

August 10, 2018

BWD Holdings LLC
c/o Pete Beritzhoff
2 Henry Adams St, #450
San Francisco, CA 94103

WRNS Studio
c/o Brian Milman
501 2nd Street, Suite 402
San Francisco, CA 94107

SITE ADDRESSES: 1330 and 1410 South Bascom Avenue (APNs: 282-26-011, 282-26-012, and 282-26-007)

RE: File No. PD18-015: Planned Development Permit to allow the demolition of an approximately 76,894 square feet of existing commercial buildings, and the construction of an approximately 213,500-square foot office building, 590 residential units, an alternative parking arrangement (tandem parking), and the removal of **two** ordinance and ___ non-ordinance sized trees in the CP(PD) Planned Development Zoning District on a 6.98-gross acre site, commonly known as Dick's Center.

Dear Pete and Brian:

Your application has undergone review for completeness (letter dated June 27, 2018) and consistency with City policies and regulations based upon the project description above. This letter provides comments and revisions necessary for the project to meet these criteria based upon the plans and information currently on file. Additional comments may be made at a later time when revised plans and additional information are provided. **Concerns about any of these issues should be brought to my attention so that I can coordinate with appropriate staff on your behalf.**

Proposal Issues and Concerns

Based on review of your application, the items listed below are the substantial issues that would affect the proposed project.

1. **Lot Line Adjustment Required:** Prior to the issuance of Building Permits, a Lot Line Adjustment is required. This will be a condition of the permit.
2. **Covenant of Easement Required:** Prior to the issuance of Building Permits, a Covenant of Easement is required to record public access and other easements over the publicly-accessible plaza and other areas (emergency access, stormwater, light and air, etc.). This will be a condition of the permit.
3. **General Development Plan and Development Standards Update.** I've provided an update to the general development plan (attached at the end of the document) to provide more clarity. I've also included updated development standards to reflect the changes and add more elements to respond to the Planned Development Permit submittal.

4. **Updated Arborist Report Required.** Just prior to the submittal of this application, the Municipal Code Title 13 requirements for tree removals were updated. **Please update the plan sets and arborist report to reflect the updated regulations below (ordinance sized tree is measured to be 38 inches in circumference measured at four feet above grade).** Unfortunately, the Code website is not updated so the arborist report submitted reflects the old regulations. Once the number of ordinance and non-ordinance sized trees are determined, the project description can be updated. The report is very detailed and includes good tables for replacement and removal ratios, but should be updated with the correct regulations. If street trees numbered 14, 24, and 25 of the arborist report are pursued for removal, this would need to be specifically called out in the project description. **Please advise so I can add them to the project description and on-site sign.** Otherwise, removal of these trees can be pursued with the Department of Transportation directly. **Once I have the correct number of ordinance and non-ordinance sized trees to be removed, I can send the required on-site sign for posting along the property.**

Tree Removal Replacement Requirements				
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 to 38 inches	3:1	2:1	None	15-gallon
Less than 19 inches	1:1	1:1	None	15-gallon

X:X = tree replacement to tree loss ratio
 Notes: Trees greater than or equal to 38 inches in 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 Tree Removal Permit is required for removal of trees of any size.
 A 38-inch tree equals 12.1 inches in diameter.
 One 24-inch box tree= two 15-gallon trees.

5. **Project Name.** Please consider naming the project “Bascom Station” instead of “Gateway Station” or “Bascom Gateway Station.” There are a couple of recent projects in San Jose named “Gateway Station.”

Project Review

General Plan Consistency

The site is designated Urban Village Commercial on the Land Use/Transportation Diagram pursuant to the adopted [South Bascom \(North\) Urban Village Plan](#). Furthermore, this project applied to be considered as a Signature Project under General Plan Implementation Policy IP-5.10 (requirements of the Signature Project can be found [here](#)), and are reviewed for substantial conformance with the following objectives:

- Includes public parklands and/or privately maintained, publicly-accessible plazas or open space areas. Achieves the pedestrian friendly design guideline objectives identified within

this General Plan.

- Is planned and designed through a process that provided a substantive opportunity for input by interested community members.
- Demonstrate high-quality architectural, landscape and site design features.
- Is consistent with the recommendations of the Urban Design Review process or equivalent recommending body if the project is subject to review by such body.

Based upon the information submitted, the project can be considered under the Signature Project criteria; however, changes to the architecture, open space, removal of above grade parking are areas of required improvement. The letter below and attached memos provides guidance on how to make the project meet the Signature Project policy.

Applicable City Council Development Policies

The following City Council Development Policies apply to the proposed project:

- [City Council Policy 6-29: Post-Construction Urban Runoff Management](#). This policy addresses the management of stormwater runoff to minimize erosion and sedimentation in local creeks and rivers. All projects which create or replace 10,000 square feet or more of impervious surface shall use site design and source control measures and numerically-sized Low Impact Development (LID) stormwater treatment measures.
- [City Council Policy 6-30: Public Outreach Policy for Pending Land Use and Development Proposals](#). The intent of this policy is to establish a baseline protocol for dissemination of information related to development activity and to encourage early and frequent communication between City staff, applicants and the public.

General Development Plan Consistency

The project is subject to the associated Planned Development Zoning (File No. PDC17-047) being processed concurrently with this Permit. An edit of the development standards and general development plan are at the end of this document containing edits to increase clarity and precision of the legal documents.

Project Comments

The following comments are a compilation of staff and Urban Design Review consultant comments. Staff believes the issues raised are significant and a design revision that responds to these issues is critical to meeting goal project timelines. The following comments are broken down into site design and building design sections, each including citations to specific goals, policies, and guidelines from the following documents supporting the comments. Action items are in **red**.

- South Bascom (North) Urban Village Consistency (SBUV)
- SBUV Urban Design Concept and Circulation and Streetscape Design Guidelines (SBUV DG)
- Residential Design Guidelines (RDG)
- Commercial Design Guidelines (CDG)

Site Design

Office Building in Relation to the Plaza Site and Surrounding Area.

The office building will cast a significant shadow over portions of the public plaza during the

majority of the day. **Explore opportunities to step back the upper levels of the building where it borders the plaza to address this issue and make the park friendlier and more usable. Provide a shade and shadow study to show the severity of the issue.**

Light Rail Interface

The placement of balconies facing the light rail tracks is highly desirable (SBUV DG Ground Floor Articulation #10 pg. 63) as it provides eyes on the tracks and treats the railway as a proper frontage. The incorporation of the shorter, semi-transparent security fencing between the tracks and the site is also appealing as it serves a vital safety function and provides proper delineation of the spaces without creating a barrier between the spaces.

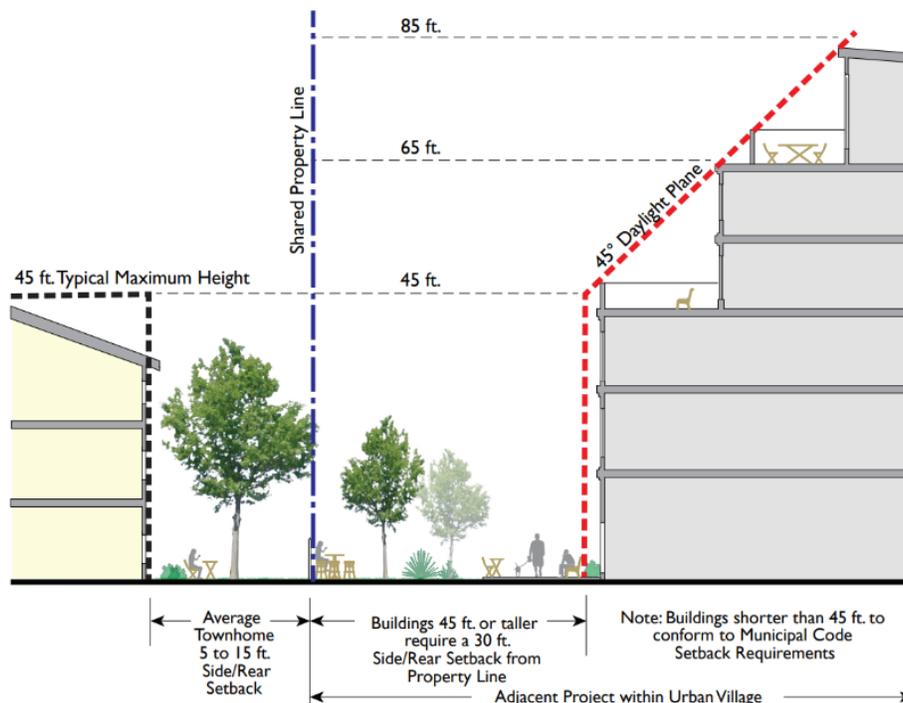
VTA Bus Stop Relocation

Work with VTA to design (if required) the relocated bus stop (SBUV DG Street Furniture #4 pg. 99).

Residential Building in Relation to Adjacent Residences

The residential building provides a setback from the adjacent residences in conformance with the development standards and the Urban Village Plan as shown in the diagram to the right and encouraged by the Residential Design Guidelines (SBUV Goal UD-4; SBUV Policy UD-4.1; SBUV Policy UD-4.2; SBUV Policy UD-4.4; RDG pg. 138). Furthermore, the massing and orientation of the residential building increases the compatibility by placing the majority of the massing along the plaza and South Bascom Avenue (RDG pg. 137). This transition allows for light and air to easily access the adjacent residential units, particularly since the southern façades are facing this project. This level of sensitivity to the existing context is further increased with the large setback doubling as an emergency access route and loading/services access road.

Figure 5.3: Transitional Height Diagram applies to properties inside and outside the Urban Village boundary with a Mixed-Use Neighborhood General Plan designation



Loading and Service Areas

Loading and service areas should be screened with the building, landscaping, and through careful site planning, and be located away from pedestrian routes (SBUV DG Circulation, Access, and Service Areas #4 pg. 66; CDG pg. 60). With the understanding that the office building will require semi-truck loading access, careful site design is required. In order to begin analysis and discussion of this issue, **please provide a truck turning/loading diagram with the next submittal.** The Department of Public Works and Transportation are open to exploring on-street loading in the next submittal.



Gates

In general, the city does not support gating off an area unless absolutely necessary. What is the purpose of the gate circled in red? This is facing South Bascom Avenue and is not supported by the City. **Please remove.**

Signage

Consider placement of signage on the buildings during the entitlement process to avoid hastily-placed signage after the fact. If desired, signage size and placement can be considered as part of this permitting process. If this is the case, provide the location of the signage and all the information contained with the [sign application](#) on additional plan sheets. While the size and location of the signage would be approved, what the signs say would not, and the message could be added without permits after this approval assuming the size and placement of the signs remains the same.

South Bascom Avenue Interface

The Urban Village Plan, design guidelines, and urban design principles strongly promote the activation of South Bascom Avenue with commercial and other active uses (SBUV Policy LU-2.2). The current use of townhomes along the residential building frontage helps define and activate the street by providing a material change and articulation, but a more active, welcoming definition of the townhouses is required. Similar to the examples provided to the right, explore more transparency with semi-transparent fencing and windows, to make a stronger connection to South Bascom from the townhouses, even if direct



stair/stoop access is not planned (SBUV DG Ground Floor Articulation #8 pg. 62; RDG pgs. 142-143). Incorporate landscaped setbacks and material changes to better define the semi-public/private space in front of the townhouses (SBUV DG Ground Floor Articulation #9 pg. 63). **Provide an elevation detail of this change.**

The Village Plan also calls for the finished first floor elevation should not exceed three feet in height above the sidewalk elevation, unless the elevation change is landscaped, terraced, or punctuated with staircases at least every 25 feet, or otherwise treated with a transitional design feature (SBUV DG Height #2 pg. 60). The current elevations do not clearly show if this is the case. With the suggested material changes and better definition of the townhouse patio areas, this may be achieved. Also, explore the usage of taller plants to provide privacy to the townhouse units along South Bascom. **Please explore this change.**



The sections (Sheet A-7a.3.0) show that the upper floors are stepped back from South Bascom Avenue as called for in the Village Plan, but the size of the stepback is not clear (SBUV DG Stepbacks #1 pg. 60). **Please dimension.**

Cycle Track and Street Improvements

The long-term vision for South Bascom Avenue is the integration of a north-south cycle track, and this project can help establish the building blocks to achieve this vision by providing lush tree plantings along the South Bascom Avenue right-of-way and the cycle track itself along the project's frontage (SBUV Policy CS-3.1; SBUV DG Roadways and Parking #5 pg. 93). The project will also construct a traffic signal at the intersection of South Bascom and Pamilar Avenues (SBUV Goal CS-4; SBUV Policy CS-4.3) and a 20-foot wide sidewalk further increasing pedestrian safety and circulation in the area (SBUV Policy CS-4.4).

