



CITY COUNCIL STAFF REPORT

File No.	C18-043 & SP18-049
Applicant:	Courtenay Bauer
Location	West side of South Winchester Boulevard, approximately 200 feet southerly of Stevens Creek Boulevard (335 South Winchester Boulevard)
Existing Zoning	CN Commercial Neighborhood
General Plan Land Use Designation	Mixed Use Commercial
Council District	1
Historic Resource	No
Annexation Date:	9/18/1973 (Winchester No. 24)
CEQA:	335 South Winchester Boulevard Office Project Mitigated Negative Declaration

APPLICATION SUMMARY:

1. Conforming Rezoning from the CN Commercial Neighborhood Zoning District to the CP Commercial Pedestrian Zoning District on a 0.71-gross acre site.
2. Special Use Permit and Site Development Permit to allow the demolition of an approximately 9,200-square foot restaurant, and the construction of a five-story, 93,736-square foot office building with an alternative parking design (parking stackers), and removal of eight ordinance-size trees and 20 non-ordinance size trees on an approximately 0.71-gross acre site.

RECOMMENDATION:

- (a) Adopt a resolution adopting the 335 South Winchester Boulevard Office Mitigated Negative Declaration, for which an initial study was prepared, and adopting the associated Mitigation Monitoring and Reporting Plan, in accordance with the California Environmental Quality Act (CEQA), as amended.
- (b) Approve an ordinance rezoning an approximately 0.71-gross acre site generally located on the west side of South Winchester Boulevard, approximately 200 feet southerly of Stevens Creek Boulevard, from the CN Commercial Neighborhood Zoning District to the CP Commercial Pedestrian Zoning District.
- (c) Adopt a resolution approving a Special Use Permit and Site Development Permit based on the facts and findings in this staff report and proposed Resolution (attached), subject to the conditions stated in said Resolution.

PROJECT DATA

GENERAL PLAN CONSISTENCY			
General Plan Designation		Mixed Use Commercial ☒ Consistent ☐ Inconsistent	
Consistent Policies		Community Design Policy CD-7.3	
SURROUNDING USES			
	General Plan Land Use	Zoning	Existing Use
North	Mixed Use Commercial (Urban Village)	CN Commercial Neighborhood	Retail
South	Mixed Use Commercial (Urban Village)	A(PD) Planned Development	Restaurant
East	Urban Village	A(PD) Planned Development	Parking garage (Santana Row)
West	Residential Neighborhood	Residential Neighborhood	Single-family residence

PROJECT DESCRIPTION

On December 19, 2018, the applicant, Courtenay Bauer, applied for 1) a Conventional Rezoning (File No. C18-043) of the subject from the CN Commercial Neighborhood Zoning District to the CP Commercial Pedestrian Zoning District, and 2) a Special Use Permit and Site Development Permit (File No. SP18-049) to allow the demolition of an approximately 9,200-square foot restaurant, and the construction of a five-story, 93,736-square foot office building with an alternative parking design (parking stackers), and removal of eight ordinance-size trees.

The proposed building would front onto South Winchester Boulevard. The project includes 207 below-grade parking stalls in an automated stacking system, and 22 bicycle parking spaces in both rack and locker configurations. An ingress/egress driveway is proposed along the south side of the property, leading behind the building to a small surface parking lot and the below-grade parking garage. An eight-foot masonry wall is proposed along the rear property line shared with the residence to the rear of the site.

The project would install a parking stacker system designed to be operated by the vehicle driver. The driver would park in an open stacker stall, exit the vehicle and parking space, then use a key pad that closes a safety barrier and moves the vehicle to an available space within the stacker module; a retrieval code is provided to the driver. This parking stacker system is in widespread use in dense urban areas.

Site Description and Surrounding Uses

The project site is located on the west side of South Winchester Boulevard, approximately 200 feet southerly of Stevens Creek Boulevard (Figures 1 and 1.a). The site is currently developed with an approximately 9,200-square foot occupied restaurant (Khanh's) and surface parking. Vehicle access to the site is from two driveways on South Winchester Boulevard. The site is bordered by single-family residences to the west, including a dense row of cypress trees along the shared rear property line; and by commercial retail uses on all other sides, including Santana Row to the east, across South Winchester Boulevard.



The site is currently zoned CN Commercial Neighborhood, which allows the proposed office and retail use; however, the site requires a rezoning to CP Commercial Pedestrian, to allow the development to comply with the setback and height requirements of the Santana Row/Valley Fair Urban Village. The CP Commercial Pedestrian development standards defer to those in the Urban Village, as explained in the Zoning Conformance section of this memorandum. An office

and retail building would typically require only a Site Development Permit. However, the project proposes an alternative parking design in the form of an automated stacking system, which also requires a Special Use Permit. The Special Use Permit and Site Development Permit may proceed concurrently under a unified permit process, following the procedures for the Special Use Permit, as the ranking permit. Findings for a Site Development Permit are included, in this memorandum as well as findings for the Special Use Permit.

ANALYSIS

The Rezoning, Special Use Permit and Site Development Permit are analyzed with respect to conformance with the following: 1) the *Envision San José 2040 General Plan*, 2) the Zoning Ordinance, and 3) the California Environmental Quality Act (CEQA).

Envision San José 2040 General Plan Conformance

The project has an Envision San Jose 2040 General Plan Designation of Urban Village. This designation supports a wide variety of commercial, residential, institutional, or other land uses with an emphasis on establishing an attractive urban form in keeping with the Urban Village concept. Development within the Urban Village designation should conform to land use and design standards established with an adopted Urban Village Plan.

The project site is within the adopted Santana Row/Valley Fair Urban Village Plan (SRVF), and has a land use designation within the Urban Village Plan of Mixed Use Commercial (see Figure 2).

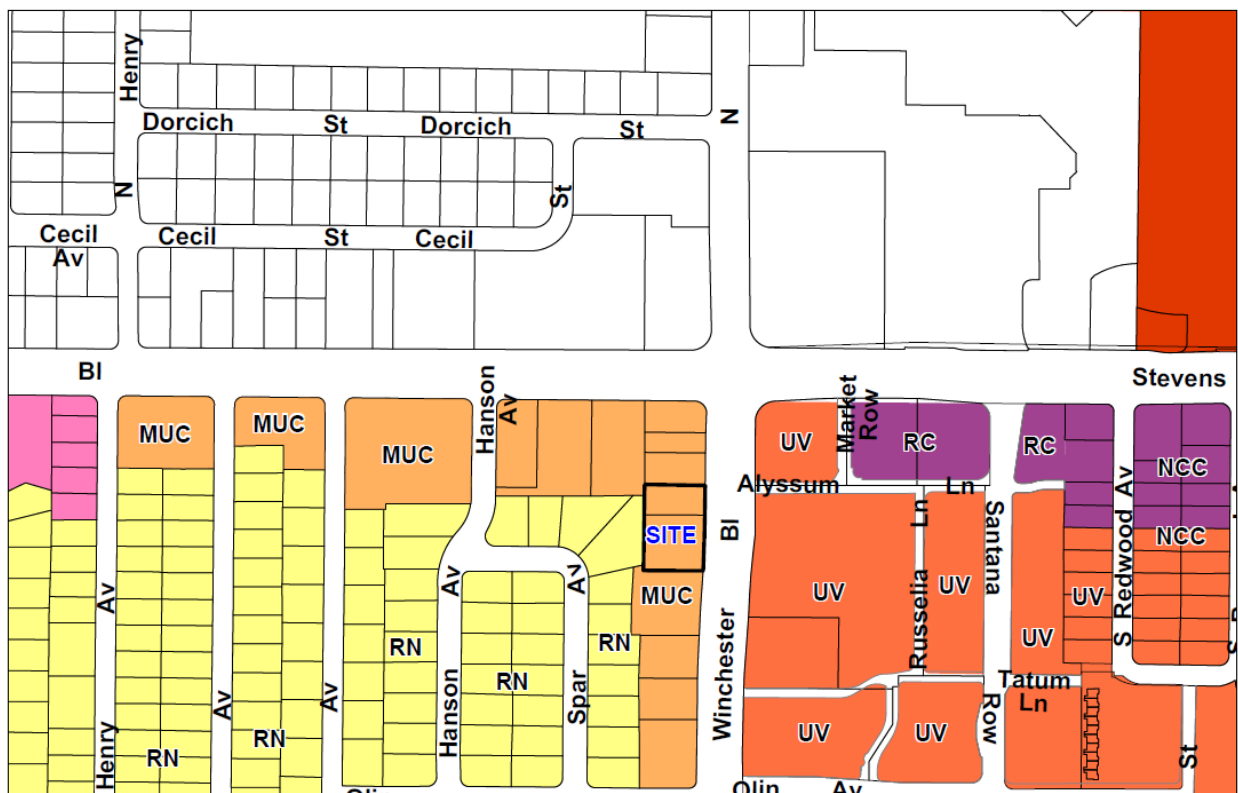


Figure 2: General Plan Land Use/Transportation Diagram

According to the SRVF Urban Village Plan, this designation is intended to accommodate a mix of commercial and residential uses with an emphasis on commercial activity as the primary use and residential use, if also proposed, allowed in a secondary role. New development of a property with this designation allows from 0.50 to 4.5 Floor Area Ratio (FAR) for commercial projects. Appropriate commercial uses include neighborhood retail and mid-rise office.

The current zoning of CN Commercial Neighborhood allows offices and retail, but requires a minimum front setback of 15 feet. This setback is inconsistent with the SRVF Urban Village Plan, which includes a Building Placement Standard of zero to ten feet from the front property line along South Winchester Boulevard to help establish the vibrant, walkable pedestrian environment envisioned. The CP Zoning District defers to the development standards established by Urban Villages, making this district consistent with the Urban Village. This district allows office and retail uses, consistent with the SRVF Urban Village.

The proposed rezoning is consistent with the following key General Plan policy:

CD-7.3 Review development proposed within an Urban Village Area prior to approval of an Urban Village Plan for consistency with General Plan design policies and any other applicable design policies pertaining to the proposed use. Following adoption of an Urban Village Plan, review new development for consistency with design goals, policies, standards, and guidelines included within the Urban Village Plan.

Analysis: As the project site is within the approved SRVF Urban Village, the project is evaluated below for consistency with key design goals, policies, standards, and guidelines of the Urban Village. The project is consistent, as analyzed below. Consistency with height and setback design standards is evaluated in the Zoning Consistency section, as the proposed CP Commercial Pedestrian Zoning District defers to these standards.

The project is consistent with the following design goals, policies, standards, and guidelines of the SRVF Urban Village:

Vibrant Pedestrian Corridors

Urban Design Goal UD-8: Create continuous building frontages that frame the Village's public realm and streets.

Design Guideline DG-47: Buildings should align with street frontages and public pedestrian pathways to create continuous street walls.

Design Guideline DG-12: Consider designing space that will allow the commercial use to spill over onto the public right of way to activate the street and engage the pedestrians. This may require a permit from the City of San José Department of Public Works.

Design Standard DS-11: Where the existing sidewalk in front of a development project is less than the required sidewalk (20 feet along Winchester and Stevens Creek boulevards and 12-15 feet on all other streets; see Chapter 6), the project must make up the difference such that the entire required sidewalk width is publicly accessible and functions as a sidewalk.

Analysis: The project creates a continuous building frontage along the S. Winchester Boulevard public sidewalk, with the exception of the required vehicle driveway along the southern property line. The project provides a 20-foot wide public sidewalk, through a combination of property dedication and a sidewalk easement. The project will incorporate ground floor commercial

space with pedestrian entries directly onto the sidewalk, which will facilitate commercial activity on the sidewalk, such as sidewalk cafes.

Active Ground Floor Uses

Policy 3-14: Ensure new development along Stevens Creek and Winchester Boulevard includes ground floor commercial and/or active spaces such as lobbies fronting the street and wrapping the corner when located on a corner lot.

Design Standard DS-1: Ground floor building frontages shall have clear, untinted glass or other glazing material on at least 60% of the surface area of the facade between a height of two and seven feet above grade.

Design Standard DS-2: Primary pedestrian entrances for both ground floor and upper-story uses shall face Winchester Boulevard.

Design Standard DS-3: The minimum floor-to-ceiling height of the ground floor commercial space shall be a minimum of 15 feet and preferably 18 to 20 feet.

Design Standard DS-4: The depth of ground floor commercial space shall be 50 feet minimum and preferably 60 feet.

Design Guideline DG-1: Along all active frontages, a minimum of 75 percent of the ground floor linear frontage of any building should be active.

Analysis: Approximately 135 feet (or 84%) of the 160-foot wide ground floor building frontage is active, consisting primarily of ground floor retail storefront, with the remainder of the active area being the entry lobby for the upper office floors. The proposed storefront glass is non-tinted, allowing views into the active ground floor spaces. The floor-to-ceiling height is 15 feet; and the ground floor commercial space depth is 65 feet. All pedestrian entrances directly face the sidewalk and street; and the upper floor uses also face the street.

High Quality Architecture

Urban Design Goal UD-5: Architecture and design of new or remodeled buildings should be high-quality and visually compelling.

Design Standard DS-6: All buildings shall contain the three traditional parts of a building: a base, a mid-section, and a top. While a tower (typically above eight stories) may not have a distinct top feature, the building design shall distinguish the pedestrian-oriented base portion from the massing above.

Design Standard DS-7: Buildings shall maintain facade quality of architectural articulation and finishes on all sides of a building that is visible to the public. Some of the architectural features of the main facade shall be incorporated into the rear and side elevations.

Analysis: The building incorporates high quality exterior materials including metal and glass storefront and curtain walls, as well as solid, warm-tone panels framing deep bays within the storefront. The off-set pattern of bays within the front façade and the contrast between solid and transparent materials create a compelling architectural design. While windows cannot be included within interior side property lines due to Fire Code requirements, these elevations are divided into proportionate modules using recessed planes and material changes. The large, white panels will include a subtle pattern of score lines to add visual interest. Moreover, it is anticipated these elevations will be visually obstructed by future development along S.

Winchester Boulevard. The rear elevation incorporates a step back design that breaks down building mass, and a variegated pattern of solid and transparent panels for articulation. The building contains distinct base, mid-section, and top elements, as defined by the recessed ground floor storefront, curtain wall upper floors, and projecting roofline elements.

Compatibility with Adjacent Residential Neighborhoods

Urban Design Goal UD-9: Ensure that Village development respects the scale, light, and privacy of existing residential neighborhoods in and near the Village.

Design Standard DS-9: New projects proposed within the Urban Village Plan over 55 feet in height must provide detailed visualizations of their proposed project that show what the project would look like from the street level, from different perspectives and distances, within the context of the neighborhood including both current and proposed projects.

Design Standard DS-12: Includes transitional height standards for projects adjacent to residential neighborhoods.

Analysis: In accordance with Design Standard DS-12, the project incorporates a stepdown design at the rear, where it is adjacent to the rear yards of two single-family residences on Spar Avenue. For buildings up to 65 feet in height, a 15-foot rear setback is required, at which point the building is required to step back at a 45-degree angle for any height above 35 feet. As shown on Sheet A-202 of the project plans, the project complies with this requirement. The stepback respects the smaller scale and privacy of the adjacent residential neighborhood. The variegated pattern of glazing and solid elements within the rear façade also limits reflected glare toward the neighborhood. Furthermore, an existing dense row of cypress trees along the rear property of the residence sharing the property line with the project will substantially screen views of the building. A detailed visualization of the building as viewed from Spar Avenue is provided in Figure 3, below:



Figure 3: Simulated view of project from Spar Avenue

Open/Amenity Space

Policy 4-9: As new development occurs, space on each site should be dedicated to some form of open space. These spaces should be located so as to easily and logically connect with other open spaces in the surrounding area to create a connected Green Web of open space throughout the Urban Village.

Figure 4-1 Parks and Open Space Framework indicates a potential paseo, a form of open space, along the northern side property line of the subject site. This paseo is intended as a pedestrian connection to and from the residential neighborhood to the west.

Design Standard DS-13: Paseos shall be no less than 16 feet (preferably 20 feet) wide with a minimum 10-foot (preferably 12 feet) clear walking/biking path.

Analysis: The project will contribute a six-foot wide area along the northern property toward a future paseo, that would be completed by a corresponding ten-foot wide paseo section to be provided by separate future development on the parcels north of the subject site, and continuing along the rear of the commercial parcels facing Stevens Creek Boulevard. In the interim, the portion of the paseo provided by the subject project will serve as an egress corridor for the building, with exterior gate access open during business hours.

Zoning Ordinance Conformance

Land Uses

The site is currently zoned CN Commercial Neighborhood (Figure 4), which allows the proposed office and retail use; however, the site requires a rezoning to CP Commercial Pedestrian (Figure 4a) to allow the development to comply with the setback and height requirements of the Santana Row/Valley Fair Urban Village. The CP Commercial Pedestrian development standards defer to those in the Urban Village.

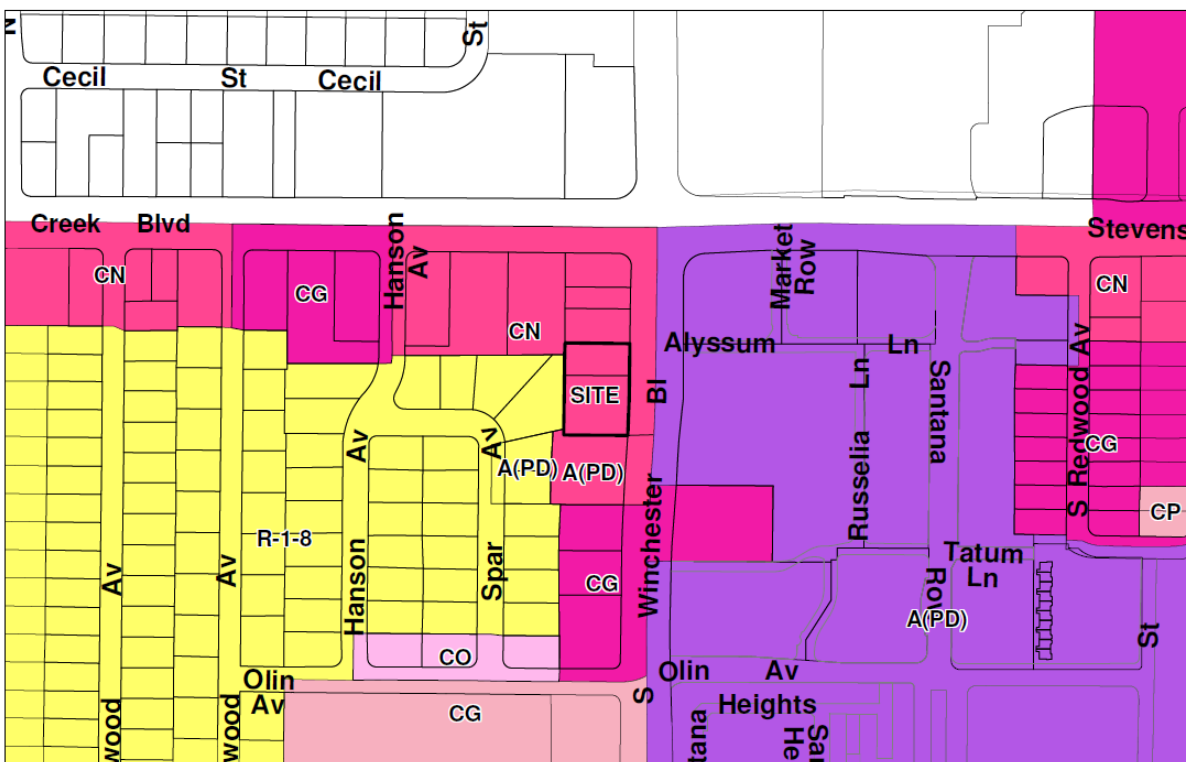


Figure 4: Existing Zoning District

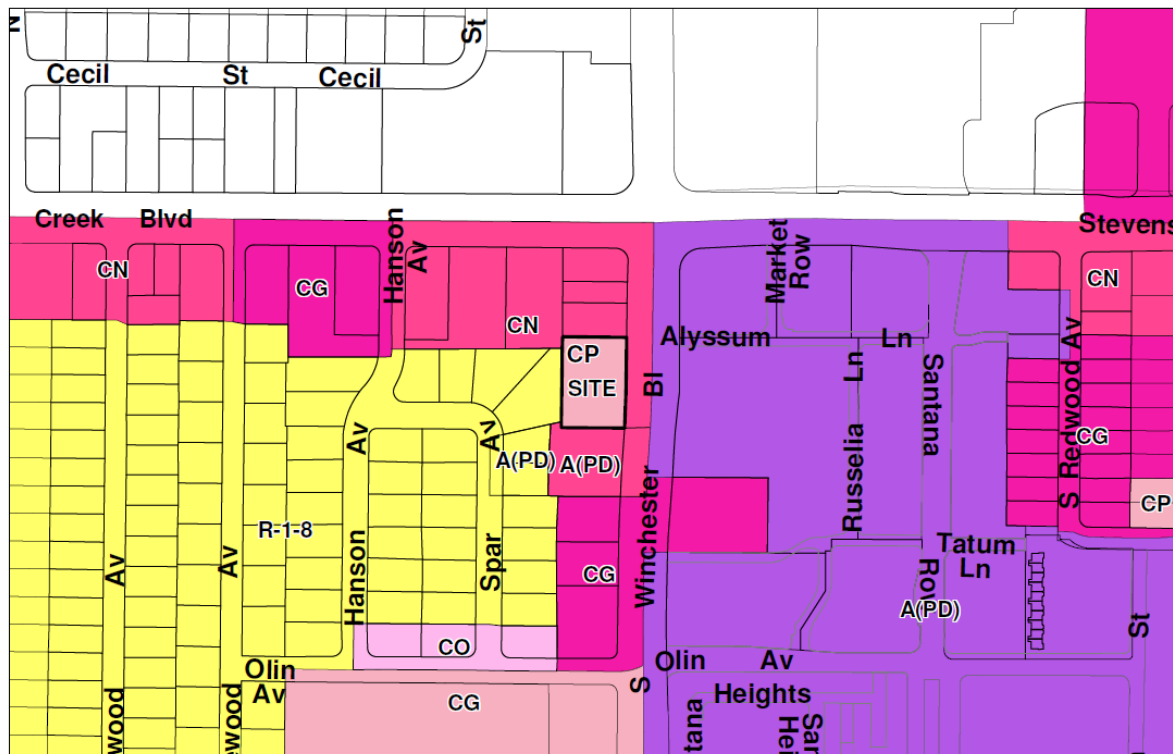


Figure 4a: Proposed Zoning District

Development Regulations

For the CP Zoning District, the Zoning Ordinance defers to the height and setback established in an approved Urban Village Plan. The project complies with the setbacks established in the plan, as follows:

Height

The SRVF Urban Village Plan (Figure 5-2) establishes a maximum height of 65 feet for the parcels on the west side of South Winchester Boulevard, between Stevens Creek Boulevard and Olin Avenue (with the exception of the Stevens Creek corner parcels.) Non-occupiable architectural features such as roof forms, chimneys, stairwells, and towers may project up to ten feet above the maximum height (Design Guideline DG-35).

In addition, Design Standard DS-12 applies a 45-degree stepback plane for buildings up to 65 feet in height, starting at 15 feet from the rear property line, at a height of 35 feet.

The building has a maximum height of 65 feet, with 10-foot roof form and stairwell projections of ten feet above this height, consistent with the height limit. The project also complies with the and stepback requirements, as shown on Sheet A-202, North Elevation.

Setbacks

Required minimum and maximum building setbacks are included in Table 5-1 of the Building Placement, and Bulk Standards of the SRVF Urban Village Plan. The table below summarizes compliance with these standards.

Standard	SRVF UV Plan	Proposed
<i>Front Setback, Non-Residential Ground Floor Use</i>	0-10 feet	10 feet (after sidewalk dedication)
<i>Street Setback</i>	0-10 feet	10 feet (ground floor); 0 feet (cantilevered upper floors)
<i>Rear Setback</i>	15 feet minimum	20 feet

Automobile Parking

The project provides the number of parking spaces required by the Zoning Ordinance (Section 20.90.60), with an up to fifty-percent reduction allowed for being located within an Urban Village and implementing Transportation Demand Management (TDM) measures, as summarized below:

Use	Automobile Parking Ratio	Required	With 50% Reduction	Provided (35% reduction)
<i>Retail (ground floor), 10,638 net SF</i>	1 per 200 SF	54	27	34
<i>Office (floors 2-5), 69,037 net SF</i>	1 per 250 SF	277	138	181
<i>Combined uses</i>		331	165	215

The project will include the following TDM measures for all tenants and employees at the project site:

- Commute trip reduction marketing and education programs
- Rideshare program
- 50% subsidized transit passes

With implementation of these measures, the project is authorized for up to a 50 percent reduction in the required number of parking spaces.

Bicycle Parking

As shown in the table below, the project provides the bicycle parking required by the Zoning Ordinance (Section 20.90.60). Bicycle parking is provided by a combination of bicycle racks (front of the building); and lockers (rear of the building, adjacent to the surface parking spaces).

Use	Bicycle Parking Ratio	Required	Provided
<i>Retail (ground floor), 10,638 net SF</i>	1 per 3,000 SF	4	4
<i>Office (floors 2-5), 69,037 net SF</i>	1 per 4,000 SF	18	18
<i>Combined uses</i>		22	22

Screening adjacent to residentially-zoned properties

Pursuant to Section 20.40.560 of the Zoning Ordinance, a masonry wall or a solid wooden fence five feet in height is required to screen the abutting residentially-zoned properties and such screening should include trees or plants if the proposed use includes outdoor activities. The project includes a solid eight-foot tall masonry wall along the shared rear property line with the residence to the rear. An existing dense row of cypress trees exists along this property line on the residential property and would remain in place. The project therefore complies with this screening requirement.

Permit Findings

Special Use Permit

Chapter 20.100 of Title 20 of the San José Municipal Code establishes required findings for issuance of a Site Development Permit. The following are permit findings:

1. The Special Use Permit, as approved, is consistent with and will further the policies of the General Plan, applicable specific plans, and area development policies; and

Analysis: The project is consistent with the General Plan designation of Urban Village, as well as the Santana Row/Valley Fair Urban Village designation of Mixed Use Commercial, because the proposed office and retail uses are allowed within these designations.

Furthermore, the project is consistent with the goals, policies, standards, and guidelines of the Urban Village Plan. In particular, the proposed parking stacker system is consistent with Goal UD-12 of the Urban Village Plan to minimize visibility of parking and service areas, because it enables a compact, efficient parking system within an underground garage where it will not be visible from the public realm.

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: The project meets the requirements of the proposed CP Commercial Pedestrian Zoning District, including building height, setback and stepback requirements, as well as the required number of off-street automobile parking spaces with allowed reductions, and bicycle parking spaces. The proposed automated parking stacker system is allowed with a Special Use Permit, and has been determined to adequately provide the parking needs of the project. The building is designed for office and retail uses, which are both permitted uses in the CP Commercial Pedestrian Zoning District.

3. The Special Use Permit, as approved, is consistent with applicable City Council policies, or counterbalancing considerations justify the inconsistency; and

Analysis: The project has been conditioned to provide an exterior lighting plan, prior to issuance of Building Permits, to ensure the proposed ground-mounted light bollards and wall-mounted exterior lights will direct light downward, minimize glare and avoid off-site light spillage. With this condition, the project will conform to the Outdoor Lighting Policy. The project also complies with the Stormwater Management Policy, and Public Outreach Policy, as described.

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: Parking stacker systems have been incorporated in projects throughout the City and have not negatively affected the health, safety, or welfare or the utility of surrounding properties. The safety of the system is reviewed as part of the Building plan check process.

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 to integrate said use with the uses in the surrounding area; and

Analysis: As shown on the project plans, the proposed parking stacker system provides the required uniform parking stall dimensions and incorporates the allowed reduced 20-foot wide, two-way drive aisle for parking facilities. The reduced width will allow for safe and convenient access to the parking lift stalls. This drive aisle is not required for emergency vehicle access, which will be from South Winchester Boulevard.

