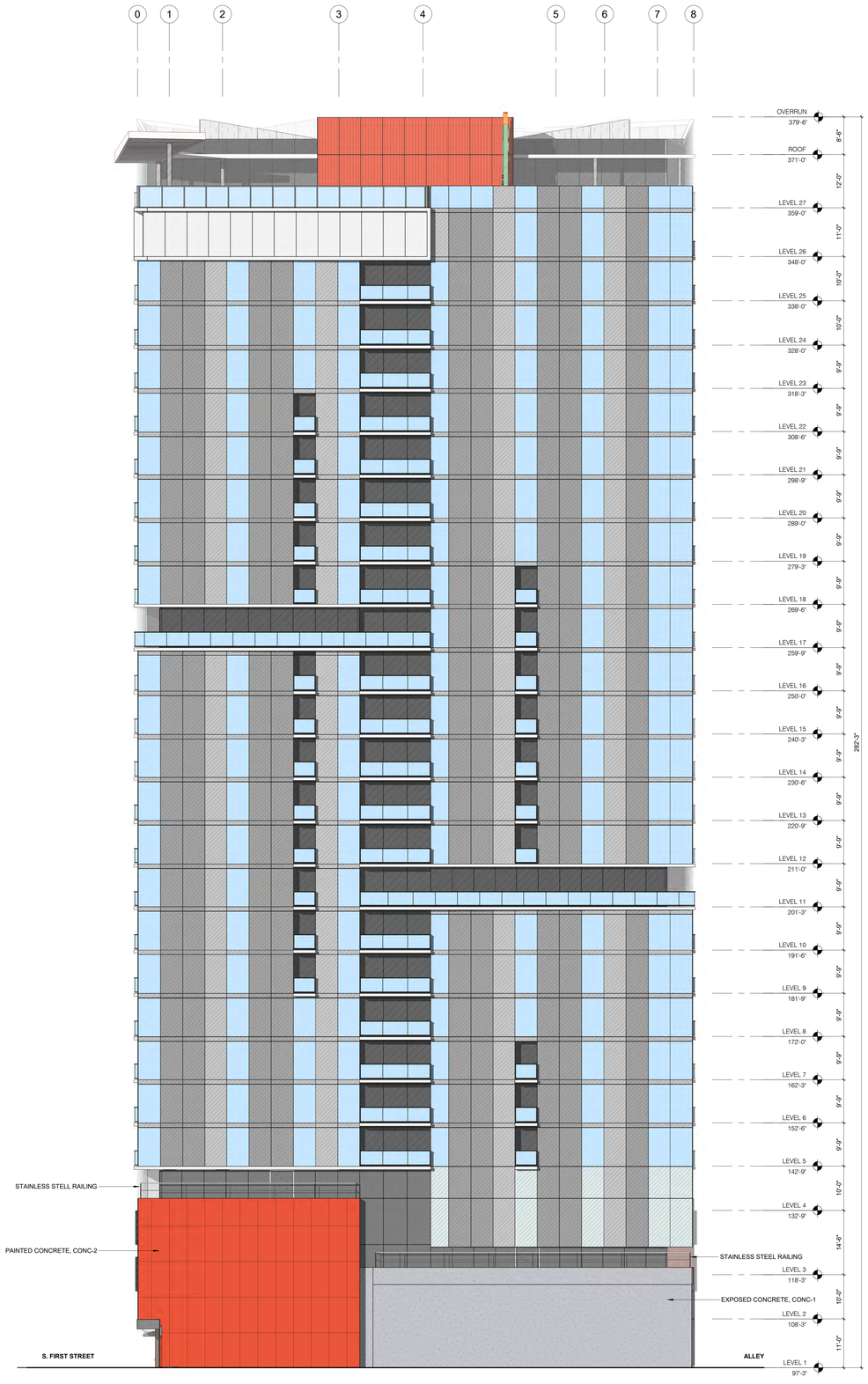
MATERIAL LEGEND

- UNITIZED WALL VISION GLASS, GL-1
- UNITIZED WALL SPANDREL GLASS AT PARKING, GL-2
- UNITIZED WALL SPANDREL GLASS, GL-3
- UNITIZED WALL SPANDREL GLASS, GL-4
- UNITIZED WALL VISION GLASS AT INSET, GL-5
- UNITIZED WALL SPANDREL GLASS AT INSET, GL-6
- RETAIL STOREFRONT GLASS, GL-7
- RETAIL STOREFRONT SPANDREL GLASS, GL-8
- UNITIZED WALL SPANDREL GLASS AT ACCENT, GL-9
- EXISTING BRICK, BRK-1
- DARK BRICK, BRK-2
- PAINTED METAL PANEL, MTL-1
- PAINTED METAL PANEL, MTL-2
- PAINTED METAL PANEL, MTL-3
- PERFORATED METAL PANEL, MP-1
- METAL PANEL, MP-2
- METAL SCREEN PANEL, MP-3
- PAINTED CONCRETE, CONC-2
- EXPOSED CONCRETE, CONC-1
- LOUVER


8
7
6
5
4
3
2
1
0
METAL PANEL @ COPING
OVERRUN 379'-6"
ROOF 371'-0"
LEVEL 27 359'-0"
LEVEL 26 348'-0"
LEVEL 25 338'-0"
LEVEL 24 328'-0"
LEVEL 23 318'-3"
LEVEL 22 308'-6"
LEVEL 21 298'-9"
LEVEL 20 289'-0"
LEVEL 19 279'-3"
LEVEL 18 269'-6"
LEVEL 17 259'-9"
LEVEL 16 250'-0"
LEVEL 15 240'-3"
LEVEL 14 230'-6"
LEVEL 13 220'-9"
LEVEL 12 211'-0"
LEVEL 11 201'-3"
LEVEL 10 191'-6"
LEVEL 9 181'-9"
LEVEL 8 172'-0"
LEVEL 7 162'-3"
LEVEL 6 152'-6"
LEVEL 5 142'-9"
LEVEL 4 132'-9"
LEVEL 3 118'-3"
LEVEL 2 108'-3"
LEVEL 1 97'-3"
9'-9"
12'-2"
11'-0"
10'-0"
10'-0"
9'-9"
9'-6"
9'-9"
9'-6"
9'-9"
9'-6"
9'-9"
9'-6"
9'-6"
9'-6

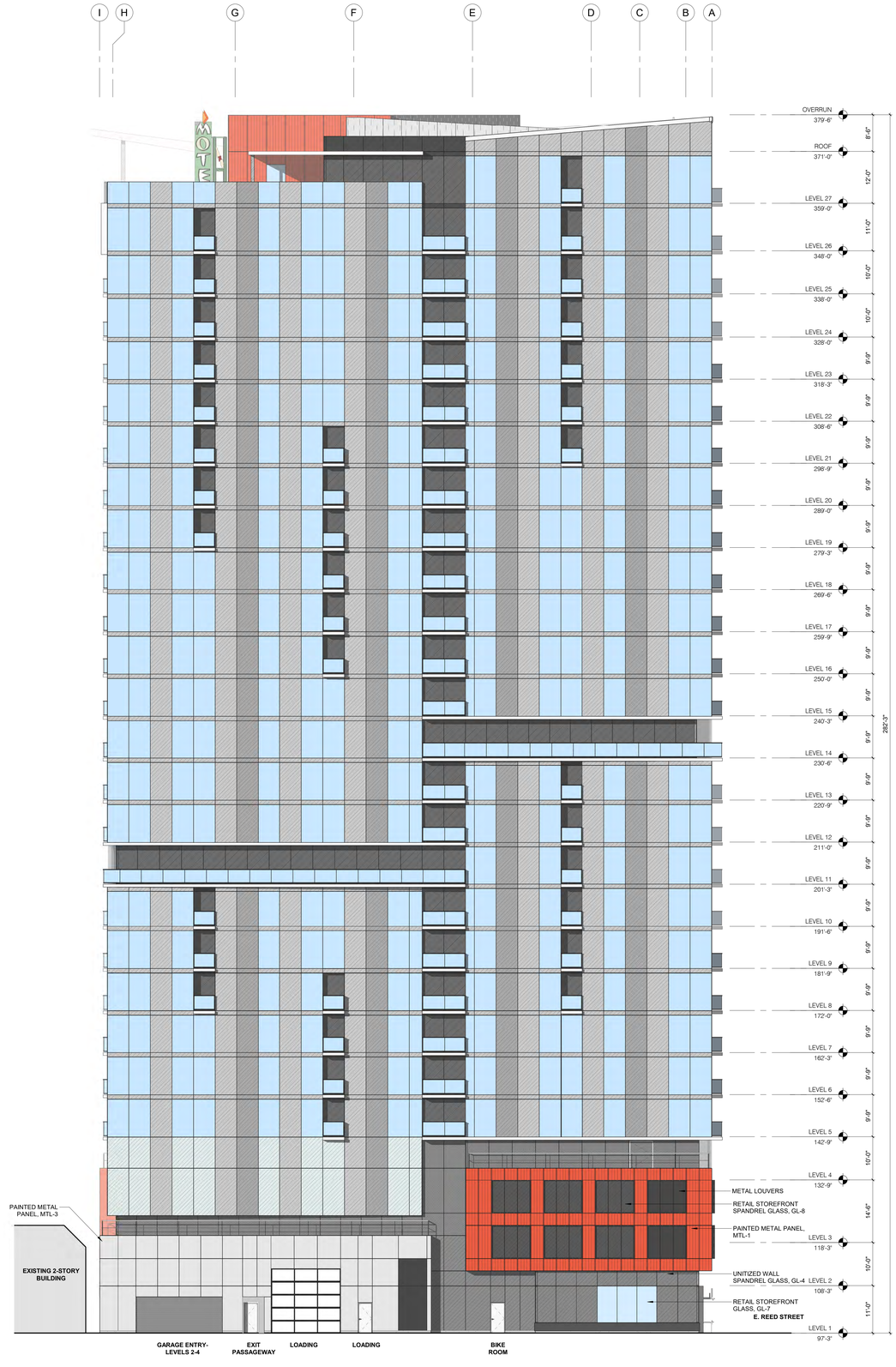
MATERIAL LEGEND

- UNITIZED WALL VISION GLASS, GL-1
- UNITIZED WALL VISION GLASS AT INSET, GL-5
- UNITIZED WALL SPANDREL GLASS AT ACCENT, GL-9
- PAINTED METAL PANEL, MTL-1
- PERFORATED METAL PANEL, MP-1
- PAINTED CONCRETE, CONC-2
- UNITIZED WALL SPANDREL GLASS AT PARKING, GL-2
- UNITIZED WALL SPANDREL GLASS AT INSET, GL-6
- EXISTING BRICK, BRK-1
- PAINTED METAL PANEL, MTL-2
- METAL PANEL, MP-2
- EXPOSED CONCRETE, CONC-1
- UNITIZED WALL SPANDREL GLASS, GL-3
- RETAIL STOREFRONT GLASS, GL-7
- DARK BRICK, BRK-2
- PAINTED METAL PANEL, MTL-3
- METAL SCREEN PANEL, MP-3
- LOUVER
- UNITIZED WALL SPANDREL GLASS, GL-4
- RETAIL STOREFRONT SPANDREL GLASS, GL-8



1 SOUTH ELEVATION (A302) 3/32" = 1'-0"

0' 6' 12' 24' 48'



2 EAST ELEVATION (A302) 3/32" = 1'-0"

0' 6' 12' 24' 48'

2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.:	16212
DRAWN:	Author
DATE:	9 JANUARY 2018 SPECIAL USE PERMIT SP18-001

REVISION:	DESCRIPTION:
09 JAN 2018	SPECIAL USE PERMIT SUBMITTAL
18 APR 2018	SPECIAL USE PERMIT RESUBMITTAL #1
31 JUL 2018	SPECIAL USE PERMIT RESUBMITTAL #2
13 NOV 2018	SPECIAL USE PERMIT RESUBMITTAL #3

PRELIMINARY, NOT FOR CONSTRUCTION

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SPECIAL USE PERMIT SP18-001 OPTION 1: MULTI-FAMILY

SHEET TITLE:

EXTERIOR ELEVATIONS - SOUTH AND EAST

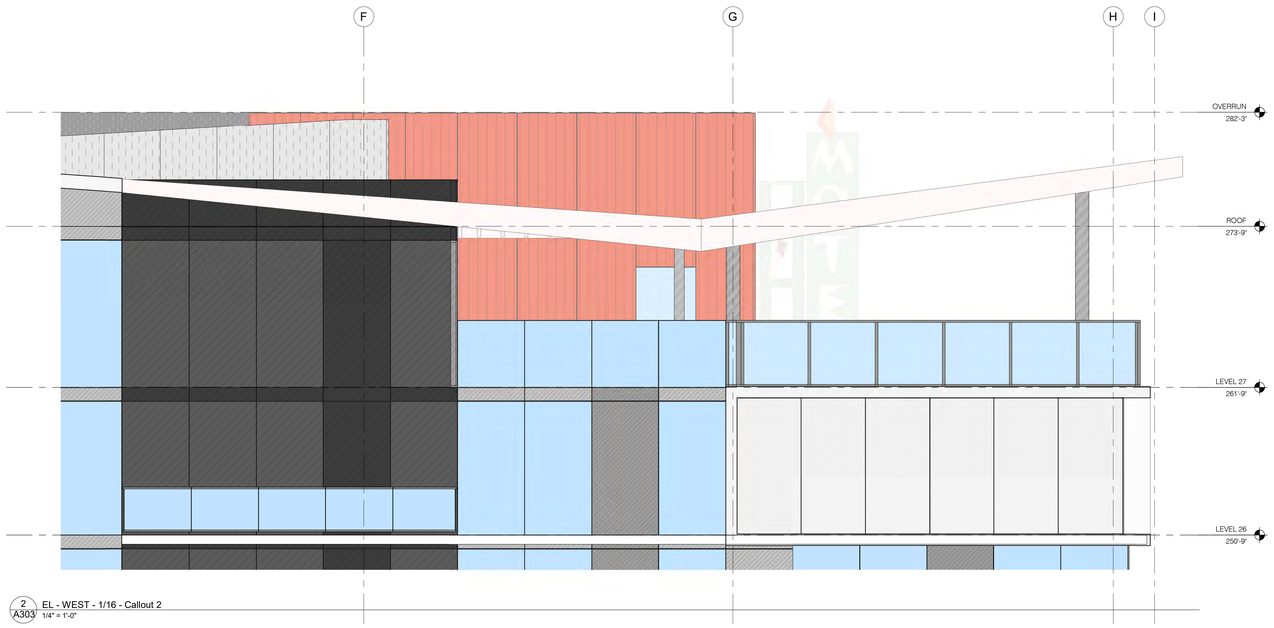
SHEET NO.:

A302

11/13/2018 9:21:20 AM

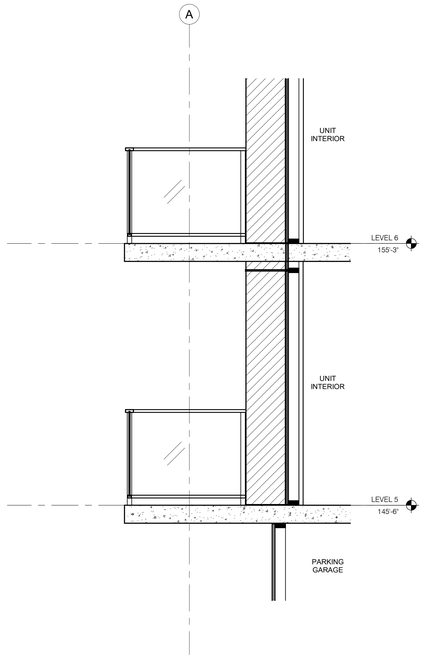
C:\Revit_Local\16212-600STST-BUILDING CENTRAL_pcm_a.rvt

11/13/2018 9:21:20 AM

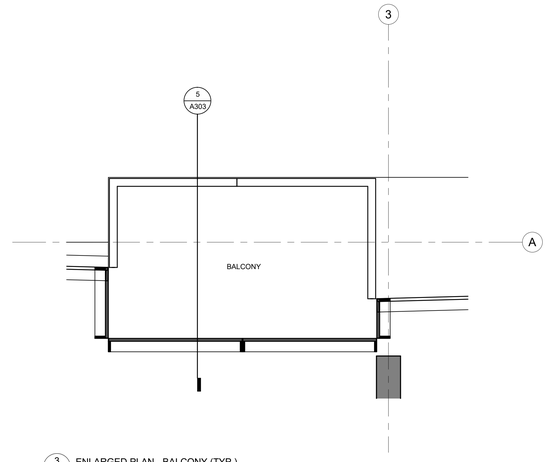


2 A303 EL - WEST - 1/16 - Callout 2
1/4" = 1'-0"

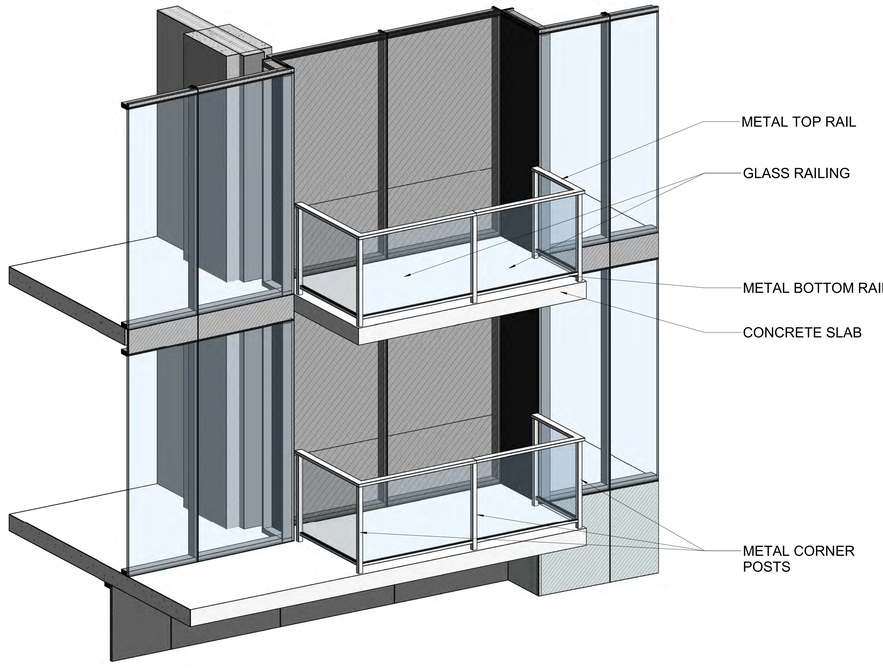
1 A303 EL - WEST - 1/16 - Callout 1
1/4" = 1'-0"



5 A303 ENLARGED SECTION - BALCONY (TYP.)
1/2" = 1'-0"



3 A303 ENLARGED PLAN - BALCONY (TYP.)
1/2" = 1'-0"



4 A303 AXONOMETRIC SECTION - BALCONY (TYP.)

C2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 9 JANUARY 2018
SPECIAL USE PERMT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
18 APR 2018	*SPECIAL USE PERMIT RESUBMITTAL #1*
31 JUL 2018	*SPECIAL USE PERMIT RESUBMITTAL #2*
13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*

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SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

SHEET TITLE:
EXTERIOR ELEVATIONS - ENLARGED

SHEET NO:
A303

11/13/2018 9:21:26 AM

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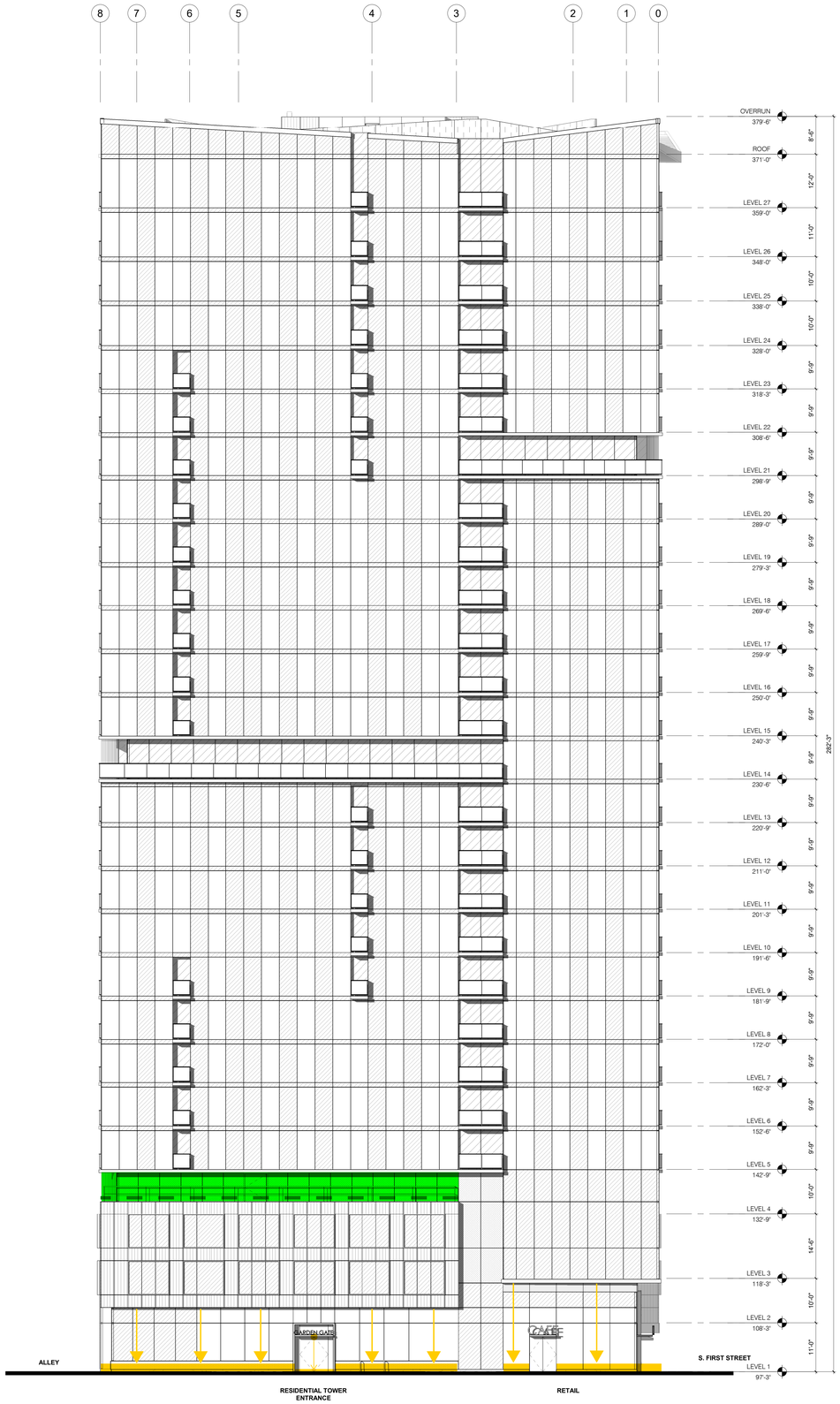
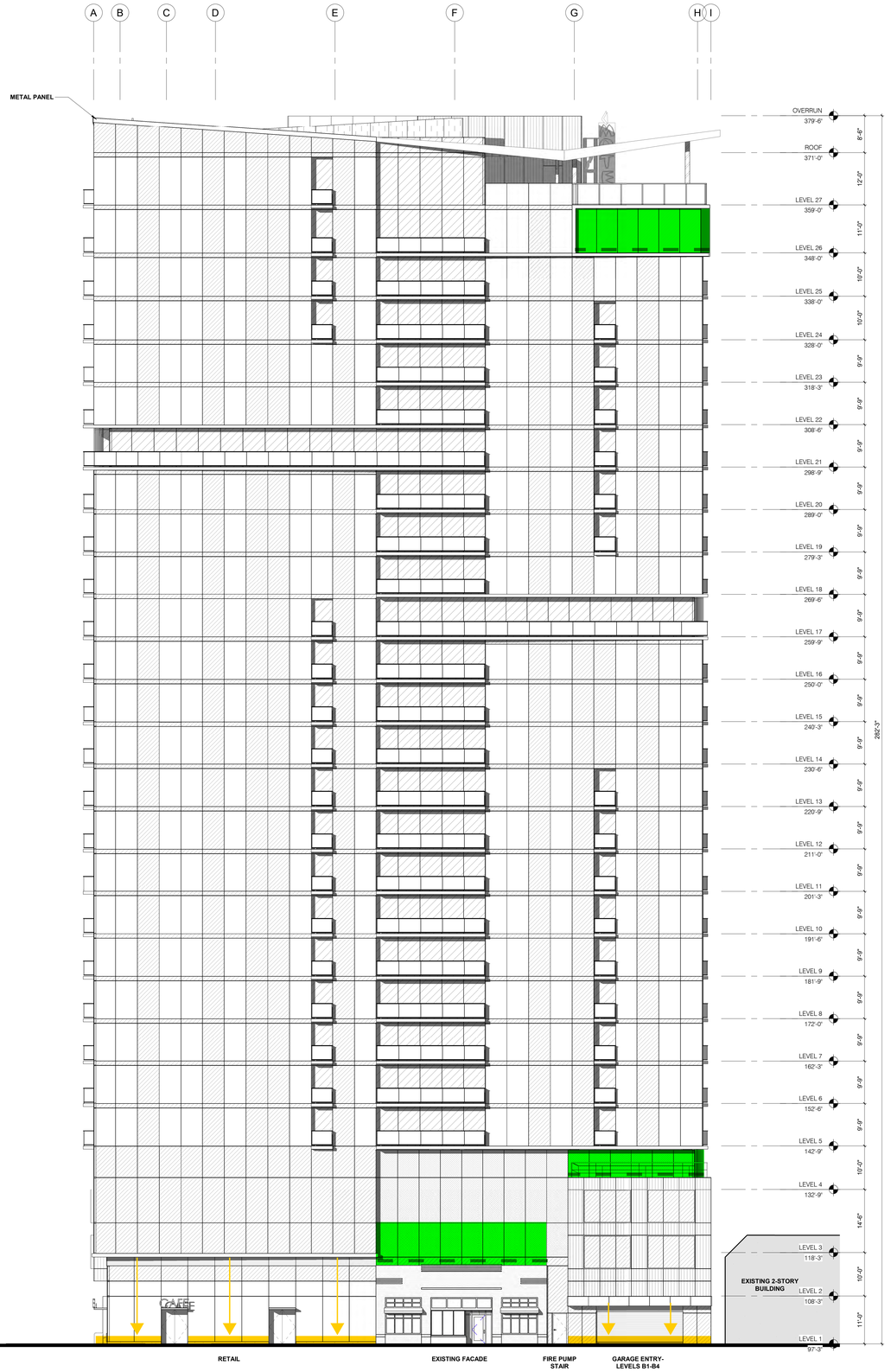
11/13/2018 9:21:26 AM

LED LOW-VIEW WALL WASH LIGHTING

LED DOWN LIGHT



1 A304 NORTH ELEVATION - LIGHTING CONCEPT
3/32" = 1'-0"
0 6 12 24 48



2 A304 WEST ELEVATION - LIGHTING CONCEPT
3/32" = 1'-0"
0 6 12 24 48

2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 9 JANUARY 2018
SPECIAL USE PERMIT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
18 APR 2018	*SPECIAL USE PERMIT RESUBMITTAL #1*
31 JUL 2018	*SPECIAL USE PERMIT RESUBMITTAL #2*
13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*

SPECIAL USE PERMIT SP18-001 OPTION 1: MULTI-FAMILY

PRELIMINARY, NOT FOR CONSTRUCTION

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SHEET TITLE:
EXTERIOR ELEVATIONS - LIGHTING CONCEPT

SHEET NO.:
A304
11/13/2018 9:22:55 AM

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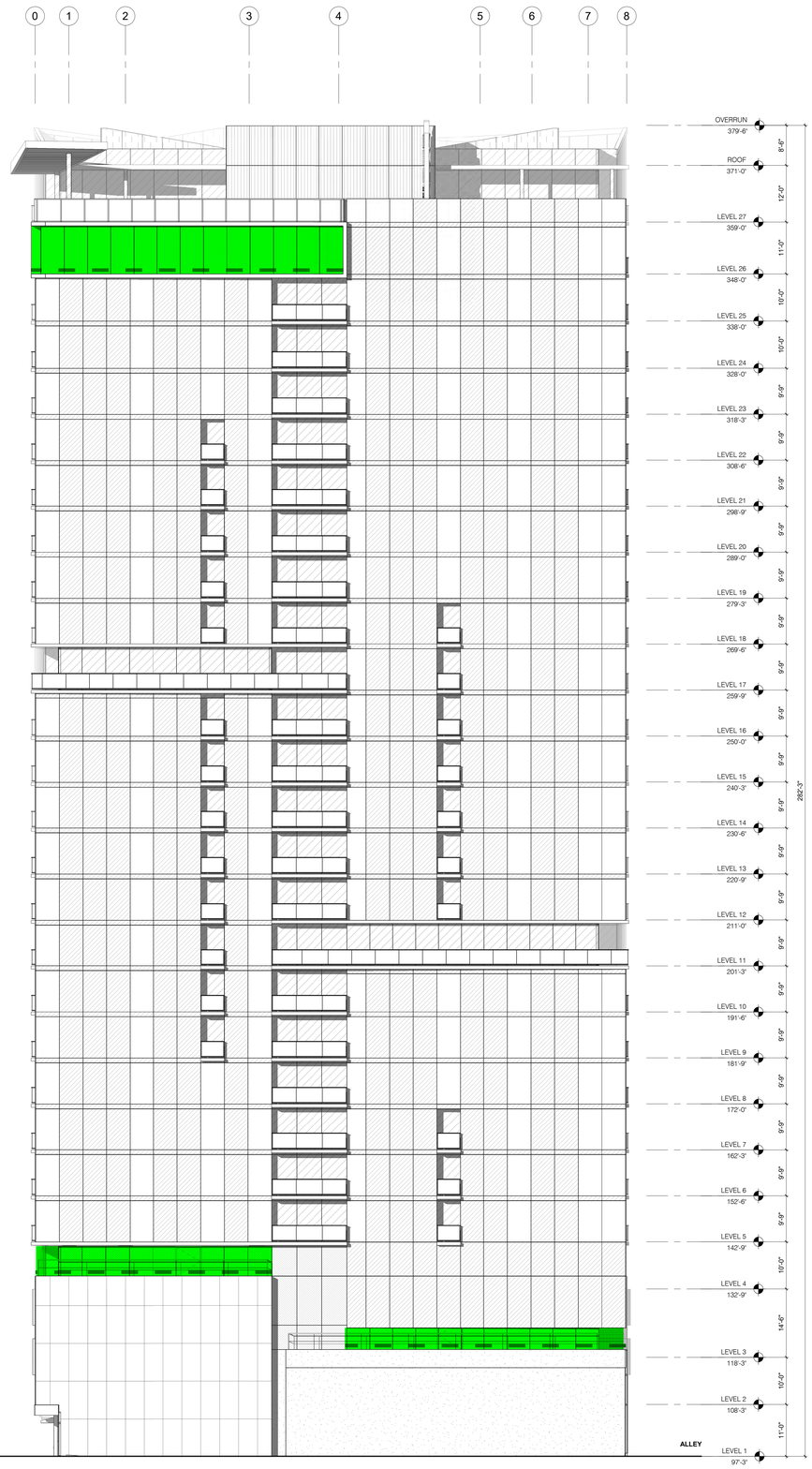
11/13/2018 9:22:55 AM

LED LOW-VIEW WALL WASH LIGHTING

LED DOWN LIGHT

2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200


0
1
2
3
4
5
6
7
8
OVERRUN 379'-6"
ROOF 371'-0"
LEVEL 27 359'-0"
LEVEL 26 348'-0"
LEVEL 25 338'-0"
LEVEL 24 328'-0"
LEVEL 23 318'-3"
LEVEL 22 308'-6"
LEVEL 21 298'-9"
LEVEL 20 289'-0"
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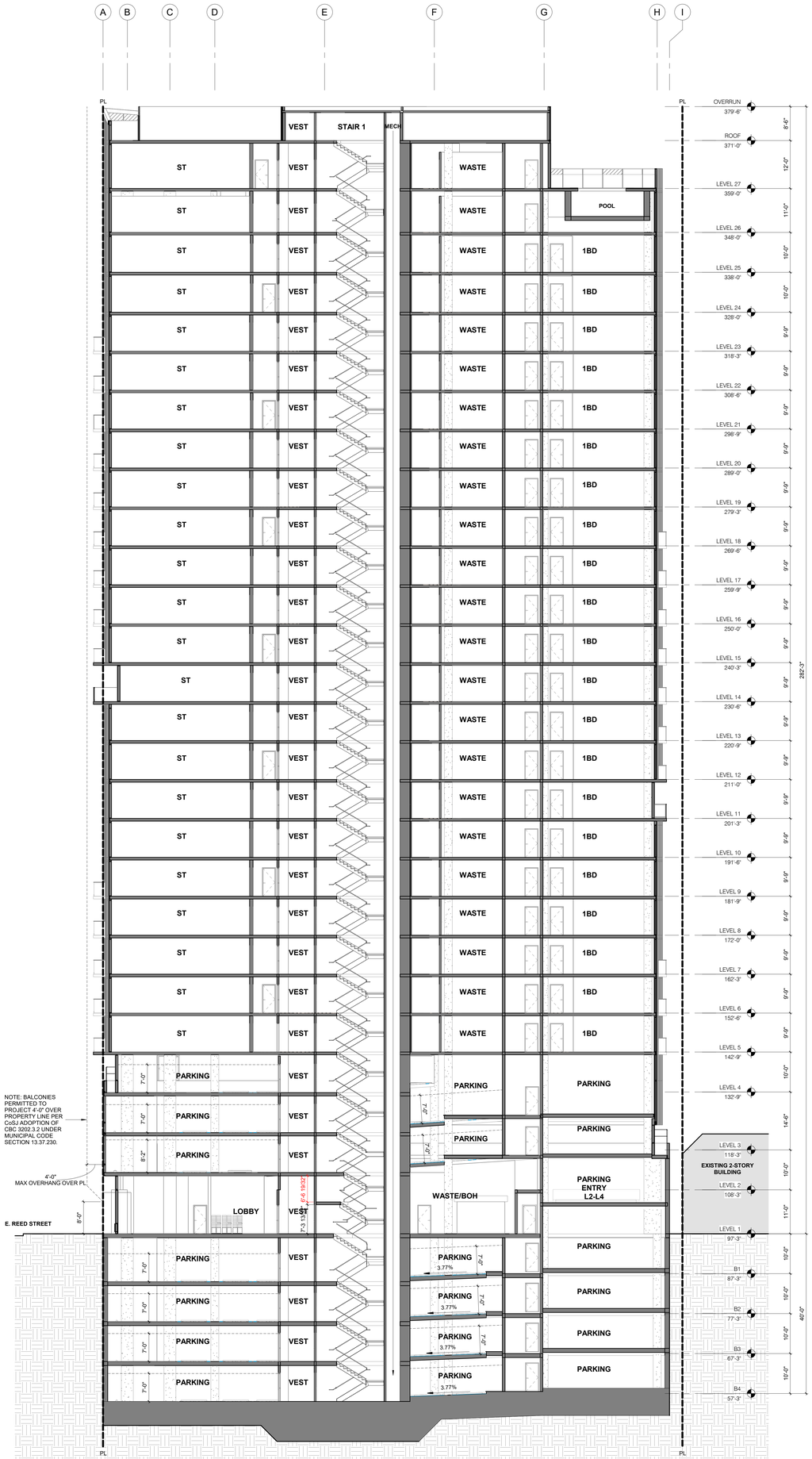
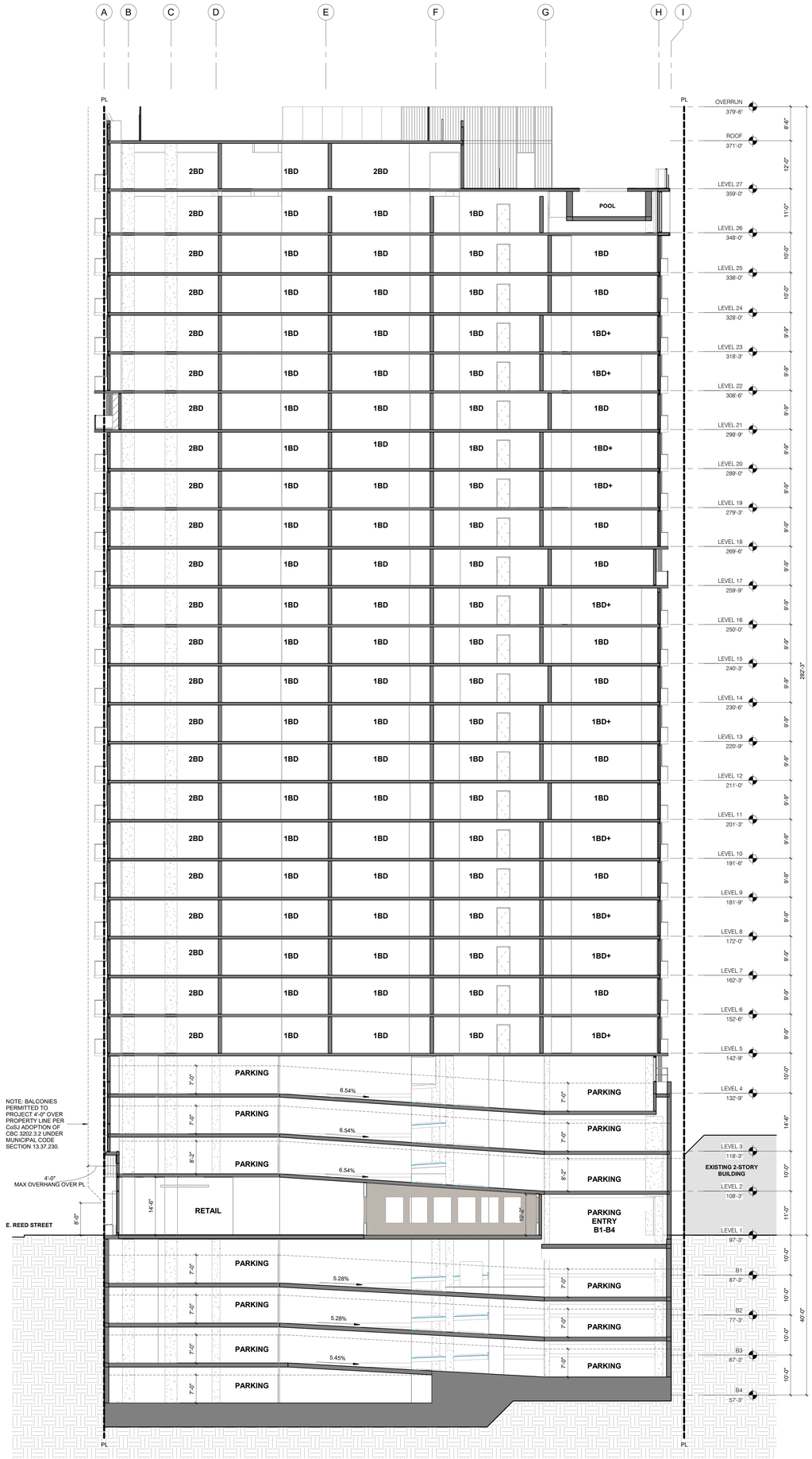
LEVEL 9 181'-9"
LEVEL 8 172'-0"
LEVEL 7 162'-3"
LEVEL 6 152'-6"
LEVEL 5 142'-9"
LEVEL 4 132'-9"
LEVEL 3 118'-3"
LEVEL 2 108'-3"
LEVEL 1 97'-3"
8'-8"
12'-2"
11'-0"
10'-0"
10'-0"
9'-9"
9'-6"
9'-9"
9'-6"
9'-9"
9'-6



1 A401 EAST SECTION 1
3/32" = 1'-0"

0 6' 12' 24' 48'



2 A401 EAST SECTION 2
3/32" = 1'-0"

0 6' 12' 24' 48'

2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.:	16212
DRAWN:	Author
DATE:	9 JANUARY 2018 SPECIAL USE PERMT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
18 APR 2018	*SPECIAL USE PERMIT RESUBMITTAL #1*
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13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*

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SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

SHEET TITLE:
BUILDING SECTIONS

SHEET NO.:
A401

11/13/2018 9:24:31 AM

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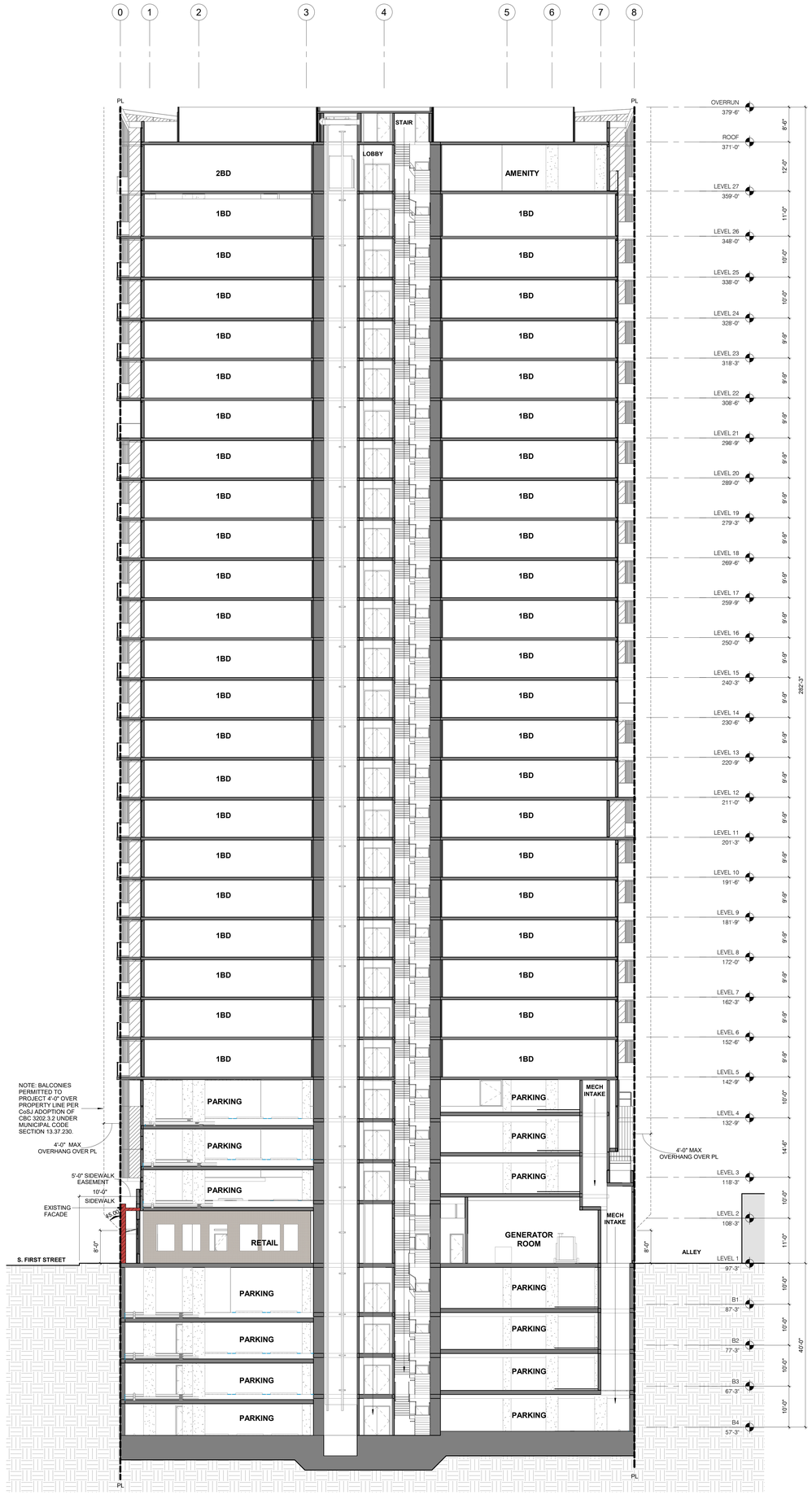
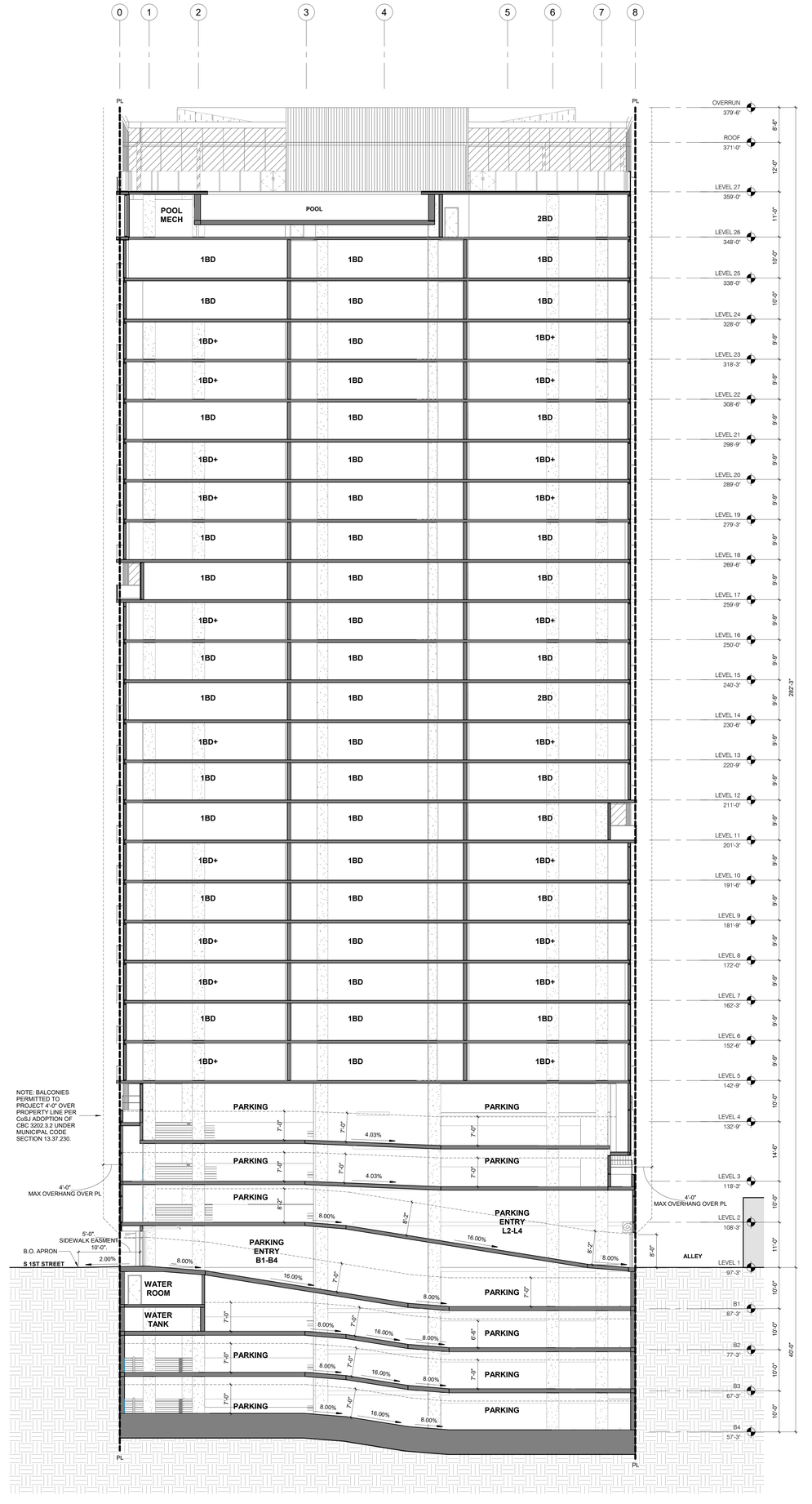
11/13/2018 9:24:31 AM



1 A402 NORTH SECTION 1
3/32" = 1'-0"
0' 6' 12' 24' 48'



2 A402 NORTH SECTON 2
3/32" = 1'-0"
0' 6' 12' 24' 48'

2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 9 JANUARY 2018
SPECIAL USE PERMT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
18 APR 2018	*SPECIAL USE PERMIT RESUBMITTAL #1*
31 JUL 2018	*SPECIAL USE PERMIT RESUBMITTAL #2*
13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*

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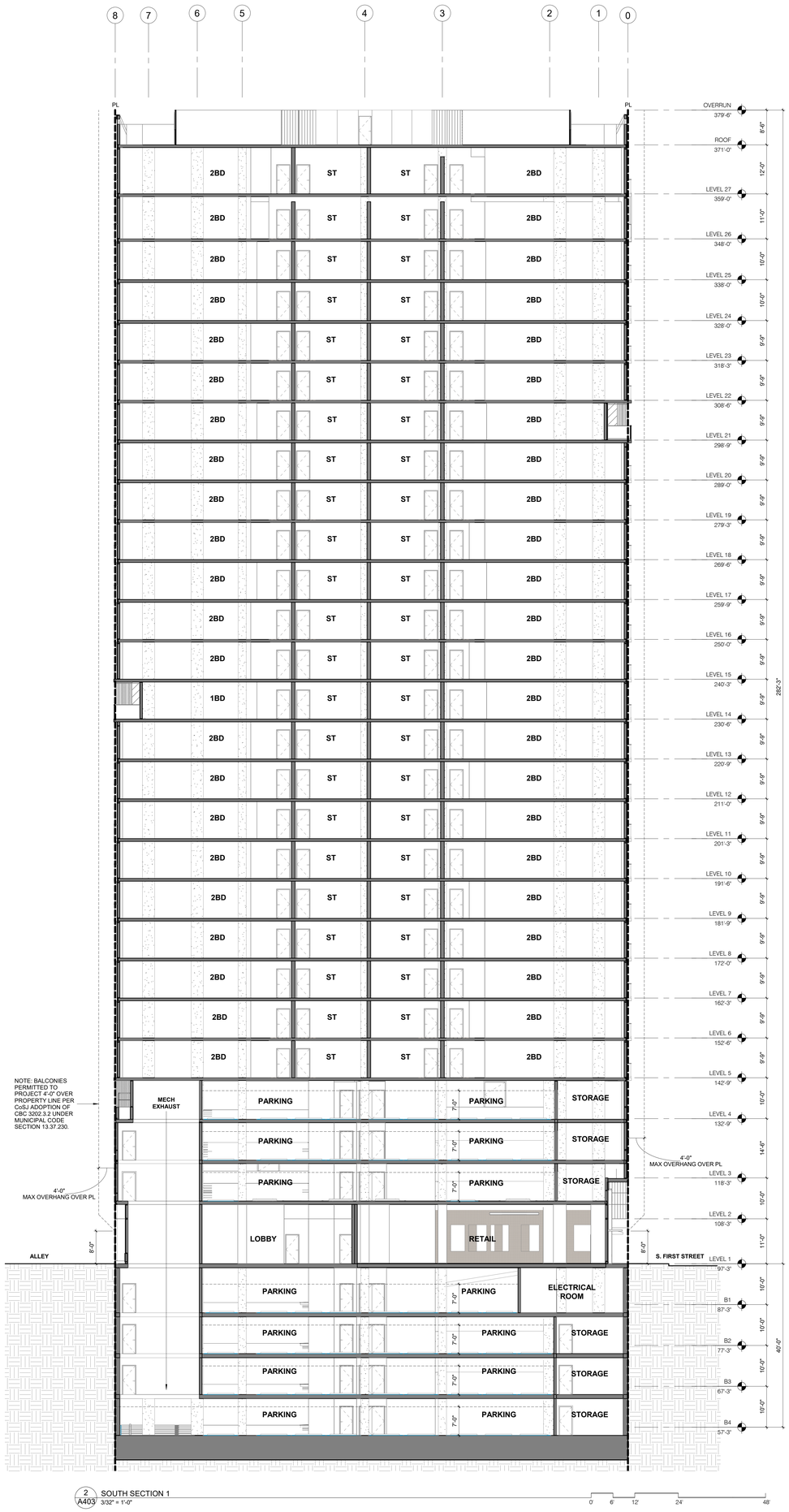
SPECIAL USE PERMT SP18-001 OPTION 1: MULTI-FAMILY

SHEET TITLE:
BUILDING SECTIONS

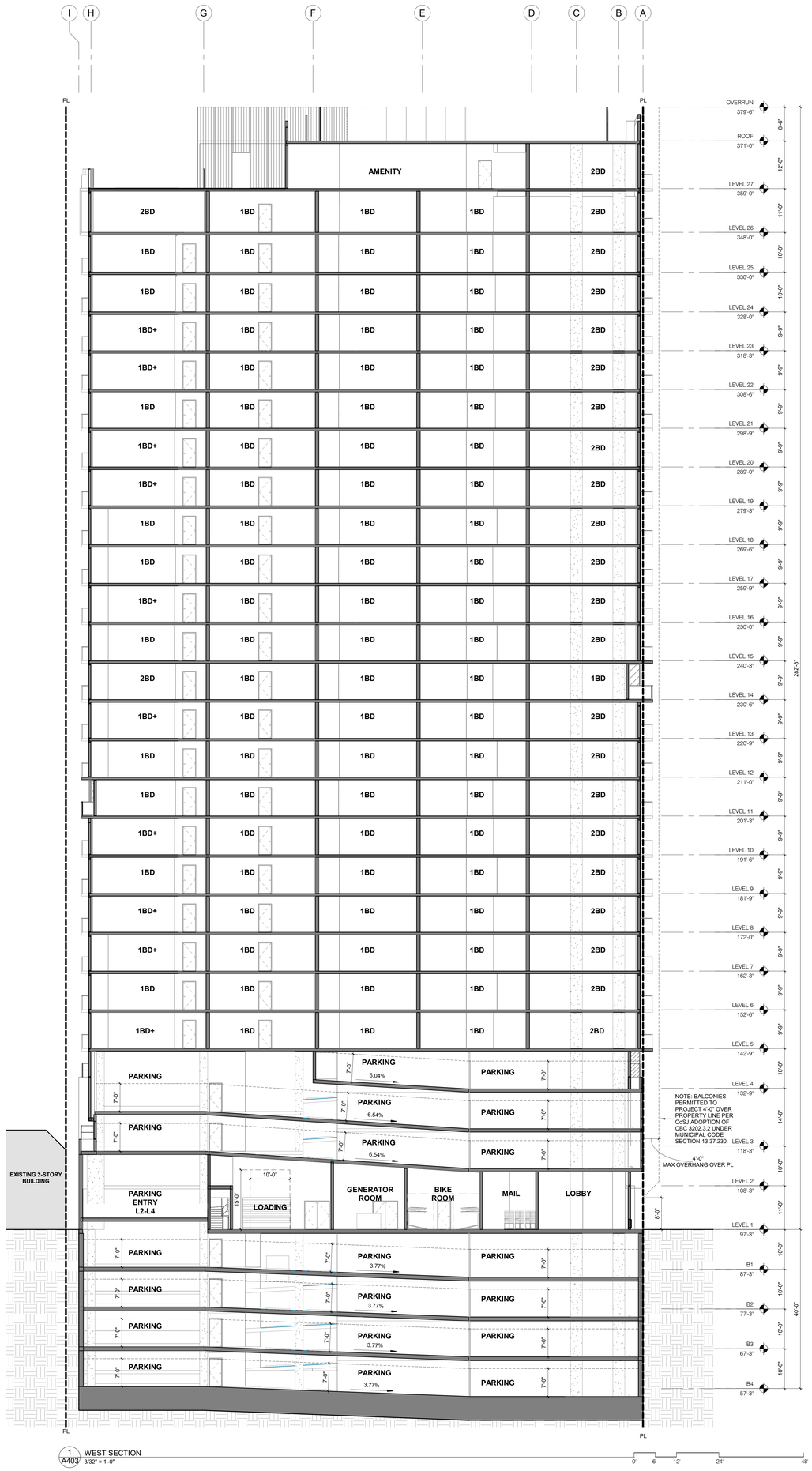
SHEET NO.:
A402
11/13/2018 9:24:41 AM

C:\Revit_Local\16212-600S1ST-BUILDING CENTRAL_pcm_a.rvt
11/13/2018 9:24:41 AM



2 A403 SOUTH SECTION 1
3/32" = 1'-0"

0' 6' 12' 24' 48'



1 A403 WEST SECTION
3/32" = 1'-0"

0' 6' 12' 24' 48'

2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 9 JANUARY 2018
SPECIAL USE PERMIT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
18 APR 2018	*SPECIAL USE PERMIT RESUBMITTAL #1*
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13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*

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SPECIAL USE PERMIT SP18-001 OPTION 1: MULTI-FAMILY

SHEET TITLE:
BUILDING SECTIONS

SHEET NO.:
A403
11/13/2018 9:24:50 AM

C:\Revit_Local\16212-600S1ST-BUILDING CENTRAL_pcm_a.rvt

11/13/2018 9:24:50 AM

GARDEN GATE TOWER

600 S 1ST SAN JOSE, CA

RESIDENTIAL MIXED-USE DEVELOPMENT

APN: 472-26-090, 472-26-089

OPTION 2: CO-LIVING

NORTHWEST PERSPECTIVE

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G003	PROJECT IMAGES
G004	PROJECT IMAGES
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G006	SUN SHADING STUDIES
G050	AVIATION CLEARANCES
G100	CODE ANALYSIS
G130	OPEN SPACE EXHIBIT
G131	COMMON INTERIOR SPACE EXHIBIT
G140	MASSING EXHIBIT
G150	FIRE LIFE SAFETY - SITE
G204	FIRE LIFE SAFETY - LEVEL 4, 5-25
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A101	SITE PLAN
A2B4	FLOOR PLANS - LEVEL B4, B3
A2B2	FLOOR PLANS - LEVEL B2, B1
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A202	FLOOR PLANS - LEVEL 2, 3
A204	FLOOR PLANS - LEVEL 4, 5-25
A206	FLOOR PLANS - LEVEL 6, 11
A214	FLOOR PLANS - LEVEL 14, 17
A221	FLOOR PLANS - LEVEL 21, 26
A227	FLOOR PLAN - LEVEL 27, ROOF
A301	EXTERIOR ELEVATIONS - NORTH AND WEST
A302	EXTERIOR ELEVATIONS - SOUTH AND EAST
A303	EXTERIOR ELEVATIONS - ENLARGED
A304	EXTERIOR ELEVATIONS - LIGHTING CONCEPT
A305	EXTERIOR ELEVATIONS - LIGHTING CONCEPT
A401	BUILDING SECTIONS
A402	BUILDING SECTIONS
A403	BUILDING SECTIONS

PROJECT DESCRIPTION

THE PROPOSED GARDEN GATE TOWER @ 600 SOUTH FIRST STREET SITE DEVELOPMENT IS A COLIVING RESIDENTIAL PROJECT CONTAINING 793 COLIVING BEDROOM UNITS AND 124 PARKING SPACES AND GROUND FLOOR RETAIL IN A 27-STORY HIGH RISE TOWER. THE BUILDING WILL BE A POST-TENSIONED CONCRETE STRUCTURE WITH THE EXTERIOR CLAD IN A HIGH-QUALITY GLAZING SYSTEM WITH VISION, SPANDREL AND OPERABLE AWNING WINDOWS, AND BALCONY DOORS INTEGRAL TO THE SYSTEM. THE PARKING GARAGE EXTENDS 4 LEVELS BELOW GRADE. AMENITIES INCLUDE A ROOFTOP OUTDOOR TERRACE WITH POOL, AND AMENITY LOUNGES AND FITNESS SPACES.

THE PROPOSED RESIDENTIAL UNITS ARE RENTAL UNITS. UP TO 5 RETAIL COMMERCIAL CONDOMINIUMS ARE PROPOSED ON THE GROUND LEVEL.

THE BUILDING WILL BE LEED CERTIFIED AS REQUIRED BY CITY COUNCIL POLICY. THE PROJECT WILL ACHIEVE LEED NC v4 CERTIFICATION THROUGH THE USGBC.

PROJECT TEAM

OWNER / DEVELOPER

KT Urban
21710 Stevens Creek Blvd., Ste. 200
Cupertino, CA 95014
P: 408.257.2100
CONTACT:
Mark Tersini mtersini@aol.com

ARCHITECT

C2K ARCHITECTURE INC.
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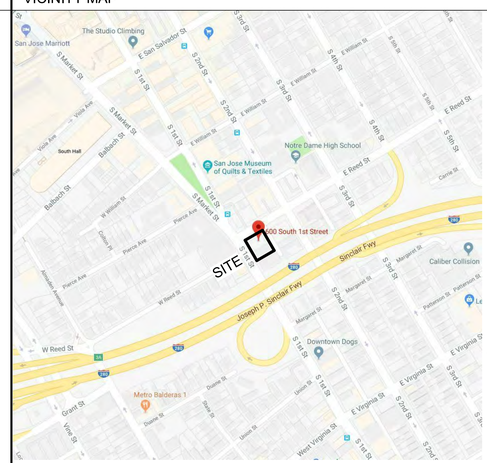
Charles W. Davidson Co.
255 West Julian St., Ste. 200
San Jose, CA 95110
P: 408.295.9162
CONTACT:
Peter Smith psmith@cwdco.com

PERMITS / REVIEWS

REVIEWING AGENCY	REVIEW STATUS
CITY OF SAN JOSE, CA	
COMPREHENSIVE PRELIMINARY REVIEW	
FILE # PRE17-102	SUBMITTED 6/14/2017
SPECIAL USE PERMIT	
FILE # SP18-001	SUBMITTED 01/09/2018
DIRECTOR'S ACTION	
DEPARTMENT OF PUBLIC WORKS	
PROJECT #	3-24098
PERMIT #	
GRADING & DRAINAGE PERMIT	
PW PROJECT #	
REVOCABLE ENCROACHMENT PERMIT	

REVIEWING AGENCY	REVIEW STATUS
BUILDING DEPARTMENT	
PC#	
PERMIT #	
FEDERAL AVIATION ADMINISTRATION (FAA)	

VICINITY MAP



1" = 300'

SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.:	16212
DRAWN:	PM/NM
DATE:	09-JANUARY-2018 SPECIAL USE PERMIT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
18 APR 2018	*SPECIAL USE PERMIT RESUBMITTAL #1*
31 JUL 2018	*SPECIAL USE PERMIT RESUBMITTAL #2*
13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*
30 APR 2019	*CO-LIVING OPT*
04 JUN 2019	*CO-LIVING OPT RESUBMITTAL #1*

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SHEET TITLE:

COVER SHEET

SHEET NO.:

G000

6/13/2019 8:14:16 AM

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6/13/2019 8:14:16 AM

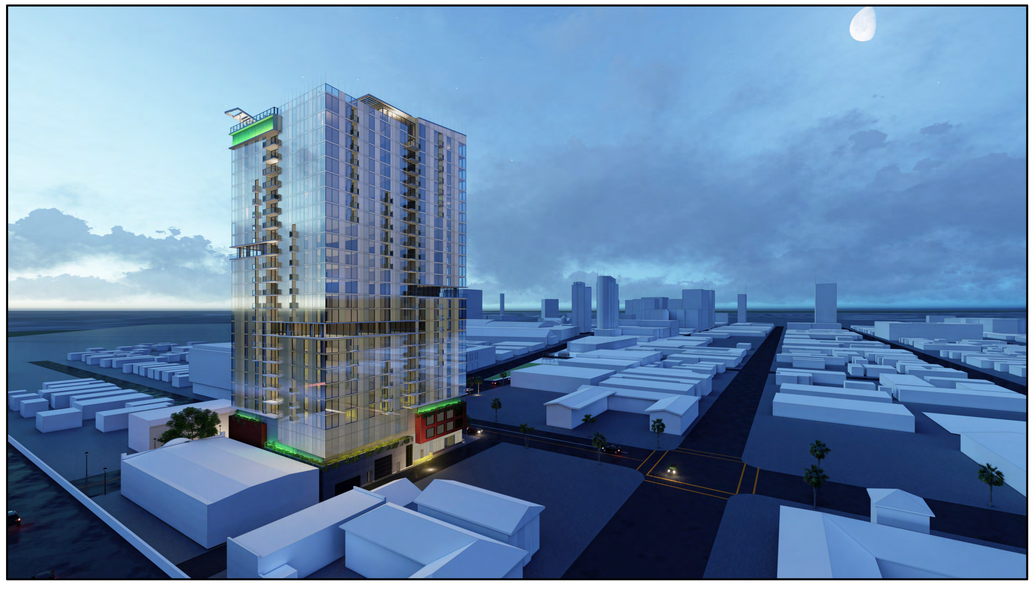
SOUTHWEST PERSPECTIVE FROM FREEWAY 280

SOUTHWEST PERSPECTIVE FROM FREEWAY 280 - NIGHT

NORTHEAST PERSPECTIVE FROM E. REED STREET AND S. 2ND STREET

NORTHEAST PERSPECTIVE FROM E. REED STREET AND S. 2ND STREET - NIGHT

SOUTHEAST PERSPECTIVE FROM FREEWAY 280



SOUTHEAST PERSPECTIVE FROM FREEWAY 280 - NIGHT

C 2K
ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.:	16212
DRAWN:	Author
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30 APR 2019	CO-LIVING OPT
04 JUN 2019	CO-LIVING OPT RESUBMITTAL #1

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SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

SHEET TITLE:
PROJECT IMAGES

SHEET NO.:
G002

6/12/2019 6:59:12 PM

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6/12/2019 6:59:12 PM

NORTHWEST STREET PERSPECTIVE AT CORNER OF S. 1ST STREET AND E. REED STREET

NORTHWEST PERSPECTIVE - NIGHT

ROOF DECK PERSPECTIVE FROM SOUTHWEST

ROOF DECK PERSPECTIVE FROM SOUTHWEST- NIGHT

ROOF DECK PERSPECTIVE FROM SOUTHEAST

ROOF DECK PERSPECTIVE FROM SOUTHEAST - NIGHT

2K
ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.:	16212
DRAWN:	Author
DATE:	09-JANUARY-2018 SPECIAL USE PERMIT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
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13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*
30 APR 2019	*CO-LIVING OPT*
04 JUN 2019	*CO-LIVING OPT.RESUBMITTAL #1*

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SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

SHEET TITLE:
PROJECT IMAGES

SHEET NO.:
G003
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6/12/2019 6:59:15 PM

SOUTHWEST PERSPECTIVE FROM I-280 FREEWAY

SOUTHWEST PERSPECTIVE FROM I-280 FREEWAY - NIGHT

SOUTHEAST PERSPECTIVE FROM I-280 FREEWAY

SOUTHEAST PERSPECTIVE FROM I-280 FREEWAY - NIGHT

SOUTHWEST AERIAL PERSPECTIVE

--

C 2K
ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.:	16212
DRAWN:	Author
DATE:	09-JANUARY-2018 SPECIAL USE PERMIT SP18-001

REVISION:	*DESCRIPTION:*
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04 JUN 2019	*CO-LIVING OPT RESUBMITTAL #1*

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SHEET TITLE:

PROJECT IMAGES

SHEET NO.:

G004

6/12/2019 6:59:19 PM

SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

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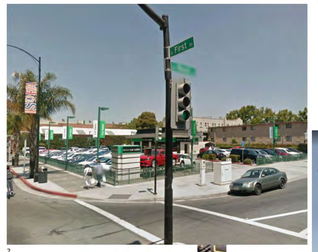
6/12/2019 6:59:19 PM

CORNER PHOTOS - S. FIRST ST. & E. REED ST.

1

4



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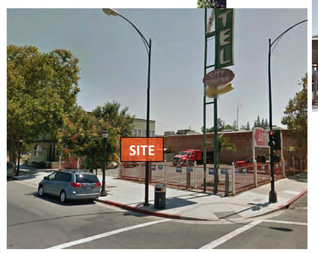

3

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CORNER PHOTOS - S. FIRST ST. & I-280 SINCLAIR FWY.