Is it the intent to have the sidewalk meander along South Bascom Avenue as shown on the plans? This is not acceptable and the sidewalk should be shown in the renderings to reflect a more traditional walk per the City's standards and Public Works' memo. To be clear, if the meandering edge is desired on the private property, it can be done with different paving materials and landscaping outside of the required 20-foot dedication. While planning for this, ensure that the tree planters are at least four feet by four feet to promote healthy growth of the trees (SBUV DG Roadways and Parking #8 pg. 93; SBUV DG Roadways and Parking #13 pg. 94).



Another consideration are the utility boxes. Staff prefers they are placed in the sidewalk or hidden in/by the building, instead of freestanding in the street. **Provide details in the next submittal.**

Publicly-Accessible Plaza

The central location of the plaza is very desirable, but staff is concerned that a large portion of the area will be shaded during the majority of the day as discussed previously under “Site Design: Office Building in Relation to the Plaza Site and Surrounding Area.” Additionally, the plaza should be designed to accommodate mobile food vendors and perhaps farmers’ market activities through the incorporation of water and electrical hookups as shown in the example below (SBUV Policy LU-2.6; SBUV Policy P-1.4; SBUV Policy P-2.1). Define a hierarchy of focal points in the plaza space design by providing suggestions for alternative open space programming to activate the space for both residents, office employees and the public. Explore architectural canopies to shade the plaza space.

Special attention should be paid to the placement of property lines and unintended negative consequences that can be solved through the issuance of a Covenant of Easement (providing proper access across property lines for activities) (SBUV Policy P-2.5). In the same vein, the building distances from the proposed property line between the two buildings should each be a minimum of 30 feet from the property lines totaling a 60-foot separation to avoid the need for fire rating of the walls and a reduction in glass (see Building memo dated 7-21-18).



The plaza provides a direct line of access with clear sight lines from South Bascom Avenue and the Bascom Light Rail Station (SBUV Goal LU-3; SBUV Policy LU-3.2; SBUV Policy P-1.3; SBUV Policy UD-3.2; SBUV Goal CS-2; SBUV Policy CS-2.1; SBUV Policy CS-2.2). This permeability will be increased and supported by a thoughtful layout of programmed spaces including, but not limited to: tot lot, benches and tables, water feature, and public art (SBUV Policy P-3.3). In order to understand the plaza design better, **please provide three section cuts with the next submittal.**

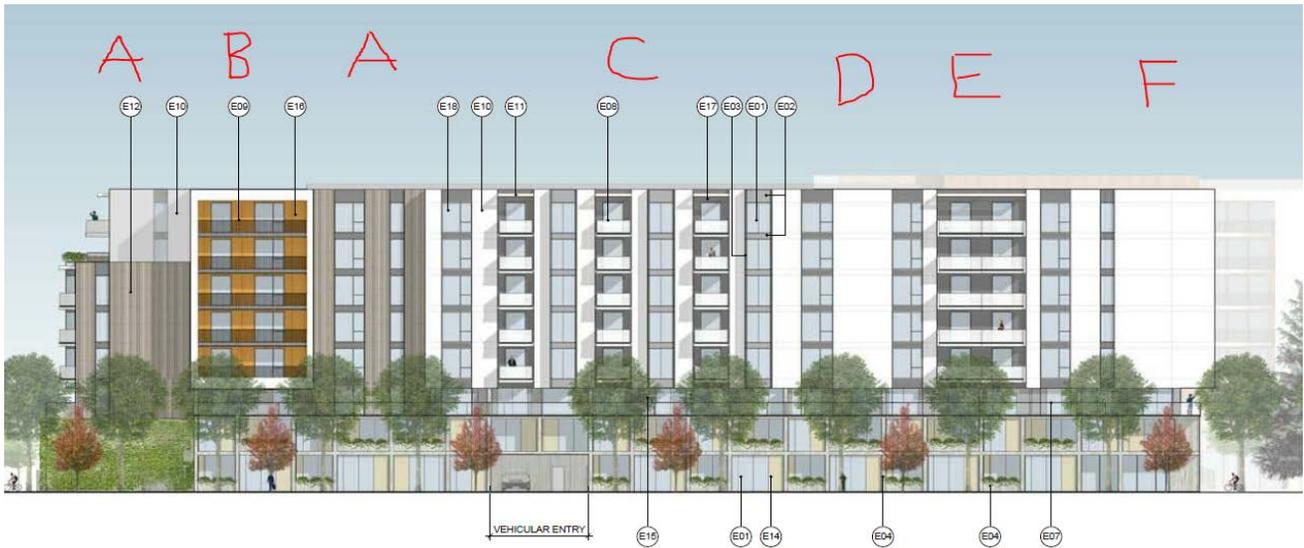
The placement of lobbies, primary entrances, and active office space along the plaza is appreciated as it supports the use of the plaza and the transit station (SBUV DG Ground Floor Articulation #10 pg. 63; RDG pg. 137).

Architectural Design

With the next submittal, please provide a physical materials board.

General Design of the Residential Building

Staff appreciates the incorporation of awnings and other sun shielding architectural features on the southern and western façades (SBUV DG Ground Floor Articulation #3 pg. 62) which will facilitate a more livable environment. The balconies also enforce the “eyes on the street” methodology and add visual interest (RDG pg. 138). The rhythm of the residential façade along South Bascom requires adjustment. The current façade currently reads as six distinct sections and could benefit from better repetition. Also missing are strong, anchoring bookends for the ends of the building to ground it. An example of the rhythm is described in Figure 1 and 2 below. Staff recommends the repetition of elements A, B, and E. Similar rhythm comments apply to the southern elevation facing the plaza.



TIAL - WEST (BASCOM) ELEVATION

Figure 1: Rhythm



Figure 2: Example of Good Rhythm

The residential façade facing the VTA rail line is a long façade without variation. Provide a change in massing, plane, color and materials to break the monotony, similar to the discussion above.

The entrance to the residential building is not obvious. Even though direct access is taken off the plaza and not the street, design measures like material changes and awnings can be implemented to indicate where the entrances is (see Figure 3 below; entrance indicated by green arrow). In general, building entrances should be protected from the elements and afford a “sense of entry” for the structure (CDG pg. 61). Given the size of the building, explore a second main entrance along South Bascom Avenue or make the corner entrance more obviously serve both the plaza and the street.



Figure 3: Entrance Example

General Design of the Office Building

A gateway element on the southern façade (Sheet A-7b.1.1) is missing. The Village Plan calls for the strategic location of iconic building elements, plazas, art, and open spaces within new developments to announce and celebrate gateway nodes (SBUV DG Ground Floor Articulation #4 pg. 62). While an attempt at the corner of South Bascom Avenue and Southwest Expressway was made to define the gateway with a landscaped area, further definition of the building itself is required. This is particularly critical at this location given the need for locating loading and service entrances at this corner. To address this, explore the placement of an art piece or other defining feature in the southernmost landscaped area to provide a defined gateway. Worth exploring is the reuse of the existing Dick's Center sign pursuant to [San Jose Municipal Code Section \(SJMC\) 23.02.1200 for legal nonconforming signs](#). After relocation, message on the sign can be altered to reflect the tenant of the office building or reflect the name of the development (more on signage below). If signage is not explored, use of artwork and better building façade articulation is an option to reduce the blank, unarticulated walls on this façade (SBUV DG Ground Floor Articulation #7 pg. 62).

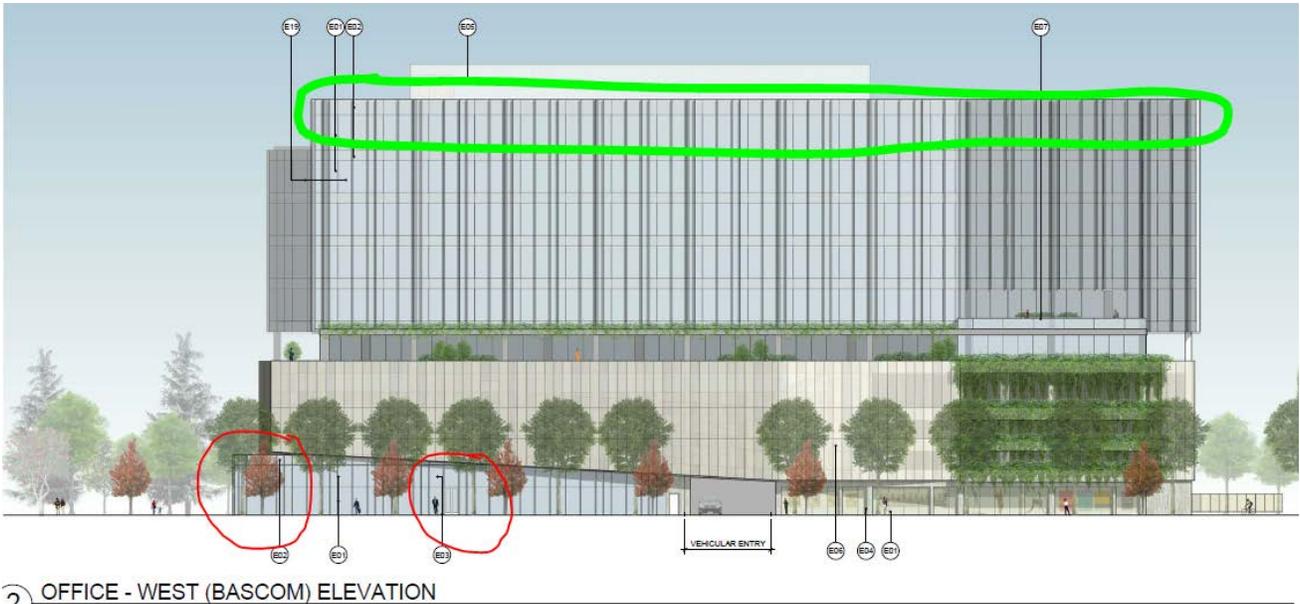
Also, the Plan calls for the utilization of architectural styling for key gateway high-rise developments to contribute to the identity and character of the Village (SBUV DG Building Character #1 pg. 63). This piece would announce to those passing by that they've entered the Urban Village. One way to address this is to add more variation to the parking garage screening (SBUV DG Parking Structures #3 pg. 64). Provide greater variation in the office parking screening materials or surface depth instead of a single material across the entire façade in order to create a more pedestrian friendly streetscape. The existing material can be used, but add more distinction to the plane as shown in the sketch and rendered example.



Be sure to show the living wall in the renderings at the time of planting, not a full maturity to better reflect the conditions on the ground at the time of construction.

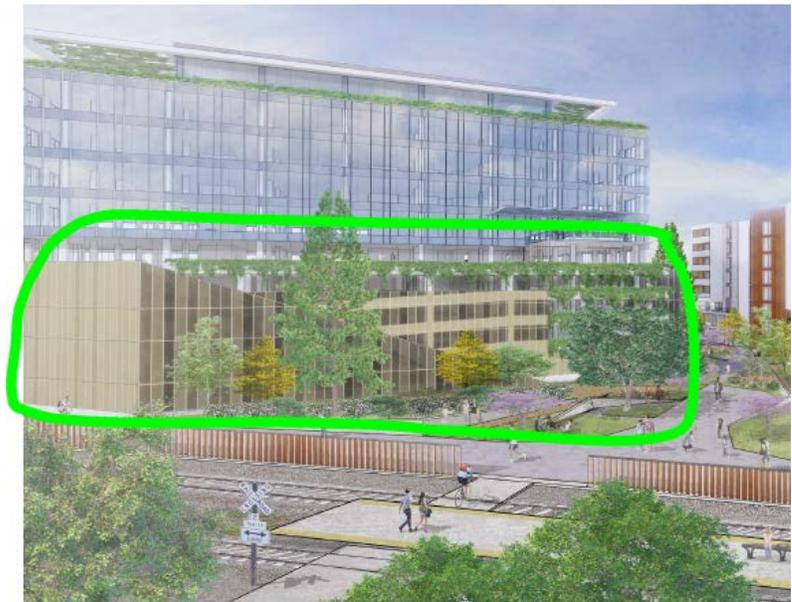


Buildings should have the three traditional parts of a building: base, midsection, and top (CDG pg. 60). To do this, carry over the roof element (circled in green above) to the South Bascom façade (circled in green in the next image). If this is not desired, explore a way to inset the corners to provide a level change for the roof. Provide definition to the building entrances (circled in red) to provide a visual clue to the pedestrian where they should enter the building. This is similar to the discussion of entrances to the residential building above. Due to the size of the building, add a second entrance along South Bascom Avenue.



The ground floor height of the office space appears to be 16 feet. **Please confirm.** These active spaces should have a minimum interior height of 15 to 20 feet (which is actually 21 feet to accommodate for HVAC, sprinklers, lights, and the ceiling system) (RDG pg. 139; SBUV DG Height #1 pg. 60). This ground floor should be designed clearly as a commercial base with a two-story architectural treatment and distinct change of materials from the rest of the building. The active use along South Bascom Avenue for the office building is not conducive to a real active usage. Explore ways to include an active office use along this area of South Bascom like a cafeteria or office space. This will be aided by the placement of more parking underground (see discussion below).