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: Access to the site will be from South Winchester Boulevard via a two-way commercial driveway at the south property line of the site. Site access and the commercial driveway access to the parking area have been reviewed by the Public Works Department and determined to be adequate. The site is served by public transit via the VTA Route 60 Bust Stop. The site is within an urban area that is currently served by necessary private and public facilities and utilities.

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: The proposed development occurs in an urbanized area that is adequately serviced by all required utilities and public services. The Stormwater Control Plan is in compliance with the City's stormwater policies that require low impact development stormwater treatment measures to minimize stormwater pollutant discharges. Offsite glare from exterior lighting will be minimized through the use of low-height and concealed light fixtures. Construction activities will result in temporary noise and air quality impacts; however, these impacts will be temporary, and will be minimized through standard construction mitigation measures as listed in the project conditions of approval. The project would therefore not have an unacceptable impact on adjacent properties.

Site Development Permit

Chapter 20.100 of Title 20 of the San José Municipal Code establishes required findings for issuance of a Site Development Permit. The following are permit findings:

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 described in Special Use Permit Finding 1, the project is consistent with the General Plan designation of Urban Village and the Santana Row/Valley Fair Urban Village designation of Mixed Use Commercial, as well as goals, policies, standards and guidelines of the SRVF Urban Village Plan.

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 described in Special Use Permit Finding 2, the project meets the requirements of the proposed CP Commercial Pedestrian Zoning District, including building height, setback and stepback requirements, as well as the required number off-street automobile parking spaces, with allowed reductions, and bicycle parking spaces. The building is designed for office and retail uses which are both permitted uses in the CP Commercial Pedestrian Zoning District.

3. The site development permit, as approved, is consistent with applicable city council policies, or counterbalancing considerations justify the inconsistency.

Analysis: As described in Special Use Permit Finding 3, the project is consistent with applicable City Council policies.

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

Analysis: The project consists of a single building, oriented to the public sidewalk along the front with access to required parking and service areas at the rear of the building; these areas will not be visible from the public realm. The proposed building elevations are mutually compatible and harmonious in that they are of a consistent, contemporary style using visually compatible materials including glass, metal, and solid surfaces. Each elevation has an appropriate level of detail, with the most prominent front and rear elevations providing the most detail. Interior side elevations provide adequate visual relief through recesses and material and color changes.

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 building fronts onto S. Winchester Boulevard, onto which other commercial development of a similar nature also fronts. Existing surrounding structures are of a variety of architectural styles, with which the proposed contemporary glass and metal building would be compatible. The project is harmonious with the adjacent residential neighborhood to the rear in that the building incorporates a stepped back design away from the neighborhood; it is also visually screened from the neighborhood by an existing dense row of cypress trees along the rear property line of the residence to the rear of the site.

The cypress trees along the rear property line are at some risk due to their close proximity to the proposed masonry separation wall along the rear property line. The cypress trees are within one to four feet of the property line, and the required footings for the wall will partially intrude into the root zones of the cypress trees. The applicant will take measures to minimize root damage; however, survival of the trees cannot be guaranteed. Tree planting along the rear boundary of the subject is not feasible or appropriate, given the immediate proximity to the existing cypress row. Should some of the trees not survive, the applicant shall work with the property owner to plant replacement trees once the site work is complete.

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: The proposed development occurs in an urbanized area that is adequately serviced by all required utilities and public services. The Stormwater Control Plan is in compliance with the City's stormwater policies that require low impact development stormwater treatment measures to minimize stormwater pollutant discharges. Offsite glare from exterior lighting will be minimized through the use of low-height and concealed light fixtures. Construction activities will result in temporary noise and air quality impacts; however, these impacts will be temporary and will be minimized through standard construction mitigation measures, as listed in the project conditions of approval. The project would therefore not have an unacceptable impact on adjacent properties.

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 sets, the landscaping, irrigation systems, walls, and fences are adequate to screen utility and trash facilities on the site. The project includes a solid eight-foot tall masonry wall along the shared rear property line with the residence to the rear, ensuring no utilities or service facilities will be visible from this property.

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

Analysis: Access to the site will be from South Winchester Boulevard via a two-way commercial driveway at the south property line of the site. Site access, the commercial driveway access to the parking area have been reviewed by the Public Works Department and determined to be adequate. The site is adjacent to the VTA Route 60 Bus Stop. South Winchester Boulevard is a four-lane roadway. As analyzed in the MND, the new transit trips generated by the project are not expected to create demand in excess of the transit service that is currently provided. The site is served by necessary private and public facilities.

Evaluation Criteria for Demolition

Chapter 20.80.460 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 this Permit.

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 Jose;
5. Both inventoried and non-inventoried buildings, sites and districts of historical significance should be preserved to the maximum extent feasible;

6. Rehabilitation or reuse of the existing building would not be feasible; and
7. The demolition, removal, or relocation of the building without an approved replacement building should not have an adverse impact on the surrounding neighborhood.

Analysis: The subject site is not in a blighted condition; therefore, failure to approve the permit would not jeopardize public health, safety, or welfare. The demolition of the existing restaurant on-site would facilitate the construction of an office building. Re-use or rehabilitation of the buildings would not be practical given the small size of the buildings. The building has not been determined to be historically significant. The project would not remove residential units from the existing housing stock.

Tree Removal Permit

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 Live Tree Removal Permit for ordinance-size trees.

1. 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 Section 13.32.010;
2. That the location of the tree with respect to a proposed improvement unreasonably restricts the economic development of the parcel in question;
3. 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 eight ordinance-sized trees would be removed to facilitate the development of the office project. The subject trees range in size from 38 inches to 43 inches in circumference. The project also involves the removal of 20 non-ordinance size trees to facilitate the new construction. The trees to be removed are located within the sidewalk, proposed building footprint and the parking areas of the site. Given the building occupies the majority of the site, with the remainder of the site required for driveway circulation and utility access, on-site replacement trees are not feasible for the project. Therefore, the project will be required to pay the Off-Site Tree Replacement Fee for 118 trees, based on the city's tree replacement ratios.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

An Initial Study (IS) and Mitigated Negative Declaration (MND) with associated Mitigation Monitoring and Reporting Program (MMRP) were prepared by the City of San Jose's Department of Planning, Building and Code Enforcement for the subject Conventional Rezoning, Special Use Permit, and Site Development Permit. The documents were circulated for public review and comments from August 14, 2019 to September 3, 2019. Two formal comment letters and/or emails were received from the public. The comments did not result in any substantial changes to the project description, analyses, and/or impacts that were previously disclosed in the IS/MND.

The public comments on the IS/MND have been addressed by staff in a formal Response to Comments document.

As stated in the IS/MND, the primary environmental issues that require mitigation measures are air quality, biological resources, hazards and hazardous materials, and noise. The IS/MND includes mitigation measures that would reduce the identified potentially significant project impacts to a less-than-significant level. In addition to the mitigation measures, other permit conditions are included in the Special Use Permit as conditions of approval to ensure all potential impacts have been addressed.

The entire IS/MND and Response to Comments, and other related environmental documents are available on the Planning website at: <http://www.sanjoseca.gov/index.aspx?NID=6411>.

PUBLIC HEARING NOTIFICATION

To inform the public of the proposed project, Staff followed Council Policy 6-30: Public Outreach Policy. A sign describing the project was posted on the project site on March 3, 2019. A community meeting was held on July 9, 2019. Both the community meeting notice and notice of the public hearing were distributed to the owners and tenants of all properties located within 1,000 feet of the project site and posted on the City website. Staff have been available to answer questions from the public. In addition, the project applicant team met several times with the Winchester Orchard Neighborhood Association to review the project and address concerns of the neighborhood.

Below is a general summary of the comments by members of public at the community meeting.

July 9, 2019 Community Meeting
Number of Attendees: +/-20
Comments and Concerns
Measures to ensure the cypress trees will be protected during the construction / excavation phase of the project
The project will generate substantial traffic and could result in increased cut through traffic on Spar Avenue
Concerns about construction staging, and construction-related lane closures would worsen existing congested traffic conditions on S. Winchester Boulevard.
Potential for glass on rear of building to reflect sunlight onto adjacent residential properties.
Concerns about Fire Department access to the project

The cypress trees along the rear property line are at some risk due to their close proximity to the proposed masonry separation wall along the rear property line. The cypress trees are within one to four feet of the property line, and the required footings for the wall will partially intrude into the root zones of the cypress trees. The applicant will take measures to minimize root damage; however, survival of the trees cannot be guaranteed. Tree planting on along the rear boundary of the subject is not feasible or appropriate, given the immediate proximity to the existing cypress row. Should some of the trees not survive, the applicant shall work with the property owner to plant replacement trees once the site work is complete.

The variegated pattern of solid and glass panels, combined with the existing tree row, will reduce glare effects on the on the residential property. The Fire Department has reviewed the project plans, and will review the construction drawings once submitted for Building Division plan check, for compliance with the Fire Code.

With regard to potential cut through traffic on Hansen Avenue and Olin Avenue, South Winchester Boulevard and Stevens Creek Boulevard are both classified as major arterial streets, which carry local and regional traffic. Given these streets serve multiple destinations, any cut through traffic on Hansen Avenue and Olin Avenue would also be regional and local traffic. Larger traffic patterns in the area are monitored by the Department of Transportation, which periodically makes recommendations to the City Council for traffic calming measures, based on neighborhood input and other factors.

Finally, temporary lane closures during construction work are an inevitable component of construction and will require an encroachment permit through the Public Works Department. Public Works staff will work with the applicant/contractor to minimize lane closures in the interest of completing construction as soon as possible.

.

/s/

ROSALYNN HUGHEY, Director
Planning, Building and Code Enforcement

For questions, please contact Robert Manford, Deputy Director, at (408) 535-7900.

Attachments: Legal Description and Plat map
Operations Plan
SUP Plan Set

EXHIBIT "A"
LEGAL DESCRIPTION
FOR: PLANNING PURPOSES

All that real property situated in the City of San Jose, County of Santa Clara, State of California, being Parcels One, Two and Three as described in that certain Grant Deed recorded on October 06, 2016 as Document No. 23454220, Official Records of Santa Clara County, described as follows:

Beginning at the northeast corner of Lot 3, as shown on that certain Parcel Map filed for record on May 10, 1995 in Book 543 of Maps, at Pages 2 and 3, Santa Clara County Records, said point also being on the westerly right-of-way line of South Winchester Boulevard;

Thence leaving said westerly right-of-way line and along the exterior boundary of said Parcels One, Two and Three the following five (5) courses and distances:

1. South 89°49'00" West, 153.00 feet;
2. North 00°00'00" East, 200.00 feet;
3. North 89°49'00" East, 155.00 feet to said westerly right-of-way line;
4. South 00°00'00" East, 114.38 feet;
5. Along the arc of a curve to the right having a radius of 1880.00 feet, through a central angle of 02°36'38", an arc distance of 85.66 feet to the Point of Beginning.

Containing 30,942 ± square feet.

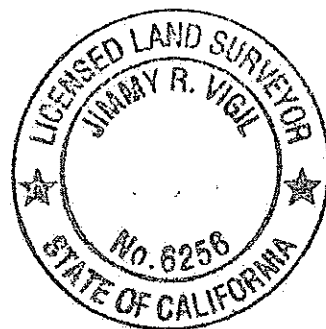
As shown on Exhibit "B" attached hereto and by this reference made a part hereof.

This legal description is for planning purposes only and does not create a "subdivision" as defined in the Subdivision Map Act.

Legal Description prepared by Kier & Wright Civil Engineers and Surveyor's, Inc.

11-21-18
Date

Jim R. Vigil
Jimmy R Vigil, LS 6256



STEVENS CREEK BOULEVARD

LANDS OF
MARK G & SHERYL A
MAHAFFEY
(APN: 303-39-049)

LOT 4
(41 M 30)
(APN: 303-39-022)

LANDS OF
MOSKOVITZ PROPERTIES
(APN: 303-39-060)

N89°49'00"E 155.00'

PARCEL ONE
(DOC. NO. 23454220)
(APN: 303-39-051)

N89°49'00"E 155.00'

PARCEL TWO
(DOC. NO. 23454220)
(APN: 303-39-047)

N89°49'00"E 154.89'

PARCEL THREE
(DOC. NO. 3454220)
(APN: 303-39-047)

POINT OF
BEGINNING

S89°49'00"W 153.00'

LOT 3
(543 M 2&3)
(APN: 303-39-063)

285.72'

52.0'

55.0'

52.00'

66.66'

52.00'

66.66'

N0°00'00"E 485.72'

66.66'

S0°00'00"E 114.38'

47.72'

133.34'

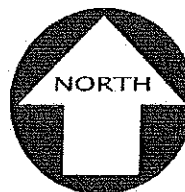
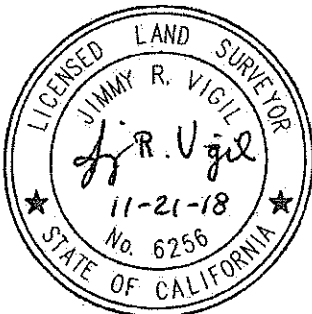
133.34'

L=85.66'

R=1880.00' D=2°36'38"

54.00'

SOUTH WINCHESTER BOULEVARD



0 25' 50' 100'
Scale 1" = 50'



KIER & WRIGHT

CIVIL ENGINEERS & SURVEYORS, INC.

3350 Scott Boulevard, Building 22

Santa Clara, California 95054

www.kierwright.com

Phone (408) 727-6665

Fax (408) 727-5641

EXHIBIT "B"

PLAT FOR

PLANNING PURPOSES ONLY

SAN JOSE,

CALIFORNIA

DATE NOV. 2018

SCALE 1" = 50'

BY TWL

JOB NO. A17179-1

SHEET 1 OF 1

10/1/2019

SP18-049: 335 S Winchester Blvd

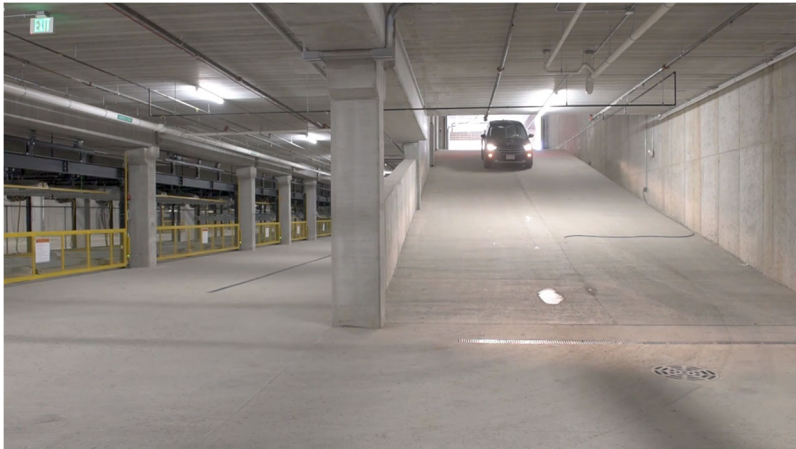
Pacific Row Development / Verse Design Los Angeles

Mechanized Parking Operations Precedent

This project uses the City Lift Puzzle product as a basis of design, although an equal or similar product may be implemented. What follows is a narrative that describes the parking process from arrival to departure of the basement parking area.

Arrival takes place from the ground level by a vehicular ramp into the basement parking level where the mechanized parking is located. The user parks the vehicle in the available stall and uses a digital key pad to close a safety barrier which allows the puzzle system to efficiently sort the vehicle within the available spaces. Access to and from the lobby of the building is provided by (2) elevators. Retrieval of the vehicle is conducted by the user by entering the stall number into the key pad. Average retrieval time is 33 seconds.

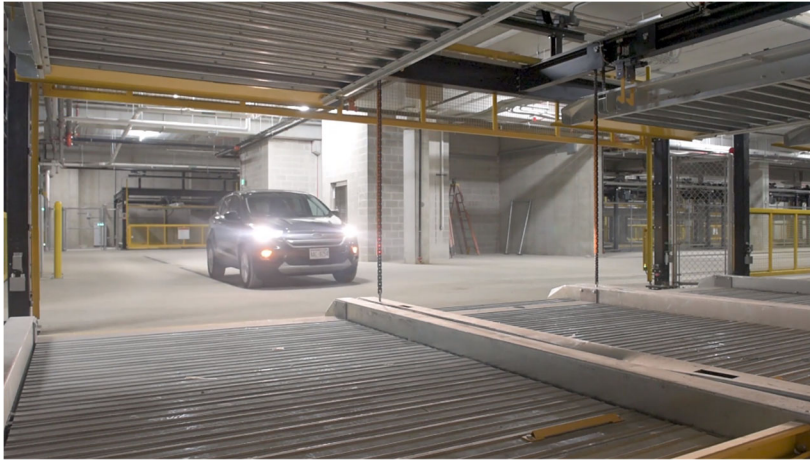
1. Arrival



2. Approach to parking stall



3. Approach to parking stall



4. Vehicle is parked



5. The user closes safety barrier using the digital key pad



6. Once the safety barrier is fully closed, the puzzle system sorts the vehicle as needed



7. Retrieval of the vehicle is achieved by entering the stall number on the digital key pad



8. The puzzle system sorts the vehicle into exiting position and the barrier opens



9. Once the barrier is fully open, the user has access to the vehicle



10. The user exits the basement parking area and the process is complete





335 S WINCHESTER

PROJECT ADDRESS: 335 S WINCHESTER BLVD,
SAN JOSE, CA, 95128

PROJECT DESCRIPTION

NEW COMMERCIAL DEVELOPMENT COMPRISED OF 5 LEVELS OF COMMERCIAL SPACE. IN SUPPORT OF THE ABOVE GRADE BUILDING, THE PROJECT INCLUDES A SINGLE STORY OF BELOW GRADE PARKING WHICH UTILIZES A MECHANIZED PARKING EQUIPMENT.

PROJECT TEAM

OWNER:
PACIFIC ROW DEVELOPMENT LLC
1700 S EL CAMINO REAL
SUITE 100
SAN MATEO, CA 94402

ARCHITECT:

VERSE DESIGN
834 SOUTH BROADWAY
SUITE 1200
LOS ANGELES, CA 90014
TEL: 213.536.0190

ENVIRONMENTAL ENGINEER:

CIRCLEPOINT
200 WEBSTER STREET, SUITE 200
OAKLAND, CA 94607
TEL: 510.285.6700

CONSULTANT TEAM:

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GEOTECHNICAL ENGINEER:
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501 14TH STREET, 3RD FLOOR
OAKLAND, CA 94612
TEL: 510.874.7000

TRAFFIC ENGINEER:
HEXAGON TRANSPORTATION
CONSULTANTS, INC.
4 NORTH SECOND STREET, SUITE 400
SAN JOSE, CA 95113
TEL: 408.971.6100

GOVERNING CODES

- 2016 CALIFORNIA BUILDING CODE
- 2016 CALIFORNIA PLUMBING CODE
- 2016 CALIFORNIA MECHANICAL CODE
- 2016 CALIFORNIA ELECTRICAL CODE
- 2016 CALIFORNIA GREEN CODE
- 2016 TITLE 24 ENERGY STANDARDS

PLANNING & ZONING INFORMATION

LAND USE ZONING:
COMMERCIAL NEIGHBORHOOD - DESIGNATED AS CN OR C-2

APN:
303-39-051; 303-39-047

ZONING DESIGNATION
ENVISION SAN JOSE 2040 GENERAL PLAN
SANTANA ROW/VALLEY FAIR URBAN VILLAGE PLAN

LOT AREA:
30,997 SF

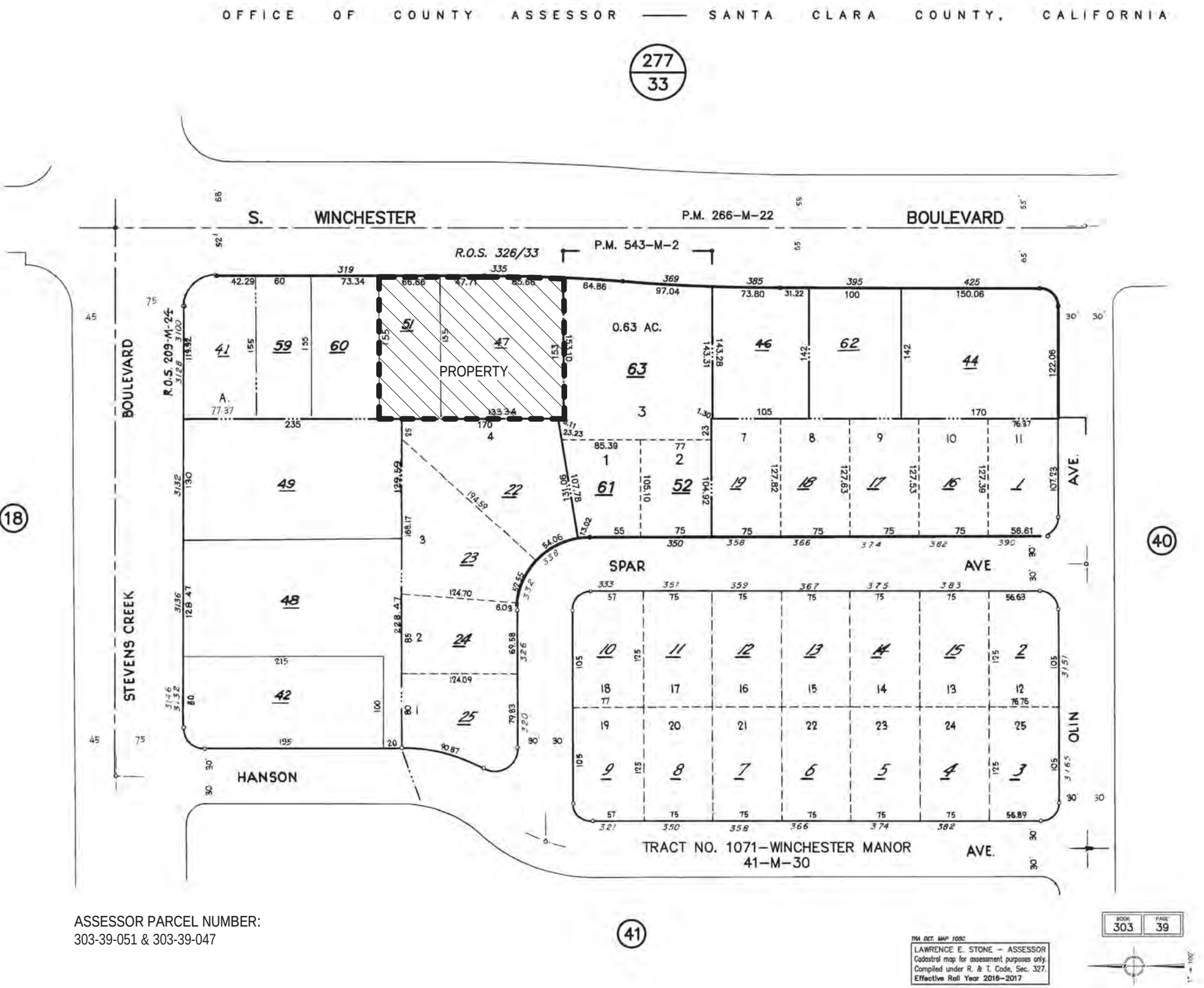
ALLOWABLE FAR:
3.5 - TOTAL (30,997 SF X 3.5= 108,489.5 SF)
0.3 - COMMERCIAL REQUIRED (30,997 SF X 0.3= 9,299.1 SF)

HEIGHT LIMIT:
65' - 0"

CONSTRUCTION TYPE & FIRE

TYPE: II-A NON-COMBUSTIBLE / FULLY SPRINKLERED
CBC TABLE 504.3, 504.4, 506.2

COMMERCIAL BUILDING (LEVEL 1 - LEVEL 5)	GROUP B
ALLOWABLE AREA ACTUAL GROSS AREA	112,500 SQFT 93,736 SQFT
ALLOWABLE HEIGHT ACTUAL HEIGHT	6 STORIES / 85 FT 5 STORIES / 75 FT
ENCLOSED PARKING GARAGE (BELOW GRADE)	GROUP S-2
ALLOWABLE AREA ACTUAL GROSS AREA	117,000 SQFT 26,943 SQFT
ALLOWABLE HEIGHT ACTUAL HEIGHT	6 STORIES / 85 FT 1 STORIES / 15 FT
FIRE RESISTANCE RATING REQUIREMENTS CBC TABLE 601	
PRIMARY STRUCTURAL FRAME	1HR
EXTERIOR BEARING WALLS	1HR
INTERIOR BEARING WALLS	1HR
NON-BEARING WALLS	0
FLOOR CONSTRUCTION	1HR
ROOF CONSTRUCTION	1HR
FIRE-RESISTANCE RATING REQUIREMENTS FOR EXTERIOR WALLS BASED ON FIRE SEPARATION DISTANCE	
X < 5	1HR
5 ≤ X < 10	1HR
10 ≤ X < 30	1HR
X ≥ 30	0
MAXIMUM AREA OF EXTERIOR WALL OPENINGS BASED ON FIRE SEPARATION DISTANCE AND DEGREE OF OPENING PROTECTION PER TABLE 705.8	



1 | TRACT MAP
N.T.S.



2 | VICINITY MAP (LOCATION MAP)
N.T.S.

GROSS AREA ANALYSIS

WITHIN EXTERIOR WALL, INCLUDING
STAIRWAYS, ELEVATOR SHAFTS, MECHANICAL
EQUIPMENT ROOMS, EXCLUDING BASEMENT
PARKING

LEVEL 1	12,524 SF
LEVEL 2	24,694 SF
LEVEL 3	14,549 SF
LEVEL 4	22,207 SF
LEVEL 5	19,808 SF
TOTAL	93,782 SF

B1 26,943 SF

PROPOSED HEIGHT TO PRIMARY ROOF:
65' - 0"

PROPOSED HEIGHT TO EQUIPMENT SCREEN:
75' - 0"

PLUMBING FIXTURE CALCULATIONS

BATHROOM CALCULATION: (PER CALIFORNIA PLUMBING CODE TABLE 422.1)

GROUND FLOOR (RETAIL):

12,733 SF/200 LOAD FACTOR = 63.66/2 = 32(M) + 32(F)

REQUIRED:

	M	F
WC	1	1
U	0	0
LAV	1	1

PROVIDED:

	M	F
WC	2	4
U	2	0
LAV	2	2

LEVEL 2 TO LEVEL 5 AVERAGE (OFFICE):

24,694 SF + 14,549 SF + 22,207 SF + 19,808 SF = 81,258 SF/200
LOAD FACTOR/4 = 102/2 = 51(M) + 51(F)

REQUIRED:

	M	F
WC	2	4
U	1	0
LAV	1	2

PROVIDED:

	M	F
WC	2	4
U	2	0
LAV	2	2

PARKING REQUIREMENT ANALYSIS

VEHICLE PARKING REQUIRED:
GROUND FLOOR ACTIVE COMMERCIAL 1 PER 200 SF
CREATIVE OFFICE (GENERAL BUSINESS OFFICE) 1 PER 250 SF
TOTAL REQUIRED
ZONING CHAPTER 20.90.220 A1 (50% REDUCTION)

VEHICLE PARKING PROVIDED:
GROUND FLOOR PARKING

B1 PARKING
TOTAL PROVIDED

BICYCLE PARKING REQUIRED:
GROUND FLOOR ACTIVE COMMERCIAL 1 PER 3,000 SF
CREATIVE OFFICE (GENERAL BUSINESS OFFICE) 1 PER 4,000 SF
TOTAL REQUIRED

BICYCLE PARKING PROVIDED:

12,516 / 200 = 63 SPACES
(81,220 X .85) / 250 = 276 SPACES
339 SPACES
170 SPACES

14 SPACES
(INCLUDE 6 ACCESSIBLE PARKING AND EXCLUDE 1 LOADING SPACE)
201 SPACES
215 SPACES

12,516 / 3000 = 4.2 SPACES
(81,220 X .85) / 4000 = 17.3 SPACES
22 SPACES
22 SPACES

-12 LONG TERM BICYCLE PARKING IN BACK
-10 SHORT TERM BICYCLE PARKING IN FRONT
NOTE: SIGNAGE IS PROVIDED IN THE FRONT OF THE BUILDING INDICATING
ADDITIONAL BICYCLE PARKING IS PROVIDED IN THE BACK.