1

4

2

3

--

CORNER PHOTOS - E. REED ST. AND E. ALLEY

1

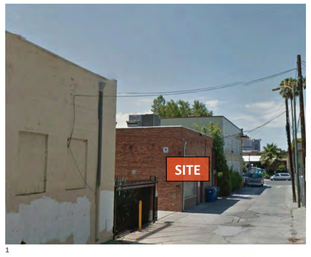
4

2

3

--

CORNER PHOTOS - E. ALLEY & I-280 SINCLAIR FWY



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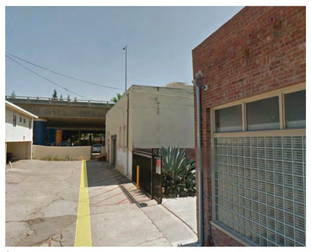

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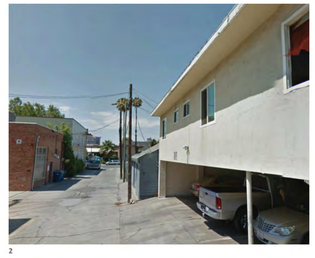

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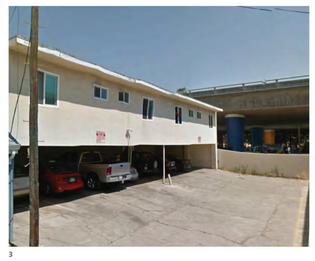

3

--

C2K
ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.:	16212
DRAWN:	Author
DATE:	09-JANUARY-2018 SPECIAL USE PERMIT SP18-001

REVISION:	DESCRIPTION:
09 JAN 2018	SPECIAL USE PERMIT SUBMITTAL
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30 APR 2019	CO-LIVING OPT
04 JUN 2019	CO-LIVING OPT RESUBMITTAL #1

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SHEET TITLE:
EXISTING SITE PHOTOS

SHEET NO.:
G005

6/12/2019 6:59:20 PM

SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

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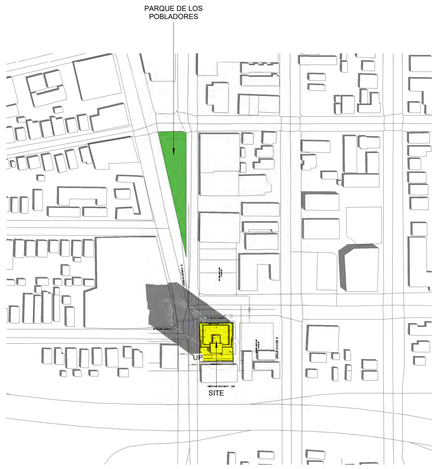
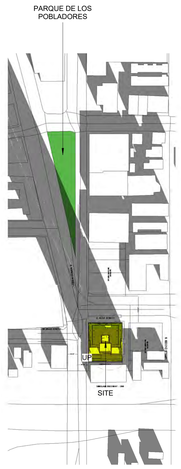
SPRING EQUINOX (3/22) 9AM
1" = 200'-0"

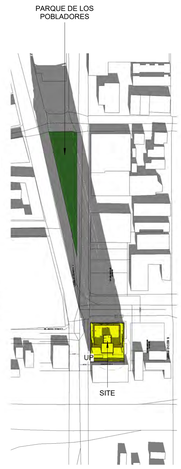


SUMMER SOLSTICE (12/21) 9AM
1" = 200'-0"

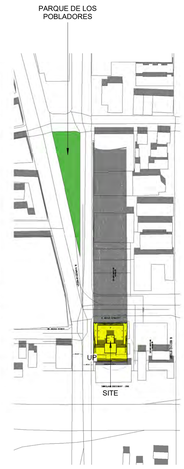
FALL EQUINOX (9/22) 9AM
1" = 200'-0"



WINTER SOLSTICE (12/21) 8AM
1" = 200'-0"

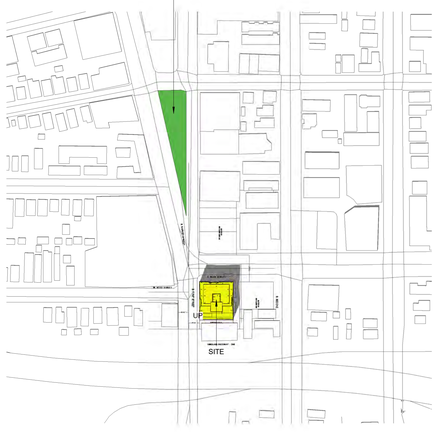


WINTER SOLSTICE (12/21) 9AM
1" = 200'-0"



WINTER SOLSTICE (12/21) 10AM
1" = 200'-0"

SPRING EQUINOX (3/22) 12PM
1" = 200'-0"

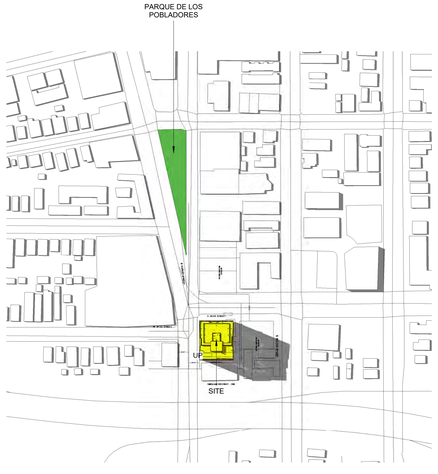


SUMMER SOLSTICE (6/21) 12PM
1" = 200'-0"

FALL EQUINOX (9/22) 12PM
1" = 200'-0"

WINTER SOLSTICE (12/21) 12PM
1" = 200'-0"

SPRING EQUINOX (3/22) 3PM
1" = 200'-0"



SUMMER SOLSTICE (6/21) 3PM
1" = 200'-0"

FALL EQUINOX (9/22) 3PM
1" = 200'-0"

WINTER SOLSTICE (12/21) 3PM
1" = 200'-0"

2K
ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 09-JANUARY-2018
SPECIAL USE PERMIT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
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30 APR 2019	*CO-LIVING OPT.*
04 JUN 2019	*CO-LIVING OPT RESUBMITTAL #1*

SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

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SHEET TITLE:
SUN SHADING STUDIES

SHEET NO.:
G006

6/12/2019 7:01:22 PM

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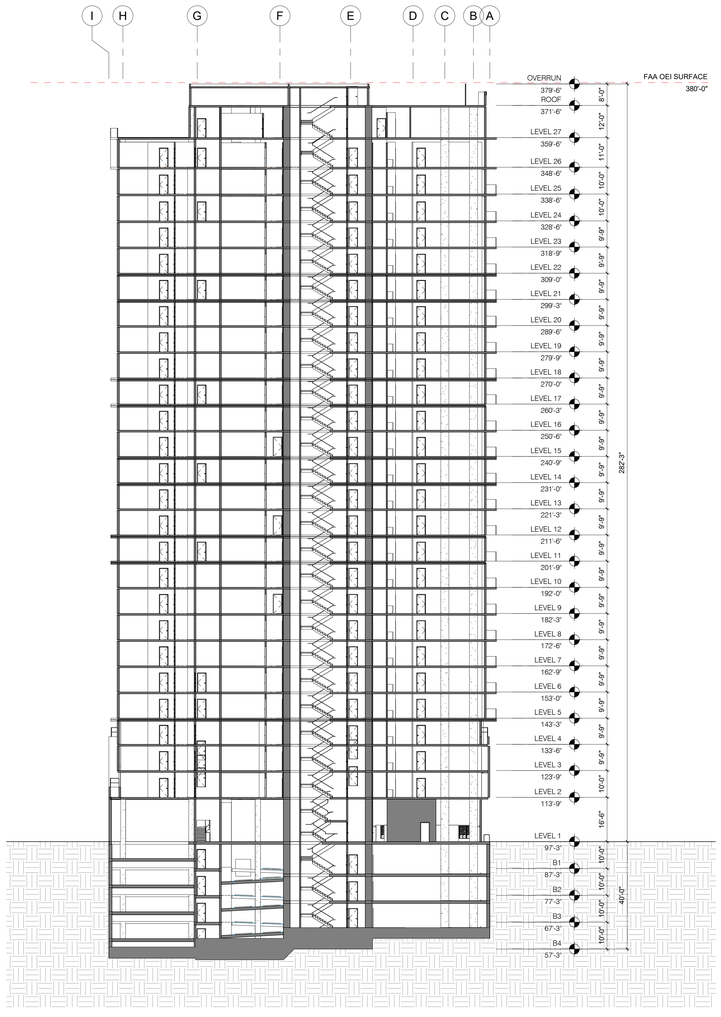
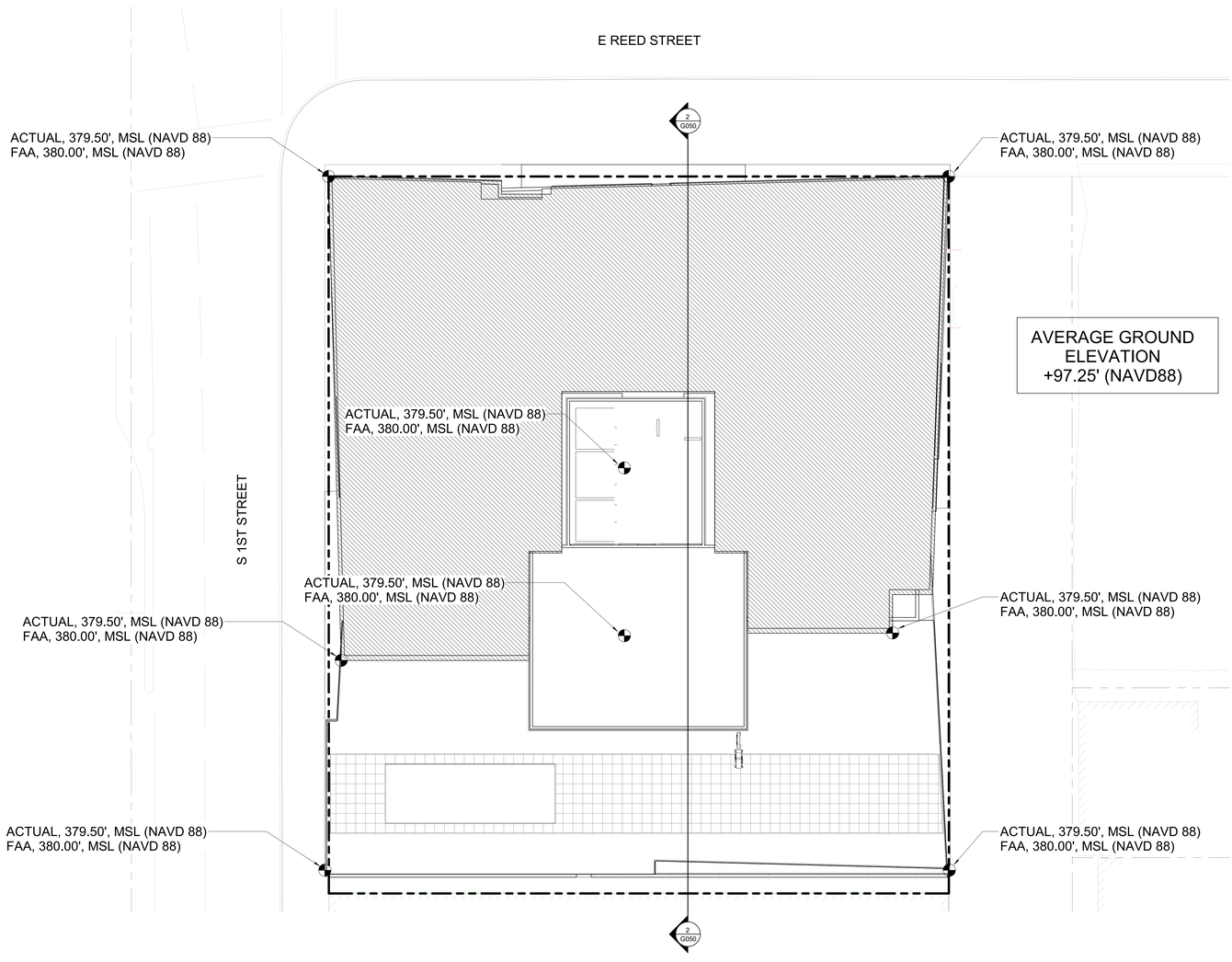


2 G050 SC - NORTH - 1/2
1" = 20'-0"



1 G050 ROOF PLAN
1" = 10'-0"

2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
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SPECIAL USE PERMIT SP18-001

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SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

SHEET TITLE:
AVIATION CLEARANCES

SHEET NO.:
G050

6/12/2019 7:01:31 PM

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6/12/2019 7:01:31 PM

BUILDING AREA SUMMARY

600 S 1ST STREET_CO-LIVING

		New Gross Area	Number Bedrooms	Parking Area	Parking Spaces	Retail Area	Common Interior Space: Interior Space	Common Interior Space: Open Space	Const. Type	Flr to Flr Height	Ht To Top of Floor
Roof		2,459	-						**I-A**	10.00	282.75
27th	Amenity	11,394					7,737	6,667	**I-A**	12.00	272.75
26th	Residential	16,837	27				2,261	185	**I-A**	10.00	260.75
25th	Residential	16,855	32				2,261	185	**I-A**	9.75	250.75
24th	Residential	16,855	32				2,261	185	**I-A**	9.75	241.00
23rd	Residential	16,855	32				2,261	185	**I-A**	9.75	231.25
22nd	Residential	16,855	32				2,261	185	**I-A**	9.75	221.50
21st	Residential	16,855	32				2,261	185	**I-A**	9.75	211.75
20th	Residential	16,855	32				2,261	185	**I-A**	9.75	202.00
19th	Residential	16,855	32				2,261	185	**I-A**	9.75	192.25
18th	Residential	16,855	32				2,261	185	**I-A**	9.75	182.50
17th	Residential	16,855	32				2,261	185	**I-A**	9.75	172.75
16th	Residential	16,855	32				2,261	185	**I-A**	9.75	163.00
15th	Residential	16,855	32				2,261	185	**I-A**	9.75	153.25
14th	Residential	16,855	32				2,261	185	**I-A**	9.75	143.50
13th	Residential	16,855	32				2,261	185	**I-A**	9.75	133.75
12th	Residential	16,855	32				2,261	185	**I-A**	9.75	124.00
11th	Residential	16,855	32				2,261	185	**I-A**	9.75	114.25
10th	Residential	16,855	32				2,261	185	**I-A**	9.75	104.50
9th	Residential	16,855	32				2,261	185	**I-A**	9.75	94.75
8th	Residential	16,855	32				2,261	185	**I-A**	9.75	85.00
7th	Residential	16,855	32				2,261	185	**I-A**	9.75	75.25
6th	Residential	16,855	32				2,261	185	**I-A**	9.75	65.50
5th	Residential	16,855	32				2,261	185	**I-A**	9.75	55.75
4th	Residential	15,971	31				2,197	-	**I-A**	9.75	46.00
3rd	Residential	16,709	32				2,322	-	**I-A**	9.75	36.25
2nd	Residential	16,363	31				2,322	-	**I-A**	9.75	26.50
1st	Lobby / Parking	14,111	-			5,422		-	**I-A**	16.75	16.75
B1	Basement Parking	17,814		13,621	18				**I-A**	-11.00	-11.00
B2	Basement Parking	17,814		13,967	33				**I-A**	-10.00	-21.00
B3	Basement Parking	17,814		15,081	34				**I-A**	-10.00	-31.00
B4	Basement Parking	17,814		15,332	39				**I-A**	-10.00	-41.00
		Gross	**Bedrooms**		**Spaces**						
Total		**519,055**	**793**	**58,001**	**124**	**5,422**		**10,737**			**282.75** Total Building Height

Site Data			
Site Area SF	0.42 acres	18,238 SF	
Proposed FAR Area (above Grade)	447,799		
Proposed FAR	25		

Interior Common Space
Common Space
64,320 SF
Common Space
81 SF/Bedroom

ABBREVIATIONS

@	AT
A/V	AUDIO VISUAL
AB	ANCHOR BOLT
AC	AIR CONDITIONING
ACDN	ACCORDION
ACOUST	ACOUSTICAL
ACP	ACOUSTICAL CEILING PANEL
ACT	ACOUSTICAL CEILING TILE
AD	AREA DRAIN
ADA	AMERICANS WITH DISABILITIES ACT
ADJ	ADJUST, ADJUSTABLE
AESS	ARCHITECTURAL EXPOSED STRUCTURAL STEEL
AFF	ABOVE FINISH FLOOR
ALUM	ALUMINUM
APPROX	APPROXIMATELY
ARCH	ARCHITECTURAL
ASPH	ASPHALT
AUTO	AUTOMATIC
BC	BOTTOM OF CURB
BD	BOARD
BDRM	BEDROOM
BITUM	BITUMINOUS
BKR	BACKER
BL	BLINDS
BLDG	BUILDING
BLK	BLOCK
BLKG	BLOCKING
BLKT	BLANKET
BM	BEAM
BOT/BTM	BOTTOM
BUR	BUILT-UP BITUMINOUS ROOFING
BW	BOTTOM OF WALL
C	CARPET
CAB	CABINET
CEM	CEMENT, CEMENTITIOUS
CG	CORNER GUARD
CI	CAST IRON
CIP	CAST IN PLACE
CJ	CONTROL JOINT
CK TP	COOK TOP
CL	CENTER LINE
CLG	CEILING
CLO	CLOSER
CLR	CLEAR
CMU	CONCRETE MASONRY UNITS
CNTR	COUNTER
COL	COLUMN
COMP	COMPOSITE
CONC	CONCRETE
COND	CONDITION
CONSTR	CONSTRUCTION
CONT	CONTINUOUS
CORR	CORRIDOR
CSMU	CALCIUM SILICATE MASONRY UNIT
CTG	COATING
CTR	CENTER
CTRL	CONTROL
CTSK	COUNTERSINK
CTV	CABLE TV
CU	CUBIC
CUST	CUSTOM
CW	CURTAIN WALL
DBL	DOUBLE
DEC	DECORATIVE
DEFL	DEFLECTION
DEMO	DEMOLISH
DEPT	DEPARTMENT
DF	DRINKING FOUNTAIN
DIA	DIAMETER
DIM	DIMENSION
DISP	DISPENSER
DN	DOWN
DR	DOOR, DINING ROOM
DRS	DOORS
DS	DOWNSPOUT
DW	DISHWASHER
DWG	DRAWING
DWR	DRAWER
(E)	EXISTING
EA	EACH
EIFS	EXTERIOR INSULATION AND FINISH SYSTEM
EJ	EXPANSION JOINT
EL	ELEVATION
ELEC	ELECTRICAL
ELEV	ELEVATOR
EMER	EMERGENCY
ENCL	ENCLOSURE
ENTR	ENTRANCE
EOS	EDGE OF SLAB
EPS	EXPANDED POLYSTYRENE
EQ	EQUAL
EQPT	EQUIPMENT
ES	EACH SIDE
EW	EACH WAY
EWC	ELECTRIC WATER COOLER
EX	EXHAUST
EXIST	EXISTING
EXP	EXPANSION
EXT	EXTERIOR
F	FABRIC, FIBER
FA	FIRE ALARM, FLUID APPLIED
FB	FLAT BAR
FD	FLOOR DRAIN
FE	FIRE EXTINGUISHER
FEC	FIRE EXTINGUISHER CAB
FF	FINISH FLOOR
FF SAM	FOIL FACED SELF-ADHERED MEMBRANE
FFE	FINISH FLOOR ELEVATION
FHC	FIRE HOSE CABINET
FIN	FINISH
FIXT	FIXTURE
FL	FLOOR
FLDG	FOLDING
FLR	FLOOR
FLRG	FLOORING
FLSHG	FLASHING
FOC	FACE OF CONCRETE
FOF	FACE OF FINISH
FO	FACE OF
FP	FIREPROOF
FPFG	FIREPROOFING
FR	FIRE RATED
FRM	FRAME
FRMD	FRAMED
FRMG	FRAMING
FRP	FIBER GLASS REINFORCED PANELS
FRT	FIRE RETARDANT TREATED
FS	FULL SIZE, FIRESTOPPING
FT	FOOT, FEET
FTG	FOOTING
GA	GAGE
GALV	GALVANIZED
GB	GRAB BAR
GBATH	GUEST BATH
GBDRM	GUEST BEDROOM
GD	GARBAGE DISPOSAL
GFRC	GLASS FIBER REINFORCED CONCRETE
GFRG	GLASS FIBER REINFORCED GYPSUM
GI	GALVANIZED IRON
GL	GLASS
GLULAM	GLU-LAMINATED
GND	GROUND
GYP	GYPSUM
GYP BD	GYPSUM BOARD
HB	HOSE BIBB
HC	HOLLOW CORE
HDW	HARDWARE
HDWD	HARDWOOD
HM	HOLLOW METAL
HORIZ	HORIZONTAL
HP	HEAT PUMP
HR	HOUR
HT	HEIGHT
HT SAM	HIGH TEMPERATURE SELF-ADHERED MEMBRANE
ID	INSIDE DIAMETER
IN	INCH, INCHES
INSUL	INSULATION
INT	INTERIOR
INTUM	INTUMESCENT
JAN	JANITOR
JST	JOIST
JT	JOINT
KIT	KITCHEN
L	LINEN, LINOLEUM
LAV	LAVATORY
LF	LINEAL FEET
LIB	LIBRARY
LIV	LIVING
LKR	LOCKER
MACH	MACHINE
MAINT	MAINTENANCE
MAX	MAXIMUM
MBATH	MASTER BATH
MBDRM	MASTER BEDROOM
MC	MEDICINE CABINET
MDF	MEDIUM DENSITY FIBERBOARD
MDO	MEDIUM DENSITY OVERLAY
MECH	MECHANICAL
MED	MEDICATION
MEMB	MEMBRANE
MFR	MANUFACTURER
MH	MANHOLE
MIN	MINIMUM
MIRR	MIRROR
MISC	MISCELLANEOUS
MO	MASONRY OPENING
MTD	MOUNTED
MTL	METAL
MUL	MULLION
MW	MICROWAVE
N/A	NOT APPLICABLE
NC	NON COMBUSTIBLE
NIC	NOT IN CONTRACT
NOM	NOMINAL
NTS	NOT TO SCALE
OBS	OBSCURE
OC	ON CENTER
OD	OUTSIDE DIAMETER
OFF	OFFICE
OFCI	OWNER FURNISHED, INSTALLED BY CONTRACTOR
OFOI	OWNER FURNISHED, INSTALLED BY OWNER
OH	OPPOSITE HAND, OVERHEAD
OPP	OPPOSITE
OTB	OPEN TO BELOW
OZ	OUNCE
P	PAINT, PANTRY
P/L	PROPERTY LINE
PART BD	PARTICLE BOARD
PC	PRECAST
PED	PEDESTRIAN
PERF	PERFORATED
PH	PENTHOUSE
PKG	PACKAGE
PL	PLATE
PLAM	PLASTIC LAMINATE
PLAST	PLASTER, PLASTIC
PNL	PANEL
POL	POLISHED
POLY/ISO	POLYISOCYANURATE
PP	POWER POLE
PR	PAIR
PREFIN	PREFINISHED
PREM	PREMIUM
PRKG	PARKING
PSI	POUNDS PER SQUARE INCH
PT	PRESERVATIVE TREATED, POST-TENSIONED
PTD	PAPER TOWEL DISPENSER
PTD/R	PAPER TOWEL DISPENSER AND RECEPTACLE
PTN	PARTITION
PTR	PAPER TOWEL RECEPTACLE
PVC	POLYVINYLCHLORIDE
PWD	PLYWOOD
R	RADIUS, RISER, RISERS, RANGE
RAD	RADIUS
RB HK	ROBE HOOK
RCP	REFLECTED CEILING PLAN
RD	ROOF DRAIN
REF	REFERENCE
REFR	REFRIGERATOR
REINF	REINFORCED, REINFORCING
RES	RESIN
RESIL	RESILIENT
RF	RUBBER FLOORING
RM	ROOM
RO	ROUGH OPENING
RR	REST ROOM
S SURF	SOLID SURFACE
S&R	STILE AND RAIL
S&V	STAIN AND VARNISH
SAM	SELF-ADHERED MEMBRANE
SBS	STYRENE BUTADIENE STYRENE
SC	SEALED CONCRETE
SC	SOLID CORE
SCD	SEAT COVER DISPENSER
SCHED	SCHEDULE
SCRN	SCREEN
SD	SOAP DISPENSER
SECT	SECTION, SECTIONAL
SF	SQUARE FEET, STOREFRONT
SGL	SAFETY GLASS
SH	SHELF, SHINGLES
SHR	SHOWER
SHT	SHEET
SHTG	SHEATHING
SIM	SIMILAR
SLDG	SLIDING
SLNT	SEALANT
SND	SANITARY NAPKIN DISPENSER
SNR	SANITARY NAPKIN RECEPTACLE
SOG	SLAB ON GRADE
SQ	SQUARE
SS	STAINLESS STEEL
STD	STANDARD
STL	STEEL
STN	STAIN
STOR	STORAGE
SUSP	SUSPENDED
SV	SHEET VINYL
SYM	SYMMETRICAL
SYS	SYSTEM
T	TILE
T&B	TOP AND BOTTOM
T&G	TONGUE AND GROOVE
TB	TACK BOARD, TOWEL BAR
TC	TOP OF CURB, TRAFFIC COATING
TEL	TELEPHONE
TF	TERRAZZO FLOORING
THK	THICK
THRES	THRESHOLD
TMPD	TEMPERED
T.O.	TOP OF
TPD	TOILET PAPER DISPENSER
TPO	THERMOPLASTIC POYOLEFIN
TR	TOILET ROOM
TV	TELEVISION
TW	TOP OF WALL
TYP	TYPICAL
UNDERLAY	UNDERLAYMENT
UON	UNLESS OTHERWISE NOTED
UR	URINAL
UTIL	UTILITY
VCT	VINYL COMPOSITION TILE
VEHIC	VEHICULAR
VERT	VERTICAL
VEST	VESTIBULE
VFY	VERIFY
VIF	VERIFY IN FIELD
VG	VERTICAL GRAIN
VNR	VENEER
VP	VENEER PLASTER
W/	WITH
W/O	WITHOUT
WC	WALLCOVERING, WATER CLOSET
WD	WOOD
WD	WASHER DRYER
WF	WOOD FLOORING
WH	WALL HUNG
WOM	WALK OFF MAT
WP	WATERPROOF
WPFG	WATERPROOFING
WR	WATER RESISTANT, WATER RESISTIVE
WS	WATERSTOP
WT	WEIGHT
WW	WINDOW WALL
WWF	WOVEN WIRE FABRIC
YD	YARD
XPS	EXTRUDED POLYSTYRENE

BUILDING CODE DATA

PROJECT INFORMATION

PROJECT NAME: Garden Gate @ 600 S. 1st Street

ADDRESS: 600 South 1st Street, San Jose, CA 95113

OWNER: KT Urban, 21710 Stevens Creek Blvd # 200, Cupertino, CA 95014

ASSESSOR PARCEL#: 472-26-090, 472-26-089

SEISMIC ZONE: DESIGN CATEGORY D

BUILDING NARRATIVE

793 COLIVING UNITS IN 27 STORY TOWER, INCLUDES FOUR LEVELS OF PARKING BELOW GRADE WITH RETAIL AT GROUND LEVEL.

APPLICABLE BUILDING REGULATIONS

PART 1 - 2016 CALIFORNIA BUILDING STANDARDS ADMINISTRATIVE CODE

PART 2 - 2016 CALIFORNIA BUILDING CODE (BASED ON 2015 IBC) WITH SAN JOSE CITY AMENDMENTS

PART 3 - 2016 CALIFORNIA ELECTRICAL CODE (BASED ON 2014 NEC) WITH SAN JOSE CITY AMENDMENTS

PART 4 - 2016 CALIFORNIA MECHANICAL CODE (BASED ON 2015 UMC) WITH SAN JOSE CITY AMENDMENTS

PART 5 - 2016 CALIFORNIA PLUMBING CODE (BASED ON 2015 UPC) WITH SAN JOSE CITY AMENDMENTS

PART 6 - 2016 CALIFORNIA ENERGY CODE

PART 9 - 2016 CALIFORNIA FIRE CODE (BASED ON 2015 IFC)

PART 11 - 2016 CALIFORNIA GREEN BUILDING STANDARDS CODE

PART 12 - 2016 CALIFORNIA REFERENCE STANDARDS CODE

ZONING ORDINANCE, CITY OF SAN JOSE, CALIFORNIA TITLE 20 OF SAN JOSE MUNICIPAL CODE

BUILDING OCCUPANCY AND SEPARATIONS — CHAPTER 3

OCCUPANCY CLASSIFICATION GROUPS: A-2, A-3, B, M, R-2, S-1, S-2

OCCUPANCY SEPARATION (TABLE 508.4): NON SEPARATED PER 508.3; R-2 SEPARATED PER 420

ALLOWABLE HEIGHT AND AREA — CHAPTER 5

ALLOWABLE AREA PER FLOOR (TABLE 506.2): UNLIMITED

FRONTAGE INCREASE FACTORS

	NORTH	EAST	SOUTH	WEST
FRONTAGE (506.3)	50'-0"	12'-6"	3'-3"	40'-0"

FRONTAGE SHOWN BUT NOT USED FOR AREA INCREASE

CONSTRUCTION TYPE: I-A

	ALLOWABLE	PROPOSED
BUILDING HEIGHT (PER TABLE 504.3)	UNLIMITED*	282'-3"*
NUMBER OF STORIES (PER TABLE 504.4)	UNLIMITED*	27 STORIES*
AUTOMATIC SPRINKLER INCREASE	N/A	N/A

*SITE IS SUBJECT TO HEIGHT LIMITATIONS SET BY FAA FOR SAN JOSE AIRPORT OPERATIONS.

ZONING

LOCATION: APN 472-26-090, 089

Site bounded by S. 1st St, Reed St

ZONING DISTRICT DC Downtown Primary Commercial

LOT SIZE 18,238 SF = 0.42 ACRES Gross

FAR BUILDABLE AREA 18,238 SF **LOT AREA**

AREA PROPOSED (FAR Gross) 439,482 SF = 439,482 SF

439,482 SF / 18,238 = 24.1

FAR = 24:1 PROPOSED

CoSJ GENERAL PLAN 2040 **FAR: Up to 30.0**

PARKING ANALYSIS

REQUIRED PARKING

PER SAN JOSE ZONING ORDINANCE, TABLE 20-140

COLIVING COMMUNITY

793 X 0.6 475.8

TDM REDUCTION 0.5 237.9

237.9 SPACES REQUIRED

124 SPACES PROPOSED

ACCESSIBLE PARKING SPACES

2% OF COVERED MULTIFAMILY DWELLING UNITS

2.5 ACCESSIBLE SPACES REQUIRED

3 ACCESSIBLE SPACES PROVIDED

PARKING IS FURTHER REDUCED PER 20.70.330

ALL PARKING SPACES WILL BE ASSIGNED. NO PARKING WILL BE PROVIDED FOR VISITORS OR PUBLIC

ELECTRIC VEHICLE CHARGING STATIONS

420.9 INSTALLATION OF EV CHARGING INFRASTRUCTURE IN NEW CONSTRUCTION
4.106.4.2 CALIFORNIA GREEN BUILDING STANDARDS CODE (CALGREEN)

3% OF TOTAL NUMBER OF PARKING SPACES SHALL CONTAIN INFRASTRUCTURE TO SUPPORT FUTURE EV CHARGING STATIONS

130 PARKING SPACES x 0.03 = 3.9

4 EV INFRASTRUCTURE PARKING SPACES REQUIRED

8 EV INFRASTRUCTURE PARKING SPACES PROVIDED

PER CBC T11B-228.3.2.1 EVCS FOR PUBLIC AND COMMON USE

1 VAN EVCS SPACE REQUIRED

1 STANDARD ACCESSIBLE EVCS SPACE REQ'D

1 VAN EVCS SPACE PROVIDED

1 STANDARD ACCESSIBLE EVCS SPACE PROV'D

BICYCLE PARKING

793 BEDROOMS

Coliving Ordinance

Long Term Spaces (60%) - 0.25 per bedroom. For buildings containing over 100 bedrooms, 25 long term spaces plus 0.20 spaces for every bedroom over 100

LONG TERM SPACES 25

693 X 0.20 138.6

LONG TERM SPACES REQUIRED **164**

Short Term Spaces (40%) - 2 spaces for every 100 bedrooms

7.93 X 2 15.86

SHORT TERM SPACES REQUIRED **16**

DOWNTOWN RETAIL

LONG TERM 1

SHORT TERM 2

TOTAL SPACES REQUIRED **183**

TOTAL SPACES PROVIDED **183**

BUILDING CONSTRUCTION — CHAPTERS 6, & 7

FIRE RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS (TABLE 601)

		REQUIREMENT
BUILDING ELEMENT		TYPE - IA
STRUCTURAL FRAME		3
BEARING WALLS -	EXTERIOR	2*
	INTERIOR	2*
NON BEARING WALLS AND PARTITIONS	INTERIOR	0
FLOOR CONSTRUCTION		2
ROOF CONSTRUCTION		1*

* REDUCTION IN RATING TO TYPE 1B REQUIREMENTS PER 403.2.1.1

FIRE RESISTANCE RATING REQUIREMENTS FOR EXTERIOR WALLS BASED ON FIRE SEPARATION

DISTANCE (TABLE 602)	**NORTH**	**EAST**	**SOUTH**	**WEST**
FIRE SEPARATION DISTANCE PROVIDED	50'-0"	12'-6"	3'-3"	40'-0"
TYPE IA - EXT WALL REQUIREMENTS - BEARING	PER TBL 601			
- NON BEARING	1-HR	0-HR	0-HR	0-HR

MAXIMUM AREA OF EXTERIOR WALL OPENINGS (TABLE 705.8)

	NORTH	EAST	SOUTH	WEST
FIRE SEPARATION DISTANCE PROVIDED	50'-0"	12'-6"	3'-3"	40'-0"
MAXIMUM AREA OF UNPROTECTED OPENINGS (BUILDING SPRINKLERED - 705.8.1)	NO LIMIT	45%	see plans	NO LIMIT

SHAFTS — CHAPTER 7

SHAFT CONSTRUCTION: 2 HR REQUIRED PER 713.4

CHUTES — CHAPTER 7

CHUTE ENCLOSURE: 2 HR REQUIRED PER 713.4

HOPPER DOOR CONSTRUCTION: 1 1/2-HR AS REQUIRED PER TABLE 716.5.9.3

REFUSE COLLECTION ROOM: 1-HR FIRE BARRIER ENCLOSURE WITH 3/4-HR DOOR PER 708.13.3

DOOR OPERATION: SELF OR AUTOMATIC CLOSING UPON ACTIVATION OF SMOKE DETECTION PER 716.5.9.3

TERMINATION ROOM: SPRINKLERED PER TABLE 509 WITH 1 1/2-HR DOOR PER 713.13.4 & TABLE 716.5

SPRINKLERS: AUTOMATIC SPRINKLER SYSTEM PROVIDED PER 713.13.6

OPENINGS — CHAPTER 7

WINDOWS: EMERGENCY WINDOWS PER SECTION 1029 ARE NOT REQUIRED PER 403.5.6

FIRE PROTECTION RATINGS FOR DOORS (TABLE 716.5)

FIRE SERVICE ACCESS ELEVATOR LOBBY DOORS	45 MINUTE "S" LABEL DOORS IN 1 HOUR SMOKE BARRIER
ELEVATOR SHAFT DOORS	90 MINUTE "S" LABEL DOORS IN 2-HR FIRE BARRIER
PRESSURIZED VESTIBULE DOORS FROM CORRIDOR	90 MINUTE "S" LABEL DOORS IN 2-HR FIRE BARRIER
PRESSURIZED VESTIBULE DOORS INTO STAIRWAY	90 MINUTE "S" LABEL DOORS IN 2-HR FIRE BARRIER
CORRIDOR DOORS	20 MINUTE "S" LABEL DOORS IN 1-HR FIRE PARTITION

ELEVATORS — CHAPTERS 7, 10, & 30

LOBBY:

ENCLOSED LOBBY NOT REQUIRED AT STREET LEVEL PER 713.14.1, EXCEPTION 1

FIRE SERVICE ACCESS ELEVATOR LOBBY SIZE MIN DIMENSION OF 8'-0", AND 150 SF

ACCESSIBLE MEANS OF EGRESS ELEVATOR:

ONE (1) ELEVATOR TO BE PROVIDED AS ACCESSIBLE MEANS OF EGRESS PER SECTION 1007.2.1

FLOOR LANDINGS ILLUMINATION:

5 fc MIN AT THRESHOLD (1124A.5)

ELEVATOR SIZE REQUIREMENT:

ONE (1) ELEVATOR TO ACCOMMODATE 24-INCH BY 84-INCH AMBULANCE STRETCHER WITH 5-INCH MAXIMUM RADIUS CORNERS, 80-INCH BY 54-INCH CLEAR DISTANCE BETWEEN WALLS, AND MINIMUM DISTANCE FROM WALL TO RETURN PANEL OF 51 INCHES WITH A 42 INCH MINIMUM SIDE-SLIDE DOOR PER SECTION 3002.4.3a

ALL PROVIDED ELEVATORS TO MEET ACCESSIBILITY REQUIREMENTS OF CBC 11B-407 & 1124A

FIRE SERVICE ACCESS ELEVATORS:

TWO REQUIRED PER 403.6.1

CAPACITY: 3500# MIN PER 403.6.1

FIRE ALARM TO INITIATE PHASE I EMERGENCY RECALL (3007.2)

PROVIDE PHASE II EMERGENCY IN-CAR OPERATION (3003.2)

MONITORED BY FIRE COMMAND CENTER (3007.8)

STANDBY POWER TYPE 60/CLASS 2/LEVEL 1, REQUIRED FOR ELEVATOR EQUIPMENT, HOISTWAY LIGHTING, MACHINE ROOM VENTILATION AND COOLING EQUIPMENT, AND CONTROLLER COOLING EQUIPMENT (3007.9)

INTERIOR FINISHES — CHAPTER 8

WALL/CEILING MAXIMUM FLAME SPREAD CLASSIFICATIONS AND RATINGS (TABLE 803.9)

EXIT ENCLOSURES:	CLASS B
CORRIDORS AND EXIT ACCESS ENCLOSURES:	CLASS C TYP, CLASS B ON LEVEL 4
ROOMS AND ENCLOSED SPACES:	CLASS C

FLOOR FINISH (SECTION 804)

ALL AREAS:	COMPLY WITH ASTM STANDARD E 648, & SPECIFIC OPTICAL DENSITY SMOKE RATING NOT TO EXCEED 450 PER ASTM E 662 (804.4.1)
EXITS, CORRIDORS, & ROOMS OR SPACES NOT SEPARATED FROM CORRIDORS:	MINIMUM CRITICAL RADIANT FLUX: CLASS II (804.4.2)

REQUIRED LIFE SAFETY SYSTEMS — CHAPTER 9

	REQUIREMENT	TYPE/CLASS
AUTOMATIC SPRINKLER SYSTEM*	PER 903.2, 903.3.1.1, & SJFC 17.12.630	NFPA 13
STANDPIPE SYSTEM	PER 905.3.1, Exception 1	NFPA 14 / CLASS I
FIRE PUMPS	PER 913	NFPA 20
FIRE EXTINGUISHERS	PER 906.1 & CRC Title 19, Div 1, Chapter 3	2-A MIN RATED
FIRE ALARM SYSTEM**	PER 907.2	NFPA 72 AS AMENDED IN CHAPTER 35
AUDIBLE ALARMS	PER 907.5.2.1 & 907.5.2.2	
VISIBLE ALARMS	PER 907.5.2.3	
SMOKE DETECTION SYSTEM	PER 907.2.13 & 907.3	NFPA 72
FIRE DEPARTMENT COMMUNICATION SYSTEM	PER 907.2.13.2	NFPA 72

* SYSTEMS SERVING MORE THAN 20 HEADS SHALL BE SUPERVISED BY AN APPROVED CENTRAL, PROPRIETARY, OR REMOTE SERVICE.
QUICK RESPONSE OR RESIDENTIAL AUTOMATIC SPRINKLERS ARE REQUIRED IN DWELLING OR SLEEPING UNITS

** SYSTEM SHALL ACTIVATE A MEANS OF WARNING FOR THE HEARING IMPAIRED (1007.12)

SECONDARY WATER SUPPLY (903.3.5.2)
SMOKE CONTROL SYSTEM (SECTION 909)
FIRE DEPARTMENT CONNECTIONS (SECTION 912)
EMERGENCY RESPONDER SAFETY FEATURES (SECTION 914)
EMERGENCY RESPONDER RADIO COVERAGE (SECTION 915)
STANDBY POWER SYSTEM (SECTION 2702)
EMERGENCY POWER SYSTEM (SECTION 2702)
PRESSURIZED EXIT ENCLOSURES (SECTIONS 909.20 AND 1022.10)

FIRE COMMAND CENTER (SECTION 911)

ROOM SIZE MIN DIMENSION OF 10'-0", AND 200 SF

FIREFIGHTER AIR REPLENISHMENT SYSTEM (2016 CALIFORNIA FIRE CODE - APPENDIX L)

F.A.R.S. - A PERMANENTLY INSTALLED ARRANGEMENT OF PIPING, VALVES, FITTINGS AND EQUIPMENT TO FACILITATE THE REPLINISHMENT OF BREATHING AIR IN SELF-CONTAINED BREATHING APPARATUS (SCBA) FOR FIRE FIGHTERS ENGAGED IN EMERGENCY OPERATIONS.

MEANS OF EGRESS — CHAPTER 10

EGRESS WIDTH PER OCCUPANT SERVED (1005.3)

STAIRWAYS: (1005.3.1 EXCEPTION 1) .2"/OCC

OTHER EGRESS COMPONENTS: (1005.3.2 EXCEPTION 1) .15"/OCC

ACCESSIBLE MEANS OF EGRESS (1009)

48" STAIRWAY WIDTH NOT REQUIRED (1009.3, EXCEPTION 2)

AREAS OF REFUGE NOT REQUIRED (1009.3, EXCEPTION 8 & 1009.4, EXCEPTION 2)

TWO WAY COMMUNICATION SYSTEM REQUIRED AT ELEVATOR LANDINGS (1009.8)

EXIT ACCESS (1014)

COMMON PATH OF EGRESS TRAVEL PER 1014.3

B & S OCCUPANCIES: 100'-0"

A OCCUPANCIES: 75'-0"

R-2 OCCUPANCIES: 125'-0"

EXIT ACCESS TRAVEL DISTANCE (1016)

A, R, S-1 OCCUPANCIES: 250'-0"

B OCCUPANCY 300'-0"

S-2 OCCUPANCY 400'-0"

MINIMUM CORRIDOR WIDTH (1018.2)

LOCATION	MIN WIDTH
ACCESS TO MECHANICAL, PLUMBING, OR ELECTRICAL SYSTEMS OR EQUIPMENT	24"
WHERE OCCUPANT CAPACITY IS LESS THAN 50	36"
WITHIN A DWELLING UNIT	36"
ALL OTHER LOCATIONS	44"

CORRIDOR DEAD END (1020.4):

A OCCUPANCY- 20'-0"

B, R-2, & S OCCUPANCIES: 50'-0" (1020.4, EXCEPTION 2)

MEANS OF EGRESS ILLUMINATION (1006)

(NOT REQUIRED INSIDE DWELLING UNITS PER 1006.1, EXCEPTION 3)

TYPICAL CONDITIONS: 1 fc MIN AT THE WALKING SURFACE TO PUBLIC WAY

EMERGENCY POWER ILLUMINATION REQUIREMENTS PER 1006.3.1

INTERIOR ENVIRONMENT — CHAPTER 12

LIGHTING OF OCCUPIED SPACES:

NATURAL LIGHT: NET GLAZED AREA IS GREATER THAN 8% OF THE FLOOR AREA OF THE ROOM SERVED

ARTIFICIAL LIGHT: 10fc AVERAGE PROVIDED AT 30-INCHES ABOVE THE FLOOR LEVEL.

DWELLING UNIT SOUND TRANSMISSION:

WALLS: 50 STC MIN REQUIRED (1208.2)

FLOOR/CEILINGS: 60 IIC MIN REQUIRED (1207.3)

EXTERIOR WALLS STC 37: LIVING ROOM 55 Dba Lmax30 (GENERAL PLAN 2040 EC-1.1)

ROOFING REQUIREMENTS — CHAPTERS 15 & 16

BASIC WIND SPEED 85 MPH (V3S)

WIND EXPOSURE CATEGORY: B

FIRE CLASSIFICATION: B

CLADDING REQUIREMENTS — CHAPTERS 14 & 16

BASIC WIND SPEED 85 MPH (V3S)

WIND EXPOSURE CATEGORY: B

FIRE CLASSIFICATION: NON-COMBUSTIBLE

C2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 09-JANUARY-2018
SPECIAL USE PERMIT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
18 APR 2018	*SPECIAL USE PERMIT RESUBMITTAL #1*
31 JUL 2018	*SPECIAL USE PERMIT RESUBMITTAL #2*
13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*
30 APR 2019	*CO-LIVING OPT*
04 JUN 2019	*CO-LIVING OPT RESUBMITTAL #1*

PRELIMINARY, NOT FOR CONSTRUCTION

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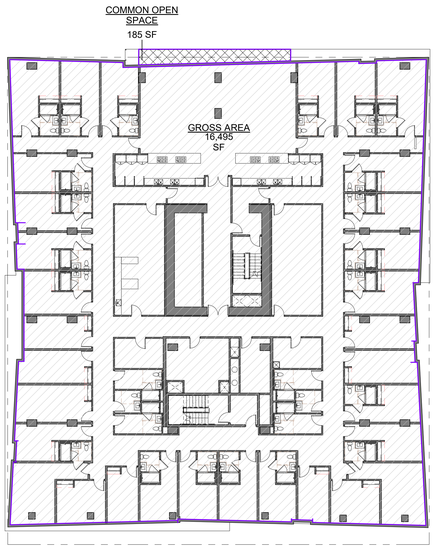
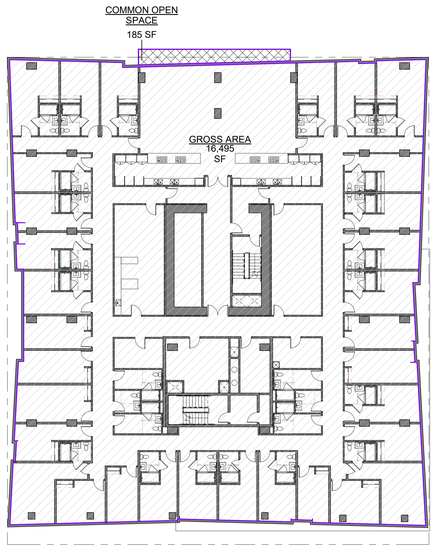
SPECIAL USE PERMIT SP18-001 OPTION 2: CO

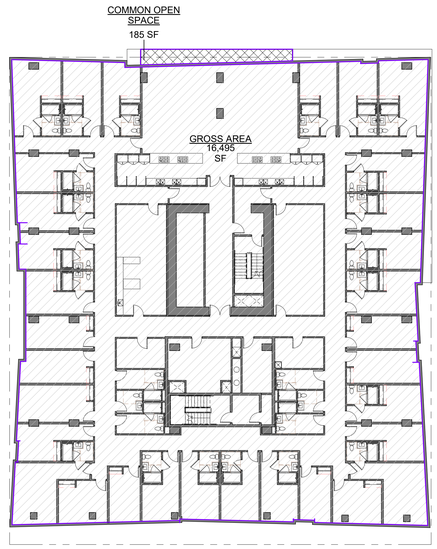
C2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200



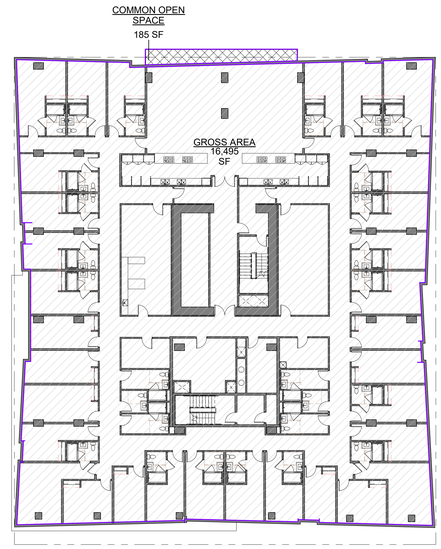
5 G130 GROSS & OPEN SPACE EXHIBIT - LEVEL 5-25 TYPICAL
1/16" = 1'-0"



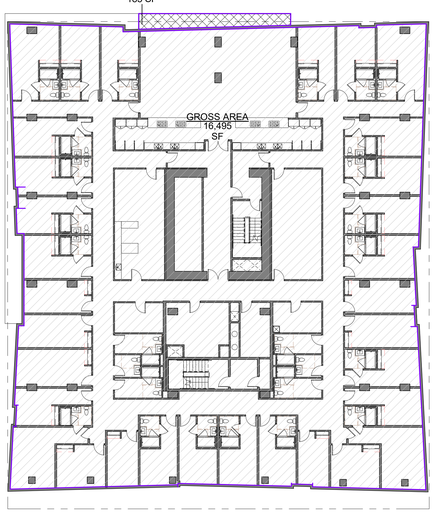
11 G130 GROSS & OPEN SPACE EXHIBIT - LEVEL 11
1/16" = 1'-0"



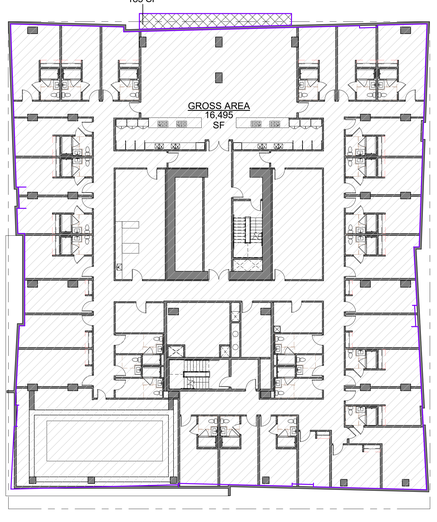
14 G130 GROSS & OPEN SPACE EXHIBIT - LEVEL 14
1/16" = 1'-0"



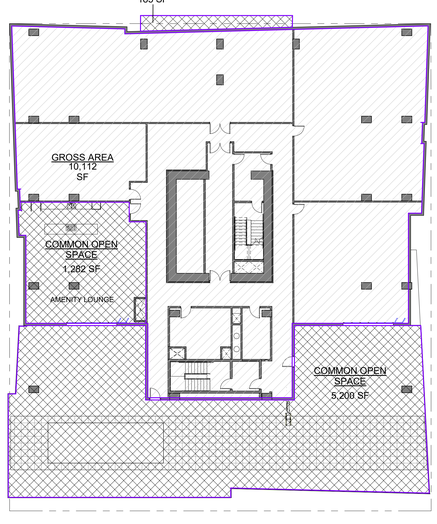
17 G130 GROSS & OPEN SPACE EXHIBIT - LEVEL 17
1/16" = 1'-0"



21 G130 GROSS & OPEN SPACE EXHIBIT - LEVEL 21
1/16" = 1'-0"



26 G130 GROSS & OPEN SPACE EXHIBIT - LEVEL 26
1/16" = 1'-0"



27 G130 GROSS & OPEN SPACE EXHIBIT - LEVEL 27
1/16" = 1'-0"

AREA SCHEDULE (GROSS AREA CODE) COMMON OPEN SPACE

Level	Name	Area
LEVEL 5	COMMON OPEN SPACE	185 SF
		185 SF
LEVEL 6	COMMON OPEN SPACE	185 SF
		185 SF
LEVEL 7	COMMON OPEN SPACE	185 SF
		185 SF
LEVEL 8	COMMON OPEN SPACE	185 SF
		185 SF
LEVEL 9	COMMON OPEN SPACE	185 SF
		185 SF
LEVEL 10	COMMON OPEN SPACE	185 SF
		185 SF
LEVEL 11	COMMON OPEN SPACE	185 SF
		185 SF
LEVEL 12	COMMON OPEN SPACE	185 SF
		185 SF
LEVEL 13	COMMON OPEN SPACE	185 SF
		185 SF
LEVEL 14	COMMON OPEN SPACE	185 SF
		185 SF
LEVEL 15	COMMON OPEN SPACE	185 SF
		185 SF
LEVEL 16	COMMON OPEN SPACE	185 SF
		185 SF
LEVEL 17	COMMON OPEN SPACE	185 SF
		185 SF
LEVEL 18	COMMON OPEN SPACE	185 SF

AREA SCHEDULE (GROSS AREA CODE) COMMON OPEN SPACE

Level	Name	Area
		185 SF
LEVEL 19	COMMON OPEN SPACE	185 SF
		185 SF
LEVEL 20	COMMON OPEN SPACE	185 SF
		185 SF
LEVEL 21	COMMON OPEN SPACE	185 SF
		185 SF
LEVEL 22	COMMON OPEN SPACE	185 SF
		185 SF
LEVEL 23	COMMON OPEN SPACE	185 SF
		185 SF
LEVEL 24	COMMON OPEN SPACE	185 SF
		185 SF
LEVEL 25	COMMON OPEN SPACE	185 SF
		185 SF
LEVEL 26	COMMON OPEN SPACE	185 SF
		185 SF
LEVEL 27	COMMON OPEN SPACE	5,200 SF
LEVEL 27	COMMON OPEN SPACE	185 SF
LEVEL 27	COMMON OPEN SPACE	1,282 SF
		6,667 SF
Grand total: 25		10,738 SF

TOTAL OPEN SPACE:

COMMON OPEN SPACE = 9,456 SF

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 09-JANUARY-2018
SPECIAL USE PERMIT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
18 APR 2018	*SPECIAL USE PERMIT RESUBMITTAL #1*
31 JUL 2018	*SPECIAL USE PERMIT RESUBMITTAL #2*
13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*
30 APR 2019	*CO-LIVING OPT.*
04 JUN 2019	*CO-LIVING OPT RESUBMITTAL #1*

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SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

SHEET TITLE:
OPEN SPACE EXHIBIT

SHEET NO.:
G130
6/19/2019 12:32:27 PM

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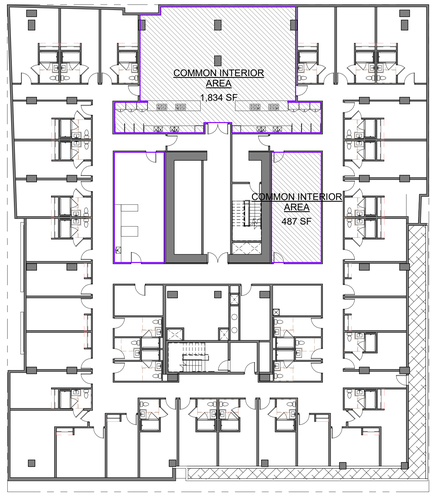
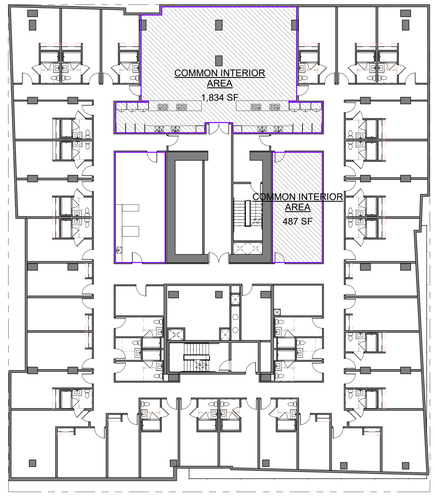
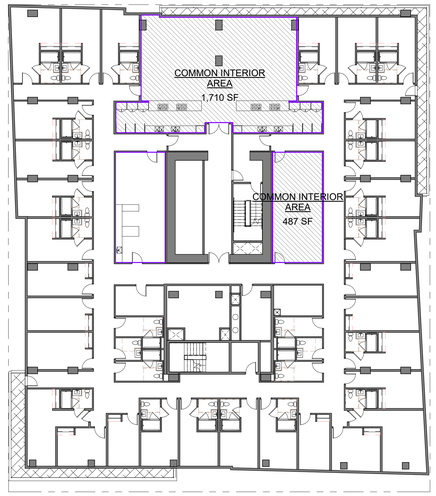


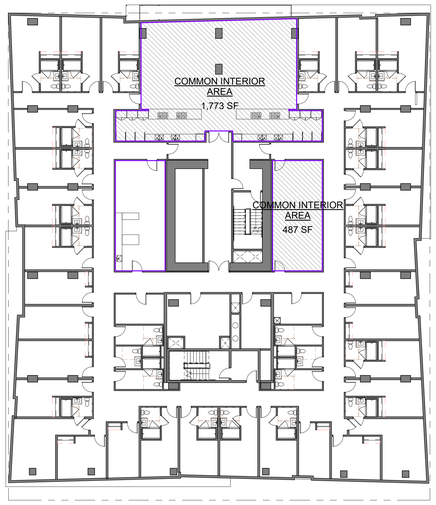
1 G131 COMMON INTERIOR - LEVEL 2
1/16" = 1'-0"



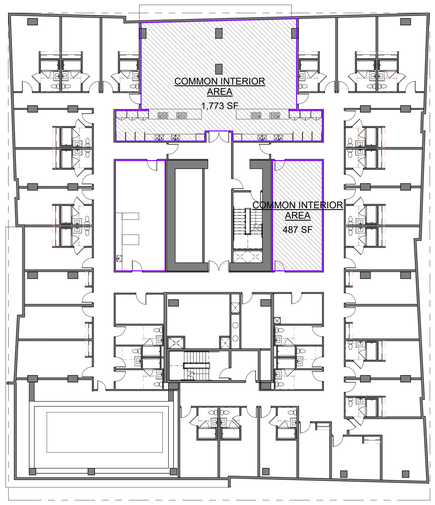
2 G131 COMMON INTERIOR - LEVEL 3
1/16" = 1'-0"



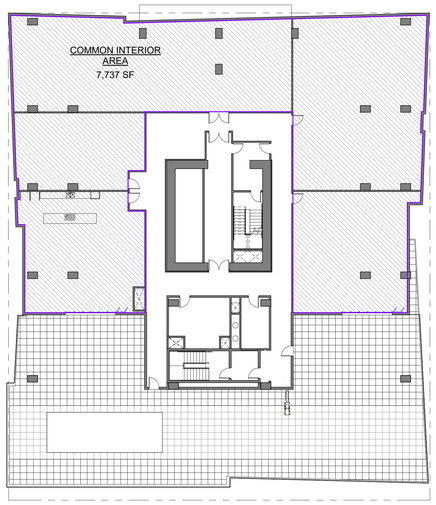
3 G131 COMMON INTERIOR - LEVEL 4
1/16" = 1'-0"



4 G131 COMMON INTERIOR - LEVEL 5-25
1/16" = 1'-0"



5 G131 COMMON INTERIOR - LEVEL 26
1/16" = 1'-0"



6 G131 COMMON INTERIOR - LEVEL 27
1/16" = 1'-0"

Area Schedule (Common Area - Interior)		
Level	Name	Area
LEVEL 2	COMMON INTERIOR AREA	487 SF
LEVEL 2	COMMON INTERIOR AREA	1,834 SF
LEVEL 2: 2		2,322 SF
LEVEL 3	COMMON INTERIOR AREA	487 SF
LEVEL 3	COMMON INTERIOR AREA	1,834 SF
LEVEL 3: 2		2,322 SF
LEVEL 4	COMMON INTERIOR AREA	487 SF
LEVEL 4	COMMON INTERIOR AREA	1,710 SF
LEVEL 4: 2		2,197 SF
LEVEL 5	COMMON INTERIOR AREA	487 SF
LEVEL 5	COMMON INTERIOR AREA	1,773 SF
LEVEL 5: 2		2,261 SF
LEVEL 26	COMMON INTERIOR AREA	487 SF
LEVEL 26	COMMON INTERIOR AREA	1,773 SF
LEVEL 26: 2		2,261 SF
LEVEL 27	COMMON INTERIOR AREA	7,737 SF
LEVEL 27: 1		7,737 SF

TOTAL COMMON INTERIOR SPACE L2-27 = 64,320 SF
TOTAL COMMON INTERIOR SPACE PER BEDROOM = 64,320 SF / 793 = 81 SF

2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

PROJECT NO.: 16212
DRAWN: Author
DATE: 09-JANUARY-2018
SPECIAL USE PERMIT SP18-001

REVISION:	*DESCRIPTION:*
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13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*
30 APR 2019	*CO-LIVING OPT*
04 JUN 2019	*CO-LIVING OPT RESUBMITTAL #1*

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SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

SHEET TITLE:
COMMON INTERIOR SPACE EXHIBIT

SHEET NO.:
G131

6/19/2019 12:32:35 PM

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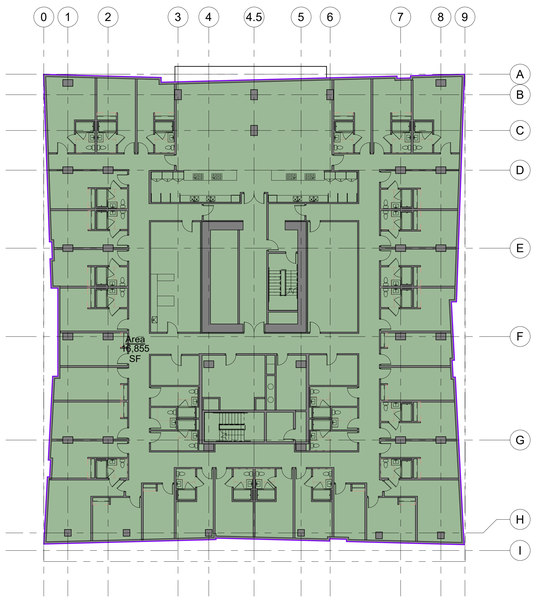
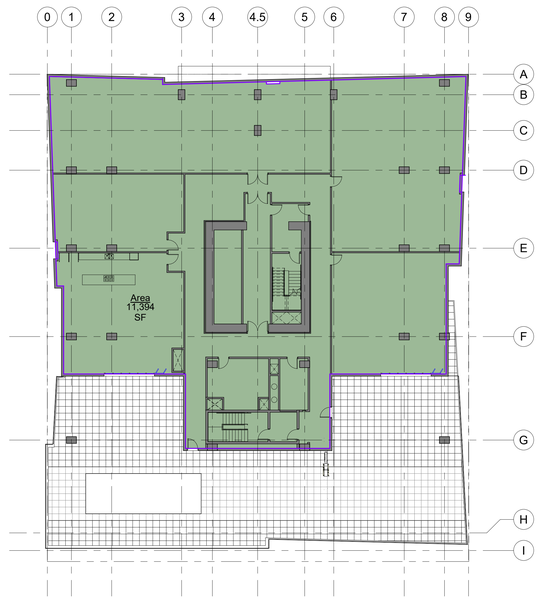
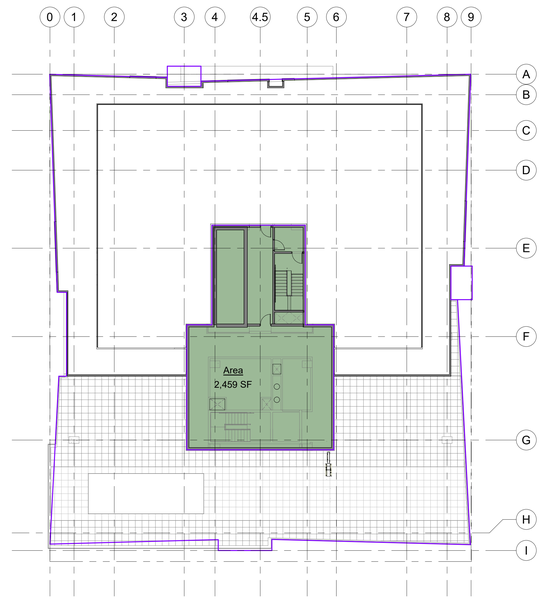


2 G140 GROSS AREA - LEVEL 23-26
1/16" = 1'-0"

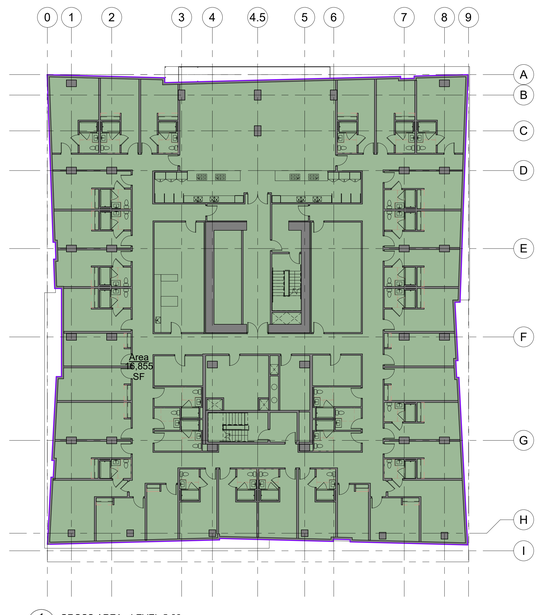


3 G140 GROSS AREA - LEVEL 27
1/16" = 1'-0"



4 G140 GROSS AREA - ROOF
1/16" = 1'-0"

5 G140 GROSS AREA - LEVEL 1
1/16" = 1'-0"



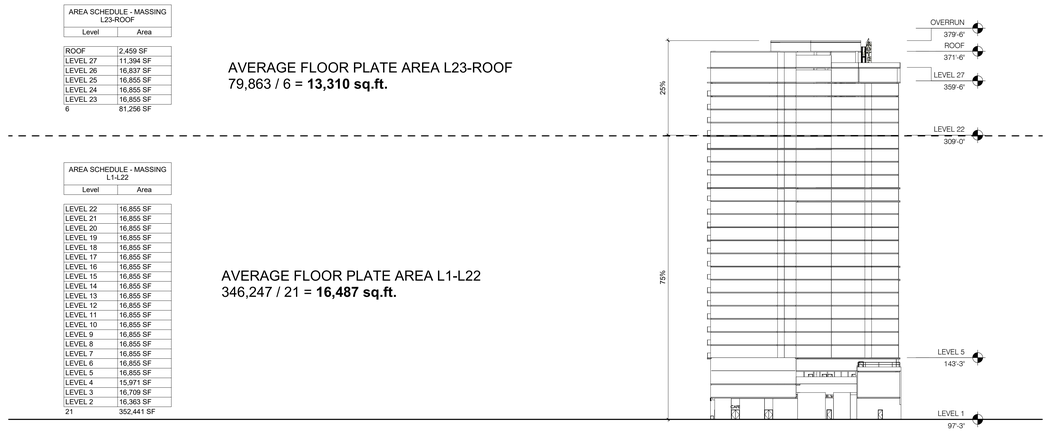
1 G140 GROSS AREA - LEVEL 5-22
1/16" = 1'-0"

AREA SCHEDULE - MASSING L23-ROOF	
Level	Area
ROOF	2,459 SF
LEVEL 27	11,394 SF
LEVEL 26	16,837 SF
LEVEL 25	16,855 SF
LEVEL 24	16,855 SF
LEVEL 23	16,855 SF
6	81,256 SF

AVERAGE FLOOR PLATE AREA L23-ROOF
79,863 / 6 = **13,310 sq.ft.**

AREA SCHEDULE - MASSING L1-L22	
Level	Area
LEVEL 22	16,855 SF
LEVEL 21	16,855 SF
LEVEL 20	16,855 SF
LEVEL 19	16,855 SF
LEVEL 18	16,855 SF
LEVEL 17	16,855 SF
LEVEL 16	16,855 SF
LEVEL 15	16,855 SF
LEVEL 14	16,855 SF
LEVEL 13	16,855 SF
LEVEL 12	16,855 SF
LEVEL 11	16,855 SF
LEVEL 10	16,855 SF
LEVEL 9	16,855 SF
LEVEL 8	16,855 SF
LEVEL 7	16,855 SF
LEVEL 6	16,855 SF
LEVEL 5	16,855 SF
LEVEL 4	15,971 SF
LEVEL 3	16,709 SF
LEVEL 2	16,363 SF
21	352,441 SF

AVERAGE FLOOR PLATE AREA L1-L22
346,247 / 21 = **16,487 sq.ft.**



PERCENT OF MASSING ABOVE 75% HEIGHT:
(13,310 / 16,487) x 100 = **81%**

NOTE: PER CITY OF SAN JOSE *'DOWNTOWN DESIGN GUIDELINES, DESIGN CRITERIA - SKYLINE, HEIGHT'* (PG-15) FOR BUILDINGS TALLER THAN 75 FEET, TO ENCOURAGE VARIATIONS IN MASSING AND FORM, THE AVERAGE SIZE OF THE FLOOR PLATE FOR ALL STORIES ABOVE 75% OF THE BUILDINGS TOTAL HEIGHT SHALL NOT EXCEED 85% OF THE AVERAGE SIZE OF FLOOR PLATES (EXCLUSIVE OF PARKING PODIUMS). THE TOTAL FLOOR AREA THAT CAN THUS BE DEVELOPED MAY BE DISTRIBUTED THROUGHOUT THE ENTIRE STRUCTURE (INCLUDING AS AN INCREASE IN THE HEIGHT OF THE STRUC-TURE), PROVIDED THAT THE RESULTING DESIGN CREATES A DISTINCTIVE SILHOUETTE FOR THE PORTION OF THE STRUCTURE. EQUIPMENT ON THE TOPS OF BUILDINGS SHOULD BE ENCLOSED AND INTEGRATED INTO THE BUILDING FORM.