The rear of the office building facing the plaza has a staircase element (circled in green). It appears to provide access to the roof of the fourth floor with open space amenity space for the office user. **Please clarify how this will operate (i.e., will it be open to the public?).**



VIEW FROM VTA LOOKING WEST INTO PARK/PLAZA

Underground Parking

Staff and the public wants to see more levels of parking placed underground (this was a clear desire of the public at the community meeting). The four levels of aboveground parking on the office building is not acceptable. We understand that lifts are not desired by the applicant team for the project and we do not want to under park a project so it cannot perform, but parking cannot be placed above ground in the manner shown here. This is a Signature Project and underground parking is expected. When parking is above ground, providing more than screening is expected, but for a Signature Project, wrapping the parking with real active spaces like office and commercial uses is required. As it is our understanding that the groundwater is 50 feet below ground, a few more levels of underground parking must be explored. **Please revise.**

Plan Clarifications

1. All plan sheets must include a reference File Number PD18-015 in the title block.
2. Remove any mention of the Planned Development Zoning and PDC17-047 file number from all plan sets except the title sheet (see point #3) and the PDC associated sheets.
3. Sheet 1.0: Title Sheet
 - a. Include the previous/concurrent planning entitlement PDC17-047 in the title block under "Previous Permits."
 - b. Remember to update the revision date on the Title Block as part of your next submittal.
 - c. Please revise the Table of Contents as necessary to reflect the plan set changes.
4. Sheet 1.1: Sheet Index and Project Info
 - a. Update the project description to match the one at the beginning of this letter and the actual number of ordinance sized, non-ordinance sized, and street trees proposed for removal.
 - b. Ensure all three property APNs and addresses are listed.
 - c. Remove "Conceptual" from the Sheet Index items.
 - d. Add the following sheets:
 - i. **Plaza sections** (three minimum), including showing the grade differential between the buildings. If you want examples, some can be provided.
 - ii. Provide an **Open Space Exhibit** which includes a Common and Private Open Space required/provided table. The table and corresponding diagram should indicate the number of units which have private open space/percentage of units served by private open space and indicate the dimensions of the open space. Also include the square footages for the plaza and other common open spaces with boundaries clearly marking the areas with different hatching used for the square footage calculation of the spaces.
 - iii. **Section drawings** at each property line showing the grade differential, particularly at the adjacent residential property lines and the plaza.
 - iv. Please provide a separate **demolition plan** (currently included as part of the existing conditions plan) that includes the total existing square footage and uses and identifies any trees for removal (include the size and species of the trees to

be removed). Sheet L-10.2: Tree Removal Plan can be removed.

- v. Please include a **shade/shadow/solar study**. The sheet should show the proposed project’s shade or shadow impact on the surrounding properties in the summer solstice at 8AM, 10AM, Noon, 4:30 PM and 6:30 PM and in the winter equinox at 9AM, 11 AM, noon, 2 PM and 4 PM.
- vi. **Vehicular, transit pedestrian, and bicycle circulation diagrams** (including loading) (see example at the end). These are two separate diagrams.
- e. Confirm if the commercial square footage provided is 208,000 or 213,500 (gross and net)?
- f. The proposed perimeter setbacks for the west property line (South Bascom Avenue) are confusing. The setback is measured from the new property line after dedication, not from the old property line. Please revise.
- g. Reclassify the residential podium (pool, etc.) as common open space for the residential use.
- h. Under Public Open Space, change the “Required” section to state “Public Open Space to be provided in compliance with General Plan Policy IP-5.10 for Signature Projects.” In short, Signature Projects are required to provide public open space of some sort even if it is privately owned and maintained.
- i. Update the parking numbers to be based upon the net square footage for the office space, not gross, and based upon [SJMC Section 20.90.060](#) Table 2-210. Break down the parking for automobiles, motorcycles, and bicycles in the example provided below, with a separate table for the office use and the residential use. Also, note that bicycle parking spaces shall consist of at least sixty percent long-term and at most forty percent short-term spaces per [SJMC Section 20.90.190](#). Please note that parking for multifamily residential units is per bedroom. See [SJMC Section 20.90.060 Table 20.210](#). Be sure to include accessible parking per the Building memo including clear paths of travel and include clean air vehicles in conformance with the Building memo and Table 20-215, in SJMC Section 20.90.060.

Land Use	Parking Ratio (1)	General Required Parking	Urban Village Required Parking (2)	Provided Parking
Hotel	1/Room, plus 1/Employee	256	205	190
Retail/ Entertainment Center	1/225 NSF	434	347	414
Podium Cluster Apartment	1.25/1-Bedroom, 1.7/2-Bedroom	379	303	301
Townhouse	2 Covered/Unit	168	134	187
Convalescent Hospital	1/ 2.5 Beds	80	64	64
		1,317	1,053	1,156

Retail/ Entertainment Center Parking	Provided	Ratio
Surface Parking	289	1/ 338 NSF
Garage Parking	125	1/ 782 NSF
	414	1/ 236 NSF

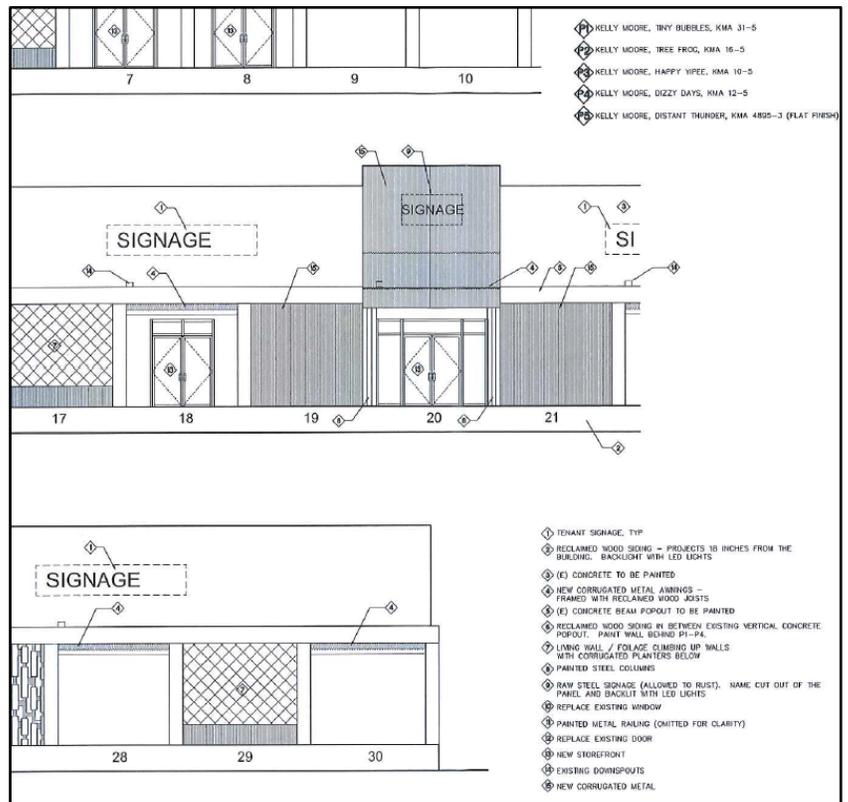
General Notes

- (1) Table 20-190 Parking Spaces Required by Land Use
NSF = Floor Area (SF) = 85% GSF
- (2) Include 20% allowable reduction of parking requirement in an Urban Village

- j. Provide a narrative (on the plan set) indicating if any parking reductions are being utilized, such as the 20% parking reduction allowed by-right to projects within an Urban Village. This could also be a 50% parking reduction with a Transportation Demand Management (TDM) program if desired. The project appears to be asking for a more than a 20% reduction in parking for the office use, which requires the issuance of a TDM program. The residential use appears to provide more than the Code required parking spaces which is not allowed. **Please explain with the table requested and a narrative (if unclear) explaining the rational for the parking numbers.**
 - k. From a site planning perspective, the location of the long-term bicycle parking for the residential building is awkward given most of it is not on the ground floors of the buildings. Consider relocating more of the bicycle parking in more readily/easily accessible areas. Also, the bicycle parking should be proximate to the lobby and have safe routes through the garages to avoid pedestrian/vehicular conflicts and afford the opportunity to have more eyes on the bikes.
5. Sheet 1.2: Existing Site Photos
 - a. Fix the boundary of the aerial map to include the northern most property as part of the project.
 6. Sheet 2.0: General Development Plan
 - a. See the new General Development Plan and Development Standards at the end of this document.
 7. Sheet 3.0: Comprehensive Site Plan
 - a. Label the surrounding uses within 50 feet of the project site
 - b. The proposed use is “multifamily residential, public plaza, and office.”
 - c. The existing and proposed property lines appear to be inverted. Please check.
 - d. Density is based on the land upon which the residential use exists, not the entire site. Please recalculate.
 8. Sheet 3.1: Boundary & Existing Conditions
 - a. Remove items from the legend that are not on the page.
 - b. Remove the tree table and place on new demolition plan set page.
 9. Sheet 4.0: Grading & Utility Plan
 - a. It’s difficult to read the grade changes. Also, I can’t tell what the grade differential is between the project site and adjoining properties. Please note that for the purposes of measuring height, [SJMC Section 20.200.510](#) states that the “height” of a structure at any point is the vertical distance between its top surface and the “grade” immediately below it. It further explains how to measure grade. Please ensure that the height maximums are not being exceeded per the Code because of a too great height differential with the adjacent properties.
 - b. Provide details of retaining walls including height, materials, and a section.

10. Sheets A-7a.1.0 and A-7a.1.1:
Residential Building Elevations

- a. Include both colors and materials legend similar to the example to the right. Add the colors to the existing materials key.
- b. The height of the west (Bascom) elevation is inconsistent with the height of 85 feet listed on Sheet 1.1. Please revise.
- c. Please show the proposed gutters on the building as these sometimes are left until the end and do not integrate well with the architecture. If they are external, provide the materials and colors and ensure they closely match the background color of the building.
- d. Remove the trees from the renderings.



11. Sheet A-7b.3.0: Office Building Sections

- a. The trash/loading areas shown on the first floor plan (Sheet A-9b.0.1) are not shown in the section.
- b. Indicate the height (finished floor to ceiling) of the active use space. Per the previous discussion, the height is insufficient.
- c. Any commercial space should be at least 45 to 50 feet in depth to be successful.

12. Sheet A-9a.0.0: Residential – Level B1 Floor Plan

- a. [SJMC Section 20.90.100](#) requires two-way drive aisles to be a minimum of 26 feet wide, while the current plans show 24-foot wide aisles. A reduction of this dimension may be granted to not less than twenty feet, provided such reduction will not impair the safe and convenient accessibility of the parking spaces affected thereby, and the safety of the site, as otherwise provided in this section. Since the residential building will have dedicated users, staff is comfortable reducing the drive aisle width to a minimum of 24 feet as proposed unless the Fire Department has major objections.
- b. Include parking space dimensions and ensure conformance with [SJMC Section 20.90.100](#).

13. Sheet A-9a.0.2: Residential Level 2 Floor Plan

- a. Please label the motorcycle spaces more clearly and provide dimensions.

14. Sheet A-9a.0.8: Residential Level 8 Floor Plan

- a. Is there a pedestrian bridge connecting the northern portion of the building?

15. Sheet A-9a.1.0: Residential Building Unit Plans



16. Sheet A-9b.0.1: Office – Level 1 & 2 Floor Plans

- Is the wall in the office lobby facing the plaza a movable wall? Like a movable curtain wall?
- Explore drop-off/pick-up locations internal to the garage. Another option is to consider curbside loading which should be discussed with Department of Public Works and the Department of Transportation. If the loading is added on the street, explore wayfinding signage and other architectural indicators so pedestrians know where to enter the building. This could also be addressed through the incorporation of a second main entrance for the office building along South Bascom.
- Update the parking numbers to be based upon the net square footage for the office space, not gross, and based upon [SJMC Section 20.90.060](#) Table 2-210. Break down the parking for automobiles, motorcycles, and bicycles in the example provided below, with a separate table for the office use as discussed previously. Also, note that bicycle parking spaces shall consist of at least sixty percent long-term and at most forty percent short-term spaces per [SJMC Section 20.90.190](#). Be sure to include accessible parking per the

Building memo including clear paths of travel and include clean air vehicles in conformance with the Building memo and Table 20-215, in SJMC Section 20.90.060.