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Los Angeles, CA 90014
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Fax: +1 213 536 0191
Web: www.verse.co



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Tel: 408.971.6100

ENVIRONMENTAL ENGINEER

Circlepoint
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Oakland, CA 94607
Tel: 510.285.6700



335 S WINCHESTER

Project Address: 335 S Winchester Blvd, San Jose, CA 95128

Owner: Pacific Row Development Lic
Owner Address: 1700 S El Camino Real Suite 100, San Mateo, CA 94402

REVISIONS

PLANNING SUBMISSION 04

Date: 10/15/2019

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Project No: 2017.001
Planning Project No: SP18-049

COVER SHEET

SP18-049
C18-043

G-000

10/16/2019 6:51:57 PM
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WINCHESTER

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Owner: Pacific Row Development Lic
Owner Address: 1700 S El Camino Real Suite 100, San Mateo, CA 94402

REVISIONS

PLANNING
SUBMISSION 03

Date: 9/17/2019

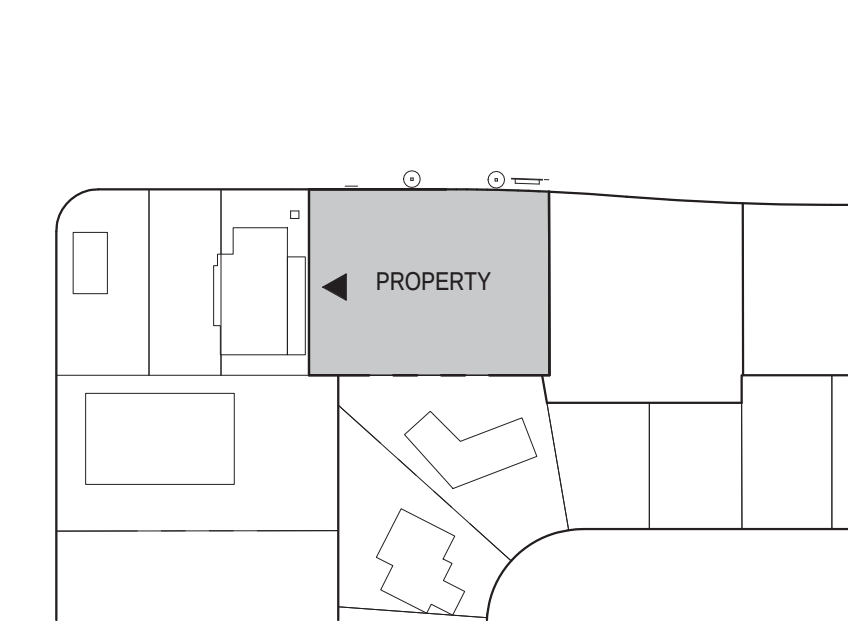
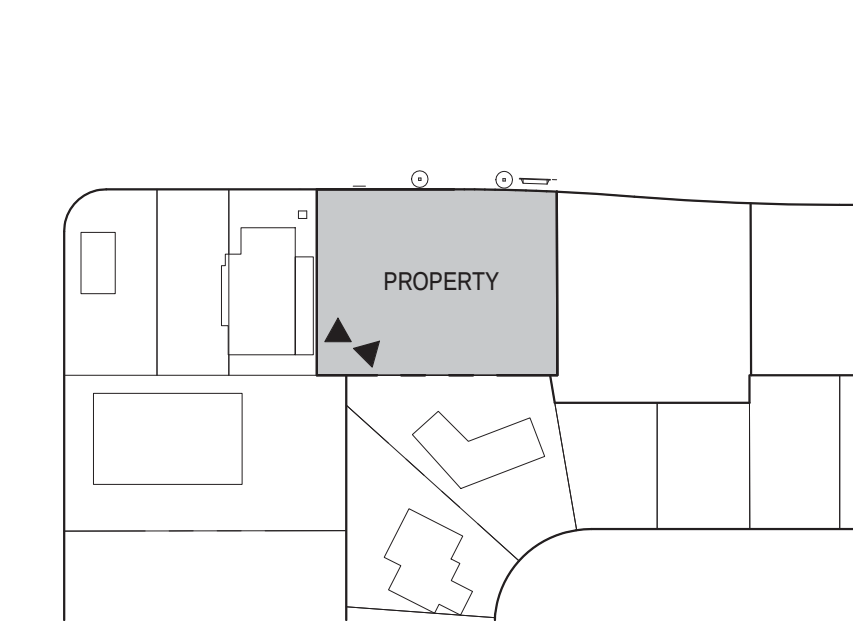
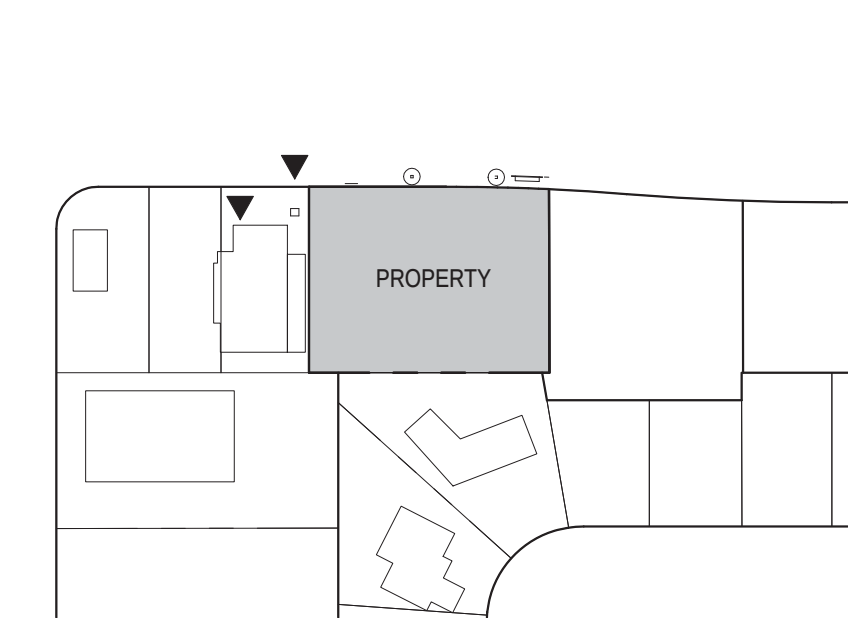
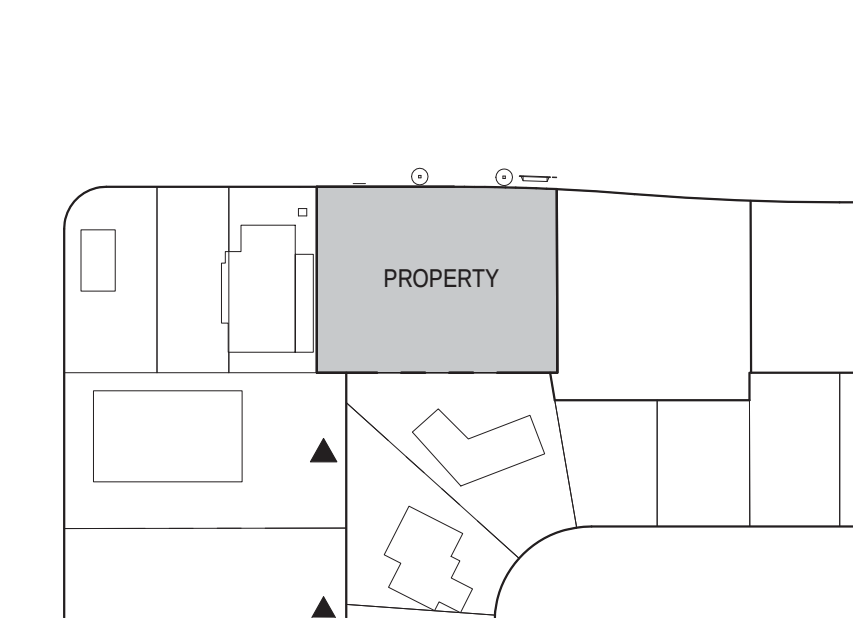
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Project No: 2017.001
Planning Project No: SP18-049

SITE
PHOTOGRAPHS

G-001





SHEET NOTES:
ALL EXISTING BUILDINGS & SITE ELEMENTS TO BE DEMOLISHED

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335 S
WINCHESTER

Project Address : 335 S Winchester Blvd, San Jose, CA 95128

Owner: Pacific Row Development Lic
Owner Address: 1700 S El Camino Real Suite 100, San Mateo, CA 94402

REVISIONS

PLANNING
SUBMISSION 03

Date: 9/17/2019

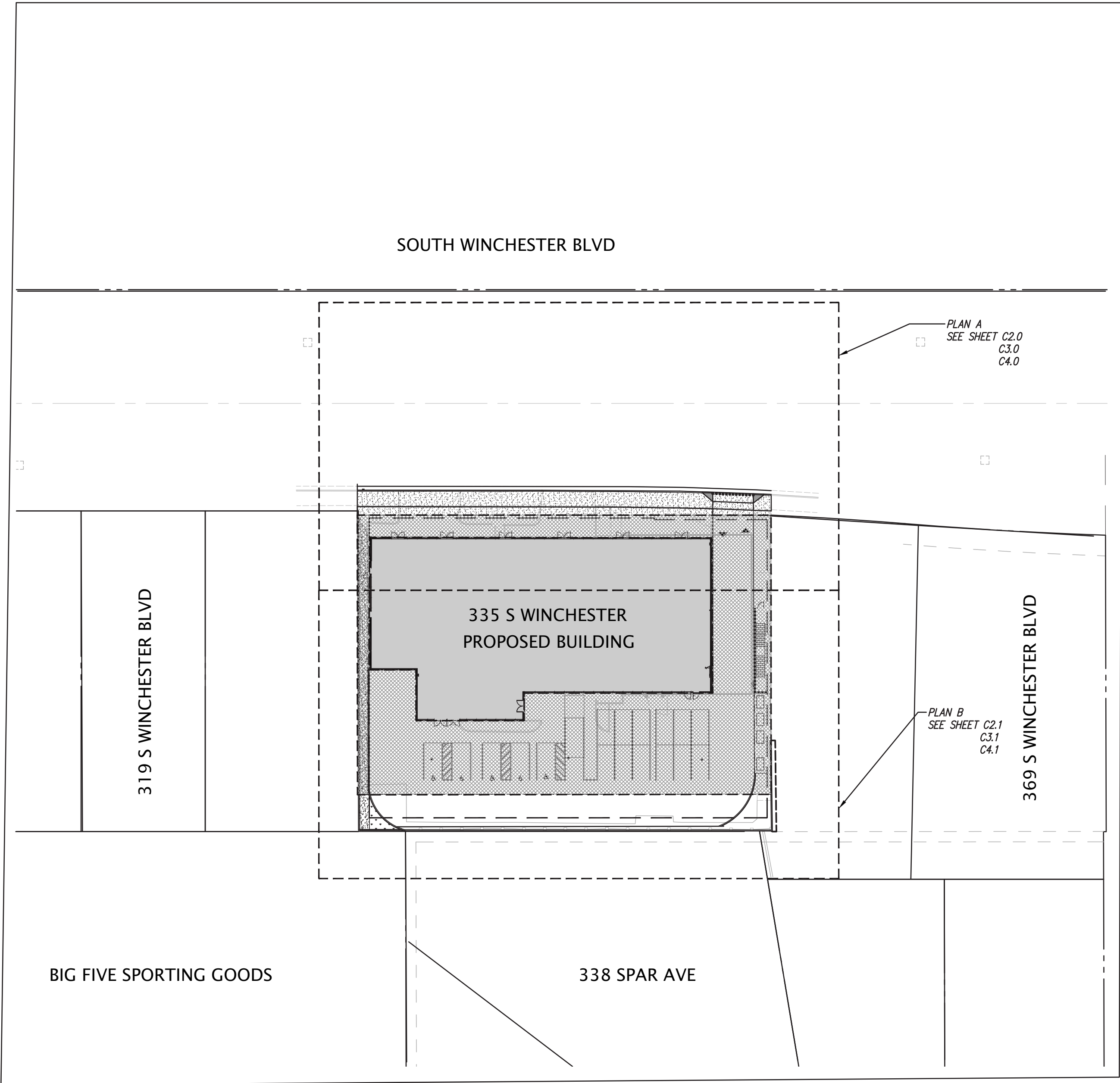
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Project No: 2017.001
Planning Project No: SP18-049

SITE
PHOTOGRAPHS

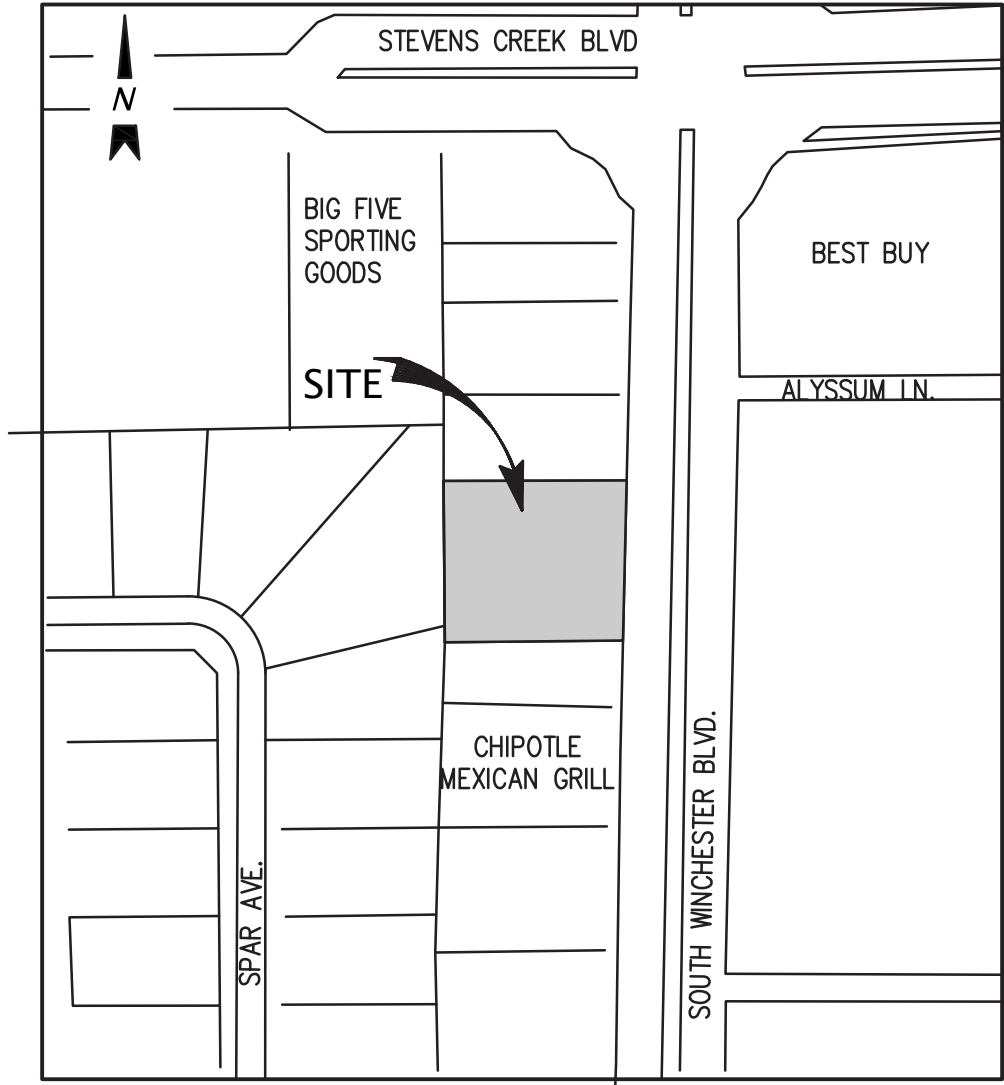
G-002

PRELIMINARY SITE IMPROVEMENT PLANS
OF
335 SOUTH WINCHESTER
FOR
PACIFIC ROW DEVELOPMENT, LLC
SAN JOSE,
CALIFORNIA



SHEET INDEX	
SHEET	DESCRIPTION
CIVIL	
C1.0	COVER SHEET
C2.0	TOPOGRAPHIC SURVEY A
C2.1	TOPOGRAPHIC SURVEY B
C3.0	PRELIMINARY GRADING & DRAINAGE PLAN A
C3.1	PRELIMINARY GRADING & DRAINAGE PLAN B
C4.0	PRELIMINARY UTILITY PLAN A
C4.1	PRELIMINARY UTILITY PLAN B
C5.0	SWQC PLAN (STORM WATER QUALITY CONTROL)
C5.1	SWQCP DETAILS
C5.2	SWQCP DETAILS

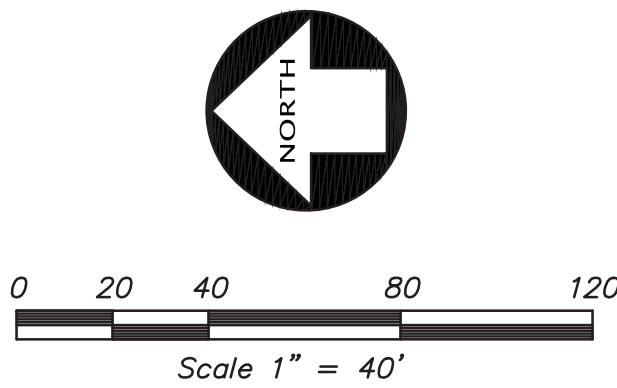
CIVIL ENGINEER
KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC.
ATTN: DANIEL S. MITCHELL, P.E.
3350 SCOTT BLVD., #22, SANTA CLARA, CA 95054
408.330.5209



VICINITY MAP

NOT TO SCALE

LEGEND		
PROPOSED	EXISTING	
		ASPHALT BERM
		BLOCK/RETAINING WALL
		BUILDING LINE
		CENTER LINE
		CONCRETE CURB
		CONCRETE CURB CUT
		CONCRETE CURB & GUTTER
		CONTOUR LINE
		DRIVEWAY
		EDGE OF PAVEMENT
		FLUSH CONCRETE CURB
		FENCE LINE
		GRADE BREAK LINE
		GUARD RAIL
		LOT LINE
		MONUMENT/MONUMENT LINE
		PERFORATED STORM DRAIN PIPE
		PROPERTY LINE
		RAINWATER LEADER
		RIDGE LINE
		SIDEWALK
		STORM DRAIN-MANHOLE & CATCH BASIN
		THRU CURB DRAIN
		SPOT ELEVATION
		TRANSFORMER
		TRAFFIC SIGN
		TREE
		UTILITY BOX
		AREA DRAIN
		BACK OF WALK
		BUILDING
		BUILDING LINE
		CATCH BASIN
		CLEANOUT TO GRADE
		CONCRETE
		DOOR
		DOWN SPOUT
		DIP
		DUCTILE IRON PIPE
		EASEMENT
		EDGE OF WALK
		FACE OF BERM
		FACE OF CURB
		FACE OF WALL
		FINISHED FLOOR
		FLOW LINE
		GRADE BREAK
		HIGH POINT
		INVERT ELEVATION
		LOW POINT
		LIGHT
		OVERFLOW
		OVERFLOW DRAIN
		PAVEMENT
		POINT OF CONNECTION
		RAINWATER LEADER
		RIDGE
		RIM ELEVATION
		ROOF DRAIN
		STREET LIGHT
		STORM DRAIN JUNCTION BOX
		STORM DRAIN MANHOLE
		SWALE
		TOP OF BERM
		TOP OF CURB
		TOP OF WALL
		TRANSFORMER
		TRASH ENCLOSURE



Know what's below.
Call before you dig.

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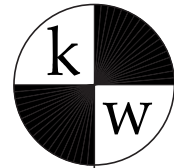
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Fax (408) 727 5641

335 S
WINCHESTER

Project Address: 335 S Winchester
Blvd, San Jose, CA
95128

Owner: Pacific Row
Development Llc

Owner Address: 1700 S El Camino Real
Suite 100, San Mateo,
CA 94402

REVISIONS

No.	Description	Date
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PLANNING
REVIEW

Date: 10/15/2019

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Project Number: 2017.001

Planning Number: SP18-049

COVER SHEET

C1.0

8/21/2018 10:44 AM
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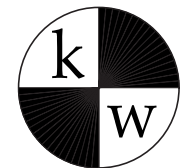
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Tel: 408 727 6665

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Tel: 510 338 9143

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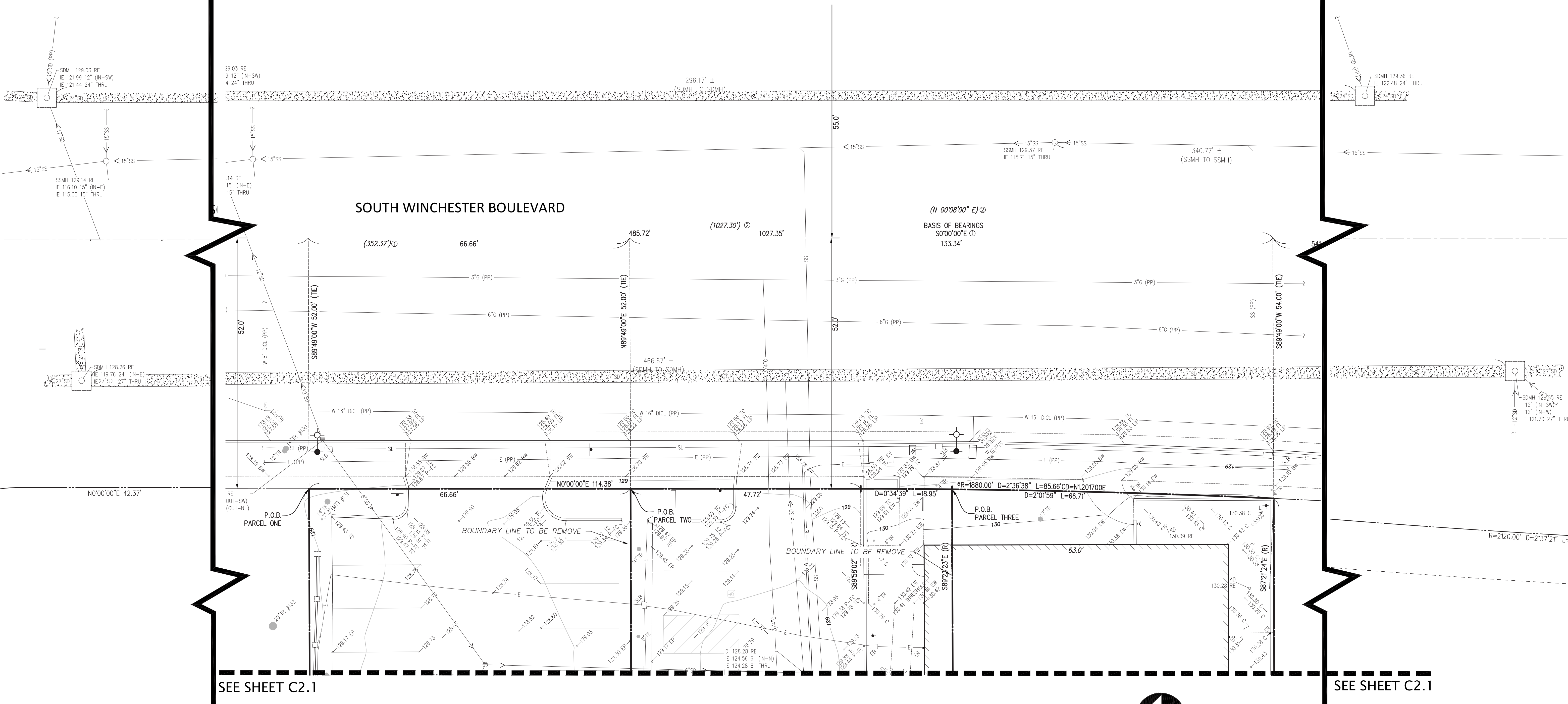
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TOPOGRAPHIC SURVEY A

C2.0



LEGEND

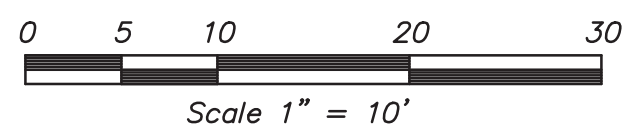
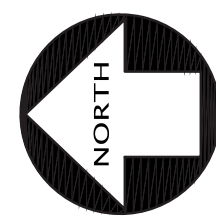
	BUILDING LINE
	CENTERLINE
	CONCRETE/BLOCK/RETAINING WALL
	CONCRETE CURB
	CONCRETE CURB & GUTTER
	CONTOUR LINE
	DRIVEAWAY
	EASEMENT LINE
	EDGE OF PAVEMENT
	ELECTRIC LINE
	FENCE LINE
	COMMUNICATIONS LINE
	LOT LINE
	MONUMENT/MONUMENT LINE
	OVERHEAD POWER LINE
	PROPERTY LINE
	RECLAIMED WATER LINE & VALVE
	SANITARY SEWER-MANHOLE & CLEANOUT
	SIDEWALK
	SPOT ELEVATION
	STORM DRAIN-MANHOLE & CATCH BASIN
	STREET LIGHT CONDUIT LINE
	WATER LINE & VALVE
	BACKFLOW PREVENTION DEVICE
	ELECTROLIER
	FIRE DEPARTMENT CONNECTION
	GAS METER
	HANDICAP SYMBOL
	HOSEBIB
	POST INDICATOR VALVE
	POWER POLE/JOINT POLE
	TRANSFORMER
	TRAFFIC SIGNAL POLE
	TRAFFIC SIGN
	TREE
	UTILITY BOX
	UTILITY LINE MARKER
	WALK-BOLLARD LIGHT
	WATER VALVE

REFERENCES

①	RECORD OF SURVEY	(326 M 33)
②	TRACT NO. 9275	(735 M 27)
③	TRACT NO. 1071	(41 M 30)
	WINCHESTER MANOR	

ABBREVIATIONS

AC	ASPHALTIC CONCRETE
BW	BACK OF WALK
C	CONCRETE
CL	CENTERLINE
COMM	COMMUNICATION
DICL	DUCTILE IRON CEMENT LINED
EP	EDGE OF PAVEMENT
ER	ELECTRIC RECEPTACLE
EW	EDGE OF WALK
FC	FACE OF CURB
FL	FLOW LINE
L/S	LANDSCAPE
LIP	LIP OF GUTTER
OH	OVERHEAD
P	PAVEMENT
P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF COMMENCEMENT
(R)	RADIAL
SD	STORM DRAIN
SL	STREET LIGHT
SS	SANITARY SEWER
TC	TOP OF CURB