2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 09-JANUARY-2018
SPECIAL USE PERMIT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
16 APR 2018	*SPECIAL USE PERMIT RESUBMITTAL #1*
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13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*
30 APR 2019	*CO-LIVING OPT*
04 JUN 2019	*CO-LIVING OPT RESUBMITTAL #1*

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SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

SHEET TITLE:
MASSING EXHIBIT

SHEET NO.:
G140
6/12/2019 7:02:03 PM

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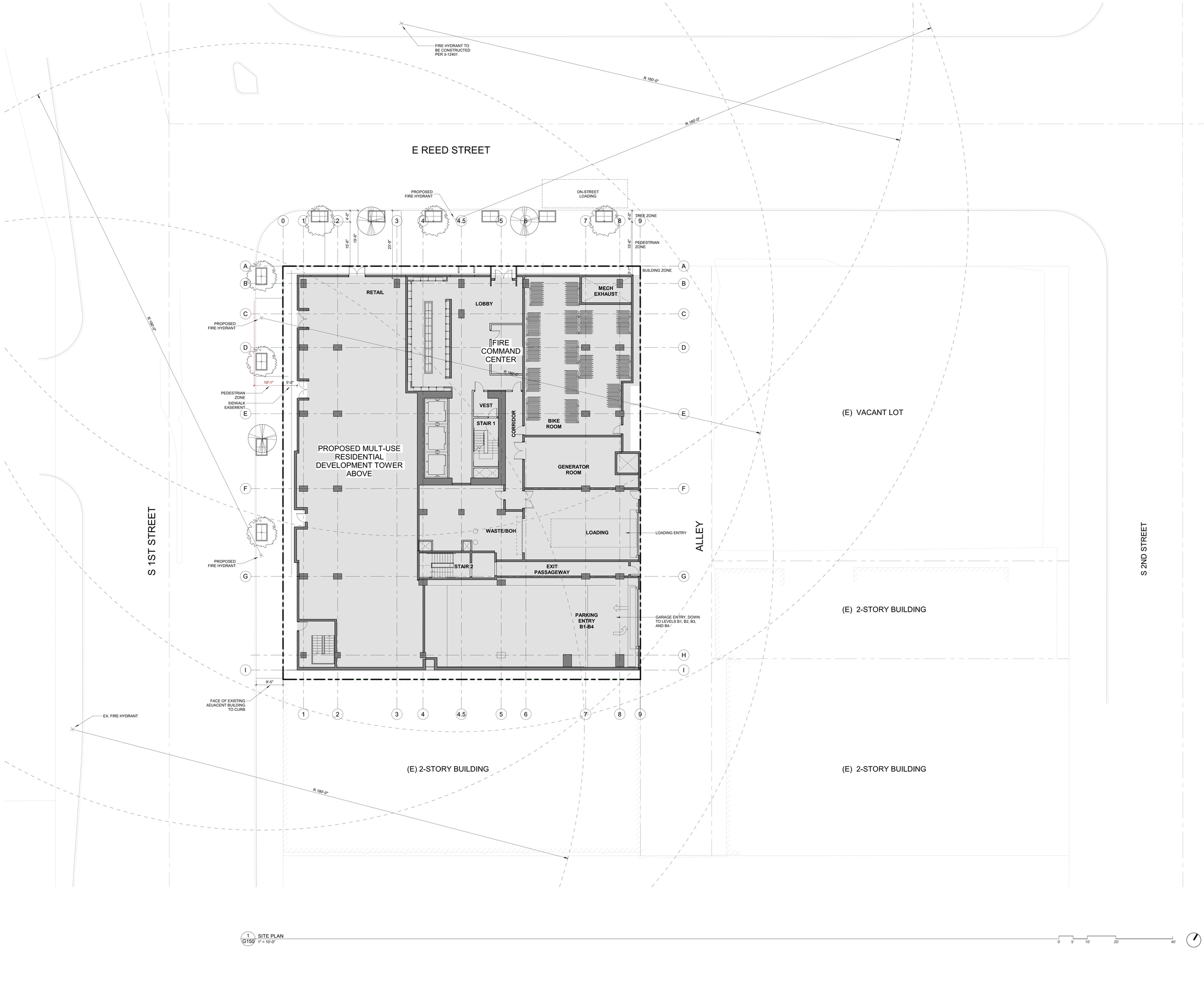

1 G150 SITE PLAN
1" = 10'-0"

0' 5' 10' 20' 40'

C 2K
ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

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04 JUN 2019	CO-LIVING OPT.RESUBMITTAL #1

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SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

SHEET TITLE:
FIRE LIFE SAFETY - SITE

SHEET NO.:
G150

6/12/2019 7:02:06 PM

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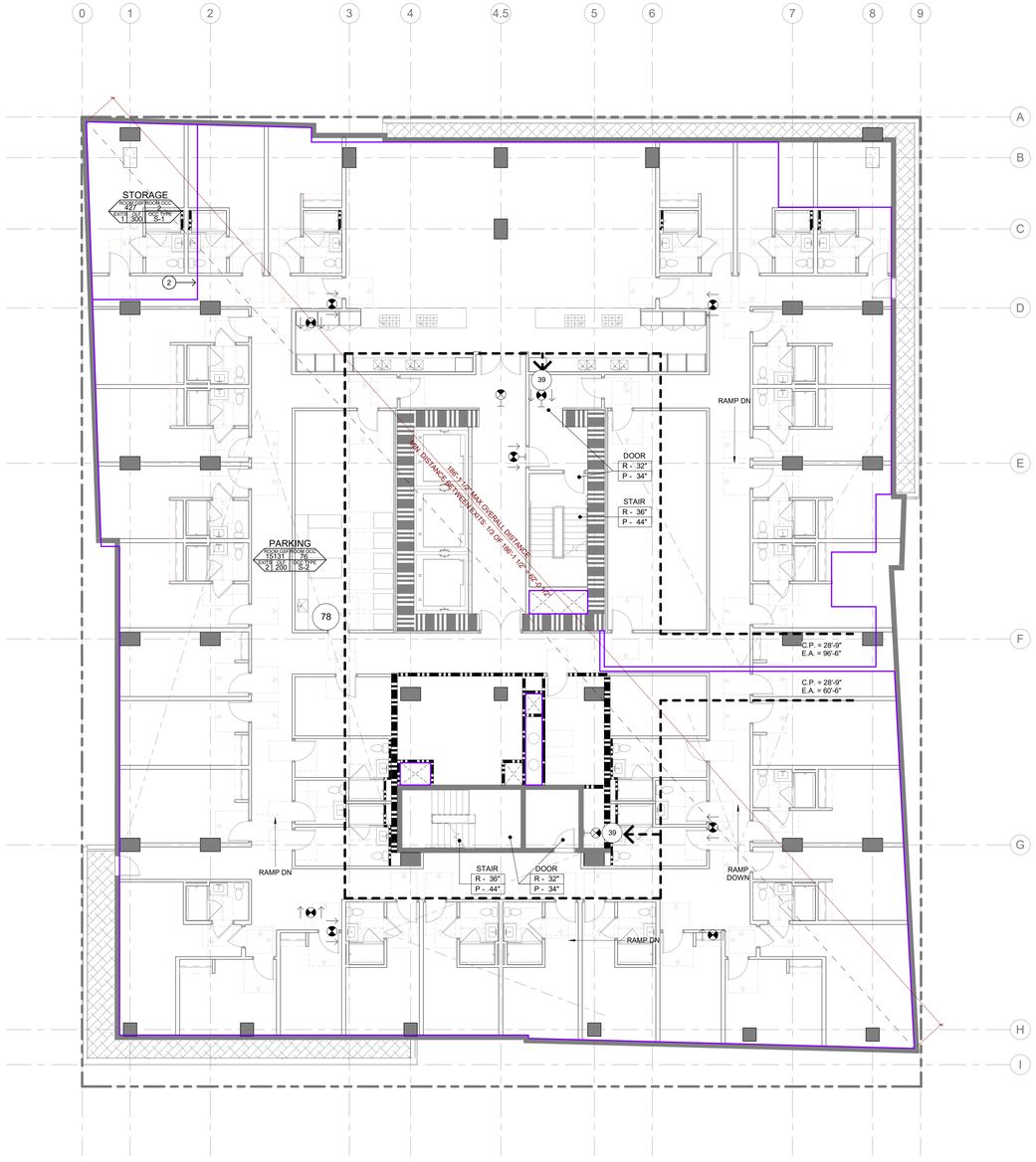
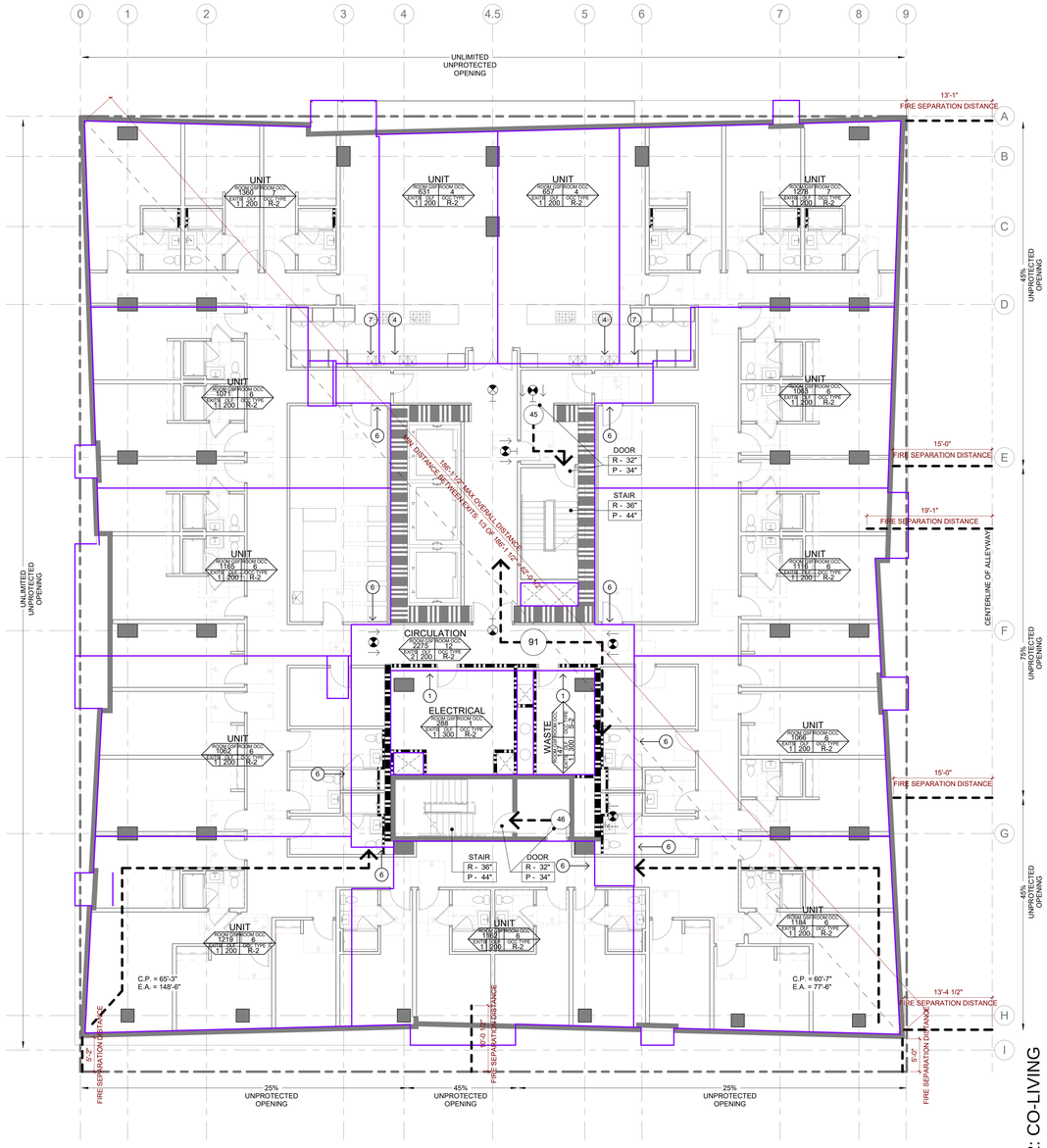


1 G204 FLS - L4 - 1/8
1/8" = 1'-0"
0' 4' 8' 16' 32'



2 G204 FLS - L5-25 - 1/8
1/8" = 1'-0"
0' 4' 8' 16' 32'

FIRE LIFE SAFETY LEGEND

- EXIT DISCHARGE
- 2 HOUR FIRE BARRIER ACTIVE SMOKE ZONE FOR STAIR & VESTIBULE PER CBC 909.20
- ACTIVE SMOKE REMOVAL ZONE FOR GARAGE (CO REMOVAL SYSTEM)
- EXIT FIXTURE, DOUBLE FACED, DIRECTION OF ARROW(S) AS SHOWN.
- EXIT FIXTURE, SINGLE FACED, DIRECTION OF ARROW(S) AS SHOWN.
- FEC — FIRE EXTINGUISHER CABINET, TYPE 2A:10BC EXTINGUISHER
- FE — FIRE EXTINGUISHER BRACKET-MTD, TYPE 2A:20BC
- 1-HR SEPARATION
- 2-HR SEPARATION
- 3-HR SEPARATION
- 1-HR SMOKE BARRIER, PER CBC 909.5 & SECTION 710
- 2-HR SMOKE BARRIER, PER CBC 909.5 & SECTION 710

C.P. = X'-X"
E.A.=Y'-Y"
PATH OF EGRESS
C.P. = COMMON PATH DISTANCE
E.A. = EXIT ACCESS DISTANCE

Name
ROOM | SQFT/ROOM OCC.
EXITS | OUT | OCC. TYPE
LIFE SAFETY SUMMARY TAG

0 — OCCUPANTS AT OCCUPANCY EXIT

0 — TOTAL OCCUPANTS AT EXIT DISCHARGE

0 — TOTAL OCCUPANTS IN AREA

DOOR
R - 32"
P - 34"
MINIMUM REQUIRED EGRESS WIDTH
PROVIDED (CLEAR) EGRESS WIDTH

EGRESS WIDTH:
CALCULATED BASED ON CBC SECTION 1005.3.1 STAIRWAYS, EXCEPTION 1 0.2" PER OCCUPANT
SECTION 1005.3.2 OTHER EGRESS COMPONENTS, EXCEPTION 1 0.15" PER OCCUPANT

FLS SCHEDULE - LEVEL 4

Name	Area	Exits Required	Occupant Load Columns: Occupant Load	Occupant Load FACTOR columns: Occupant Load Factor	Occupant Type
LEVEL 4					
PARKING	15,131 SF	2	76	200	S-2
STORAGE	427 SF	1	2	300	S-1
LEVEL 4: 2			78		

FLS SCHEDULE - LEVEL 5

Name	Area	Exits Required	Occupant Load Columns: Occupant Load	Occupant Load FACTOR columns: Occupant Load Factor	Occupant Type
LEVEL 5					
CIRCULATION	2,275 SF	2	12	200	R-2
ELECTRICAL	288 SF	1	1	300	R-2
UNIT	1,063 SF	1	6	200	R-2
UNIT	657 SF	1	4	200	R-2
UNIT	631 SF	1	4	200	R-2
UNIT	1,278 SF	1	7	200	R-2
UNIT	1,116 SF	1	6	200	R-2
UNIT	1,066 SF	1	6	200	R-2
UNIT	1,184 SF	1	6	200	R-2
UNIT	1,162 SF	1	6	200	R-2
UNIT	1,062 SF	1	6	200	R-2
UNIT	1,219 SF	1	6	200	R-2
UNIT	1,165 SF	1	6	200	R-2
UNIT	1,071 SF	1	6	200	R-2
UNIT	1,360 SF	1	7	200	R-2
WASTE	147 SF	1	1	300	S-2
LEVEL 5: 16			90		

ARCHITECTURE INC
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PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 09-JANUARY-2018
SPECIAL USE PERMIT SP18-001

REVISION:	DESCRIPTION:
09 JAN 2018	SPECIAL USE PERMIT SUBMITTAL
18 APR 2018	SPECIAL USE PERMIT RESUBMITTAL #1
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13 NOV 2018	SPECIAL USE PERMIT RESUBMITTAL #3
30 APR 2019	CO-LIVING OPT
04 JUN 2019	CO-LIVING OPT RESUBMITTAL #1

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SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

SHEET TITLE:
FIRE LIFE SAFETY - LEVEL 4, 5-25

SHEET NO:
G204

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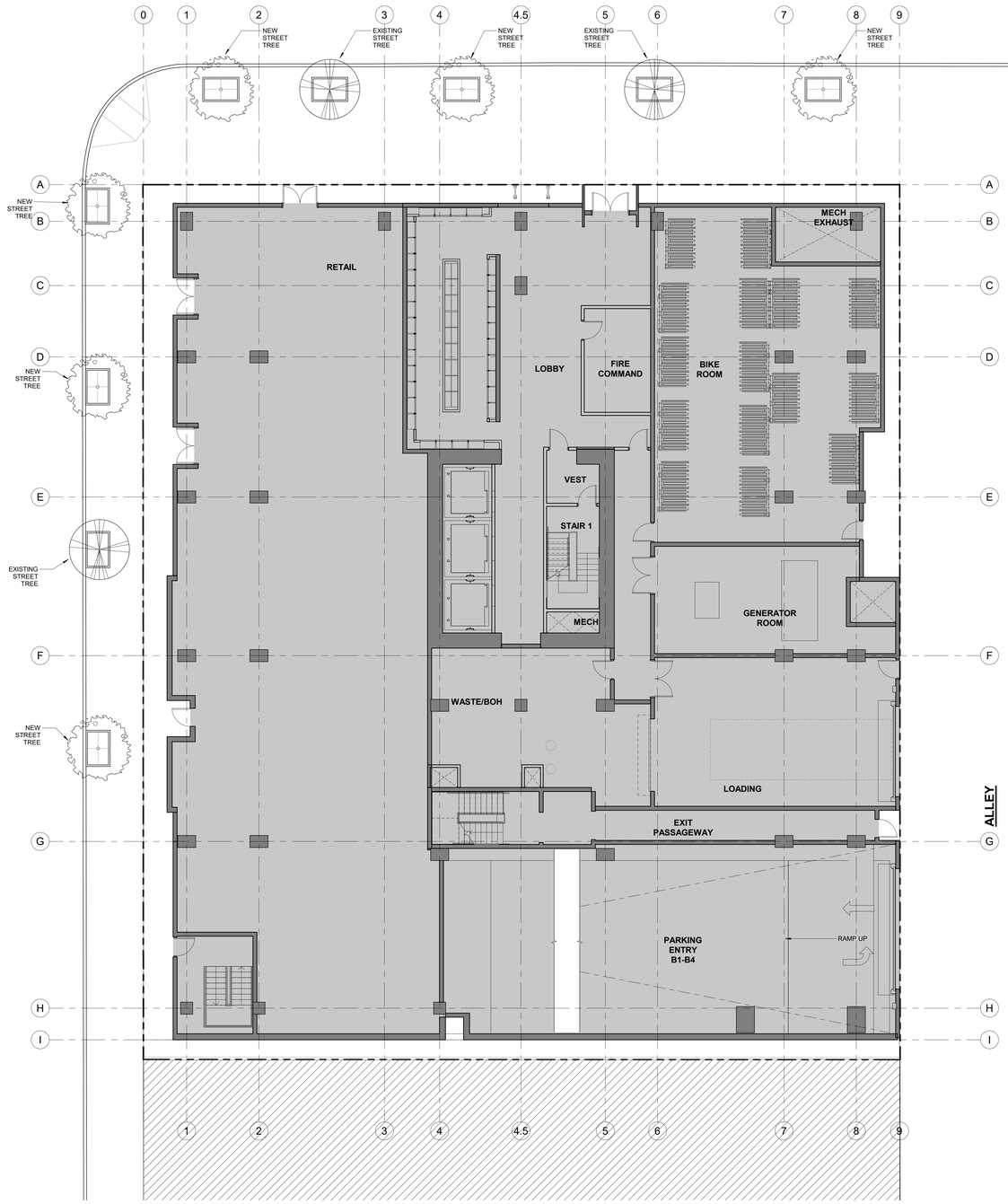
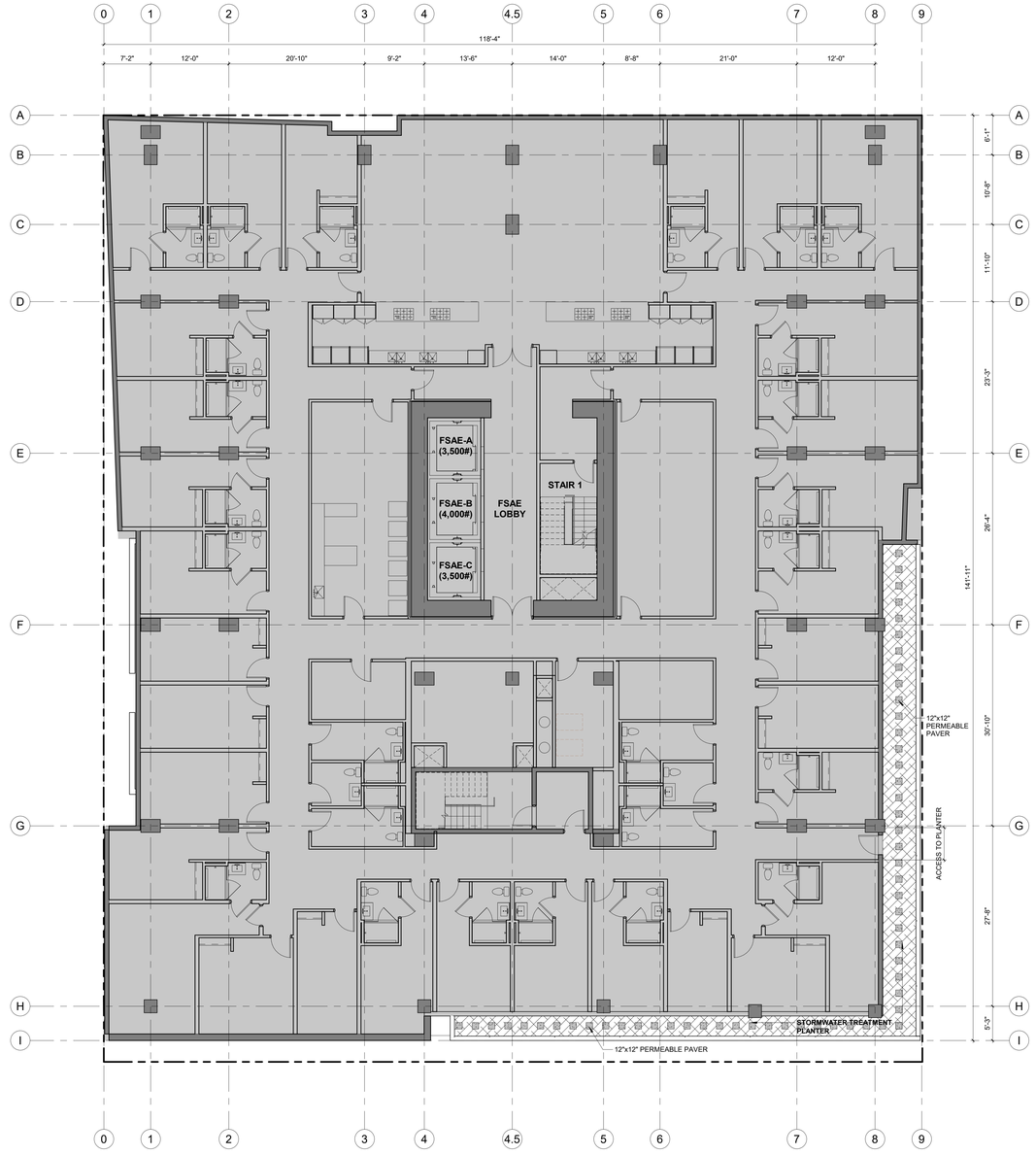


1 L201 FLOOR PLAN - LEVEL 1
1/8" = 1'-0"

0' 4' 8' 16' 32'



2 L201 FLOOR PLAN - LEVEL 2
1/8" = 1'-0"

0' 4' 8' 16' 32'

STREET TREE LEGEND

NOTE: STREET TREES TO BE PLANTED PER SAN JOSE DOWNTOWN STREETSCAPE MASTER PLAN

LANDSCAPE AREA / ELEMENT	BOTANICAL NAME	COMMON NAME	SIZES	REMARKS
STREET TREES - S. FIRST STREET	SUGGESTED SPECIES:			
	ULMUS 'MORTON'	ACCOLADE ELM	48" x 72" BOX	SJ DOWNTOWN STREETSCAPE MP SELECTION
	JACARANDA MIMOSIFOLIA	FERN TREE	48" x 72" BOX	ALTERNATE 1
STREET TREES - E. REED STREET	ULMUS 'MORTON'	ACCOLADE ELM	48" x 72" BOX	SJ DOWNTOWN STREETSCAPE MP SELECTION
	PISTACIA CHINENSIS	CHINESE PISTACHE	48" x 72" BOX	ALTERNATE 1
STREET TREES - EXISTING	PLATANUS ACERIFOLIA	LONDON PLANE TREE	16", 18"	x2
	KOELREUTERIA PANICULATA	GOLDENRAIN TREE, CHINA TREE	6"	x1

LANDSCAPE LEGEND

FLOW THROUGH PLANTERS:
- PLANTING SPECIES TO BE SELECTED PER 2016 C3 STORMWATER HANDBOOK AS NOTED IN TABLE D-1 AS ACCEPTABLE FOR FLOW-THROUGH PLANTERS.
- AVOID SHRUBBY SPECIES FOR ABOVE-GROUND FLOORS FLOW THROUGH PLANTERS FOR EASE OF MAINTENANCE AND INSPECTION ACCESS
- PLACE 3" OF COMPOSTED, NON-FLOATABLE MULCH IN AREAS BETWEEN STORMWATER PLANTINGS.
- SPECIES FOR ALL PLANTERS:
  -CAREX PANSA

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GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

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SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

SHEET TITLE:
LANDSCAPE PLANS LEVEL 1, 3

SHEET NO.:
L201

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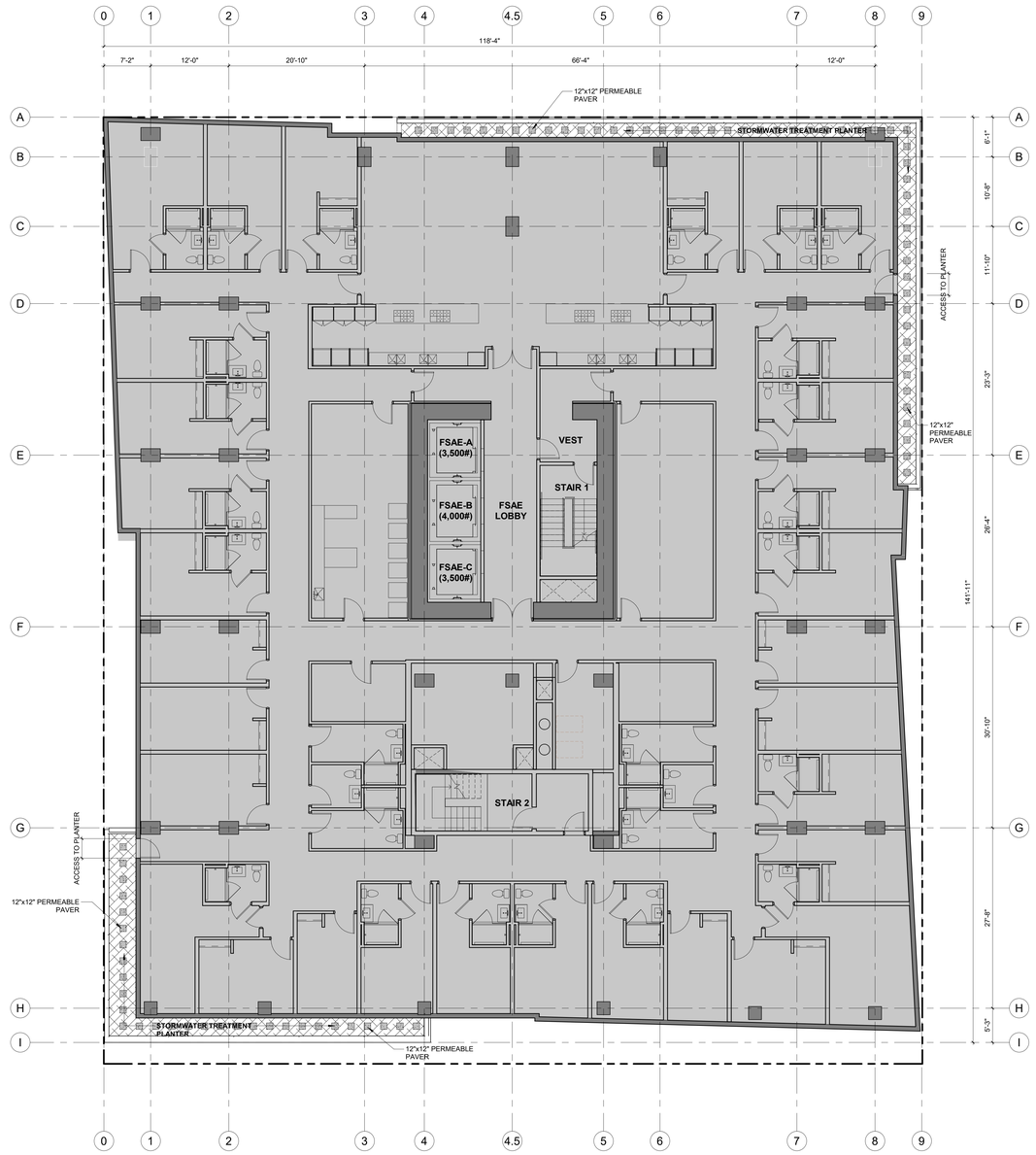

1 L204 FLOOR PLAN - LEVEL 4
1/8" = 1'-0"

0' 4' 8' 16' 32'

LANDSCAPE LEGEND

FLOW THROUGH PLANTERS:
- PLANTING SPECIES TO BE SELECTED PER 2016 C3 STORMWATER HANDBOOK AS NOTED IN TABLE D-1 AS ACCEPTABLE FOR FLOW-THROUGH PLANTERS.
- AVOID SHRUBBY SPECIES FOR ABOVE-GROUND FLOORS FLOW THROUGH PLANTERS FOR EASE OF MAINTENANCE AND INSPECTION ACCESS
- PLACE 3" OF COMPOSTED, NON-FLOATABLE MULCH IN AREAS BETWEEN STORMWATER PLANTINGS.
- SPECIES FOR ALL PLANTERS:
  -CAREX PANSA

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SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

SHEET TITLE:
LANDSCAPE PLANS LEVEL 4

SHEET NO.:
L204

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6-STORY MULTI-FAMILY RESIDENTIAL BUILDING UNDER CONSTRUCTION

2K
ARCHITECTURE INC
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503 444 2200

60'-2 1/2"

E REED STREET

EXISTING STREET TREE
(TO REMAIN)
6" Goldenrain Tree (Koelreuteria Paniculata)

EXISTING STREET TREE
(TO REMAIN)
18" London Plane Tree (Platanus Acerifolia)

EXISTING "MOTEL" SIGN, TO BE RETAINED AND RE-USED AT ROOF DECK

EXISTING 6-STORY MULTI-FAMILY RESIDENTIAL BUILDING

125.50'

25'-0"

EXISTING SURFACE PARKING LOT

EXISTING 2-STORY BUILDING (TO BE DEMOLISHED) +/-4,000 SF

EXISTING VACANT LOT

EXISTING STREET TREE
(TO REMAIN)
16" London Plane Tree (Platanus Acerifolia)

145.20'

145.20'

39'-3 51/256"

EXISTING 2-STORY BUILDING (FACADE TO BE RE-USED, BUILDING TO BE REMOVED) +/-8,766 SF

EXISTING SURFACE PARKING LOT

S 1ST STREET

ALLEY

S 2ND STREET

EXISTING 2-STORY COMMERCIAL BUILDING

60'-1"

EXISTING 1-STORY GARAGE

EXISTING 2-STORY RESIDENTIAL BUILDING

EXISTING 2-STORY RESIDENTIAL BUILDING

EXISTING 2-STORY RESIDENTIAL BUILDING

125.61'

EXISTING 2-STORY COMMERCIAL BUILDING

EDGE OF I-280 FWY ABOVE

1 A100 AS - EXISTING - 1-10
1" = 10'-0"

0 5 10 20 40

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GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
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SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

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SHEET TITLE:
EXISTING SITE PLAN

SHEET NO.:
A100

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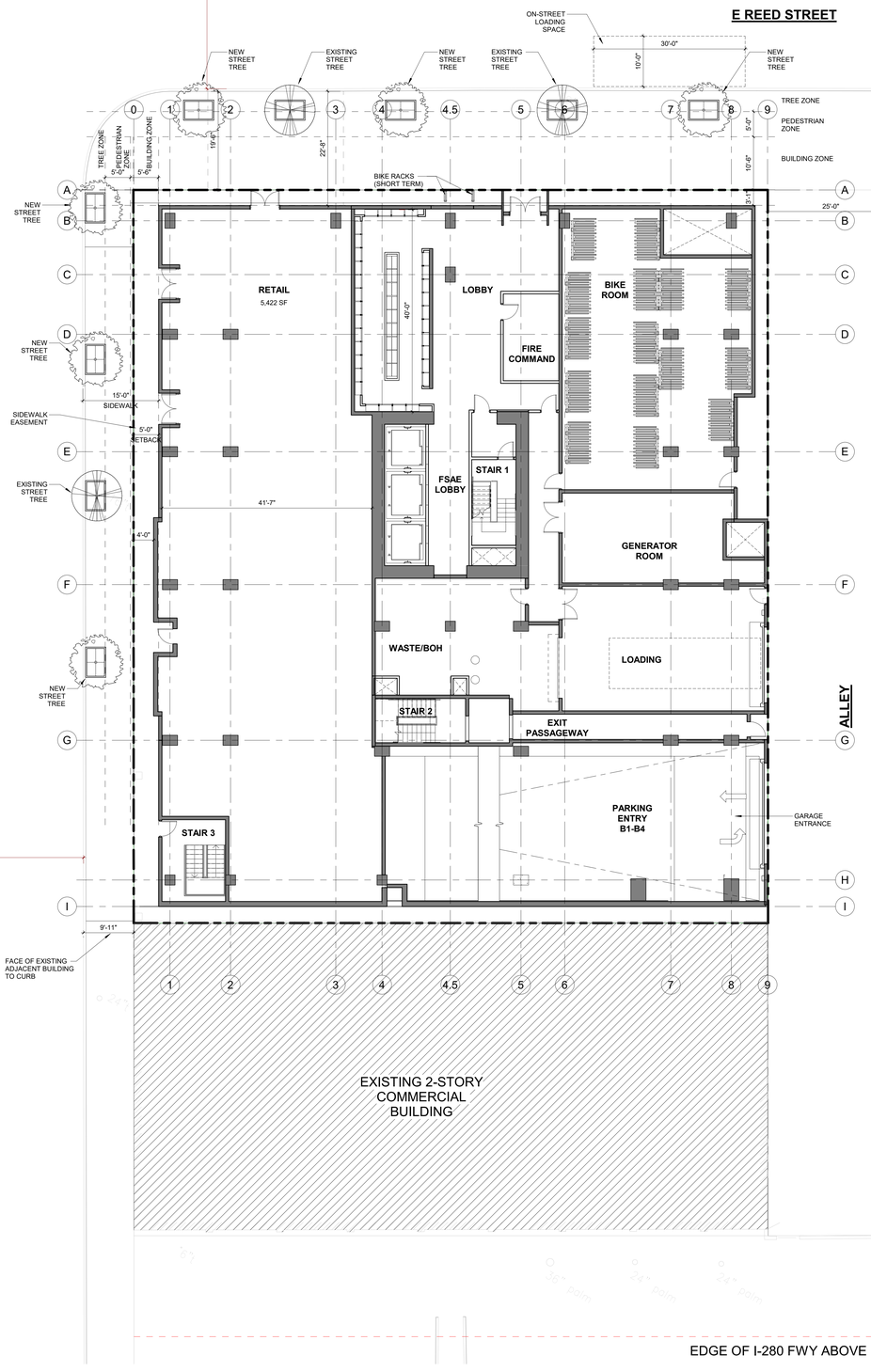
6-STORY MULTI-FAMILY RESIDENTIAL BUILDING UNDER CONSTRUCTION

EXISTING 6-STORY MULTI-FAMILY RESIDENTIAL BUILDING



1 A101 SITE PLAN
1" = 10'-0"

0 5' 10' 20' 40'

SITE PLAN TABLE		
APN 472-26-090, 089		
STATEMENTS AND TABLES:		
1. TOTAL ACRES OF SUBJECT PROPERTY	0.42	AC
2. TOTAL NUMBER OF BEDROOM UNITS:	793	
3. TOTAL EXISTING NON-RESIDENTIAL AREA:	8,766	SF
5. TOTAL # PROPOSED PARKING SPACES:	130	STALLS
6. PROPOSED RESIDENTIAL DENSITY:	1894	DU/AC
7. FAR CALCULATION	24.1	

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SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

SHEET TITLE:
SITE PLAN

SHEET NO.:
A101

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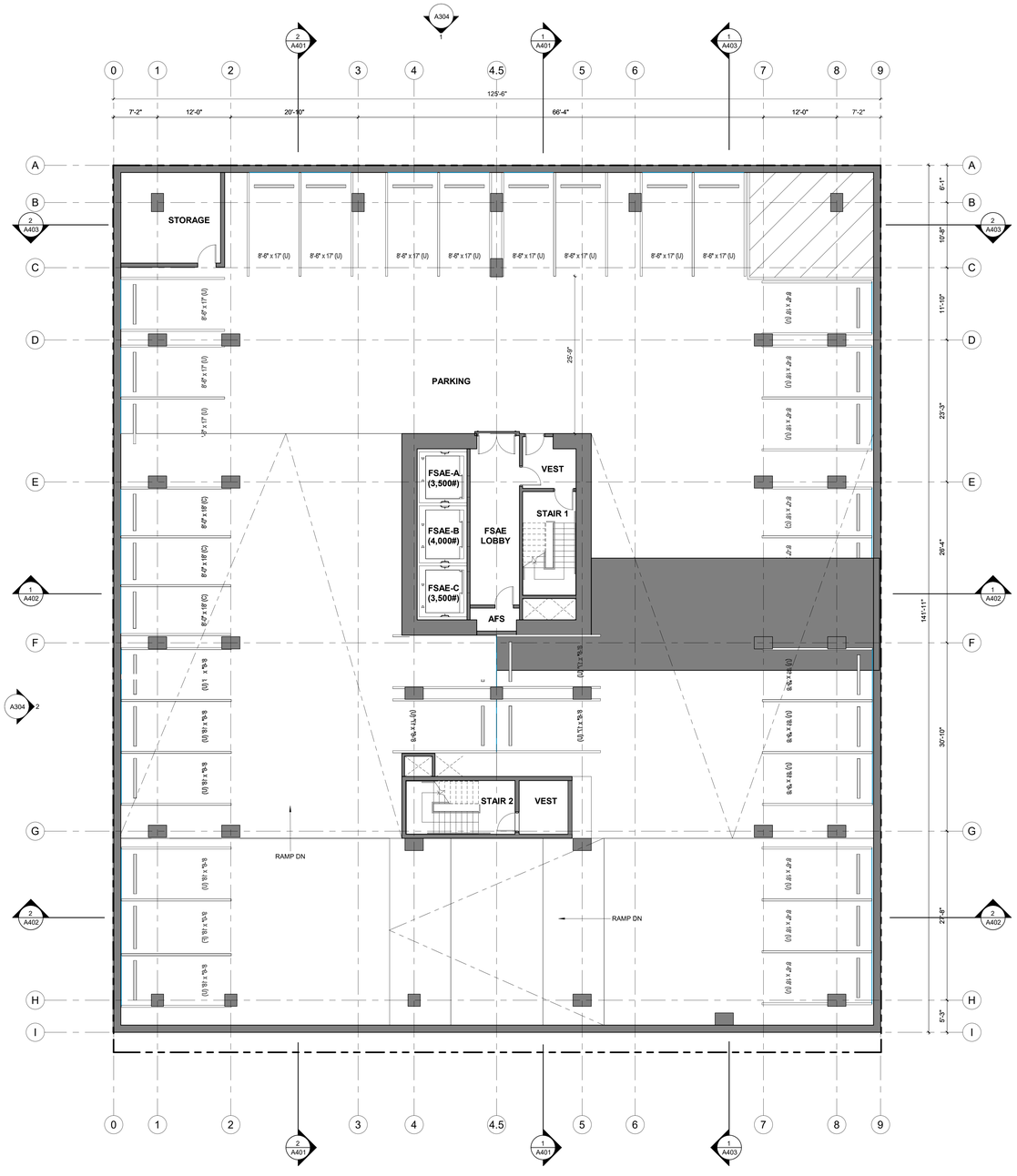
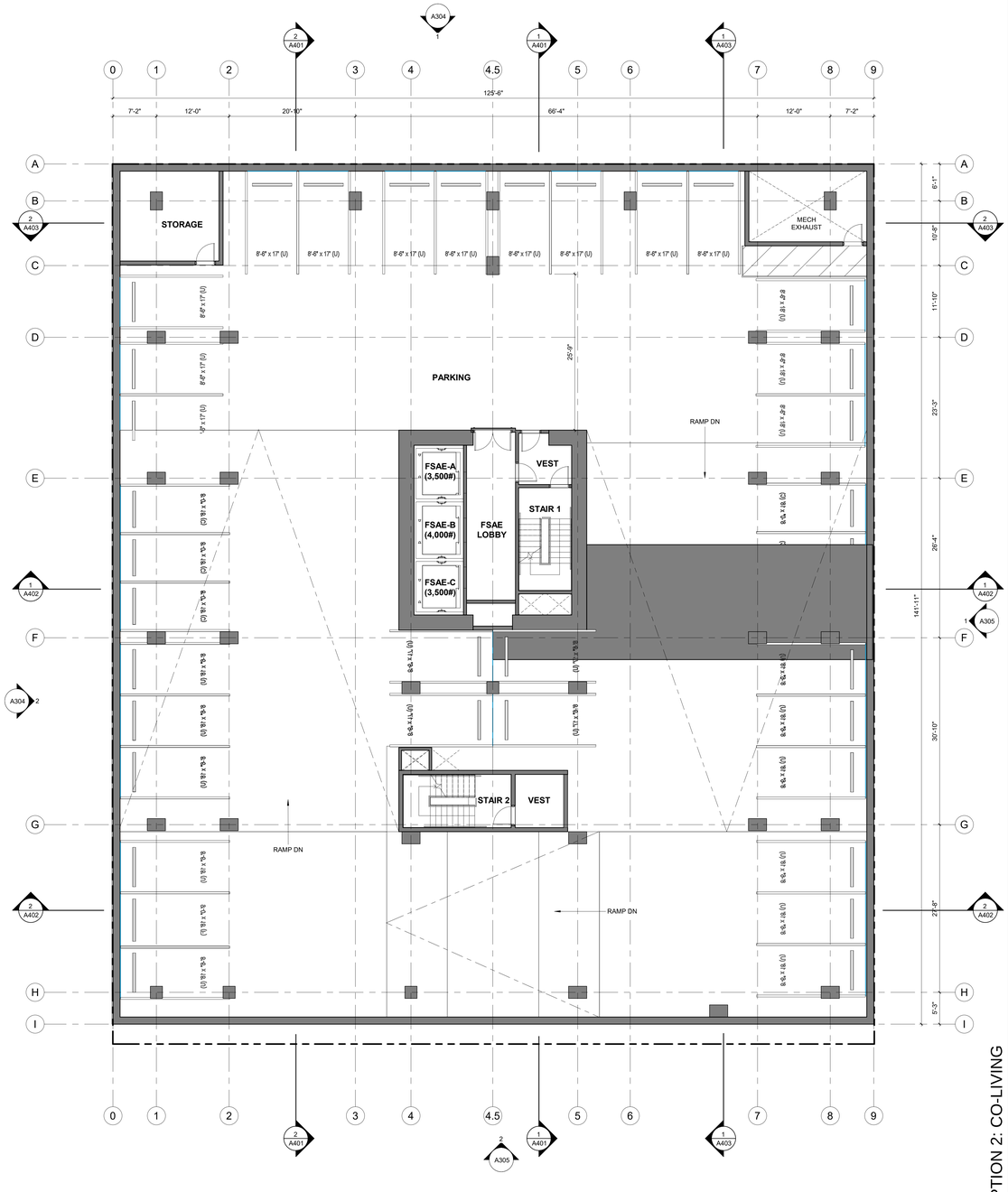


1 A2B4 FLOOR PLAN - LEVEL B4
1/8" = 1'-0"



2 A2B4 FLOOR PLAN - LEVEL B3
1/8" = 1'-0"

PARKING ANALYSIS

REQUIRED PARKING						
	PER SAN JOSE ZONING ORDINANCE, TABLE 20-140					
	RESIDENTIAL MULTIPLE DWELLING					
		1 SPACE PER UNIT REQUIRED				
		290 UNITS				
		232 SPACES PROPOSED (20% REDUCTION)				
	ACCESSIBLE PARKING SPACES					
		2%	OF COVERED MULTIFAMILY DWELLING UNITS			
		5	ACCESSIBLE SPACES REQUIRED			
		5	ACCESSIBLE SPACES PROVIDED			
	ALL PARKING SPACES WILL BE ASSIGNED. NO PARKING WILL BE PROVIDED FOR VISITORS OR PUBLIC					
BICYCLE PARKING						
	20.70.485					
	TABLE 20-120 REQUIREMENT		1 PER 4 LIVING UNITS			
		290 UNITS	/ 4	=	73	BICYCLE PARKING SPACES REQ'D
					74	BICYCLE SPACES PROVIDED

PARKING SCHEDULE - LEVEL B4 - B1

TYPE	SIZE	COUNT
B4		
UNIFORM	8' 0" x 18' 0" (C)	9
UNIFORM	8' 6" x 17' 0" (U)	15
UNIFORM	8' 6" x 18' 0" (U)	14
FULL-SIZE	9'-0" x 18' (F)	1
B4: 39		39
B3		
UNIFORM	8' 0" x 18' 0" (C)	3
UNIFORM	8' 6" x 17' 0" (U)	15
UNIFORM	8' 6" x 18' 0" (U)	15
FULL-SIZE	9'-0" x 18' (F)	1
B3: 34		34
B2		
UNIFORM	8' 0" x 17' 0" (C)	1
UNIFORM	8' 0" x 18' 0" (C)	9
UNIFORM	8' 6" x 17' 0" (U)	14
UNIFORM	8' 6" x 18' 0" (U)	9
B2: 33		33
B1		
UNIFORM	8' 0" x 17' 0" (C)	2
UNIFORM	8' 0" x 18' 0" (C)	3
UNIFORM	8' 6" x 17' 0" (U)	10
UNIFORM	8' 6" x 18' 0" (U)	3
B1: 18		18
Grand total: 124		124

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503 444 2200

GARDEN GATE TOWER

KT URBAN

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SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

SHEET TITLE:
FLOOR PLANS - LEVEL B4, B3

SHEET NO.:
A2B4
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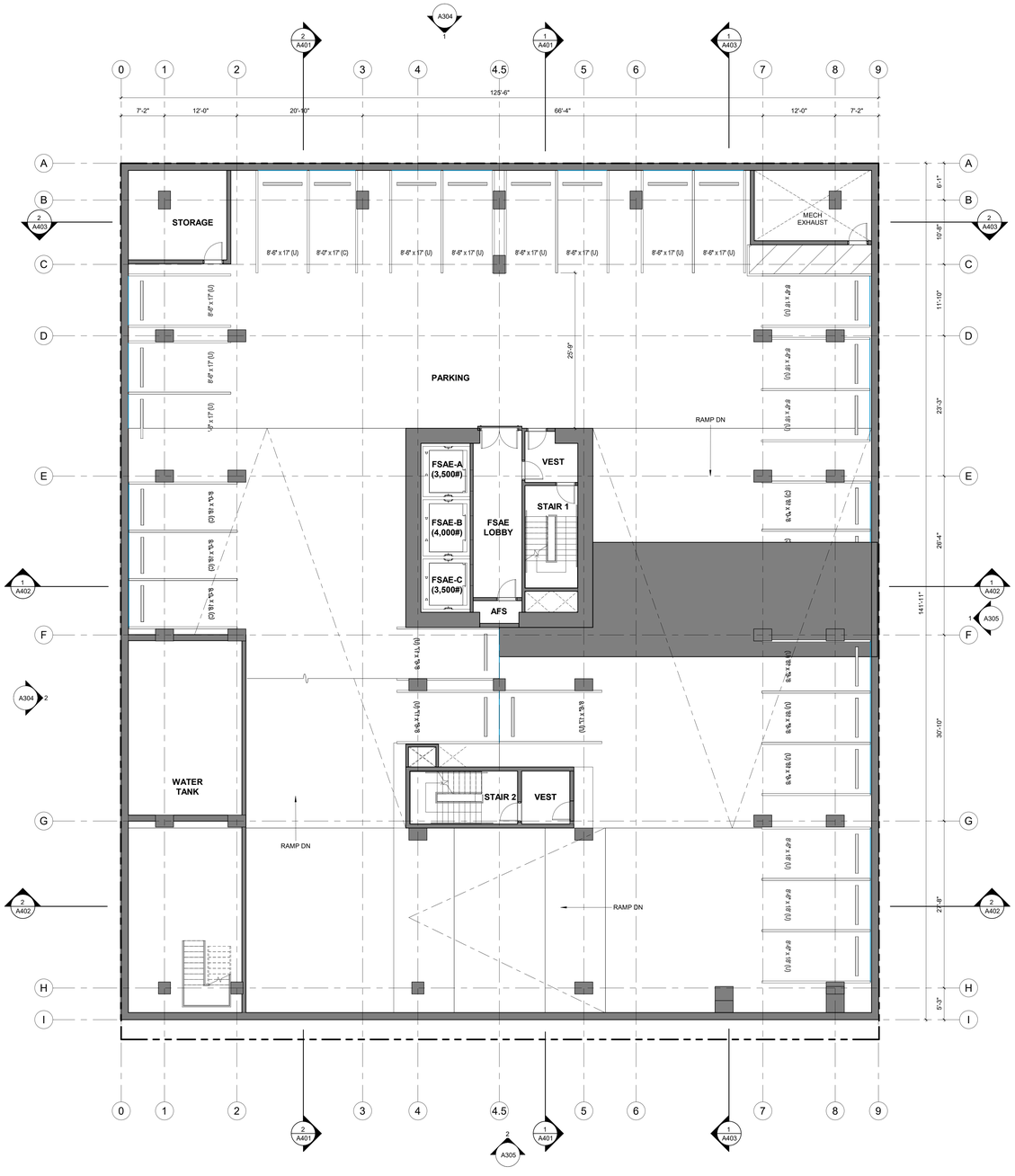
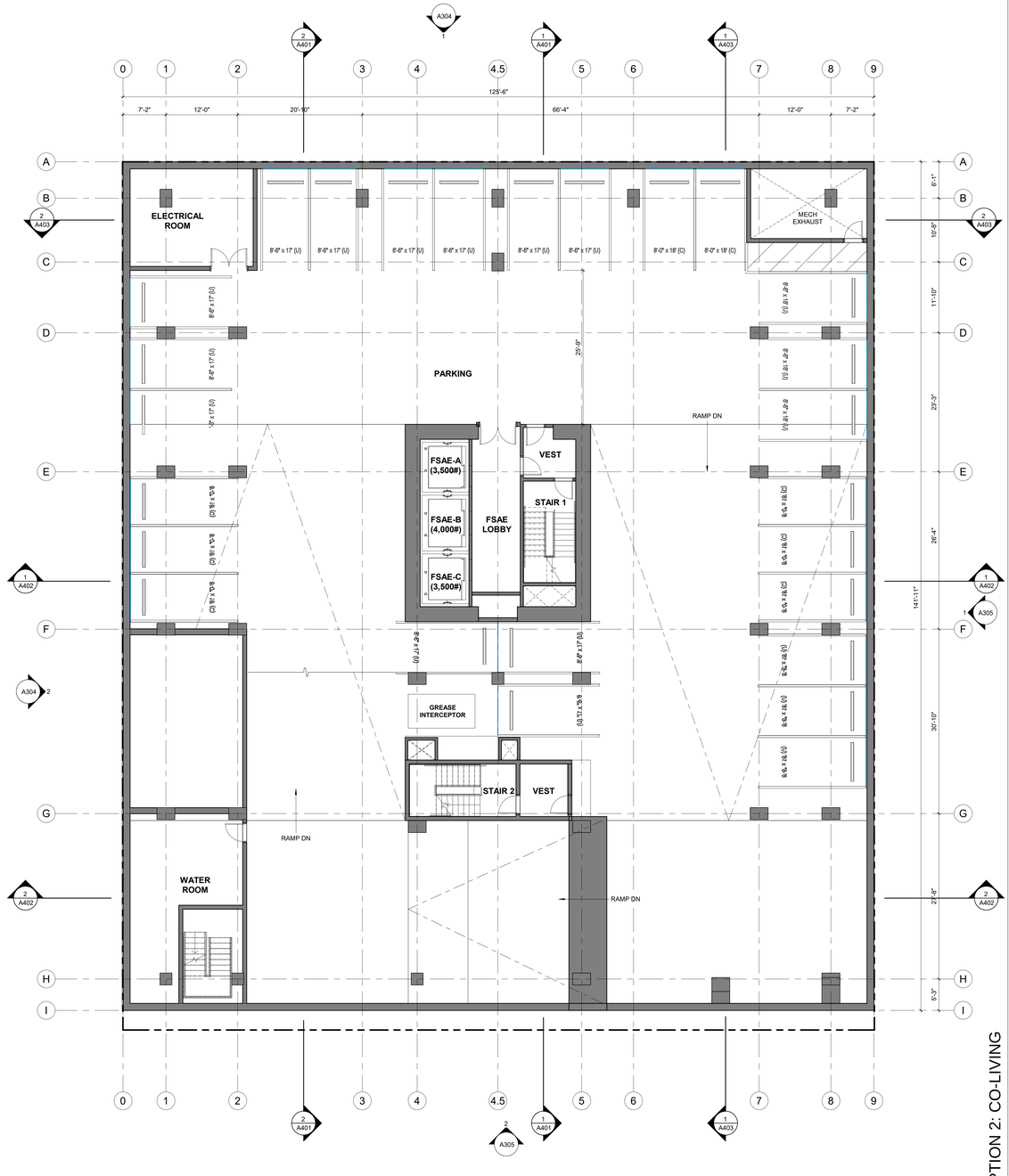


1 A2B2 FLOOR PLAN - LEVEL B2
1/8" = 1'-0"



2 A2B2 FLOOR PLAN - LEVEL B1
1/8" = 1'-0"

PARKING SCHEDULE - LEVEL B4 - B1

TYPE	SIZE	COUNT
B4		
UNIFORM	8' 0" x 18' 0" (C)	9
UNIFORM	8' 6" x 17' 0" (U)	15
UNIFORM	8' 6" x 18' 0" (U)	14
FULL-SIZE	9'-0" x 18' (F)	1
B4: 39		39
B3		
UNIFORM	8' 0" x 18' 0" (C)	3
UNIFORM	8' 6" x 17' 0" (U)	15
UNIFORM	8' 6" x 18' 0" (U)	15
FULL-SIZE	9'-0" x 18' (F)	1
B3: 34		34
B2		
UNIFORM	8' 0" x 17' 0" (C)	1
UNIFORM	8' 0" x 18' 0" (C)	9
UNIFORM	8' 6" x 17' 0" (U)	14
UNIFORM	8' 6" x 18' 0" (U)	9
B2: 33		33
B1		
UNIFORM	8' 0" x 17' 0" (C)	2
UNIFORM	8' 0" x 18' 0" (C)	3
UNIFORM	8' 6" x 17' 0" (U)	10
UNIFORM	8' 6" x 18' 0" (U)	3
B1: 18		18
Grand total: 124		124

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SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

SHEET TITLE:
FLOOR PLANS - LEVEL B2, B1

SHEET NO.:
A2B2
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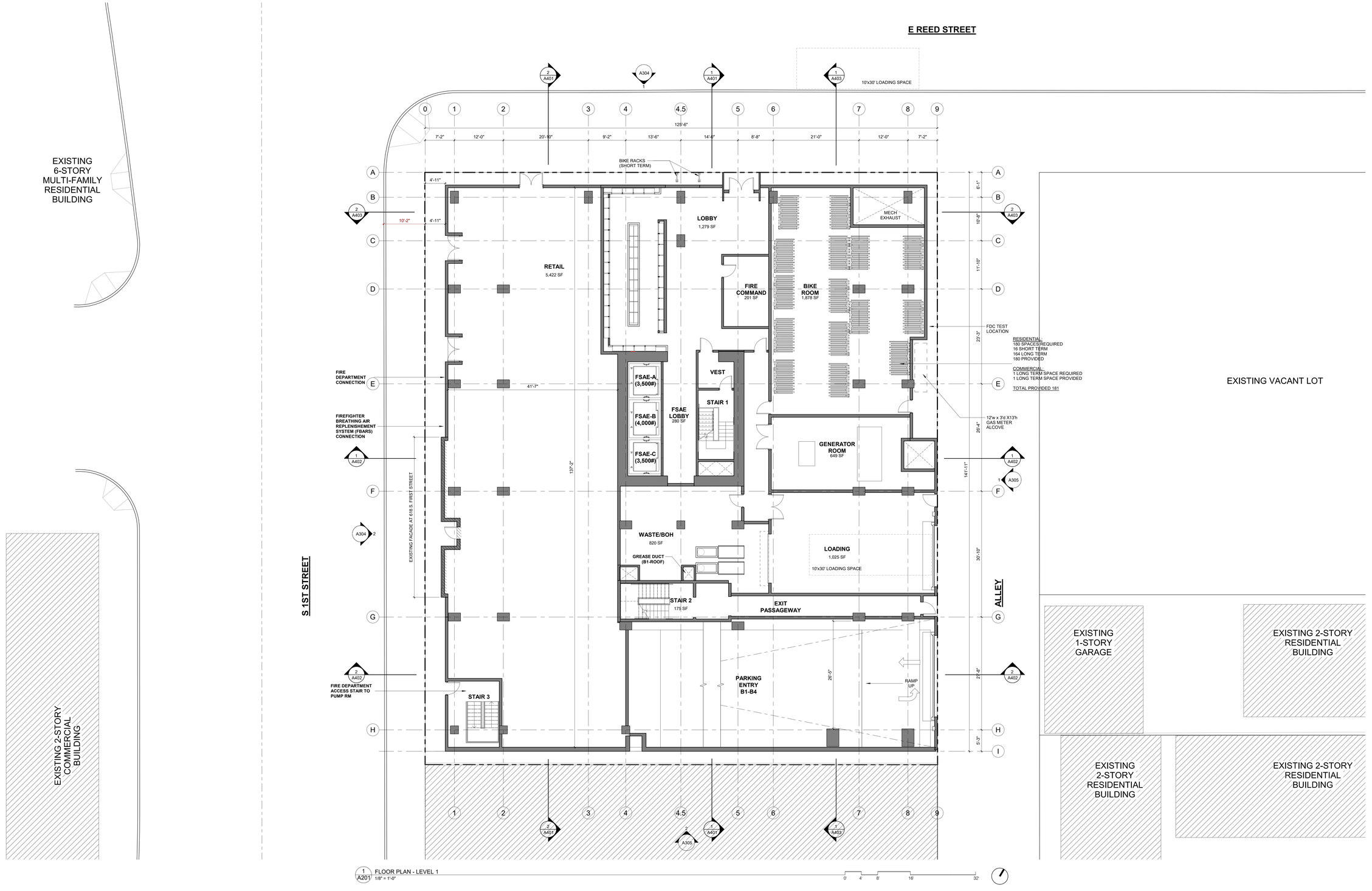

1 A201 FLOOR PLAN - LEVEL 1
1/8" = 1'-0"

0 4 8 16 32

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PORTLAND OREGON 97209
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SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

SHEET TITLE:
FLOOR PLAN - LEVEL 1

SHEET NO.:
A201
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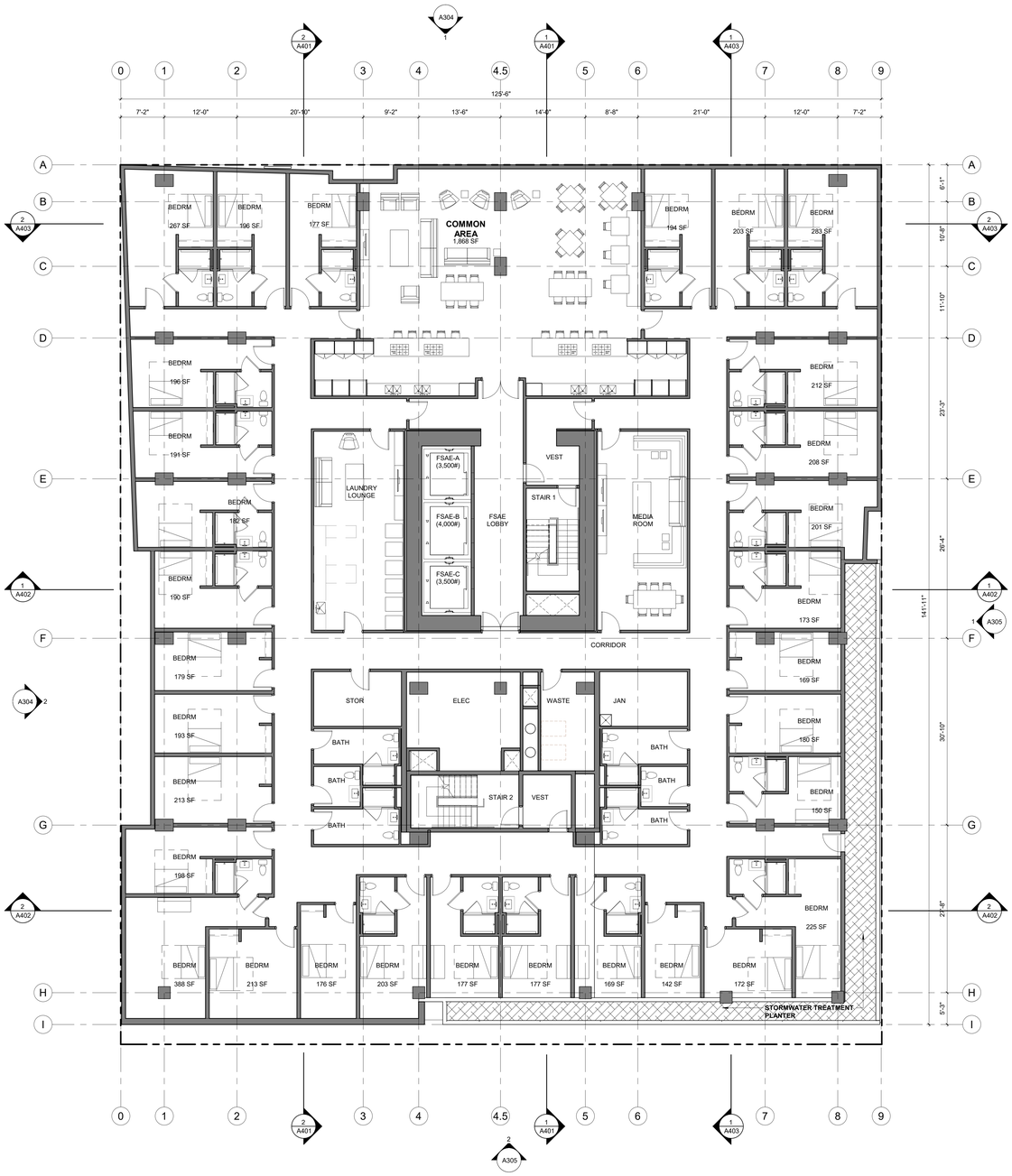
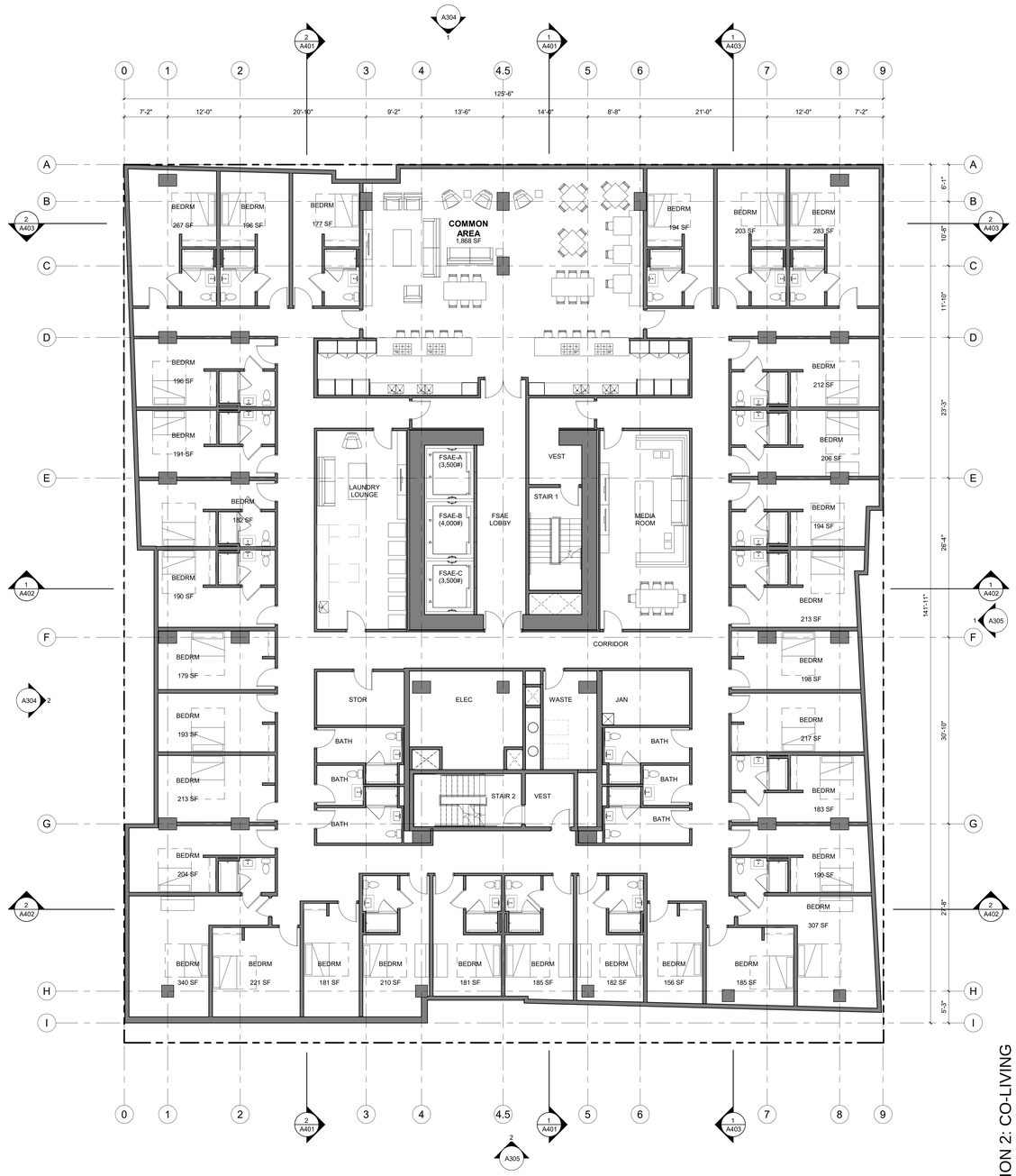


2 A202 FLOOR PLAN - LEVEL 2
1/8" = 1'-0"



1 A202 FLOOR PLAN - LEVEL 3
1/8" = 1'-0"

ROOMS_HOUSING-Bedrooms_LEVEL 2			
Level	Name	Department	Area
LEVEL 2	BEDRM	HOUSING	142 SF
LEVEL 2	BEDRM	HOUSING	150 SF
LEVEL 2	BEDRM	HOUSING	169 SF
LEVEL 2	BEDRM	HOUSING	169 SF
LEVEL 2	BEDRM	HOUSING	172 SF
LEVEL 2	BEDRM	HOUSING	173 SF
LEVEL 2	BEDRM	HOUSING	176 SF
LEVEL 2	BEDRM	HOUSING	177 SF
LEVEL 2	BEDRM	HOUSING	177 SF
LEVEL 2	BEDRM	HOUSING	177 SF
LEVEL 2	BEDRM	HOUSING	179 SF
LEVEL 2	BEDRM	HOUSING	180 SF
LEVEL 2	BEDRM	HOUSING	182 SF
LEVEL 2	BEDRM	HOUSING	190 SF
LEVEL 2	BEDRM	HOUSING	191 SF
LEVEL 2	BEDRM	HOUSING	193 SF
LEVEL 2	BEDRM	HOUSING	194 SF
LEVEL 2	BEDRM	HOUSING	196 SF
LEVEL 2	BEDRM	HOUSING	196 SF
LEVEL 2	BEDRM	HOUSING	198 SF
LEVEL 2	BEDRM	HOUSING	201 SF
LEVEL 2	BEDRM	HOUSING	203 SF
LEVEL 2	BEDRM	HOUSING	203 SF
LEVEL 2	BEDRM	HOUSING	208 SF
LEVEL 2	BEDRM	HOUSING	212 SF
LEVEL 2	BEDRM	HOUSING	213 SF
LEVEL 2	BEDRM	HOUSING	213 SF
LEVEL 2	BEDRM	HOUSING	225 SF
LEVEL 2	BEDRM	HOUSING	267 SF
LEVEL 2	BEDRM	HOUSING	283 SF
LEVEL 2	BEDRM	HOUSING	388 SF
LEVEL 2: 31			6,198 SF

ROOMS_HOUSING-Bedrooms_FLOOR TOTALS				
Level	Name	Department	Area	Comments
LEVEL 2	BEDRM	HOUSING	6,198 SF	
LEVEL 3	BEDRM	HOUSING	6,630 SF	
LEVEL 4	BEDRM	HOUSING	5,911 SF	
LEVEL 5	BEDRM	HOUSING	6,469 SF	
LEVEL 6	BEDRM	HOUSING	6,469 SF	
LEVEL 7	BEDRM	HOUSING	6,469 SF	
LEVEL 8	BEDRM	HOUSING	6,469 SF	
LEVEL 9	BEDRM	HOUSING	6,469 SF	
LEVEL 10	BEDRM	HOUSING	6,469 SF	
LEVEL 11	BEDRM	HOUSING	6,469 SF	
LEVEL 12	BEDRM	HOUSING	6,469 SF	
LEVEL 13	BEDRM	HOUSING	6,469 SF	
LEVEL 14	BEDRM	HOUSING	6,469 SF	
LEVEL 15	BEDRM	HOUSING	6,469 SF	
LEVEL 16	BEDRM	HOUSING	6,469 SF	
LEVEL 17	BEDRM	HOUSING	6,469 SF	
LEVEL 18	BEDRM	HOUSING	6,469 SF	
LEVEL 19	BEDRM	HOUSING	6,469 SF	
LEVEL 20	BEDRM	HOUSING	6,469 SF	
LEVEL 21	BEDRM	HOUSING	6,469 SF	
LEVEL 22	BEDRM	HOUSING	6,469 SF	
LEVEL 23	BEDRM	HOUSING	6,469 SF	
LEVEL 24	BEDRM	HOUSING	6,469 SF	
LEVEL 25	BEDRM	HOUSING	6,469 SF	
LEVEL 26	BEDRM	HOUSING	5,474 SF	
Grand total: 793			160,068 SF	

AVERAGE BEDROOM SIZE:
160,068 SF / 793 BEDROOMS = 202 SF

PER SECTION 20.80.290.B.1 BEDROOM SIZE MUST BE 100 SF MINIMUM IN FLOOR AREA IF OCCUPIED BY ONE PERSON AND 150 SF IN FLOOR ARE IF OCCUPIED BY TWO PEOPLE. THE AVERAGE SIZE OF ALL BEDROOMS IN THE CO-LIVING COMMUNITY SHALL BE NO GREATER THAN 275 SF AND NO BEDROOM MAY EXCEED 400 SF.