Land Use	Parking Ratio (1)	General Required Parking	Urban Village Required Parking (2)	Provided Parking
	1/Room, plus 1/Employee			
Hotel		256	205	190
Retail/ Entertainment Center	1/225 NSF	434	347	414
Podium Cluster Apartment	1.25/1-Bedroom, 1.7/2-Bedroom	379	303	301
Townhouse	2 Covered/Unit	168	134	187
Convalescent Hospital	1/ 2.5 Beds	80	64	64
		1,317	1,053	1,156
Retail/ Entertainment Center Parking		Provided	Ratio	
Surface Parking		289	1/ 338 NSF	
Garage Parking		125	1/ 782 NSF	
		414	1/ 236 NSF	

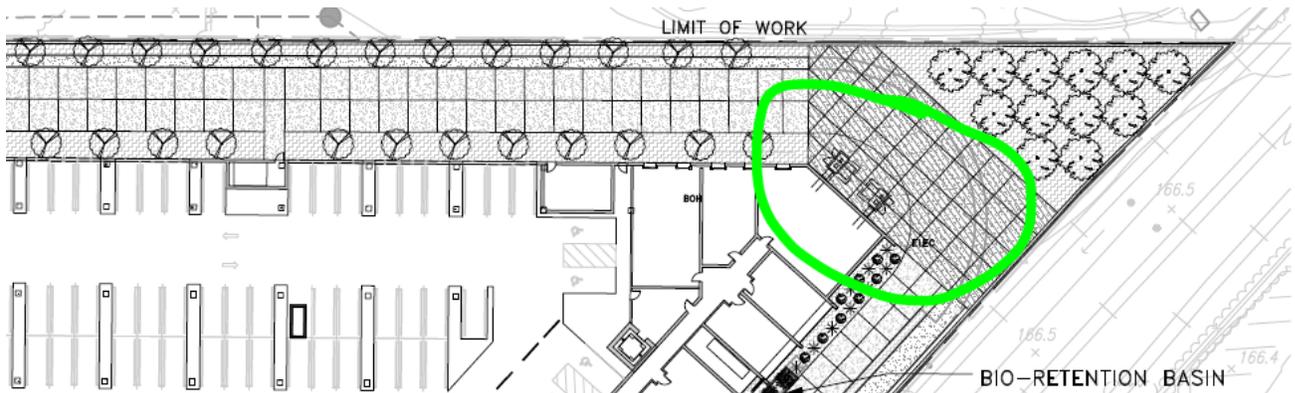
General Notes

- (1) Table 20-190 Parking Spaces Required by Land Use
NSF = Floor Area (SF) = 85% GSF
- (2) Include 20% allowable reduction of parking requirement in an Urban Village

- d. Provide a narrative (on the plan set) indicating if any parking reductions are being utilized, such as the 20% parking reduction allowed by-right to projects within an Urban Village. This could also be a 50% parking reduction with a Transportation Demand Management (TDM) program if desired. The project appears to be asking for a more than a 20% reduction in parking for the office use, which requires the issuance of a TDM program. **Please explain with the table requested and a narrative (if unclear) explaining the rational for the parking numbers.**

17. Sheet L-10.1: Landscape Key Plan

- a. What are the items circled in green?



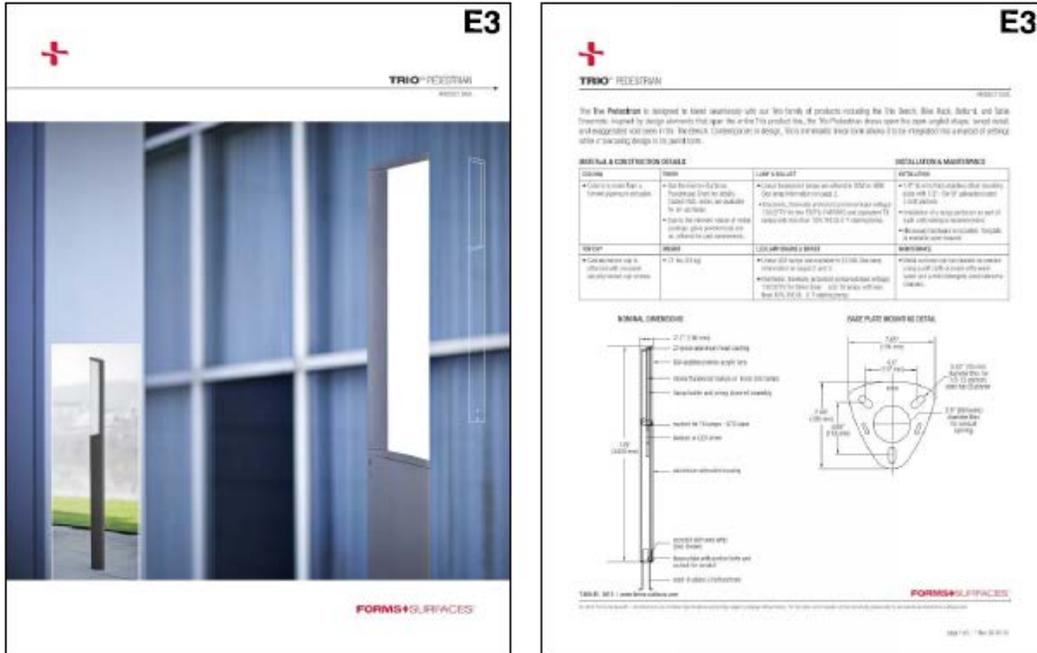
- b. Provide a detail of the townhouse landscaping.

18. Sheets L-10.3 to L-10.5: Planting Plans

- a. Indicate the number of trees and shrubs to be planted
- b. Make sure legends only reflect relevant items on the page.
- c. Add a note to the street trees that the species and location will be determined by the City Arborist.
- d. Monkey Puzzle Trees are ugly. Consider replacing this tree.

19. Sheets L-11.1 and L-11.2: Lighting Plans

- a. This project is subject to the City’s [Outdoor Lighting Policy on Private Developments](#). The purpose of this policy is to promote energy efficient outdoor lighting that provides adequate lights for night time activity without impacting nearby properties. Lights must be fully shielded (light bulb parallel to the ground), which means this light is likely not allowed. **Provide more information about which way the light is directed to determine if the light is allowed.**



- b. Light also cannot spill onto adjacent properties. Please be mindful of this.

20. Sheet L-12.1: Landscape Details

- a. Similar to the elevation comments above, provide both color and materials legends with corresponding numbers on the drawings to easily identify the design of the fence and lighting.

Environmental Review - California Environmental Quality Act (CEQA)

Staff is still waiting for the submittal of the Initial Study for the project. The project is assigned to Environmental Planner, Krinjal Mathur, she can be contacted at krinjal.mathur@sanjoseca.gov.

Comments from Other Departments/Divisions and Agencies

Attached and below are memorandums from other departments/divisions and outside agencies as indicated below. Please carefully review the memos as they contain essential information needed to successfully and efficiently move your project through the Planning entitlement process. As required, comments contained in the attached memos must be incorporated into the revised plan sets. **Concerns about any of these issues should be brought to my attention so that I can coordinate with appropriate staff on your behalf.**

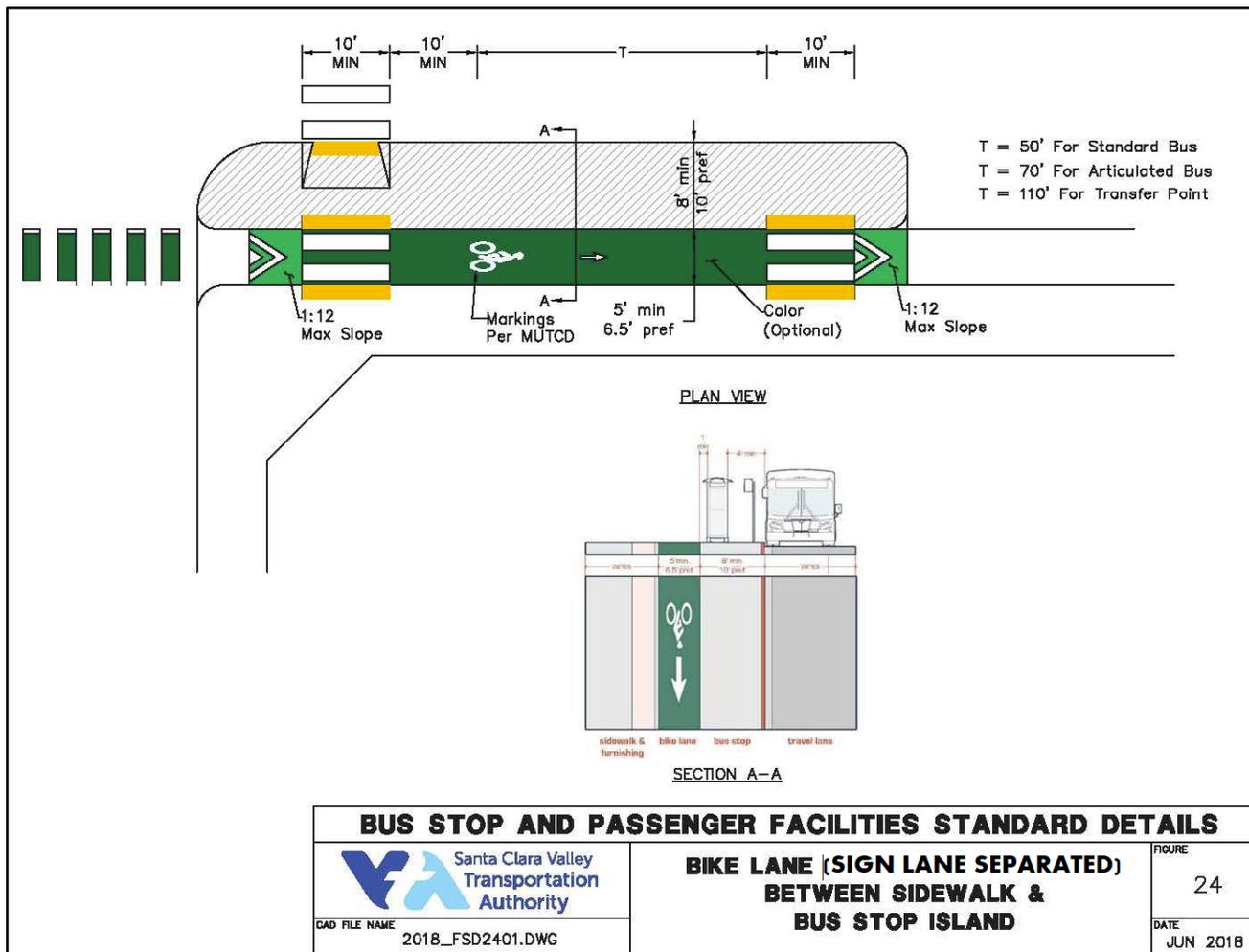
- Public Works Memo
- Parks, Recreation and Neighborhood Services Memo

- Building Memo
- Fire Memo
- Airport Memo
- Environmental Services Department Integrated Waste Management Memo

Valley Transportation Authority Comments

Bus Boarding Islands and Cycle Track

The Valley Transportation Authority (VTA) in conjunction with the City are developing design standards for bus boarding islands. These standards are currently in draft form (shown below) and include standards for the combined bus boarding island with the cycle track applicable to this project.



Proposed Crosswalk at Pamlar/Bascom

The current proposal shows a crosswalk on the south leg of the Pamlar/Bascom intersection. We confirmed with our South Bascom Complete Streets Program Manager that the preferred location of the crosswalk is the north leg of the intersection. The last referral to us in May 2018 did show a crosswalk at the south leg, which we did not detect at the time. A north leg location would position the crosswalk closer to the bus stop, which would be beneficial for access. The current proposal does not show a crosswalk on the west leg of the intersection. Given the new signalization of the

intersection, it seems reasonable to add a crosswalk to the west leg of the intersection for improved pedestrian access and safety.

Extension of Light Rail Platform

As part of the Vasona corridor study we are considering expanding the Bascom Light Rail platform 90 feet north. This would impact the planned connection to the Station platform, so we would recommend relocating the proposed northern connection to the Light Rail north by 90 feet.

Housing Department Comments

According to the Housing Department, you've submitted the required Compliance Plan application and \$3200 processing fee to Housing, as well as submitted the required full planning application and paid all associated application fees by June 30, 2018 to PBCE. As a result, this project is eligible for the Affordable Housing Impact Fee (AHIF) Transition. Please keep in mind that the next milestone date is to obtain approved building plans to confirm the final square footage count by June 30, 2020 and pay the then current AHIF cost at \$18.26 per livable sq./ft. If you do not obtain your approved building plans by June 30, 2020, you will be subject to the Inclusionary Housing Ordinance (IHO).

Community Outreach

As this is a Signature Project, an additional community meeting is required for this Permit prior to any public hearing. The City would provide public notice of this meeting to property owners and tenants within 1,000 feet of the proposed site, and would coordinate with you and the City Council District Office on an appropriate date, time, and location for the meeting.

On-Site Sign Posting

Per the City's Public Outreach Policy, a sign describing the proposed project is required to be placed on each project site street frontage so it is legible from the street. In this case, two signs must be posted along South Bascom Avenue each at the size of 4 feet by 6 feet. **Once the number of ordinance sized trees is clarified, I will send the PDF of the on-site sign for posting.** Once the sign is posted, please take pictures of the on-site sign and fill out the Declaration of Posting (page 3 of the first link) and email both of those to me. Any delay in the posting and provided documentation would result in the delay of the review of the project.