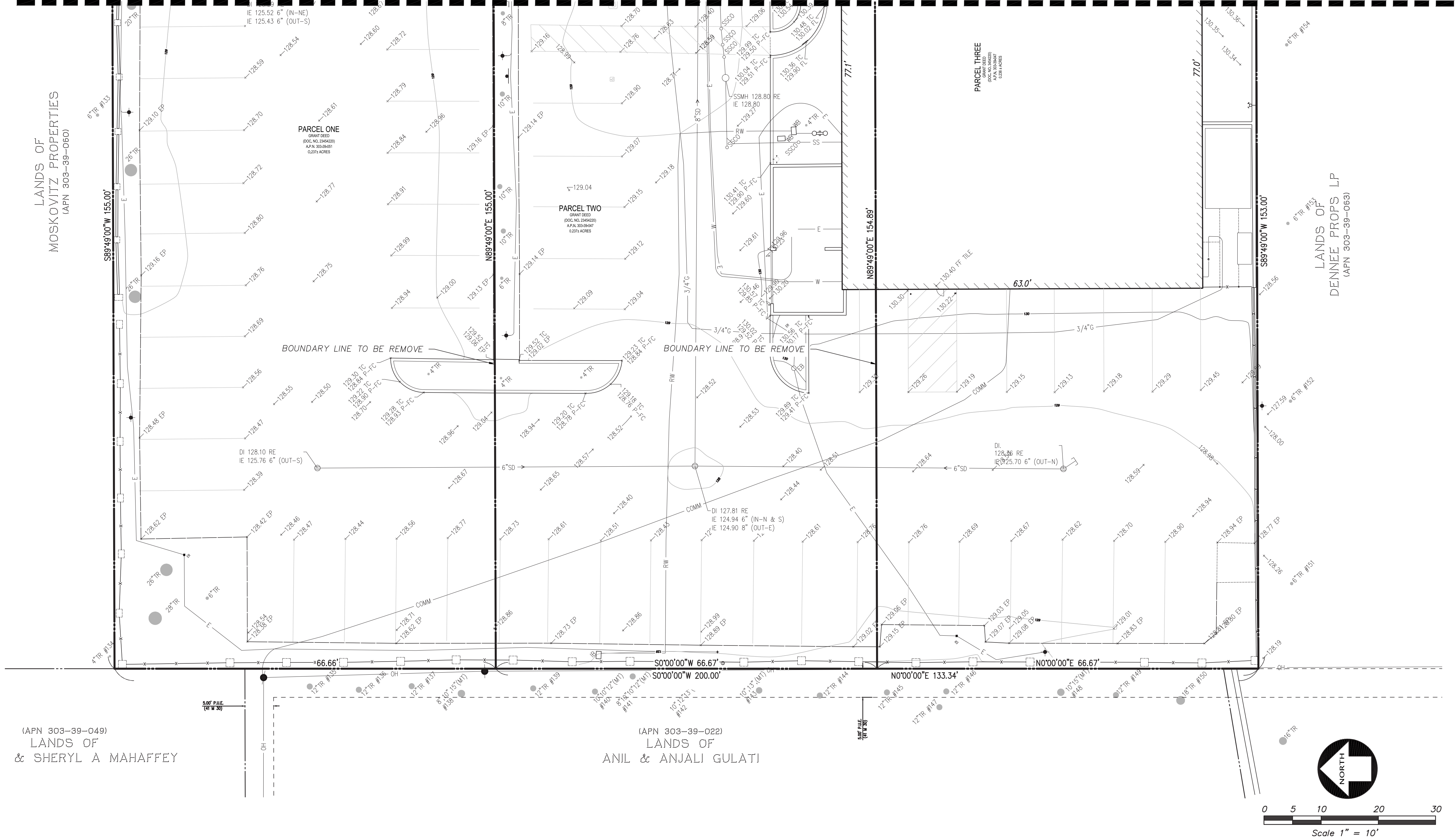


NOTES

- This survey was prepared from information furnished in a Preliminary Title Report, prepared by Old Republic Title Company, dated September 16, 2016, Order No. 0616013684-SL. No liability is assumed for matters of record not stated in said Preliminary Title Report that may affect the title lines, or exceptions, or easements of the property.
- The types, locations, sizes and/or depths of existing underground utilities as shown on this topographic survey were obtained from sources of varying reliability. The contractor is cautioned that only actual excavation will reveal the types, extent, sizes, locations and depths of such underground utilities. (A reasonable effort has been made to locate and delineate all unknown underground utilities.) However, the engineer can assume no responsibility for the completeness or accuracy of its delineation of such underground utilities which may be encountered, but which are not shown on these drawings.
- Benchmark:
BM;641-B.
USC and GS L1122 on Southeast corner of 3.5 feet X 18.5 feet concrete foundation, 49.5 feet West of west curb of Winchester Boulevard, 40 feet North of north curb of Stevens Creek Boulevard. F.B. 1070
Elevation: 129.50' (Datum= NGVD29)
- A.P.N.: 303-39-051, 303-39-047
- Flood Zone Note:
This site is in Flood Zone "D", Areas in which flood hazards are undetermined but possible. Per Flood Insurance Rate Map Community No. 060349 0229 H, dated May 18, 2009.
- Basis of Bearings:
The bearing of South 0°00'00" East taken on the centerline of South Winchester Boulevard (formerly known as Santa Clara and Los Gatos Road) as shown on that certain Record Of Survey filed for record on July 13, 1973 in Book 326 of Maps at Page 33, Santa Clara County Records was taken as the Basis of all Bearings shown hereon.

SEE SHEET C2.0

SEE SHEET C2.0



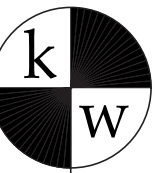
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335 S
WINCHESTER

Project Address: 335 S Winchester
Blvd, San Jose, CA
95128

Owner: Pacific Row
Development Llc
Owner Address: 1700 S El Camino Real
Suite 100, San Mateo,
CA 94402

REVISIONS		
No.	Description	Date

PLANNING
REVIEW

Date: 10/15/2019

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Project Number: 2017.001

Planning Number: SP18-049

TOPOGRAPHIC
SURVEY B

C2.1

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Santa Clara, California 95054
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Project 335 S Winchester
Address: Blvd, San Jose, CA
95128

Owner: Pacific Row
Development LLC

Owner 1700 S El Camino Real
Address Suite 100, San Mateo,
CA 94402

REVISIONS		
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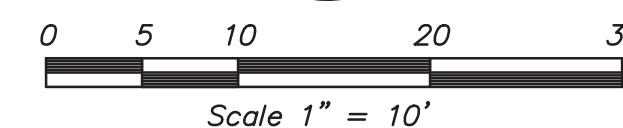
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Planning Number: SP18-049

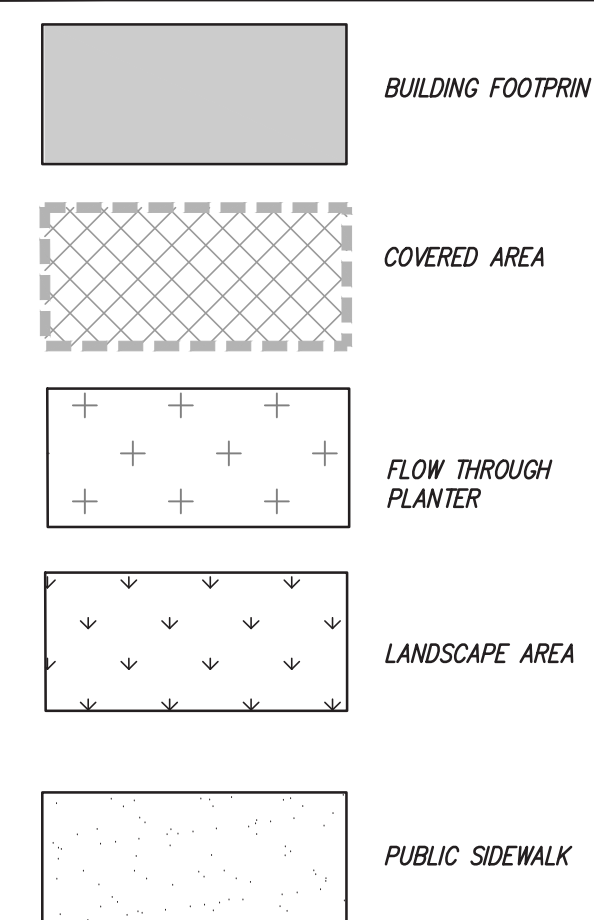
PRELIMINARY
GRADING &
DRAINAGE PLAN A

C3.0

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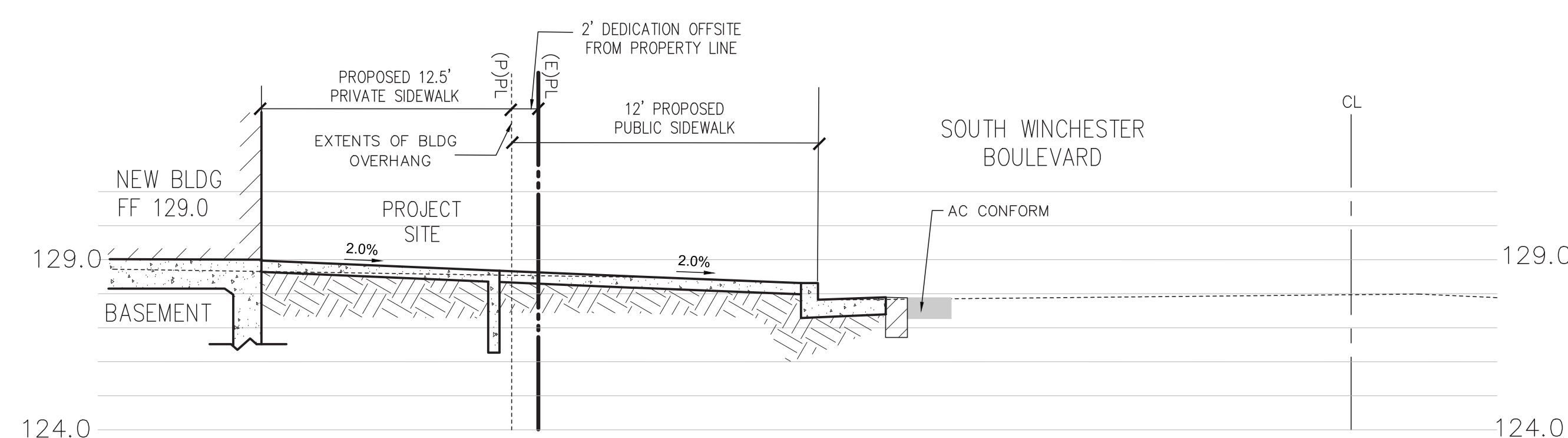


LEGEND



➡ OVERLAND RELEASE

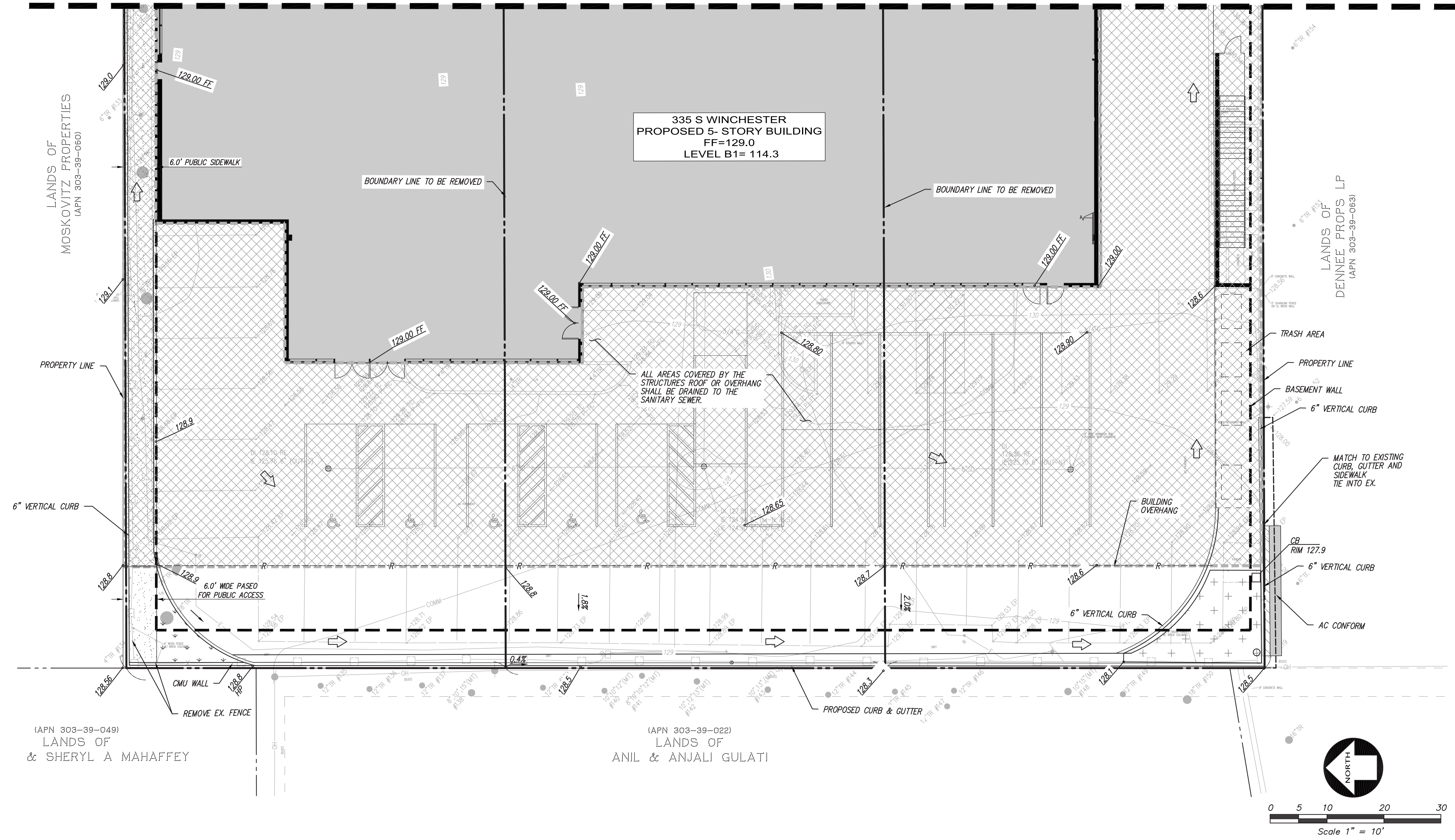
■ LIMIT OF BASEMENT



SOUTH WINCHESTER BLVD SECTION (A-A)
N.T.S

SEE SHEET C3.0

SEE SHEET C3.0



- NOTES
- ALL DRAINAGE IN COVERED AREA SHALL BE DRAINED TO SEWER.

LEGEND

- BUILDING FOOTPRINT
- COVERED AREA
- FLOW THROUGH PLANTER
- LANDSCAPE AREA
- OVERLAND RELEASE
- LIMIT OF BASEMENT

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335 S
WINCHESTER

Project Address: 335 S Winchester Blvd, San Jose, CA 95128

Owner: Pacific Row Development Llc
Owner Address: 1700 S El Camino Real Suite 100, San Mateo, CA 94402

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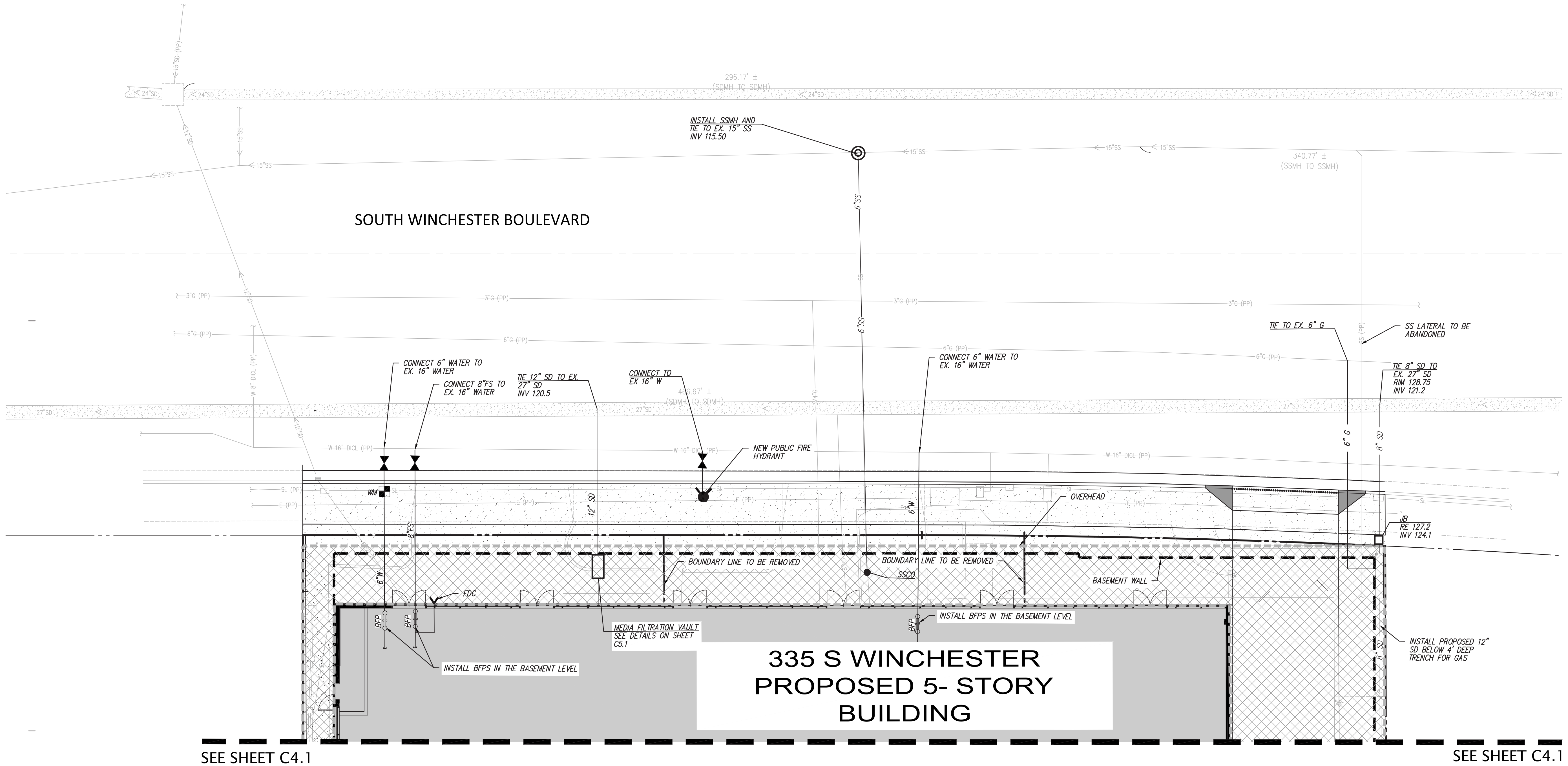
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Project Number: 2017.001
Planning Number: SP18-049

PRELIMINARY
GRADING &
DRAINAGE PLAN B

C3.1

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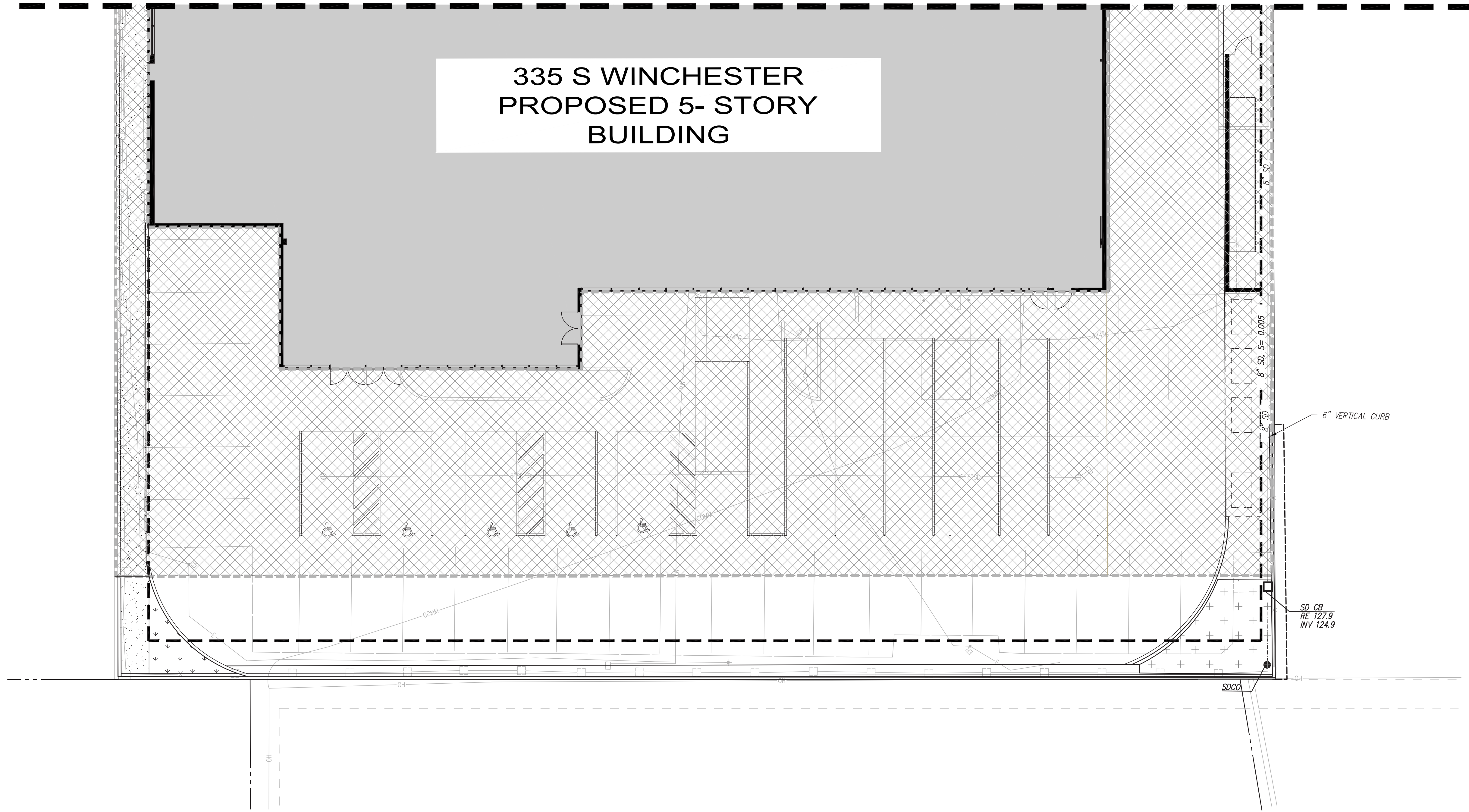
PRELIMINARY
UTILITY PLAN A

Scale 1" = 10'

SEE SHEET C4.0

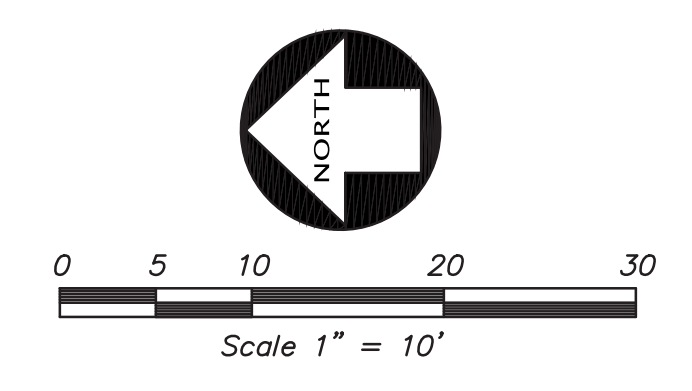
SEE SHEET C4.0

335 S WINCHESTER
PROPOSED 5- STORY
BUILDING



LEGEND

- BUILDING FOOTPRINT
- COVERED AREA
- FLOW THROUGH PLANTER
- LANDSCAPE AREA
- OVERLAND RELEASE
- LIMIT OF BASEMENT



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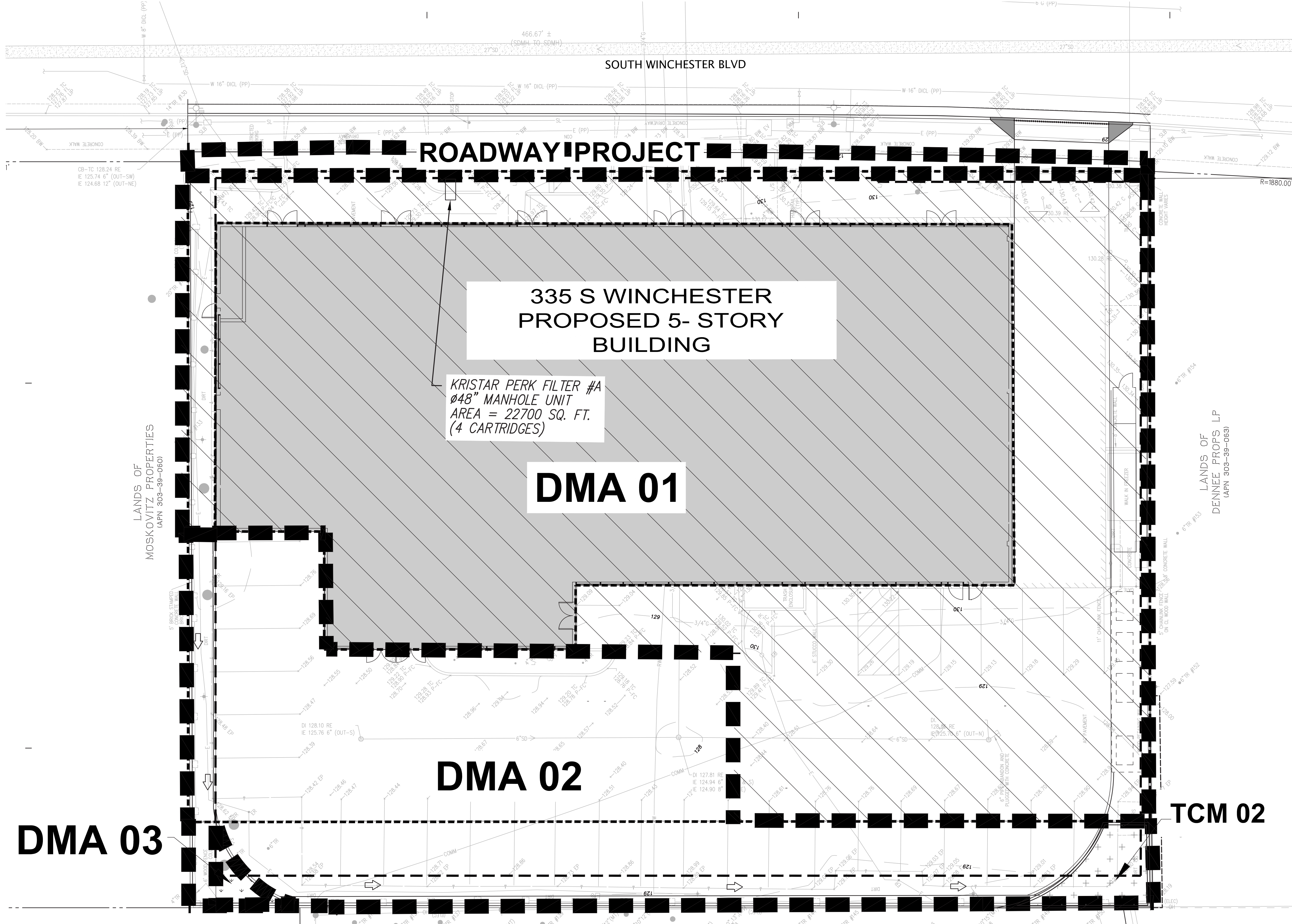
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**PRELIMINARY
UTILITY PLAN B**



TREATMENT CONTROL MEASURE SUMMARY TABLE

TREATMENT CONTROL MEASURE SUMMARY TABLE																	
DMA #	TCM #	Location	Treatment Type	LID or Non-LID	Sizing Method	Drainage Area (s.f.)	Impervious Area (s.f.)	Pervious Area (Permeable Pavement) (s.f.)	Pervious Area (Other) (s.f.)	% Onsite Area Treated by LID or Non-LID TCM	Bioretention Area Required (s.f.)	Bioretention Area Provided (s.f.)	Overflow Riser Height (in)	Storage Depth Required (ft)	Storage Depth Provided (ft)	# of Cartridges Required	# of Cartridges Provided
1	1	Onsite	Infiltration trench	Non-LID	N/A	22,700	22,700	0	0	73.84%						4	4
2	2	Onsite	Bioretention unlined w/ underdrain	LID	2C. Flow: 4% Method **	7,948	7,948	0	213	25.85%	213	252	6.0	0.5	0.5		
3		Onsite	Self-treating areas	LID	N/A	93	0	0	93	0.30%							
4		Offsite	Roadway Project ***	LID	N/A	691				-							
Totals:						31,432	30,648	0	306	100.00%							

Footnotes:
* "Lined" refers to an impermeable liner placed on the bottom of a Bioretention basin or a concrete Flow-Through Planter, such that no infiltration into native soil occurs.
** Sizing for Bioretention Area Required calculated using the 4% Method (Impervious Area x 0.04)
*** Per Chapter 2.3 of the C3 Stormwater Handbook Roadway projects that add new sidewalk along an existing roadway are exempt from Provision C.3.c of the Municipal Stormwater Permit.