ROOMS_HOUSING-Bedrooms_LEVEL 3			
Level	Name	Department	Area
LEVEL 3	BEDRM	HOUSING	156 SF
LEVEL 3	BEDRM	HOUSING	177 SF
LEVEL 3	BEDRM	HOUSING	179 SF
LEVEL 3	BEDRM	HOUSING	181 SF
LEVEL 3	BEDRM	HOUSING	181 SF
LEVEL 3	BEDRM	HOUSING	182 SF
LEVEL 3	BEDRM	HOUSING	182 SF
LEVEL 3	BEDRM	HOUSING	183 SF
LEVEL 3	BEDRM	HOUSING	185 SF
LEVEL 3	BEDRM	HOUSING	185 SF
LEVEL 3	BEDRM	HOUSING	190 SF
LEVEL 3	BEDRM	HOUSING	190 SF
LEVEL 3	BEDRM	HOUSING	191 SF
LEVEL 3	BEDRM	HOUSING	193 SF
LEVEL 3	BEDRM	HOUSING	194 SF
LEVEL 3	BEDRM	HOUSING	194 SF
LEVEL 3	BEDRM	HOUSING	196 SF
LEVEL 3	BEDRM	HOUSING	196 SF
LEVEL 3	BEDRM	HOUSING	198 SF
LEVEL 3	BEDRM	HOUSING	203 SF
LEVEL 3	BEDRM	HOUSING	204 SF
LEVEL 3	BEDRM	HOUSING	206 SF
LEVEL 3	BEDRM	HOUSING	210 SF
LEVEL 3	BEDRM	HOUSING	212 SF
LEVEL 3	BEDRM	HOUSING	213 SF
LEVEL 3	BEDRM	HOUSING	213 SF
LEVEL 3	BEDRM	HOUSING	217 SF
LEVEL 3	BEDRM	HOUSING	221 SF
LEVEL 3	BEDRM	HOUSING	267 SF
LEVEL 3	BEDRM	HOUSING	283 SF
LEVEL 3	BEDRM	HOUSING	307 SF
LEVEL 3	BEDRM	HOUSING	340 SF
LEVEL 3: 32			6,630 SF

2K ARCHITECTURE INC
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503 444 2200

GARDEN GATE TOWER

KT URBAN

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SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 09-JANUARY-2018
SPECIAL USE PERMIT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
16 APR 2018	*SPECIAL USE PERMIT RESUBMITTAL #1*
31 JUL 2018	*SPECIAL USE PERMIT RESUBMITTAL #2*
13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*
30 APR 2019	*CO-LIVING OPT*
04 JUN 2019	*CO-LIVING OPT RESUBMITTAL #1*

SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

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SHEET TITLE:
FLOOR PLANS - LEVEL 2, 3

SHEET NO.:
A202
6/19/2019 12:31:53 PM

C:\Revit_Local\16212-600S1ST-BUILDING CENTRAL_TRUECOLIVING-resubmittal_pcm_a.rvt
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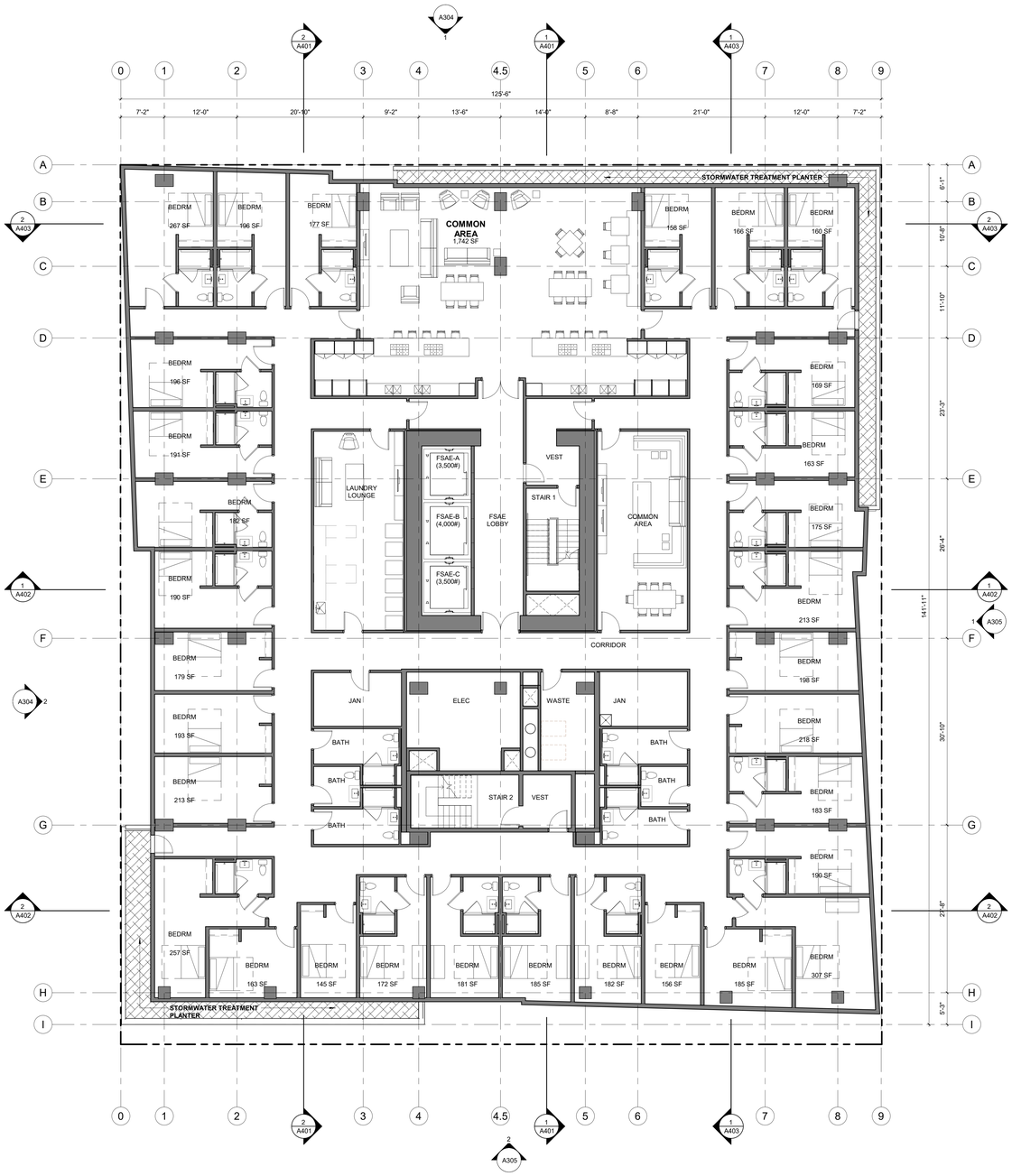
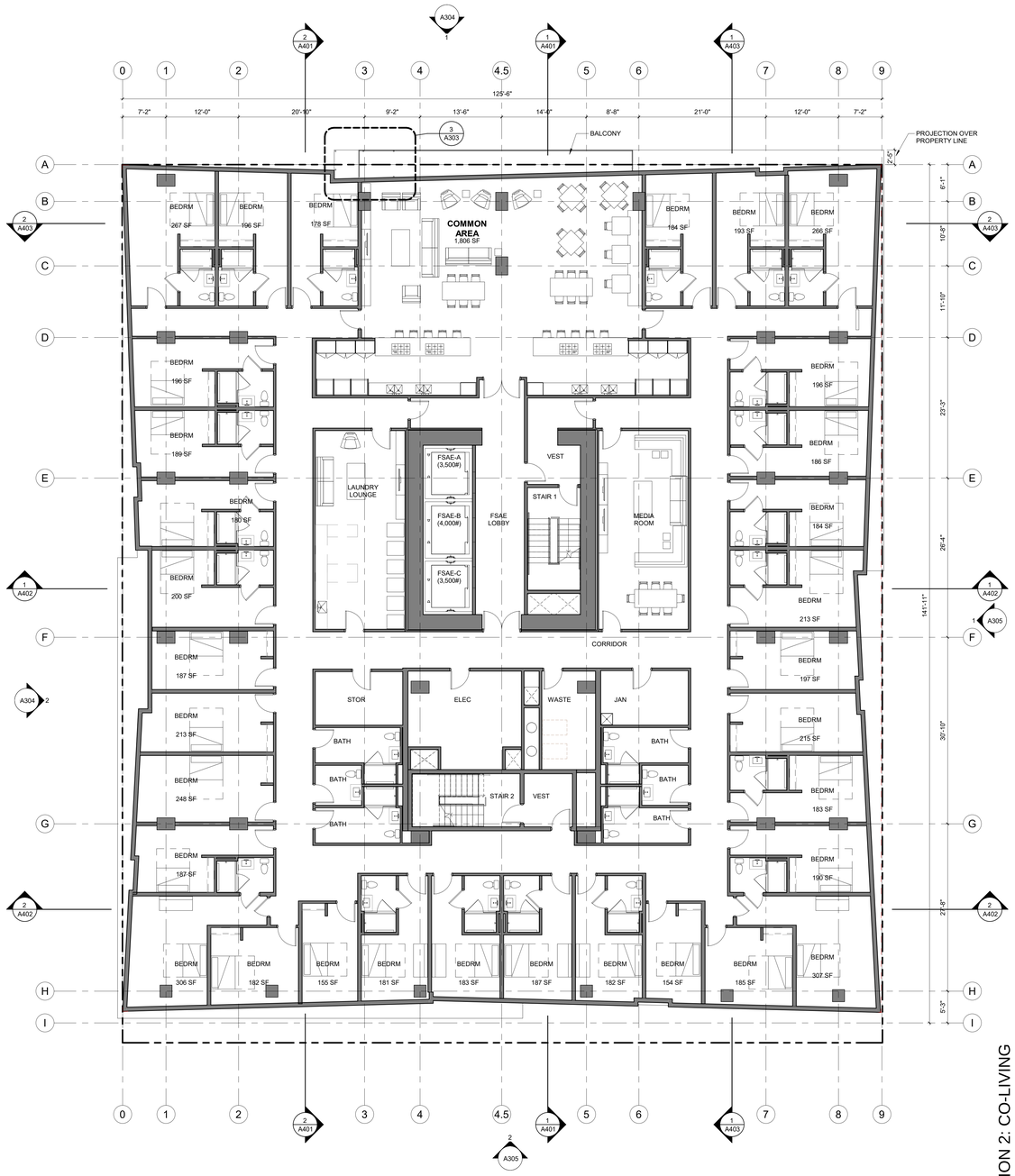


1 A204 FLOOR PLAN - LEVEL 4
1/8" = 1'-0"



2 A204 FLOOR PLAN - LEVEL 5
1/8" = 1'-0"

ROOMS_HOUSING-Bedrooms_LEVEL 4			
Level	Name	Department	Area
LEVEL 4	BEDRM	HOUSING	145 SF
LEVEL 4	BEDRM	HOUSING	156 SF
LEVEL 4	BEDRM	HOUSING	158 SF
LEVEL 4	BEDRM	HOUSING	160 SF
LEVEL 4	BEDRM	HOUSING	163 SF
LEVEL 4	BEDRM	HOUSING	163 SF
LEVEL 4	BEDRM	HOUSING	166 SF
LEVEL 4	BEDRM	HOUSING	169 SF
LEVEL 4	BEDRM	HOUSING	172 SF
LEVEL 4	BEDRM	HOUSING	175 SF
LEVEL 4	BEDRM	HOUSING	177 SF
LEVEL 4	BEDRM	HOUSING	179 SF
LEVEL 4	BEDRM	HOUSING	181 SF
LEVEL 4	BEDRM	HOUSING	182 SF
LEVEL 4	BEDRM	HOUSING	182 SF
LEVEL 4	BEDRM	HOUSING	183 SF
LEVEL 4	BEDRM	HOUSING	185 SF
LEVEL 4	BEDRM	HOUSING	185 SF
LEVEL 4	BEDRM	HOUSING	190 SF
LEVEL 4	BEDRM	HOUSING	190 SF
LEVEL 4	BEDRM	HOUSING	191 SF
LEVEL 4	BEDRM	HOUSING	193 SF
LEVEL 4	BEDRM	HOUSING	196 SF
LEVEL 4	BEDRM	HOUSING	196 SF
LEVEL 4	BEDRM	HOUSING	198 SF
LEVEL 4	BEDRM	HOUSING	213 SF
LEVEL 4	BEDRM	HOUSING	213 SF
LEVEL 4	BEDRM	HOUSING	218 SF
LEVEL 4	BEDRM	HOUSING	257 SF
LEVEL 4	BEDRM	HOUSING	267 SF
LEVEL 4	BEDRM	HOUSING	307 SF
LEVEL 4: 31			5,911 SF

ROOMS_HOUSING-Bedrooms_FLOOR TOTALS				
Level	Name	Department	Area	Comments
LEVEL 2	BEDRM	HOUSING	6,198 SF	
LEVEL 3	BEDRM	HOUSING	6,630 SF	
LEVEL 4	BEDRM	HOUSING	5,911 SF	
LEVEL 5	BEDRM	HOUSING	6,469 SF	
LEVEL 6	BEDRM	HOUSING	6,469 SF	
LEVEL 7	BEDRM	HOUSING	6,469 SF	
LEVEL 8	BEDRM	HOUSING	6,469 SF	
LEVEL 9	BEDRM	HOUSING	6,469 SF	
LEVEL 10	BEDRM	HOUSING	6,469 SF	
LEVEL 11	BEDRM	HOUSING	6,469 SF	
LEVEL 12	BEDRM	HOUSING	6,469 SF	
LEVEL 13	BEDRM	HOUSING	6,469 SF	
LEVEL 14	BEDRM	HOUSING	6,469 SF	
LEVEL 15	BEDRM	HOUSING	6,469 SF	
LEVEL 16	BEDRM	HOUSING	6,469 SF	
LEVEL 17	BEDRM	HOUSING	6,469 SF	
LEVEL 18	BEDRM	HOUSING	6,469 SF	
LEVEL 19	BEDRM	HOUSING	6,469 SF	
LEVEL 20	BEDRM	HOUSING	6,469 SF	
LEVEL 21	BEDRM	HOUSING	6,469 SF	
LEVEL 22	BEDRM	HOUSING	6,469 SF	
LEVEL 23	BEDRM	HOUSING	6,469 SF	
LEVEL 24	BEDRM	HOUSING	6,469 SF	
LEVEL 25	BEDRM	HOUSING	6,469 SF	
LEVEL 26	BEDRM	HOUSING	5,474 SF	
Grand total: 793			160,068 SF	

AVERAGE BEDROOM SIZE:
160,068 SF / 793 BEDROOMS = 202 SF

PER SECTION 20.80.290.B.1 BEDROOM SIZE MUST BE 100 SF MINIMUM IN FLOOR AREA IF OCCUPIED BY ONE PERSON AND 150 SF IN FLOOR ARE IF OCCUPIED BY TWO PEOPLE. THE AVERAGE SIZE OF ALL BEDROOMS IN THE CO-LIVING COMMUNITY SHALL BE NO GREATER THAN 275 SF AND NO BEDROOM MAY EXCEED 400 SF.

ROOMS_HOUSING-Bedrooms_LEVEL 5-25			
Level	Name	Department	Area
LEVEL 5	BEDRM	HOUSING	154 SF
LEVEL 5	BEDRM	HOUSING	155 SF
LEVEL 5	BEDRM	HOUSING	178 SF
LEVEL 5	BEDRM	HOUSING	180 SF
LEVEL 5	BEDRM	HOUSING	181 SF
LEVEL 5	BEDRM	HOUSING	182 SF
LEVEL 5	BEDRM	HOUSING	182 SF
LEVEL 5	BEDRM	HOUSING	183 SF
LEVEL 5	BEDRM	HOUSING	183 SF
LEVEL 5	BEDRM	HOUSING	184 SF
LEVEL 5	BEDRM	HOUSING	184 SF
LEVEL 5	BEDRM	HOUSING	185 SF
LEVEL 5	BEDRM	HOUSING	186 SF
LEVEL 5	BEDRM	HOUSING	187 SF
LEVEL 5	BEDRM	HOUSING	187 SF
LEVEL 5	BEDRM	HOUSING	187 SF
LEVEL 5	BEDRM	HOUSING	189 SF
LEVEL 5	BEDRM	HOUSING	190 SF
LEVEL 5	BEDRM	HOUSING	193 SF
LEVEL 5	BEDRM	HOUSING	196 SF
LEVEL 5	BEDRM	HOUSING	196 SF
LEVEL 5	BEDRM	HOUSING	196 SF
LEVEL 5	BEDRM	HOUSING	197 SF
LEVEL 5	BEDRM	HOUSING	200 SF
LEVEL 5	BEDRM	HOUSING	213 SF
LEVEL 5	BEDRM	HOUSING	213 SF
LEVEL 5	BEDRM	HOUSING	215 SF
LEVEL 5	BEDRM	HOUSING	248 SF
LEVEL 5	BEDRM	HOUSING	266 SF
LEVEL 5	BEDRM	HOUSING	267 SF
LEVEL 5	BEDRM	HOUSING	306 SF
LEVEL 5	BEDRM	HOUSING	307 SF
LEVEL 5: 32			6,469 SF

2K ARCHITECTURE INC
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SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 09-JANUARY-2018
SPECIAL USE PERMIT SP18-001

REVISION:	DESCRIPTION:
09 JAN 2018	SPECIAL USE PERMIT SUBMITTAL
18 APR 2018	SPECIAL USE PERMIT RESUBMITTAL #1
31 JUL 2018	SPECIAL USE PERMIT RESUBMITTAL #2
13 NOV 2018	SPECIAL USE PERMIT RESUBMITTAL #3
30 APR 2019	CO-LIVING OPT
04 JUN 2019	CO-LIVING OPT RESUBMITTAL #1

SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

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SHEET TITLE:
FLOOR PLANS - LEVEL 4, 5-25

SHEET NO.:
A204

6/19/2019 12:31:58 PM

C:\Revit_Local\16212-600S1ST-BUILDING CENTRAL_TRUECOLIVING-resubmittal_pcm_a.rvt

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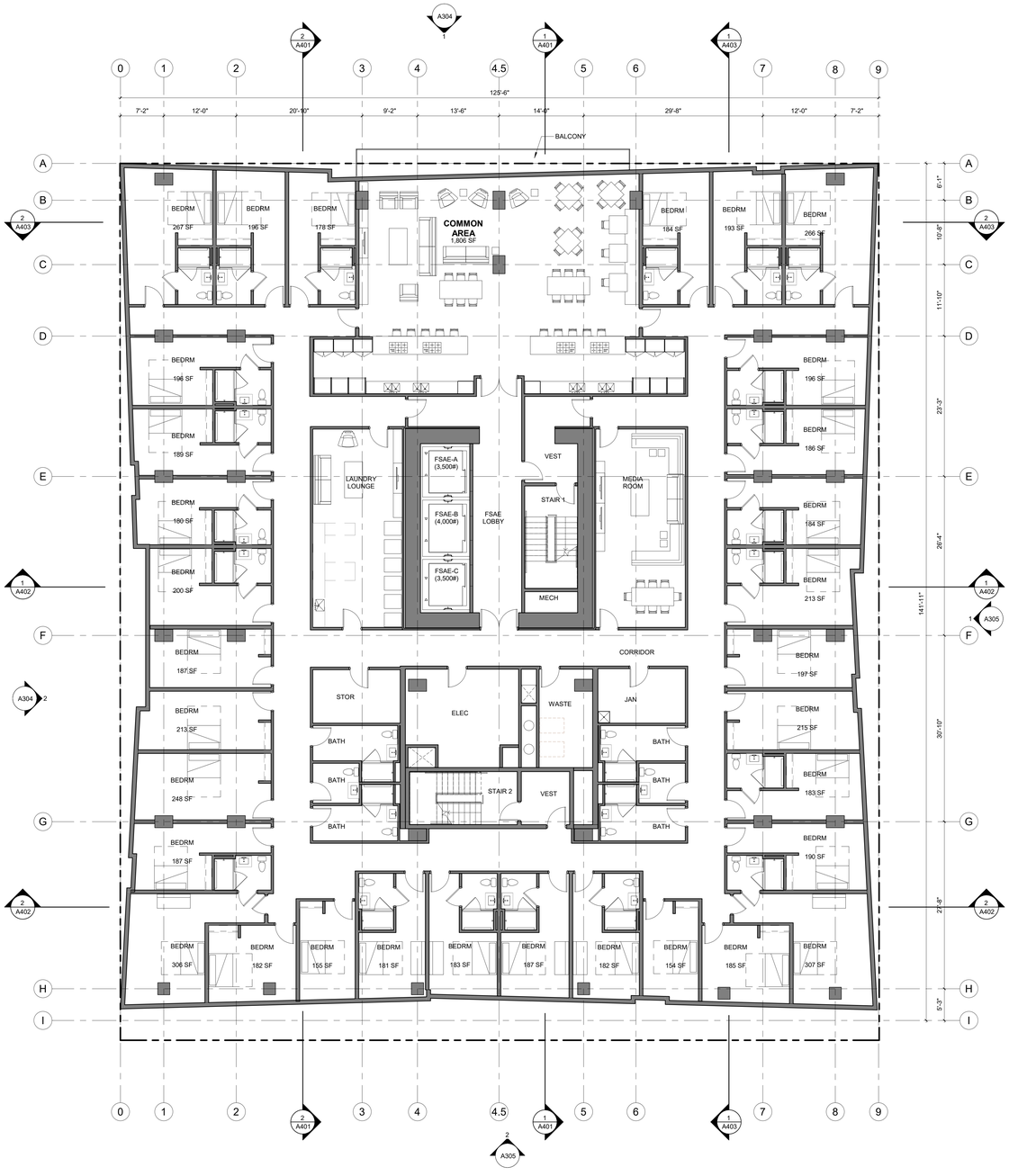
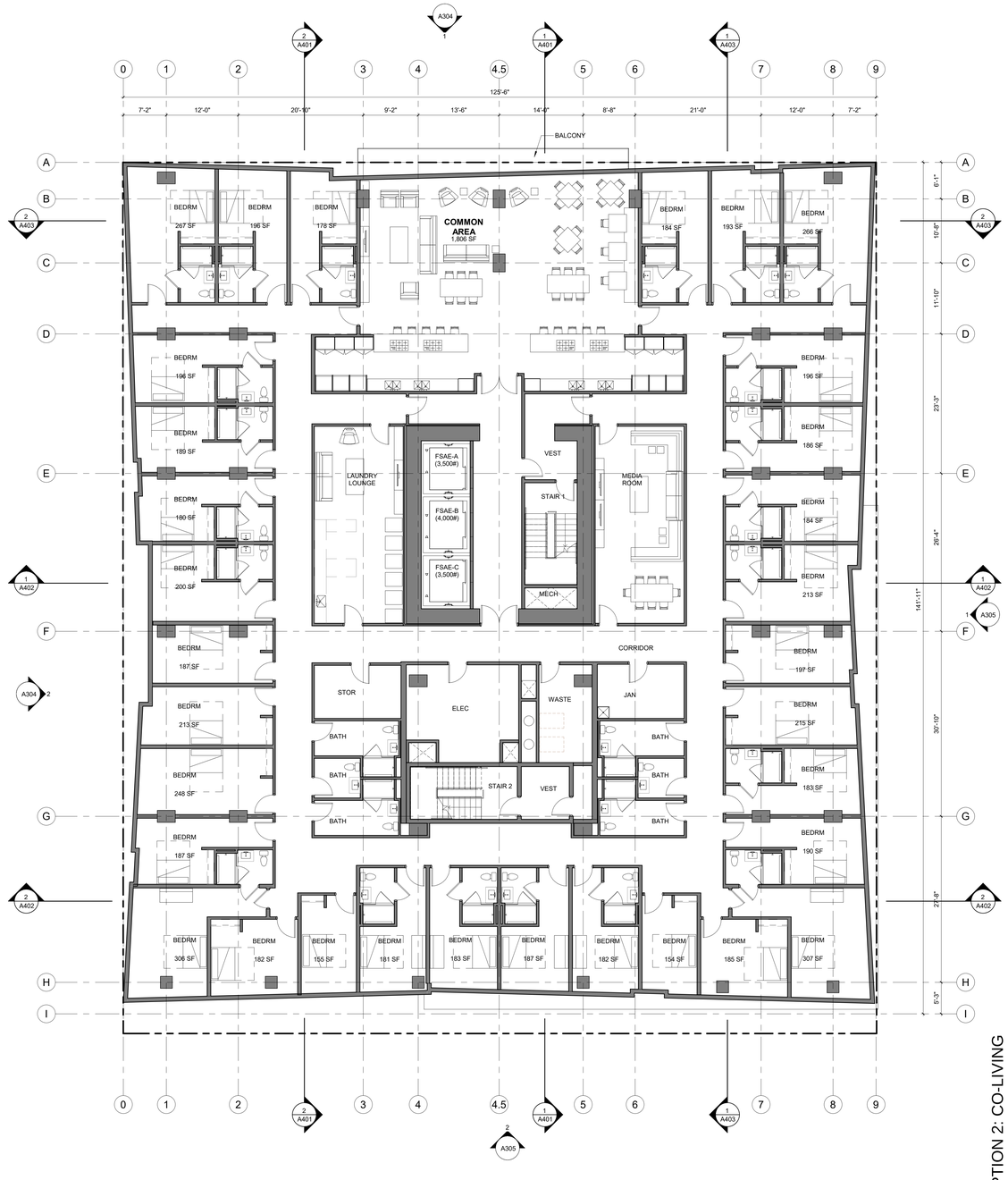


1 A206 FLOOR PLAN - LEVEL 6-10
1/8" = 1'-0"

0' 4' 8' 16' 32'



2 A206 FLOOR PLAN - LEVEL 11
1/8" = 1'-0"

0' 4' 8' 16' 32'

ROOMS_HOUSING-Bedrooms_LEVEL 5-25			
Level	Name	Department	Area
LEVEL 5	BEDRM	HOUSING	154 SF
LEVEL 5	BEDRM	HOUSING	155 SF
LEVEL 5	BEDRM	HOUSING	178 SF
LEVEL 5	BEDRM	HOUSING	180 SF
LEVEL 5	BEDRM	HOUSING	181 SF
LEVEL 5	BEDRM	HOUSING	182 SF
LEVEL 5	BEDRM	HOUSING	182 SF
LEVEL 5	BEDRM	HOUSING	183 SF
LEVEL 5	BEDRM	HOUSING	183 SF
LEVEL 5	BEDRM	HOUSING	184 SF
LEVEL 5	BEDRM	HOUSING	184 SF
LEVEL 5	BEDRM	HOUSING	185 SF
LEVEL 5	BEDRM	HOUSING	186 SF
LEVEL 5	BEDRM	HOUSING	187 SF
LEVEL 5	BEDRM	HOUSING	187 SF
LEVEL 5	BEDRM	HOUSING	187 SF
LEVEL 5	BEDRM	HOUSING	189 SF
LEVEL 5	BEDRM	HOUSING	190 SF
LEVEL 5	BEDRM	HOUSING	193 SF
LEVEL 5	BEDRM	HOUSING	196 SF
LEVEL 5	BEDRM	HOUSING	196 SF
LEVEL 5	BEDRM	HOUSING	196 SF
LEVEL 5	BEDRM	HOUSING	197 SF
LEVEL 5	BEDRM	HOUSING	200 SF
LEVEL 5	BEDRM	HOUSING	213 SF
LEVEL 5	BEDRM	HOUSING	213 SF
LEVEL 5	BEDRM	HOUSING	215 SF
LEVEL 5	BEDRM	HOUSING	248 SF
LEVEL 5	BEDRM	HOUSING	266 SF
LEVEL 5	BEDRM	HOUSING	267 SF
LEVEL 5	BEDRM	HOUSING	306 SF
LEVEL 5	BEDRM	HOUSING	307 SF
LEVEL 5: 32			6,469 SF

ROOMS_HOUSING-Bedrooms_FLOOR TOTALS				
Level	Name	Department	Area	Comments
LEVEL 2	BEDRM	HOUSING	6,198 SF	
LEVEL 3	BEDRM	HOUSING	6,630 SF	
LEVEL 4	BEDRM	HOUSING	5,911 SF	
LEVEL 5	BEDRM	HOUSING	6,469 SF	
LEVEL 6	BEDRM	HOUSING	6,469 SF	
LEVEL 7	BEDRM	HOUSING	6,469 SF	
LEVEL 8	BEDRM	HOUSING	6,469 SF	
LEVEL 9	BEDRM	HOUSING	6,469 SF	
LEVEL 10	BEDRM	HOUSING	6,469 SF	
LEVEL 11	BEDRM	HOUSING	6,469 SF	
LEVEL 12	BEDRM	HOUSING	6,469 SF	
LEVEL 13	BEDRM	HOUSING	6,469 SF	
LEVEL 14	BEDRM	HOUSING	6,469 SF	
LEVEL 15	BEDRM	HOUSING	6,469 SF	
LEVEL 16	BEDRM	HOUSING	6,469 SF	
LEVEL 17	BEDRM	HOUSING	6,469 SF	
LEVEL 18	BEDRM	HOUSING	6,469 SF	
LEVEL 19	BEDRM	HOUSING	6,469 SF	
LEVEL 20	BEDRM	HOUSING	6,469 SF	
LEVEL 21	BEDRM	HOUSING	6,469 SF	
LEVEL 22	BEDRM	HOUSING	6,469 SF	
LEVEL 23	BEDRM	HOUSING	6,469 SF	
LEVEL 24	BEDRM	HOUSING	6,469 SF	
LEVEL 25	BEDRM	HOUSING	6,469 SF	
LEVEL 26	BEDRM	HOUSING	5,474 SF	
Grand total: 793			160,068 SF	

AVERAGE BEDROOM SIZE:
160,068 SF / 793 BEDROOMS = 202 SF

PER SECTION 20.80.290.B.1 BEDROOM SIZE MUST BE 100 SF MINIMUM IN FLOOR AREA IF OCCUPIED BY ONE PERSON AND 150 SF IN FLOOR ARE IF OCCUPIED BY TWO PEOPLE. THE AVERAGE SIZE OF ALL BEDROOMS IN THE CO-LIVING COMMUNITY SHALL BE NO GREATER THAN 275 SF AND NO BEDROOM MAY EXCEED 400 SF.

ROOMS_HOUSING-Bedrooms_LEVEL 5-25			
Level	Name	Department	Area
LEVEL 5	BEDRM	HOUSING	154 SF
LEVEL 5	BEDRM	HOUSING	155 SF
LEVEL 5	BEDRM	HOUSING	178 SF
LEVEL 5	BEDRM	HOUSING	180 SF
LEVEL 5	BEDRM	HOUSING	181 SF
LEVEL 5	BEDRM	HOUSING	182 SF
LEVEL 5	BEDRM	HOUSING	182 SF
LEVEL 5	BEDRM	HOUSING	183 SF
LEVEL 5	BEDRM	HOUSING	183 SF
LEVEL 5	BEDRM	HOUSING	184 SF
LEVEL 5	BEDRM	HOUSING	184 SF
LEVEL 5	BEDRM	HOUSING	185 SF
LEVEL 5	BEDRM	HOUSING	186 SF
LEVEL 5	BEDRM	HOUSING	187 SF
LEVEL 5	BEDRM	HOUSING	187 SF
LEVEL 5	BEDRM	HOUSING	187 SF
LEVEL 5	BEDRM	HOUSING	189 SF
LEVEL 5	BEDRM	HOUSING	190 SF
LEVEL 5	BEDRM	HOUSING	193 SF
LEVEL 5	BEDRM	HOUSING	196 SF
LEVEL 5	BEDRM	HOUSING	196 SF
LEVEL 5	BEDRM	HOUSING	196 SF
LEVEL 5	BEDRM	HOUSING	197 SF
LEVEL 5	BEDRM	HOUSING	200 SF
LEVEL 5	BEDRM	HOUSING	213 SF
LEVEL 5	BEDRM	HOUSING	213 SF
LEVEL 5	BEDRM	HOUSING	215 SF
LEVEL 5	BEDRM	HOUSING	248 SF
LEVEL 5	BEDRM	HOUSING	266 SF
LEVEL 5	BEDRM	HOUSING	267 SF
LEVEL 5	BEDRM	HOUSING	306 SF
LEVEL 5	BEDRM	HOUSING	307 SF
LEVEL 5: 32			6,469 SF

2K ARCHITECTURE INC
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SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 09-JANUARY-2018
SPECIAL USE PERMIT SP18-001

REVISION:	DESCRIPTION:
09 JAN 2018	SPECIAL USE PERMIT SUBMITTAL
18 APR 2018	SPECIAL USE PERMIT RESUBMITTAL #1
31 JUL 2018	SPECIAL USE PERMIT RESUBMITTAL #2
13 NOV 2018	SPECIAL USE PERMIT RESUBMITTAL #3
30 APR 2019	CO-LIVING OPT
04 JUN 2019	CO-LIVING OPT RESUBMITTAL #1

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SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

SHEET TITLE:
FLOOR PLANS - LEVEL 6, 11

SHEET NO.:
A206

6/19/2019 12:32:03 PM

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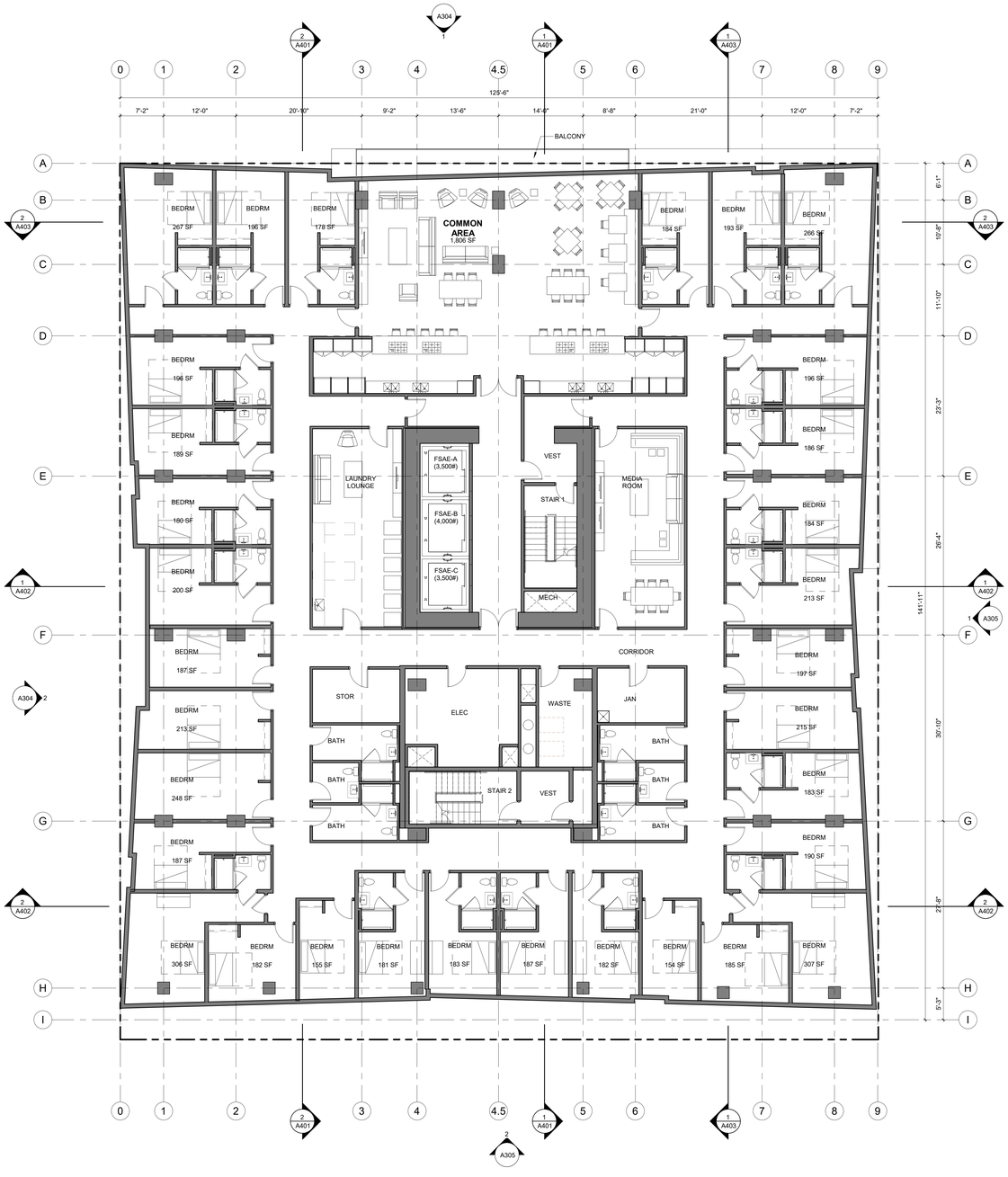
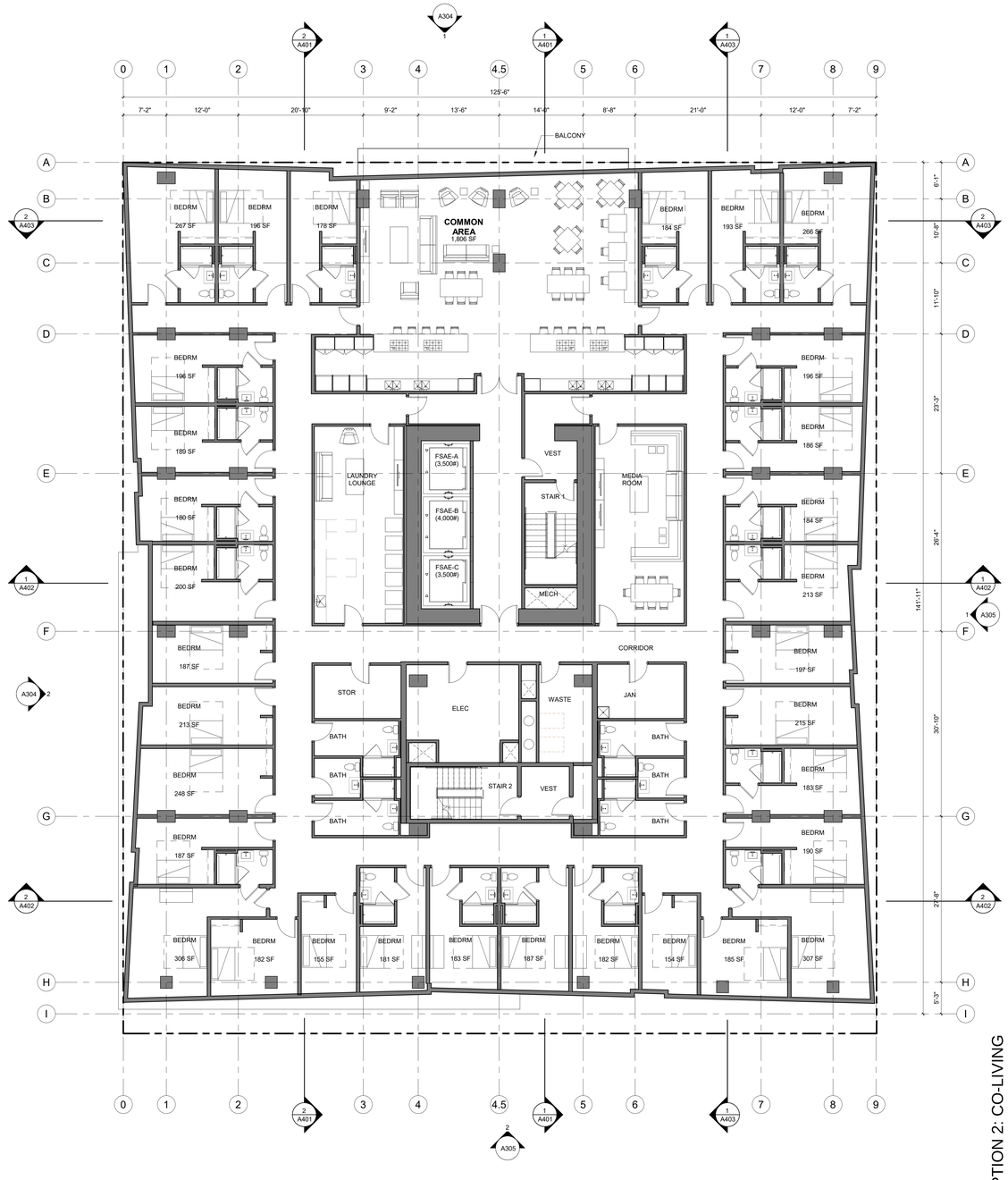


1 A214 FLOOR PLAN - LEVEL 14
1/8" = 1'-0"

0' 4' 8' 16' 32'



2 A214 FLOOR PLAN - LEVEL 17
1/8" = 1'-0"

0' 4' 8' 16' 32'

ROOMS_HOUSING-Bedrooms_LEVEL 5-25			
Level	Name	Department	Area
LEVEL 5	BEDRM	HOUSING	154 SF
LEVEL 5	BEDRM	HOUSING	155 SF
LEVEL 5	BEDRM	HOUSING	178 SF
LEVEL 5	BEDRM	HOUSING	180 SF
LEVEL 5	BEDRM	HOUSING	181 SF
LEVEL 5	BEDRM	HOUSING	182 SF
LEVEL 5	BEDRM	HOUSING	182 SF
LEVEL 5	BEDRM	HOUSING	183 SF
LEVEL 5	BEDRM	HOUSING	183 SF
LEVEL 5	BEDRM	HOUSING	184 SF
LEVEL 5	BEDRM	HOUSING	184 SF
LEVEL 5	BEDRM	HOUSING	185 SF
LEVEL 5	BEDRM	HOUSING	186 SF
LEVEL 5	BEDRM	HOUSING	187 SF
LEVEL 5	BEDRM	HOUSING	187 SF
LEVEL 5	BEDRM	HOUSING	187 SF
LEVEL 5	BEDRM	HOUSING	189 SF
LEVEL 5	BEDRM	HOUSING	190 SF
LEVEL 5	BEDRM	HOUSING	193 SF
LEVEL 5	BEDRM	HOUSING	196 SF
LEVEL 5	BEDRM	HOUSING	196 SF
LEVEL 5	BEDRM	HOUSING	196 SF
LEVEL 5	BEDRM	HOUSING	197 SF
LEVEL 5	BEDRM	HOUSING	200 SF
LEVEL 5	BEDRM	HOUSING	213 SF
LEVEL 5	BEDRM	HOUSING	213 SF
LEVEL 5	BEDRM	HOUSING	215 SF
LEVEL 5	BEDRM	HOUSING	248 SF
LEVEL 5	BEDRM	HOUSING	266 SF
LEVEL 5	BEDRM	HOUSING	267 SF
LEVEL 5	BEDRM	HOUSING	306 SF
LEVEL 5	BEDRM	HOUSING	307 SF
LEVEL 5: 32			6,469 SF

ROOMS_HOUSING-Bedrooms_FLOOR TOTALS				
Level	Name	Department	Area	Comments
LEVEL 2	BEDRM	HOUSING	6,198 SF	
LEVEL 3	BEDRM	HOUSING	6,630 SF	
LEVEL 4	BEDRM	HOUSING	5,911 SF	
LEVEL 5	BEDRM	HOUSING	6,469 SF	
LEVEL 6	BEDRM	HOUSING	6,469 SF	
LEVEL 7	BEDRM	HOUSING	6,469 SF	
LEVEL 8	BEDRM	HOUSING	6,469 SF	
LEVEL 9	BEDRM	HOUSING	6,469 SF	
LEVEL 10	BEDRM	HOUSING	6,469 SF	
LEVEL 11	BEDRM	HOUSING	6,469 SF	
LEVEL 12	BEDRM	HOUSING	6,469 SF	
LEVEL 13	BEDRM	HOUSING	6,469 SF	
LEVEL 14	BEDRM	HOUSING	6,469 SF	
LEVEL 15	BEDRM	HOUSING	6,469 SF	
LEVEL 16	BEDRM	HOUSING	6,469 SF	
LEVEL 17	BEDRM	HOUSING	6,469 SF	
LEVEL 18	BEDRM	HOUSING	6,469 SF	
LEVEL 19	BEDRM	HOUSING	6,469 SF	
LEVEL 20	BEDRM	HOUSING	6,469 SF	
LEVEL 21	BEDRM	HOUSING	6,469 SF	
LEVEL 22	BEDRM	HOUSING	6,469 SF	
LEVEL 23	BEDRM	HOUSING	6,469 SF	
LEVEL 24	BEDRM	HOUSING	6,469 SF	
LEVEL 25	BEDRM	HOUSING	6,469 SF	
LEVEL 26	BEDRM	HOUSING	5,474 SF	
Grand total: 793			160,068 SF	

PER SECTION 20.80.290.B.1 BEDROOM SIZE MUST BE 100 SF MINIMUM IN FLOOR AREA IF OCCUPIED BY ONE PERSON AND 150 SF IN FLOOR ARE IF OCCUPIED BY TWO PEOPLE. THE AVERAGE SIZE OF ALL BEDROOMS IN THE CO-LIVING COMMUNITY SHALL BE NO GREATER THAN 275 SF AND NO BEDROOM MAY EXCEED 400 SF.

AVERAGE BEDROOM SIZE:
160,068 SF / 793 BEDROOMS = 202 SF

ROOMS_HOUSING-Bedrooms_LEVEL 5-25			
Level	Name	Department	Area
LEVEL 5	BEDRM	HOUSING	154 SF
LEVEL 5	BEDRM	HOUSING	155 SF
LEVEL 5	BEDRM	HOUSING	178 SF
LEVEL 5	BEDRM	HOUSING	180 SF
LEVEL 5	BEDRM	HOUSING	181 SF
LEVEL 5	BEDRM	HOUSING	182 SF
LEVEL 5	BEDRM	HOUSING	182 SF
LEVEL 5	BEDRM	HOUSING	183 SF
LEVEL 5	BEDRM	HOUSING	183 SF
LEVEL 5	BEDRM	HOUSING	184 SF
LEVEL 5	BEDRM	HOUSING	184 SF
LEVEL 5	BEDRM	HOUSING	185 SF
LEVEL 5	BEDRM	HOUSING	186 SF
LEVEL 5	BEDRM	HOUSING	187 SF
LEVEL 5	BEDRM	HOUSING	187 SF
LEVEL 5	BEDRM	HOUSING	187 SF
LEVEL 5	BEDRM	HOUSING	189 SF
LEVEL 5	BEDRM	HOUSING	190 SF
LEVEL 5	BEDRM	HOUSING	193 SF
LEVEL 5	BEDRM	HOUSING	196 SF
LEVEL 5	BEDRM	HOUSING	196 SF
LEVEL 5	BEDRM	HOUSING	196 SF
LEVEL 5	BEDRM	HOUSING	197 SF
LEVEL 5	BEDRM	HOUSING	200 SF
LEVEL 5	BEDRM	HOUSING	213 SF
LEVEL 5	BEDRM	HOUSING	213 SF
LEVEL 5	BEDRM	HOUSING	215 SF
LEVEL 5	BEDRM	HOUSING	248 SF
LEVEL 5	BEDRM	HOUSING	266 SF
LEVEL 5	BEDRM	HOUSING	267 SF
LEVEL 5	BEDRM	HOUSING	306 SF
LEVEL 5	BEDRM	HOUSING	307 SF
LEVEL 5: 32			6,469 SF

2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 09-JANUARY-2018
SPECIAL USE PERMIT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
18 APR 2018	*SPECIAL USE PERMIT RESUBMITTAL #1*
31 JUL 2018	*SPECIAL USE PERMIT RESUBMITTAL #2*
13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*
30 APR 2019	*CO-LIVING OPT*
04 JUN 2019	*CO-LIVING OPT RESUBMITTAL #1*

SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

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SHEET TITLE:
FLOOR PLANS - LEVEL 14, 17

SHEET NO.:
A214
6/19/2019 12:32:08 PM

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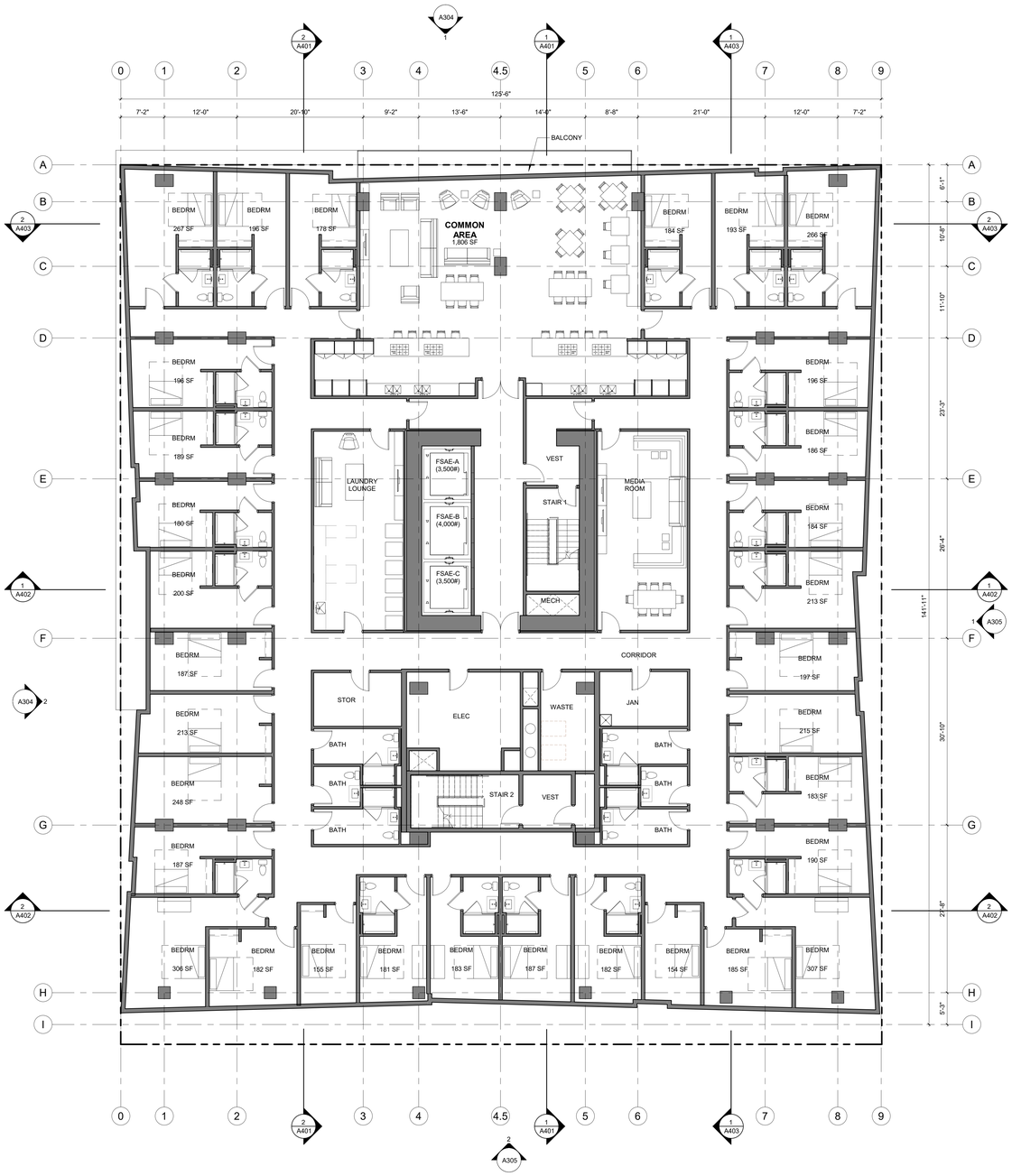
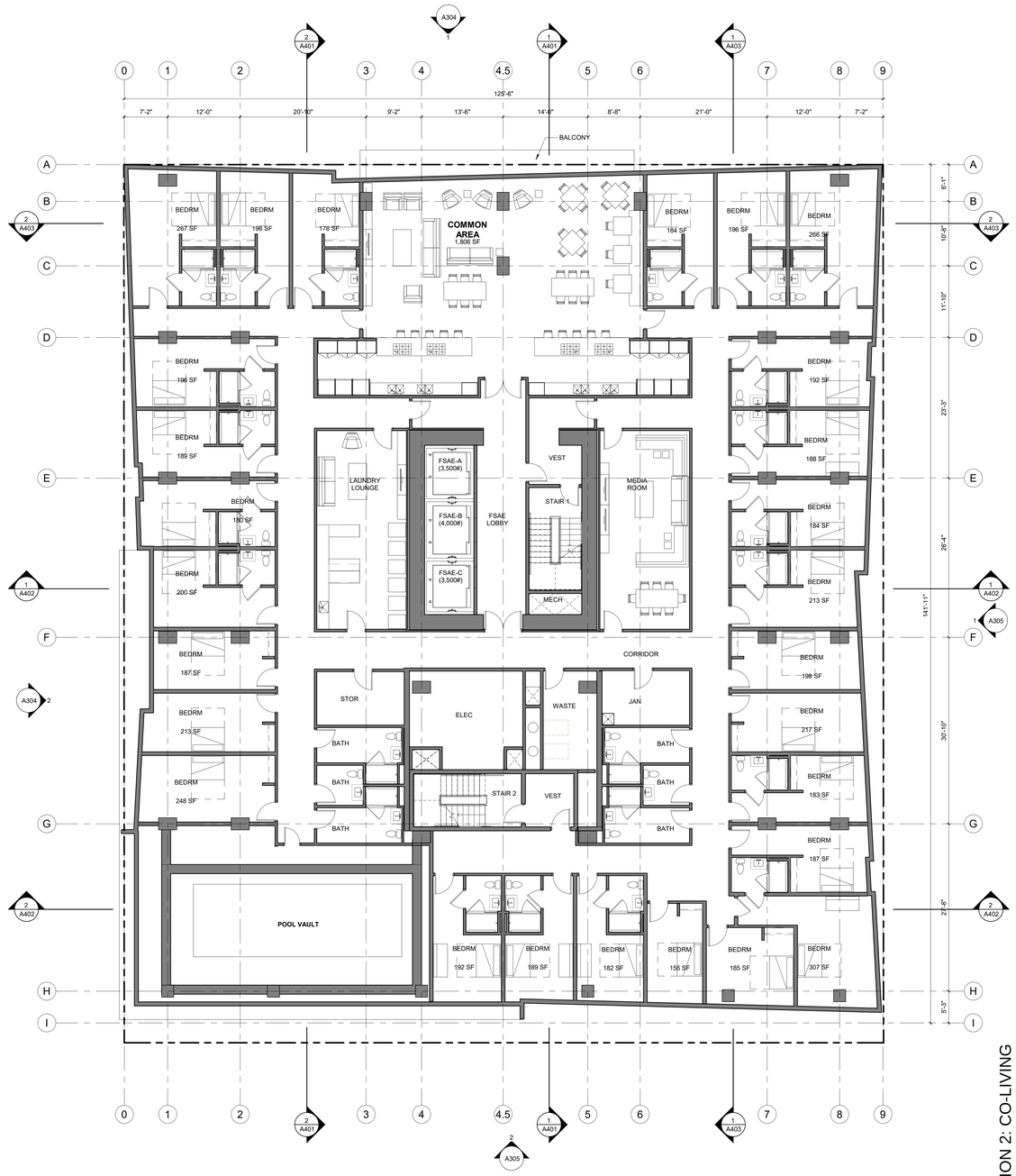
6/19/2019 12:32:08 PM



1 A221 FLOOR PLAN - LEVEL 21
1/8" = 1'-0"



2 A221 FLOOR PLAN - LEVEL 26
1/8" = 1'-0"

ROOMS_HOUSING-Bedrooms_LEVEL 5-25			
Level	Name	Department	Area
LEVEL 5	BEDRM	HOUSING	154 SF
LEVEL 5	BEDRM	HOUSING	155 SF
LEVEL 5	BEDRM	HOUSING	178 SF
LEVEL 5	BEDRM	HOUSING	180 SF
LEVEL 5	BEDRM	HOUSING	181 SF
LEVEL 5	BEDRM	HOUSING	182 SF
LEVEL 5	BEDRM	HOUSING	182 SF
LEVEL 5	BEDRM	HOUSING	183 SF
LEVEL 5	BEDRM	HOUSING	183 SF
LEVEL 5	BEDRM	HOUSING	184 SF
LEVEL 5	BEDRM	HOUSING	184 SF
LEVEL 5	BEDRM	HOUSING	185 SF
LEVEL 5	BEDRM	HOUSING	186 SF
LEVEL 5	BEDRM	HOUSING	187 SF
LEVEL 5	BEDRM	HOUSING	187 SF
LEVEL 5	BEDRM	HOUSING	187 SF
LEVEL 5	BEDRM	HOUSING	189 SF
LEVEL 5	BEDRM	HOUSING	190 SF
LEVEL 5	BEDRM	HOUSING	193 SF
LEVEL 5	BEDRM	HOUSING	196 SF
LEVEL 5	BEDRM	HOUSING	196 SF
LEVEL 5	BEDRM	HOUSING	196 SF
LEVEL 5	BEDRM	HOUSING	197 SF
LEVEL 5	BEDRM	HOUSING	200 SF
LEVEL 5	BEDRM	HOUSING	213 SF
LEVEL 5	BEDRM	HOUSING	213 SF
LEVEL 5	BEDRM	HOUSING	215 SF
LEVEL 5	BEDRM	HOUSING	248 SF
LEVEL 5	BEDRM	HOUSING	266 SF
LEVEL 5	BEDRM	HOUSING	267 SF
LEVEL 5	BEDRM	HOUSING	306 SF
LEVEL 5	BEDRM	HOUSING	307 SF
LEVEL 5: 32			6,469 SF

ROOMS_HOUSING-Bedrooms_FLOOR TOTALS				
Level	Name	Department	Area	Comments
LEVEL 2	BEDRM	HOUSING	6,198 SF	
LEVEL 3	BEDRM	HOUSING	6,630 SF	
LEVEL 4	BEDRM	HOUSING	5,911 SF	
LEVEL 5	BEDRM	HOUSING	6,469 SF	
LEVEL 6	BEDRM	HOUSING	6,469 SF	
LEVEL 7	BEDRM	HOUSING	6,469 SF	
LEVEL 8	BEDRM	HOUSING	6,469 SF	
LEVEL 9	BEDRM	HOUSING	6,469 SF	
LEVEL 10	BEDRM	HOUSING	6,469 SF	
LEVEL 11	BEDRM	HOUSING	6,469 SF	
LEVEL 12	BEDRM	HOUSING	6,469 SF	
LEVEL 13	BEDRM	HOUSING	6,469 SF	
LEVEL 14	BEDRM	HOUSING	6,469 SF	
LEVEL 15	BEDRM	HOUSING	6,469 SF	
LEVEL 16	BEDRM	HOUSING	6,469 SF	
LEVEL 17	BEDRM	HOUSING	6,469 SF	
LEVEL 18	BEDRM	HOUSING	6,469 SF	
LEVEL 19	BEDRM	HOUSING	6,469 SF	
LEVEL 20	BEDRM	HOUSING	6,469 SF	
LEVEL 21	BEDRM	HOUSING	6,469 SF	
LEVEL 22	BEDRM	HOUSING	6,469 SF	
LEVEL 23	BEDRM	HOUSING	6,469 SF	
LEVEL 24	BEDRM	HOUSING	6,469 SF	
LEVEL 25	BEDRM	HOUSING	6,469 SF	
LEVEL 26	BEDRM	HOUSING	5,474 SF	
Grand total: 793			160,068 SF	

AVERAGE BEDROOM SIZE:
160,068 SF / 793 BEDROOMS = 202 SF

PER SECTION 20.80.290.B.1 BEDROOM SIZE MUST BE 100 SF MINIMUM IN FLOOR AREA IF OCCUPIED BY ONE PERSON AND 150 SF IN FLOOR ARE IF OCCUPIED BY TWO PEOPLE. THE AVERAGE SIZE OF ALL BEDROOMS IN THE CO-LIVING COMMUNITY SHALL BE NO GREATER THAN 275 SF AND NO BEDROOM MAY EXCEED 400 SF.