On-Site Noticing Requirements: <http://www.sanjoseca.gov/DocumentCenter/Home/View/373>

Public Outreach: <http://www.sanjoseca.gov/DocumentCenter/Home/View/374>

Timeline

The Planned Development Permit, accompanied by a Planned Development Zoning, take approximately nine months to a year for processing. These are estimates based upon typical timelines, and may be longer based upon multiple community meetings and required revisions. Please note that a hearing cannot be scheduled within 30 days of a community meeting as stated in the City Council Policy. Once the Planned Development Permit is further along in design, the environmental document is filed and undergone a staff review, and the second community is held, a more concrete schedule can be determined.

Next Steps

When resubmitting, please provide four (4) 11'x17" reduced plan sets, four (4) full size sets, two (2) copies of all the response letters, and a digital PDF of the Plan Set and other materials. **To facilitate the review process, include a response letter with your resubmittal that describes how you have addressed all the items contained in this letter and attached memo.**

Please be advised that this summary does not constitute a final review. Additional comments will be provided upon submittal of a complete Planning entitlement application. Please let me know if you would like to meet and your availability so that I can coordinate with the other Departments or Divisions to schedule a meeting. Should you have any questions, you may contact me at jennifer.piozet@sanjoseca.gov or (408) 535-7894.

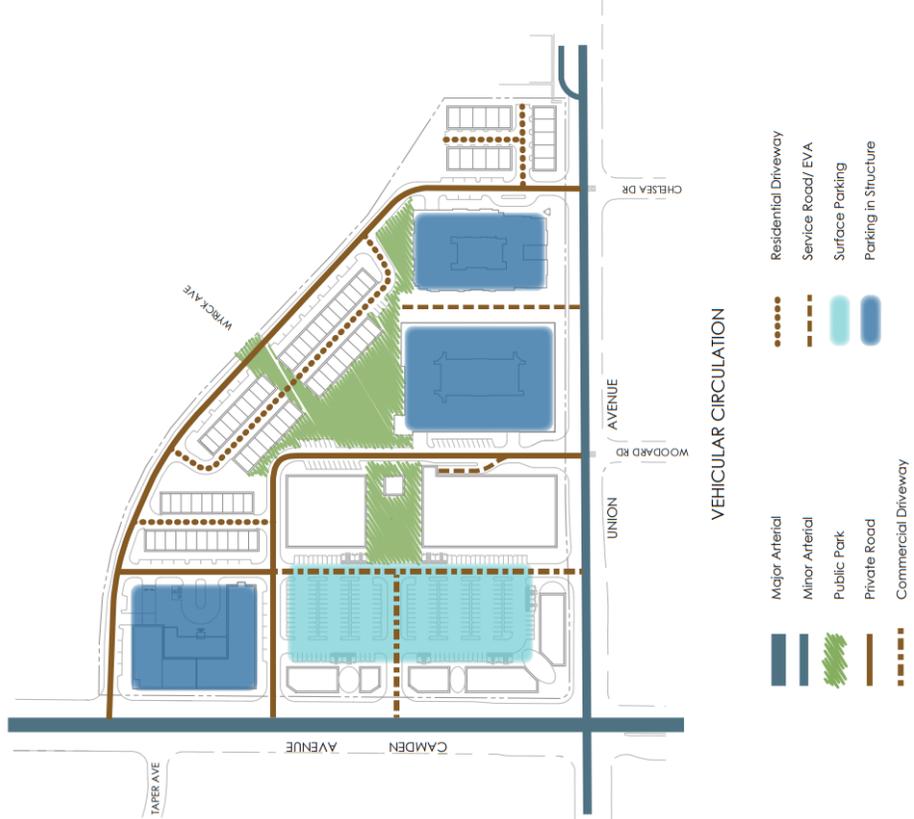
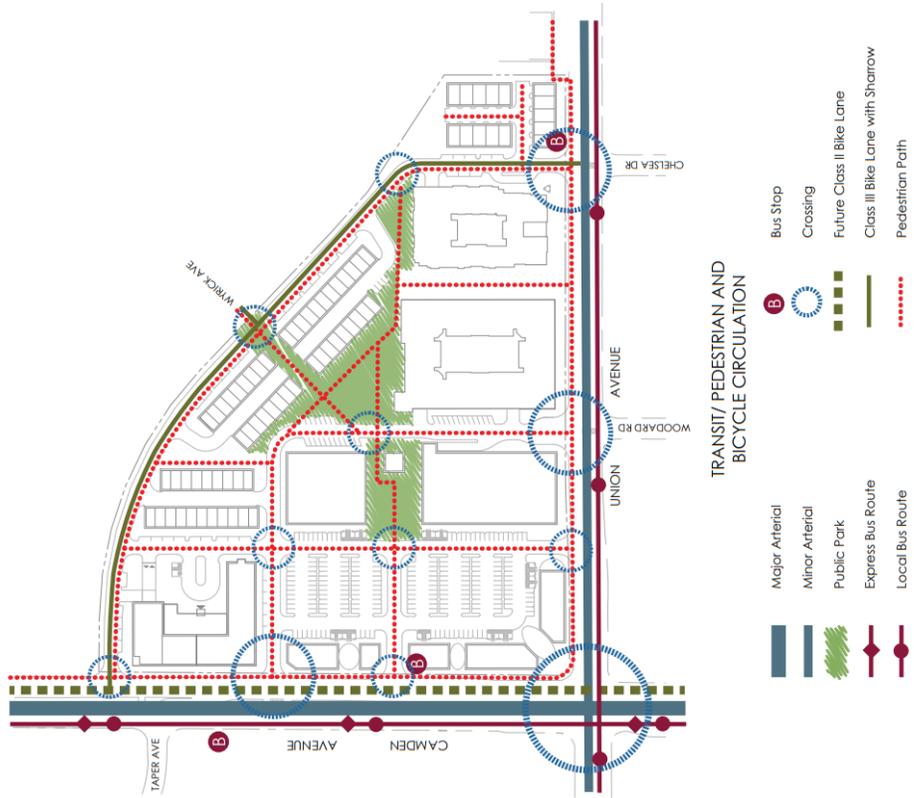
Sincerely,

Jennifer Piozet
Planning Project Manager

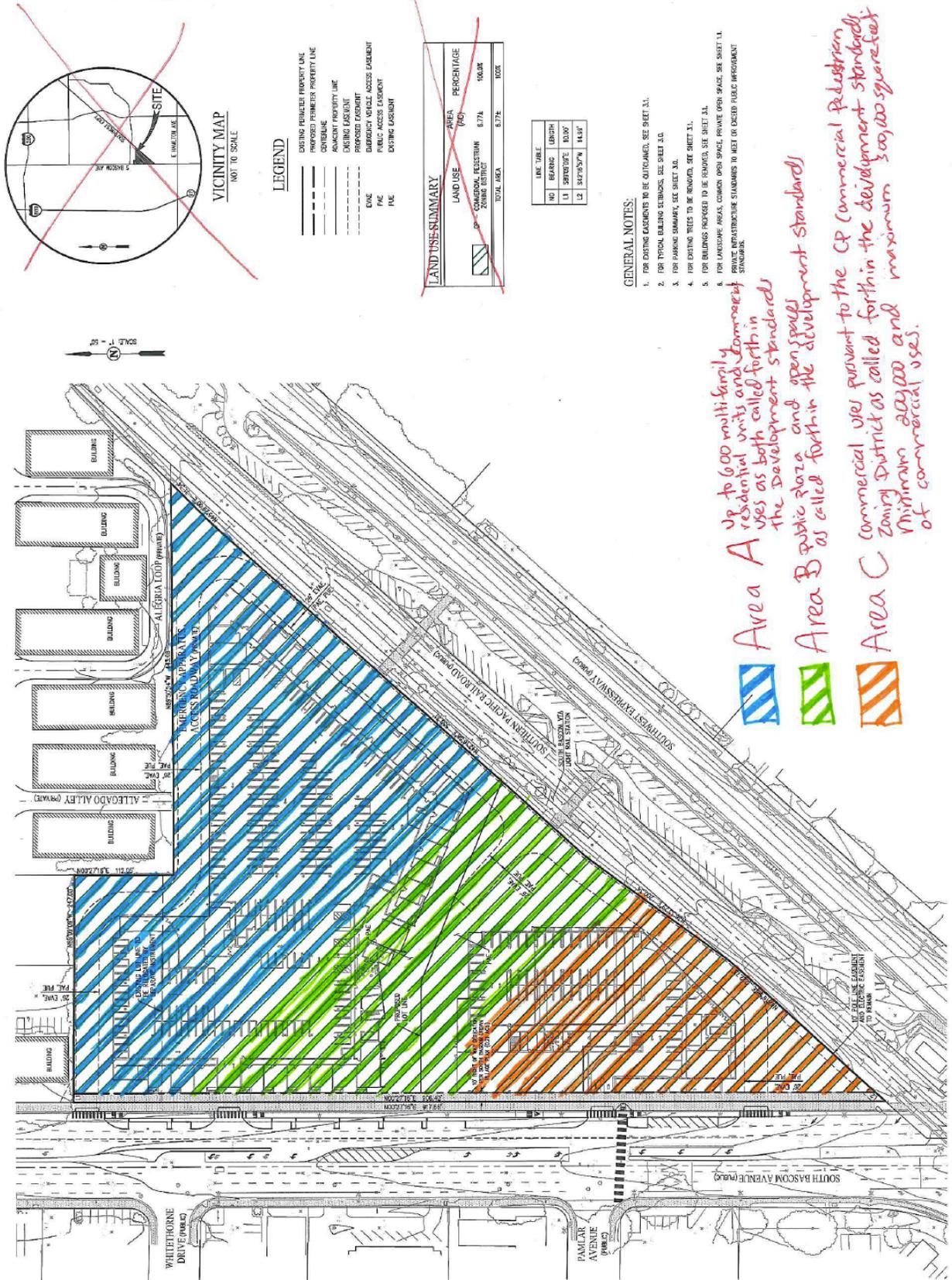
Attachments:

- Public Works Memo
- Parks, Recreation and Neighborhood Services Memo
- Housing Memo
- Building Memo
- Fire Memo
- Airport Memo
- Environmental Services Department Integrated Waste Management Memo

Vehicular, transit, pedestrian, and bicycle circulation diagrams



General Development Plan Update (PDC17-047)



CITY COUNCIL DRAFT DEVELOPMENT STANDARDS
DEVELOPMENT STANDARDS
FILE NO. PDC17-047
(GATEWAY STATION SIGNATURE PROJECT)

In any cases where the graphic plans and text may differ, this text takes precedence.

ALLOWED USES

Area A: Residential and Supportive Commercial Area

- Up to 600 multifamily residential units, at a minimum net density of 70 dwelling units per acre pursuant to the South Bascom (North) Urban Village Plan, as amended.
- Permitted uses of the R-M - Multifamily Residence Zoning District as set forth in Title 20 of the San José Municipal Code, as amended. Special and conditional uses allowed with the issuances of a Planned Development Permit or Amendment.
- Up to 15,000 square feet of the following commercial uses of the CP Commercial Pedestrian Zoning District as set forth in Title 20 of the San José Municipal Code, as amended:
 - Retail sales, goods and merchandise
 - Bakery, retail
 - Food, beverage, grocery
 - Retail art studio
 - Public eating establishment
 - Recreation, Commercial indoor
 - Nursery, plant
 - Instructional art studios
 - Private instruction, personal enrichment
 - Personal service
 - Wineries, breweries
 - Laundromat

Area B: Public Plaza and Open Space Areas

- Publicly-Accessible Plaza: Minimum 50,000-square foot publicly-accessible plaza (a contiguous space not including walking pathways or disconnected open spaces or plazas on the perimeter of the site).
- Certified farmers' market – small and outdoor vending facilities allowed to the satisfaction of the Director of Planning. Certified Farmers' Market – small are allowed pursuant to Title 20, as amended. Large Certified Farmers' Market allowed through the issuance of a Permit Adjustment.
- Outdoor Vending Facilities (mobile food vendors) are allowed on publicly-accessible portions of the site (i.e., plaza) with a Permit Adjustment. Outdoor Vending Facilities shall meet the following requirements:

- **Height:** The maximum height of any portion of a vending facility, including any folding or collapsible appendage, shall not exceed 10 feet.
- **Width:** The maximum width of a vending facility or cart, including any folding or collapsible appendage, shall not exceed 10 feet.
- **Length:** The maximum length of a vending facility or cart, including any folding or collapsible appendage, shall not exceed 24 feet.
- **Distance from Driveways:** Vending facilities shall be setback 20 feet from a driveway curb cut.
- **Paved Locations:** No vending facility shall be placed or operate on a parcel or lot unless the surface is paved with asphalt, macadam, concrete, or similar material.
- **Mobility of Operations:** No vending facility shall be placed within or operate from a structure or stand which is attached to or bears directly upon or is supported by the surface of the site. Vending facilities shall operate exclusively from vehicles or carts or other conveyances which are fully mobile and have operational wheels in place at all times. Vending facilities shall not connect to temporary or permanent on-site water, gas, electricity, telephone or cable sources.
- **Sanitary Facilities:** Persons operating vending facilities shall have unrestrained right of access to toilet and handwashing facilities located on site within reasonable distance of the vending facility's approved location.
- **Parking:** Additional parking is not required.