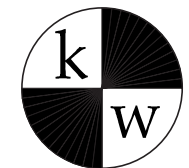
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SWQC PLAN

C5.0

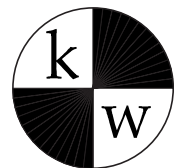
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SWQCP
DETAILS

C5.2

SITE DESIGN MEASURES:

- DIRECT RUNOFF FROM ROOFS, SIDEWALKS, PATIOS TO LANDSCAPED AREAS.
- CLUSTER STRUCTURES/PAVEMENT.

SOURCE CONTROL MEASURES:

- CONNECT THE FOLLOWING FEATURES TO SANITARY SEWER:
 - COVERED TRASH/ RECYCLING ENCLOSURES.
 - INTERIOR PARKING STRUCTURES.
 - WASH AREA/ RACKS.
 - POOLS, SPAS, FOUNTAINS.
 - COVERED LOADING DOCKS AND MAINTENANCE BAYS.
 - PUMPED GROUNDWATER.
- MAINTENANCE (PAVEMENT SWEEPING, CATCH BASIN CLEANING, GOOD HOUSEKEEPING).
- STORM DRAIN LABELING.

Bioretention Area
Inspection and Maintenance Checklist

Property Address: 335 S Winchester Blvd., San Jose Property Owner: Pacific Row Development

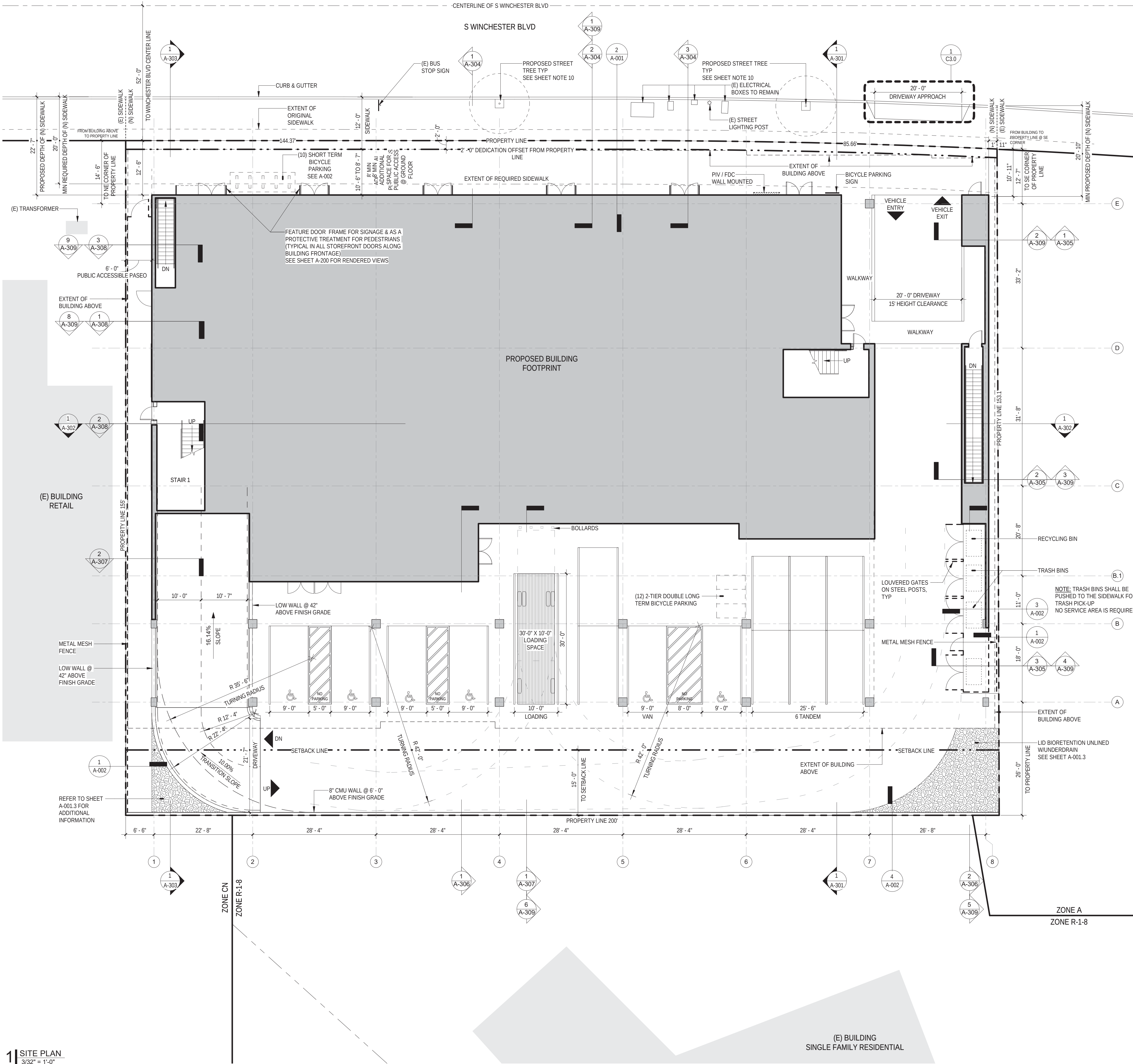
Treatment Measure No.: Date of Inspection: Type of Inspection: ☐ Quarterly ☐ Pre-Wet Season
☐ After heavy runoff ☐ End of Wet Season
Inspector(s): ☐ Other:

Defect	Conditions When Maintenance Is Needed	Maintenance Needed? (Y/N)	Comments (Describe maintenance completed and if needed maintenance was not conducted, note when it will be done)	Results Expected When Maintenance Is Performed
1. Standing Water	Water stands in the bioretention area between storms and does not drain within 2-3 days after rainfall.			There should be no areas of standing water once storm event has ceased. Any of the following may apply: sediment or trash blockages removed, improved grade from head to foot of bioretention area, or added underdrains.
2. Trash and Debris Accumulation	Trash and debris accumulated in the bioretention area, inlet, or outlet.			Trash and debris removed from bioretention area and disposed of properly.
3. Sediment	Evidence of sedimentation in bioretention area.			Material removed so that there is no clogging or blockage. Material is disposed of properly.
4. Erosion	Channels have formed around inlets, there are areas of bare soil, and/or other evidence of erosion.			Obstructions and sediment removed so that water flows freely and disperses over a wide area. Obstructions and sediment are disposed of properly.
5. Vegetation	Vegetation is dead, diseased and/or overgrown.			Vegetation is healthy and attractive in appearance.
6. Mulch	Mulch is missing or patchy in appearance. Areas of bare earth are exposed, or mulch layer is less than 2 inches in depth.			All bare earth is covered, except mulch is kept 6 inches away from trunks of trees and shrubs. Mulch is even in appearance, at a depth of 2 – 3 inches.
7. Miscellaneous	Any condition not covered above that needs attention in order for the bioretention area to function as designed.			Meets the design specifications.

Bioretention Area Maintenance Plan - Page 3

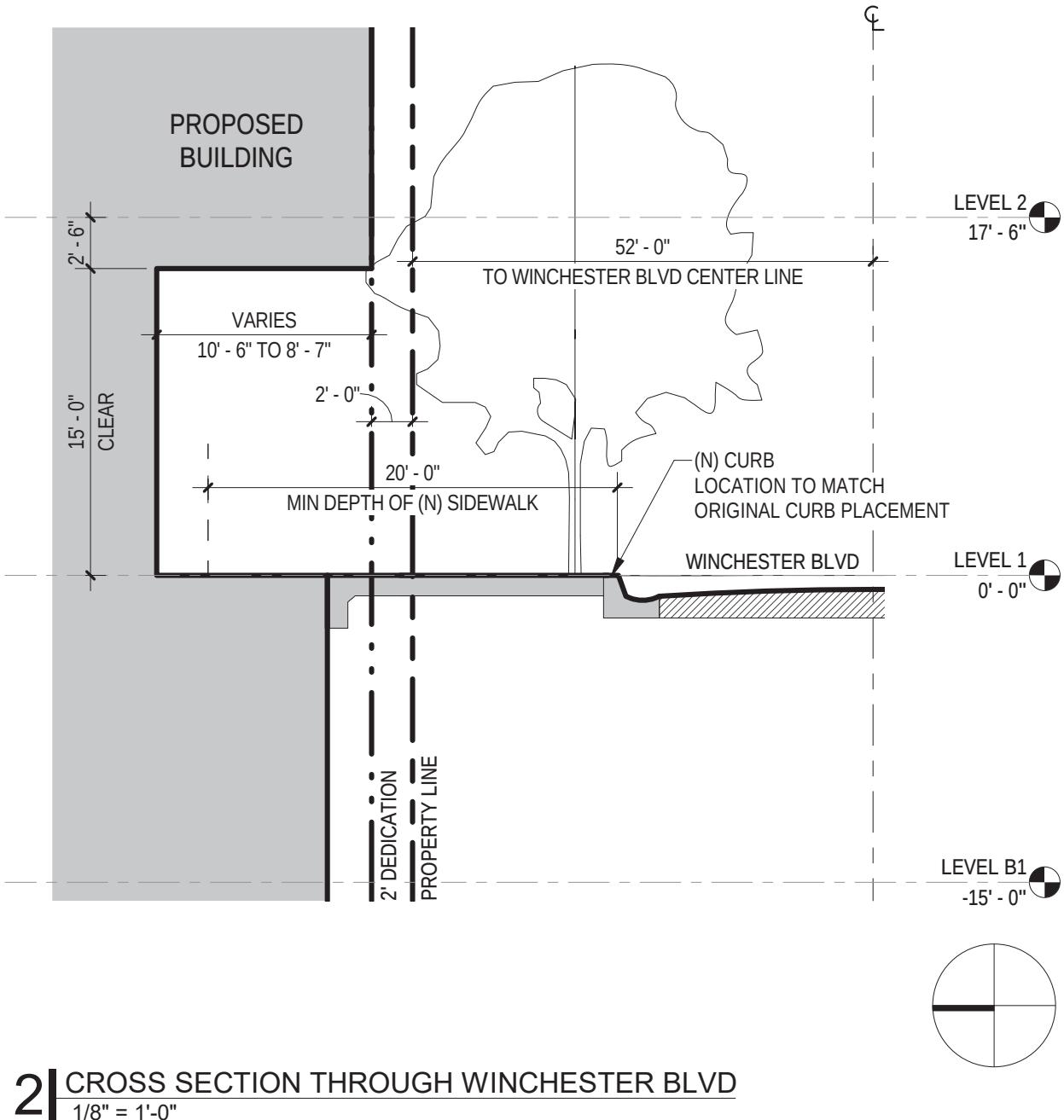
PROJECT SITE INFORMATION:

- SOILS TYPE: SILTY AND CLAYEY SAND
- GROUND WATER DEPTH: BETWEEN 46.7 AND 49.0 FEET
- NAME OF RECEIVING BODY: TBD
- FLOOD ZONE: D
- FLOOD ELEVATION (IF APPLICABLE): TBD



1 SITE PLAN
3/32" = 1'-0"

- PROJECT STATEMENT AND TABLES:**
1. TOTAL ACRES OF SUBJECT PROPERTY
GROSS: 30,997 SF
NET: 28,999 SF
(WITH DEDUCTION OF MIN REQUIRED SIDEWALK)
2. BUILDING GROSS SQUARE FOOTAGE
(WITHIN EXTERIOR WALL, INCLUDING STAIRWAYS, ELEVATOR SHAFTS, MECHANICAL EQUIPMENT ROOMS, EXCLUDING BASEMENT PARKING)
- EXISTING BUILDING GROSS SQUARE FOOTAGE:
4,855.95 SF (REFER TO C2.0 AND C2.1 FOR EXISTING BUILDING INFORMATION)
- PROPOSED BUILDING GROSS SQUARE FOOTAGE:
- | | |
|---------|-----------|
| LEVEL 1 | 12,733 SF |
| LEVEL 2 | 24,694 SF |
| LEVEL 3 | 14,549 SF |
| LEVEL 4 | 22,207 SF |
| LEVEL 5 | 19,808 SF |
| TOTAL | 93,991 SF |
3. BUILDING NET SQUARE FOOTAGE (85% OF GROSS)
(THE ACTUAL OCCUPIED AREA NOT INCLUDING UNOCCUPIED ACCESSORY AREAS SUCH AS CORRIDORS, STAIRWAYS, TOILET ROOMS, MECHANICAL ROOMS AND CLOSETS)
- EXISTING BUILDING NET SQUARE FOOTAGE:
4,855.95 SF X 85% = 4,127.6 SF
- PROPOSED BUILDING NET SQUARE FOOTAGE :
93,991 SF X 85% = 79,892.4 SF
4. OFF-STREET PARKING SPACE
- TOTAL EXISTING OFF-STREET PARKING: 58
(REFER TO C2.0 AND C2.1 FOR EXISTING PARKING INFORMATION, ALL TO BE DEMOLISHED & REPLACED WITH NEW)
- TOTAL PROPOSED OFF-STREET PARKING: 215
- GROUND FLOOR PARKING: 14
 - INCLUDES:
 - TANDEM PARKING SPACE: 8
 - ACCESSIBLE PARKING SPACE: 6 (INCLUDE 1 VAN PARKING)
 - B1 PARKING (MECHANIZED SYSTEM): 201
- LOADING SPACE: 1
5. PERCENTAGE OF PROPOSED SITE COVERAGE
- BUILDING: 42.8%
 - OFF-STREET PARKING AND LOADING: 12.8%
 - LANDSCAPE: 1.37%
- SHEET NOTES**
1. REFER TO SHEET G-000 FOR LOCATION MAP AND PARCEL MAP.
2. REFER TO SHEET C2.0 AND C2.1 FOR EXISTING SITE INFORMATION, INCLUDING EXISTING BUILDING, PARKING SPACES, DRIVEWAYS/CIRCULATION ELEMENTS, LOADING AREA, LANDSCAPES, FENCE, AND EASEMENTS.
3. ALL EXISTING BUILDINGS, STRUCTURES, PARKING SPACES, FENCES AND LANDSCAPING WILL BE DEMOLISHED.
4. NO PROPOSED ON-SITE LIGHTING POSTS. ALL NEW OUTDOOR LIGHTING FIXTURES ARE MOUNTED ON BUILDING. SEE A-001.1.
5. REFER TO A-101 FOR ADDITIONAL GROUND FLOOR INFORMATION INCLUDING BUILDING ELEVATION AND SECTION TAGS.
6. DEVELOPER SHALL BE RESPONSIBLE FOR ADJUSTING EXISTING UTILITY BOXES/WALKS TO GRADE, LOCATING AND PROTECTING THE EXISTING COMMUNICATION CONDUITS (FIBER OPTIC AND COPPER) ALONG THE PROJECT FRONTAGE.
7. DEDICATION AND IMPROVEMENT OF THE PUBLIC STREETS SHALL BE TO THE SATISFACTION OF THE DIRECTOR OF PUBLIC WORKS.
8. NEW CURB & GUTTER EXTEND THROUGHOUT THE BUILDING FRONTAGE ALONG THE ENTIRE PROPERTY LINE.
9. 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.
10. EXISTING ELECTRICAL CONDUIT SHALL BE PROTECTED IN DRIVEWAY AND/OR SIDEWALK CONSTRUCTION.
11. THE LOCATION OF THE STREET TREES WILL BE DETERMINED AT THE STREET IMPROVEMENT STAGE. STREET TREES SHALL BE PLANTED WITHIN PUBLIC RIGHT-OF-WAY ALONG ENTIRE PROJECT STREET FRONTAGE PER CITY STANDARD OF "GUIDELINES FOR PLANNING, DESIGN, AND CONSTRUCTION OF CITY STREETSCAPE PROJECTS". STREET TREES SHALL BE PLANTED IN CUT-OUTS AT THE BACK OF CURB. DOT STREET TREE PLANTING PERMIT IS REQUIRED FOR ANY PROPOSED STREET TREE PLANTING. STREET TREES SHOWN ON THE PLAN ARE CONCEPTUAL AND FOR REFERENCE ONLY ON THIS PERMIT. FOR LANDSCAPE INFORMATION SEE A-001.2
12. FOR DMA & TCM INFORMATION SEE SHEET C5.0.



2 CROSS SECTION THROUGH WINCHESTER BLVD
1/8" = 1'-0"

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Project Address: 335 S Winchester Blvd, San Jose, CA 95128

Owner: Pacific Row Development Llc

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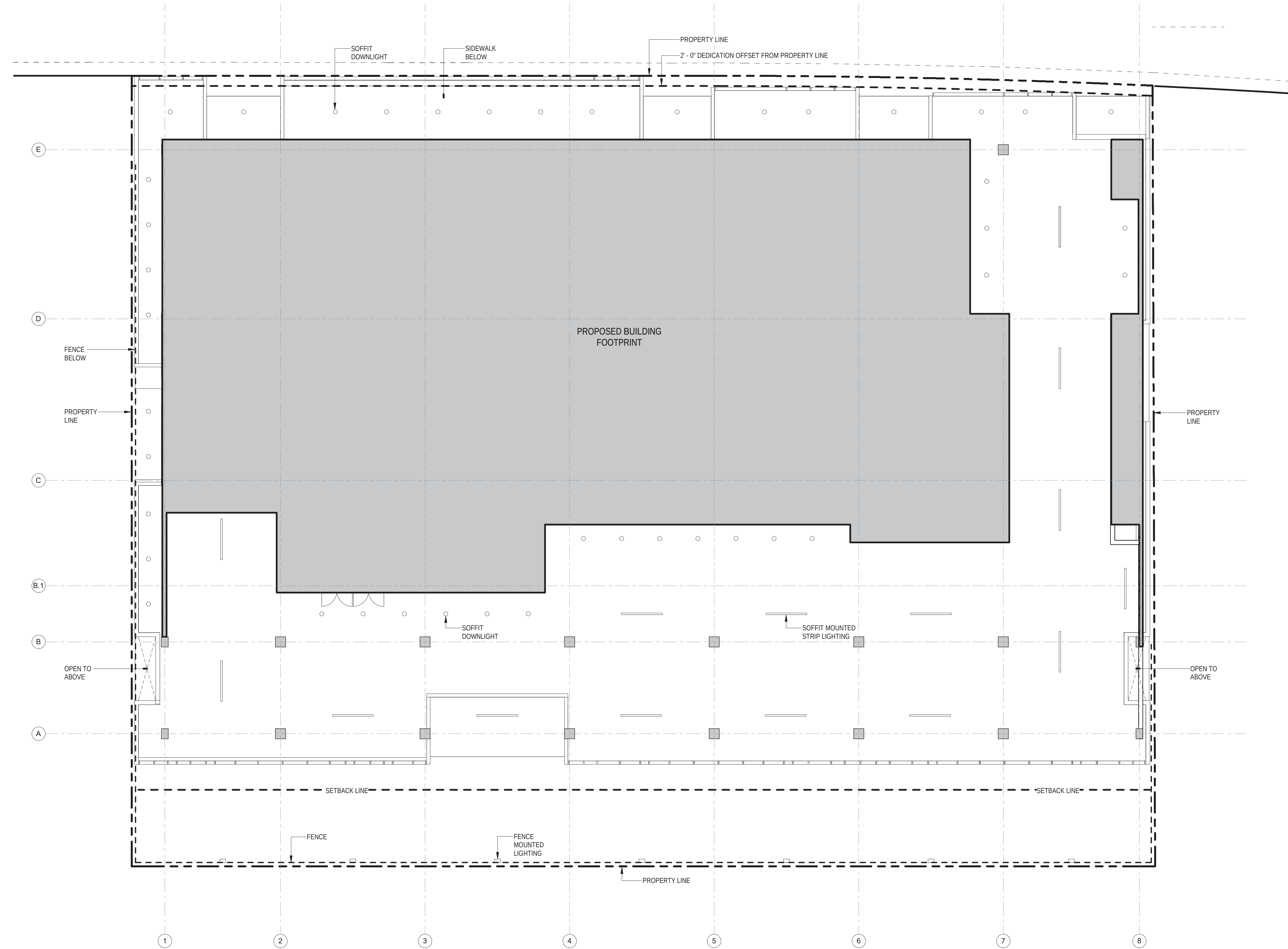
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Project No: 2017.001
Planning Project No: SP18-049

SITE PLAN

A-001



1 | SITE LIGHTIN PLAN
3/32" = 1'-0"

- SHEET NOTES**
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 - FOR DMA & TCM INFORMATION SEE SHEET C5.0.

- LIGHTING LEGEND:**
- SOFFIT MOUNTED STRIP LIGHTING
 - SOFFIT DOWNLIGHT
 - FENCE MOUNTED LIGHTING

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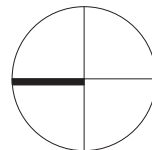
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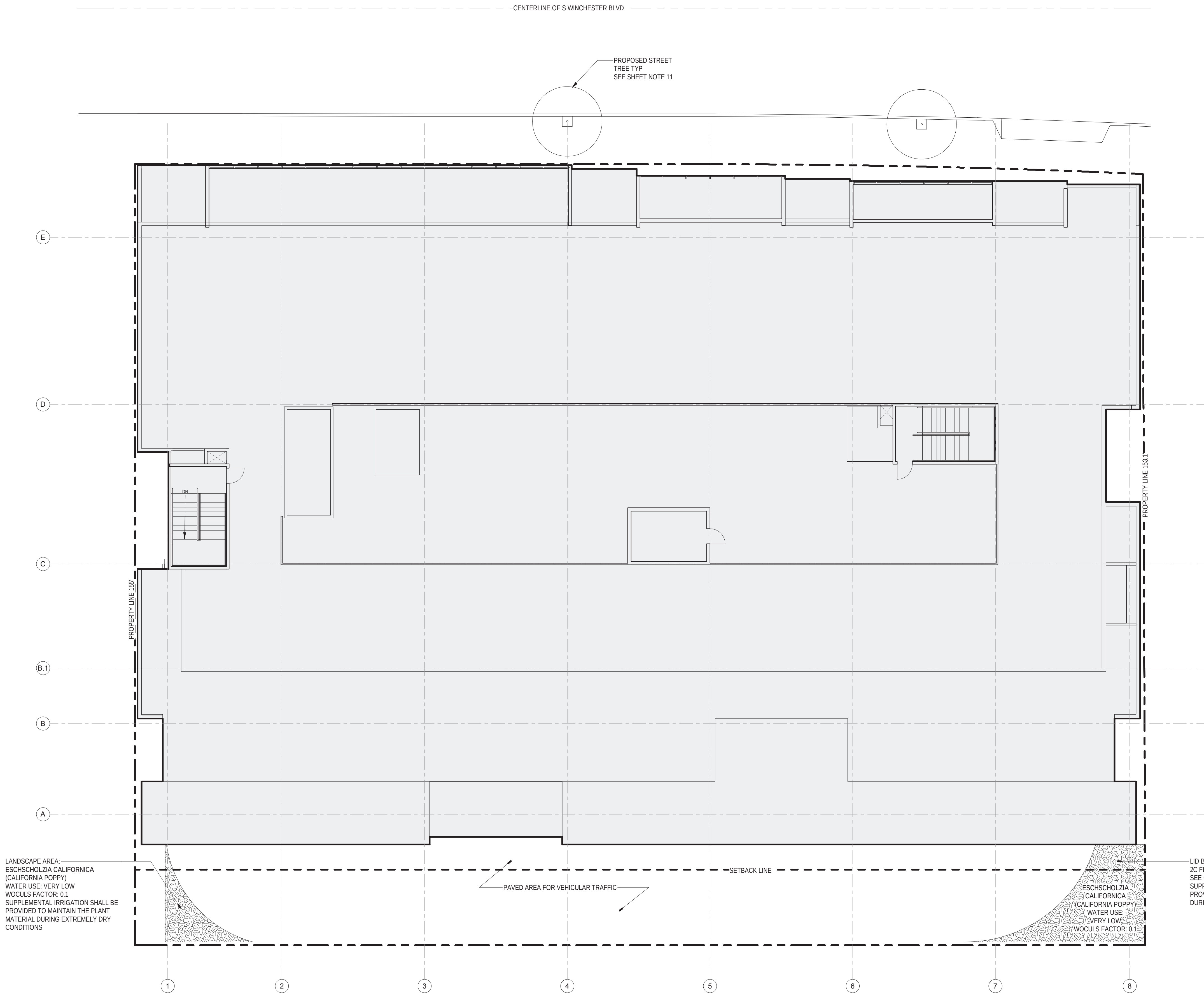
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Planning Project No: SP18-049

SITE LIGHTING PLAN

A-001.1



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11 PLANTING PLAN
3/32" = 1'-0"