ROOMS_HOUSING-Bedrooms_LEVEL 26			
Level	Name	Department	Area
LEVEL 26	BEDRM	HOUSING	156 SF
LEVEL 26	BEDRM	HOUSING	178 SF
LEVEL 26	BEDRM	HOUSING	180 SF
LEVEL 26	BEDRM	HOUSING	182 SF
LEVEL 26	BEDRM	HOUSING	183 SF
LEVEL 26	BEDRM	HOUSING	184 SF
LEVEL 26	BEDRM	HOUSING	184 SF
LEVEL 26	BEDRM	HOUSING	185 SF
LEVEL 26	BEDRM	HOUSING	187 SF
LEVEL 26	BEDRM	HOUSING	187 SF
LEVEL 26	BEDRM	HOUSING	188 SF
LEVEL 26	BEDRM	HOUSING	189 SF
LEVEL 26	BEDRM	HOUSING	189 SF
LEVEL 26	BEDRM	HOUSING	192 SF
LEVEL 26	BEDRM	HOUSING	192 SF
LEVEL 26	BEDRM	HOUSING	196 SF
LEVEL 26	BEDRM	HOUSING	196 SF
LEVEL 26	BEDRM	HOUSING	196 SF
LEVEL 26	BEDRM	HOUSING	198 SF
LEVEL 26	BEDRM	HOUSING	200 SF
LEVEL 26	BEDRM	HOUSING	213 SF
LEVEL 26	BEDRM	HOUSING	213 SF
LEVEL 26	BEDRM	HOUSING	217 SF
LEVEL 26	BEDRM	HOUSING	248 SF
LEVEL 26	BEDRM	HOUSING	266 SF
LEVEL 26	BEDRM	HOUSING	267 SF
LEVEL 26	BEDRM	HOUSING	307 SF
LEVEL 26: 27			5,474 SF

2K ARCHITECTURE INC
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503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 09-JANUARY-2018
SPECIAL USE PERMIT SP18-001

REVISION:	DESCRIPTION:
09 JAN 2018	SPECIAL USE PERMIT SUBMITTAL
18 APR 2018	SPECIAL USE PERMIT RESUBMITTAL #1
31 JUL 2018	SPECIAL USE PERMIT RESUBMITTAL #2
13 NOV 2018	SPECIAL USE PERMIT RESUBMITTAL #3
30 APR 2019	CO-LIVING OPT
04 JUN 2019	CO-LIVING OPT RESUBMITTAL #1

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SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

SHEET TITLE:
FLOOR PLANS - LEVEL 21, 26

SHEET NO.:
A221

6/19/2019 12:32:13 PM

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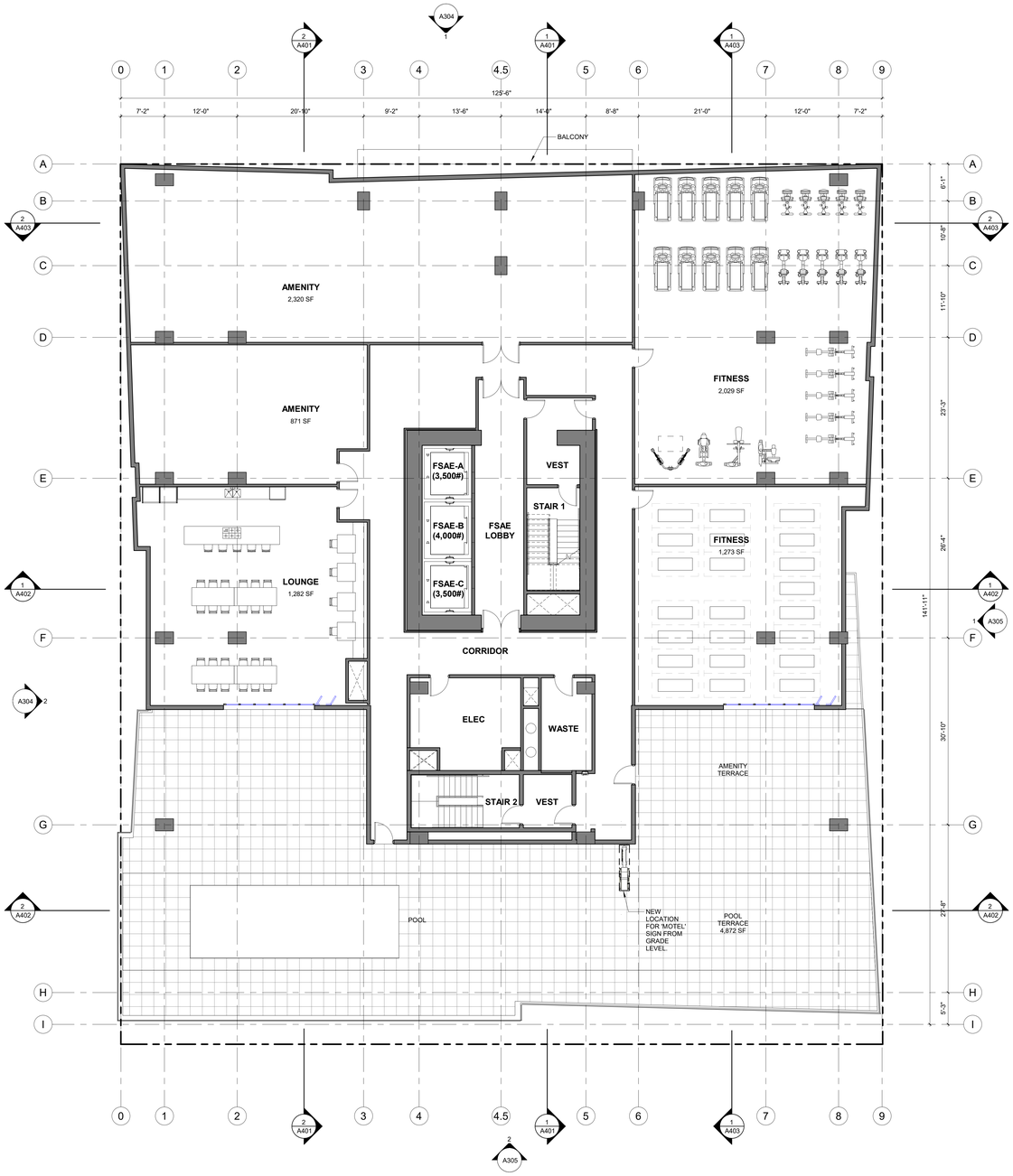
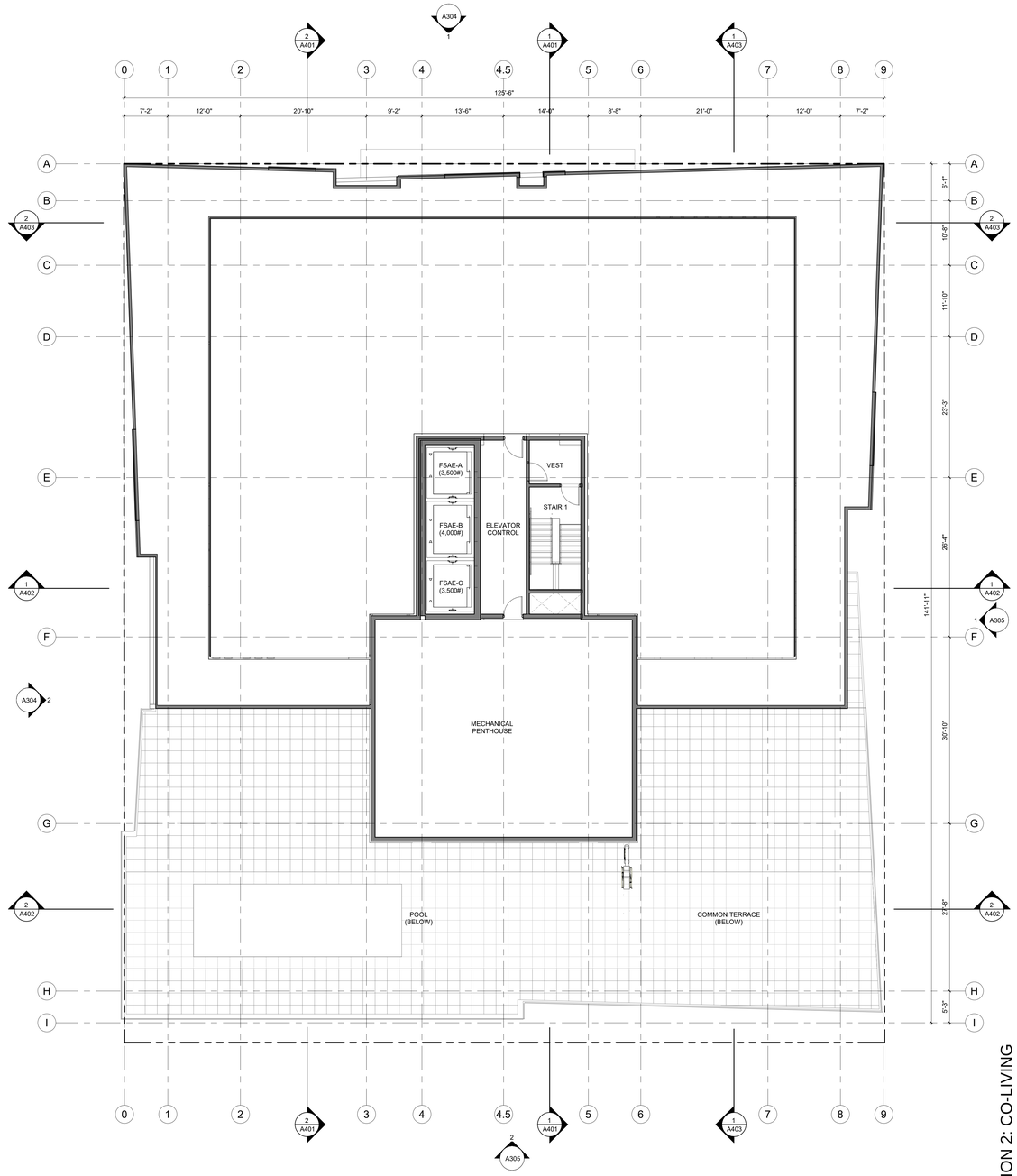


1 A227 FLOOR PLAN - LEVEL 27
1/8" = 1'-0"

0' 4' 8' 16' 32'



2 A227 FP - ROOF - 1/8
1/8" = 1'-0"

0' 4' 8' 16' 32'

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1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 09-JANUARY-2018
SPECIAL USE PERMIT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
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13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*
30 APR 2019	*CO-LIVING OPT*
04 JUN 2019	*CO-LIVING OPT RESUBMITTAL #1*

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SHEET TITLE:
FLOOR PLAN - LEVEL 27, ROOF

SHEET NO.:
A227
6/19/2019 12:32:18 PM

SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

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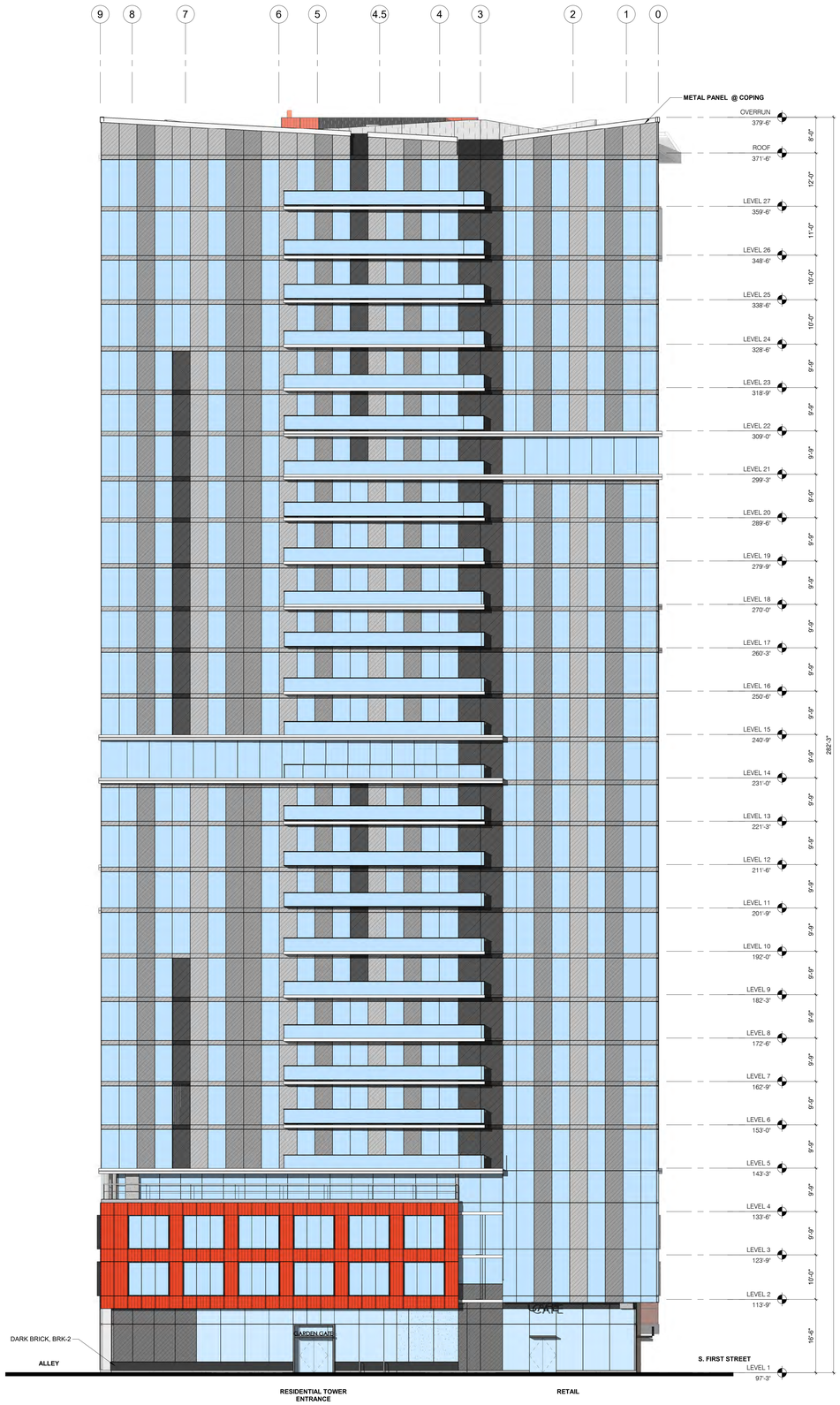
6/19/2019 12:32:18 PM

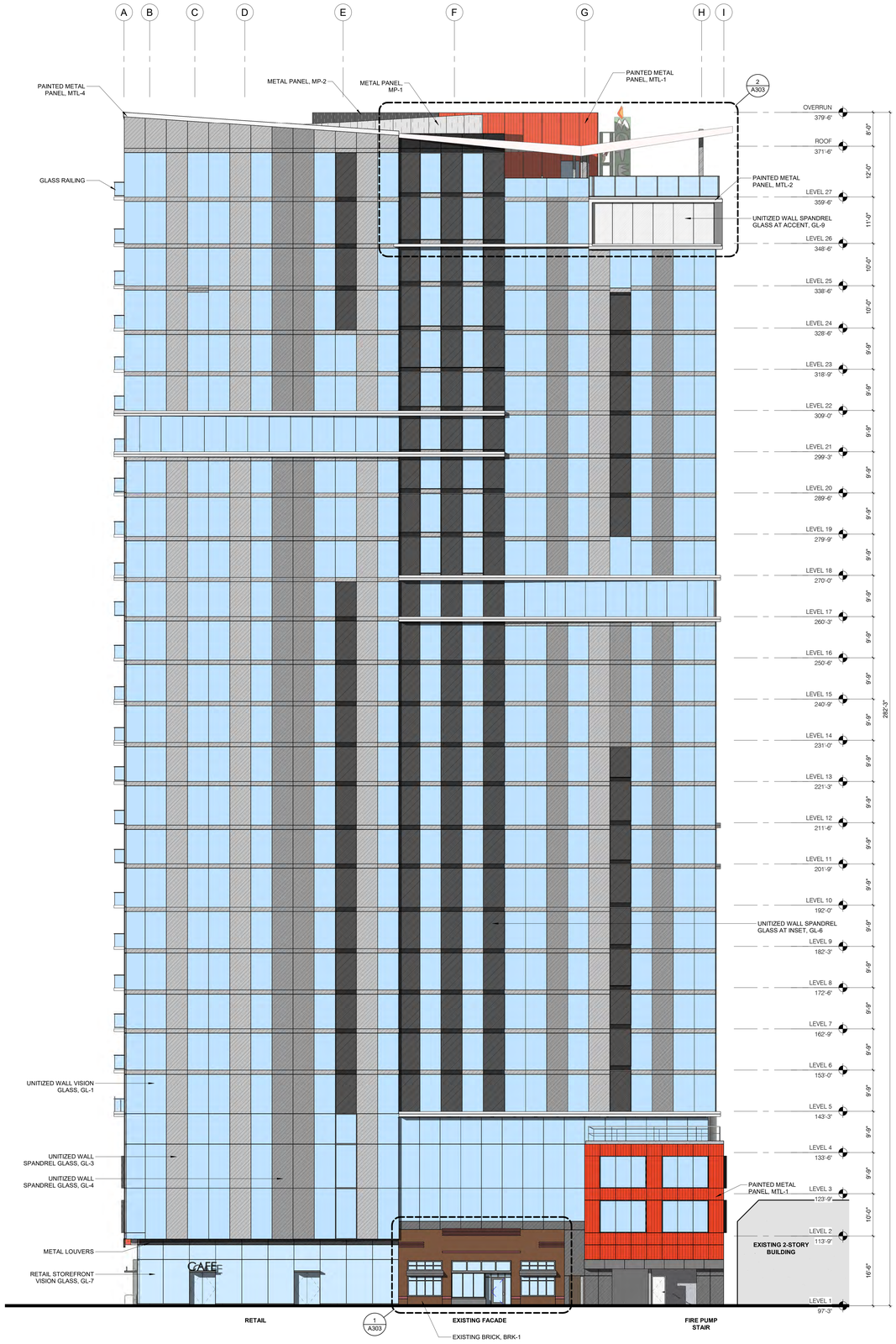
MATERIAL LEGEND

- UNITIZED WALL VISION GLASS, GL-1
- UNITIZED WALL SPANDREL GLASS AT INSET, GL-6
- UNITIZED WALL SPANDREL GLASS, GL-3
- UNITIZED WALL SPANDREL GLASS, GL-4
- UNITIZED WALL VISION GLASS AT INSET, GL-5
- UNITIZED WALL SPANDREL GLASS AT PARKING, GL-2
- RETAIL STOREFRONT GLASS, GL-7
- RETAIL STOREFRONT SPANDREL GLASS, GL-8
- UNITIZED WALL SPANDREL GLASS AT ACCENT, GL-9
- EXISTING BRICK, BRK-1
- DARK BRICK, BRK-2
- PAINTED METAL PANEL, MTL-1
- PAINTED METAL PANEL, MTL-2
- PAINTED METAL PANEL, MTL-3
- PERFORATED METAL PANEL, MP-1
- METAL PANEL, MP-2
- METAL SCREEN PANEL, MP-3
- PAINTED CONCRETE, CONC-2
- EXPOSED CONCRETE, CONC-1
- LOUVER



1 A301 NORTH ELEVATION 3/32" = 1'-0"

0' 6' 12' 24' 48'



2 A301 WEST ELEVATION 3/32" = 1'-0"

0' 6' 12' 24' 48'

C2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.:	16212
DRAWN:	Author
DATE:	09-JANUARY-2018 SPECIAL USE PERMIT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
18 APR 2018	*SPECIAL USE PERMIT RESUBMITTAL #1*
31 JUL 2018	*SPECIAL USE PERMIT RESUBMITTAL #2*
13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*
30 APR 2019	*CO-LIVING OPT*
04 JUN 2019	*CO-LIVING OPT RESUBMITTAL #1*

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SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

SHEET TITLE:
EXTERIOR ELEVATIONS - NORTH AND WEST

SHEET NO.:
A301

6/12/2019 6:50:57 PM

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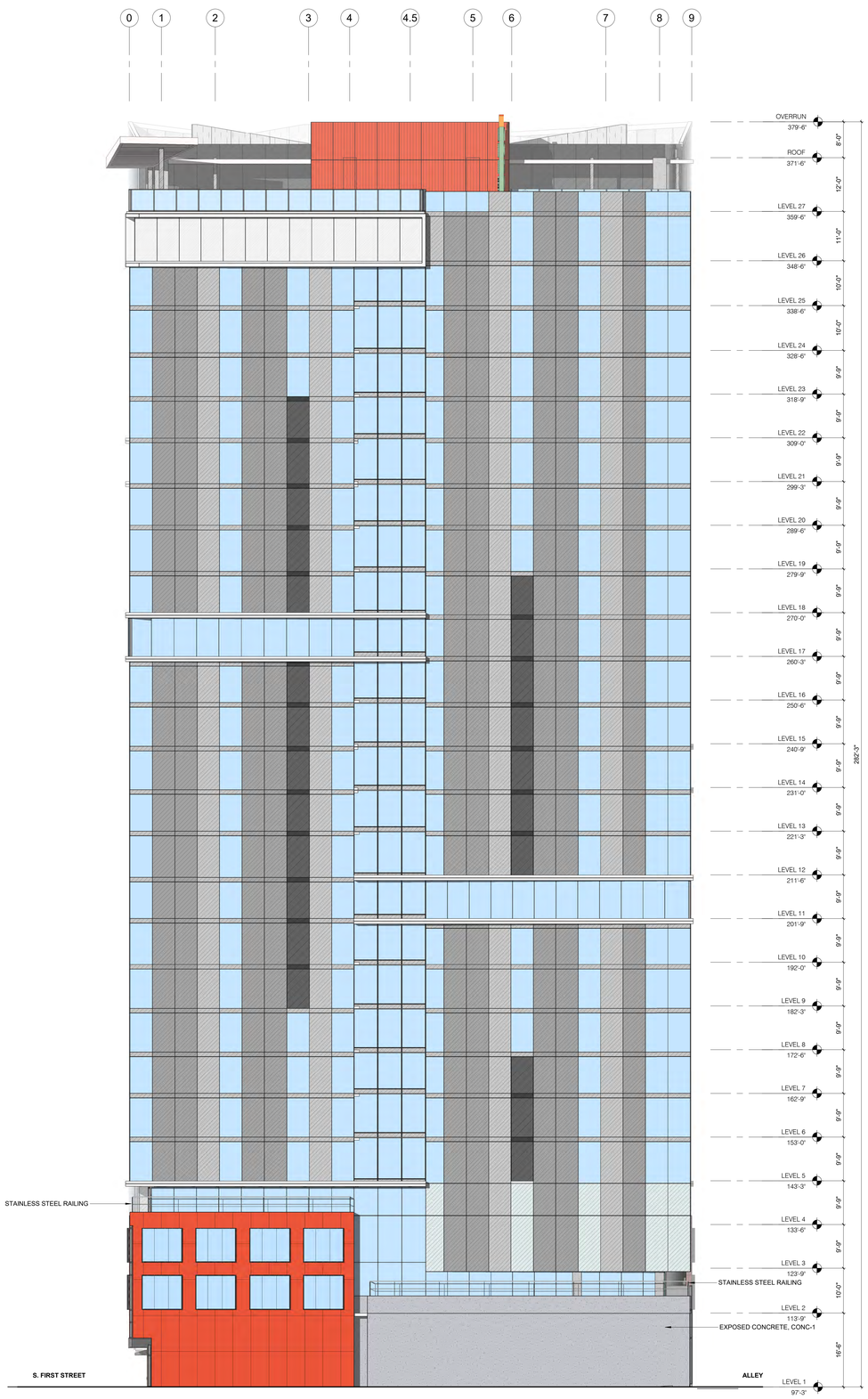
6/12/2019 6:50:57 PM

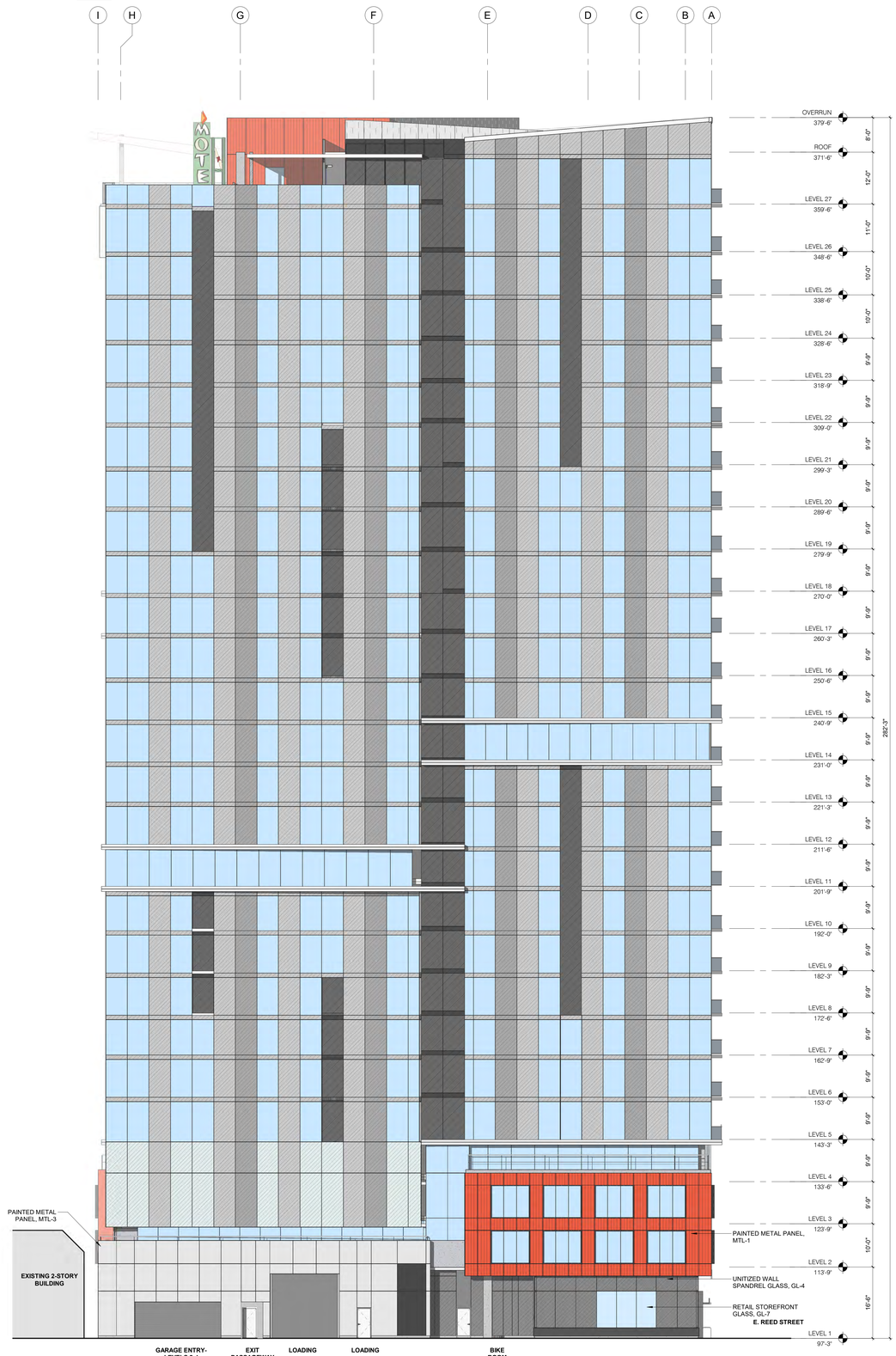
MATERIAL LEGEND

- UNITIZED WALL VISION GLASS, GL-1
- UNITIZED WALL VISION GLASS AT INSET, GL-5
- UNITIZED WALL SPANDREL GLASS AT ACCENT, GL-9
- PAINTED METAL PANEL, MTL-1
- PERFORATED METAL PANEL, MP-1
- PAINTED CONCRETE, CONC-2
- UNITIZED WALL SPANDREL GLASS AT PARKING, GL-2
- UNITIZED WALL SPANDREL GLASS AT INSET, GL-6
- EXISTING BRICK, BRK-1
- PAINTED METAL PANEL, MTL-2
- METAL PANEL, MP-2
- EXPOSED CONCRETE, CONC-1
- UNITIZED WALL SPANDREL GLASS, GL-3
- RETAIL STOREFRONT GLASS, GL-7
- DARK BRICK, BRK-2
- PAINTED METAL PANEL, MTL-3
- METAL SCREEN PANEL, MP-3
- LOUVER
- UNITIZED WALL SPANDREL GLASS, GL-4
- RETAIL STOREFRONT SPANDREL GLASS, GL-8



1 A302 SOUTH ELEVATION 3/32" = 1'-0"

0' 6' 12' 24' 48'



2 A302 EAST ELEVATION 3/32" = 1'-0"

0' 6' 12' 24' 48'

2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 09-JANUARY-2018
SPECIAL USE PERMIT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
18 APR 2018	*SPECIAL USE PERMIT RESUBMITTAL #1*
31 JUL 2018	*SPECIAL USE PERMIT RESUBMITTAL #2*
13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*
30 APR 2019	*CO-LIVING OPT*
04 JUN 2019	*CO-LIVING OPT RESUBMITTAL #1*

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SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

SHEET TITLE:
EXTERIOR ELEVATIONS - SOUTH AND EAST

SHEET NO:
A302
6/12/2019 6:53:13 PM

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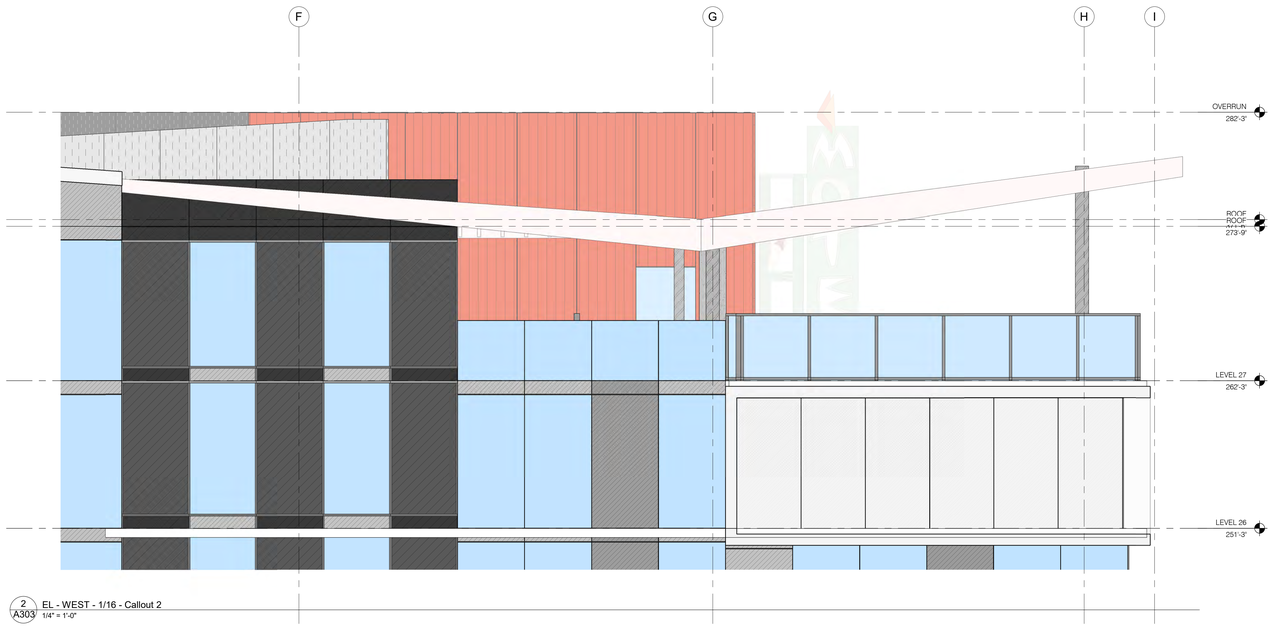
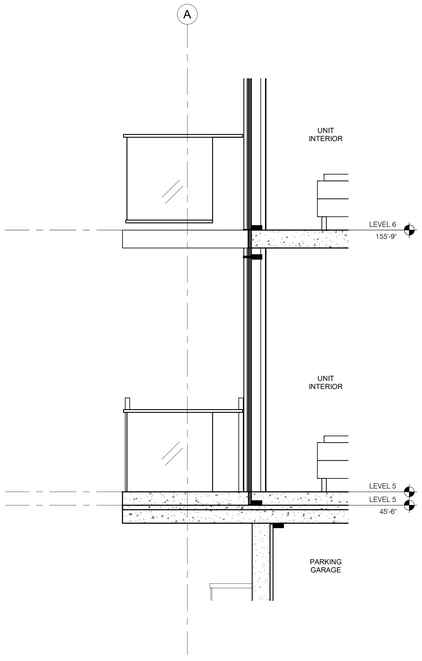
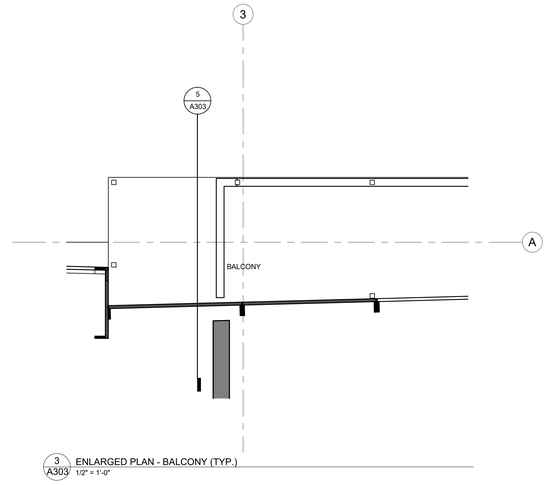


2 A303 EL - WEST - 1/16 - Callout 2
1/4" = 1'-0"

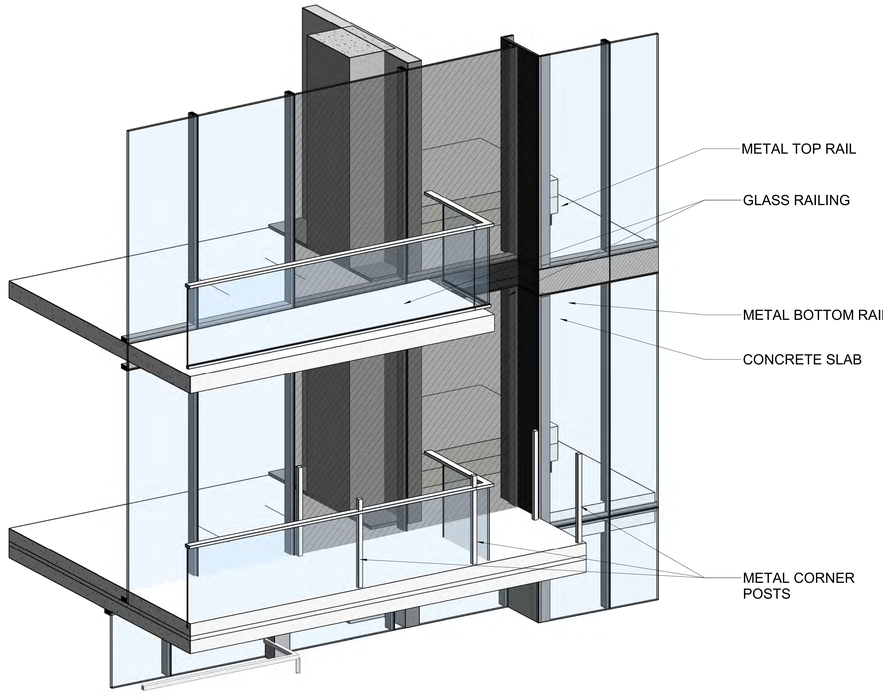


5 A303 ENLARGED SECTION - BALCONY (TYP.)
1/2" = 1'-0"



3 A303 ENLARGED PLAN - BALCONY (TYP.)
1/2" = 1'-0"

1 A303 EL - WEST - 1/16 - Callout 1
1/4" = 1'-0"



4 A303 AXONOMETRIC SECTION - BALCONY (TYP.)

C 2K
ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 09-JANUARY-2018
SPECIAL USE PERMIT SP18-001

REVISION:	*DESCRIPTION:*
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SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

SHEET TITLE:
EXTERIOR ELEVATIONS - ENLARGED

SHEET NO:
A303

6/12/2019 6:53:21 PM

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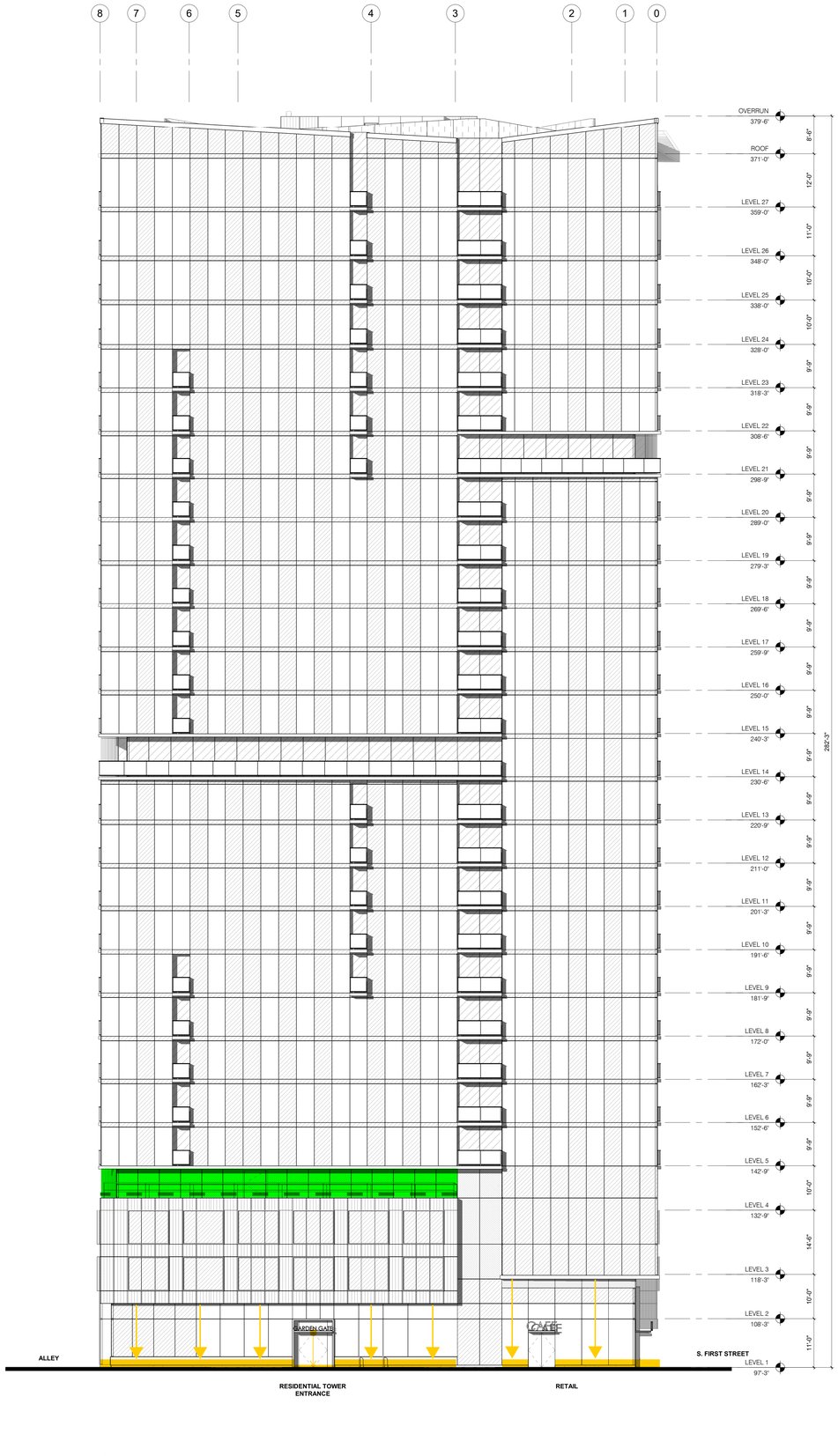
6/12/2019 6:53:21 PM

LED LOW-VIEW WALL WASH LIGHTING

LED DOWN LIGHT

C2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200



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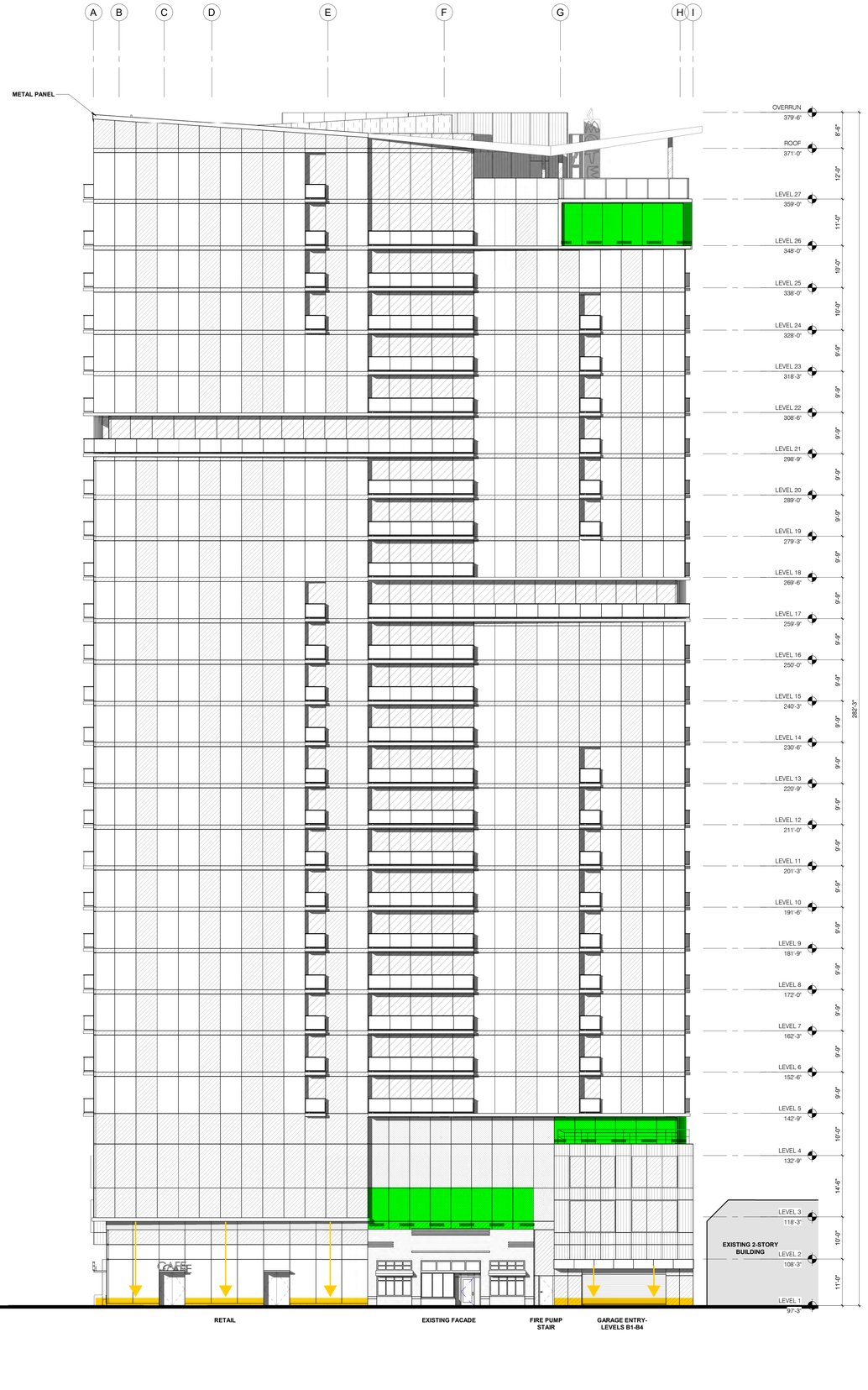

2 A304 WEST ELEVATION - LIGHTING CONCEPT
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GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 9 JANUARY 2018
SPECIAL USE PERMIT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
18 APR 2018	*SPECIAL USE PERMIT RESUBMITTAL #1*
31 JUL 2018	*SPECIAL USE PERMIT RESUBMITTAL #2*
13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*

SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

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SHEET TITLE:
EXTERIOR ELEVATIONS - LIGHTING CONCEPT

SHEET NO.:
A304
11/13/2018 9:22:55 AM

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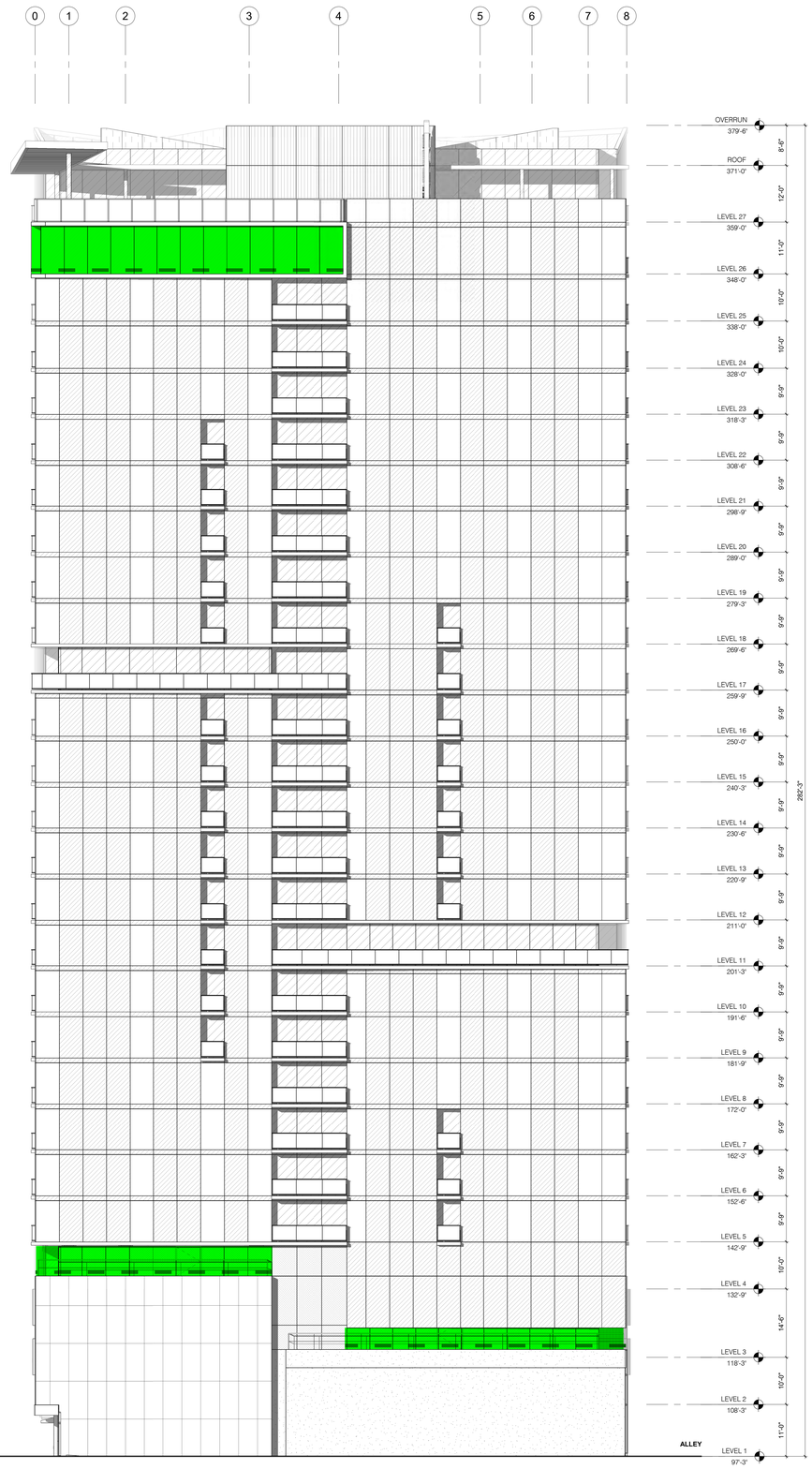
11/13/2018 9:22:55 AM



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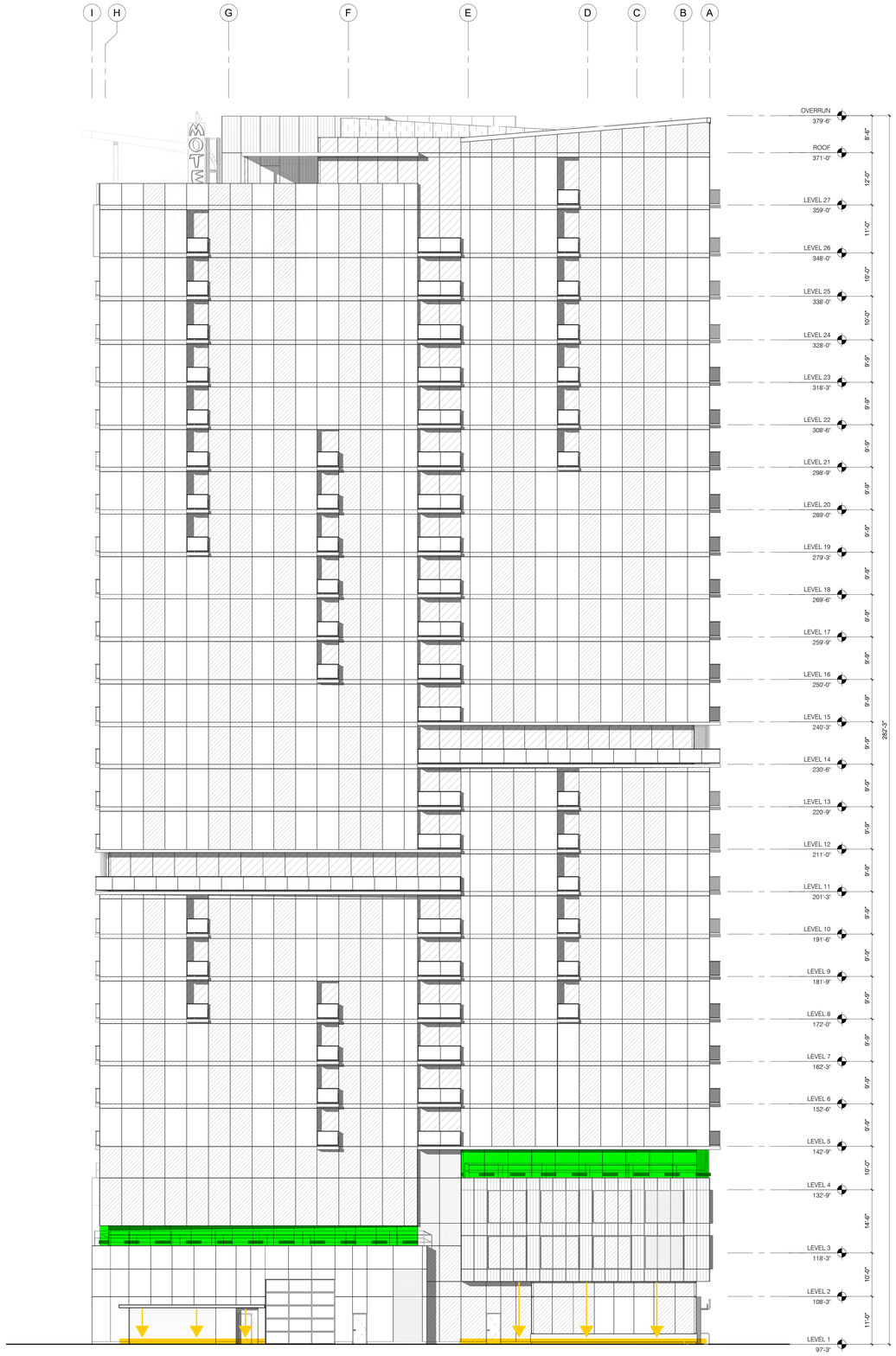

1 A305 EAST ELEVATION
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LED LOW-VIEW WALL WASH LIGHTING

LED DOWN LIGHT

2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 9 JANUARY 2018
SPECIAL USE PERMIT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
18 APR 2018	*SPECIAL USE PERMIT RESUBMITTAL #1*
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13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*

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SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

SHEET TITLE:
EXTERIOR ELEVATIONS - LIGHTING CONCEPT

SHEET NO:
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11/13/2018 9:24:19 AM

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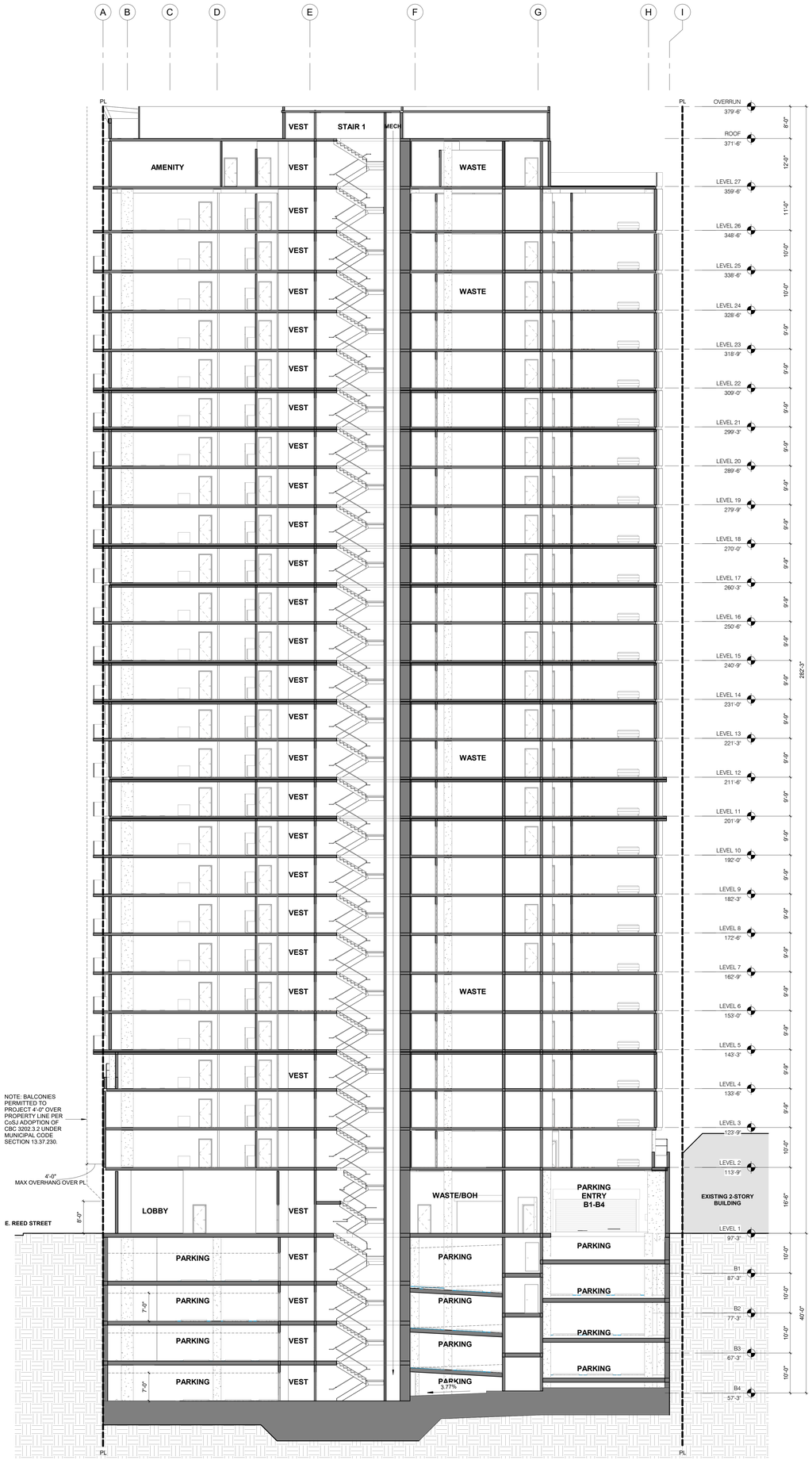
11/13/2018 9:24:19 AM



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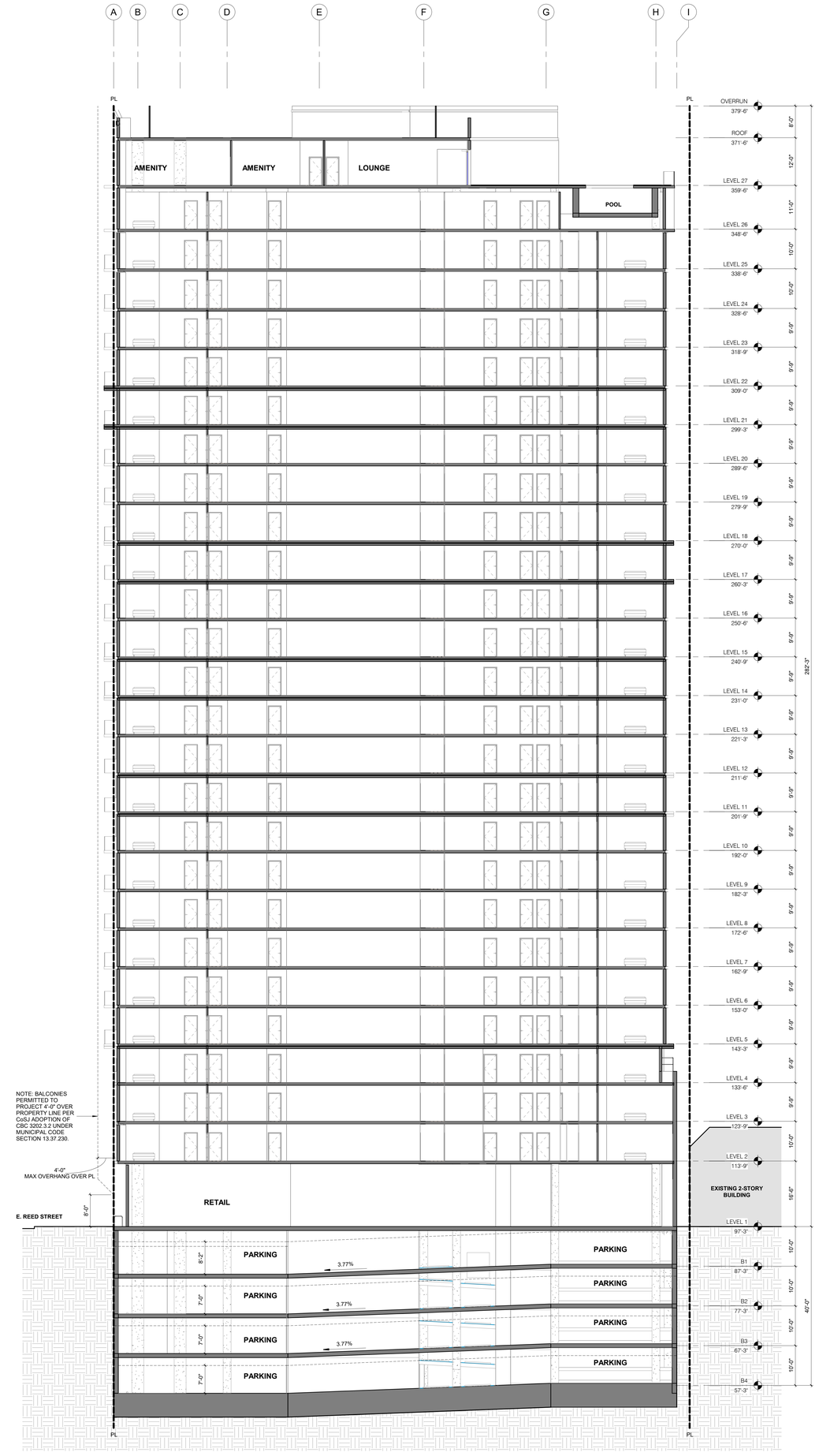

2 A401 EAST SECTION 2
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ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 09-JANUARY-2018
SPECIAL USE PERMIT SP18-001

REVISION:	DESCRIPTION:
09 JAN 2018	SPECIAL USE PERMIT SUBMITTAL
18 APR 2018	SPECIAL USE PERMIT RESUBMITTAL #1
31 JUL 2018	SPECIAL USE PERMIT RESUBMITTAL #2
13 NOV 2018	SPECIAL USE PERMIT RESUBMITTAL #3
30 APR 2019	CO-LIVING OPT
04 JUN 2019	CO-LIVING OPT RESUBMITTAL #1

SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

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SHEET TITLE:
BUILDING SECTIONS

SHEET NO.:
A401

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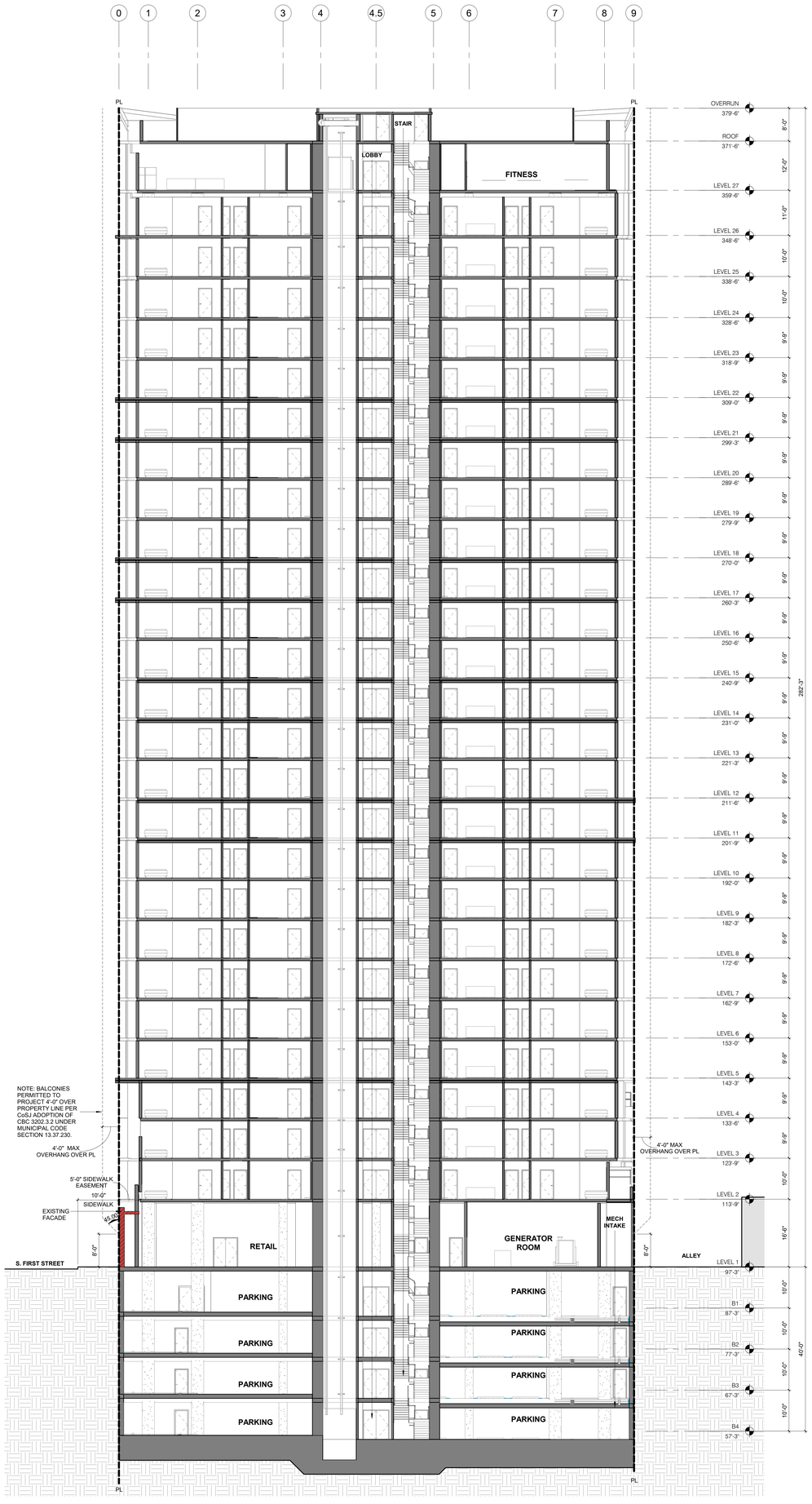

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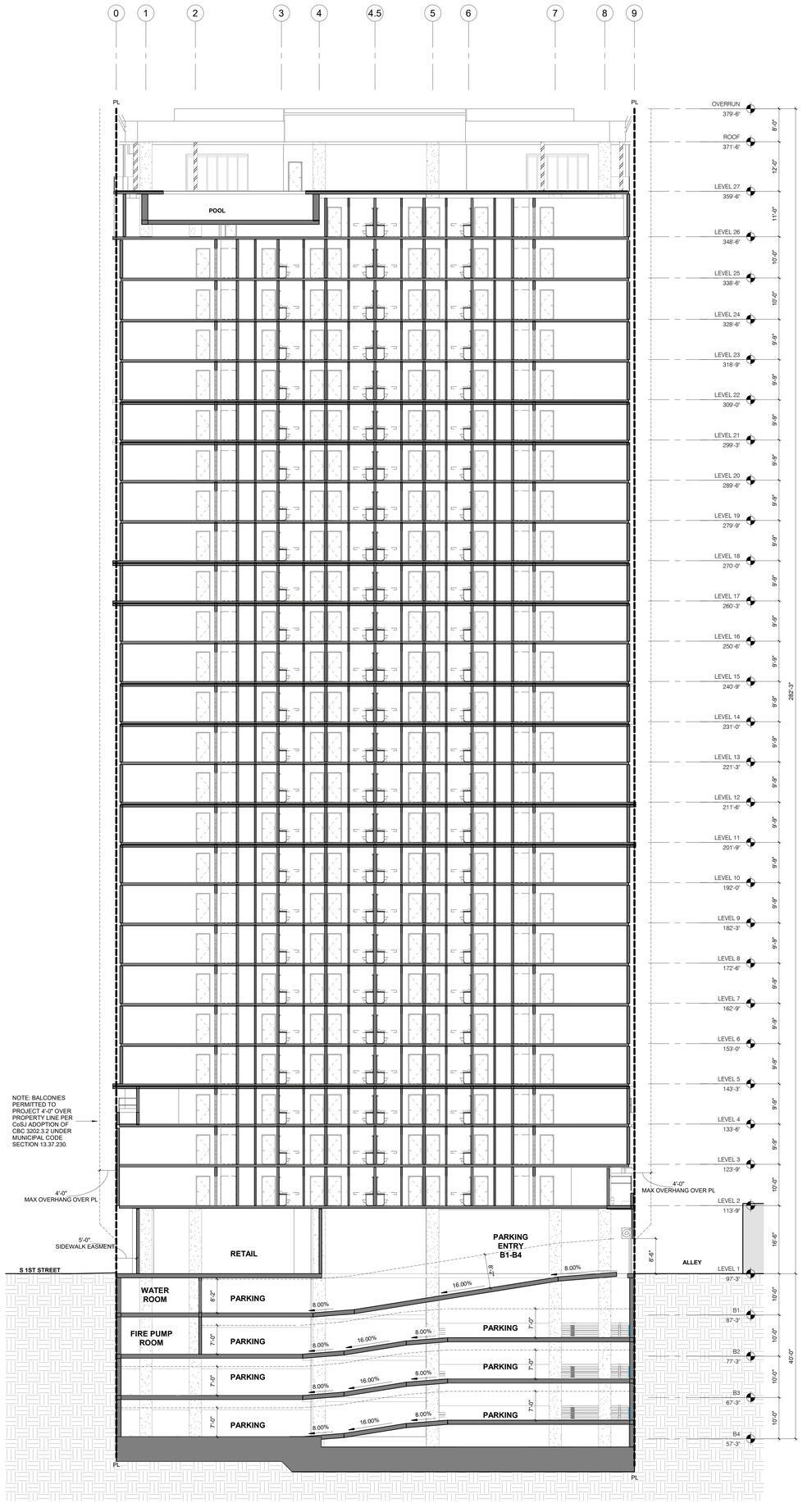

2 A402 NORTH SECTON 2
3/32" = 1'-0"
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ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 09-JANUARY-2018
SPECIAL USE PERMIT SP18-001

REVISION:	DESCRIPTION:
09 JAN 2018	SPECIAL USE PERMIT SUBMITTAL
18 APR 2018	SPECIAL USE PERMIT RESUBMITTAL #1
31 JUL 2018	SPECIAL USE PERMIT RESUBMITTAL #2
13 NOV 2018	SPECIAL USE PERMIT RESUBMITTAL #3
30 APR 2019	CO-LIVING OPT
04 JUN 2019	CO-LIVING OPT RESUBMITTAL #1

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SPECIAL USE PERMIT SP18-001 OPTION 2: CO-LIVING

SHEET TITLE:
BUILDING SECTIONS

SHEET NO.:
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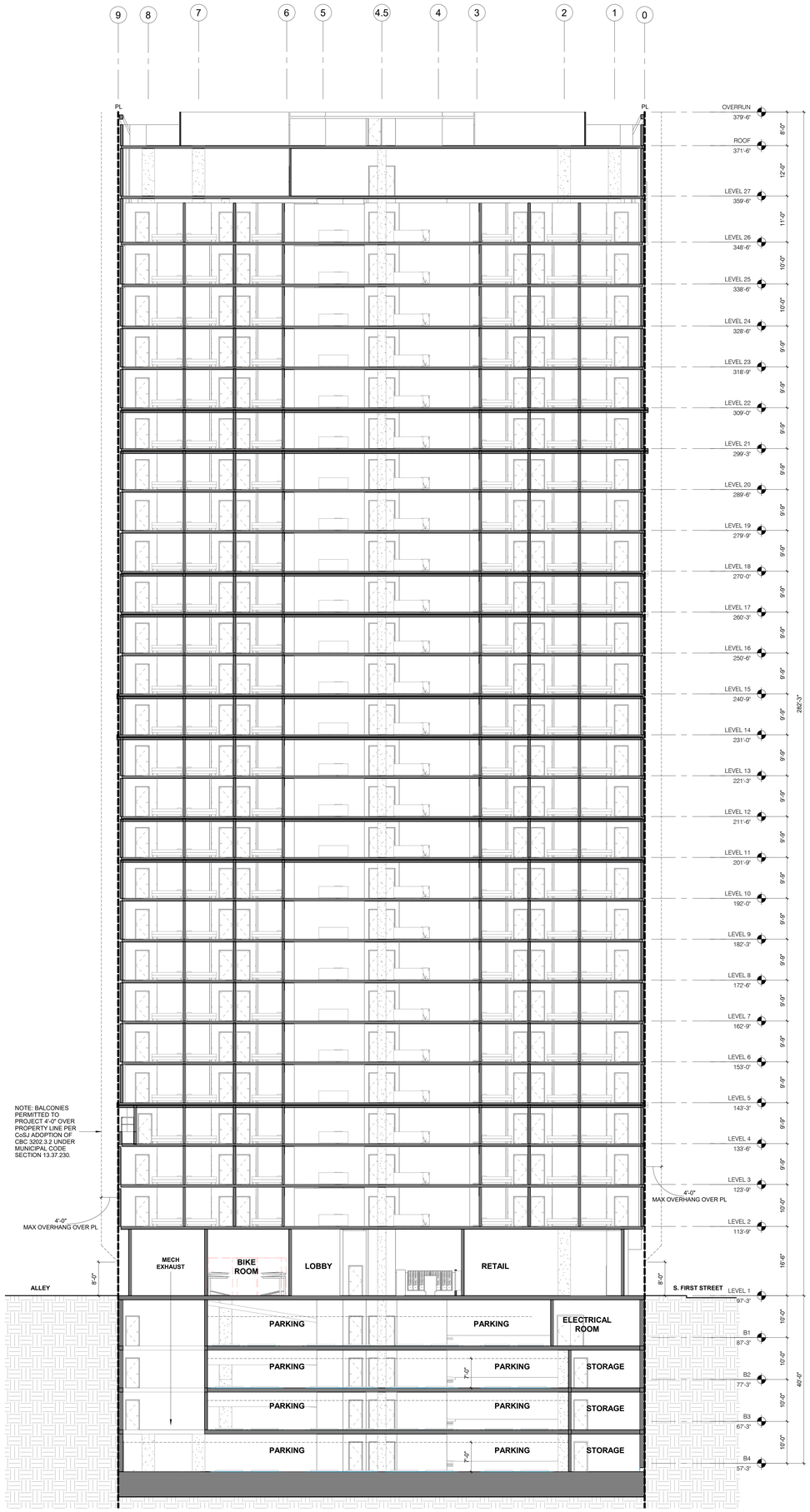
9
8
7
6
5
4.5
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3
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0
PL
PL
OVERRUN
379'-6"
ROOF
371'-6"
LEVEL 27
359'-6"
LEVEL 26
348'-6"
LEVEL 25
338'-6"
LEVEL 24
328'-6"
LEVEL 23
318'-9"
LEVEL 22
309'-0"
LEVEL 21
299'-3"
LEVEL 20
289'-6"
LEVEL 19
279'-9"
LEVEL 18
270'-0"
LEVEL 17
260'-3"
LEVEL 16
250'-6"
LEVEL 15
240'-9"
LEVEL 14
231'-0"
LEVEL 13
221'-3"
LEVEL 12
211'-6"
LEVEL 11
201'-9"
LEVEL 10
192'-0"
LEVEL 9
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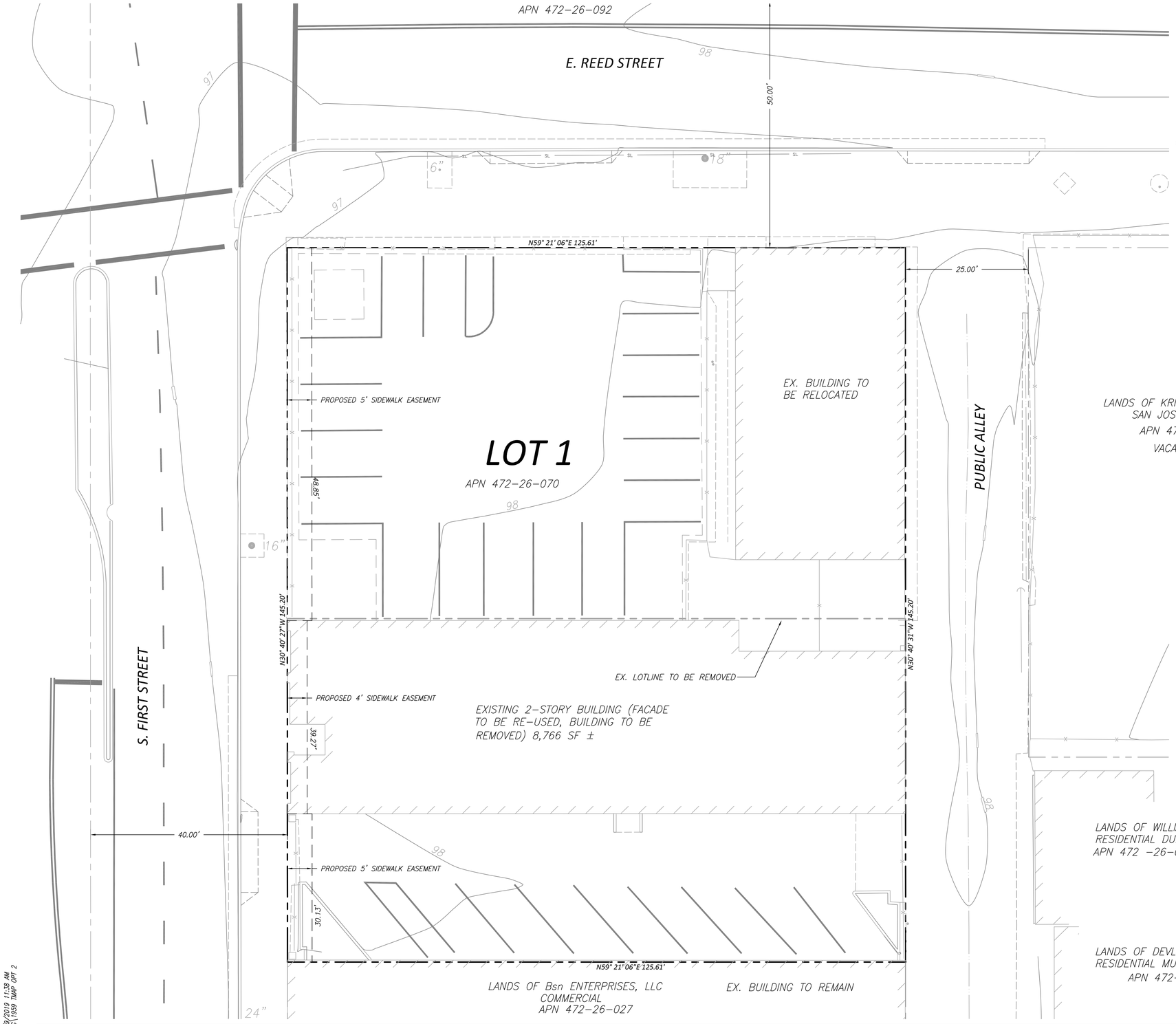
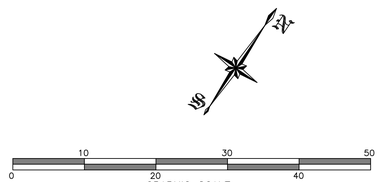
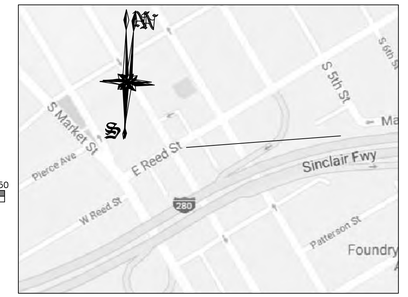
LEVEL 8
172'-6"
LEVEL 7
162'-9"
LEVEL 6
153'-0"
LEVEL 5
143'-3"
LEVEL 4
133'-6"
LEVEL 3
123'-9"
LEVEL 2
113'-9"
LEVEL 1
97'-3"
B1
87'-3"
B2
77'-3"
B3
67'-3"
B4
57'-3"
8'-0"
12'-0"
11'-0"
10'-0"
10'-0"
9'-6"
9'-6"
9'-6







LOCATION MAP
1"=500'

SUBDIVISION NAME: "GARDEN GATE"
OWNER: THE SALATA 2005 LIVING TRUST
C/O 21710 STEVENS CREEK BLVD., SUITE 200
CUPERTINO, CA 95014
408-257-2100

SUBDIVIDER: KT URBAN
21710 STEVENS CREEK BLVD., SUITE 200
CUPERTINO, CA 95014
408-257-2100

CIVIL ENGINEER: CHARLES W. DAVIDSON CO.
255 W. JULIAN STREET, SUITE 200
SAN JOSE, CA 95110
(408) 295-9162

ASSESSOR'S PARCEL NO.: 472-26-089 & 090
EXISTING USE: COMMERCIAL
PROPOSED USE: RESIDENTIAL CONDOMINIUMS & RETAIL CONDOMINIUMS
MAXIMUM NO. AND TYPE OF UNITS: UP TO 290 RESIDENTIAL CONDOMINIUM UNITS & UP TO 5 RETAIL CONDOMINIUM UNITS
RESIDENTIAL & RETAIL CONDOMINIUMS
EXISTING ZONING: DOWNTOWN COMMERCIAL (DC)
GEN. PLAN/LAND USE TRANS. DIAGRAM: DOWNTOWN (DT)
SOURCE OF WATER SUPPLY: SAN JOSE WATER COMPANY
NUMBER OF PROPOSED LOTS: ONE (1)
TOTAL ACREAGE: 0.419 ACRES+-

STREET TREES: "THIS SUBDIVISION WILL CONFORM TO THE STREET TREE PLAN OF THE CITY OF SAN JOSE."