Area C: Commercial Area

- Commercial uses shall conform to those uses identified in the CP – Commercial Pedestrian Zoning District as set forth in Title 20 of the San José Municipal Code, as amended.
- Minimum Commercial square footage: 200,000 (gross square feet). Maximum Commercial square footage: 300,000 (gross square feet).
- All conditional and special uses shall require the approval of a Planned Development Permit or Amendment.

DEVELOPMENT PHASING

- Building permits cannot be released for the residential building until such a time as the office building and publicly-accessible plaza have begun full vertical construction.

DEVELOPMENT STANDARDS

MAXIMUM BUILDING HEIGHT:

- Pursuant to the adopted South Bascom (North) Urban Village Plan, as amended.
- Elevator shafts, roof equipment, and other non-habitable building elements may extend 10 feet past the maximum building height to a height of 160 feet, per the South Bascom (North) Urban Village Plan, as amended.

PERIMETER SETBACKS AND BUILDING STEPBACKS:

- From Bascom Avenue (west property line): No minimum, 10'-0" maximum. Larger than 10 feet can be considered through a Planned Development Permit for open space, pedestrian amenities, or circulation (i.e., lobbies, cafes, plazas, entries, etc.)
- From southeast property line (near Valley Transportation Authority (VTA) station): No minimum setback.
- From north property lines
 - For structures 45 feet or shorter: 20'-0" minimum setback.
 - For any structures taller than 45 feet adjacent to properties with a General Plan designation of Mixed-Use Neighborhood: 30-foot side and/or rear setback. Starting at a height of 45 feet, buildings and structures shall not intercept the 45-degree daylight plane.

VEHICLE AND BICYCLE PARKING REQUIREMENTS:

- Per the San José Municipal Code, Title 20, as amended.
- Shared parking is subject to Title 20 of the San Jose Municipal Code, as amended, and issuable pursuant to a Planned Development Permit.
- Parking reductions are subject to Title 20 of the San Jose Municipal Code, as amended, and issuable pursuant to a Planned Development Permit.

SOUTH BASCOM AVENUE AUTOMOBILE ACCESS POINTS

- Minimize curb cuts to the extent possible along South Bascom Avenue
- Minimum distance between curbs cuts is 100 feet
- Share curb cuts and driveways to the extent possible

RESIDENTIAL BUILDING OPEN SPACE REQUIREMENTS:

- Private Open Space: Minimum of 60 square feet per residential unit.
- Common Open Space: Minimum of 100 square feet per residential unit.
 - A reduction of up to 50% of the private open space may be granted with a Planned Development Permit or Amendment with an increase of publicly-accessible open space.

PUBLICLY-ACCESSIBLE AREAS

Private areas designed to be publicly-accessible shall be reserved for public access through an easement (for pedestrian circulation, emergency access, mobile or outdoor vending facilities, farmers' markets (or similar outdoor gathering facilities), stormwater, cross access, etc.) prior to the issuance of Building Permits.

INTERFACE WITH VTA LIGHT RAIL STATION

- Provide direct, safe, and convenient connections for pedestrians, bicycles, and shared pedestrian and bicycle use throughout the site, especially from South Bascom Avenue through the center and edges of the site to the Bascom Light Rail Station.

- Limit perimeter fencing along the site's shared property line adjacent to the VTA Station to visually permeable material (not masonry, CMU, or solid wood fence). Said fencing shall have at least one gate access directly to the VTA Light Rail platform.

SIGNAGE

Per the San José Municipal Code, Title 23, as amended.

ARCHITECTURAL & SITE DESIGN

- **Ground Floor Interface** for commercial spaces in which any portion of the building that fronts on South Bascom Avenue:
 - The ground-floor level of commercial/active spaces shall be at the same grade as the adjacent back of sidewalk or walkway, with reasonable variation allowable for gradient requirements and continuity of such floor level.
 - At least 65% transparency shall be provided on commercial spaces.
 - Windows/glazing shall be clear un-tinted glass.
 - Ground floor commercial spaces shall provide a minimum of:
 - Interior depth of 50 feet (inside face of exterior wall to inside face of exterior wall)
 - Plate height of 17 feet.
- **Building Massing**
 - The composition of the façades shall include variety by providing recessions and projections.
 - Articulate building corners to create a focal point for facades fronting the publicly-accessible plaza, VTA rail line, and Bascom Avenue:
 - Corner elements should include prominent building features, entry plaza spaces or recessed entries.
 - Ensure that commercial/retail space has an activated façade (e.g. storefront windows, street front/sidewalk uses, interesting detailing of façades, attractive signage and lighting) that engages the passerby and activates the public realm.
 - Step back upper floors above four stories to minimize building bulk along South Bascom Avenue
- **Building Entrances** for active uses such as lobbies, leasing centers, and commercial spaces:
 - Shall be placed at the ground-floor level; and
 - Shall include appropriate transparency and architectural identity, including awnings or similar features.
 - Recessed or projection features shall be used to indicate the location of primary entries and articulate the façade.
- **Building Design**
 - Discourage uninterrupted blank walls or façades. Where such blank walls are necessary, apply landscape screens, light patterns, material variations, or other mitigation measures to enhance visual interest. Articulate façades of parking

structures through interactive art, creative displays, vegetative screens, and/or similar screening treatments.

- Screen mechanical equipment, loading, and service areas through careful site planning, landscaping, and screen walls.
- **Streets and Sidewalks**
 - Provide 20-foot minimum sidewalk width along South Bascom Avenue. Where the sidewalk in front of a development project falls short, the project must make up the difference so that the entire 20 feet is publicly-accessible and functions as a sidewalk.
 - Design any private street or unenclosed driveway into the project off a public street, so as to provide the look and feel of a public street with such elements as a park strip, sidewalk, parking, etc. to the satisfaction of the Director.
- **Public Plaza**
 - The plaza shall provide a visual connection between the VTA Bascom Light Rail Station and South Bascom Avenue. It shall be a publicly-accessible, visible connection.
 - The plaza paving surfaces shall be of varied materials, textures, and colors.
 - The plaza shall not provide vehicle access to the site except for Emergency Vehicle Access.
 - Outdoor vending facilities or similar activities may be considered with a Permit Adjustment.

CITY COUNCIL ADDED REQUIREMENTS

- TBD

ENVIRONMENTAL MITIGATION

- The project shall conform to the Mitigation Monitoring and Reporting Program approved by the City Council for this project.



Memorandum

TO: Jennifer Piozet
Planning and Building

FROM: Joe Provenzano
Public Works

**SUBJECT: REVISED INITIAL RESPONSE TO
DEVELOPMENT APPLICATION**

DATE: 08/07/18

Approved

VT

Date

8/7/18

PLANNING NO.: PD18-015
DESCRIPTION: Planned Development Permit to allow the demolition of 76,894 square feet of existing commercial buildings, and the construction of a 213,500-square foot office building, 590 residential units, an alternative parking arrangement (tandem parking), and the removal of two ordinance sized trees in the CP(PD) Planned Development Zoning District on a 6.98-gross acre site
LOCATION: northeast corner of South Bascom Avenue and Southwest Expressway
P.W. NUMBER: 3-00329

This memorandum supersedes the previous PD18-015 memorandum dated 7/26/18.

Public Works received the subject project on 06/25/18 and submits the following comments and requirements. **Upon completion of the Action/Revisions Required items by the applicant, Public Works will forward a Final Memo to the Department of Planning prior to the preparation of the Staff Report for Public Hearing.**

Actions / Revisions Required:

1. **Sheet Index and Project Information:** The project description indicates 208,000 sqft of commercial office but the project data shows 213,500 sqft. Verify the correct proposal.
2. **Circulation Plan:** Provide a circulation plan consistent with the PDC17-047 plan and revise the following:
 - a) Provide 20' EVA only driveway entrance for the southernmost driveway.
 - b) Provide 26' City standard driveways for the remaining driveways. Indicate the proposal clearly on the plan.

3. **Plan Representation:** Revise the plans (architectural, civil, etc.) to reflect the following:
 - a) A 20' attached sidewalk with tree wells per the Urban Village Plan and previous zoning comments.
 - b) Full raised median on South Bascom Avenue, excluding Pamlar Avenue.
 - c) Architectural renderings continue to show balconies on South Bascom Avenue, whereas the civil sheets and section views do not. Revise all plans to be consistent.
 - d) Street easement dedication on the building section views, sheets A-7a.3.0 and A-7b.3.0.
 - e) Correct property line on the commercial building cross section on sheet A-7b.30.

4. **Private Improvement Encroachments within Public Property:** All encroachments shall be consistent with City of San Jose Municipal Code Title 13 and California Building Code (CBC) Chapter 32 Section 3202 entitled Encroachments into the Public Right-of-Way. Revise the plans per the following:
 - a) Eliminate all doorways and windows that open into the Public right-of-way shown on sheet A-9b.0.1. Doorways and/or windows shall not open into the Public right-of-way per CBC 3203.2. Recess all doorways and windows so that they open within private property.

5. **Conceptual Grading Plan:** Show the overland release path. The site cannot overland release into the VTA side without a surface drainage release easement. Revise the release route or propose an easement.

6. **Stormwater Management Plan (SMP):** Revise the plan with the following:
 - a) Surface Data Table:
 - i) Include sections 2.a to 2.g of the Surface Data Table onto the SMP.
 - ii) Revised the Comparison of Impervious and Pervious Surfaces (CIPS) Table under the Surface Data and on the SMP. Note that the total value of the "New Pervious" (f.3) and "Replaced Impervious" (e.2) should equal the "Total Existing Impervious" (e.1). The total value of the "Replaced Pervious" (f.2) and "New Impervious" (e.3) should equal the "Total Existing Pervious" (f.1).
 - iii) The sum of the "total proposed new and replaced impervious surface" (e.4) and "total proposed new and replaced pervious surface" (f.4) is 7.22 acres, which is greater than the existing total area of the site, 6.77 acres. Additionally, the sum of the "existing impervious surfaces" (e.1) and "existing pervious surfaces" (f.1) should equal to the total area of the site (2.b).
 - iv) Replace the TCM Summary Table with the City Standard Summary Table available on the following website:
<http://www.sanjoseca.gov/index.aspx?nid=2247>.
 - v) The Surface Data Table should coincide with the Treatment Control Measure (TCM) Calculation Summary Table. For example, the sum of the "pervious area" column should align with the "total proposed new and replaced pervious surface" (f.4).
 - vi) Revise the CIPS Table and the SMP to the above comments.

- b) Media Filter Sizing/Piping: The entire site is currently planned to drain to the Media Filter. Either correctly size the Media Filter to treat the entire site (while using Bioretention Areas as pretreatment – please specify this on plans) or separate LID and non-LID storm main connections clearly on the Stormwater Control Plan.
- c) SCP Layers: The SCP should depict the outer most layers or the roof layout of the site at the point where runoff will be generated. For example, the buildings on the SCP show covered parking spaces that should be either roof or podium courtyard areas.
- d) Operations and Maintenance: Provide the identification of the party responsible for O&M.
- e) Runoff to TCMs: Illustrate how runoff will enter TCMs (e.g. downspouts, sheet flow, curb-openings, etc.).
 - i) Provide conceptual locations of stormwater inlet structures (e.g. downspouts, curb-openings, etc.). Stormwater inlet structures shown on the SCP should be consistent with cross-sections.
- f) Site Design Measures (SDMs): The plan set does not include a green roof as proposed in the listed SDMs. Unless a green roof is proposed for the project, remove number 4 from the list: Install a green roof on all or a portion of the roof.

7. **Special Projects Narrative:** Provide a revised Special Projects Narrative discussion of the infeasibility of using 100% LID treatment as an appendix to the SCP. In addition to the technical and economic feasibility or infeasibility discussion, the newly revised and adopted Municipal Regional Stormwater Permit (MRP) [Order No. R2-2015-0049] specifically requires the following elements prior to granting LID Reduction Credits:

- a) The infeasibility of treating 100% of the amount of runoff identified in Provision C.3.d for the Regulated Project's drainage area with LID treatment measures onsite. This should also discuss why and how the following are infeasible in the narrative. If further LID is feasible, update the Stormwater Control Plan (SCP) to reflect this outcome:
 - i) Ground Floor Plantings: Treatment of roof areas and podium levels by converting planned ground floor landscaping located to traditional LID (i.e. Flow-Through Planter Boxes/raised Flow-Through Planter Boxes). Although there are several areas intended to be used for useable open space, there are also several areas that are not useable and can be used for further LID.
 - ii) Podium Courtyards: Treatment of roof areas and podium hardscape by converting planned communally accessible plantings located on the podium courtyards of both buildings (e.g. third floor residential and fifth, sixth, ninth, and tenth floor offices) to traditional LID (i.e. Flow-Through Planter Boxes/raised Flow-Through Planter Boxes).
 - iii) Ground-Level Hardscapes: Treatment of ground-floor impervious hardscapes with LID (i.e. permeable pavers, bioretention, etc.). Although there are several areas intended to be used for useable open space, there are also several areas that are not useable and can be used for further LID.
 - iv) Roof Areas: Treatment of roof areas with green roofs, if other traditional LID measures are infeasible.