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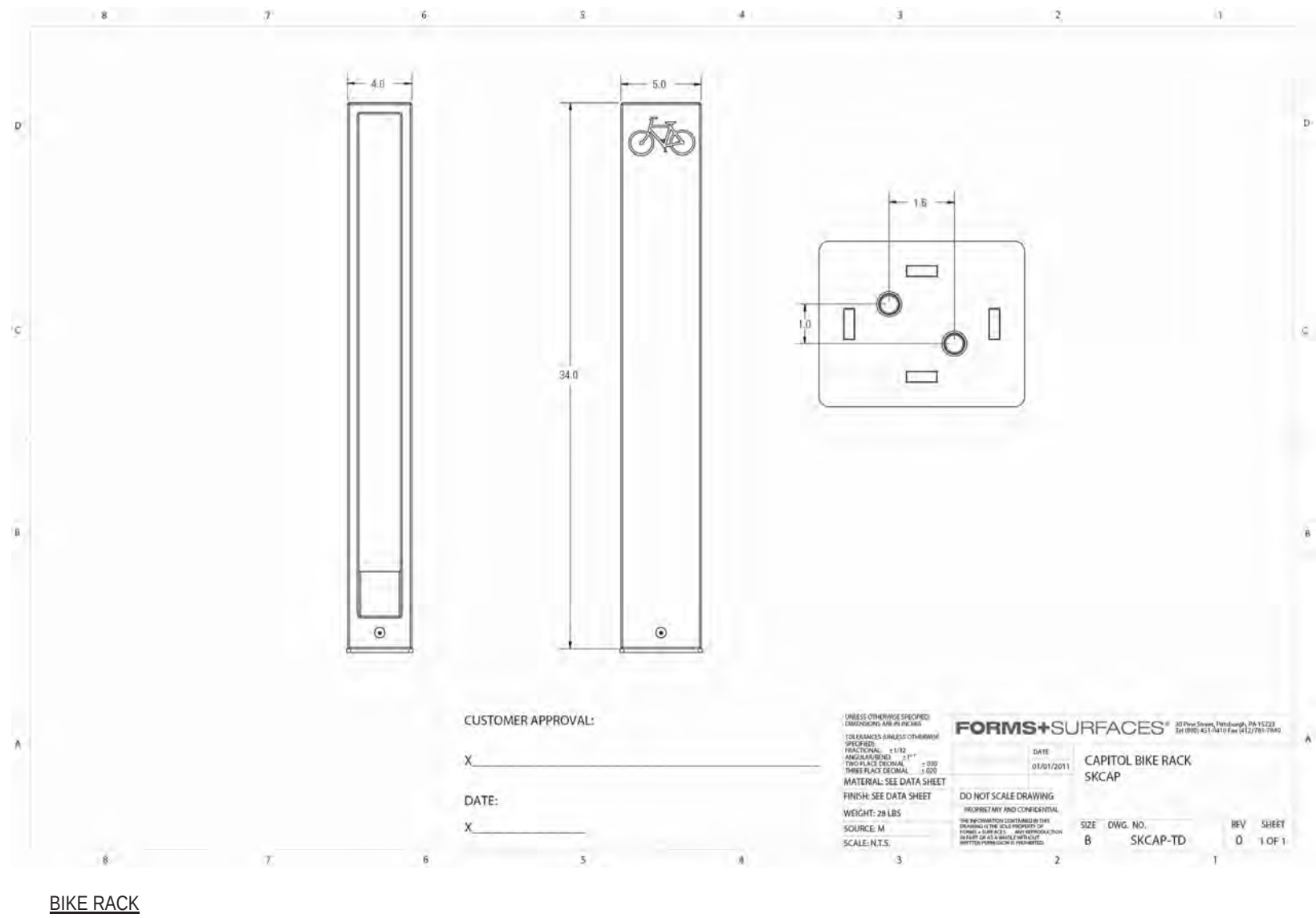
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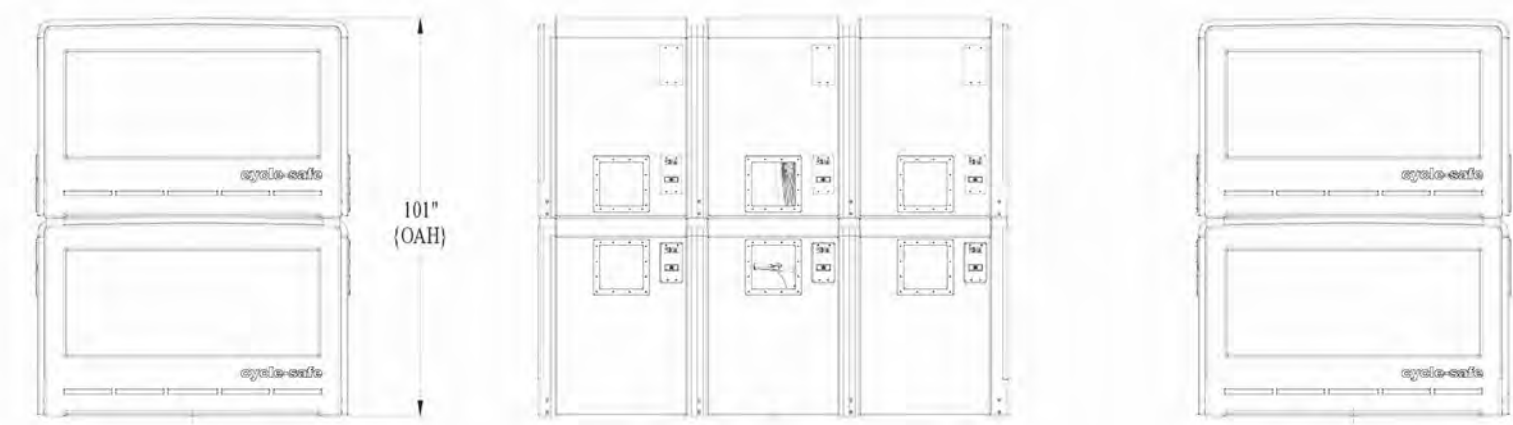
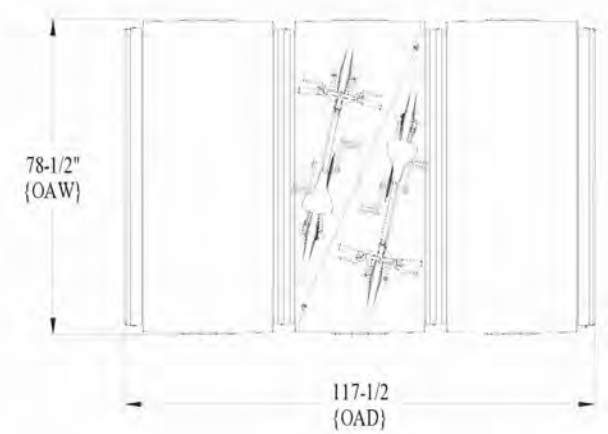
LANDSCAPE
PLAN

A-001.2

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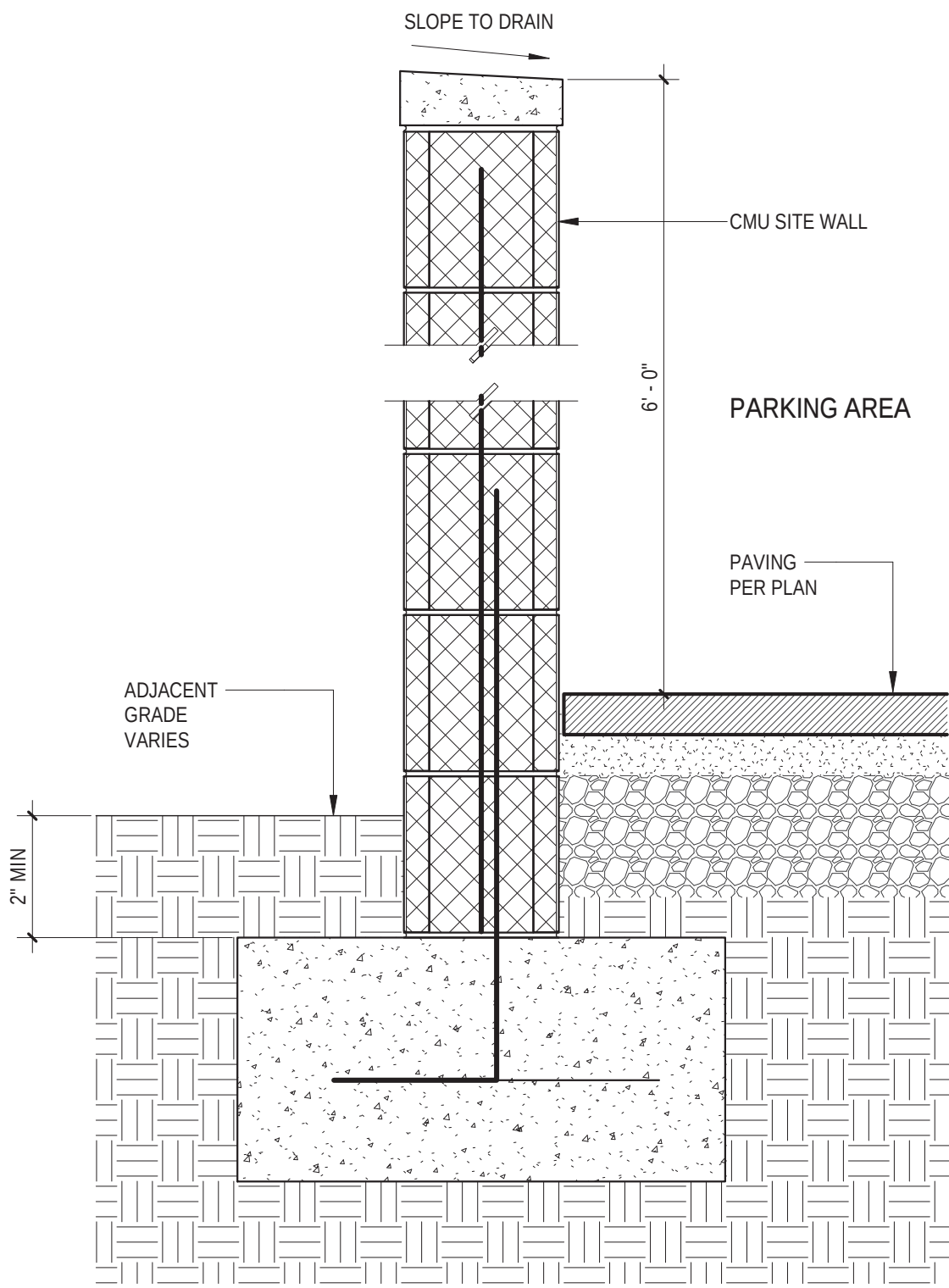


BIKE RACK

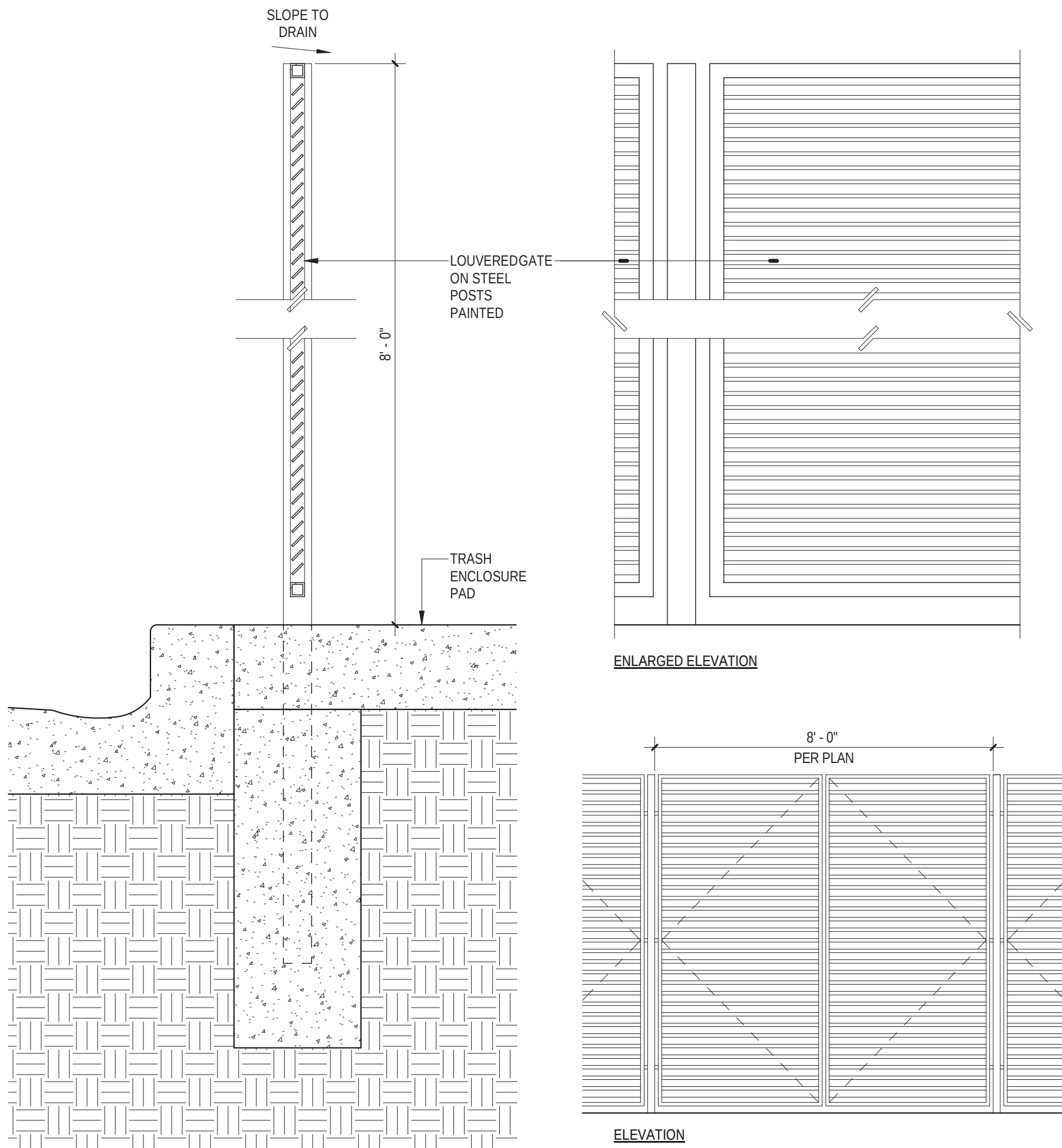


BIKE LOCKER

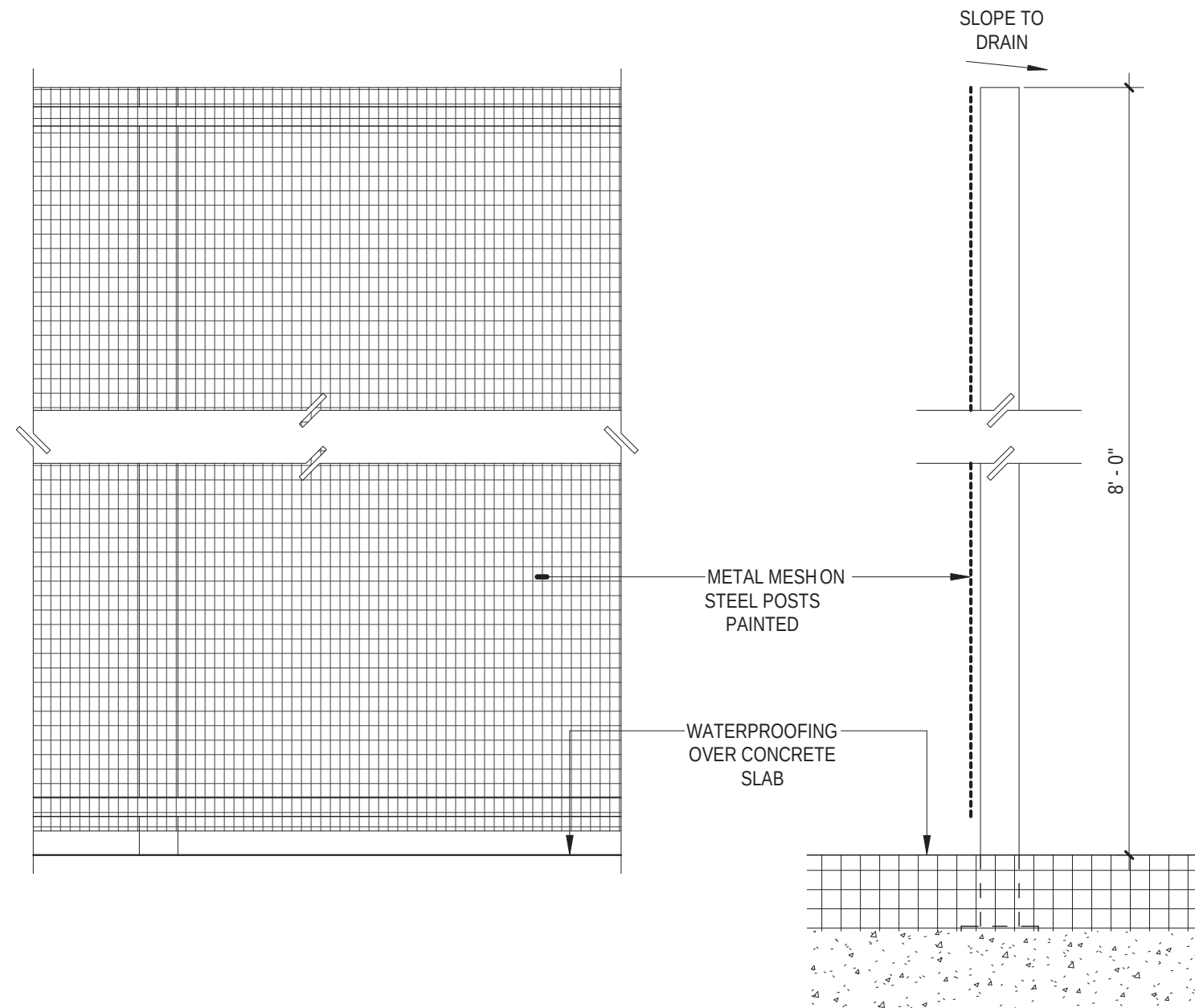
5 | BIKE PARKING CUT SHEETS (OR SIMILAR)
NTS



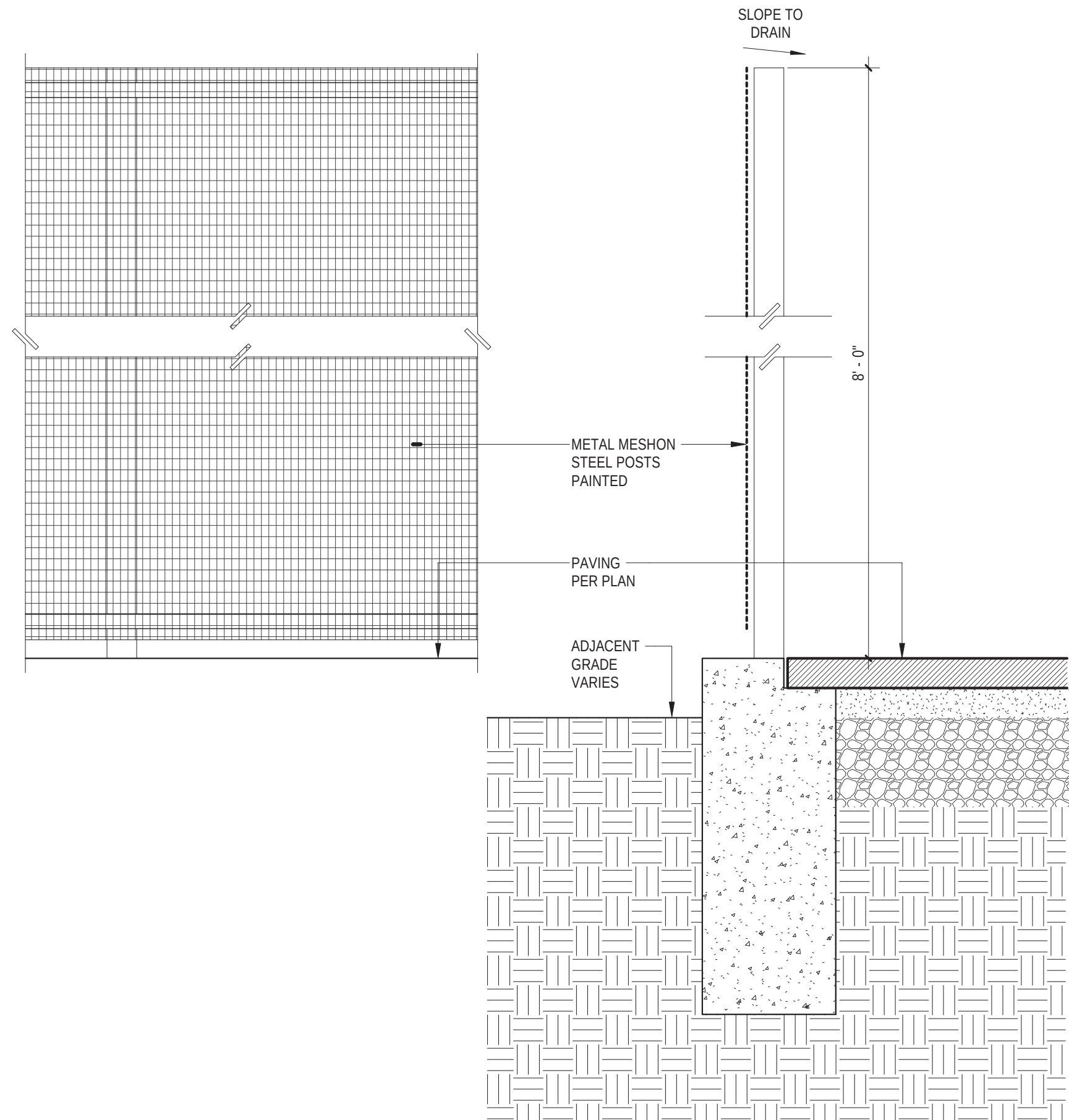
4 | CMU FENCE DETAIL
1 1/2\"/>



3 | TRASH ENCLOSURE GATE DETAIL
1 1/2\"/>



2 | METAL MESH EQUIPMENT SCREEN
1 1/2\"/>



1 | METAL MESH FENCE DETAIL
1 1/2\"/>

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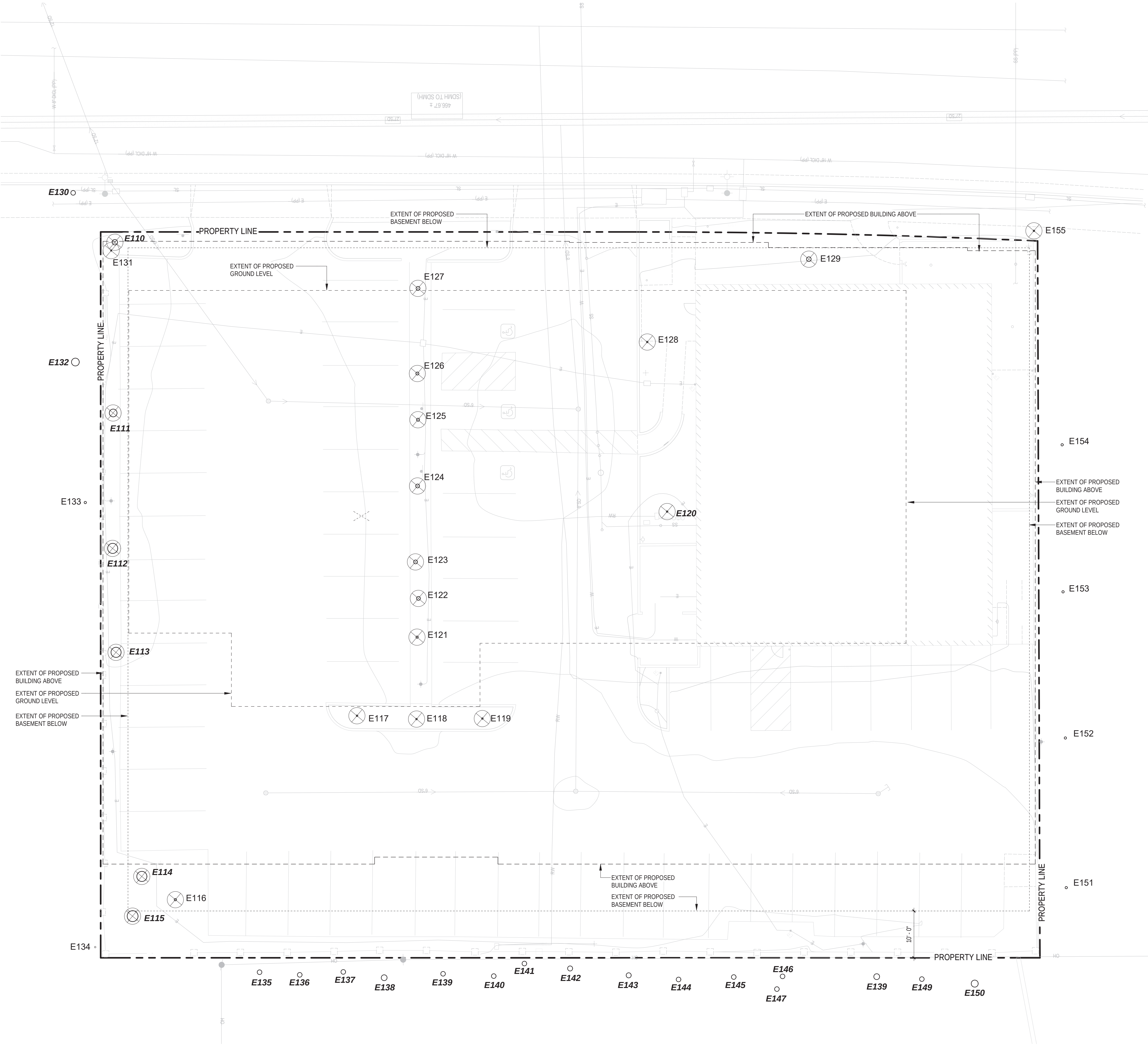
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Project No: 2017.001
Planning Project No: SP18-049

SITE DETAILS

A-002



TREE #	SPECIES	SIZE (DIA)	DISPOSITION	ORDINANCE SIZE
110	CANARY ISLAND PINE	19	REMOVE	YES
111	CANARY ISLAND PINE	20	REMOVE	YES
112	CANARY ISLAND PINE	24	REMOVE	YES
113	CANARY ISLAND PINE	28	REMOVE	YES
114	CANARY ISLAND PINE	16,14	REMOVE	YES
115	CANARY ISLAND PINE	16,15,13	REMOVE	YES
116	CANARY ISLAND PINE	4,3	REMOVE	NO
117	PAPER BIRCH	3	REMOVE	NO
118	PAPER BIRCH	4	REMOVE	NO
119	PAPER BIRCH	4	REMOVE	NO
120	EVERGREEN PEAR	13,11	REMOVE	YES
121	EVERGREEN PEAR	6	REMOVE	NO
122	EVERGREEN PEAR	9	REMOVE	NO
123	EVERGREEN PEAR	9	REMOVE	NO
124	EVERGREEN PEAR	9	REMOVE	NO
125	EVERGREEN PEAR	8	REMOVE	NO
126	EVERGREEN PEAR	7	REMOVE	NO
127	EVERGREEN PEAR	10	REMOVE	NO
128	CRAPE MYRTLE	4	REMOVE	NO
129	CRAPE MYRTLE	3,3,3,3,3,3	REMOVE	NO
130	EUROPEAN HACKBERRY	13	PRESERVE	YES
131	EVERGREEN ASH	3,3	REMOVE	NO
132	CALLERY PEAR	20	REMOVE	YES
133	SWEETGUM	5	REMOVE	NO
134	AFRICAN FERN-PINE	4	REMOVE	NO
135	ITALIAN CYPRESS	12	PRESERVE	YES
136	ITALIAN CYPRESS	12	PRESERVE	YES
137	ITALIAN CYPRESS	12	PRESERVE	YES
138	ARIZONA CYPRESS	15,10,8	PRESERVE	YES
139	ITALIAN CYPRESS	12	PRESERVE	YES
140	ARIZONA CYPRESS	12,10,10	PRESERVE	YES
141	ARIZONA CYPRESS	12,10,10,8	PRESERVE	YES
142	ARIZONA CYPRESS	13,12,10	PRESERVE	YES
143	ARIZONA CYPRESS	13,10	PRESERVE	YES
144	ITALIAN CYPRESS	12	PRESERVE	YES
145	ITALIAN CYPRESS	12	PRESERVE	YES
146	ARIZONA CYPRESS	12	PRESERVE	YES
147	ITALIAN CYPRESS	12	PRESERVE	YES
148	ARIZONA CYPRESS	15,10	PRESERVE	YES
149	ITALIAN CYPRESS	12	PRESERVE	YES
150	ARIZONA CYPRESS	18	PRESERVE	YES
151	CHINESE PISTACHE	6	PRESERVE	NO
152	CHINESE PISTACHE	6	PRESERVE	NO
153	CHINESE PISTACHE	6	PRESERVE	NO
154	CHINESE PISTACHE	6	PRESERVE	NO
155	CRAPE MYRTLE	1	PRESERVE	NO