NO NEW STREET NAMES ARE PROPOSED WITH THIS SUBDIVISION.

MULTIPLE FINAL MAPS MAY BE FILED ON THIS PROJECT PRIOR TO THE EXPIRATION OF THE TENTATIVE MAP.

THIS SUBDIVISION IS SUBJECT TO THE REQUIREMENTS OF THE PARKLAND DEDICATION ORDINANCE (CHAPTER 19.38 OF TITLE 19 OF THE SAN JOSE MUNICIPAL CODE), FOR THE DEDICATION OF LAND FOR PARKS PURPOSES, UNDER THE FORMULAE CONTAINED WITHIN THAT CHAPTER.

SUBDIVIDER SHALL DEDICATE AND COMPLETE ALL PUBLIC STREET IMPROVEMENTS TO THE SATISFACTION OF DIRECTOR OF PUBLIC WORKS.

REMOVE ALL EXISTING ONSITE STRUCTURES, PAVING, UTILITIES & TREES UNLESS OTHERWISE NOTED.

NOTES:
1. ALL EXISTING ONSITE BUILDINGS WILL BE REMOVED UNLESS OTHERWISE NOTED.
2. ALL EXISTING ONSITE PAVING AND CONCRETE WILL BE REMOVED UNLESS OTHERWISE NOTED.
3. ALL EXISTING ONSITE WALLS AND FENCES WILL BE REMOVED UNLESS OTHERWISE NOTED.
4. ALL EXISTING ONSITE TREES WILL BE REMOVED UNLESS OTHERWISE NOTED.
5. ALL EXISTING ONSITE UTILITIES & SIGNS WILL BE REMOVED OR ABANDONED PER CITY OF SAN JOSE STANDARDS UNLESS OTHERWISE NOTED.
6. ALL EXISTING ONSITE WELLS WILL BE REMOVED PER SCVWD STANDARDS.
7. DISTANCES AND DIMENSIONS ARE SHOWN IN FEET AND DECIMALS THEREOF.
8. THE DISTINCTIVE BORDER LINE DENOTES THE BOUNDARY OF THE SUBDIVISION.
9. COMMON AREAS, PARKING, SHARED UTILITIES AND VENTING, SHALL ALL BE DESCRIBED IN PROJECT CONDITIONS COVENANTS AND RESTRICTIONS (CC&R'S) AND SHOWN IN THE PROJECT CONDOMINIUM PLAN.

T18-001

PLOTTED: PETER SMITH 10/9/2019 11:38 AM
F:\1959\DWGS R18\PLANNING\1959 TMAP OPT 2

KT URBAN
21719 STEVENS CREEK BLVD., SUITE 200
CUPERTINO, CA 95014
Telephone: 408-257-2100

VESTING TENTATIVE MAP FOR CONDOMINIUM PURPOSES

600 S. FIRST STREET
SAN JOSE, CALIFORNIA

Charles W. Davidson Co.
A CALIFORNIA CORPORATION
CONSULTING CIVIL ENGINEERS
255 W. JULIAN ST. #200 SAN JOSE, CA 95110-2406
TEL. (408) 295-9162 FAX (408) 993-1511

Revisions: REV. 11-13-18

Date: 4/13/18 Job No.: 1959
Scale: 1" = 10' Drawn By: PBS

Sheet No: 1 of 1 Sheets

MEMORANDUM

From: Frederik Venter and Derek Wu, Kimley-Horn and Associates, Inc.

To: Mark E. Tersini, KT Urban

Date: June 10, 2019

Re: Proposed Garden Gate TDM Plan at 600 South First Street San Jose, CA

1. Introduction

Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained by KT Urban to prepare a transportation demand management (TDM) plan for the proposed Garden Gate project at 600 South First Street in the City of San Jose (City). The project proposes both Traditional Multi-Family or Co-Living uses, as summarized below.

Component	Option 1: Traditional Multi-Family	Option 2: Co-Living
Residential	290 units	793 bedrooms[1]
Retail	4,840 square feet	5,422 square feet
Parking	232 Vehicle spaces 74 Bike spaces	124 Vehicle spaces 180 Bike spaces
Total Building Area	516,051 square feet	510,738 square feet
FAR	24	24
Density	693 dwelling units/acre	N/A to Co-Living

[1] Consistent with other co-living projects, the City of San José assumes 1.5 people per bedroom to calculate the anticipated number of residents. That value (1,190 residents) is divided by the average number of people per household in the Downtown, which is 2.1 (per Census data) to calculate the number of units allocated towards the capacity of the Downtown Strategy 2040 FEIR. This would result in 566 units equivalent for this project.

Neither of the options meet the Downtown parking requirements and the project must develop and implement a TDM plan. A TDM plan is required per the City's Municipal Code. This memorandum describes the required number of parking spaces, the proposed parking supply, and the TDM measures to achieve this goal.

2. Project Description

The project is located at 600 South First Street in San Jose, CA, which is within the City's Downtown area. This location is approximately 200 feet from the nearest bus stop, located at the corner of East Reed Street and South First Street. The nearest light rail train (LRT) stop is approximately 2,200-feet away on West San Carlos Street between South Almaden Boulevard and South Market Street.

Option 1: Multi-Family

The latest site plan (dated November 13, 2018) for the proposed project Option 1 details the land uses and parking to be provided. Project Option 1 will entail 290 units and approximately 4,840 square feet of retail. For the Multi-Family Option, a total of 232 parking stalls assigned for residential tenant use only will be provided (including 5 ADA spaces). Parking level 2 will provide 29 parking spaces, Parking level 3 will provide 36 parkin spaces, and parking level 4 will provide 31 parking spaces. Basement parking level 1 will provide 23 parking spaces, basement level 2 will provide 35 parking spaces, basement level 3 will provide 35 parking spaces, and basement level 4 will provide 43 parking spaces. A total of 74 bicycle parking spaces (45 long-term and 29 short-term) will be provided on the ground floor in a secured bike storage room.

Option 2: Co-Living

The latest site plan (dated June 4, 2019) for the proposed project Option 2 details the land uses and parking to be provided. Project Option 2 will entail up to 793 co-living residential bedroom units and approximately 5,422 square feet of retail. For the Co-Living Option, below grade parking assigned for residential tenant use only is being proposed for 124 parking stalls (including 3 ADA spaces). Basement parking level 1 will provide 18 parking spaces, basement level 2 will provide 33 parking spaces, basement level 3 will provide 34 parking spaces, and basement level 4 will provide 39 parking spaces. A total of 180 bicycle parking spaces (164 long-term and 16 short-term) will be provided on the ground floor in a secured bike storage room.

3. Required Parking

The required parking in the City of San Jose is listed in the San Jose Municipal Code. Chapter 20.70 describes the Downtown Zoning regulations and Table 20-140 shows the parking requirements specifically by land use type.

Option 1: Multi-Family

Per Chapter 20.70 and Table 20-140 of the San Jose Municipal Code, the project land use in downtown is required to provide one (1) off-street vehicle parking space per residential unit. Off-street vehicle parking is not required for the proposed retail component of the project.

According to the City's bicycle parking standards in Chapter 20.90.060, the project is required to provide one (1) bicycle parking space for every four (4) residential units. As defined in Section 20.70.485, the number of required bicycle parking spaces is two (2) short-term bicycle parking spaces, and one (1) long-term bicycle parking space for the proposed retail component of the project.

Based on these requirements, the project Option 1 is required to provide 290 total vehicle parking spaces. In addition, the project would need to provide 76 total bicycle parking spaces (29 short-

term and 44 long-term for the residential use and 2 are short-term and 1 is long-term for the retail use). **Table 1** summarizes the required vehicle and bicycle parking for project Option 1.

Table 1. Parking Summary – Option 1: Multi-Family

Option 1 – Traditional Multi-Family				
Land Use	**Parking Requirement**	**Required Parking Spaces**	**Proposed Parking Supply**	**Requirement Met?**
Vehicle Parking				
Residential Multiple Dwelling (290 units)	1 per unit *Including 2% Accessible*	290 (Including 6 ADA spaces)	232 (Including 5 ADA spaces)	No
Downtown Retail	0 vehicle spaces	0	0	Yes
Total		***290 (Including 6 ADA spaces)***	***232 (Including 5 ADA spaces)***	***No***
Bicycle Parking				
Residential Multiple Dwelling (290 units)	1 per 4 units (at least 60% must be long-term and at most 40% must be short-term)	Long-term: 44 Short-term: 29	Long-term: 44 Short-term: 29	Yes
Downtown Retail	Long-term: 1 bicycle space Short-term: 2 bicycle spaces	Long-term: 1 Short-term: 2	Long-term: 1 Short-term: 0	No
Total		***76***	***74***	***No***

Option 2: Co-Living

The City recently adopted an amendment (dated February 27, 2019) to include a new use in the *City Municipal Code Section 20.70.100 Allowed Uses and Permit Requirements* for a Co-Living Community (**Attachment A**). Table 20-140 in the code was amended to show that a Co-Living Community is required to provide one (1) vehicle parking space per four (4) bedrooms. Of the required vehicle parking spaces, two percent need to be accessible parking spaces. Off-street vehicle parking is not required for the proposed retail component of the project.

In addition, *City Municipal Code Section 20.90.060 Number of Parking Spaces Required* was also amended to include an update to Table 20-190 for a Co-Living Community. A Co-Living Community use that contains more than 100 bedrooms is required to provide 25 long-term bicycle parking spaces plus 0.2 long-term bicycle parking spaces per bedroom, or one long-term (1) bicycle parking space for every five (5) bedrooms for every bedroom over 100 bedrooms. In addition, two (2) short-term bicycle spaces are required for every 100 bedrooms and no more than 40 percent can be short-term spaces. As defined in Section 20.70.485, the number of required bicycle parking spaces is two (2) short-term bicycle parking spaces, and one (1) long-term bicycle parking space for the proposed retail component of the project.

Based on these requirements, the project is required to provide 198 vehicle parking spaces, of which four (4) parking spaces are accessible parking spaces. In addition, the project would need to provide 183 bicycle parking spaces, of which 165 spaces are long-term spaces and 18 spaces

are short-term spaces. **Table 2** summarizes the vehicle and bicycle parking for the project Option 2.

Table 2. Parking Summary – Option 2: Co-Living

Option 2 – Co-Living				
Land Use	**Parking Requirement**	**Required Parking Spaces**	**Proposed Parking Supply**	**Requirement Met?**
Vehicle Parking				
Co-Living Community (793 bedrooms)	1 vehicle space per 4 bedrooms *Including 2% Accessible*	198 (Including 4 ADA spaces)	124 (Including 3 ADA spaces)	No
Downtown Retail	0 vehicle spaces	0	0	Yes
Total		***198 (Including 4 ADA spaces)***	***124 (Including 3 ADA spaces)***	***No***
Bicycle Parking				
Co-Living Community (793 bedrooms)	Long-term: 25 bicycle spaces plus 1 bicycle space per 5 bedrooms for every room over 100 rooms Short-term: 2 bicycle spaces per 100 bedrooms	Long-term: 164 Short-term: 16	Long-term: 164 Short-term: 16	Yes
Downtown Retail	Long-term: 1 bicycle space Short-term: 2 bicycle spaces	Long-term: 1 Short-term: 2	Long-term: 0 Short-term: 0	No
Total		***183***	***180***	***No***

4. Allowable Vehicle Parking Reductions Through TDM

The City Municipal Code allows for a reduction in required off-street vehicle parking spaces per *Section 20.90.220 Reduction in Required Off-street Parking Spaces*.

A project may be authorized to reduce its vehicle parking requirements by up to fifty percent (50%) if it conforms to all of the following and implements a total of at least three (3) TDM measures as specified in the following provisions:

A. Located within 2,000 feet of a proposed or 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 20.90.220.G
B. Conforms with bicycle parking space requirements
C. For a parking reduction that is more than 20 percent, implement a TDM program that contains at least one of the following measures:
    i. Carpool/vanpool or car-share program
    ii. Develop a transit use incentive program for employees and tenants
D. For a parking reduction that is more than 20 percent, implement a TDM program that contains at least two of the following measures

i. Carpool/vanpool or car-share program
ii. Develop a transit use incentive program for employees and tenants
iii. Provide preferential parking spaces for electric vehicle charging
iv. Provide a guaranteed ride home program
v. Implement tele-commuting and flexible work schedules
vi. Implement parking cash out program for employees
vii. On-site TDM manager
viii. Provide available transportation for emergencies
ix. Shuttle access to Caltrain stations
x. On-site or nearby child-care services
xi. Incorporate on-site support services (e.g. food service, ATM, drycleaner, gymnasium)
xii. On-site showers and lockers
xiii. Bikeshare program
xiv. Unbundling parking

E. For any project that requires a TDM:
   i. Demonstrate that the project can maintain the TDM program for the life of the project
   ii. Demonstrate that the project will find replacement parking on-site or off-site (within a reasonable walking distance) if the project fails to maintain the TDM program

5. Proposed Vehicle Parking with TDM Reductions

Option 1: Multi-Family

To meet the City parking requirements, Project Option 1 would require a parking reduction of 20 percent by implementing a TDM plan. In addition, the project would need to increase the number of proposed bicycle parking spaces to meet City requirements and qualify for the vehicle parking reduction. By implementing these improvements, the project would qualify for the parking reduction because it would meet the following criteria per *City Municipal Code Section 20.90.220 – Reduction in Required Off-Street Spaces*:

1) The Project is located within the Downtown Strategy 2040 plan consistent with the Envision San Jose 2040 General Plan.
2) The Project would satisfy the bicycle parking space requirement.
3) The Project would implement a TDM plan (see program summary).
4) The TDM program would be maintained for the life of the project.

With the reduction, the project would be required to provide 232 vehicle parking spaces (290 required parking spaces x 0.8 = 232 spaces). The project proposes 232 vehicle parking spaces (including 5 ADA spaces) and would meet the parking space requirement, as summarized in **Table 3**.

Table 3. Parking Provided Summary – Option 1: Multi-Family

Land Use	Parking Requirement	Required Parking Spaces	Parking Spaces Provided	Requirement Met?
Vehicle Parking				
Residential Multiple Dwelling (290 units)	1 per unit *Including 2% Accessible*	290 (Including 6 ADA spaces)		
	TDM Reduction (20%)	232 (Including 5 ADA spaces	232 (Including 5 ADA spaces	Yes

Option 2: Co-Living

To meet the City parking requirements, the project would require a parking reduction of 37 percent by implementing a TDM plan. It should be noted that the co-living option would require implementing significantly more intensive and more expensive TDM measures to achieve the desired parking reduction. This is because a comprehensive and successful TDM plan requires multiple program elements that encourage alternative transportation for all modes of travel (transit, pedestrian, bicycle, vehicle). In addition, the project would need to increase the number of proposed bicycle parking spaces to meet City requirements and qualify for the vehicle parking reduction. By implementing these improvements, the project would qualify for the parking reduction because it would meet the following criteria per *City Municipal Code Section 20.90.220 – Reduction in Required Off-Street Spaces*:

1) The Project is located within the Downtown Strategy 2040 plan consistent with the Envision San Jose 2040 General Plan.
2) The Project would satisfy the bicycle parking space requirement.
3) The Project would implement a TDM plan (see program summary).
4) The TDM program would be maintained for the life of the project.

With the reduction, the project would be required to provide 124 vehicle parking spaces (198 required parking spaces x 0.63 = 124 spaces). The project proposes 124 vehicle parking spaces (including 3 ADA spaces) and would meet the parking space requirement, as summarized in **Table 4**.

Table 4. Parking Provided Summary – Option 2: Co-Living

Land Use	Parking Requirement	Required Parking Spaces	Parking Spaces Provided	Requirement Met?
Vehicle Parking				
Co-Living Community (793 bedrooms)	1 vehicle space per 4 bedrooms *Including 2% Accessible*	198 (Including 4 ADA spaces)		
	TDM Reduction (37%)	124 (including 3 ADA spaces)	124 (including 3 ADA spaces)	Yes

6. Proposed TDM Program Elements

The following summarizes an initial approach to the proposed TDM program for the proposed multi-family and co-living options. The TDM program will be refined over time to adapt to changing transportation trends and to maximize the efficiency of the program. In order to maintain the parking percentage required, the TDM program is specifically designed to focus on incentives and rewards for residents to participate in the program rather than penalties for not participating. An initial set of TDM measures are proposed for the Garden Gate project and is summarized in **Table 5** and **Table 6**.

Option 1: Multi-Family

Table 5. Proposed Option 1 Multi-Family TDM Program Summary

TDM Measure	Municipal Code Requirement	Description
Location-Based		
Proximity to Pedestrian Facilities	N/A	There are existing sidewalks on the adjacent streets to the project (e.g. S First Street, S Second Street, E Reed Street, W Reed Street, S Market Street). In addition, there are crosswalks at the nearby intersections.
Proximity to Bicycle Facilities	N/A	There are existing Class II bicycle facilities on S Second Street.
Proximity to Transit	N/A	There are existing bus routes operated by VTA (Routes 66, 68, 82, and 304) that have bus stops within ¼-mile of the project. The bus stops are at the intersection of S First Street and E Virginia Street, S First Street and Margaret Street, S First Street and E Reed Street, S Second Street and E William Street, and S Second Street and E San Salvador Street. There is a light rail train (LRT) stop at the Convention Center Station along W San Carlos Street that is approximately 2,200 feet away.
Proximity to Complimentary Uses	N/A	The project is located in Downtown San Jose. There are multiple complimentary uses that are within a ½-mile radius of the site. These uses include retail, office, restaurants, and bars to the north.
Site Design-Based[1]		
Secure Bicycle Parking for Residents	B.	The proposed project will provide 74 bicycle parking spaces for the residential component and will provide additional bicycle parking spaces for the retail component.
Electric Vehicle Plug-in Stations	D.iii.	Electric vehicle charging stations will be provided for 8 parking spaces located near the building entry points or elevators, however the specific locations and design have not been established.
On-Site TDM Manager	D.vii.	The proposed project will designate an on-site TDM manager and develop a strong marketing campaign to improve tenant awareness and participation in alternative transportation.
Unbundled Parking	D.xiv.	Unbundled parking is proposed for all residential units. However, the implementation and process are yet to be determined.

[1] Refers to City Municipal Code 20.90.220.A.1

Option 2: Co-Living

Table 6. Proposed Option 2 Co-Living TDM Program Summary

TDM Measure	Municipal Code Requirement	Description
Location-Based		
Proximity to Pedestrian Facilities	N/A	There are existing sidewalks on the adjacent streets to the project (e.g. S First Street, S Second Street, E Reed Street, W Reed Street, S Market Street). In addition, there are crosswalks at the nearby intersections.
Proximity to Bicycle Facilities	N/A	There are existing Class II bicycle facilities on S Second Street.
Proximity to Transit	N/A	There are existing bus routes operated by VTA (Routes 66, 68, 82, and 304) that have bus stops within ¼-mile of the project. The bus stops are at the intersection of S First Street and E Virginia Street, S First Street and Margaret Street, S First Street and E Reed Street, S Second Street and E William Street, and S Second Street and E San Salvador Street. There is a light rail train (LRT) stop at the Convention Center Station along W San Carlos Street that is approximately 2,200 feet away.
Proximity to Complimentary Uses	N/A	The project is located in Downtown San Jose. There are multiple complimentary uses that are within a ½-mile radius of the site. These uses include retail, office, restaurants, and bars to the north.
Site Design-Based[1]		
Secure Bicycle Parking for Residents	B.	The proposed project will provide 180 bicycle parking spaces and will provide additional bicycle parking spaces to satisfy minimum City requirements for the residential and retail component.
Transit Use Incentive Program for Tenants	C.ii	The proposed project will participate in the VTA SmartPass program to provide up to 803 transit passes for all its retail employees and residential tenants (assuming 793 residents and 10 employees). This TDM measure is required per SJMC to achieve a parking reduction greater than 20%.
Electric Vehicle Plug-in Stations	D.iii.	Electric vehicle charging stations will be provided for 8 parking spaces located near the building entry points or elevators, however the specific locations and design have not been established.
On-Site TDM Manager	D.vii.	The proposed project will designate an on-site TDM manager and develop a strong marketing campaign to improve tenant awareness and participation in alternative transportation.
Unbundled Parking	D.xiv.	Unbundled parking is proposed for all residential units. However, the implementation and process are yet to be determined.

[1] Refers to City Municipal Code 20.90.220.A.1

7. Effectiveness of TDM Program Elements

The effectiveness of the TDM program measures was based on various resources that provide guidance on parking reductions.

Victoria Transport Policy Institute Guidelines

The Victoria Transport Policy Institute (VTPI) has a *Parking Management Comprehensive Implementation Guide*[1] that discusses parking reductions. In Table 12 of the guide, parking requirement adjustment factors are listed, as shown in **Table 7** below.

Table 7. Parking Requirement Adjustment Factors

Factor	Typical Adjustments
Geographic Location. Vehicle ownership and use rates in an area.	Adjust parking requirements to reflect variations identified in census and travel survey data. 40-60% reductions are often justified in Smart Growth neighborhoods.
Residential Density. Number of residents or housing units per acre/hectare.	Reduce requirements 1% for each resident per acre (e.g. 15% where at 15 residents per acre and 30% at 30 res. per acre).
Transit Accessibility. Nearby transit service frequency and quality.	Reduce requirements 10% within ¼ mile of frequent bus service, and 20-50% within ¼ mile of a rail transit station.
Carsharing. Whether carsharing services are located within or nearby a building.	Reduce residential requirements 10-20% if carshare vehicles are located onsite, or 5-10% if located nearby.
Walkability and Bikeability. Walking environment quality.	Reduce requirements 5-15% in very walkable and bikeable areas, and substitute bike parking for up to 10% of car parking.
Demographics. Age and physical ability of residents or commuters.	Reduce requirements 20-40% for housing for young (under 30), elderly (over 65) or disabled people.
Income. Average income of residents or commuters.	Reduce requirements 10-20% for the 20% lowest income households, and 20-40% for the lowest 10%.
Housing Tenure. Whether housing is owned or rented.	Reduce requirements 20-40% for rental versus owner-occupied housing.
Pricing. Parking that is priced, unbundled or cashed out.	Reduce requirements 10-30% for cost-recovery pricing (i.e. fees that pay the full cost of parking facilities), and 10-20% for unbundling (parking rented separate from building space).
Management programs. Parking and mobility management programs implemented at a site.	Reduce requirements 10-40% at worksites with effective parking and mobility management programs.
Contingency-Based Planning. Use lower-bound requirements and implement additional strategies if needed.	Reduce requirements 10-30%, and more if a plan exists indicating the responses that will be deployed if the number of parking spaces initially built is insufficient in the future.

Source: *Parking Management Comprehensive Implementation Guide*, Victoria Transport Policy Institute, August 28, 2018

[1] *Parking Management Comprehensive Implementation Guide*, Victoria Transport Policy Institute, August 28, 2018.

In addition, Table 19 of the guide discusses typical reductions in vehicle traffic and parking requirements, as shown in **Table 8** below.

Table 8. Typical Reductions in Vehicle Traffic and Parking Requirements

Strategy	Reduced Parking Requirements		
	Low	Medium	High
Shared Parking	10%	20%	30%
Parking Regulations	10%	20%	30%
More accurate standards	10%	20%	30%
Parking Maximums	10%	20%	30%
Remote Parking	10%	20%	30%
Smart Growth	10%	20%	30%
Walking and cycling improvements	5%	10%	15%
Increase capacity of existing facilities	5%	10%	15%
Mobility management	10%	20%	30%
Parking pricing	10%	20%	30%
Unbundle parking	10%	20%	30%
Financial incentives	10%	20%	30%
Parking tax reform	5%	10%	15%
Bicycle facilities	5%	10%	15%
Improve user information	5%	10%	15%

Source: *Parking Management Comprehensive Implementation Guide*, Victoria Transport Policy Institute, August 28, 2018

Based on these two tables, a parking reduction can be estimated for the proposed TDM measures. **Table 9** lists the estimated parking reductions based on the VTPI information.

Based on the *Parking Management Comprehensive Implementation Guide*, the proposed TDM plan would reduce the parking required for the project by 35-55% using parking requirement adjustment factors, or by 15-45% using typical reductions in vehicle traffic and parking requirements.

Table 9. TDM Effectiveness Summary - VTPI

TDM Measure	Parking Requirement Adjustment Factors Reduction[1]	Notes	Typical Reductions in Parking Requirements[2]
Proximity to Pedestrian Facilities	5-15%	Reduce requirements 5-15% in very walkable and bikeable areas.	
Proximity to Bicycle Facilities			5-15%
Proximity to Transit	10%	Reduce requirements 10% within ¼ mile of frequent bus service.	
Proximity to Complimentary Uses			
Secure Bicycle Parking for Residents	10%	Substitute bike parking for up to 10% of car parking	(see above)
Electric Vehicle Plug-in Stations			
Unbundled Parking	10-20%	Reduce requirements 10-20% for unbundling	10-30%
Bikeshare			
Combined Total	**35-55%**		**15-45%**

[1] From Table 2 – Parking Requirement Adjustment Factors

[2] From Table 3 – Typical Reductions in Vehicle Traffic and Parking Requirements

San Jose VMT model

Another approach to determine the effectiveness of the TDM program is to evaluate the vehicle-miles traveled (VMT) reduction. It should be noted that there is no 1:1 direct correlation between a parking reduction and a VMT reduction. In other words, a 10 percent reduction in VMT is not necessarily a 10 percent reduction in parking needed. The effectiveness of a TDM plan for a project can be predicted using the San Jose VMT model.

Option 1: Multi-Family

Based on the proposed TDM plan, the project is expected to reduce the VMT per capita from 8.99 to 7.87, or a 13 percent reduction (**Attachment B).**

Option 2: Co-Living

Based on the proposed TDM plan, the project is expected to reduce the VMT per capita from 8.99 to 5.53, or a 40 percent reduction (**Attachment B).** It should be noted that the input for the number of multifamily residential (MFR) units is the co-living unit equivalent for a MFR. This is based on other co-living projects which show an average of 1.5 persons per co-living unit and 2.1 persons per traditional MFR unit.

Summary of TDM Effectiveness

Option 1: Multi-Family

Based on the various sources discussed, **Table 10** summarizes the estimated effectiveness of the proposed TDM program. Based on the various sources and the proposed TDM measures, a 20 percent TDM reduction should be achievable.

Table 10. TDM Effectiveness Summary

Source	Effectiveness
VTPI – Parking Requirement Adjustment Factors	35%-55%
VTPI – Typical Reductions in Parking	15%-45%
San Jose VMT Model	13%

Option 2: Co-Living

Based on the various sources discussed, **Table 11** summarizes the estimated effectiveness of the proposed TDM program. Based on the various sources and the proposed TDM measures, a 37 percent TDM reduction should be achievable.

Table 11. TDM Effectiveness Summary

Source	Effectiveness
VTPI – Parking Requirement Adjustment Factors	35%-55%
VTPI – Typical Reductions in Parking	15%-45%
San Jose VMT Model	40%

8. TDM Program Impacts

As discussed previously, the co-living option will require implementing significantly more intensive and more expensive TDM measures to achieve the desired 37% parking reduction. This is because a comprehensive and successful TDM plan requires multiple program elements that encourage alternative transportation and improve accessibility for all modes of travel (transit, pedestrian, bicycle, and vehicle use).

Per the SJMC, the co-living option will require the TDM plan to implement either a car-share or transit pass program to achieve a parking reduction over 20%. Based on the local options available, a transit pass is more cost effective than a car-share pass on a per person basis. The project can participate in the VTA SmartPass program which grants users unlimited trips on all VTA-operated bus and light rail service. Residential developments are required to purchase an annual SmartPass for every resident to be eligible for the VTA program. Based on 2019 rates in

Downtown San Jose and assuming 803 SmartPasses (793 residents plus 10 retail employees), the estimated annual cost of the transit pass program is about $132,897.

9. TDM Monitoring

Since the City of San Jose does not require monitoring of the vehicle trips, no monitoring plan will be developed.

10. Conclusions and Recommendations

The proposed Garden Gate project is proposing to develop a 27-story high rise structure at 600 South First Street in downtown San Jose. The project is proposing both Traditional Multi-Family and Co-Living uses. Option 1 will entail 290 apartment units and approximately 4,840 square feet of retail while Option 2 will entail up to 793 co-living bedroom units and approximately 5,422 square feet of retail. Based on the City's municipal code, both development options will require a TDM plan to satisfy the parking requirements.

The Option 1 multi-family project is proposing a 20 percent parking reduction for implementing a TDM plan that meets the required measures and shows that a 20 percent reduction is achievable. With the 20 percent TDM reduction, 232 parking spaces would be required, and the project is providing 232 parking spaces.

- To satisfy the SJMC and TDM plan, the Option 1 site will also need to provide two (2) additional bicycle parking spaces (2 short-term spaces). The latest site plan provides 74 bicycle parking spaces and the required bike parking for the combined residential and retail component is 76 bike spaces.

The Option 2 co-living project is proposing a 37 percent parking reduction for implementing a TDM plan that meets the required measures and shows that a 37 percent reduction is achievable. With the 37 percent TDM reduction, 124 parking spaces would be required, and the project is providing 124 parking spaces.

- To satisfy the SJMC and TDM plan, the Option 2 site will also need to provide three (3) additional bicycle parking spaces (1 long-term and 2 short-term). The latest site plan provides 180 bicycle parking spaces and the required bike parking for the combined residential and retail component is 183 bike spaces.
- To achieve a parking reduction greater than 20%, the Option 2 TDM plan will need to implement a transit pass program for all the retail employees and residential tenants. This VTA SmartPass transit program will add an annual cost for the life of the project.

Attachments:

Attachment A – San Jose Coliving Ordinance (dated February 27, 2019)

Attachment B – San Jose VMT Evaluation Tool Summary Report for Option 1 and Option 2

Attachment C – Project Site Plan for Option 1 and Option 2

Attachment A

RD:TLC:JMD
2/27/2019

DRAFT

ORDINANCE NO.

AN ORDINANCE OF THE CITY OF SAN JOSE AMENDING SECTION 20.70.100 OF CHAPTER 20.70, ADDING A NEW PART 3.75 OF CHAPTER 20.80, AMENDING SECTION 20.90.060 OF CHAPTER 20.90, AND ADDING SECTION 20.200.197 OF CHAPTER 20.200 OF TITLE 20 OF THE SAN JOSE MUNICIPAL CODE TO ADD CO-LIVING COMMUNITY AS AN ENUMERATED USE IN THE DOWNTOWN, TO ESTABLISH RULES AND REGULATIONS RELATED TO CO-LIVING COMMUNITIES, TO ESTABLISH PARKING REQUIREMENTS FOR CO-LIVING COMMUNITIES, TO ADD A NEW DEFINITION FOR CO-LIVING COMMUNITY, AND MAKING OTHER TECHNICAL, NON-SUBSTANTIVE OR FORMATTING CHANGES

WHEREAS, pursuant to Section 15168(c)(2) of the CEQA Guidelines, the City of San José has determined that this Ordinance is pursuant to, in furtherance of and within the scope of the previously approved program evaluated in the Final Program Environmental Impact Report for the Envision San José 2040 General Plan (the "FEIR"), for which findings were adopted by City Council through its Resolution No. 76041 on November 1, 2011, and Supplemental Environmental Impact Report (the "SEIR"), through Resolution No. 77617, adopted by City Council on December 15, 2015, and Addenda thereto, and does not involve new significant effects beyond those analyzed in the FEIR and SEIR; and

WHEREAS, the City Council of the City of San José is the decision-making body for this Ordinance; and

WHEREAS, this Council of the City of San José has considered and approves the information contained in the FEIR, as supplemented and addendum thereto, and related City Council Resolution Nos. 76041 and 77617 and the determination of consistency therewith prior to taking any approval actions on this Ordinance;

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

SECTION 1. Section 20.70.100 of Chapter 20.70 of Title 20 of the San José Municipal Code is amended to read as follows:

20.70.100 Allowed Uses and Permit Requirements.

A. "Permitted" land uses are indicated by a "P" on Table 20-140.

B. "Permitted" uses which may be approved only on parcels within the downtown zoning districts which are designated on the land use/transportation diagram of the general plan, as amended, with a land use designation that allows some residential use, are indicated by a "P ^{GP}" on Table 20-140. These uses may be allowed on such downtown zoning district parcels, but only in compliance with the general plan land use restrictions related to residential use.

C. "Conditional" uses requiring planning commission approval as the initial decision-making body are indicated by a "C" on Table 20-140. These uses may be allowed in such designated districts, as an independent use, but only upon issuance of and in compliance with a conditional use permit approved by the planning commission, or city council on appeal, as set forth in Chapter 20.100.

D. "Conditional" uses which may be approved only on parcels within the downtown zoning districts which are designated on the land use/transportation diagram of the general plan, as amended, with a land use designation that allows some residential use, are indicated by a "C ^{GP}" on Table 20-140. These uses may be allowed on such downtown zoning district parcels, but only upon issuance of and in

compliance with a conditional use permit as set forth in Chapter 20.100; and in compliance with the general plan land use restrictions related to residential use.

E. "Conditional" uses requiring city council approval as the initial decision-making body are indicated by a "CC" on Table 20-140. These uses may be allowed in such designated districts, as an independent use, but only upon issuance of and in compliance with a conditional use permit approved by the city council as set forth in Chapter 20.100. Applications for these uses shall first be considered by the planning commission at a public hearing of the commission for the commission's report and recommendation on the application to the city council pursuant to the processes set forth in Chapter 20.100.

F. "Special" uses are indicated by a "S" on Table 20-140. These uses may be allowed in such designated districts, as an independent use, but only upon issuance of and in compliance with a special use permit as set forth in Chapter 20.100.

G. "Special" uses which may be approved only on parcels within the downtown zoning districts which are designated on the land use/transportation diagram of the general plan, as amended, with a land use designation that allows some residential use, are indicated by an "S ^{GP}" on Table 20-140. These uses may be allowed on such downtown zoning district parcels, but only upon issuance of and in compliance with a special use permit as set forth in Chapter 20.100; and in compliance with the general plan land use restrictions related to residential use.

H. "Administrative" uses are indicated by an "A" on Table 20-140. These uses may be allowed in such designated districts, as an independent use, but only upon issuance of and in compliance with an administrative use permit as set forth in Chapter 20.100.

I. "Restricted" land uses are indicated by an "R" on Table 20-140. These uses may occur in such designated districts, as an independent use, but only upon issuance of and in full compliance with a valid and effective zoning code verification certificate as set forth in Chapter 20.100.

J. Land uses not permitted are indicated by a "-" on Table 20-140. Land uses not listed on Table 20-140 are not permitted.

K. The column of Table 20-140, under the heading "Additional Use Regulations for the DG Overlay Area", identifies further regulations on the uses of ground-floor building space within a portion of the DC zoning district. The portion of the DC downtown primary commercial district included in the DG overlay area is described in Section 20.70.520. If there are no additional regulations noted in this column (such as the type of permit required or a "-" or cross references to notes or other section in the zoning code), then the use regulations for the DG overlay area are the same as the regulations of the DC zoning district.

L. The "Parking" column of Table 20-140 establishes the required parking. The amount of parking may not be increased or decreased unless modified by the director as set forth in Sections 20.70.320 and 20.70.330 of this chapter.

M. When the right column of Table 20-140 includes a reference to a section number or a footnote, the regulations cited in the section number or footnote apply to the use. In addition, all uses are subject to any other applicable provision of this Title 20 and any other title of the San José Municipal Code.

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Table 20-140
Downtown Districts Land Use Regulations

Use	Zoning District		Applicable Notes & Sections		
	DC	DC-NT1	Additional Use Regulations for the DG Overlay Area	Parking	Applicable to All Downtown Districts
Offices and Financial Services					
Automatic teller machine	P	P		No parking	Section 20.80.200
Business support use	P	P	S, Notes k and n	No parking	
Financial institution	P	P	S, Note n	2.5 per 1,000 sq. ft.	
Financial services	P	P	S, Notes m and n	No parking	
Offices, business and administrative	P	P	S, Notes i and n	2.5 per 1,000 sq. ft.	Section 20.70.110
Payday lending establishment	R	R			Part 12.5, Chapter 20.80; Section 20.200.875
Research and development	P	P	-	2.5 per 1,000 sq. ft.	Note 1
General Retail					
Off-sale, alcoholic beverages - beer and/or wine only	C	C		No parking	Section 20.80.900
Off-sale, alcohol beverages - full range of alcoholic beverages	C	C		No parking	Section 20.80.900
Auction	S	-	S	No parking	
Certified farmers' market	S	S		No parking	Part 3.5, Chapter 20.80

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Certified farmers' market - small	P	P		No parking	Part 3.5, Chapter 20.80
Food, beverage, groceries	P	P		No parking	
Open air sales establishments and areas	S	S		No parking	
Outdoor vending	S	S		No parking	Part 10, Chapter 20.80
Outdoor vending - fresh fruits and vegetables	P	P		No parking	Part 10, Chapter 20.80
Pawn shop, pawn broker	C	C	Note b	No parking	
Retail sales, goods and merchandise	P	P	S/P, Note a	No parking	
Seasonal sales	P	P		No parking	Part 14, Chapter 20.80
Education and Training					
Day care center	P	P	S, Notes c and n	No parking	
School, post-secondary	P	P	-	1 per 360 sq. ft.	
School, trade and vocational	P	P	-	1 per 360 sq. ft.	
Personal enrichment, instructional art	P	P	-, Note d	1 per 360 sq. ft.	
School, elementary (grades K - 8)	C	C	-	1 per teacher and employee	
High school (grades 9 - 12)	C	C	-	.75 per teacher and employee and 1 per each 10 students	
Entertainment and Recreation Related					
Amusement game arcade	S	-	S, -	No parking	
Movie theater	P	P		No parking	
Recreation commercial/indoor	P	P		No parking	

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Poolroom	S	-		No parking	
Private club or lodge	P	P	-	1 per 360 sq. ft.	
Art display structure	S	-	S	No parking	Section 20.70.140
Lighting display	A/S	A/S			Note e, Section 20.70.150
Food Services					
Banquet - facility	P	P		No parking required	
Caterer	P	P	C, Note f	No parking	
Drinking establishments	C	C		No parking	
Drinking establishments with an approved maximum occupancy load of over 250 persons and that operate between 12:00 midnight and 6:00 a.m.	CC	-		No parking	Note 7
Drinking establishments interior to a full-service hotel/motel with 75 or more guest rooms	P	P		No parking	Section 20.80.475
Public eating establishments	P	P		No parking	Note 9
Wineries, breweries	C	C		No parking	
Health and Veterinary Services					
Animal grooming	P	P	-	No parking	
Animal boarding, indoor	P	P	-	No parking	
Emergency ambulance service	C	-	-	No parking	
Hospital/in-patient medical facility	C	-	-	1.5 per doctor	
Medical or dental clinic/out-patient facility	P	P	-	1.5 per doctor	

Medical cannabis collective	R	-	-	No parking	Part 9.75, Chapter 20.80
Medical cannabis collective dispensary site only	R	-	-	No parking	Part 9.75, Chapter 20.80
Medical cannabis business	R	-	-	No parking	Part 9.75, Chapter 20.80
Non-medical cannabis business	R	-	-	No parking	Part 9.75, Chapter 20.80
Veterinarian	P	P	-	1.5 per doctor	
General Services					
Bed and breakfast inn	P	P	S, Note l	.35 per room	Part 2, Chapter 20.80
Hotel/motel	P	P	-, Note l	.35 per room	
Maintenance and repair of household appliances, small	P	P	-	No parking	
Mortuary and funeral services	C	C	-	.75 per employee and vehicle	
Personal services	P	P	Note g	No parking	
Printing and publishing	P	P	Note h	No parking	
Public, Quasi-Public and Assembly Uses					
Auditorium	C	-	C	No parking	
Cemetery	C	C	-	No parking	
Church/religious assembly	P	P		No parking	
Information center	P	P		No parking	
Museums, libraries	P	-	P	No parking	
Parks, playgrounds, or community centers	P	P	S, Note j	No parking	
Residential [GP]					
Residential shelter	C GP	-	-	1 per 4 beds, 2.5 per 1,000 sq. ft.	

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Live/work uses	P GP	S GP		1.5 per unit	Section 20.70.120
Residential multiple dwelling	P GP	P GP	-	1 per unit	
Co-Living Community	S	S	-	.25 per bedroom	Note p; Part 3.75, Chapter 20.80
Residential care facility for seven or more persons	C GP	C GP	-	.75 per employee	
Residential services facility, for seven or more persons	C GP	C GP	-	.75 per employee	
Hotel supportive housing	C GP	C GP	-	.35 per room	Note o; Part 22 of Chapter 20.80
Single room occupancy (SRO) living unit facility	S GP	S GP	-	.6 per unit	Part 15, Chapter 20.80
Single room occupancy (SRO) residential hotel	S	S	-	.6 per unit	Part 15, Chapter 20.80
Residential Accessory Uses GP					
Accessory buildings and accessory structures	P GP	P GP	-	No parking	Note 2
Recycling Uses					
Reverse vending machine	S	S	-	No parking	Part 13, Chapter 20.80
Small collection facility	S	S	-	No parking	Part 13, Chapter 20.80
Transportation and Communication					
Community television antenna systems	C	-	-	No parking	
Off-site and alternating use parking arrangements	P	P	-	N/A	Section 20.90.200

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Off-street parking establishment	P	P	-	N/A	
Private electrical power generation facility	C	C	-	1 for each vehicle used in the operation of such facility	
Standby generators that do not exceed noise or air standards	A	A	-	N/A	
Temporary stand-by/backup generators	P	P	-	N/A	
Short term parking lot for uses or events other than on-site	S	S		N/A	
Radio and television studios	P	-	Note n	No parking	
Wireless communications antenna	S	-	-	No parking	Note 10, Sections 20.80.1900, 20.80.1915
Wireless communications antenna, building mounted	P	-	-	No parking	Note 10, Sections 20.80.1900, 20.80.1915
Electrical Power Generation					
Solar photovoltaic power system	P	P	-	No parking	Section 20.100.610 C.7.
Vehicle Related Uses					
Accessory installation for cars and passenger trucks	P	-	-	No parking	
Car wash, detailing	P	-	-	No parking	
Gasoline service station or charge station	P	-	-	No parking	Note 3, Note 8

Gasoline service station or charge station, with incidental service and repair	P	-	-	No parking	Note 3
Sale and lease, vehicles and equipment (less than one ton)	P	-	-	1.5 per employee	Note 4
Tires, batteries, accessories, lube, oil change, smog check station, air conditioning	P	-	-	2 per bay or .75 per employee	Note 5
Sale, vehicle parts, new	P	-	-	No parking required	
Historic Reuse					
Historic landmark structure reuse	S	S		Section 20.90.220 E.	Part 8.5, Chapter 20.80

Notes applicable to the DG area only:

a. Second-hand stores not dealing primarily in antiques, artworks, or vintage clothing require a Special Use Permit in the DG overlay area.

b. Only as a use incidental to a retail jewelry store, otherwise, not Permitted.

c. Only as a use incidental to existing on-site office use, otherwise not Permitted.

d. Culinary/art school with public classes and public demonstrations allowed, includes such areas as dance, music, martial arts, and fine arts.

e. Section 20.70.150 specifies the permits required under Title 20 for a lighting display.

f. Only as a use incidental to restaurant, grocery or bakery uses for primarily on-site sales, otherwise not Permitted.

g. Excludes check-cashing services and bail bond services.

h. Only if dedicated primarily to on-site retail customer copy services, otherwise not Permitted.

i. Exception for travel agencies and real estate agencies which are the only Permitted uses.

j. Community centers are allowed with a Special Use Permit.

k. Exception for copy shops and mail centers which are the only Permitted uses.

l. Use of ground floor to be primarily dedicated to customer-related public services.

m. Includes financial retail services such as payroll advances, foreign currency exchange, debit card services and related financial services products but excludes check cashing except as an ancillary use.

n. In order to be a Permitted use, the space to be occupied shall have been vacant on January 1, 2012, the size of the space of such use shall be limited in size to a total maximum area of no greater than twenty thousand (20,000) square feet, and the space shall not be located within a corner tenant space that is directly adjacent to the intersection of two public Streets. Any use that does not meet all of the criteria specified above in this note may be allowed with a Special Use Permit, and a Special Use Permit is and shall be required.

o. Hotel Supportive Housing may be Permitted only with a Conditional Use Permit pursuant to Part 22 of Chapter 20.80 and only until December 31, 2026.

p. A Co-Living Community with 600 or more units located adjacent, across or within 500 feet of a property line with Residential Neighborhood (RN) designation on the land use/transportation diagram of the General Plan, as amended, shall require 0.6 parking spaces per bedroom.

Notes applicable to downtown primary commercial (DC) zoning district, including DG area:

1. Excludes manufacturing uses.

2. No Lot may be used solely for an Accessory Structure or Accessory Building.
3. Incidental repair includes air conditioning service, carburetor and fuel injection service, electrical service, radiator service, and tune-up, lube, oil change, and smog check, as well as tires, batteries and accessories installation. Does not allow body repair or painting.
4. All activity must be conducted indoors.
5. Non-engine and exhaust-related service and repair allowed as incidental use.
6. Limited to instrumental and vocal music and readings. Also, notwithstanding the provisions of Section 20.200.940 B., incidental instrumental and vocal music shall be allowed between the hours of 6:00 a.m. and 12:00 a.m.
7. Maximum occupancy load shall be that maximum occupancy load determined by the City fire marshal.
8. Pedestal Charge Stations that are incidental to a separate primary use, that do not impact on-site or off-site vehicular circulation, and that serve patrons of the primary use on-site are permitted in all Downtown Zoning Districts.
9. Includes on-site outdoor dining area(s).
10. Certain modifications of existing Wireless Facilities may be Permitted with an Administrative Permit in accordance with Section 20.80.1915 of Chapter 20.80.

SECTION 2. A new Part is added to Chapter 20.80 of Title 20 of the San José Municipal Code, to be numbered, entitled and to read as follows:

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Part 3.75
Co-Living Community

20.80.290 Co-Living Community Criteria for Approval.

A. Bedrooms within a Co-Living Community are considered sleeping units as defined in Chapter 2 of the California Building Code as adopted in Chapter 24.03 of the San Jose Municipal Code. Each bedroom within a Co-Living Community is considered a separate living quarter to be occupied by permanent residents.

B. No special use permit may be issued for a Co-Living Community unless the following criteria are met:

1. Excluding the closet and the bathroom area, the bedroom size must be at least one hundred (100) square feet in floor area if occupied by one (1) person, and one hundred fifty (150) square feet in floor area if occupied by two (2) persons. The average size of all of the bedrooms within a Co-Living Community shall be no greater than two hundred seventy-five (275) square feet and no bedroom may exceed four hundred (400) square feet.

2. Each bedroom shall be designed to accommodate a maximum of up to two (2) persons, along a lateral or loft configuration.

3. A bedroom may contain partial kitchen facilities. If individual partial or complete bath facilities are not provided in a bedroom, common bath facilities must be provided in accordance with Subsection B of Section 17.20.290 of Title 17 of the San José Municipal Code.

4. Common full kitchen facilities must be provided to adequately serve the residents of the Co-Living Community and must serve six (6) or more bedrooms.

5. No bedroom shall have a separate external entryway.

6. A Co-Living Community shall provide a minimum of 20 square feet of interior common space per bedroom, excluding janitorial storage, laundry facilities and common hallways. The interior common space may be located on different floors than the corresponding bedrooms.

7. A closet or designated storage space, which could consist of furniture that provides storage, is required in every bedroom.

8. A cleaning supply storeroom and/or utility closet with at least one (1) laundry tub with hot and cold running water must be provided on each floor of the facility.

9. Laundry facilities must be provided in a separate room at the ratio of one (1) washer and one (1) dryer for every twenty (20) bedrooms or fractional number thereof.

10. A Co-Living Community is subject to regulatory programs and requirements administered by the Department of Housing. With respect to those programs and requirements and the implementing regulations, each bedroom shall be considered a co-living dwelling unit, and the heated common areas associated with the bedrooms will not be excluded from the determination of square footage.

11. An application for a special use permit for a Co-Living Community shall have an operations management plan. The operations management plan is subject to the approval of both the Director and the Director of Housing. The operations and management plan shall be adhered to during the operation of the Co-Living Community.

12. A Co-Living Community shall conform to the design guidelines in Section 20.70.500.

13. A Transportation Demand Management Program (TDM), in conformance with Section 20.90.220, shall be required for a Co-Living Community, ~~if a reduction in parking is requested.~~ regardless of whether a reduction in parking is requested.

C. Kitchen and bathroom facilities:

1. For purposes of this section, a partial bathroom contains a water closet and sink. A full bathroom includes sink, toilet, and shower and/or bath facilities.

2. A full kitchen contains all of the following: a sink, food preparation counter, storage cabinets, and permanent cooking facilities such as an oven and range or cooktop. A partial kitchen shall not include permanent cooking facilities.

D. The Director shall deny the special use permit application for a Co-Living Community where the information submitted by the applicant and/or presented at the public hearing fails to satisfactorily substantiate that the proposed Co-Living Community will comply with the requirements of this Section.

SECTION 3. Section 20.90.060 of Chapter 20.90 of Title 20 of the San José Municipal Code is amended to read as follows:

20.90.060 Number Of Parking Spaces Required.

A. Number of Off-Street Vehicle Spaces Required.

1. All parking requirements in Table 20-190 are minimums unless otherwise specified. Each land use shall provide, on site, at least the minimum number of vehicle parking spaces required by Table 20-190, unless a modification has been granted pursuant to Section 20.90.220 or 20.90.230.

2. All required parking shall be made available to residents, patrons and employees of a use on the site.

3. All vehicle parking spaces shall be standard size spaces as set forth in Section 20.90.100. Alternatively, a development permit may:

   a. Authorize all off-street vehicle parking spaces to be uniform-size car spaces, as set forth in Section 20.90.100; or

   b. Allow up to forty percent of the off-street vehicle parking spaces to be small car spaces as set forth in Section 20.90.100. The remainder of the required vehicle off-street parking spaces shall be standard car space as defined in Section 20.90.100.

4. If the number of off-street vehicle parking spaces hereinafter required contains a fraction after all parking is totaled, such number shall be rounded to the nearest higher whole number.

5. Whenever alternative units of measurement are specified in Tables 20-190, 20-200 or 20-210 for computing vehicle off-street parking requirements for any given use, the unit of measurement which provides the greatest number of off-street parking spaces for such use shall control.

6. The minimum number of vehicle off-street parking spaces required for any given use is the same irrespective of the district in which such use is conducted. In case of a use for which vehicle off-street parking requirements are not specified at all, the requirements for the most nearly similar use for which vehicle off-street parking requirements are specified shall apply.

7. When two or more uses are located in the same lot or parcel of land or within the same building, the number of vehicle off-street parking spaces required shall be the sum total of the requirements of the various individual uses computed separately in accordance with this Chapter 20.90, except as hereinafter provided for alternating uses or exceptions.

B. Number of Bicycle Parking Spaces Required.

1. The minimum number of bicycle parking spaces required for uses permitted under this title is set forth in Table 20-190.

2. Except as otherwise expressly permitted in this chapter, the minimum number of bicycle parking spaces required under this title shall be

provided on private property on a parcel or development site in an area, other than a public street, public way, or other public property, permanently reserved or set aside for bicycle parking spaces.

3. A minimum of two short-term bicycle parking spaces and one long-term bicycle parking space shall be provided for each site that has a nonresidential use set forth in Table 20-190.

4. If the number of bicycle parking spaces hereinafter required contains a fraction, such number shall be rounded to the nearest higher whole number.

Table 20-190
Parking Spaces Required by Land Use

Use	Vehicle Parking Required	Applicable Sections	Bicycle Parking Required
Agriculture and Resource Uses			
Agriculture and Resource Uses	1 per employee	Note 6	1 per 10 full-time employees
Drive-Through Uses			
Drive-through in conjunction with any use	No additional parking required		None
Education and Training			
Day care center	1 per 6 children, up to 5 spaces and thereafter 1 per 10 children (includes employee parking)	Note 6	1 per 10 full-time employees and children
Instructional studios	1 per 150 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Private instruction, personal enrichment	1 per 3 students, plus 1 per staff	Note 6	1 per 10 students and full-time employees

School- elementary (K - 8)	1 per teacher, plus 1 per employee	Note 6	1 per 10 full-time employees plus 6 per classroom
School- secondary (9 - 12)	1 per teacher, plus 1 per employee, plus 1 per 5 students	Note 6	1 per 10 full-time employees plus 10 per classroom
School, post secondary	1 per 3 students, plus 1 per staff	Note 6	1 per 10 full-time employees plus 10 per classroom
School, trade and vocational	1 per 3 students, plus 1 per staff	Note 6	1 per 10 full-time employees plus 10 per classroom
Entertainment and Recreation			
Arcade, amusement	1 per 200 sq. ft of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Batting cages	1 per station, plus 1 per employee	Note 6	1 per 10 full-time employees plus one per 6 stations
Bowling establishment	7 per lane	Note 6	1 per 2 lanes
Dancehall	1 per 40 sq. ft. open to public	Note 6	1 per 3,000 sq. ft. of floor area
Driving range	1 per tee, plus 1 per employee	Note 6	1 per 10 full-time employees plus 1 per 10 tees
Golf course	8 per golf hole, plus 1 per employee	Note 6	1 per 10 full-time employees plus 1 per 2 golf holes
Health club, gymnasium	1 per 80 sq. ft. recreational space	Note 6	1 per 1,600 sq. ft. of

			recreational space
Miniature golf	1.25 per tee, plus 1 per employee	Note 6	1 per 10 full-time employees plus 1 per 6 tees
Performing arts rehearsal space	1 per 250 sq. ft. of floor area	Section 20.90.220E.	1 per 4,000 sq. ft. of floor area
Poolroom	1 per 200 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Private club or lodge	1 per 4 fixed seats on the premises, or 1 per 6 linear feet of seating, plus 1 per 200 square feet of area without seating but designed for meeting or assembly by guests, plus 1 per 500 sq. ft. of outdoor area developed for recreational purposes	Note 6	1 per 60 fixed seats on the premises, or 1 per 90 linear feet of seating, plus 1 per 3,000 sq. ft. of area without seating but designed for meeting or assembly by guests, plus 1 per 5,000 sq. ft. of outdoor area developed for recreational purposes
Recreation, commercial (indoor)	1 per 80 sq. ft. of recreational area	Note 6	1 per 1,600 sq. ft. of recreational area
Recreation, commercial (outdoor)	20 per acre of site	Note 6	2 per acre of site
Relocated cardroom	1 per 40 sq. ft. of area devoted to card games	Note 6	1 per 800 sq. ft. area devoted to card games

Skating rink	1 per 50 sq. ft. of floor area	Note 6	1 per 1,000 sq. ft. of floor area
Swim and tennis club	1 per 500 sq. ft. of recreation area	Note 6	1 per 5,000 sq. ft. of recreation area
Motion picture theatre, indoor	1 per 3 seats in theaters with 1-3 screens; 1 per 3.3 seats with 4+ screens	Note 6	1 per 45 seats in theaters with 1-3 screens; 1 per 50 seats with 4+ screens
Motion picture theatre, outdoor	1 per 300 sq. ft.	Note 6	1 per 3,000 sq. ft.
Theaters, auditoriums, sports arenas, and stadiums- with or without fixed seats	1 per 4 fixed seats on the premises, plus 1 per 7 linear feet of fixed benches, or 1 per 30 square feet of area used for assembly	Note 6	1 per 60 fixed seats on the premises, plus 1 per 100 linear feet of fixed benches, or 1 per 450 sq. ft. of area used for assembly
Food Services			
Banquet facility	1 per 2.5 seats or 1 per 40 square feet of dining area, whichever requires the greater number of parking spaces	Note 6	1 per 50 seats or 1 per 800 square feet of dining area, whichever requires the greater number of parking spaces
Caterer w/eating facility (not a catering facility)	1 per 2.5 seats or 1 per 40 square feet of dining area, whichever requires the greater number of parking spaces	Note 3, Note 6	1 per 50 seats or 1 per 800 sq. ft. of dining area, whichever requires the greater number

			of parking spaces
Caterer w/no public interface	1 per 250 sq. ft.	Note 6	1 per 3,000 sq. ft. of floor area
Drinking establishments	1 per 2.5 seats or 1 per 40 square feet of drinking area, whichever requires the greater number of parking spaces	Note 3, Note 6	1 per 50 seats or 1 per 800 sq. ft. of dining area, whichever requires the greater number of parking spaces
Entertainment (with any food or alcohol service)	1 per 40 sq. ft. of area open to the public	Note 3, Note 6	1 per 800 sq. ft. of area open to the public
Outdoor dining incidental to a public eating establishment or a retail establishment	0 spaces up to 25 seats, 1 space per 2.5 for seats over 25	Note 6	1 space per 50 seats
Public eating establishments	1 per 2.5 seats or 1 per 40 square feet of dining area, whichever requires the greater number of parking spaces	Note 3, Note 6	1 per 50 seats or 1 per 800 sq. ft. of dining area, whichever requires the greater number of parking spaces
Take-out only establishment (including but not limited to pizza delivery, ice cream shops, doughnut shops)	1 per 75 sq. ft. of area open to the public, minimum of 5 spaces, plus 1 per delivery vehicle (if applicable)	Note 3, Note 6	1 per 750 sq. ft. of area open to the public
General Retail			
Alcohol, off-site sales	1 per 200 sq. ft. of floor area	Note 3 and Part 11, Chapter 20.80, Note 6	1 per 4,000 sq. ft. of floor area

Auction house	1 per 2.5 seats, or 1 per 200 sq. ft. of auction area exclusive of warehouse area	Note 6	1 per 5,000 sq. ft. of floor area
Food, beverage, groceries	1 per 200 sq. ft. of sales area	Note 3, Note 6	1 per 3,000 sq. ft. of floor area
Plant nursery	1 per 200 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Open air sales establishments and areas	1 per 200 sq. ft. of sales area	Note 6	1 per 3,000 sq. ft. of floor area
Outdoor vending	3 parking spaces	Part 10, Chapter 20.80, Note 6	2 parking spaces
Pawn shop/broker	1 per 200 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Large format commercial establishment	1 per 200 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Large format commercial establishment, associated commercial	1 per 200 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Retail sales, goods and merchandise	1 per 200 sq. ft. of floor area	Note 3, Note 6	1 per 3,000 sq. ft. of floor area
Retail sales of furniture	1 per 250 sq. ft. of floor area	Note 3, Note 6	1 per 4,000 sq. ft. of floor area
Retail Art Studio	1 space per 200 sq. ft. of retail area	Note 3, Note 6	1 per 3,000 sq. ft. of floor area
Sales, appliances, industrial equipment, and machinery	1 per 1,000 sq. ft. of floor area	Note 6	1 per 10,000 sq. ft. of floor area
Neighborhood shopping center (minimum 100,000 sq. ft. in size), includes a mix of permitted, special, and conditional uses	1 per 225 sq. ft. of floor area	Note 1, Note 6	1 per 3,000 sq. ft. of floor area at publicly accessible entrances with locations to be

			determined through a development permit
Neighborhood shopping center (minimum 20,000 sq. ft. in size), includes a mix of permitted, special, and conditional uses	1 per 200 sq. ft. of floor area	Note 1, Note 6	1 per 3,000 sq. ft. of floor area at publicly accessible entrances with locations to be determined through a development permit
General Services			
Bed and breakfast	2 spaces, plus 1 per guest room, plus 1 per employee	Note 6	1 per space plus 1 per 10 guest rooms
Crematory	1 per full-time employee	Note 6	1 per 10 full-time employees
Dry cleaner	1 per 200 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Hotel/motel	1 per guest room or suite, plus 1 per employee	Section 20.90.220 C., Note 6	1 space plus 1 per 10 guest rooms
Laundromat	1 per 200 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Maintenance and repair, small consumer goods	1 per 200 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Messenger services	1 per 200 sq. ft of floor area, plus 1 per company vehicle	Note 6	1 per 3,000 sq. ft. of floor area
Mortuary and funeral services	1 per 4 seats, plus 1 per company vehicle	Note 6	1 per 10 full-time employees
Mortuary, excluding funeral services	1, per full-time employee, plus 1 per company vehicle	Note 6	1 per 10 full-time employees

Personal services	1 per 200 sq. ft. of floor area	Note 3	1 per 3,000 sq. ft. of floor area
Photo processing and developing	1 per 200 sq. ft.	Note 6	1 per 3,000 sq. ft. of floor area
Printing and publishing	Minimum 1 per 350 sq. ft. of floor area, maximum 5% over minimum required.	Note 6	1 per 5,000 sq. ft. of floor area
Social service agency	1 per 250 sq. ft. of floor area	Note 6	1 per 4,000 sq. ft. of floor area
Health and Veterinary Services			
Animal boarding, indoor	1 per employee, plus 1 per 1,000 sq. ft. of floor area	Note 6	1 per 10 full-time employees
Animal grooming	1 per 200 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Emergency ambulance station	1 per employee, plus 1 per on- site staff, plus 1 per facility vehicle	Note 6	1 per 10 full-time employees
Hospital per in-patient facility	1 per 2.5 beds	Note 6	1 per 25 beds
Medical clinic/out-patient facility	1 per 250 sq. ft. of floor area	Note 6	1 per 4,000 sq. ft. of floor area
Medical, dental and health practitioner	1 per 250 sq. ft. of floor area	Note 6	1 per 4,000 sq. ft. of floor area
Veterinary clinic	1 per 250 sq. ft. of floor area	Note 6	1 per 4,000 sq. ft. of floor area
Industry			
Catalog and mail order house	1 per 250 sq. ft. of floor area of office space plus, plus 1 per 1,000 sq. ft. of floor area of warehouse and distribution area	Note 6	1 per 4,000 sq. ft. of floor area
Commercial support	1 per 350 sq. ft. of floor area	Note 6	1 per 5,000 sq. ft. of floor area

Distribution facility	A minimum of 2 for facilities with a total gross floor area under 5,000 square feet; a minimum of 5 for facilities with a total gross floor area between 5,000 sq. ft. and 25,000 sq. ft.; for facilities with a total gross floor area in excess of 25,000 sq. ft. a minimum of 1 per 5,000 sq. ft. of gross floor area or a fraction thereof	Note 6	1 per 10 full-time employees
Establishment for the repair, cleaning of household, commercial or industrial equipment or products	1 per 350 sq. ft. of floor area	Note 6	1 per 5,000 sq. ft. of floor area
Hazardous materials storage facility	1 per employee plus 1 per company vehicle	Note 6	1 per 10 full-time employees
Hazardous waste facility	1 per employee plus 1 per company vehicle	Note 6	1 per 10 full-time employees
Industrial services	1 per 350 sq. ft of floor area	Note 6	1 per 5,000 sq. ft. of floor area
Junkyard	1 per employee	Note 6	1 per 10 full-time employees
Laboratory	1 per 350 sq. ft. of floor area	Note 6	1 per 5,000 sq. ft. of floor area
Manufacturing and assembly, light, medium, heavy	1 per 350 sq. ft. of floor area plus 1 per company vehicle	Note 6	1 per 5,000 sq. ft. of floor area
Miniwarehouse/ministorage	1 per 5,000 sq. ft. of floor area, plus 1 per resident manager	Note 4, Note 6	1 per 10 full-time employees
Outdoor storage	1 per employee	Note 6	1 per 10 full-time employees
Private power generation	1 per employee plus 1 per company vehicle	Note 6	1 per 10 full-time employees

Research and development	1 per 350 sq. ft. of floor area	Note 6	1 per 5,000 sq. ft.
Stockyard, including slaughter	1 per employee	Note 6	1 per 10 full-time employees
Warehouse	A minimum of 2 for warehouses with a total gross floor area under 5,000 square feet; a minimum of 5 for warehouses with a total gross floor area between 5,000 sq. ft. and 25,000 sq. ft.; for warehouses in excess of 25,000 sq. ft. of total gross floor area a minimum of 1 per 5,000 sq. ft. of gross floor area or a fraction thereof	Note 6	1 per 10 full-time employees
Warehouse retail	Minimum 1 per 2,000 sq. ft. of floor area; maximum 1 per 250 sq. ft. of floor area	Note 6	1 per 10 full-time employees
Wholesale sale establishment	1 per 2,000 sq. ft. of floor area, plus 1 per company vehicle	Note 6	1 per 20,000 sq. ft. of floor area
Offices and Financial Services			
Automatic teller machine (free standing)	2 per machine	Note 6	1 per 10 machines
Business support	1 per 200 sq. ft. of floor area plus 1 per company vehicle	Note 6	1 per 3,000 sq. ft. of floor area
Financial institution	1 per 250 sq. ft. of floor area	Note 6	1 per 4,000 sq. ft. of floor area
Offices, business and administrative	1 per 250 sq. ft. of floor area	Note 6	1 per 4,000 sq. ft. of floor area
Offices, research and development	1 per 300 sq. ft. of floor area	Note 6	1 per 4,000 sq. ft. of floor area

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REVISIONS SHOWN IN REDLINE MADE BY CITY COUNCIL AT THE FEBRUARY 26, 2019 COUNCIL MEETING.