8. **Landscape Plan:** Provide a plant list specifies which species will be used for the Bioretention Areas.
 - a) Specify which plants will be in Bioretention Areas on the Landscape Plan. Note that the C.3 Handbook Appendix D plant list specifies where each species can be placed (i.e. basin, banks, highlands of Bioretention Areas).
 - b) Sheet L-12.1; revise retaining wall detail to remove retaining wall footing from crossing the property line.

9. **Transportation:** A traffic report is required prior to environmental clearance or zoning. The traffic report must conform to the City of San Jose Guideline for the preparation of a traffic report. A Transportation Analysis (TA) Workslope letter was provided to Hexagon on April 11, 2018. The City is awaiting the TA reports to provide further comments. Upon completion of the TA, additional street improvements may be required.

10. **Sanitary:** The existing sewer system capacity is currently being evaluated. Any improvement requirements will be determined prior to planned development approval.

11. **Urban Village Improvements:** Construct public improvements consistent with the South Bascom Urban Village Plan (attached) including, but not limited to the following:
 - a) Full raised median improvements along the project frontage. The proposed medians shall include street trees.
 - b) Reduced travel lane widths.
 - c) Parking with planter, planted buffer, and cycle track.

Project Conditions:

Public Works Clearance for Building Permit(s) or Map Approval: Prior to the approval of the Tract or Parcel Map (if applicable) by the Director of Public Works, or the issuance of Building permits, whichever occurs first, the 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 instructions for Public Works permits may be found at the following:
<http://www.sanjoseca.gov/index.aspx?nid=2246>.

12. **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.

13. **Urban Village Plan:** This project is located in a designated Urban Village per the Envision San Jose 2040 General Plan. Urban Villages are designed to provide a vibrant and inviting mixed-use setting to attract pedestrians, bicyclists, and transit users of all ages and to promote job growth.
 - a) The project must incorporate the public improvements along the project frontage as identified in the adopted South Bascom Urban Village Project.

14. **Grading/Geology:**

- a) A grading permit is required prior to the issuance of a Public Works Clearance.
- b) All on-site storm drainage conveyance facilities and earth retaining structures 4 foot in height or greater (top of wall to bottom of footing) or is being surcharged (slope of 3:1 or greater abutting the wall) shall be reviewed and approved under Public Works grading and drainage permit prior to the issuance of Public Works Clearance. The drainage plan should include all underground pipes, building drains, area drains and inlets. The project shall provide storm drainage calculations that adhere to the 2013 California Plumbing Code or submit a stamped and signed alternate engineered design for Public Works discretionary approval and should be designed to convey a 10 year storm event.
- c) 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.
- d) Because this project involves a land disturbance of one or more acres, the applicant is required to submit a Notice of Intent to the State Water Resources Control Board and to prepare a Storm Water Pollution Prevention Plan (SWPPP) for controlling storm water discharges associated with construction activity. Copies of these documents must be submitted to the City Project Engineer prior to issuance of a grading permit.
- e) A soils report must be submitted to and accepted by the City prior to the issuance of a grading permit. This report should include, but is not limited to: foundation, earthwork, utility trenching, retaining and drainage recommendations.

15. **Shoring:**

- a) Shoring plans will be required for review and approval as part of the Grading Permit for this project.
- b) If tie-backs are proposed in the Public right-of-way as a part of the shoring operation, a separate Revocable Encroachment Permit must be obtained by the Developer or Contractor and must provide security, in the form of a CD or Letter of Credit, in the amount of \$100,000.
- c) If tie-backs are proposed for use along the adjacent properties (APN's 282-26-004/008, Tract 9311, and Santa Clara Valley Transportation Authority), agreements between the Applicant and the adjacent property owners will need to be secured, executed and provided to the Public Works Project Engineer prior to approval of the Grading Permit for this project.

16. **Private Improvements within Public Property:** Any proposed encroachment for balconies, windows and/or 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. Property owner shall execute an Encroachment Agreement as part of Public Works Clearance requirement(s) and prior to Building Permit issuance. The Encroachment Agreement shall be recorded against title to the property.

17. **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.
 - a) The project's Stormwater Control Plan and numeric sizing calculations are under review for conformance with City Policy 6-29.
 - b) Final inspection and maintenance information on the post-construction treatment control measures must be submitted prior to issuance of a Public Works Clearance.

18. **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).

19. **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.

20. **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.

21. **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.

22. **Street Improvements:**
 - a) Construct public improvements consistent with the South Bascom Urban Village Plan as follows:
 - i) Full raised median improvements along the project frontage. The proposed medians shall include street trees.
 - ii) 11' travel lane widths.
 - iii) 8' parking with planter, 4' planted buffer, and 8' cycle track.
 - iv) Curb, gutter, and 20' sidewalk with tree wells on South Bascom Avenue to City standards. An approximate 10' street easement will need to be dedicated.
 - b) Provide 20' City standard EVA only driveway at the southernmost driveway.
 - c) Provide 26' City standard driveways at the remaining three driveways; including the driveway the Pamilar Avenue.
 - d) Install a new signal at the intersection of Pamilar Avenue and project driveway. Traffic signal improvement plans have been designed by the City. The design is available for the projects use.

- e) Reconstruct the curb line and accessible ramps on the west side of Bascom Avenue at Pamilar Avenue in conjunction with the new traffic signal.
 - f) Provide a third striped crosswalk across South Bascom Avenue at Pamilar Avenue.
 - g) 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.
 - h) Dedication and improvement of the public streets to the satisfaction of the Director of Public Works.
 - i) Applicant shall be responsible to remove and replace curb, gutter, and sidewalk damaged during construction of the proposed project.
23. **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.
24. **Street Trees:**
- a) 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.
 - b) Show all existing trees by species and diameter that are to be retained or removed. Obtain a street tree removal permit for any street trees that are over 6 feet in height that are proposed to be removed.
25. **Referrals:** This project should be referred to the Santa Clara Valley Transportation Authority, Southern Pacific Railroad, California Public Utility Commission, and City of Campbell.

Please contact Bichson Nguyen at bichson.nguyen@sanjoseca.gov or (408) 975-7426 or me at joe.provenzano@sanjoseca.gov or (408) 535-8466 if you have any questions. You may also reach the Senior Engineer overseeing the project, Vivian Tom, at vivian.tom@sanjoseca.gov or (408) 535-6819.



Joe Provenzano
Project Engineer
Development Services Division

— SAN JOSE —
**PARKS, RECREATION &
NEIGHBORHOOD SERVICES**

Project Comments

Gateway Station: 1410 South Bascom Avenue

6/29/18

Project Summary

- **Planned Development Rezoning File No.:** PD18-015
- **Location:** Triangular property at the N.E. corner of South Bascom Avenue and Southwest Expressway
- **Council District:** 6; **Park District:** 3; **MLS:** 9; **Planning Area:** Willow Glen; **APNs:** 282-26: 011 and 012
- **Project Description Summary:** Planned Development Zoning District to allow up to 900 residential units and a minimum of 200,000 square feet (maximum 300,000 square feet) of commercial/retail uses on 6.4-gross acre site (Signature Project). The plan set on file indicates 590 units are included in the first phase of the project.

Park Impact Ordinance (PIO)/Parkland Dedication Ordinance (PDO) Obligation

The residential portion of this project is subject to comply with the requirements of the City's Park Impact Ordinance ([PIO- Municipal Code Chapter 14.25](#)) or the Parkland Dedication Ordinance ([PDO - Municipal Code Chapter 19.38](#)) for the dedication of land and/or payment of fees in-lieu of dedication of land for Public Park and/or trail and/or recreational purposes.

- **The parkland obligation for this project was calculated based on the proposed number of units included on the filed plan set. A project that includes 590 units has a parkland obligation of providing 4.142 acres of land or making a payment of \$13,334,000.00 in park impact in lieu fees.**
- **The parkland obligation is calculated by the PIO/PDO requirement to provide three acres of parkland for every 1,000 new residents added by the project. The parkland obligation will change if the number of units are increased or decreased or added in different phases.**

The PIO/PDO obligation can be met through the dedication of land; payment of a park impact in-lieu fee, credit for providing new recreational facilities (such as a turnkey public park), by improving existing City recreational facilities, or providing a combination of these solutions.

An executed Parkland Agreement that outlines how a project will comply with the PIO/PDO is required prior to the issuance of a Parcel Map or a Final Map [subdivision]. Payment of park impact in-lieu fees is required prior to the issuance of a Building Permit.

Important: The City Council will consider the annual adjustment to the park impact fees based on current land values on Tuesday, December 19, 2017 ([see item 5.1 of the 12/19/17 Council agenda](#)). If the Council approves the proposed adjustment, the park impact fees will increase from \$21,400 per unit to \$22,600 per unit.

Land Acquisition and Turnkey Park

The City's preferred method to comply with the parkland obligation is to have the project acquire and donate two parcels of land located south of the Bascom Community Center and Library. The properties are:

- Address: 1050 South Bascom Ave.; APN: 282-29-016; 32,373 square feet
- Address: 1090 South Bascom Ave.; APN: 282-29-017; 14,272 square feet

Land dedication credit is available up to the total amount of provided square footage and land values listed in the most current adopted Schedule of Fees. If these lands are acquired and dedicated, it would provide a credit of 1.07 acres towards the 4.142 total obligation leaving a remaining obligation of 3.072 acres. The remaining park impact fee obligation would equal 2.067 acres of land or \$9,369,045.10 in park impact in-lieu fees.

Currently proposed development on 1410 South Bascom Avenue shows plaza/park between office building and residential building. This proposed plaza/park doesn't qualify to meet the dedication of land as per [ordinance no. 27949 section 14.25.320 \(B\)](#). At present it doesn't qualify as a park land dedication.

PRNS would like some remaining fees to be applied towards the construction of a turnkey public park on these two parcels of land. A turnkey park is designed in coordination with PRNS staff, is constructed by the developer, and then turned over to City when the park is complete.

Private Recreation Credit

Private Recreation Credits, which allow a credit of up to 50% towards the project's park impact in lieu fees, could be available for on-site recreational amenities that meet the Eligibility requirements listed in Section 3. Schedule of Credits included in [Resolution no. 73857](#).

Private Recreation Credits are calculated on actual square footage and the entire development project (not on individual development phases).

Required common open space areas, landscape corridors, emergency vehicle access easements, walkways, unsuitable topography areas, riparian corridors, and environmental mitigation areas, stormwater low impact development areas, **are not** eligible for Private Recreation Credits. Applicants typically apply for Private Recreation Credits after Planning development permits are approved.

- PRNS is open to providing some Private Recreation Credits towards the proposed central public plaza provided this area is privately owned and maintained, includes seating that equals 75% of the perimeter dimension of the plaza area site, and is open to the public at least 360 days a year.
- Consideration for additional private recreation credits can start at the development permit stage; however, we advise that this exercise be completed once all Planning entitlements are approved.

Affordable Housing Units

If the project includes onsite deed restricted affordable/low income housing units that meet the City's Affordable Housing criteria and the policies of Resolution 75540, these units could qualify for a 50% credit towards the park impact in lieu fees.

Conclusion

Applicants are encouraged to meet with PRNS Planning staff at their earliest convenience to develop a schedule to complete the Parkland Agreement.

We look forward to collaborating with the developer to identify solutions to fulfill the parkland obligation and are excited to develop a future public park near the Bascom Community Center and Library.

Please contact Acharya Ruchita, Acting Planner III, by phone at (408) 535-3804, or email at rebekah.ross@sanjoseca.gov to schedule a time to meet to discuss the Parkland Agreement.

BUILDING CODE ISSUES, PRELIMINARY REVIEW

DATE: 07/21/18

TO: Jennifer Piozet

FROM: Marc Garcia

Re: Building Division Comments

PLANNING NO: PD18-015

DESCRIPTION: Planned Development Permit to allow the demolition of 76,894 square feet of existing commercial buildings, and the construction of a 213,500-square foot office building, 590 residential units, an alternative parking arrangement (tandem parking), and the removal of two ordinance sized trees in the CP(PD) Planned Development Zoning District on a 6.98-gross acre site

LOCATION: northeast corner of South Bascom Avenue and Southwest Expressway

ADDRESS: northeast corner of South Bascom Avenue and Southwest Expressway (1330 S BASCOM AV)

FOLDER #: 18 122643 DV

The Building Division review is limited to general compliance with the 2016 California Building Code. This review should not be construed as a comprehensive plan check review that is required by the Building Division before obtaining building permit. This review is only intended to assist the designer toward preparing more detailed plans in obtaining building permit. Items that affect this planning permit should be resolved at this stage.