LEGEND

- EXX EXISTING TREE AND TAG #
- ⊗ EXISTING TREES TO BE DEMOLISHED AND REMOVED
- LIMIT OF WORK

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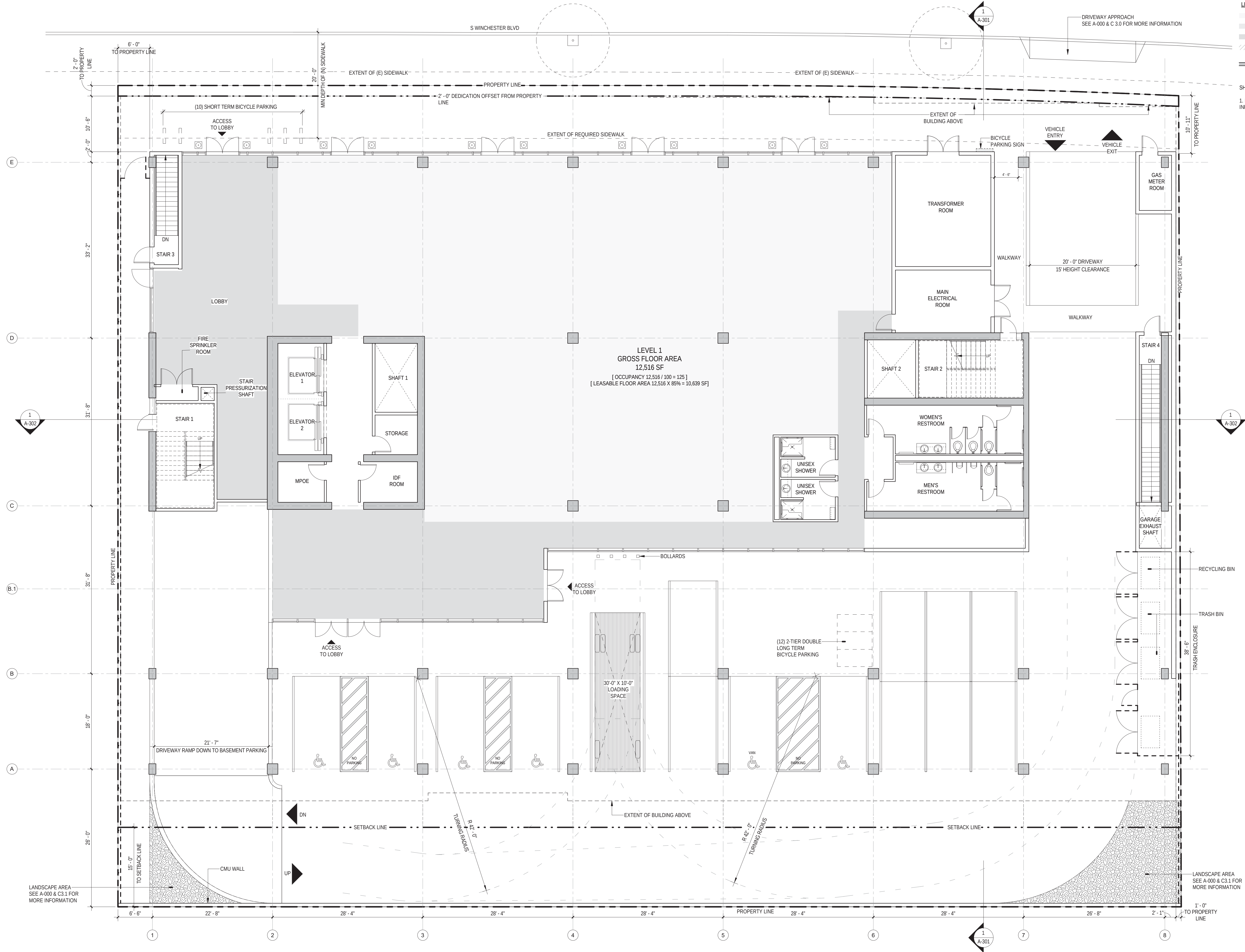
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Project No: 2017.001
Planning Project No: SP18-049

TREE
REMOVAL
DIAGRAM

A-003



LEGEND:

- OFFICE LEASABLE SPACE
- RETAIL LEASABLE SPACE
- NON-LEASABLE SPACE
- BALCONY
- SHEAR WALL

SHEET NOTES:

1. REFER TO A-001 FOR ADDITIONAL SITE INFORMATION

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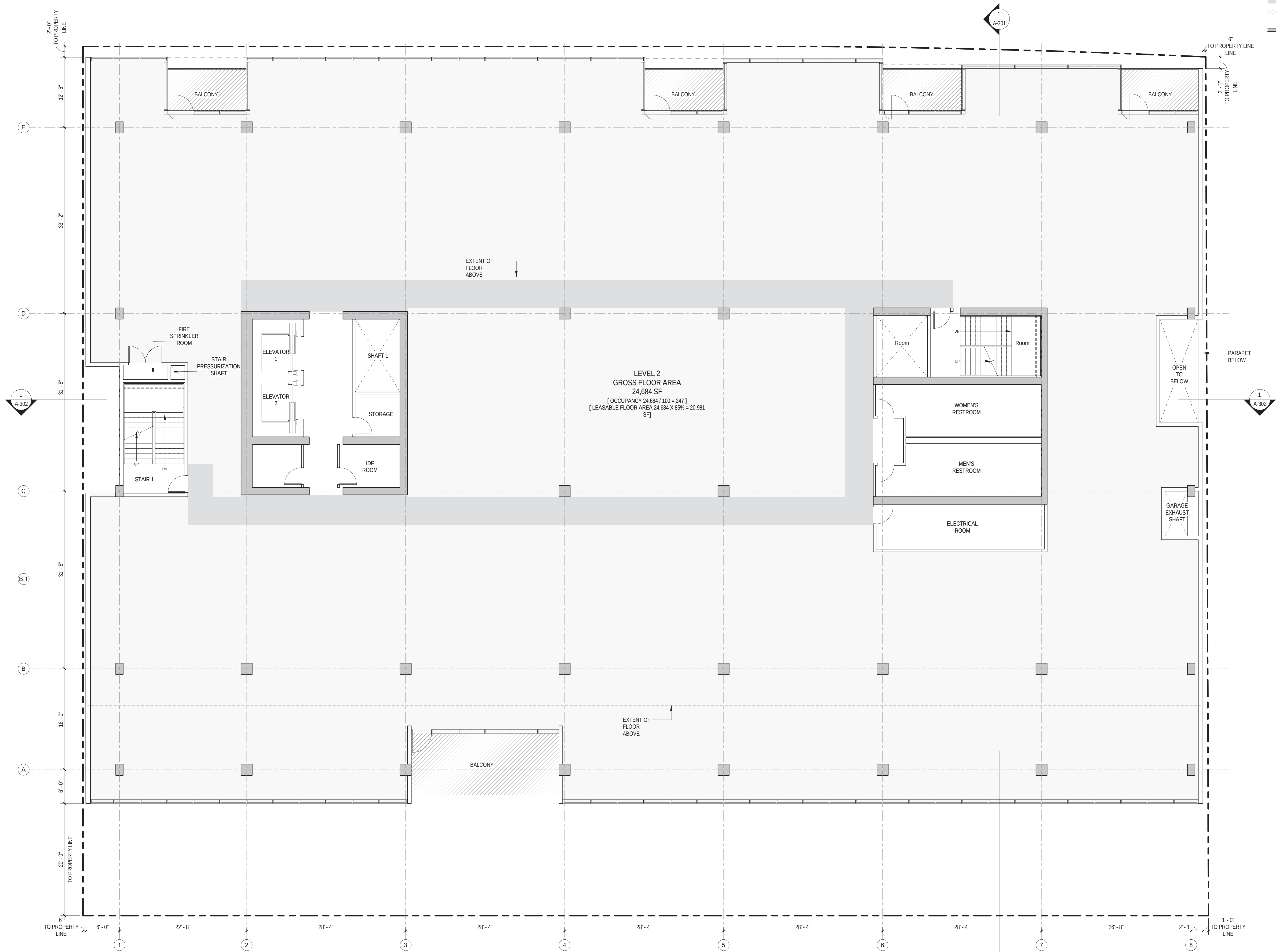
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FLOOR PLAN LEVEL 1

A-101



1 FLOOR PLAN - LEVEL 2
1/8" = 1'-0"

LEGEND:
OFFICE LEASABLE SPACE
RETAIL LEASABLE SPACE
NON-LEASABLE SPACE
BALCONY
SHEAR WALL

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Los Angeles, CA 90014
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Fax: +1 213 536 0191
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ENVIRONMENTAL ENGINEER

Circlepoint
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Tel: 510 295 6700



335 S WINCHESTER

Project Address : 335 S Winchester Blvd, San Jose, CA 95128

Owner: Pacific Row Development Lic
Owner Address: 1700 S El Camino Real Suite 100, San Mateo, CA 94402

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PLANNING SUBMISSION 03

Date: 9/17/2019

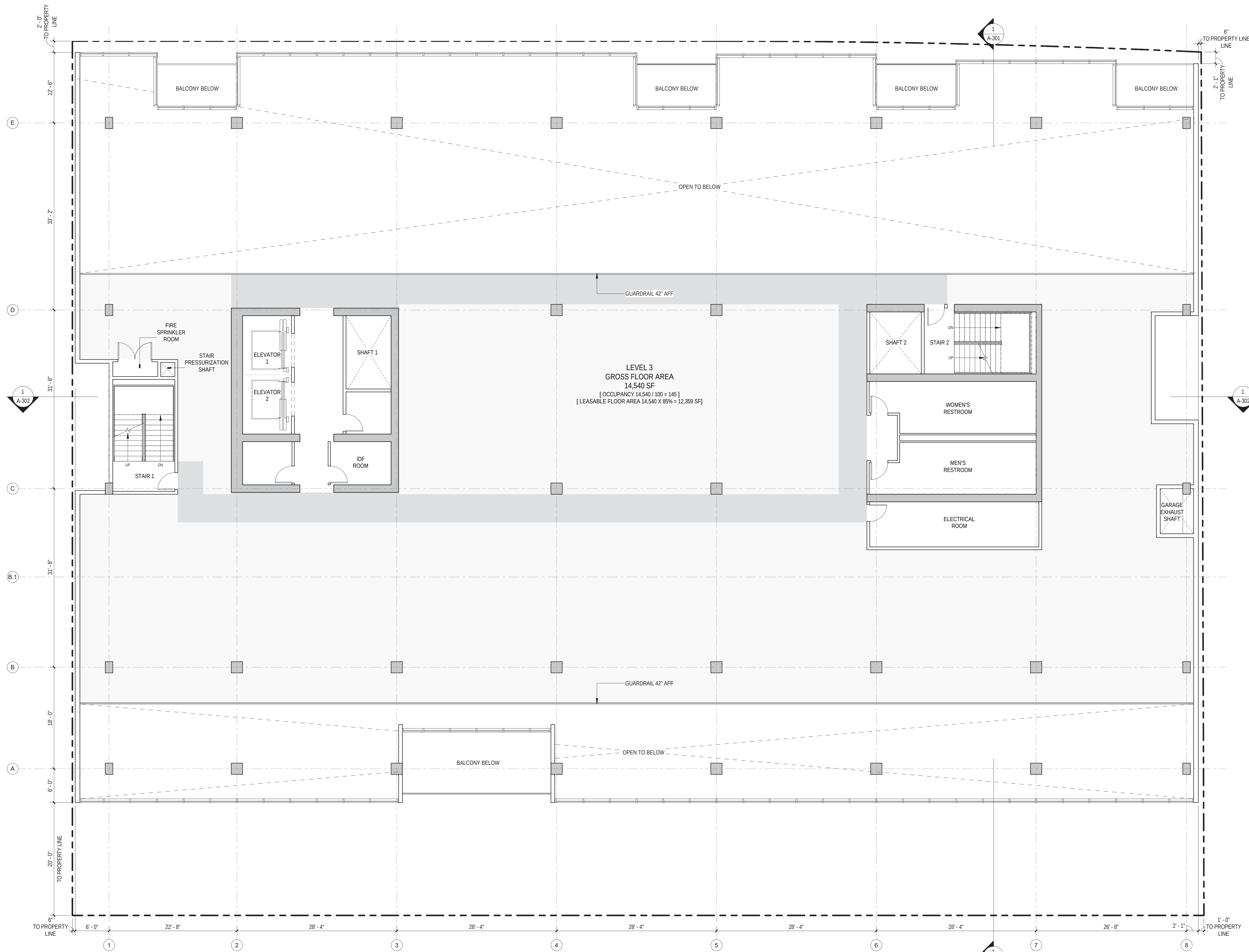
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Planning Project No: SP18-049

FLOOR PLAN LEVEL 2

A-102

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1 FLOOR PLAN - LEVEL 3
1/8" = 1'-0"

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 - RETAIL LEASABLE SPACE
 - NON-LEASABLE SPACE
 - BALCONY
 - SHEAR WALL

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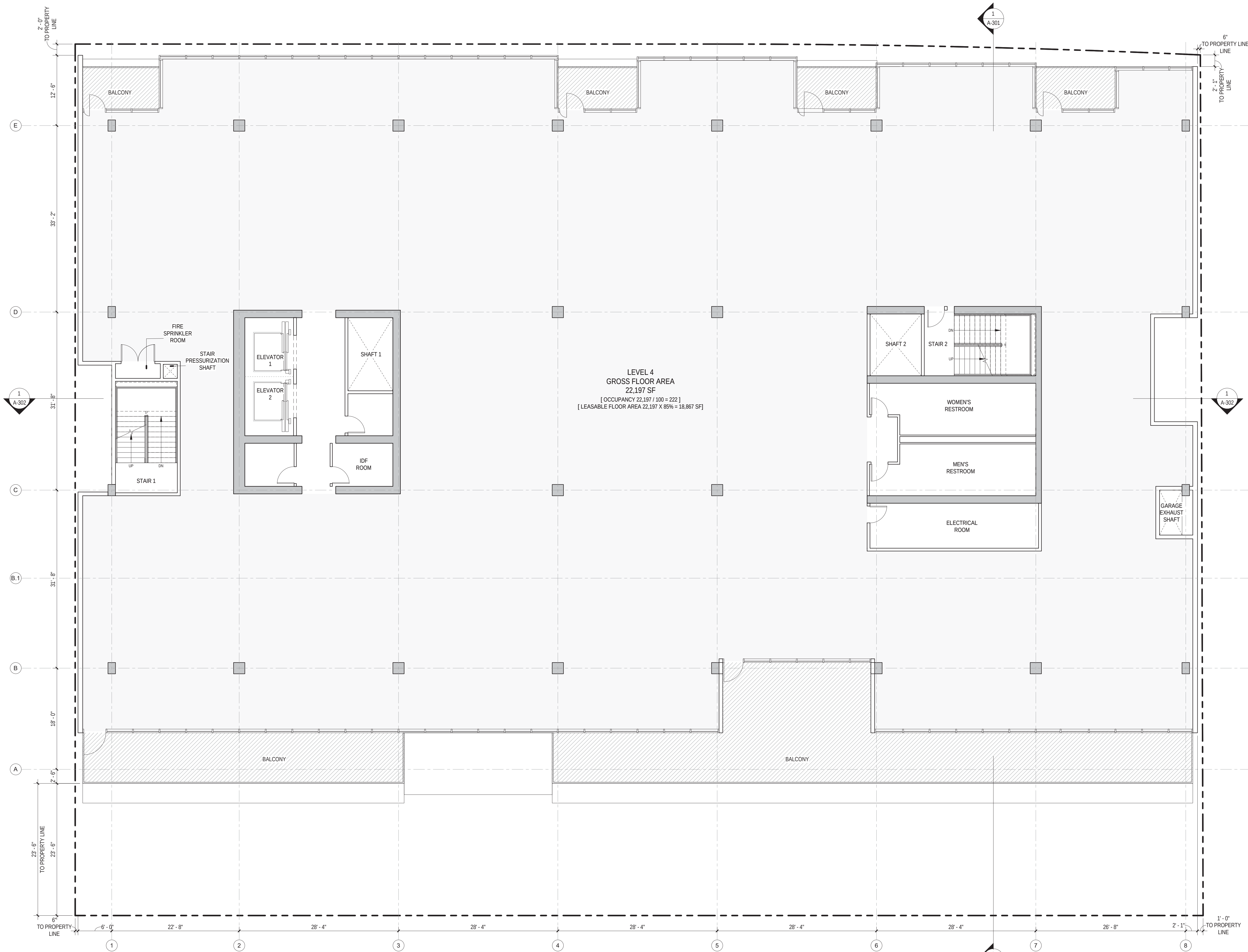
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FLOOR PLAN LEVEL 3

A-103

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1 FLOOR PLAN - LEVEL 4
1/8" = 1'-0"

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 - RETAIL LEASABLE SPACE
 - NON-LEASABLE SPACE
 - BALCONY
 - SHEAR WALL

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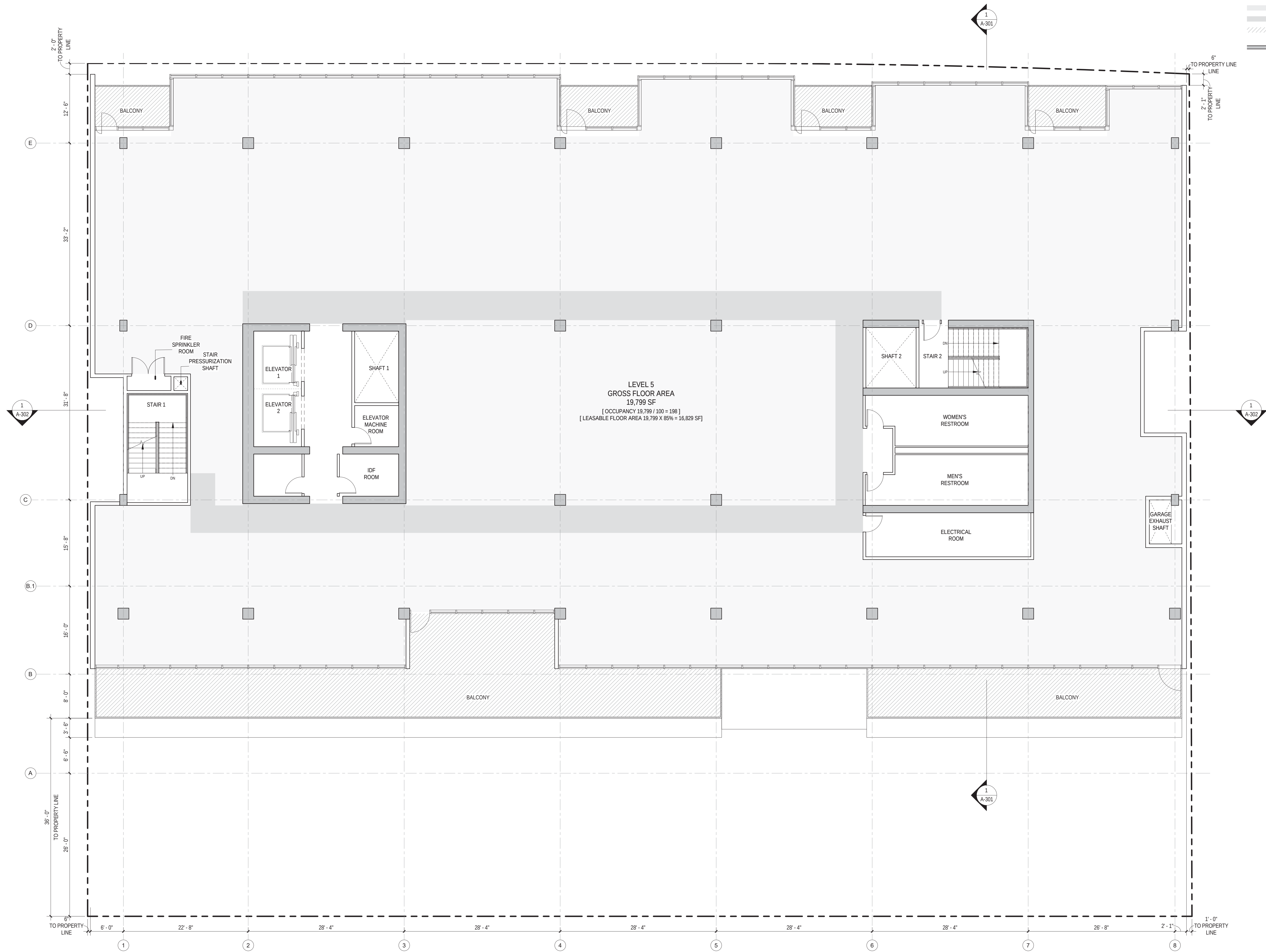
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FLOOR PLAN LEVEL 4

A-104

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1 FLOOR PLAN - LEVEL 5
1/8" = 1'-0"

- LEGEND:**
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 - SHEAR WALL

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Owner Address: 1700 S El Camino Real Suite 100, San Mateo, CA 94402

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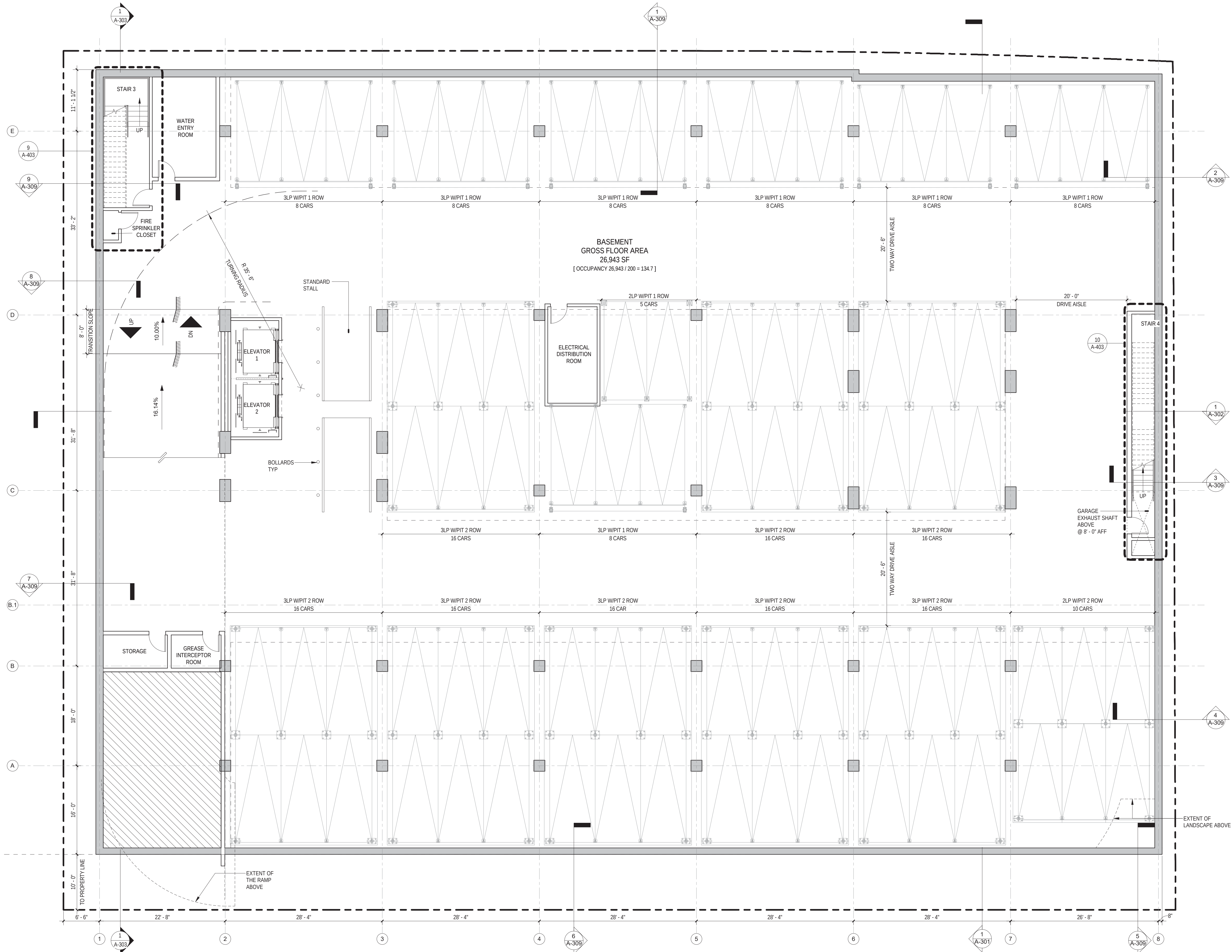
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FLOOR PLAN
LEVEL 5

A-105

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1 FLOOR PLAN - LEVEL B1
1/8" = 1'-0"

PARKING NOTES:

MECHANIZED PARKING TOTAL 207 SPACES
3-STACK WITH PIT @ 8 CARS PER 3 SPACES AND @ 5
CARS PER 2 SPACES SHOWN IN PLAN.

(THIS IS BASED ON PRELIMINARY ESTIMATE OF THE
DIMENSIONAL REQUIREMENTS FOR THE MECHANIZED
PARKING SYSTEM. ABOVE NUMBER OF PARKING
SPACES IS ONLY AN ESTIMATE TO BE CONFIRMED
THROUGH MECHANIZED PARKING SYSTEM
MANUFACTURER.)

SHEET NOTES

1. ALL DIMENSION TO STRUCTURAL GRIDLINES ARE FOR
REFERENCE ONLY AND SHALL BE FIELD VERIFIED TO CONFIRM AND
SATISFY CODE REQUIREMENTS. REFER TO STRUCTURAL PLANS.
2. SPOT ELEVATIONS AND GRADING INFORMATION SHOWN FOR
REFERENCE ONLY. FOR MORE INFORMATION REFER TO CIVIL
PLANS.
3. ALL DIMENSIONS SHALL BE FIELD-VERIFIED. THE TERM "CLR." "
CLEAR", OR "CLEARANCE", INDICATES SPECIFIC CLEARANCE SHALL
BE PROVIDED. THE TERM "MIN" OR "MINIMUM" INDICATES MINIMUM
CLEARANCE ALLOWED. THE TERM "MAX" OR "MAXIMUM" INDICATES
MAXIMUM CLEARANCE ALLOWED. THE TERM "F.V." OR "FIELD
VERIFY" INDICATES CONTRACTOR SHALL VERIFY AND COORDINATE
DIMENSIONS IN FIELD.
4. MONUMENT SIGNS ARE SHOWN FOR REFERENCE ONLY AND ARE
NOT PART OF THIS SCOPE OF WORK. SEE ELECTRICAL PLANS FOR
PROVISIONS FOR FUTURE USE.
5. PLANTERS & LANDSCAPE AREAS SHOWN FOR REFERENCE ONLY.
SEE CIVIL PLANS.
6. ALL PEDESTRIAN RAMP SLOPES SHALL BE 1:12 MAX PER ADA
STANDARDS.
7. ALL HARDSCAPE, INCLUDING DRIVEWAYS, SHALL HAVE A 1%
SLOPE MINIMUM FOR PROPER DRAINAGE. SEE CIVIL PLANS FOR
GRADING.
8. ALL HARDSCAPE FOR PEDESTRIAN USE, INTENDED OR NOT
INTENDED, SHALL BE NON-SLIP FINISH.
9. DRAINAGE INFORMATION SHOWN FOR REFERENCE ONLY. FOR
GRADING AND DRAINAGE INFORMATION SEE CIVIL PLANS.
10. CONTRACTOR TO COORDINATE MECHANICAL SHAFT WITH
MECHANICAL PLANS. ANY POTENTIAL OR IMMINENT CONFLICTS
BETWEEN ARCHITECTURAL DESIGN INTENT AND MECHANICAL
LAYOUT MUST BE IDENTIFIED AND COORDINATED PENDING
ARCHITECT'S EVALUATION AND ADVANCED APPROVAL.
11. ELEVATORS TO BE INSTALLED PER MANUFACTURER'S
RECOMMENDATIONS. CONTRACTOR TO COORDINATE.
12. FOR EXPANSION JOINT LOCATIONS REFER TO STRUCTURAL.
EXPANSION JOINTS SHOWN IN ARCHITECTURAL PLANS FOR
REFERENCE ONLY. FOR EXPANSION.
13. FOR GENERAL NOTES, ABBREVIATIONS & SHEET INDEX SEE
SHEET G-000.
14. FOR LIFE SAFETY DIAGRAMS SEE G-101.
15. FOR SITE PLAN & SITE DETAILS DETAILS SEE A-000.
16. FOR FLOOR PLANS SEE A-100 SERIES.
17. FOR ELEVATIONS SEE A-200 SERIES.
18. FOR SECTIONS SEE A-300 SERIES.
19. FOR ENLARGED PLANS AND VERTICAL CIRCULATION SEE A-400
SERIES.
20. FOR ROOF WATERPROOFING DETAILS SEE A-500 SERIES.
21. FOR BELOW GRADE WATERPROOFING SEE A-500 SERIES.
22. FOR FIRE TEST LISTINGS SEE A-700 SERIES.
23. FOR CURTAIN WALL DETAILS SEE A-800 SERIES.
24. FOR SCHEDULES SEE A-900 SERIES.