Private security	1 per 250 sq. ft. of floor area office space, plus 1 per employee, plus 1 per company vehicle	Note 6	1 per 4,000 sq. ft. of floor area
Public, Quasi-Public and Assembly Uses			
Cemetery	1 per full-time employee	Note 6	1 per 10 full-time employees
Church/religious assembly	1 per 4 fixed seats, or 1 per 6 linear feet of seating, or 1 per 30 sq. ft. of area designed for assembly, used together or separately for worship.	Note 6	1 per 60 fixed seats, or 1 per 90 linear feet of seating, or 1 per 450 sq. ft. of area designed for assembly, used together or separately for worship
Community television antenna systems	1 per company vehicle	Note 6	1 per 10 full-time employees
Museums and libraries	1 per 300 sq. ft. of area open to the public	Note 6	1 per 4,000 sq. ft. of floor area open to the public
Parks and playgrounds	1 per 500 sq. ft.	Note 6	1 per 5,000 sq. ft. of outdoor recreation space
Community centers	1 per 4 fixed seats, or 1 per 6 linear feet of seating, plus 1 per 200 square feet of area without seating but designed for meeting or assembly by guests, plus 1 per 500 sq. ft. of outdoor area developed for recreational purposes	Note 6	1 per 60 fixed seats, or 1 per 90 linear feet of seating, plus 1 per 3,000 sq. ft. of area without seating but designed for meeting or assembly by guests, plus 1

			per 5,000 sq. ft. of outdoor area developed for recreational purposes
Utility facilities, excluding corporation yards, storage or repair yards and warehouses	1 per 1.5 employees, plus 1 per company vehicle	Note 6	1 per 10 full-time employees
Recycling Uses			
Processing facility	1 per employee of the largest shift, plus 1 per facility vehicle	Note 6	1 per 10 full-time employees
Transfer facility	1 per employee of the largest shift, plus 1 per facility vehicle	Note 6	1 per 10 full-time employees
Small collection facility	1 per attendant	Note 6	1 per 10 full-time employees
Residential			
Co-living Community with shared full kitchen facilities	.25 per bedroom	Note 7	~~.5 per bedroom~~ Long-Term – .25 spaces per bedroom. Except for buildings containing over 100 bedrooms, 25 long-term spaces plus .20 long-term spaces for every bedroom over 100. Short-Term – Two spaces for every 100 bedrooms.

Emergency residential shelter	1 per 4 beds, 1 per 250 square feet of area which is used for office purposes	Section 20.90.220 G.	1 per 5,000 sq. ft. of floor area
Guesthouse	1 per guest room, plus 1 per each employee	Note 6	1 per 10 guest rooms plus 1 per 10 full-time employees
Live/work	No additional parking required above what is required for commercial use parking	Note 6	1 per 5,000 sq. ft. of floor area
Living quarters, custodian, caretakers	1 per living unit	Note 6	1 per 10 living units
Mixed use/ground floor commercial with residential above	Respective commercial and residential parking requirements combined	Note 6	
Multiple dwelling	See Table 20-210 and Table 20-211, required parking is determined by the type of parking facility and the number of bedrooms		See Table 20-210 and Table 20-211
One family dwelling	2 covered	Note 5 and Section 20.90.220 B.	None
Residential care or service facility	1 per first 6 client beds, plus 1 additional space for up to 4 client beds (or portion thereof) above the first six, plus 1 additional space for each additional four client beds (or portion thereof), plus 1 space for each employee or staff member.	Section 20.90.220 G.	1 per 10 full-time employees
Servants quarters attached to a one-family dwelling or	1 additional parking space	Note 6	1 per 10 full-time employees

attached to a garage structure			
SRO facilities within 2,000 ft. of public transportation		Note 6	1 per SRO unit
SRO residential hotels	.25 per SRO unit		
SRO living unit facilities with shared kitchen and bathroom facilities	.25 per SRO unit		
SRO living unit facilities with partial or full kitchen and bathroom facilities	1 per SRO unit		
SRO facilities not within 2,000 ft. of public transportation	1 per SRO unit	Note 6	1 per SRO unit
Sororities, fraternities and dormitories occupied exclusively (except for administrators thereof) by students attending college or other educational institutions	1 per guest room, plus 1 per employee	Note 6	1 per guest room plus 1 per 10 full-time employees
Temporary farm labor camp necessary to the gathering of crops grown on the site	1 per dwelling unit		None
Travel trailer parks	1 per employee	Note 6	1 per 10 full-time employees
Two family dwelling	See Table 20-200, required parking is determined by the type of parking facility and the number of bedrooms		None
Transportation and Utilities			
Common carrier depot	1 per employee, plus 1 per company vehicle	Note 6	1 per 10 full-time employees
Data center	1 per 250 sq. ft. of office/meeting/technician work space, plus 1 for	Note 6	1 per 5,000 sq. ft. of office/meeting/

	each 5,000 square feet of floor area, or fraction thereof, devoted to computer equipment space		technician work space, plus 1 for each 50,000 sq. ft. of floor area, or fraction thereof devoted to computer equipment space
Television and radio studio	1 per 250 sq. ft. of space devoted to office use	Note 6	1 per 5,000 sq. ft. of space devoted to office use
Wireless communication antenna	1 per site	Note 6	1 per site
Vehicle Related Uses			
Accessory installation, passenger vehicles and pick- up trucks	4 per vehicle work station, plus 1 per employee	Note 6	1 per 10 full-time employees
Auto broker, w/on-site storage	See Vehicle sales and leasing	Note 6	1 per 10 full-time employees
Auto dealer, wholesale, no on-site storage	1 per 250 sq. ft. of floor area	Note 6	1 per 10 full-time employees
Car wash	1 per employee, plus stacking as follows: • self service - 5 cars per lane • full service - 15 cars (may be in multiple lanes)	Note 2, Note 6	1 per 10 full-time employees
Gas or charge station	1 per employee, plus 1 per air and water pump service area, plus 1 space for information stop	Note 6	1 per 10 full-time employees
Gas or charge station with incidental service and repair	4 per grease rack or vehicle work station, plus 1 per employee, plus 1	Note 6	1 per 10 full-time employees

	per air and water pump service area, plus 1 space for information stop		
Glass sales, installation and tinting	4 per vehicle work station, plus 1 per employee	Note 6	1 per 10 full-time employees
Repair and cleaning per detailing of vehicles	4 per grease rack or vehicle work station, plus 1 per employee	Note 6	1 per 10 full-time employees
Sale or lease of vehicles	1 per 350 sq. ft. enclosed showroom, 1 per 2,500 sq. ft. open area, plus 2 per service bay	Note 6	1 plus 1 per 10 full-time employees
Exclusively indoors sales	1 per 200 sq. ft.	Note 6	1 plus 1 per 10 full-time employees
Auto rental agency	1 per 400 sq. ft. of floor area, plus 1 per rental vehicle	Note 6	1 plus 1 per 10 full-time employees
Sale, vehicle parts	1 per 200 sq. ft. of floor area	Note 6	1 plus 1 per 10 full-time employees
Tires, batteries, accessories, lube, oil change, smog check station, air conditioning	4 per grease rack or vehicle work station, plus 1 per employee	Note 6	1 plus 1 per 10 full-time employees
Tow yard	1 per employee, plus 1 per company vehicle	Note 6	1 per 10 full-time employees
Vehicle wrecking, including sales of parts	1 per employee	Note 6	1 per 10 full-time employees

Notes:

1. A covenant of easement is required when multiple parcels are involved.
2. Stacking shall be calculated at twenty feet per car.

3. Parking for uses of this type located within a Neighborhood Business District or an Urban Village and meeting all of the requirements set forth in Section 20.90.220C. may be reduced as specified in Section 20.90.220C.
4. Parking for miniwarehouse/ministorage uses meeting all of the requirements of Section 20.90.220F. may be reduced as specified in Section 20.90.220F.
5. Covered parking may include carports or garages.
6. When part or all of the bicycle parking spaces required for a land use is based on the number of full-time employees, that portion shall be provided in long-term bicycle parking facilities. When part or all of the bicycle parking spaces required for a land use is based on classrooms, that portion shall be provided in short-term bicycle parking facilities. When the bicycle parking required for a land use is based solely on square footage or other criteria in the table, at least eighty percent of the bicycle parking spaces shall be provided in short-term bicycle parking facilities and at most twenty percent shall be provided in long-term bicycle facilities.
7. ~~Bicycle Parking shall be required for a Co-Living Community and shall be provided at a ratio of one bicycle space per two bedrooms. At least sixty percent of the bicycle parking shall be long-term parking spaces; no more than forty percent may be short-term parking spaces.~~ Short-term and long-term bicycle parking shall be designed per Part 2.5 of Chapter 20.90 of this Title.

SECTION 4. A new section is added to Chapter 20.200 of Title 20 of the San José Municipal Code, to be numbered, entitled and to read as follows:

//

//

//

20.200.197 Co-Living Community.

A "Co-Living Community " is a residential facility where individual secure bedrooms rented to one or two persons, are provided for an established period of time with a lease agreement, in exchange for an agreed payment of a fixed amount of money. To be considered a Co-Living Community, shared full kitchen facilities must serve six (6) or more bedrooms, and must include interior common space excluding janitorial storage, laundry facilities and common hallways. An individual bedroom that contains a full kitchen facility is not a Co-Living Community for the purposes of this Section.

PASSED FOR PUBLICATION of title this _____ day of _____, 2019, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

SAM LICCARDO
Mayor

ATTEST:

TONI J. TABER, CMC
City Clerk

DRAFT – Contact the Office of the City Clerk at (408)535-1260 or CityClerk@sanjoseca.gov for final document.
REVISIONS SHOWN IN REDLINE MADE BY CITY COUNCIL AT THE FEBRUARY 26, 2019 COUNCIL MEETING.

Attachment B

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Garden Gate Towers - Option 1 Apartments
Tool Version: 2/29/2019
Location: 600 1st Street
Date: 6/7/2019
Parcel: 47226089 Parcel Type: Urban High Transit

Proposed Parking Spaces Vehicles: 232 Bicycles: 74

LAND USE:

Residential:

Single Family	0	DU
Multi Family	290	DU
Subtotal	290	DU

Office: 0 KSF

Retail: 4.84 KSF

Industrial: 0 KSF

Percent of All Residential Units

Extremely Low Income (≤ 30% MFI)	0 % Affordable
Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density

Existing Density (DU/Residential Acres in half-mile buffer)	16
With Project Density (DU/Residential Acres in half-mile buffer)	17

Increase Development Diversity

Existing Activity Mix Index	0.65
With Project Activity Mix Index	0.63

Integrate Affordable and Below Market Rate

Extremely Low Income BMR units	0 %
Very Low Income BMR units	0 %
Low Income BMR units	0 %

Increase Employment Density

Existing Density (Jobs/Commercial Acres in half-mile buffer)	40
With Project Density (Jobs/Commercial Acres in half-mile buffer)	40

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

Commute Trip Reduction Marketing/ Education

Percent of Eligible Employees	20 %

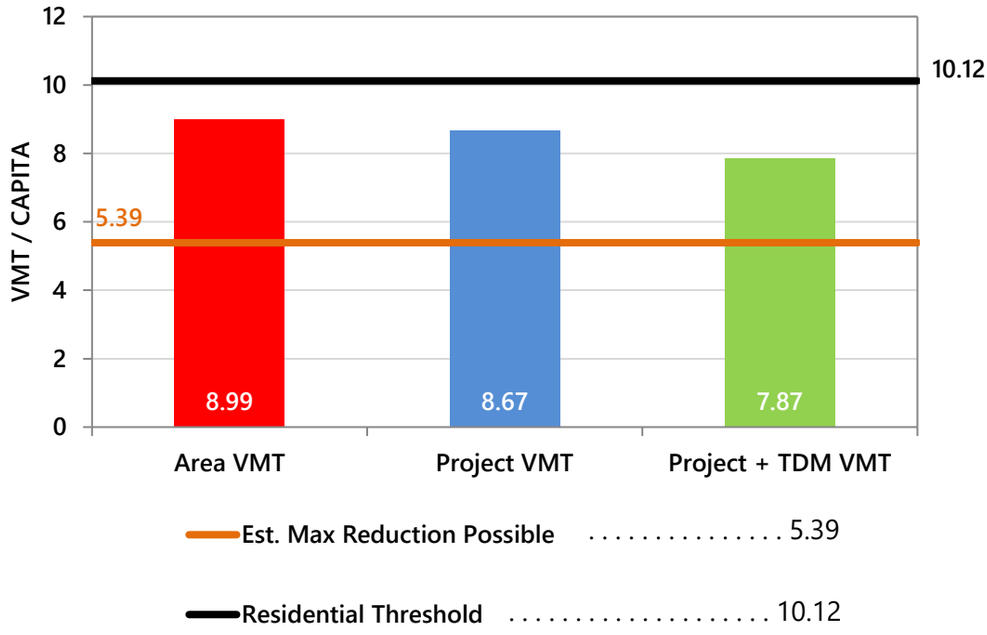
Unbundle On-Site Parking Costs

Monthly Parking Cost	200
Does the Surrounding Street Parking have Rpp, Meters, or Time Limits?	Yes

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT below the City's threshold.



CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Garden Gate Towers - Option 2 Co-Living
Location: 600 1st Street
Parcel: 47226089 Parcel Type: Urban High Transit
Tool Version: 2/29/2019
Date: 6/17/2019

Proposed Parking Spaces Vehicles: 124 Bicycles: 180

LAND USE:

Residential:		
Single Family	0	DU
Multi Family	793	DU
Subtotal	793	DU
Office:	0	KSF
Retail:	5.4	KSF
Industrial:	0	KSF

Percent of All Residential Units

Extremely Low Income (≤ 30% MFI)	100	% Affordable
Very Low Income (> 30% MFI, ≤ 50% MFI)	0	% Affordable
Low Income (> 50% MFI, ≤ 80% MFI)	0	% Affordable

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 16
- With Project Density (DU/Residential Acres in half-mile buffer) 19

Increase Development Diversity
- Existing Activity Mix Index 0.65
- With Project Activity Mix Index 0.60

Integrate Affordable and Below Market Rate
- Extremely Low Income BMR units . . . . . 100 %
- Very Low Income BMR units . . . . . 0 %
- Low Income BMR units . . . . . 0 %

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer) 40
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 40

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

Commute Trip Reduction Marketing/ Education
- Percent of Eligible Employees . . . . . 20 %

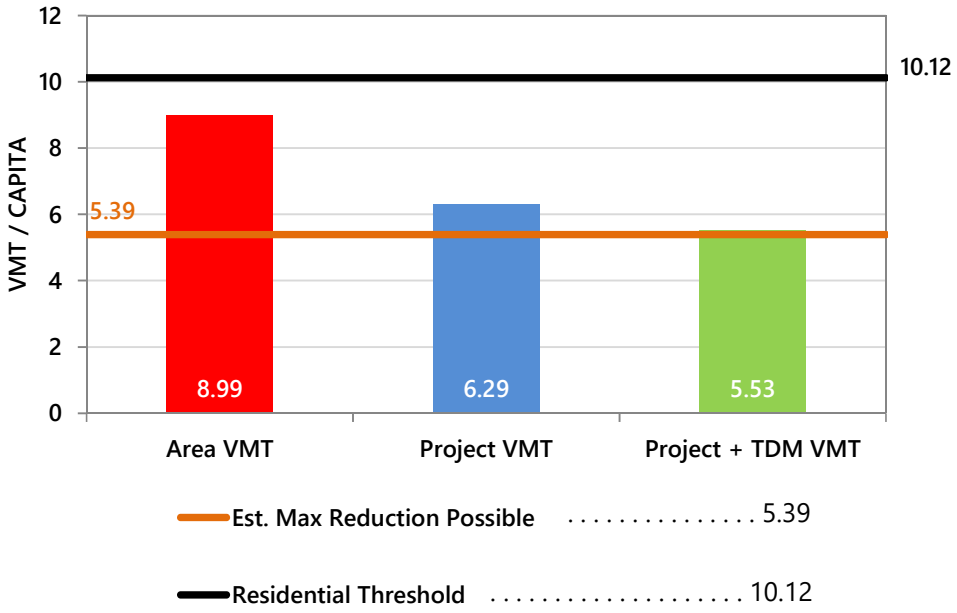
Subsidized or Discounted Transit Program
- Percent of Transit Subsidy . . . . . 100 %

Unbundle On-Site Parking Costs
- Monthly Parking Cost 200
- Does the Surrounding Street Parking have Rpp, Meters, or Time Limits? . . . . . Yes

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT below the City's threshold.



Attachment C

GARDEN GATE TOWER

600 S 1ST SAN JOSE, CA

RESIDENTIAL MIXED-USE DEVELOPMENT

APN: 472-26-090, 472-26-089

C2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

NORTHWEST PERSPECTIVE

DRAWING INDEX - SUP

GENERAL	
G000	COVER SHEET
G002	PROJECT IMAGES
G003	PROJECT IMAGES
G004	PROJECT IMAGES
G005	EXISTING SITE PHOTOS
G006	SUN SHADING STUDIES
G050	AVIATION CLEARANCES
G100	CODE ANALYSIS
G130	OPEN SPACE EXHIBIT
G140	MASSING EXHIBIT
G150	FIRE LIFE SAFETY - SITE
G204	FIRE LIFE SAFETY - LEVEL 4, 5-25
CIVIL	
C101	BOUNDARY AND TOPOGRAPHY PLAN
C201	GRADING AND DRAINAGE
C301	UTILITY PLAN
C401	PERVIOUS IMPERVIOUS COMPARISON PLAN
C402	STORMWATER MANAGEMENT PLAN
C403	STORMWATER DETAILS
C404	STORMWATER DETAILS
C501	STREET CLOSURE PLAN
LANDSCAPE	
L201	LANDSCAPE PLANS LEVEL 1, 3
L204	LANDSCAPE PLANS LEVEL 4
ARCHITECTURAL	
A100	EXISTING SITE PLAN
A101	SITE PLAN
A2B4	FLOOR PLANS - LEVEL B4, B3
A2B2	FLOOR PLANS - LEVEL B2, B1
A201	FLOOR PLAN - LEVEL 1
A202	FLOOR PLANS - LEVEL 2, 3
A204	FLOOR PLANS - LEVEL 4, 5-25
A206	FLOOR PLANS - LEVEL 6, 11
A214	FLOOR PLANS - LEVEL 14, 17
A221	FLOOR PLANS - LEVEL 21, 26
A227	FLOOR PLAN - LEVEL 27, ROOF
A301	EXTERIOR ELEVATIONS - NORTH AND WEST
A302	EXTERIOR ELEVATIONS - SOUTH AND EAST
A303	EXTERIOR ELEVATIONS - ENLARGED
A304	EXTERIOR ELEVATIONS - LIGHTING CONCEPT
A305	EXTERIOR ELEVATIONS - LIGHTING CONCEPT
A401	BUILDING SECTIONS
A402	BUILDING SECTIONS
A403	BUILDING SECTIONS

PROJECT DESCRIPTION

THE PROPOSED GARDEN GATE TOWER @ 600 SOUTH FIRST STREET SITE DEVELOPMENT IS A MULTI-FAMILY RESIDENTIAL PROJECT CONTAINING 290 RESIDENTIAL UNITS AND 232 PARKING SPACES AND GROUND FLOOR RETAIL IN A 27-STORY HIGH RISE TOWER. THE BUILDING WILL BE A POST-TENSIONED CONCRETE STRUCTURE WITH THE EXTERIOR CLAD IN A HIGH-QUALITY GLAZING SYSTEM WITH VISION, SPANDREL AND OPERABLE AWNING WINDOWS, AND BALCONY DOORS INTEGRAL TO THE SYSTEM. THE PARKING GARAGE EXTENDS 4 LEVELS BELOW GRADE AND 4 LEVELS ABOVE GRADE. AMENITIES INCLUDE A ROOFTOP OUTDOOR TERRACE WITH POOL, AND AMENITY LOUNGE.

THE PROPOSED RESIDENTIAL UNITS ARE RENTAL UNITS. UP TO 5 RETAIL COMMERCIAL CONDOMINIUMS ARE PROPOSED ON THE GROUND LEVEL.

THE BUILDING WILL BE LEED CERTIFIED AS REQUIRED BY CITY COUNCIL POLICY. THE PROJECT WILL ACHIEVE LEED NC v4 CERTIFICATION THROUGH THE USGBC.

PROJECT TEAM

OWNER / DEVELOPER

KT Urban
21710 Stevens Creek Blvd., Ste. 200
Cupertino, CA 95014
P: 408.257.2100
CONTACT:
Mark Tersini mtersini@aol.com

ARCHITECT

C2K ARCHITECTURE INC.
1645 NW Hoyt St.
Portland, OR 97209
P: 503.244.2100
CONTACT:
Kevin Sauser ksauser@c2karch.com
Nathan Miller nmiller@c2karch.com

CIVIL ENGINEER

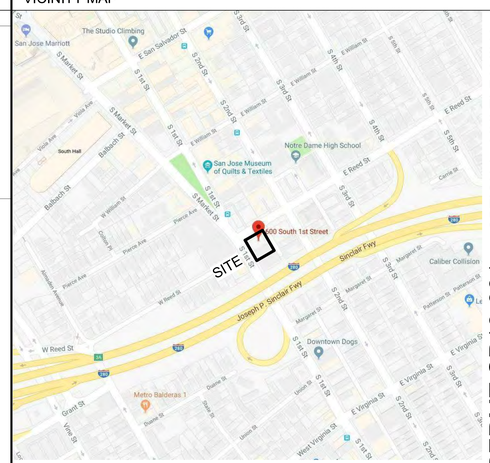
Charles W. Davidson Co.
255 West Julian St., Ste. 200
San Jose, CA 95110
P: 408.295.9162
CONTACT:
Peter Smith psmith@cwdco.com

PERMITS / REVIEWS

REVIEWING AGENCY	REVIEW STATUS
CITY OF SAN JOSE, CA	
COMPREHENSIVE PRELIMINARY REVIEW	
FILE # PRE17-102	SUBMITTED 6/14/2017
SPECIAL USE PERMIT	
FILE # SP18-001	SUBMITTED 01/09/2018
DIRECTOR'S ACTION	
DEPARTMENT OF PUBLIC WORKS	
PROJECT #	3-24098
PERMIT #	
GRADING & DRAINAGE PERMIT	
PW PROJECT #	
REVOCABLE ENCROACHMENT PERMIT	

REVIEWING AGENCY	REVIEW STATUS
BUILDING DEPARTMENT	
PC#	
PERMIT #	
FEDERAL AVIATION ADMINISTRATION (FAA)	

VICINITY MAP



1" = 300'

SPECIAL USE PERMT SP18-001 OPTION 1 - MULTI-FAMILY

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: PM/NM
DATE: 9 JANUARY 2018
SPECIAL USE PERMT SP18-001

REVISION: *DESCRIPTION:*
09 JAN 2018 *SPECIAL USE PERMIT SUBMITTAL*
16 APR 2018 *SPECIAL USE PERMIT RESUBMITTAL #1*
31 JUL 2018 *SPECIAL USE PERMIT RESUBMITTAL #2*
13 NOV 2018 *SPECIAL USE PERMIT RESUBMITTAL #3*

PRELIMINARY, NOT FOR CONSTRUCTION

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SHEET TITLE:
COVER SHEET

SHEET NO.:
G000
11/13/2018 10:46:53 AM

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11/13/2018 10:46:53 AM

ABBREVIATIONS:

@	AT
A/V	AUDIO VISUAL
AB	ANCHOR BOLT
AC	AIR CONDITIONING
ACDN	ACCORDION
ACOUST	ACOUSTICAL
ACP	ACOUSTICAL CEILING PANEL
ACT	ACOUSTICAL CEILING TILE
AD	AREA DRAIN
ADA	AMERICANS WITH DISABILITIES ACT
ADJ	ADJUST, ADJUSTABLE
AESS	ARCHITECTURAL EXPOSED STRUCTURAL STEEL
AFF	ABOVE FINISH FLOOR
ALUM	ALUMINUM
APPROX	APPROXIMATELY
ARCH	ARCHITECTURAL
ASPH	ASPHALT
AUTO	AUTOMATIC
BC	BOTTOM OF CURB
BD	BOARD
BDRM	BEDROOM
BITUM	BITUMINOUS
BKR	BACKER
BL	BLINDS
BLDG	BUILDING
BLK	BLOCK
BLKG	BLOCKING
BLKT	BLANKET
BM	BEAM
BOT/BTM	BOTTOM
BUR	BUILT-UP BITUMINOUS ROOFING
BW	BOTTOM OF WALL
C	CARPET
CAB	CABINET
CEM	CEMENT, CEMENTITIOUS
CG	CORNER GUARD
CI	CAST IRON
CIP	CAST IN PLACE
CJ	CONTROL JOINT
CK TP	COOK TOP
CL	CENTER LINE
CLG	CEILING
CLO	CLOSER
CLR	CLEAR
CMU	CONCRETE MASONRY UNITS
CNTR	COUNTER
COL	COLUMN
COMP	COMPOSITE
CONC	CONCRETE
COND	CONDITION
CONSTR	CONSTRUCTION
CONT	CONTINUOUS
CORR	CORRIDOR
CSMU	CALCIUM SILICATE MASONRY UNIT
CTG	COATING
CTR	CENTER
CTRL	CONTROL
CTSK	COUNTERSINK
CTV	CABLE TV
CU	CUBIC
CUST	CUSTOM
CW	CURTAIN WALL
DBL	DOUBLE
DEC	DECORATIVE
DEFL	DEFLECTION
DEMO	DEMOLISH
DEPT	DEPARTMENT
DF	DRINKING FOUNTAIN
DIA	DIAMETER
DIM	DIMENSION
DISP	DISPENSER
DN	DOWN
DR	DOOR, DINING ROOM
DRS	DOORS
DS	DOWNSPOUT
DW	DISHWASHER
DWG	DRAWING
DWR	DRAWER
(E)	EXISTING
EA	EACH
EIFS	EXTERIOR INSULATION AND FINISH SYSTEM
EJ	EXPANSION JOINT
EL	ELEVATION
ELEC	ELECTRICAL
ELEV	ELEVATOR
EMER	EMERGENCY
ENCL	ENCLOSURE
ENTR	ENTRANCE
EOS	EDGE OF SLAB
EPS	EXPANDED POLYSTYRENE
EQ	EQUAL
EQPT	EQUIPMENT
ES	EACH SIDE
EW	EACH WAY
EWC	ELECTRIC WATER COOLER
EX	EXHAUST
EXIST	EXISTING
EXP	EXPANSION
EXT	EXTERIOR
F	FABRIC, FIBER
FA	FIRE ALARM, FLUID APPLIED
FB	FLAT BAR
FD	FLOOR DRAIN
FE	FIRE EXTINGUISHER
FEC	FIRE EXTINGUISHER CAB
FF	FINISH FLOOR
FF SAM	FOIL FACED SELF-ADHERED MEMBRANE
FFE	FINISH FLOOR ELEVATION
FHC	FIRE HOSE CABINET
FIN	FINISH
FIXT	FIXTURE
FL	FLOOR
FLDG	FOLDING
FLR	FLOOR
FLRG	FLOORING
FLSHG	FLASHING
FOC	FACE OF CONCRETE
FOF	FACE OF FINISH
FO	FACE OF
FP	FIREPROOF
FPFG	FIREPROOFING
FR	FIRE RATED
FRM	FRAME
FRMD	FRAMED
FRMG	FRAMING
FRP	FIBER GLASS REINFORCED PANELS
FRT	FIRE RETARDANT TREATED
FS	FULL SIZE, FIRESTOPPING
FT	FOOT, FEET
FTG	FOOTING
GA	GAGE
GALV	GALVANIZED
GB	GRAB BAR
GBATH	GUEST BATH
GBDRM	GUEST BEDROOM
GD	GARBAGE DISPOSAL
GFRC	GLASS FIBER REINFORCED CONCRETE
GFRG	GLASS FIBER REINFORCED GYPSUM
GI	GALVANIZED IRON
GL	GLASS
GLULAM	GLU-LAMINIATED
GND	GROUND
GYP	GYPSUM
GYP BD	GYPSUM BOARD
HB	HOSE BIBB
HC	HOLLOW CORE
HDW	HARDWARE
HDWD	HARDWOOD
HM	HOLLOW METAL
HORIZ	HORIZONTAL
HP	HEAT PUMP
HR	HOUR
HT	HEIGHT
HT SAM	HIGH TEMPERATURE SELF-ADHERED MEMBRANE
ID	INSIDE DIAMETER
IN	INCH, INCHES
INSUL	INSULATION
INT	INTERIOR
INTUM	INTUMESCENT
JAN	JANITOR
JST	JOIST
JT	JOINT
KIT	KITCHEN
L	LINEN, LINOLEUM
LAV	LAVATORY
LF	LINEAL FEET
LIB	LIBRARY
LIV	LIVING
LKR	LOCKER
MACH	MACHINE
MAINT	MAINTENANCE
MAX	MAXIMUM
MBATH	MASTER BATH
MBDRM	MASTER BEDROOM
MC	MEDICINE CABINET
MDF	MEDIUM DENSITY FIBERBOARD
MDO	MEDIUM DENSITY OVERLAY
MECH	MECHANICAL
MED	MEDICATION
MEMB	MEMBRANE
MFR	MANUFACTURER
MH	MANHOLE
MIN	MINIMUM
MIRR	MIRROR
MISC	MISCELLANEOUS
MO	MASONRY OPENING
MTD	MOUNTED
MTL	METAL
MUL	MULLION
MW	MICROWAVE
N/A	NOT APPLICABLE
NC	NON COMBUSTIBLE
NIC	NOT IN CONTRACT
NOM	NOMINAL
NTS	NOT TO SCALE
OBS	OBSCURE
OC	ON CENTER
OD	OUTSIDE DIAMETER
OFF	OFFICE
OFCI	OWNER FURNISHED, INSTALLED BY CONTRACTOR
OFOI	OWNER FURNISHED, INSTALLED BY OWNER
OH	OPPOSITE HAND, OVERHEAD
OPP	OPPOSITE
OTB	OPEN TO BELOW
OZ	OUNCE
P	PAINT, PANTRY
P/L	PROPERTY LINE
PART BD	PARTICLE BOARD
PC	PRECAST
PED	PEDESTRIAN
PERF	PERFORATED
PH	PENTHOUSE
PKG	PACKAGE
PL	PLATE
PLAM	PLASTIC LAMINATE
PLAST	PLASTER, PLASTIC
PNL	PANEL
POL	POLISHED
POLYISO	POLYISOCYANURATE
PP	POWER POLE
PR	PAIR
PREFIN	PREFINISHED
PREM	PREMIUM
PRKG	PARKING
PSI	POUNDS PER SQUARE INCH
PT	PRESERVATIVE TREATED, POST-TENSIONED
PTD	PAPER TOWEL DISPENSER
PTD/R	PAPER TOWEL DISPENSER AND RECEPTACLE
PTN	PARTITION
PTR	PAPER TOWEL RECEPTACLE
PVC	POLYVINYLCHLORIDE
PWD	PLYWOOD
R	RADIUS, RISER, RISERS, RANGE
RAD	RADIUS
RB HK	ROBE HOOK
RCP	REFLECTED CEILING PLAN
RD	ROOF DRAIN
REF	REFERENCE
REFR	REFRIGERATOR
REINF	REINFORCED, REINFORCING
RES	RESIN
RESIL	RESILIENT
RF	RUBBER FLOORING
RM	ROOM
RO	ROUGH OPENING
RR	REST ROOM
S SURF	SOLID SURFACE
S&R	STILE AND RAIL
S&V	STAIN AND VARNISH
SAM	SELF-ADHERED MEMBRANE
SBS	STYRENE BUTADIENE STYRENE
SC	SEALED CONCRETE
SC	SOLID CORE
SCD	SEAT COVER DISPENSER
SCHED	SCHEDULE
SCRN	SCREEN
SD	SOAP DISPENSER
SECT	SECTION, SECTIONAL
SF	SQUARE FEET, STOREFRONT
SGL	SAFETY GLASS
SH	SHELF, SHINGLES
SHR	SHOWER
SHT	SHEET
SHTG	SHEATHING
SIM	SIMILAR
SLDG	SLIDING
SLNT	SEALANT
SND	SANITARY NAPKIN DISPENSER
SNR	SANITARY NAPKIN RECEPTACLE
SOG	SLAB ON GRADE
SQ	SQUARE
SS	STAINLESS STEEL
STD	STANDARD
STL	STEEL
STN	STAIN
STOR	STORAGE
SUSP	SUSPENDED
SV	SHEET VINYL
SYM	SYMMETRICAL
SYS	SYSTEM
T	TILE
T&B	TOP AND BOTTOM
T&G	TONGUE AND GROOVE
TB	TACK BOARD, TOWEL BAR
TC	TOP OF CURB, TRAFFIC COATING
TEL	TELEPHONE
TF	TERRAZZO FLOORING
THK	THICK
THRES	THRESHOLD
TMPD	TEMPERED
T.O.	TOP OF
TPD	TOILET PAPER DISPENSER
TPO	THERMOPLASTIC POYOLEFIN
TR	TOILET ROOM
TV	TELEVISION
TW	TOP OF WALL
TYP	TYPICAL
UNDERLAY	UNDERLAYMENT
UON	UNLESS OTHERWISE NOTED
UR	URINAL
UTIL	UTILITY
VCT	VINYL COMPOSITION TILE
VEHIC	VEHICULAR
VERT	VERTICAL
VEST	VESTIBULE
VFY	VERIFY
VIF	VERIFY IN FIELD
VG	VERTICAL GRAIN
VNR	VENEER
VP	VENEER PLASTER
W/	WITH
W/O	WITHOUT
WC	WALLCOVERING, WATER CLOSET
WD	WOOD
W/D	WASHER DRYER
WF	WOOD FLOORING
WH	WALL HUNG
WOM	WALK OFF MAT
WP	WATERPROOF
WPFG	WATERPROOFING
WR	WATER RESISTANT, WATER RESISTIVE
WS	WATERSTOP
WT	WEIGHT
WW	WINDOW WALL
WWF	WOVEN WIRE FABRIC
YD	YARD
XPS	EXTRUDED POLYSTYRENE

BUILDING AREA SUMMARY

Garden Gate Tower

6005 1st Site San Jose		Gross Area	Number Units	Parking Area	Parking Spaces	Retail	Private Open Space	Common Open Space	Const. Type	Height (ft) Flr to Flr)	Height	To Floor Level
Roof		2,459	-	-	-	-	-	-	I-A	8.50	273.75	371.00
27th	Residential	11,632	6	-	-	-	473	4,904	I-A	12.00	261.75	359.00
26th	Residential	16,735	11	-	-	-	383	-	I-A	11.00	250.75	348.00
25th	Residential	16,674	13	-	-	-	506	-	I-A	10.00	240.75	338.00
24th	Residential	16,655	13	-	-	-	506	-	I-A	10.00	230.75	328.00
23rd	Residential	16,658	13	-	-	-	506	-	I-A	9.75	221.00	318.25
22nd	Residential	16,639	13	-	-	-	506	-	I-A	9.75	211.25	308.50
21st	Residential	16,266	13	-	-	-	1,104	-	I-A	9.75	201.50	298.75
20th	Residential	16,656	13	-	-	-	506	-	I-A	9.75	191.75	289.00
19th	Residential	16,656	13	-	-	-	506	-	I-A	9.75	182.00	279.25
18th	Residential	16,677	13	-	-	-	506	-	I-A	9.75	172.25	269.50
17th	Residential	16,439	13	-	-	-	907	-	I-A	9.75	162.50	259.75
16th	Residential	16,662	13	-	-	-	506	-	I-A	9.75	152.75	250.00
15th	Residential	16,677	13	-	-	-	506	-	I-A	9.75	143.00	240.25
14th	Residential	16,228	13	-	-	-	1,306	-	I-A	9.75	133.25	230.50
13th	Residential	16,639	13	-	-	-	506	-	I-A	9.75	123.50	220.75
12th	Residential	16,639	13	-	-	-	506	-	I-A	9.75	113.75	211.00
11th	Residential	16,315	13	-	-	-	1,137	-	I-A	9.75	104.00	201.25
10th	Residential	16,639	13	-	-	-	506	-	I-A	9.75	94.25	191.50
9th	Residential	16,627	13	-	-	-	506	-	I-A	9.75	84.50	181.75
8th	Residential	16,639	13	-	-	-	506	-	I-A	9.75	74.75	172.00
7th	Residential	16,666	13	-	-	-	506	-	I-A	9.75	65.00	162.25
6th	Residential	16,666	13	-	-	-	506	-	I-A	9.75	55.25	152.50
5th	Residential	16,666	13	-	-	-	506	-	I-A	9.75	45.50	142.75
4th	Parking	16,272	-	13,653	31	-	-	-	I-A	10.00	35.50	132.75
3rd	Parking	16,711	-	13,978	36	-	-	-	I-A	14.50	21.00	118.25
2nd	OTB/Parking	16,166	-	13,839	29	-	-	-	I-A	10.00	21.00	108.25
1st	Retail / Lobby / Parking	16,437	-	-	-	4,840	-	-	I-A	11.00	0.00	97.25
B1	Basement Parking	17,814	-	13,621	23	-	-	-	I-A	-10.00	-10.00	
B2	Basement Parking	17,814	-	13,967	35	-	-	-	I-A	-10.00	-20.00	
B3	Basement Parking	17,814	-	15,081	35	-	-	-	I-A	-10.00	-30.00	
B4	Basement Parking	17,814	-	15,332	43	-	-	-	I-A	-10.00	-40.00	
		Gross	**Units**		**Stalls**	-	-	-				
Total		**516,051**	**290**	**99,471**	**232**	**4,840**	**13,912**	**4,904**			**282.25**	Total Building Height

Site Area	0.42	acres
Proposed Area (above Grade)	444,795	
Proposed FAR	24	
Proposed Density	693	DU/Acre

18,238 SF

OPEN SPACE SUMMARY

PRIVATE AND COMMON OPEN SPACE	
PRIVATE OPEN SPACE	
TOTAL PRIVATE OPEN SPACE	13,912 SF
TOTAL UNITS	**290**
AVERAGE PRIVATE OPEN SPACE PER UNIT	48 SF / UNIT
# UNITS WITH BALCONY	230
PERCENT OF UNITS WITH BALCONY	79%
COMMON OPEN SPACE	
TOTAL COMMON OPEN SPACE	4,904 SF
AVERAGE COMMON OPEN SPACE PER UNIT	17 SF / UNIT

REFER TO PLANS FOR EXACT LOCATION OF PRIVATE BALCONIES/DECKS

TOTAL OPEN SPACE:
PRIVATE OPEN SPACE = 14,155 SF
COMMON OPEN SPACE = 4,904 SF
GRAND TOTAL = 19,059 SF

UNIT MIX SUMMARY

Unit Mix	Studio	1 BR	1 BR+	2 BR	PH	Total
Total Net SF	27,042	174,423	22,126	57,135		
Avg Size SF	588	992	1,107	1,191		
27th	2	1		3		6
26th	2	6		3		11
25th	2	9		2		13
24th	2	9		2		13
23rd	2	7	2	2		13
22nd	2	7	2	2		13
21st	2	9		2		13
20th	2	7	2	2		13
19th	2	7	2	2		13
18th	2	9		2		13
17th	2	9		2		13
16th	2	7	2	2		13
15th	2	9		2		13
14th	2	9		2		13
13th	2	7	2	2		13
12th	2	9		2		13
11th	2	9		2		13
10th	2	7	2	2		13
9th	2	9		2		13
8th	2	7	2	2		13
7th	2	7	2	2		13
6th	2	9		2		13
5th	2	7	2	2		13
4th						-
3rd						-
2nd						-
1st						-
Total Units	**46**	**176**	**20**	**48**	**-**	**290**
Mix Ratio %	**15.9%**	**60.7%**	**6.9%**	**16.6%**	**0.0%**	**100%**

BUILDING CODE DATA

PROJECT INFORMATION

PROJECT NAME: Garden Gate @ 600 S. 1st Street

ADDRESS: 600 South 1st Street
San Jose, CA 95113

OWNER: KT Urban
21710 Stevens Creek Blvd # 200
Cupertino, CA 95014

ASSESSOR PARCEL#: 472-26-090, 472-26-089

SEISMIC ZONE: DESIGN CATEGORY D

BUILDING NARRATIVE

290 RESIDENTIAL UNITS IN 27 STORY TOWER, INCLUDES FOUR LEVELS OF PARKING BELOW GRADE WITH RETAIL AT GROUND LEVEL.

APPLICABLE BUILDING REGULATIONS

PART 1 - 2016 CALIFORNIA BUILDING STANDARDS ADMINISTRATIVE CODE

PART 2 - 2016 CALIFORNIA BUILDING CODE (BASED ON 2015 IBC)
WITH SAN JOSE CITY AMENDMENTS

PART 3 - 2016 CALIFORNIA ELECTRICAL CODE (BASED ON 2014 NEC)
WITH SAN JOSE CITY AMENDMENTS

PART 4 - 2016 CALIFORNIA MECHANICAL CODE (BASED ON 2015 UMC)
WITH SAN JOSE CITY AMENDMENTS

PART 5 - 2016 CALIFORNIA PLUMBING CODE (BASED ON 2015 UPC)
WITH SAN JOSE CITY AMENDMENTS

PART 6 - 2016 CALIFORNIA ENERGY CODE

PART 9 - 2016 CALIFORNIA FIRE CODE (BASED ON 2015 IFC)

PART 11 - 2016 CALIFORNIA GREEN BUILDING STANDARDS CODE

PART 12 - 2016 CALIFORNIA REFERENCE STANDARDS CODE

ZONING ORDINANCE, CITY OF SAN JOSE, CALIFORNIA TITLE 20 OF SAN JOSE MUNICIPAL CODE

BUILDING OCCUPANCY AND SEPARATIONS — CHAPTER 3

OCCUPANCY CLASSIFICATION GROUPS: A-2, A-3, B, M, R-2, S-1, S-2

OCCUPANCY SEPARATION (TABLE 508.4): NON SEPARATED PER 508.3
R-2 SEPARATED PER 420

ALLOWABLE HEIGHT AND AREA — CHAPTER 5

ALLOWABLE AREA PER FLOOR (TABLE 506.2): UNLIMITED

FRONTAGE INCREASE FACTORS

	NORTH	EAST	SOUTH	WEST
FRONTAGE (506.3)	50'-0"	12'-6"	3'-3"	40'-0"

FRONTAGE SHOWN BUT NOT USED FOR AREA INCREASE

CONSTRUCTION TYPE: I-A

	ALLOWABLE	PROPOSED
BUILDING HEIGHT (PER TABLE 504.3)	UNLIMITED*	282'-3"*
NUMBER OF STORIES (PER TABLE 504.4)	UNLIMITED*	27 STORIES*
AUTOMATIC SPRINKLER INCREASE	N/A	N/A

*SITE IS SUBJECT TO HEIGHT LIMITATIONS SET BY FAA FOR SAN JOSE AIRPORT OPERATIONS.

ZONING

LOCATION: APN 472-26-090, 089
Site bounded by S. 1st St, Reed St

ZONING DISTRICT DC Downtown Primary Commercial

LOT SIZE 18,238 SF = 0.42 ACRES Gross

DENSITY PROPOSED **290 UNITS PROPOSED**
290 UNITS / 42 ACRES = **693** DWELLING UNITS / ACRE
CoSJ GENERAL PLAN 2040 **Allowed Density: Up to 800 DU/AC**

FAR BUILDABLE AREA 18,238 SF **LOT AREA**
AREA PROPOSED (FAR Gross) = 442,077 SF
442,077 SF / 18,238 = 24.2
FAR = 24:1 PROPOSED
CoSJ GENERAL PLAN 2040 **FAR: Up to 30.0**

PARKING ANALYSIS

REQUIRED PARKING
PER SAN JOSE ZONING ORDINANCE, TABLE 20-140
RESIDENTIAL MULTIPLE DWELLING
1 SPACE PER UNIT REQUIRED
290 UNITS
232 SPACES PROPOSED *(20% REDUCTION)*
ACCESSIBLE PARKING SPACES
2% OF COVERED MULTIFAMILY DWELLING UNITS
6 ACCESSIBLE SPACES REQUIRED
6 ACCESSIBLE SPACES PROVIDED
ALL PARKING SPACES WILL BE ASSIGNED. NO PARKING WILL BE PROVIDED FOR VISITORS OR PUBLIC

BICYCLE PARKING 20.70.485
TABLE 20-120 REQUIREMENT 1 PER 4 LIVING UNITS
290 UNITS / 4 = **73** **BICYCLE PARKING SPACES REQ'D**
29 SHORT TERM (40% TOTAL)
44 LONG TERM (60% TOTAL)
1 LONG TERM COMMERCIAL
74 **BICYCLE PARKING SPACES PROVIDED**

ELECTRIC VEHICLE CHARGING STATIONS
420.9 INSTALLATION OF EV CHARGING INFRASTRUCTURE IN NEW CONSTRUCTION
4.106.4.2 CALIFORNIA GREEN BUILDING STANDARDS CODE (CALGREEN)

3% OF TOTAL NUMBER OF PARKING SPACES SHALL CONTAIN INFRASTRUCTURE TO SUPPORT FUTURE EV CHARGING STATIONS

232 PARKING SPACES x 0.03 = 6.96
7 EV INFRASTRUCTURE PARKING SPACES REQUIRED
8 EV INFRASTRUCTURE PARKING SPACES PROVIDED

PER CBC T11B-228.3.2.1 EVCS FOR PUBLIC AND COMMON USE
1 VAN EVCS SPACE REQUIRED
1 STANDARD ACCESSIBLE EVCS SPACE REQ'D
1 VAN EVCS SPACE PROVIDED
1 STANDARD ACCESSIBLE EVCS SPACE PROV'D
ALL PARKING SPACES WILL BE ASSIGNED. NO PARKING WILL BE PROVIDED FOR VISITORS OR PUBLIC

BUILDING CONSTRUCTION — CHAPTERS 6, & 7

FIRE RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS (TABLE 601)

		REQUIREMENT
BUILDING ELEMENT		TYPE - IA
STRUCTURAL FRAME		3
BEARING WALLS -	EXTERIOR	2*
	INTERIOR	2*
NON BEARING WALLS AND PARTITIONS	INTERIOR	0
FLOOR CONSTRUCTION		2
ROOF CONSTRUCTION		1*

* REDUCTION IN RATING TO TYPE 1B REQUIREMENTS PER 403.2.1.1

FIRE RESISTANCE RATING REQUIREMENTS FOR EXTERIOR WALLS BASED ON FIRE SEPARATION

DISTANCE (TABLE 602)	**NORTH**	**EAST**	**SOUTH**	**WEST**
FIRE SEPARATION DISTANCE PROVIDED	50'-0"	12'-6"	3'-3"	40'-0"
TYPE IA - EXT WALL REQUIREMENTS - BEARING	PER TBL 601			
- NON BEARING	1-HR	0-HR	0-HR	0-HR

MAXIMUM AREA OF EXTERIOR WALL OPENINGS (TABLE 705.8)

	NORTH	**EAST**	**SOUTH**	**WEST**
FIRE SEPARATION DISTANCE PROVIDED	50'-0"	12'-6"	3'-3"	40'-0"
MAXIMUM AREA OF UNPROTECTED OPENINGS (BUILDING SPRINKLERED - 705.8.1)	NO LIMIT	45%	see plans	NO LIMIT

SHAFTS — CHAPTER 7

SHAFT CONSTRUCTION: 2 HR REQUIRED PER 713.4

CHUTES — CHAPTER 7

CHUTE ENCLOSURE: 2 HR REQUIRED PER 713.4

HOPPER DOOR CONSTRUCTION: 1 1/2-HR AS REQUIRED PER TABLE 716.5.9.3

REFUSE COLLECTION ROOM: 1-HR FIRE BARRIER ENCLOSURE WITH 3/4-HR DOOR PER 708.13.3

DOOR OPERATION: SELF OR AUTOMATIC CLOSING UPON ACTIVATION OF SMOKE DETECTION PER 716.5.9.3

TERMINATION ROOM: SPRINKLERED PER TABLE 509 WITH 1 1/2-HR DOOR PER 713.13.4 & TABLE 716.5

SPRINKLERS: AUTOMATIC SPRINKLER SYSTEM PROVIDED PER 713.13.6

OPENINGS — CHAPTER 7

WINDOWS: EMERGENCY WINDOWS PER SECTION 1029 ARE NOT REQUIRED PER 403.5.6

FIRE PROTECTION RATINGS FOR DOORS (TABLE 716.5)

FIRE SERVICE ACCESS ELEVATOR LOBBY DOORS	45 MINUTE "S" LABEL DOORS IN 1 HOUR SMOKE BARRIER
ELEVATOR SHAFT DOORS	90 MINUTE "S" LABEL DOORS IN 2-HR FIRE BARRIER
PRESSURIZED VESTIBULE DOORS FROM CORRIDOR	90 MINUTE "S" LABEL DOORS IN 2-HR FIRE BARRIER
PRESSURIZED VESTIBULE DOORS INTO STAIRWAY	90 MINUTE "S" LABEL DOORS IN 2-HR FIRE BARRIER
CORRIDOR DOORS	20 MINUTE "S" LABEL DOORS IN 1-HR FIRE PARTITION

ELEVATORS — CHAPTERS 7, 10, & 30

LOBBY:
ENCLOSED LOBBY NOT REQUIRED AT STREET LEVEL PER 713.14.1, EXCEPTION 1
FIRE SERVICE ACCESS ELEVATOR LOBBY SIZE MIN DIMENSION OF 8'-0", AND 150 SF

ACCESSIBLE MEANS OF EGRESS ELEVATOR:
ONE (1) ELEVATOR TO BE PROVIDED AS ACCESSIBLE MEANS OF EGRESS PER SECTION 1007.2.1

FLOOR LANDINGS ILLUMINATION:
5 fc MIN AT THRESHOLD (1124A.5)

ELEVATOR SIZE REQUIREMENT:
ONE (1) ELEVATOR TO ACCOMMODATE 24-INCH BY 84-INCH AMBULANCE STRETCHER WITH 5-INCH MAXIMUM RADIUS CORNERS, 80-INCH BY 54-INCH CLEAR DISTANCE BETWEEN WALLS, AND MINIMUM DISTANCE FROM WALL TO RETURN PANEL OF 51 INCHES WITH A 42 INCH MINIMUM SIDE-SLIDE DOOR PER SECTION 3002.4.3a
ALL PROVIDED ELEVATORS TO MEET ACCESSIBILITY REQUIREMENTS OF CBC 11B-407 & 1124A

FIRE SERVICE ACCESS ELEVATORS:
TWO REQUIRED PER 403.6.1
CAPACITY: 3500# MIN PER 403.6.1
FIRE ALARM TO INITIATE PHASE I EMERGENCY RECALL (3007.2)
PROVIDE PHASE II EMERGENCY IN-CAR OPERATION (3003.2)
MONITORED BY FIRE COMMAND CENTER (3007.8)
STANDBY POWER TYPE 60/CLASS 2/LEVEL 1: REQUIRED FOR ELEVATOR EQUIPMENT, HOISTWAY LIGHTING, MACHINE ROOM VENTILATION AND COOLING EQUIPMENT, AND CONTROLLER COOLING EQUIPMENT (3007.9)

INTERIOR FINISHES — CHAPTER 8

WALL/CEILING MAXIMUM FLAME SPREAD CLASSIFICATIONS AND RATINGS (TABLE 803.9)

EXIT ENCLOSURES:	CLASS B
CORRIDORS AND EXIT ACCESS ENCLOSURES:	CLASS C TYP, CLASS B ON LEVEL 4
ROOMS AND ENCLOSED SPACES:	CLASS C

FLOOR FINISH (SECTION 804)

ALL AREAS:	COMPLY WITH ASTM STANDARD E 648, & SPECIFIC OPTICAL DENSITY SMOKE RATING NOT TO EXCEED 450 PER ASTM E 662 (804.4.1)
EXITS, CORRIDORS, & ROOMS OR SPACES NOT SEPARATED FROM CORRIDORS:	MINIMUM CRITICAL RADIANT FLUX: CLASS II (804.4.2)

REQUIRED LIFE SAFETY SYSTEMS — CHAPTER 9

	REQUIREMENT	TYPE/CLASS
AUTOMATIC SPRINKLER SYSTEM*	PER 903.2, 903.3.1.1, & SJFC 17.12.630	NFPA 13
STANDPIPE SYSTEM	PER 905.3.1, Exception 1	NFPA 14 / CLASS I
FIRE PUMPS	PER 913	NFPA 20
FIRE EXTINGUISHERS	PER 906.1 & CRC Title 19, Div 1, Chapter 3	2-A MIN RATED
FIRE ALARM SYSTEM**	PER 907.2	NFPA 72 AS AMENDED IN CHAPTER 35
AUDIBLE ALARMS	PER 907.5.2.1 & 907.5.2.2	
VISIBLE ALARMS	PER 907.5.2.3	
SMOKE DETECTION SYSTEM	PER 907.2.13 & 907.3	NFPA 72
FIRE DEPARTMENT COMMUNICATION SYSTEM	PER 907.2.13.2	NFPA 72

* SYSTEMS SERVING MORE THAN 20 HEADS SHALL BE SUPERVISED BY AN APPROVED CENTRAL, PROPRIETARY, OR REMOTE SERVICE.
QUICK RESPONSE OR RESIDENTIAL AUTOMATIC SPRINKLERS ARE REQUIRED IN DWELLING OR SLEEPING UNITS

** SYSTEM SHALL ACTIVATE A MEANS OF WARNING FOR THE HEARING IMPAIRED (1007.12)

SECONDARY WATER SUPPLY (903.3.5.2)
SMOKE CONTROL SYSTEM (SECTION 909)
FIRE DEPARTMENT CONNECTIONS (SECTION 912)
EMERGENCY RESPONDER SAFETY FEATURES (SECTION 914)
EMERGENCY RESPONDER RADIO COVERAGE (SECTION 915)
STANDBY POWER SYSTEM (SECTION 2702)
EMERGENCY POWER SYSTEM (SECTION 2702)
PRESSURIZED EXIT ENCLOSURES (SECTIONS 909.20 AND 1022.10)
FIRE COMMAND CENTER (SECTION 911)
ROOM SIZE MIN DIMENSION OF 10'-0", AND 200 SF
FIREFIGHTER AIR REPLENISHMENT SYSTEM (2016 CALIFORNIA FIRE CODE - APPENDIX L)

F.A.R.S. - A PERMANENTLY INSTALLED ARRANGEMENT OF PIPING, VALVES, FITTINGS AND EQUIPMENT TO FACILITATE THE REPLINISHMENT OF BREATHING AIR IN SELF-CONTAINED BREATHING APPARATUS (SCBA) FOR FIRE FIGHTERS ENGAGED IN EMERGENCY OPERATIONS.

MEANS OF EGRESS — CHAPTER 10

EGRESS WIDTH PER OCCUPANT SERVED (1005.3)
STAIRWAYS: (1005.3.1 EXCEPTION 1) .2"/OCC
OTHER EGRESS COMPONENTS: (1005.3.2 EXCEPTION 1) .15"/OCC

ACCESSIBLE MEANS OF EGRESS (1009)
48" STAIRWAY WIDTH NOT REQUIRED (1009.3, EXCEPTION 2)
AREAS OF REFUGE NOT REQUIRED (1009.3, EXCEPTION 8 & 1009.4, EXCEPTION 2)
TWO WAY COMMUNICATION SYSTEM REQUIRED AT ELEVATOR LANDINGS (1009.8)

EXIT ACCESS (1014)
COMMON PATH OF EGRESS TRAVEL PER 1014.3
B & S OCCUPANCIES: 100'-0"
A OCCUPANCIES: 75'-0"
R-2 OCCUPANCIES: 125'-0"

EXIT ACCESS TRAVEL DISTANCE (1016)
A, R, S-1 OCCUPANCIES: 250'-0"
B OCCUPANCY 300'-0"
S-2 OCCUPANCY 400'-0"

MINIMUM CORRIDOR WIDTH (1018.2)

LOCATION	MIN WIDTH
ACCESS TO MECHANICAL, PLUMBING, OR ELECTRICAL SYSTEMS OR EQUIPMENT	24"
WHERE OCCUPANT CAPACITY IS LESS THAN 50	36"
WITHIN A DWELLING UNIT	36"
ALL OTHER LOCATIONS	44"

CORRIDOR DEAD END (1020.4):
A OCCUPANCY: 20'-0"
B, R-2, & S OCCUPANCIES: 50'-0" (1020.4, EXCEPTION 2)

MEANS OF EGRESS ILLUMINATION (1006)
(NOT REQUIRED INSIDE DWELLING UNITS PER 1006.1, EXCEPTION 3)
TYPICAL CONDITIONS: 1 fc MIN AT THE WALKING SURFACE TO PUBLIC

ABBREVIATIONS:

@	AT
A/V	AUDIO VISUAL
AB	ANCHOR BOLT
AC	AIR CONDITIONING
ACDN	ACCORDION
ACOUST	ACOUSTICAL
ACP	ACOUSTICAL CEILING PANEL
ACT	ACOUSTICAL CEILING TILE
AD	AREA DRAIN
ADA	AMERICANS WITH DISABILITIES ACT
ADJ	ADJUST. ADJUSTABLE
AESS	ARCHITECTURAL EXPOSED STRUCTURAL STEEL
AFF	ABOVE FINISH FLOOR
ALUM	ALUMINUM
APPROX	APPROXIMATELY
ARCH	ARCHITECTURAL
ASPH	ASPHALT
AUTO	AUTOMATIC
BC	BOTTOM OF CURB
BD	BOARD
BDRM	BEDROOM
BITUM	BITUMINOUS
BKR	BACKER
BL	BLINDS
BLDG	BUILDING
BLK	BLOCK
BLKG	BLOCKING
BLKT	BLANKET
BM	BEAM
BOT/BTM	BOTTOM
BUR	BUILT-UP BITUMINOUS ROOFING
BW	BOTTOM OF WALL
C	CARPET
CAB	CABINET
CEM	CEMENT, CEMENTITIOUS
CG	CORNER GUARD
CI	CAST IRON
CIP	CAST IN PLACE
CJ	CONTROL JOINT
CK TP	COOK TOP
CL	CENTER LINE
CLG	CEILING
CLO	CLOSER
CLR	CLEAR
CMU	CONCRETE MASONRY UNITS
CNTR	COUNTER
COL	COLUMN
COMP	COMPOSITE
CONC	CONCRETE
COND	CONDITION
CONSTR	CONSTRUCTION
CONT	CONTINUOUS
CORR	CORRIDOR
CSMU	CALCIUM SILICATE MASONRY UNIT
CTG	COATING
CTR	CENTER
CTRL	CONTROL
CTSK	COUNTERSINK
CTV	CABLE TV
CU	CUBIC
CUST	CUSTOM
CW	CURTAIN WALL
DBL	DOUBLE
DEC	DECORATIVE
DEFL	DEFLECTION
DEMO	DEMOLISH
DEPT	DEPARTMENT
DF	DRINKING FOUNTAIN
DIA	DIAMETER
DIM	DIMENSION
DISP	DISPENSER
DN	DOWN
DR	DOOR, DINING ROOM
DRS	DOORS
DS	DOWNSPOUT
DW	DISHWASHER
DWG	DRAWING
DWR	DRAWER
(E)	EXISTING
EA	EACH
EIFS	EXTERIOR INSULATION AND FINISH SYSTEM
EJ	EXPANSION JOINT
EL	ELEVATION
ELEC	ELECTRICAL
ELEV	ELEVATOR
EMER	EMERGENCY
ENCL	ENCLOSURE
ENTR	ENTRANCE
EOS	EDGE OF SLAB
EPS	EXPANDED POLYSTYRENE
EQ	EQUAL
EQPT	EQUIPMENT
ES	EACH SIDE
EW	EACH WAY
EWC	ELECTRIC WATER COOLER
EX	EXHAUST
EXIST	EXISTING
EXP	EXPANSION
EXT	EXTERIOR
F	FABRIC, FIBER
FA	FIRE ALARM, FLUID APPLIED
FB	FLAT BAR
FD	FLOOR DRAIN
FE	FIRE EXTINGUISHER
FEC	FIRE EXTINGUISHER CAB
FF	FINISH FLOOR
FF SAM	FOIL FACED SELF-ADHERED MEMBRANE
FFE	FINISH FLOOR ELEVATION
FHC	FIRE HOSE CABINET
FIN	FINISH
FIXT	FIXTURE
FL	FLOOR
FLDG	FOLDING
FLR	FLOOR
FLRG	FLOORING
FLSHG	FLASHING
FOC	FACE OF CONCRETE
FOF	FACE OF FINISH
FO	FACE OF
FP	FIREPROOF
FPFG	FIREPROOFING
FR	FIRE RATED
FRM	FRAME
FRMD	FRAMED
FRMG	FRAMING
FRP	FIBER GLASS REINFORCED PANELS
FRT	FIRE RETARDANT TREATED
FS	FULL SIZE, FIRESTOPPING
FT	FOOT, FEET
FTG	FOOTING
GA	GAGE
GALV	GALVANIZED
GB	GRAB BAR
GBATH	GUEST BATH
GBDRM	GUEST BEDROOM
GD	GARBAGE DISPOSAL
GFRC	GLASS FIBER REINFORCED CONCRETE
GFRG	GLASS FIBER REINFORCED GYPSUM
GI	GALVANIZED IRON
GL	GLASS
GLULAM	GLU-LAMINIATED
GND	GROUND
GYP	GYPSUM
GYP BD	GYPSUM BOARD
HB	HOSE BIBB
HC	HOLLOW CORE
HDW	HARDWARE
HDWD	HARDWOOD
HM	HOLLOW METAL
HORIZ	HORIZONTAL
HP	HEAT PUMP
HR	HOUR
HT	HEIGHT
HT SAM	HIGH TEMPERATURE SELF-ADHERED MEMBRANE
ID	INSIDE DIAMETER
IN	INCH, INCHES
INSUL	INSULATION
INT	INTERIOR
INTUM	INTUMESCENT
JAN	JANITOR
JST	JOIST
JT	JOINT
KIT	KITCHEN
L	LINEN, LINOLEUM
LAV	LAVATORY
LF	LINEAL FEET
LIB	LIBRARY
LIV	LIVING
LKR	LOCKER
MACH	MACHINE
MAINT	MAINTENANCE
MAX	MAXIMUM
MBATH	MASTER BATH
MBDRM	MASTER BEDROOM
MC	MEDICINE CABINET
MDF	MEDIUM DENSITY FIBERBOARD
MDO	MEDIUM DENSITY OVERLAY
MECH	MECHANICAL
MED	MEDICATION
MEMB	MEMBRANE
MFR	MANUFACTURER
MH	MANHOLE
MIN	MINIMUM
MIRR	MIRROR
MISC	MISCELLANEOUS
MO	MASONRY OPENING
MTD	MOUNTED
MTL	METAL
MUL	MULLION
MW	MICROWAVE
N/A	NOT APPLICABLE
NC	NON COMBUSTIBLE
NIC	NOT IN CONTRACT
NOM	NOMINAL
NTS	NOT TO SCALE
OBS	OBSCURE
OC	ON CENTER
OD	OUTSIDE DIAMETER
OFF	OFFICE
OFCI	OWNER FURNISHED, INSTALLED BY CONTRACTOR
OFOI	OWNER FURNISHED, INSTALLED BY OWNER
OH	OPPOSITE HAND, OVERHEAD
OPP	OPPOSITE
OTB	OPEN TO BELOW
OZ	OUNCE
P	PAINT, PANTRY
P/L	PROPERTY LINE
PART BD	PARTICLE BOARD
PC	PRECAST
PED	PEDESTRIAN
PERF	PERFORATED
PH	PENTHOUSE
PKG	PACKAGE
PL	PLATE
PLAM	PLASTIC LAMINATE
PLAST	PLASTER, PLASTIC
PNL	PANEL
POL	POLISHED
POLYISO	POLYISOCYANURATE
PP	POWER POLE
PR	PAIR
PREFIN	PREFINISHED
PREM	PREMIUM
PRKG	PARKING
PSI	POUNDS PER SQUARE INCH
PT	PRESERVATIVE TREATED, POST-TENSIONED
PTD	PAPER TOWEL DISPENSER
PTD/R	PAPER TOWEL DISPENSER AND RECEPTACLE
PTN	PARTITION
PTR	PAPER TOWEL RECEPTACLE
PVC	POLYVINYLCHLORIDE
PWD	PLYWOOD
R	RADIUS, RISER, RISERS, RANGE
RAD	RADIUS
RB HK	ROBE HOOK
RCP	REFLECTED CEILING PLAN
RD	ROOF DRAIN
REF	REFERENCE
REFR	REFRIGERATOR
REINF	REINFORCED, REINFORCING
RES	RESIN
RESIL	RESILIENT
RF	RUBBER FLOORING
RM	ROOM
RO	ROUGH OPENING
RR	REST ROOM
S SURF	SOLID SURFACE
S&R	STILE AND RAIL
S&V	STAIN AND VARNISH
SAM	SELF-ADHERED MEMBRANE
SBS	STYRENE BUTADIENE STYRENE
SC	SEALED CONCRETE
SC	SOLID CORE
SCD	SEAT COVER DISPENSER
SCHED	SCHEDULE
SCRN	SCREEN
SD	SOAP DISPENSER
SECT	SECTION, SECTIONAL
SF	SQUARE FEET, STOREFRONT
SGL	SAFETY GLASS
SH	SHELF, SHINGLES
SHR	SHOWER
SHT	SHEET
SHTG	SHEATHING
SIM	SIMILAR
SLDG	SLIDING
SLNT	SEALANT
SND	SANITARY NAPKIN DISPENSER
SNR	SANITARY NAPKIN RECEPTACLE
SOG	SLAB ON GRADE
SQ	SQUARE
SS	STAINLESS STEEL
STD	STANDARD
STL	STEEL
STN	STAIN
STOR	STORAGE
SUSP	SUSPENDED
SV	SHEET VINYL
SYM	SYMMETRICAL
SYS	SYSTEM
T	TILE
T&B	TOP AND BOTTOM
T&G	TONGUE AND GROOVE
TB	TACK BOARD, TOWEL BAR
TC	TOP OF CURB, TRAFFIC COATING
TEL	TELEPHONE
TF	TERRAZZO FLOORING
THK	THICK
THRES	THRESHOLD
TMPD	TEMPERED
T.O.	TOP OF
TPD	TOILET PAPER DISPENSER
TPO	THERMOPLASTIC POYOLEFIN
TR	TOILET ROOM
TV	TELEVISION
TW	TOP OF WALL
TYP	TYPICAL
UNDERLAY	UNDERLAYMENT
UON	UNLESS OTHERWISE NOTED
UR	URINAL
UTIL	UTILITY
VCT	VINYL COMPOSITION TILE
VEHIC	VEHICULAR
VERT	VERTICAL
VEST	VESTIBULE
VFY	VERIFY
VIF	VERIFY IN FIELD
VG	VERTICAL GRAIN
VNR	VENEER
VP	VENEER PLASTER
W/	WITH
W/O	WITHOUT
WC	WALLCOVERING, WATER CLOSET
WD	WOOD
W/D	WASHER DRYER
WF	WOOD FLOORING
WH	WALL HUNG
WOM	WALK OFF MAT
WP	WATERPROOF
WPFG	WATERPROOFING
WR	WATER RESISTANT, WATER RESISTIVE
WS	WATERSTOP
WT	WEIGHT
WW	WINDOW WALL
WWF	WOVEN WIRE FABRIC
YD	YARD
XPS	EXTRUDED POLYSTYRENE

BUILDING AREA SUMMARY

600 S 1ST STREET_CO-LIVING

		New Gross Area	Number Units	Parking Area	Parking Spaces	Retail Area	Private Open Space	Common Open Space	Const. Type	Flr to Flr Height	Ht To Top of Floor	
Roof		2,459	-									
27th	Amenity	11,394					-	5,386	I-A	10.00	282.75	
26th	Residential	16,482	27				-	185	I-A	10.00	260.75	
25th	Residential	16,509	32				-	185	I-A	9.75	250.75	
24th	Residential	16,509	32				-	185	I-A	9.75	241.00	
23rd	Residential	16,509	32				-	185	I-A	9.75	231.25	
22nd	Residential	16,509	32				-	185	I-A	9.75	221.50	
21st	Residential	16,509	32				-	185	I-A	9.75	211.75	
20th	Residential	16,509	32				-	185	I-A	9.75	202.00	
19th	Residential	16,509	32				-	185	I-A	9.75	192.25	
18th	Residential	16,509	32				-	185	I-A	9.75	182.50	
17th	Residential	16,509	32				-	185	I-A	9.75	172.75	
16th	Residential	16,509	32				-	185	I-A	9.75	163.00	
15th	Residential	16,509	32				-	185	I-A	9.75	153.25	
14th	Residential	16,509	32				-	185	I-A	9.75	143.50	
13th	Residential	16,509	32				-	185	I-A	9.75	133.75	
12th	Residential	16,509	32				-	185	I-A	9.75	124.00	
11th	Residential	16,509	32				-	185	I-A	9.75	114.25	
10th	Residential	16,509	32				-	185	I-A	9.75	104.50	
9th	Residential	16,509	32				-	185	I-A	9.75	94.75	
8th	Residential	16,509	32				-	185	I-A	9.75	85.00	
7th	Residential	16,509	32				-	185	I-A	9.75	75.25	
6th	Residential	16,509	32				-	185	I-A	9.75	65.50	
5th	Residential	16,509	32				-	185	I-A	9.75	55.75	
4th	Residential	15,971	31				-	-	I-A	9.75	46.00	
3rd	Residential	16,709	32				-	-	I-A	9.75	36.25	
2nd	Residential	16,363	31				-	-	I-A	9.75	26.50	
1st	Lobby / Parking	13,415	-			5,422	-	-	I-A	16.75	16.75	
B1	Basement Parking	17,814		13,621	18				I-A	-11.00	-11.00	
B2	Basement Parking	17,814		13,967	33				I-A	-10.00	-21.00	
B3	Basement Parking	17,814		15,081	34				I-A	-10.00	-31.00	
B4	Basement Parking	17,814		15,332	39				I-A	-10.00	-41.00	
		Gross	**Units**		**Spaces**							
Total		**510,738**	**793**	**58,001**	**124**	**5,422**		**9,456**			**282.75**	Total Building Height

Site Area SF	0.42	acres
Proposed FAR Area (above Grade)	439,482	
Proposed FAR	24	
Proposed Density	1894	DU/Acre

Open Space		
Private Space		
	0	SF/Unit
Common Space		
	12	SF/Unit

BUILDING CODE DATA

PROJECT INFORMATION

PROJECT NAME: Garden Gate @ 600 S. 1st Street

ADDRESS: 600 South 1st Street
San Jose, CA 95113

OWNER: KT Urban
21710 Stevens Creek Blvd # 200
Cupertino, CA 95014

ASSESSOR PARCEL#: 472-26-090, 472-26-089

SEISMIC ZONE: DESIGN CATEGORY D

BUILDING NARRATIVE

793 COLIVING UNITS IN 27 STORY TOWER, INCLUDES FOUR LEVELS OF PARKING BELOW GRADE WITH RETAIL AT GROUND LEVEL.

APPLICABLE BUILDING REGULATIONS

PART 1 - 2016 CALIFORNIA BUILDING STANDARDS ADMINISTRATIVE CODE

PART 2 - 2016 CALIFORNIA BUILDING CODE (BASED ON 2015 IBC) WITH SAN JOSE CITY AMENDMENTS

PART 3 - 2016 CALIFORNIA ELECTRICAL CODE (BASED ON 2014 NEC) WITH SAN JOSE CITY AMENDMENTS

PART 4 - 2016 CALIFORNIA MECHANICAL CODE (BASED ON 2015 UMC) WITH SAN JOSE CITY AMENDMENTS

PART 5 - 2016 CALIFORNIA PLUMBING CODE (BASED ON 2015 UPC) WITH SAN JOSE CITY AMENDMENTS

PART 6 - 2016 CALIFORNIA ENERGY CODE

PART 9 - 2016 CALIFORNIA FIRE CODE (BASED ON 2015 IFC)

PART 11 - 2016 CALIFORNIA GREEN BUILDING STANDARDS CODE

PART 12 - 2016 CALIFORNIA REFERENCE STANDARDS CODE

ZONING ORDINANCE, CITY OF SAN JOSE, CALIFORNIA TITLE 20 OF SAN JOSE MUNICIPAL CODE

BUILDING OCCUPANCY AND SEPARATIONS — CHAPTER 3

OCCUPANCY CLASSIFICATION GROUPS: A-2, A-3, B, M, R-2, S-1, S-2

OCCUPANCY SEPARATION (TABLE 508.4): NON SEPARATED PER 508.3
R-2 SEPARATED PER 420

ALLOWABLE HEIGHT AND AREA — CHAPTER 5

ALLOWABLE AREA PER FLOOR (TABLE 506.2): UNLIMITED

FRONTAGE INCREASE FACTORS

	NORTH	EAST	SOUTH	WEST
FRONTAGE (506.3)	50'-0"	12'-6"	3'-3"	40'-0"

FRONTAGE SHOWN BUT NOT USED FOR AREA INCREASE

CONSTRUCTION TYPE: I-A

	ALLOWABLE	PROPOSED
BUILDING HEIGHT (PER TABLE 504.3)	UNLIMITED*	282'-3"*
NUMBER OF STORIES (PER TABLE 504.4)	UNLIMITED*	27 STORIES*
AUTOMATIC SPRINKLER INCREASE	N/A	N/A

*SITE IS SUBJECT TO HEIGHT LIMITATIONS SET BY FAA FOR SAN JOSE AIRPORT OPERATIONS.

ZONING

LOCATION: APN 472-26-090, 089
Site bounded by S. 1st St, Reed St

ZONING DISTRICT DC Downtown Primary Commercial

LOT SIZE 18,238 SF = 0.42 ACRES Gross

DENSITY PROPOSED — **793 UNITS PROPOSED**
793 UNITS / 42 ACRES = **1894** DWELLING UNITS / ACRE
CoSJ GENERAL PLAN 2040 **Allowed Density: Up to 800 DU/AC**

FAR BUILDABLE AREA 18,238 SF **LOT AREA**
AREA PROPOSED (FAR Gross) = 439,482 SF
439,482 SF / 18,238 = 24.1
FAR = 24:1 PROPOSED
CoSJ GENERAL PLAN 2040 **FAR: Up to 30.0**

PARKING ANALYSIS

REQUIRED PARKING
PER SAN JOSE ZONING ORDINANCE, TABLE 20-140
COLIVING COMMUNITY
793 X 0.6 475.8
TDM REDUCTION 0.5 237.9
237.9 SPACES REQUIRED
124 SPACES PROPOSED

ACCESSIBLE PARKING SPACES
2% OF COVERED MULTIFAMILY DWELLING UNITS
2.5 ACCESSIBLE SPACES REQUIRED
3 ACCESSIBLE SPACES PROVIDED

ALL PARKING SPACES WILL BE ASSIGNED. NO PARKING WILL BE PROVIDED FOR VISITORS OR PUBLIC

ELECTRIC VEHICLE CHARGING STATIONS
420.9 INSTALLATION OF EV CHARGING INFRASTRUCTURE IN NEW CONSTRUCTION
4.106.4.2 CALIFORNIA GREEN BUILDING STANDARDS CODE (CALGREEN)

3% OF TOTAL NUMBER OF PARKING SPACES SHALL CONTAIN INFRASTRUCTURE TO SUPPORT FUTURE EV CHARGING STATIONS

130 PARKING SPACES x 0.03 = 3.9
4 EV INFRASTRUCTURE PARKING SPACES REQUIRED
8 EV INFRASTRUCTURE PARKING SPACES PROVIDED

PER CBC T11B-228.3.2.1 EVCS FOR PUBLIC AND COMMON USE
1 VAN EVCS SPACE REQUIRED
1 STANDARD ACCESSIBLE EVCS SPACE REQ'D

1 VAN EVCS SPACE PROVIDED
1 STANDARD ACCESSIBLE EVCS SPACE PROV'D

BICYCLE PARKING
793 BEDROOMS
Coliving Ordinance

Long Term Spaces (60%) - 0.25 per bedroom. For buildings containing over 100 bedrooms, 25 long term spaces plus 0.20 spaces for every bedroom over 100
LONG TERM SPACES 25
693 X 0.20 138.6
LONG TERM SPACES REQUIRED **164**

Short Term Spaces (40%) - 2 spaces for every 100 bedrooms
7.93 x 2 15.86
SHORT TERM SPACES REQUIRED **16**

TOTAL SPACES REQUIRED	**179**
BICYCLE SPACES PROVIDED	**180**

BUILDING CONSTRUCTION — CHAPTERS 6, & 7

FIRE RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS (TABLE 601)

		REQUIREMENT
BUILDING ELEMENT		TYPE - IA
STRUCTURAL FRAME		3
BEARING WALLS -	EXTERIOR	2*
	INTERIOR	2*
NON BEARING WALLS AND PARTITIONS	INTERIOR	0
FLOOR CONSTRUCTION		2
ROOF CONSTRUCTION		1*

* REDUCTION IN RATING TO TYPE 1B REQUIREMENTS PER 403.2.1.1

FIRE RESISTANCE RATING REQUIREMENTS FOR EXTERIOR WALLS BASED ON FIRE SEPARATION

DISTANCE (TABLE 602)	**NORTH**	**EAST**	**SOUTH**	**WEST**
FIRE SEPARATION DISTANCE PROVIDED	50'-0"	12'-6"	3'-3"	40'-0"
TYPE IA - EXT WALL REQUIREMENTS - BEARING	PER TBL 601			
- NON BEARING	1-HR	0-HR	0-HR	0-HR

MAXIMUM AREA OF EXTERIOR WALL OPENINGS (TABLE 705.8)

	NORTH	**EAST**	**SOUTH**	**WEST**
FIRE SEPARATION DISTANCE PROVIDED	50'-0"	12'-6"	3'-3"	40'-0"
MAXIMUM AREA OF UNPROTECTED OPENINGS (BUILDING SPRINKLERED - 705.8.1)	NO LIMIT	45%	see plans	NO LIMIT

SHAFTS — CHAPTER 7

SHAFT CONSTRUCTION: 2 HR REQUIRED PER 713.4

CHUTES — CHAPTER 7

CHUTE ENCLOSURE: 2 HR REQUIRED PER 713.4

HOPPER DOOR CONSTRUCTION: 1 1/2-HR AS REQUIRED PER TABLE 716.5.9.3

REFUSE COLLECTION ROOM: 1-HR FIRE BARRIER ENCLOSURE WITH 3/4-HR DOOR PER 708.13.3

DOOR OPERATION: SELF OR AUTOMATIC CLOSING UPON ACTIVATION OF SMOKE DETECTION PER 716.5.9.3

TERMINATION ROOM: SPRINKLERED PER TABLE 509 WITH 1 1/2-HR DOOR PER 713.13.4 & TABLE 716.5

SPRINKLERS: AUTOMATIC SPRINKLER SYSTEM PROVIDED PER 713.13.6

OPENINGS — CHAPTER 7

WINDOWS: EMERGENCY WINDOWS PER SECTION 1029 ARE NOT REQUIRED PER 403.5.6

FIRE PROTECTION RATINGS FOR DOORS (TABLE 716.5)

FIRE SERVICE ACCESS ELEVATOR LOBBY DOORS	45 MINUTE "S" LABEL DOORS IN 1 HOUR SMOKE BARRIER
ELEVATOR SHAFT DOORS	90 MINUTE "S" LABEL DOORS IN 2-HR FIRE BARRIER
PRESSURIZED VESTIBULE DOORS FROM CORRIDOR	90 MINUTE "S" LABEL DOORS IN 2-HR FIRE BARRIER
PRESSURIZED VESTIBULE DOORS INTO STAIRWAY	90 MINUTE "S" LABEL DOORS IN 2-HR FIRE BARRIER
CORRIDOR DOORS	20 MINUTE "S" LABEL DOORS IN 1-HR FIRE PARTITION

ELEVATORS — CHAPTERS 7, 10, & 30

LOBBY:
ENCLOSED LOBBY NOT REQUIRED AT STREET LEVEL PER 713.14.1, EXCEPTION 1
FIRE SERVICE ACCESS ELEVATOR LOBBY SIZE MIN DIMENSION OF 8'-0", AND 150 SF

ACCESSIBLE MEANS OF EGRESS ELEVATOR:
ONE (1) ELEVATOR TO BE PROVIDED AS ACCESSIBLE MEANS OF EGRESS PER SECTION 1007.2.1

FLOOR LANDINGS ILLUMINATION:
5 fc MIN AT THRESHOLD (1124A.5)

ELEVATOR SIZE REQUIREMENT:
ONE (1) ELEVATOR TO ACCOMMODATE 24-INCH BY 84-INCH AMBULANCE STRETCHER WITH 5-INCH MAXIMUM RADIUS CORNERS, 80-INCH BY 54-INCH CLEAR DISTANCE BETWEEN WALLS, AND MINIMUM DISTANCE FROM WALL TO RETURN PANEL OF 51 INCHES WITH A 42 INCH MINIMUM SIDE-SLIDE DOOR PER SECTION 3002.4.3a

ALL PROVIDED ELEVATORS TO MEET ACCESSIBILITY REQUIREMENTS OF CBC 11B-407 & 1124A

FIRE SERVICE ACCESS ELEVATORS:
TWO REQUIRED PER 403.6.1
CAPACITY: 3500# MIN PER 403.6.1
FIRE ALARM TO INITIATE PHASE I EMERGENCY RECALL (3007.2)
PROVIDE PHASE II EMERGENCY IN-CAR OPERATION (3003.2)
MONITORED BY FIRE COMMAND CENTER (3007.8)
STANDBY POWER TYPE 60/CLASS 2/LEVEL 1, REQUIRED FOR ELEVATOR EQUIPMENT, HOISTWAY LIGHTING, MACHINE ROOM VENTILATION AND COOLING EQUIPMENT, AND CONTROLLER COOLING EQUIPMENT (3007.9)

INTERIOR FINISHES — CHAPTER 8

WALL/CEILING MAXIMUM FLAME SPREAD CLASSIFICATIONS AND RATINGS (TABLE 803.9)

EXIT ENCLOSURES:	CLASS B
CORRIDORS AND EXIT ACCESS ENCLOSURES:	CLASS C TYP, CLASS B ON LEVEL 4
ROOMS AND ENCLOSED SPACES:	CLASS C

FLOOR FINISH (SECTION 804)

ALL AREAS:	COMPLY WITH ASTM STANDARD E 648, & SPECIFIC OPTICAL DENSITY SMOKE RATING NOT TO EXCEED 450 PER ASTM E 662 (804.4.1)
EXITS, CORRIDORS, & ROOMS OR SPACES NOT SEPARATED FROM CORRIDORS:	MINIMUM CRITICAL RADIANT FLUX: CLASS II (804.4.2)

REQUIRED LIFE SAFETY SYSTEMS — CHAPTER 9

	REQUIREMENT	TYPE/CLASS
AUTOMATIC SPRINKLER SYSTEM*	PER 903.2, 903.3.1.1, & SJFC 17.12.630	NFPA 13
STANDPIPE SYSTEM	PER 905.3.1, Exception 1	NFPA 14 / CLASS I
FIRE PUMPS	PER 913	NFPA 20
FIRE EXTINGUISHERS	PER 906.1 & CRC Title 19, Div 1, Chapter 3	2-A MIN RATED
FIRE ALARM SYSTEM**	PER 907.2	NFPA 72 AS AMENDED IN CHAPTER 35
AUDIBLE ALARMS	PER 907.5.2.1 & 907.5.2.2	
VISIBLE ALARMS	PER 907.5.2.3	
SMOKE DETECTION SYSTEM	PER 907.2.13 & 907.3	NFPA 72
FIRE DEPARTMENT COMMUNICATION SYSTEM	PER 907.2.13.2	NFPA 72

* SYSTEMS SERVING MORE THAN 20 HEADS SHALL BE SUPERVISED BY AN APPROVED CENTRAL, PROPRIETARY, OR REMOTE SERVICE.
QUICK RESPONSE OR RESIDENTIAL AUTOMATIC SPRINKLERS ARE REQUIRED IN DWELLING OR SLEEPING UNITS

** SYSTEM SHALL ACTIVATE A MEANS OF WARNING FOR THE HEARING IMPAIRED (1007.12)

SECONDARY WATER SUPPLY (903.3.5.2)
SMOKE CONTROL SYSTEM (SECTION 909)
FIRE DEPARTMENT CONNECTIONS (SECTION 912)
EMERGENCY RESPONDER SAFETY FEATURES (SECTION 914)
EMERGENCY RESPONDER RADIO COVERAGE (SECTION 915)
STANDBY POWER SYSTEM (SECTION 2700)
EMERGENCY POWER SYSTEM (SECTION 2702)
PRESSURIZED EXIT ENCLOSURES (SECTIONS 909.20 AND 1022.10)
FIRE COMMAND CENTER (SECTION 911)
ROOM SIZE MIN DIMENSION OF 10'-0", AND 200 SF
FIREFIGHTER AIR REPLENISHMENT SYSTEM (2016 CALIFORNIA FIRE CODE - APPENDIX L)

F.A.R.S. - A PERMANENTLY INSTALLED ARRANGEMENT OF PIPING, VALVES, FITTINGS AND EQUIPMENT TO FACILITATE THE REPLINISHMENT OF BREATHING AIR IN SELF-CONTAINED BREATHING APPARATUS (SCBA) FOR FIRE FIGHTERS ENGAGED IN EMERGENCY OPERATIONS.

MEANS OF EGRESS — CHAPTER 10

EGRESS WIDTH PER OCCUPANT SERVED (1005.3)
STAIRWAYS: (1005.3.1 EXCEPTION 1) .2"/OCC
OTHER EGRESS COMPONENTS: (1005.3.2 EXCEPTION 1) .15"/OCC

ACCESSIBLE MEANS OF EGRESS (1009)
48" STAIRWAY WIDTH NOT REQUIRED (1009.3, EXCEPTION 2)
AREAS OF REFUGE NOT REQUIRED (1009.3, EXCEPTION 8 & 1009.4, EXCEPTION 2)
TWO WAY COMMUNICATION SYSTEM REQUIRED AT ELEVATOR LANDINGS (1009.8)

EXIT ACCESS (1014)
COMMON PATH OF EGRESS TRAVEL PER 1014.3
B & S OCCUPANCIES: 100'-0"
A OCCUPANCIES: 75'-0"
R-2 OCCUPANCIES: 125'-0"

EXIT ACCESS TRAVEL DISTANCE (1016)
A, R, S-1 OCCUPANCIES: 250'-0"
B OCCUPANCY 300'-0"
S-2 OCCUPANCY 400'-0"

MINIMUM CORRIDOR WIDTH (1018.2)

LOCATION	MIN WIDTH
ACCESS TO MECHANICAL, PLUMBING, OR ELECTRICAL SYSTEMS OR EQUIPMENT	24"
WHERE OCCUPANT CAPACITY IS LESS THAN 50	36"
WITHIN A DWELLING UNIT	36"
ALL OTHER LOCATIONS	44"

CORRIDOR DEAD END (1020.4):
A OCCUPANCY: 20'-0"
B, R-2, & S OCCUPANCIES: 50'-0" (1020.4, EXCEPTION 2)

MEANS OF EGRESS ILLUMINATION (1006)
(NOT REQUIRED INSIDE DWELLING UNITS PER 1006.1, EXCEPTION 3)
TYPICAL CONDITIONS: 1 fc MIN AT THE WALKING SURFACE TO PUBLIC WAY
EMERGENCY POWER ILLUMINATION REQUIREMENTS PER 1006.3.1

INTERIOR ENVIRONMENT — CHAPTER 12

LIGHTING OF OCCUPIED SPACES:
NATURAL LIGHT: NET GLAZED AREA IS GREATER THAN 8% OF THE FLOOR AREA OF THE ROOM SERVED
ARTIFICIAL LIGHT: 10fc AVERAGE PROVIDED AT 30-INCHES ABOVE THE FLOOR LEVEL.

DWELLING UNIT SOUND TRANSMISSION:
WALLS: 50 STC MIN REQUIRED (1208.2)
FLOOR/CEILINGS: 60 IIC MIN REQUIRED (1207.3)
EXTERIOR WALLS STC 37: LIVING ROOM 55 Dba Lmax30 (GENERAL PLAN 2040 EC-1.1)

ROOFING REQUIREMENTS — CHAPTERS 15 & 16

BASIC WIND SPEED 85 MPH (V3S)
WIND EXPOSURE CATEGORY: B
FIRE CLASSIFICATION: B

CLADDING REQUIREMENTS — CHAPTERS 14 & 16

BASIC WIND SPEED 85 MPH (V3S)
WIND EXPOSURE CATEGORY: B
FIRE CLASSIFICATION: NON-COMBUSTIBLE

2K ARCHITECTURE INC
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

PROJECT NO.: 16212
DRAWN: Author
DATE: 09-JANUARY-2018
SPECIAL USE PERMIT SP18-001

REVISION:	*DESCRIPTION:*
09 JAN 2018	*SPECIAL USE PERMIT SUBMITTAL*
18 APR 2018	*SPECIAL USE PERMIT RESUBMITTAL #1*
31 JUL 2018	*SPECIAL USE PERMIT RESUBMITTAL #2*
13 NOV 2018	*SPECIAL USE PERMIT RESUBMITTAL #3*
30 APR 2019	*CO-LIVING OPT*

PRELIMINARY, NOT FOR CONSTRUCTION

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SPECIAL USE PERMIT SP18-001 OPTION 2 - CO-LIVING

SHEET TITLE:
CODE ANALYSIS

SHEET NO.:
G100

4/30/2019 2:51:41 PM

C:\Revit_Local\16212-600S1ST-BUILDING CENTRAL_TRUECOLIVING-resubmittal_rmiller@2k.rvt
4/30/2019 2:

File No.SP18-001 &T18-001

Nancy Derham <nrderham@verizon.net>

Thu 9/26/2019 4:11 PM

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

Project location: 600 South 1st Street
Hi Cassandra, Nice to talk with you yesterday- Thanks
We wish to voice an objection to the use of the proposed 27 story building mentioned above. We have no problem with 290 residential units but strongly oppose the possibility of 793 bedrooms. We do not need any more cars that need parking on our already crowded streets- please consider only residential units-as perhaps there will not be as many cars parked in our close by neighborhood. Thank You, Nancy and Robert Derham.

Sent from my iPhone

Fw: proposed building at 600 S 1st street

Van Der Zweep, Cassandra

Thu 3/28/2019 3:01 PM

Sent Items

To:Mark Tersini <mtersini@aol.com>; Nathan Miller <nmiller@c2karch.com>;

FYI, public comments received.

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: Aurelia Sanchez <aureliasanchez@comcast.net>
Sent: Tuesday, March 26, 2019 11:59 AM
To: Carol Valen ne; Van Der Zweep, Cassandra
Cc: Peralez, Raul
Subject: Re: proposed building at 600 S 1st street

Hello Everyone,

Thank you Carol for asking about parking. This is also a concern for me. In addion, r etail space does fill up in downtown or in other areas in our city. Eastridge is losing Sears, Payless and others stores have closed. The Plant shopping center on Monterey has empty storefronts. I think many people go on-line to shop and this contributes to empty spaces. Another factor is the cost of space in this city. I would prefer retail space be used for vehicle ride sharing programs or bike sharing programs.

Best,
aurelia

> On March 26, 2019 at 8:37 AM Carol Valenne <ccv alenne24@y ahoo.com> wrote:
>
> Thank you for your quick response to my inquiry about parking. I am very concerned that neither option being considered has at least one parking space for each new residential unit. Our neighborhood is already suffering from not enough parking for existing residential units. It just gets worse with each new project. We have also seen that new commercial spaces below new mixed use housing and retail projects are not able to get retail tenants because of the lack of parking. So plans to get some tax revenue from new retail is also being impacted. Everyone , residents and potential retailers really need more parking in our neighborhood. Can you present my concern to whoever will make the final decision about this project or is there some other person I should contact?
>
> Carol Valentine ccvalentine24@yahoo.com 854 S 8th St San Jose, CA 95112 408-202-6189

Fwd: File No.Sp18-001-600 S. First St. Housing Development

Sandoval Guerrero, Lilia

Mon 4/8/2019 6:50 PM

To:Aurelia Sanchez <aureliasanchez@comcast.net>;

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

Good afternoon Aurelia,

I am forwarding the email that Cassandra emailed in late March that I mentioned during the meeting. Thank you!

Get Outlook for iOS

From: Van Der Zweep, Cassandra <cassandra.vanderzweep@sanjoseca.gov>
Sent: Thursday, March 28, 2019 15:11
To: Aurelia Sanchez
Cc: Peralez, Raul; Sandoval Guerrero, Lilia; torres, rita; ccvalen ne24@yahoo.com; angelinaviramontes@sbcglobal.net; Martens, Dave; Terry Ramos; suesoto66@gmail.com
Subject: Re: File No.Sp18-001-600 S. First St. Housing Development

Hi Aurelia,

I wanted to follow up with you regarding your remaining quesons:

(1) **Park Fees:** I coordinated with Parks Recreaon and Neighborhood Ser vices, Zacharias Mendez (Zacharias.Mendez@sanjoseca.gov) and he provided me with these preliminary estimates. Please note, a few factors can change the over all estimation (building location, height, private rec, affordable units, etc.)
Project with 290 units:

- Parkland Obligation - 2.036 Acres
- Park Impact Obligation - $6,554,000.00

Co-living project with 850 units:

- Parkland Obligation - 2.550 Acres
- Park Impact Obligation - $8,245,000.00

(3) Could you please provide me with a ordinance number or date this ordinance was passed, I am not sure of this reference and want to make sure I communicate with the correct department.
(4)**Traffic Improvements**: The traffic improvements required for the project would be determined through the traffic report which is part of the environmental document which is still under review. Please see the link for the project's revised Notice of Preparation for the document: http://www.sanjoseca.gov/index.aspx?NID=6073.

Please let me know if you have any questions or concerns.

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: Van Der Zweep, Cassandra
Sent: Monday, March 25, 2019 2:10:14 PM
To: Aurelia Sanchez
Cc: Peralez, Raul; Sandoval Guerrero, Lilia; torres, rita; ccvalen ne24@yahoo.com; angelinaviramontes@sbcglobal.net; Martens, Dave; Terry Ramos; suesoto66@gmail.com
Subject: Re: File No.Sp18-001-600 S. First St. Housing Development

Hi Aurelia,

Thank you for reaching out regarding the proposed project.
I am coordinang with some of our de velopment partners for some of the responses to your quesons.

However, regarding queson(2), the 5,000 squar e feet of commercial space would be for a commercial use such as retail, restaurant, etc. The applicant has not determined the tenant, so the use is currently listed as a commercial use.
"comprised of up to five condominium spaces", means that the commercial space could be subdivided into separately owned commercial spaces (like a residenal c ondo). So instead of renng a c ommercial space, the commercial business could own the space in the building.

I will follow up with you as soon as I have responses to the remaining quesons.

Thank you,

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: Aurelia Sanchez <aureliasanchez@comcast.net>
Sent: Monday, March 25, 2019 7:06:12 AM
To: Van Der Zweep, Cassandra
Cc: Peralez, Raul; Sandoval Guerrero, Lilia; torres, rita; ccvalen ne24@yahoo.com; angelinaviramontes@sbcglobal.net; Martens, Dave; Terry Ramos; suesoto66@gmail.com
Subject: File No.Sp18-001-600 S. First St. Housing Development

Hello Cassandra,

I live in the Spartan Keyes Neighborhood adjacent to the planned project SP18-001 and I have a few questions regarding Option 1 and Option 2 that is being presented to the community.

(1). How much will the developer pay in park fees if 290 residential units are selected as oppose to the Co-Living Facility with up to 850 bedrooms. Are the bedrooms being counted as apartments?

(2) I do not understand the sentence "approximately 5,000 square feet of non-residential uses comprised of up to five (5) condominium spaces". Does this mean 5, 000 square feet of commercial space or community open space like a garden or courtyard?

(3). The City of San Jose passed an ordinance where they are now requiring anyone who owns a rental or apartment building pay a business tax to the City. Will this project be exempt from paying the tax and if so why?

(4) Are there any traffic improvements being required from the developer for the neighborhood?

Best,
Aurelia Sanchez
Spartan Keyes Resident

SAN JOSE DOWNTOWN ASSOCIATION

28 N. FIRST STREET
SUITE 1000
SAN JOSE, CA 95113
TEL: 408-279-1775
FAX: 408-279-1904
WWW.SJDOWNTOWN.COM

September 25, 2017

Rosalynn Hughey
Interim Director Planning, Building and Code Enforcement
City of San José
200 East Santa Clara Street
San José, CA 95113

RE: Proposed residential development located at 600 S. First Street

Dear Rosalynn,

The Downtown Design Committee (DDC) of the San Jose Downtown Association provides the following feedback regarding the proposed residential development located at 600 S. First Street in the SoFA District, called Garden Gate Tower.

This feedback is based on a review of the project by our committee on August 30, 2017 from plans provided by PBCE. No representatives from the development team were present at this review.

The DDC has organized our input based on the following types of comments:

1) Overall project context
2) Positive elements of the current design that should be retained in future iterations
3) Elements of the design that should be changed or reconsidered.

Context

Since this is a KT Properties submittal we were not afforded any perspective or explanation from the developer or architect in our review because public meetings with impacted community groups are not required by the City of San Jose and this project team refuses to present to us.

1 The DDC is a committee of the San José Downtown Association (SJDA) comprised of architects, designers and urbanists who advocate for high-quality and innovative urban design and architecture downtown.

A grand gateway project for downtown, Garden Gate Tower (GGT) would anchor the southern end of the center city, at the doorstep of the SoFA District. On page 18 of the project submittal, there is a narrative that clearly acknowledges the project's prominent role; describing the site as a "boundary between bustle and calm, downtown and single family neighborhood." More like "multi-family" neighborhood as directly across the street to the west is The Pierce and directly across the street to the north is The Sparq and immediately to the south is the elevated freeway. It is important to make a statement at this unique site where Market Street and South First Street converge magically into Monterey Highway just on the other – non-downtown – side of Interstate 280.

Given this section of I280 is one of the Bay Area's top 10 worst commutes (#6) by the Metropolitan Transportation Commission, tens of thousands of vehicles will pass the GGT each week. Therefore the south façade of the tower will become its most visible and recognizable feature, however, in the preliminary plan set we reviewed no south (or west) elevations were provided. Like the plans we reviewed, we assert our comments are likewise incomplete.

If built as proposed, GGT would become the city's tallest building, eclipsing The 88 by a couple feet. We unequivocally support this height in this location. We understand the less than half-acre site is a limiting factor – otherwise we would encourage more height. The southeast corner of downtown is furthest from the airport's flight contours and therefore permits the city's tallest buildings. Long-term, we see downtown's tallest and densest neighborhood in this district.

We acknowledge the historic resources at this site: the Victorian apartment building, the vintage masonry headquarters of Garden City Construction at 618 S. First St. and the classic "City Center Motel" Art Deco sign. Without any conversation with the project team, it is unknown which of these resources will be moved and/or preserved. Although the project plans did not show any of these resources incorporated into the GGT design, we figured the legacy of Garden City Construction's ability to transform historic properties would deeply influence this aspect of the project.

Positive Elements

1) **Appropriate Density, Massing and Scale**: With a 27-story tower boasting a density of 684 Dwelling Units/Acres, this is one of the tallest and densest projects proposed for Downtown San Jose to date. We fully support this level of density for the southernmost reaches of the Downtown core and encourage future development projects to propose projects comparable in size and scale.

2) **Pushing Limits of Building Height as Dictated by Flight Path Restrictions:** Related to the above point, we support this ambitious proposal for a 27 story high-rise project

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on the most southern parcels of the Downtown General Plan designation. Due to the height limitation imposed on the Downtown due to the airport flight path, the southeast portions of Downtown are where the tallest buildings can be built. Due to this fact, we encourage future development in the area to approach these similar heights and density levels, to ensure our Downtown and city grow in a sustainable, compact nature.

3) **Rooftop terrace:** We appreciate and support the thought around rooftop activation associated with this project. The pool and common area space on the 27th floor would be the highest downtown. With building heights capped, it is difficult to create visual interest at the top of a building when attempting to maximize development potential. However, with this project, there is additional height capacity available to further articulate the tower vertically through its architecture, and there appears to be an opportunity to do more here.

4) **Utilization of Alley for Back-of-House Functions and Parking Ingress/Egress:** Utilizing the east-alley for back-of-house functions and the secondary auto ingress/egress is an effective way to maximize the functionality of the site. We applaud the use of this alley and encourage the design team to explore moving all auto related ingress/egress and back-of-house functions to the alley. This will open up more space for additional ground-floor lobby and/or commercial functions.

5) **Mitigation of Impact on Historic Resources:** Despite the presence of multiple historic resources on the site, we feel that the highest and best use for this parcel is high-density housing. Efforts should be made to mitigate impacts to the historic fabric of the city, however, these mitigation measures should not impact the development feasibility of this site. Efforts such as moving the historic structures and/or incorporating/preserving elements of the historic façade at 618 S. First St. into the design of the building should all be acceptable mitigation approaches.

Element to Change or Reconsider

1) **Shielding Parking:** With eight floors of the project dedicated to parking, more can be done to ensure this element of the building is better incorporated into the overall project design. We encourage wrapping the parking around usable space, or doing more to integrate the parking elements of the project into the overall design vocabulary. For the three floors of parking above the ground floor, it should not be clear to a pedestrian on the sidewalk where the parking decks start and end. The flat screening panels on the garage decks on floors 2-4 facing north and west is the weakest part of the design.

2) **Eliminate One Parking Ingress/Egress Point:** The inclusion of a parking ingress point at the southern portion of the site on the west façade will impact the pedestrian

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experience on this block. There are already several negative factors impacting the pedestrian experience along this section of S. First Street due to its proximity to the freeway overpass. An active frontage to the southern section of the site will help to strengthen the connectivity between Downtown to the neighborhoods south of I280.

3) **Consider Alternative Façade Treatments:** We appreciate the design team offering the conceptual evolution of the project and further explanation of the design approach through the "wave" metaphor. That said, we feel several of the alternative façade treatments and design approaches looked more promising and should be explored to better articulate this narrative. For example, the alternating triangles along the façade would serve greatly in creating the visual interest needed for a building of this scale (and worthy of acting as our Southern gateway to Downtown). Also, as mentioned earlier in comments on the rooftop terrace, one of the project design sketches showed a much more pronounced and angular roof-line that raised intriguingly well-above the rest of the roof.

4) **Incomplete vision:** The plans we reviewed did not include south or west façade elevations. The south facing side of this building will perhaps be its most visible hovering over I280 and daily traffic. We are able to see a bit of the west façade in the north facing elevation and like the balconies that appear to be cantilevered towards these two SoFA District streets. We want to see more details on the "other sides" of the project.

5) **No Skyline Sign**: The city has allowed significant design changes for high-rise projects "under the radar" through the permit adjustment process. Although not shown in the plans, building address and/or project title skyline signs should be expressly prohibited for these kind of residential projects.

6) **No utility box cabinets:** Although not shown in the plans, the city has incomprehensively continued the suburban practice with new downtown projects of allowing cabinets for street signal equipment and other utilities to be constructed in the public sidewalk right of way. These boxes must never be constructed in the urban center's public spaces and, if needed at all, should be incorporated exclusively inside the building envelope.

We look forward to seeing this project progress through the design review process. We are encouraged and delighted by the density of this project and the positive impact it will have on the Downtown skyline and the economic health of the SoFA neighborhood.

 The DDC is a committee of the San José Downtown Association (SJDA) comprised of architects, designers and urbanists who advocate for high-quality and innovative urban design and architecture downtown.

Sincerely,

Steven M. Cox, AIA
Downtown Design Committee Chairman

Cc: Chu Chang
Ned Thomas
Shaunn Mendrin
Steve McHarris
Timothy Rood
Sylvia Do
Ru Weerakoon
Mark Tersini
Scott Knies
Nate Echeverria

 The DDC is a committee of the San José Downtown Association (SJDA) comprised of architects, designers and urbanists who advocate for high-quality and innovative urban design and architecture downtown.

Re: Traffic issues on Pierce Ave

Loading

Re: New Event Proposed Special Use Permit at 600 South 1st Street, Community Meeting, Project #SP18-001 For www.sanjoseca.gov

Chen, Amy

Wed 3/27/2019 11:14 AM

To:Mitch Mankin <mitch@siliconvalleyathome.org>; Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>;

Cc:Vo, Tina <tina.vo@sanjoseca.gov>;

Great I will send you a separate meeng in vite for the call.

Amy Chen

City of San José - Department of Housing
Residential Development Division – Inclusionary Housing Programs
200 East Santa Clara Street, Tower 12th Floor

San José, CA 95113
amy.chen@sanjoseca.gov
www.sanjoseca.gov/IHO
Ph: (408) 975-4489

From: Mitch Mankin <mitch@siliconvalleyathome.org>
Sent: Wednesday, March 27, 2019 11:09 AM
To: Chen, Amy; Van Der Zweep, Cassandra
Cc: Vo, Tina
Subject: RE: New Event Proposed Special Use Permit at 600 South 1st Street, Community Mee ng, Project #SP18-001 For www.sanjoseca.gov

Hi Amy,

Thanks for the quick response! How does 10am tomorrow sound?

Best,
Mitch Mankin
Outreach Associate
SV@Home
Pronouns: he/him
Office: (408) 780-8915
mitch@siliconvalleyathome.org

From: Chen, Amy [mailto:amy.chen@sanjoseca.gov]
Sent: Wednesday, March 27, 2019 11:03 AM
To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>; Mitch Mankin <mitch@siliconvalleyathome.org>
Cc: Vo, Tina < na.vo@sanjoseca.gov>
Subject: Re: New Event Proposed Special Use Permit at 600 South 1st Street, Community Mee ng, Project #SP18-001 For www.sanjoseca.gov

Thanks Cassandra for forwarding this through. Mitch, I am happy to set up a call with you, today is fairly booked, but I have a couple open mes t omorrow:

- 9:30am to 11:00am
- 3pm-5pm

You can reach me at the number below.

Thanks!

Amy Chen

City of San José - Department of Housing
Residential Development Division – Inclusionary Housing Programs
200 East Santa Clara Street, Tower 12th Floor

San José, CA 95113
amy.chen@sanjoseca.gov
www.sanjoseca.gov/IHO
Ph: (408) 975-4489

From: Van Der Zweep, Cassandra
Sent: Wednesday, March 27, 2019 9:47 AM
To: Mitch Mankin
Cc: Vo, Tina; Chen, Amy
Subject: Re: New Event Proposed Special Use Permit at 600 South 1st Street, Community Mee ng, Project #SP18-001 For www.sanjoseca.gov

Hi Mitch,

I have cc'd Amy Chen and Tino Vo, in our Housing Department who could be er respond to this queson.

Thank you,

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: Mitch Mankin <mitch@siliconvalleyathome.org>
Sent: Monday, March 25, 2019 3:55:14 PM
To: Van Der Zweep, Cassandra
Subject: RE: New Event Proposed Special Use Permit at 600 South 1st Street, Community Mee ng, Project #SP18-001 For www.sanjoseca.gov

Hi Cassandra,

Thanks for the info! How many units is the apartment building, and is it subject to the city's ARO?

Best,
Mitch Mankin
Outreach Associate
SV@Home
Pronouns: he/him
Office: (408) 780-8915
mitch@siliconvalleyathome.org

From: Van Der Zweep, Cassandra [mailto:Cassandra.VanDerZweep@sanjoseca.gov]
Sent: Monday, March 25, 2019 10:04 AM
To: Mitch Mankin <mitch@siliconvalleyathome.org>
Subject: Re: New Event Proposed Special Use Permit at 600 South 1st Street, Community Mee ng, Project #SP18-001 For www.sanjoseca.gov

Good morning Mitch,

The project site has two building on it. One is used as an apartment building and the other is an office building. The project is currently proposing to demolish both buildings. The brick facade of the office building will be used in the new project.
The applicant has also indicated interest in relocang the r esidenal building t o another site but currently has not secured a locaon f or the relocaon.

Thank you,

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: Mitch Mankin <mitch@siliconvalleyathome.org>
Sent: Friday, March 22, 2019 4:56:45 PM
To: Van Der Zweep, Cassandra
Subject: RE: New Event Proposed Special Use Permit at 600 South 1st Street, Community Mee ng, Project #SP18-001 For www.sanjoseca.gov

Hi Cassandra,

I saw this planning alert and the earlier one marked Garden Gate Tower, and have a couple ques ons. What is the current use of the site? Are the on-site buildings to be demolished residen al?

Best,

Mitch Mankin
Outreach Associate
SV@Home
Pronouns: he/him
Office: (408) 780-8915
mitch@siliconvalleyathome.org

From: Planning [mailto:noreply@sanjoseca.gov]
Sent: Friday, March 22, 2019 3:55 PM
To: Mitch Mankin <mitch@siliconvalleyathome.org>
Subject: New Event Proposed Special Use Permit at 600 South 1st Street, Community Mee ng, Project #SP18-001 For www.sanjoseca.gov

View this in your browser

April 08, 2019 06:00 PM

Proposed Special Use Permit at 600 South 1st Street, Community Meeting, Project #SP18-001

Special Use Permit to allow the demolition of the existing on-site buildings, the removal of three (3) ordinance-size trees, and to allow the construction of a..... Read on

Date	Apr 08 — Apr 08
Time	6:00 PM
Location	Biblioteca Latinoamerica, Community Room 921 South 1st Street San Jose, CA 95110
Cost	

You are receiving this message because you are subscribed to Planning on www.sanjoseca.gov. To unsubscribe, click the following link:

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Re: File No.SP18-001 &T18-001

Van Der Zweep, Cassandra
Mon 9/30/2019 3:01 PM
To: Nancy Derham <nrderham@verizon.net>

Good a. ernoon Nancy,

Thank you for taking the me t o share your comments with me. It was a pleasure meeng y ou last week.
I will add your wri en comments to the public record to be shared with the decision makers. I did want to let you know, the hearing dates have been changed, the project will now be going to the October 23rd Planning Commission at 6:30 PM and the November 29th City Council at 6PM. A new postcard with these revised dates will be making its way to you shortly.

Please let me know if you have any other comments, quesons, or c oncerns.

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: Nancy Derham <nrderham@verizon.net>
Sent: Thursday, September 26, 2019 4:11 PM
To: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>
Subject: File No.SP18-001 &T18-001

Project location: 600 South 1st Street
Hi Cassandra, Nice to talk with you yesterday- Thanks
We wish to voice an objection to the use of the proposed 27 story building mentioned above. We have no problem with 290 residential units but strongly oppose the possibility of 793 bedrooms. We do not need any more cars that need parking on our already crowded streets- please consider only residential units-as perhaps there will not be as many cars parked in our close by neighborhood. Thank You, Nancy and Robert Derham.

Sent from my iPhone

San Jose Museum of
Quilts & Textiles

April 30, 2018

To: Cassandra van der Zweep, Planning Project Manager
Kieulan Pham, Environmental Project Manager

From: Nancy Bavor, Director, San Jose Museum of Quilts & Textiles

Re: Proposed project, Garden Gate Tower, 600 South First Street,

San Jose Museum of Quilts & Textiles has the following concerns and questions about this large project proposed for the corner of Reed and First Streets:

1. We cannot support using the parking lot under 280 for staging, or reducing any available parking in the area during construction. With recent additional apartment buildings either completed or currently under construction developments, parking in SoFA is increasingly a challenge.

2. How many parking spaces are included in the project?

3. How will the developers deal with traffic at the dangerous intersection of First, Market and Reed Streets during and after construction?

4. Where will the building's lobby entrance be located?

Thank you for addressing our concerns as you review the project.

Nancy Bavor
Director

520 South 1st Street * San Jose, CA 95113-2806
408-971-0323 * www.sjquiltmuseum.org

Fw: New Event Proposed Special Use Permit at 600 South 1st Street, Community Meeting, Project #SP18-001 For www.sanjoseca.gov

Van Der Zweep, Cassandra

Mon 3/25/2019 1:08 PM

Sent Items

To:Nathan Miller <nmiller@c2karch.com>; Mark Tersini <mtersini@aol.com>;

FYI

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: Van Der Zweep, Cassandra
Sent: Monday, March 25, 2019 1:08 PM
To: Robert Murtagh
Cc: Sandoval Guerrero, Lilia
Subject: Re: New Event Proposed Special Use Permit at 600 South 1st Street, Community Mee ng, Project #SP18-001 For www.sanjoseca.gov

Hi Robert,

Thank you for your comments. I will add these to the project's public record and share your comments with the applicant.
Also, as a reminder, the upcoming meeng is a c ommunity meeng t o share your comments, concerns and quesons r egarding the project. No decision is made at the meeng and no public hearing f or a decision has been schedule yet.
If you are unable to a end, sharing your comments via email is a great way to connue t o provide feedback.

Please let me know if you have any other quesons.
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: Robert Murtagh <murtaghrobert@gmail.com>
Sent: Monday, March 25, 2019 12:57:30 PM
To: Van Der Zweep, Cassandra
Cc: Sandoval Guerrero, Lilia
Subject: Re: New Event Proposed Special Use Permit at 600 South 1st Street, Community Mee ng, Project #SP18-001 For www.sanjoseca.gov

Hi Cassandra,

Thank you for the informaon. My partner and I w ere discussing this building and we believe it would be terrible to demolish it. We feel that the city should do everything they can to preserve it and not grant a permit to demolish it. It would be ideal to relocate it into an area where there are other historical homes.

We understand that there will always be compeng desir es on this type of acvity , but given that the structure seems to be in such good condion it jus t seems wrong to erase it from San Jose's history.

Thanks,

Robert

On Mon, Mar 25, 2019 at 12:22 PM Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov> wrote:

> Hello Robert,
>
> Yes, the applicant has requested to consider the demolion of tha t building as part of the review.
> The applicant is sll looking f or relocaon op ons, ho wever, in case a locaon t o relocate the building is not found, the project review would consider the demolion of the building.
>
> Please let me know if you have any other quesons or c oncerns.
>
> 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: Robert Murtagh <murtaghrobert@gmail.com>
Sent: Monday, March 25, 2019 11:49:23 AM
To: Sandoval Guerrero, Lilia
Cc: Van Der Zweep, Cassandra
Subject: Re: New Event Proposed Special Use Permit at 600 South 1st Street, Community Mee ng, Project #SP18-001 For www.sanjoseca.gov

Thanks Lilia,

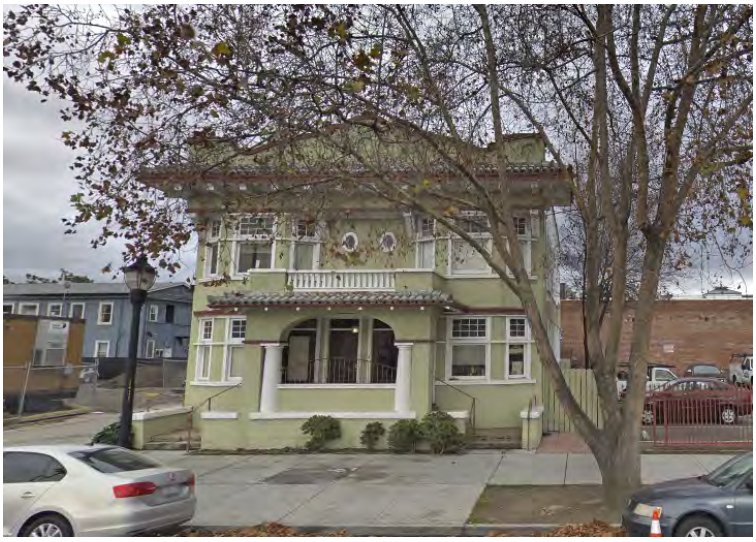
Cassandra, can you confirm that the image enclosed is the house that is going to be demolished? I believe the address is 8 E Reed St, but I am not completely sure.

Thanks,

Robert

On Mon, Mar 25, 2019 at 11:44 AM Sandoval Guerrero, Lilia <Lilia.SandovalGuerrero@sanjoseca.gov> wrote:

> Good mornign Robert,
>
> Adding Cassandra Van Der Zweep, who is the Project Manager and is be er equipped to answer this queson appr opriately. Thank you!
>
> Best/Atentamente,
>
> Lilia Sandoval Guerrero
> Council Assistant
> Office of Councilmember Raul Peralez
> City of San Jose, District 3
> 200 E. Santa Clara St., 18th Floor
> San José, CA 95113
> (408) 535-4928
>
> ---
>
> **From:** Robert Murtagh <murtaghrobert@gmail.com>
> **Sent:** Monday, March 25, 2019 11:40 AM
> **To:** Sandoval Guerrero, Lilia
> **Subject:** Re: New Event Proposed Special Use Permit at 600 South 1st Street, Community Mee ng, Project #SP18-001 For www.sanjoseca.gov
>
> Hi Lilia,
>
> Is this the house that they are planning to demolish as part of this construcon pr oject?
>
> Thanks,
>
> Robert



On Mon, Mar 25, 2019 at 11:22 AM Sandoval Guerrero, Lilia <Lilia.SandovalGuerrero@sanjoseca.gov> wrote:

Good morning,

Addional in formaon r egarding the proposed development:

REVISED NOTICE OF PREPARATION OF A
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT
FOR THE GARDEN GATE TOWER PROJECT

FILE NO:	SP18-001; T18-001
PROJECT APPLICANT:	KT URBAN
APNs:	472-26-089 and 472-26-090

Project Descrip on: The project includes development of a mul family apartment building with ground floor neighborhood-oriented retail with two design op ons proposed: (1) Op on 1: Tradi onal Mul -Family Development and (2) Op on 2: Co-Living Community Op on.

Op on 1: Tradi onal Mul -Family Development – Development of a mul -family apartment building with up to 290 residen al units and approximately 4,800 square feet of ground floor neighborhood oriented retail area. The proposed development would include approximately 12,502 square feet of private open space (e.g., balconies) and approximately 4,713 square-feet of common open space. The total building area is approximately 513,333 square feet.

Op on 2: Co-Living Community Op on – Development of up to 850 bedrooms in a Co-Living Community configura on with a combined total of approximately 425,897 square feet (including open space areas). The ground level will include approximately 6,000 square feet of retail, lobby and a loading area.

Both op ons propose a development of a 27-floor building with a maximum height of approximately 282 feet. The buildings would have a similar footprint and design with the excep on of some minor differences in the ground floor layout. Both op ons would also include the demoli on of an exis ng two-story residen al building (on the City's Historic Resources Inventory), façade treatment to an exis ng single-story brick office building, and reloca on of an on-site neon sign to the roof of the proposed development.

Loca on: The 0.42-acre Project site is on the southeast corner of South 1st Street and East Reed Street in the City of San José. The site is located on two parcels (APNs 472-26-089 and 472-26-090).

As the Lead Agency, the City of San José will prepare a Supplemental Environmental Impact Report (SEIR) to the Downtown Strategy 2040 EIR (SCH # 2003042127) and the Envision San José 2040 EIR (SCH # 2009072096) as supplemented. Both design op ons will be evaluated in equal detail in the SEIR. The City welcomes your input regarding the scope and content of the environmental informa on that is relevant to your area of interest, or to your agency's statutory responsibili es in connec on with the proposed project. If you are affiliated with a public agency, this SEIR may be used by your agency when considering subsequent approvals related to the project. The project descrip on, loca on, and probable environmental effects that will be analyzed in the SEIR for the project can be found on the City's Ac ve EIRs website at h p://www.sanjoseca.gov/index.aspx?NID=6073.

A previous NOP for the project was circulated to the public, and local and state agencies on April 23, 2018 and a public scoping mee ng was held on April 30, 2018. Due to changes to the project descrip on, the NOP was revised and is now being recirculated for a 30-day comment period. Appendix A of the SEIR will include both NOPs and all of the comments received during the scoping periods.

According to State law, the deadline for your response is 30 days a. er receipt of this no ce. We would appreciate comments by April 26, 2019; however, earlier responses are preferred, if possible. Please iden fy a contact person, and send your response to:

City of San José
Department of Planning, Building and Code Enforcement
A n: Krinjal Mathur, Environmental Project Manager
200 East Santa Clara Street, 3rd Floor Tower
San José CA 95113-1905
Phone: (408) 535-7874, e-mail: krinjal.mathur@sanjoseca.gov

Thank you!

Best/Atentamente,

Lilia Sandoval Guerrero
Council Assistant
Office of Councilmember Raul Peralez
City of San Jose, District 3
200 E. Santa Clara St., 18th Floor
San José, CA 95113
(408) 535-4928

From: Sandoval Guerrero, Lilia
Sent: Friday, March 22, 2019 5:05 PM
To: Sandoval Guerrero, Lilia
Subject: Fw: New Event Proposed Special Use Permit at 600 South 1st Street, Community Meeng, Project #SP18-001 For www.sanjoseca.gov

Good afternoon Board's,

Community meeng announcemen t!

Please see the informaon belo w regarding a proposed development just North of I-280 on S. 1st Street, adjacent to the Guadalupe Washington and Spartan Keyes neighborhoods. Please share with your associaon and neighborhood members. Thank you!

Best/Atentamente,

Lilia Sandoval Guerrero
Council Assistant
Office of Councilmember Raul Peralez
City of San Jose, District 3
200 E. Santa Clara St., 18th Floor
San José, CA 95113
(408) 535-4928

From: Planning <noreply@sanjoseca.gov>
Sent: Friday, March 22, 2019 3:54 PM
To: Sandoval Guerrero, Lilia
Subject: New Event Proposed Special Use Permit at 600 South 1st Street, Community Meeng, Project #SP18-001 For www.sanjoseca.gov

View this in your browser

April 08, 2019 06:00 PM

Proposed Special Use Permit at 600 South 1st Street, Community Meeting, Project #SP18-001

Special Use Permit to allow the demolition of the existing on-site buildings, the removal of three (3) ordinance-size trees, and to allow the construction of a..... Read on

Date	Apr 08 — Apr 08
Time	6:00 PM
Location	Biblioteca Latinoamerica, Community Room 921 South 1st Street San Jose, CA 95110

You are receiving this message because you are subscribed to Planning on www.sanjoseca.gov. To unsubscribe, click the following link:
http://www.sanjoseca.gov/list.aspx?mode=del
If clicking the link doesn't work, please copy and paste the link into your browser.

Fw: Planning Department

Van Der Zweep, Cassandra

Tue 4/2/2019 9:50 AM

Sent Items

To:Nathan Miller <nmiller@c2karch.com>; Mark Tersini <mtersini@aol.com>;

FYI

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: Van Der Zweep, Cassandra
Sent: Tuesday, April 2, 2019 9:50 AM
To: sysoellner@gmail.com
Subject: Re: Planning Department

Good morning Sandra,

Thank you for providing comments regarding SP18-001. These comments will be added to the project's record and shared with the applicant.
I did want to let you know that part of the project review includes review by our Public Works Department to review the exisng in frastructure in relaon t o the proposed project.

Please feel free to contact me should you have any further comments, quesons, or c oncerns.

Thank you,

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: sysoellner@gmail.com <sysoellner@gmail.com>
Sent: Monday, April 1, 2019 7:18:21 PM
To: Van Der Zweep, Cassandra
Subject: Planning Department

I am concerned that least 850 more individuals will live on S 1st St without addi onal infrastructure to handle on and off traffic to 280/87
and the impact on adjacent neighborhoods. There are so many new high rise buildings planned for the two blocks north of Hwy 280 that none of the exis ng infrastructure is sufficient.
I live in the 500 block of S 6th and feel the neighborhood residents have been forgo en.

Name: Sandra Soellner
Email: sysoellner@gmail.com
Telephone Number: 408 278-1745

Web Server: sjpermits.org
Client Informa on: Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/73.0.3683.86 Safari/537.36

The following items were received after packets were distributed.

From: Christine Derksen <cd@95120lifestyle.com>
Sent: Wednesday, October 23, 2019 11:03 AM
To: Keyon, David <david.keyon@sanjoseca.gov>
Cc: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>
Subject: Re: SP18-001 Garden Gate Tower - First Amendment to the Draft Supplemental EIR Available

I would like to make a suggestion for a beautification project for one of the developers. (I know the city requires them to do some park beautification etc.)

So...
The parking lot under the 280 overpass, located between 1st and 2nd Street could use a facelift. If SOFA is turning into a sought after living and theater district, it would make a great statement to have an elegant "entrance" to downtown once someone drives under 280. Additionally, the parking there is for convention center business guests visiting San Jose. Currently the parking lot is sketchy. If it had artistic lighting (like the one near the shark tank, but maybe more "business appeal and yet extremely artistic considering this is to be the artistic area of San Jose") and a nice fence like Notre Dame has, and perhaps an interactive display screen with directions for guests to get to the convention center, atms, restaurants, public transportation, museums...
Maybe a sculpture depicting the acronym SOFA. It could have the letters stacked artistically- maybe the base of the sculpture could be an actual sofa.

One side of the overpass can have a sign saying, "Welcome to Downtown San Jose" and the other side can say, "Thanks for visiting Downtown San Jose." I think convention customers would appreciate these.

This beautification would also make the condos and apartments sell faster.

I have a bunch of other promotion ideas if interested.

Sent from my iPhone

On Oct 10, 2019, at 10:43 AM, Keyon, David <david.keyon@sanjoseca.gov> wrote:

Hi Christine,

The Draft EIR was circulated for public review on July 15, 2019 for 45 days. We looked in our records and you were included in the notification e-mail at the start of the EIR circulation. The e-mail would have been from Krinjal Mathur.

I looked at the comment letters received in response to the two Notice of Preparations, and I see you responded to the 2nd NOP. Your e-mail is included in Appendix A-2 to the Draft EIR. Shade/shadow was addressed in the Land Use and Planning section of the DEIR and Noise/Vibration was addressed in Appendix B to the Draft EIR, the Initial Study. All of these documents are posted at http://www.sanjoseca.gov/DocumentCenter/View/85852.

Thank you,

David Keyon
City of San Jose PBCE
Principal Planner Environmental Review
(408) 535-7898

From: Christine Derksen <cd@95120lifestyle.com>
Sent: Thursday, October 10, 2019 9:27 AM
To: Keyon, David <david.keyon@sanjoseca.gov>
Cc: Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>
Subject: Re: SP18-001 Garden Gate Tower - First Amendment to the Draft Supplemental EIR Available

I have some VERY important issues as it relates to my property and the changes this building will cause. I do not appreciate this being over looked and will get a lawyer if I need to.

Sent from my iPhone

On Oct 10, 2019, at 8:12 AM, Keyon, David <david.keyon@sanjoseca.gov> wrote:

Hi Christine,

Did you submit comments on the Draft EIR? Only comments submitted on the Draft EIR are published. If you submitted comments on the Notice of Preparation, then these issues would have been addressed in the Draft EIR document.

I am also copying Cassandra Van Der Zweep, the Project Manager.

Thank you,

David Keyon
City of San Jose PBCE
Principal Planner Environmental Review
(408) 535-7898

From: Christine Derksen <cd@95120lifestyle.com>
Sent: Wednesday, October 9, 2019 6:06 PM
To: Keyon, David <david.keyon@sanjoseca.gov>
Subject: Re: SP18-001 Garden Gate Tower - First Amendment to the Draft Supplemental EIR Available

Hi David,

I am across the street from this project. I reside at 610 S. 2nd St.

I provided a list of concerns previously via email and I was told the issues would be addressed.

I am not seeing my items listed.

Thanks,

Christine Derksen

Sent from my iPhone

On Oct 8, 2019, at 2:13 PM, Keyon, David <david.keyon@sanjoseca.gov> wrote:

To whom it may concern:

The First Amendment to the Draft Supplemental EIR for the Garden Gate Tower project (File No. SP18-001) is now available. The First Amendment includes response to public comments, copies of comment letters submitted, and text amendments to the Draft SEIR.

The First Amendment can be found on the project EIR website at http://www.sanjoseca.gov/index.aspx?nid=6073.

The project is now scheduled for the following public hearings:

Planning Commission
Wednesday, October 23, 2019 6:30 p.m.
San Jose City Hall
Council Chambers
200 E. Santa Clara Street, 95113
Planning Commission Agendas posted at http://www.sanjoseca.gov/index.aspx?nid=6214

City Council
Tuesday, November 19, 2019 6:00 p.m.
San Jose City Hall
Council Chambers
200 E. Santa Clara Street, 95113
City Council Agendas posted at http://www.sanjoseca.gov/index.aspx?NID=3549

Please check agendas to confirm item is on the agenda prior to the hearing as the hearing dates may change.

Thank you,

David Keyon
City of San Jose PBCE
Principal Planner Environmental Review
(408) 535-7898

PRESERVATION ACTION COUNCIL OF SAN JOSE

Dedicated to Preserving San Jose's Architectural Heritage

October 23, 2019

Delivered in Person and Transmitted via e-mail

Shiloh Ballard, Chair
Melanie Griswold, Vice Chair
Peter Allen, Rolando Bonilla, Mariel Caballero, Pierluigi Oliverio, Michelle Yesney
City of San Jose – Planning Commission
200 E Santa Clara Street
San Jose CA 95113

Regular Public Hearing Item 5b – SP18-001 & T18-001

Dear Commissioners,

The Preservation Action Council of San Jose (PAC*SJ) has reviewed documents pertinent to this project in specific, and in the context of its contribution to the cumulative impact to San Jose's historical buildings and the stories associated with our dwindling inventory of historical places. Based on this review, we strongly recommend that the Planning Commission not Adopt a Resolution approving a Special Use Permit that allows for the demolition of the very rare Frank Wolfe designed Pallesen 4 plex Apartment Building.

PAC*SJ's President, Andre Luthard attended the April 8, 2019 Commjnity Meeting and stated our position that the Pallesen Apartment Building and the City Center Diving Lady Motel sign are eligibe for City State, and National landmark status and should be preserved in place, or in the worst case scenario, moved to a similar, nearby setting of similar context.

Per Staff's Memorandum Dated 10/23/19, referencing the CEQA section of the SEIR, the project's impact to the historic cultural resrouces is "significant." The Historic Landmark Commission's review of this project came to the same conclusion when reviewing this project from Early Referral on through Design Review and the Historic Landmarks Commission.

Simply providing 60 days notification of an offer to sell the property prior to demolition seems like a very weak mitigation measure that places a disporportionate burden on the people to come up with a solution that preserves San Jose's buildings that are crucial to preserving our history and a sense of place for people who work, live and visit San Jose's downtown area. This projects location is a gateway to downtown San Jose.

The Downtown Design Guidelines and Historic Design Guidelines require that new construction be respectful of existing historic buildings and not overpower existing historic buildings. Demolition of a historic building is the ultimate disrespect of our history.

It is our understanding from discussions with the developer that a location was identified to relocate the Pallesen building that has fallen through. It is our understanding that at least one location may have been owned by the City for possible low cost housing. We would like to know if this option was pursued by the Developer and/or the City, and if so, why this fell through. We respectfully request that a new site for the Pallesen building be identified and the developer supported in the steps needed to save this building, and perhaps adapt its reuse to support low cost housing in a new location.

Also expressed by PAC*SJ in the April 8th Community Meeting is our opposition to the develooper's current plan to remove the historic Diving Lady sign in its entirety from steet level public view, and moving only a portion of the original sign to the pool level of the building for what amounts to private viewing. While we are pleased that the developer has committed to saving the sign. However, saving only a portion of the sign and putting it on the 27th floor feels similar to removing half the points of a mature buck that is killed and taken from its habitat so it can be mounted as a trophy that is only accessible to select members of the public.

There are several projects for preserving and featuring San Jose's historic signs, and PAC*SJ respectfully requests that Planning and the Developer consider donating

the sign to History San Jose, PAC*SJ or Santa Clara County so this beautiful gateway sign can be featured for all the public to enjoy.

The Pallesen Apartment building and the City Center Motel "Diving Lady" sign are as "Authentic to San Jose's Identity and History" as some of our more iconic high rises that have already achieved full landmark status. We believe that the demoition of a turn of the centry builidng and the disfigurment of a historic sign contributes unnecessarily to the loss of our historical structures and signs that results in a loss of our sense of place. There is nothing authentic to San Jose's values, character and history that is achieved by demolishing 115 year old buildings designed by amazing architects and striping our streets of their historic signs.

Thank you for the opportunity to comment on **H18-001 & T18-001**

Sincerely,

J. Michael Sodergren
Vice President, Advocacy
Preservation Action Council of San Jose

PRESERVATION ACTION COUNCIL OF SAN JOSE

Dedicated to Preserving San Jose's Architectural Heritage

October 23, 2019

Delivered in Person and Transmitted via e-mail

Shiloh Ballard, Chair
Melanie Griswold, Vice Chair
Peter Allen, Rolando Bonilla, Mariel Caballero, Pierluigi Oliverio, Michelle Yesney
City of San Jose – Planning Commission
200 E Santa Clara Street
San Jose CA 95113

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Thank you for the opportunity to comment on **H18-001 & T18-001**

Sincerely,

J. Michael Sodergren
Vice President, Advocacy
Preservation Action Council of San Jose