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Tel: 510 295 6700



335 S
WINCHESTER

Project Address: 335 S Winchester
Blvd, San Jose, CA
95128

Owner: Pacific Row
Development Llc

Owner Address: 1700 S El Camino Real
Suite 100, San Mateo, CA 94402

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Project No: 2017.001
Planning Project No: SP18-049

FLOOR PLAN
LEVEL B1

A-106

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CA 94402

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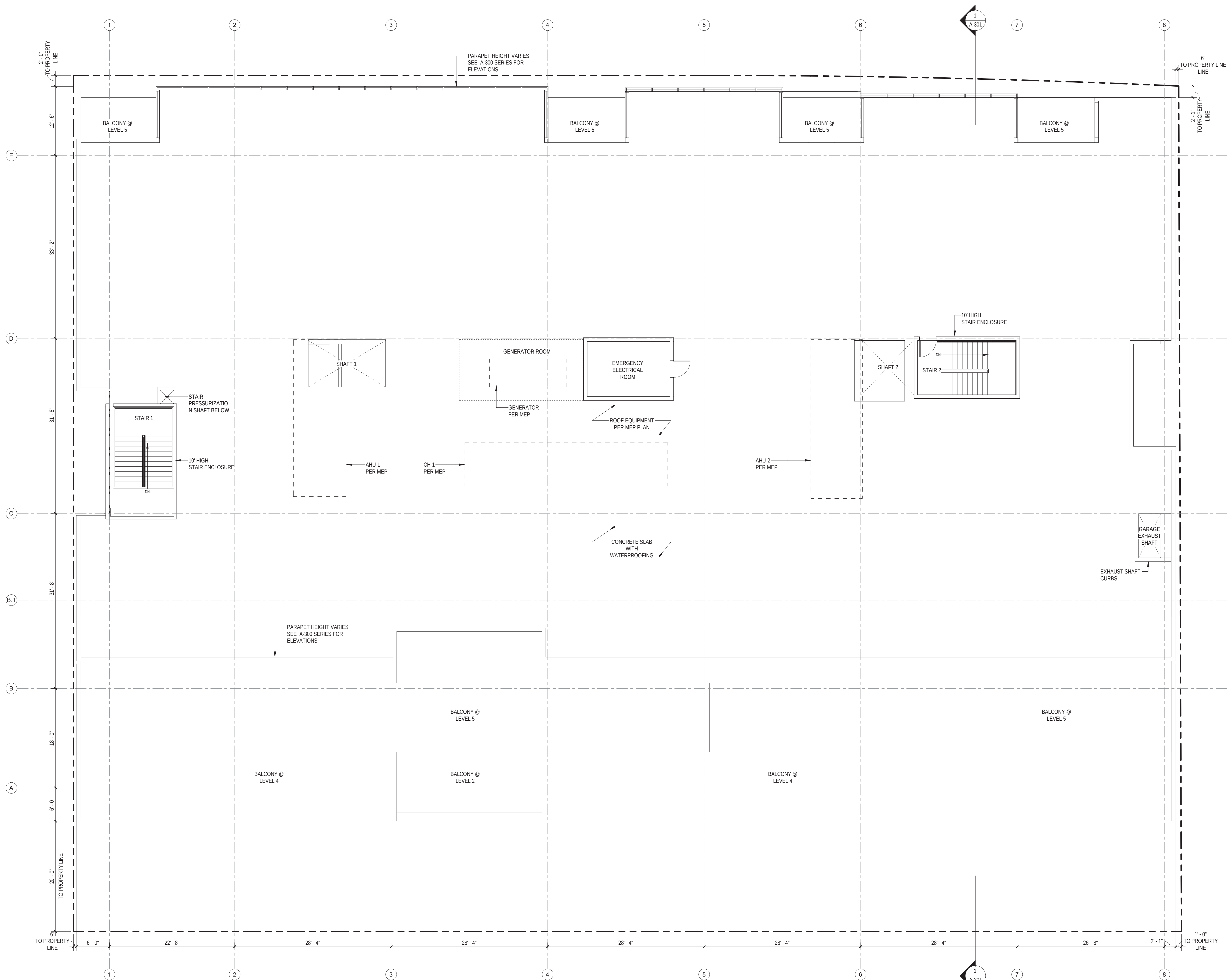
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Project No: 2017.001
Planning Project No: SP18-049

ROOF PLAN

A-107





NORTH-EAST VIEW



EAST VIEW



WEST VIEW



NORTH-WEST VIEW



MAIN ENTRANCE

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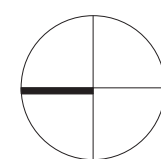
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Project No: 2017.001
Planning Project No: SP18-049

RENDERED VIEWS



A-200

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Owner Address: 1700 S El Camino Real Suite 100, San Mateo, CA 94402

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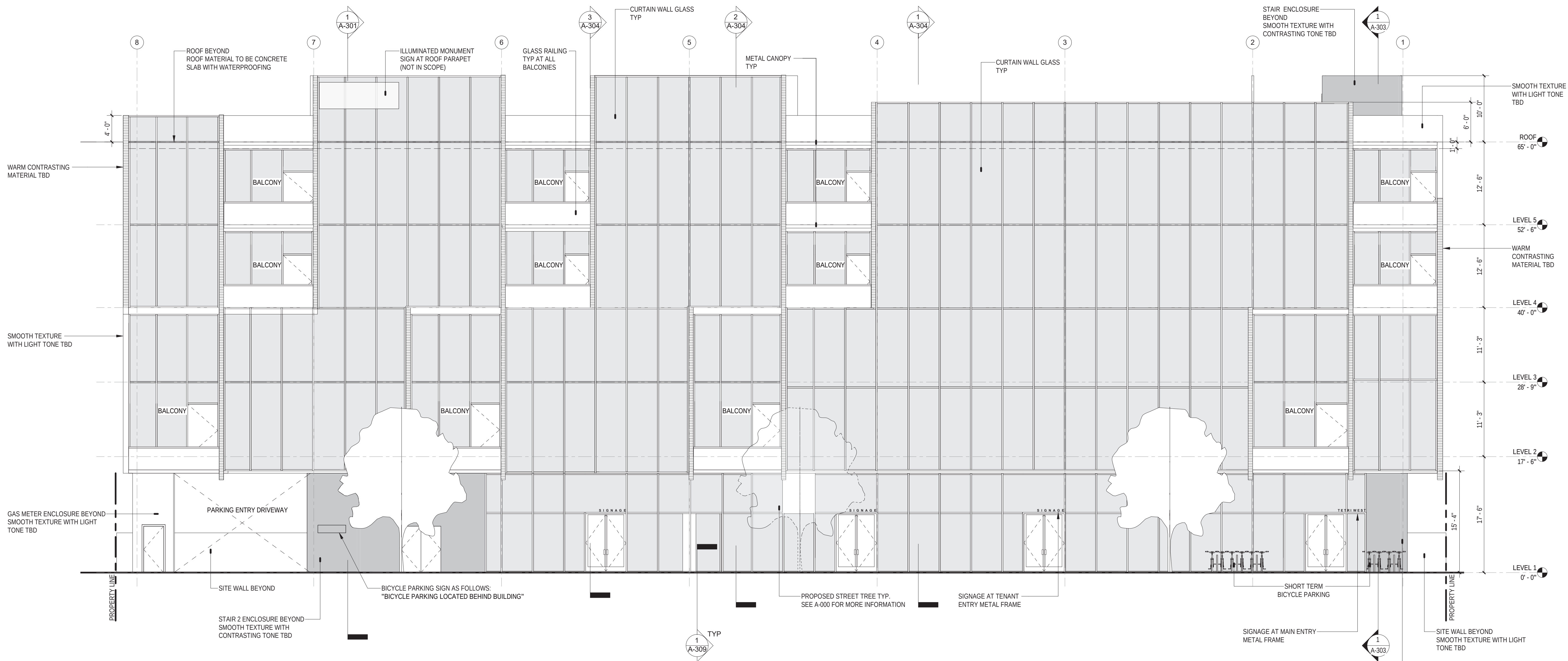
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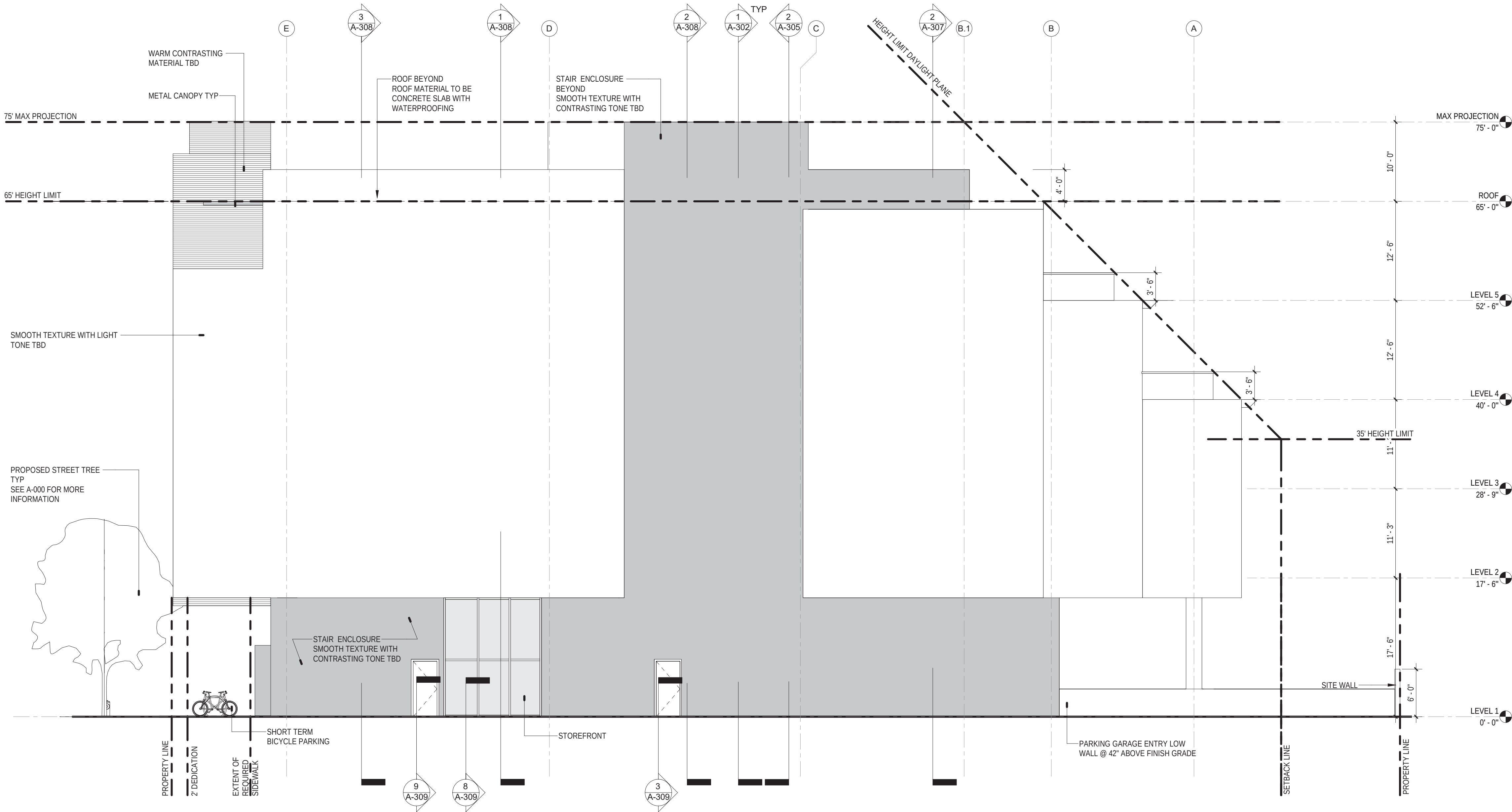
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Planning Project No: SP18-049

EAST
ELEVATION

A-201



1 | EAST ELEVATION
1/8" = 1'-0"



1 | NORTH ELEVATION
1/8" = 1'-0"

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Project No: 2017.001
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NORTH
ELEVATION

A-202

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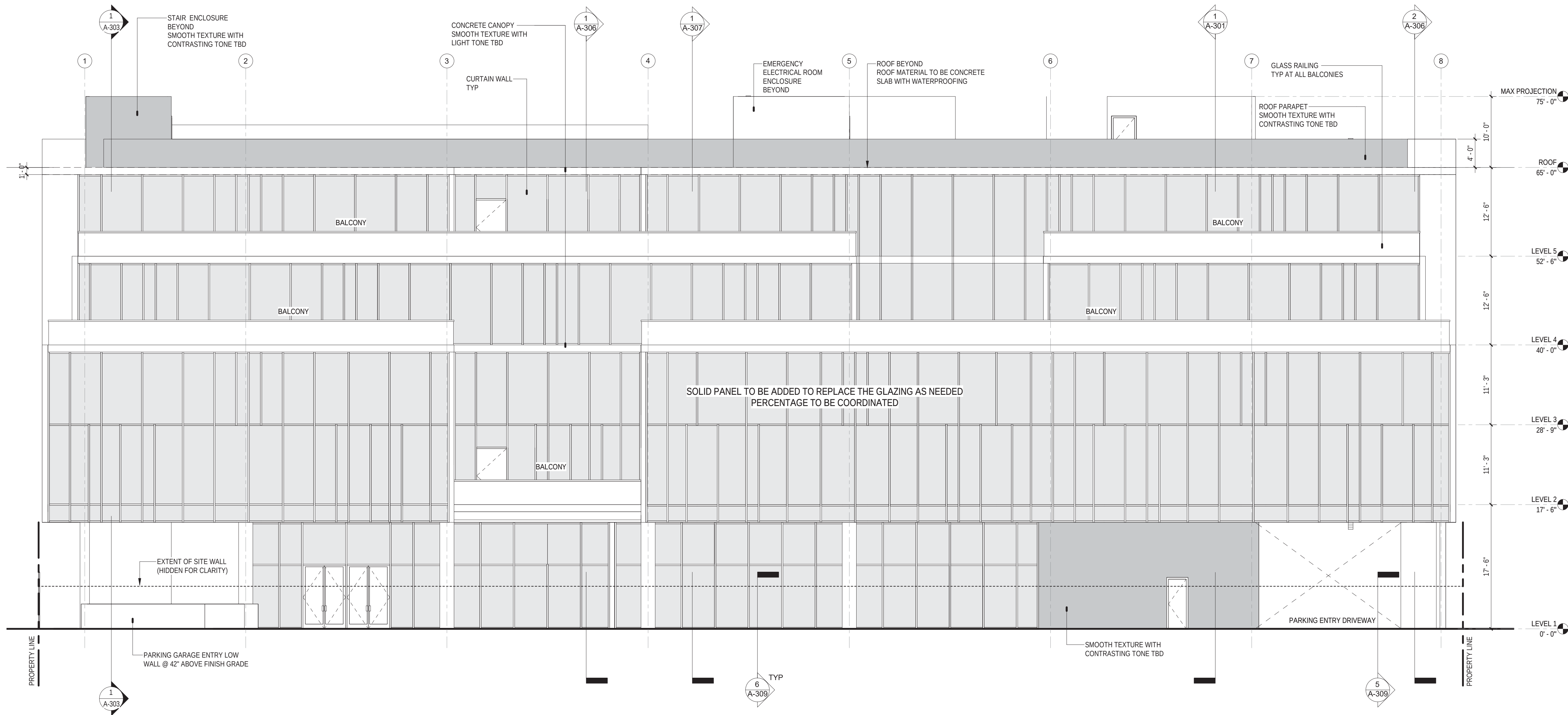
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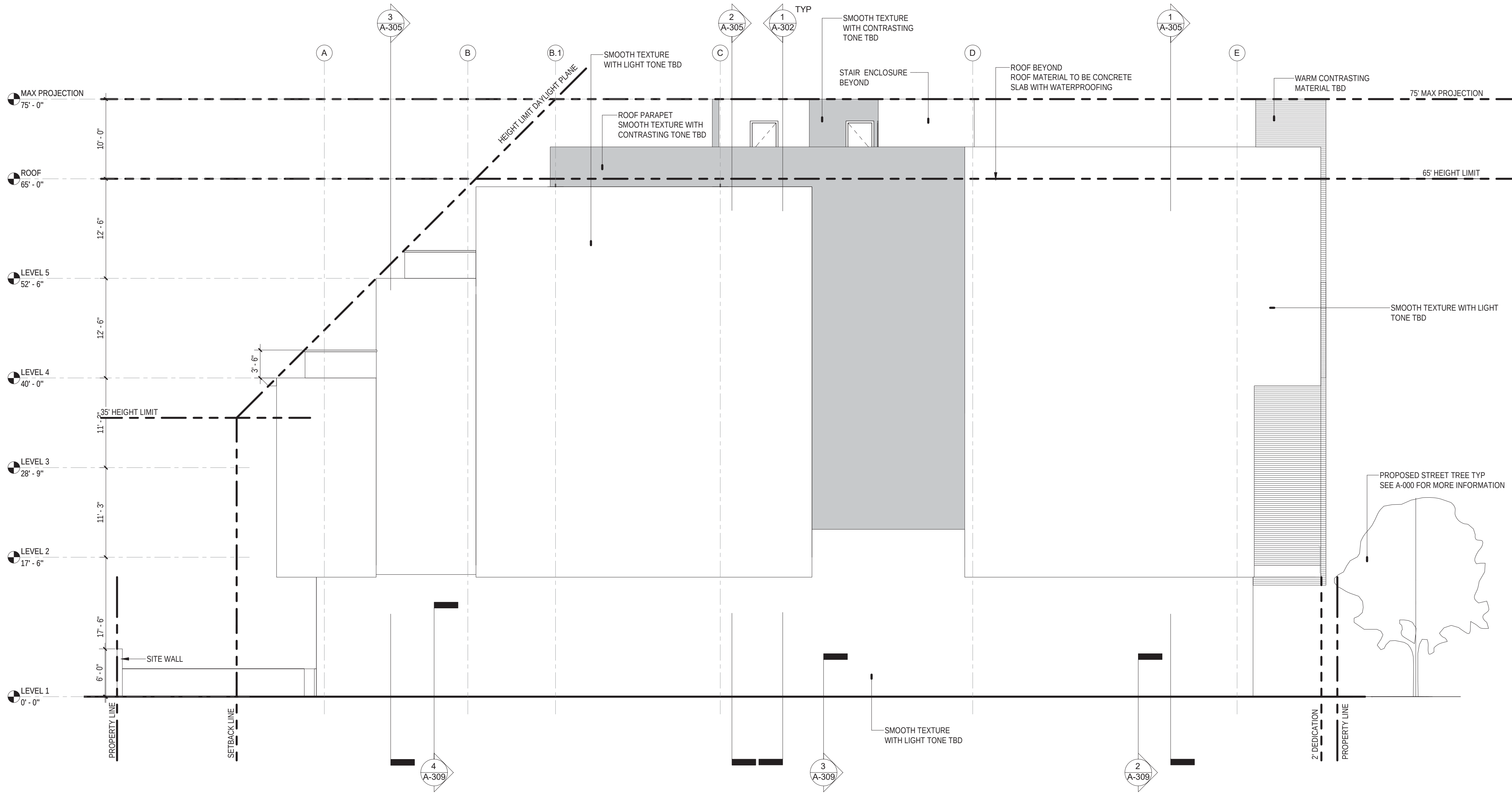
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WEST
ELEVATION

A-203





1 | SOUTH ELEVATION
1/8" = 1'-0"

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SOUTH
ELEVATION

A-204

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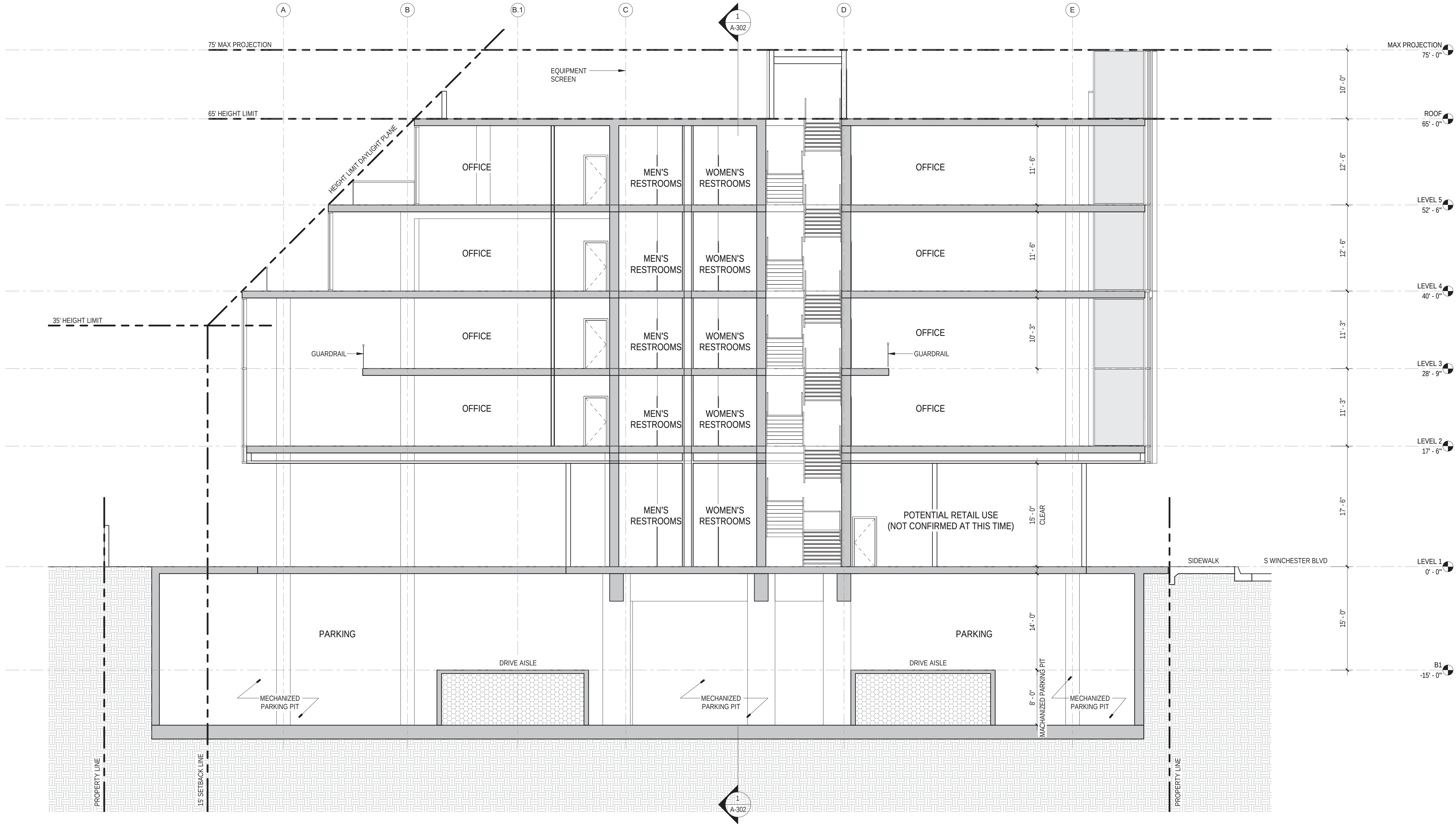
Date: 9/17/2019

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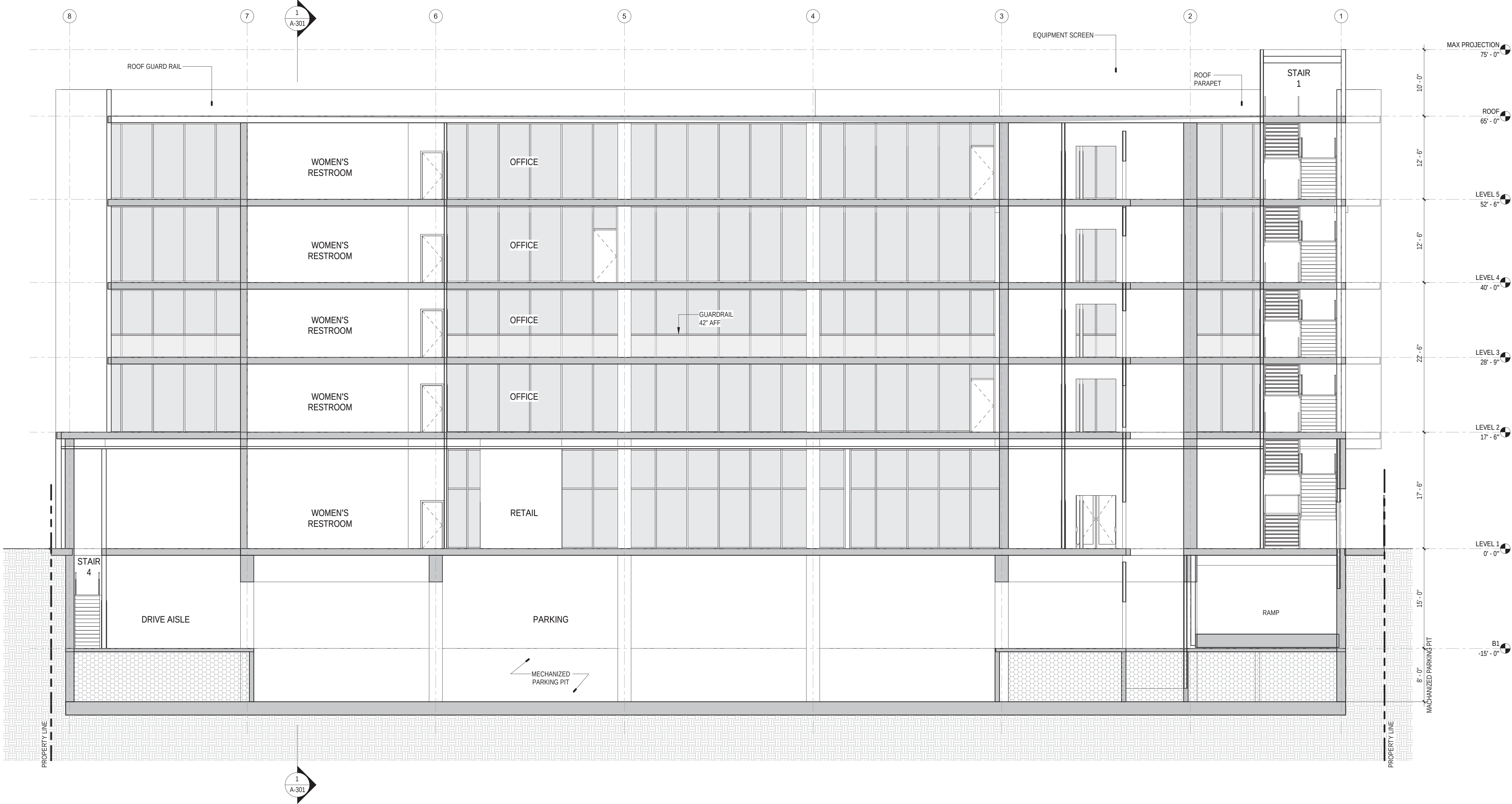
Project No: 2017.001
Planning Project No: SP18-049

BUILDING
SECTION

A-301



BUILDING SECTION A
1/8" = 1'-0"



1 | BUILDING SECTION B
1/8" = 1'-0"

CONSULTANTS

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**335 S
WINCHESTER**

Project Address : 335 S Winchester Blvd, San Jose, CA 95128

Owner: Pacific Row Development Lic
Owner Address: 1700 S El Camino Real Suite 100, San Mateo, CA 94402

REVISIONS

**PLANNING
SUBMISSION 03**

Date: 9/17/2019

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Project No: 2017.001
Planning Project No: SP18-049

**BUILDING
SECTION**

A-302