1.	Please identify type of construction for all structures and verify compliance with CBC Tables 602 and 705.8. Based on the proposed layout it appears the structures will be 57.6' apart. Please show the location of proposed interior lot lines that will be used for building code compliance. The location will likely require one or both buildings to have a portion with rated exterior walls.
2.	Please provide proposed occupancies along with preliminary height building area analyses and identify which increases are being utilized. If any firewalls will be needed, please locate these on plan.
3.	Please identify if public funds are intended to be obtained for this project. If so, please be aware that additional accessibility compliances such as 11B will be triggered.
4.	Please clearly demonstrate how vehicular protection is being proposed for the pedestrian routes.
5.	At residential, please justify the proposed storage and how the accessibility will be addressed. It does not appear that many of the storage units are on accessible routes.
6.	At residential ground level it does not appear that corridor continuity is being maintained. The entry appears to be a non-compliant intervening space. A similar issue may also be present at

	the upper levels depending on the proposed hoistway protection.
7.	At residential, it is not clear how the required hoistway protection is being provided, please clearly indicate how CBC 3006 compliance is being provided.
8.	At residential, plans appear to be proposing a bridge but complete information has not been provided. Please clarify/provide.
9.	Please verify all exterior doors are on an accessible route to public way and any required transit facility, for door that are not please identify and justify why a route is not being provided.
10.	Based on the amount of detail of information at the exterior stair serving the office level 5 provided at this time the only comment that can be made is that the drawings seem to show building openings adjacent top the stair, please clarify and justify.
11.	Plans do not appear to address CALGREEN and the associated requirements, these are required to be provided and will be reviewed during the building permit review process. Please note that CALGREEN requires infrastructure to be installed for EV charging stations but if the chargers are to be installed (now or at a future time) compliance with CBC 11B-208, 11B-228.3 and 11B-812 will be required. This will affect the parking layout and consideration to accommodate these requirements must be considered at this stage.
12.	Please include count breakdown and distribution for the provisions and distribution for Accessible Parking and EV parking (if provided).
Advisory Comments	
13.	It it's not clear where E17 on A-7a.2.0 and structures on A-12.0.0 occurs but please note it will need to comply to be treated as a covered structure, part of one or demonstrated otherwise. (See http://www.sanjoseca.gov/DocumentCenter/View/63321 for additional information)
14.	Detailing shows combustible materials, please verify all proposed combustible construction is allowed in the proposed construction type. This will be verified during the building permit plan review. (CBC Ch 6)
15.	A high level egress check has been provided, it is recommended a preliminary egress analysis be provided to identify any potential issues.
16.	If not done already, it is highly recommended recommendations from a structural consultant be obtained as early on as possible in the design to avoid any layout revisions during the development of this design.
17.	Please coordinate with the Bureau of Fire Prevention for additional requirements.

Marc Garcia
Department of Planning, Building, and Code Enforcement
(408) 535-7822v marc.garcia@sanjoseca.gov

Memorandum

To: Jennifer Piozet

From: Dao Nguyen
Fire Department

Subject: INITIAL RESPONSE TO
DEVELOPMENT APPLICATION

Date: 07/12/18

Re: Plan Review Comments

PLANNING #: PD18-015

DESCRIPTION: Planned Development Permit to allow the demolition of 76,894 square feet of existing commercial buildings, and the construction of a 213,500-square foot office building, 590 residential units, an alternative parking arrangement (tandem parking), and the removal of two ordinance sized trees in the CP(PD) Planned Development Zoning District on a 6.98-gross acre site

LOCATION: northeast corner of South Bascom Avenue and Southwest Expressway

ADDRESS: northeast corner of South Bascom Avenue and Southwest Expressway (1330 S BASCOM AV)

FOLDER #: 18 122643 DV

The Fire Department's review was limited to verifying compliance per Chapter 5 of the 2016 California Fire Code (CFC) with City of San Jose Amendments (SJFC), related to exterior Fire Service Features, such as:

- Fire-Flow Requirements for Buildings (CFC Appendix BB)
- Fire Hydrant Locations & Distribution (CFC Appendix C)
- Fire Apparatus Access Roads (CFC Appendix D)

Comments in this memo are based on information obtained from drawings dated 6/19/2018 by WRNSstudio.

- Area of Building(s): Residential: 604,500 sf; Office: 213,500 sf.
- Total: 820,000 sf. Please confirm.
- Number of Level(s): Residential: 10 levels; Office: 11 levels
- Height of Building(s): Residential: 81'-4"; Office: 147'-6"
- Construction Type(s): Residential: Type I/III – Please confirm
- Office: Please indicate on plan
- Occupancy Group(s): Mixed used. Please confirm and indicate on plan

Section 1 - Actions / Responses Required: Please provide written responses to the comments noted in Section 1. These comments shall be addressed prior to Planning Approval. The applicant can request a meeting with SJFD to discuss any of the comments noted in this Memo. Meeting requests and/or any additional time spent for review are charged extra at \$230.00 per hour.

The applicant has the option to apply for a Fire Department Variance to mitigate deficiencies noted in this Section. The Variance must be approved prior to Planning Approval. The Variance Application can be obtained at <http://www.sanjoseca.gov/DocumentCenter/View/70849>

- a) **Building Features.** Confirm/provide the above building features (area, number of levels, height, construction type, occupancy group). These features are required to determine the accuracy of the fire flow calculations and fire hydrant requirements.
- b) **Required Fire Flow.** Provide the Required Fire Flow (in gpm) calculations to SJFD for approval. The Fire Flow shall meet the requirements of CFC Appendix BB. The Required Fire Flow is calculated based on the building construction type, size of the building, and fire sprinkler occupancy classification. The Required Fire Flow can be calculated by referring to the San Jose Fire Flow and Hydrant Policy. The policy can be obtained at <http://sanjoseca.gov/DocumentCenter/View/61703>. The chart already provides up to 50% reduction in Fire Flow based on fire sprinkler occupancy classification. For calculating the Fire Flow for buildings with mixed construction type, refer to the following link for guidance. <http://sanjoseca.gov/DocumentCenter/View/61996>
- c) **Fire Hydrant Locations & Distribution.** The Fire Hydrant Locations & Distribution shall meet the requirements of CFC Appendix C with City of San Jose Amendments. Show the locations and distribution of the fire hydrants on the plans meeting the following general requirements.
 - Determine the required number and spacing of fire hydrants per CFC Appendix C, Table C102.1; (or Refer to San Jose Fire Flow and Hydrant Policy <http://sanjoseca.gov/DocumentCenter/View/61703>). For the purposes of determining the required number and spacing of fire hydrants, no reductions in the Required Fire Flow is allowed.
 - Show the spacing of the fire hydrants along the fire apparatus access roads on the plans.
 - Demonstrate on plans that all exterior walls of the building(s) are within 400 feet from a fire hydrant. The distance should be calculated from a fire hydrant on a fire apparatus access road, as measured along the path of travel around the exterior of the building (and not by drawing a 400 feet radius around the fire hydrant).
- d) **Available Fire Flow.** Upon approval of Required Fire Flow and Fire Hydrant Locations & Distribution by SJFD, request the Water Company to provide the Available Fire Flow (in gpm) @ 20 psi from the approved fire hydrants. A minimum of 1,000 gpm is required from each hydrant when flowed individually.

The Fire Flow results from the Water Company shall be submitted to SJFD for approval.

- e) **Fire Apparatus Access Road.** The Fire Apparatus Access Road shall meet the requirements of CFC Appendix D with City of San Jose Amendments. Refer to the following link <http://sanjoseca.gov/DocumentCenter/View/62200>.

Demonstrate on the plans that all exterior walls of the building are within 150 feet from the access road as measured along the path of travel.

In addition, demonstrate/confirm on the plans the following.

The fire access shall:

- have an approved all weather surface;
- be at least 20 feet wide;
- have a minimum 13 feet 6 inch vertical clearance;
- be designed and maintained to support the loads of fire apparatus of at least 75,000 pounds;
- have a minimum inside turning radius of 30 feet and an outside turning radius of 50 feet;
- be designed with approved provisions for turning around of fire apparatus if it dead ends and is in excess of 150 feet;
- have a maximum grade of 10%;
- A second point of access is required when a fire apparatus road exceeds 1,000 feet;
- Curbs are required to be painted red and marked as “Fire Lane - No Parking” under the following conditions: (show exact locations on plan)
 - Roads, streets, avenues, and the like that are 20 to less than 26 feet wide measured from face-of-curb to face-of-curb shall have curbs on both sides of the road painted and marked
 - Roads, streets, avenues, and the like that are 26 to less than 32 feet wide measured from face-of-curb to face-of-curb shall have one curb painted and marked

- f) **Aerial Apparatus Access Road Requirements.** Buildings that exceed 30 feet in height (measured from the grade plane to eave of the pitched roof, the intersection of the roof to the exterior wall or the top of parapet walls, whichever is greater) require aerial fire apparatus access roads that have a minimum unobstructed width of 26 feet and meet the requirements of CFC Appendix D, Section D105. At least one of the required access routes shall be located within a minimum of 15 feet and a maximum of 30 feet from the building and shall be positioned parallel to one entire side of the building which shall be approved by the fire code official. Demonstrate the above requirement on the plans.

- g) **Means of Fire Apparatus Access.** Per CFC Appendix D, at least two (2) means of fire apparatus access that are separated by at least one-half of the length of the maximum overall diagonal dimension of the lot or area to be served. Typically, this requirement is applicable for buildings that exceed three (3) stories, or 30 feet in height, or sprinkler protected building of more than 124,000 square feet or multiple-family residential projects having more than 100 dwelling units.

- h) **Fire Apparatus Access to podium.** Provide a minimum six (6) feet wide clear access route to the podium. If access is provided through a dedicated stairway, it should be a straight run with minimum turns.
- i) **Clearances.** A minimum six (6) feet clearance from the property line is required along all the sides of the building(s) for fire department operations.
- j) **Easements.** If any fire department related easements are required or if any easements already exist, provide a copy to SJFD and include a note about the Easement on the plans.
- k) **Mechanical Parking.** If provided, discuss the design and requirements with SJFD. It can have an impact on the fire sprinkler system design, smoke control and other building features.
- l) **Rescue Doors/Windows.** Every sleeping room below the fourth story shall require at least one operable window or door approved for emergency escape or rescue that shall open directly into a public street, public alley, yard, or exit court. Such windows or doors shall be in accordance with the adopted Building Code, and accessible for Fire Dept. laddering operation. The angle for laddering is 70deg. from horizontal. Show all pertaining details including landscaping and pavers in relation to rescue window operation.

If the construction type is Type I, IIA, IIIA, or IV and protected with an approved automatic sprinkler system, in accordance with Section 903.3.1.1 of the CFC, Emergency Escape and Rescue windows are not required.

- m) **Firefighter Breathing Air Replenishment (FBAR) System.** This building requires a FBAR System. The requirements can be obtained at <http://sanjoseca.gov/DocumentCenter/View/67758>

Section 2 – For Information Only: The following comments are provided for general information. These requirements shall be satisfied prior to the issuance of Fire and Building permits. This is not an all-inclusive list.

- a) **Fire Apparatus Access Road Gates.** Fire apparatus access road gates shall comply with all the requirements of CFC Appendix D, Section D103.5. <http://sanjoseca.gov/DocumentCenter/View/62200>
- b) **High-rise requirements.** High-rise building fire service requirements related to Fire Fighter Breathing Air Replenishment System, fire pumps, generators, smoke control system, water supply, fire control room, etc. are applicable. For current SJFD policies refer the link. <http://sanjoseca.gov/index.aspx?nid=5250>
- c) **Smoke Control System.** Prior to submittal of application for Building Permit, a preliminary smoke control meeting shall be scheduled with San Jose Fire Department. At such time the

Basis of Design (BoD) report will be presented. Although generally conceptual in nature, the BoD shall include all aspects required in the final Smoke Control Report less calculations, supporting data, and diagrams. The acceptance of the BoD report does not constitute final approval of the Smoke Control System. Please be advised of the pathway survivability requirements for Smoke Control Systems. Rated stairwells/elevator shafts are generally not allowed for the purposes of routing the cable pathways.

- d) **Emergency Responder Radio Coverage (ERRC).** ERRC is required throughout the area of each floor of the building. Communication repeaters may be required to be installed in the buildings. Please be advised of the pathway survivability requirements for ERRC Systems. <http://sanjoseca.gov/DocumentCenter/View/67591>. Typically, these systems require 2-hour rated rooms/pathways/cables. Rated stairwells/elevator shafts are generally not allowed for the purposes of routing the cable pathways.
- e) **Pathway survivability requirements.** Please be advised that there are very specific pathway survivability and wiring requirements for fire & life safety systems such as 2-Way Communication Systems, Fire Alarm Systems, Smoke Control Systems, Emergency Responder Radio Coverage (ERRC) System, etc. that may affect the fire ratings of the shafts and rooms. Typically, most of these systems require 2-hour rated rooms/pathways/cables. Rated stairwells/elevator shafts are generally not allowed for the purposes of routing the cable pathways.
- f) **Fire Sprinkler System.** Building(s) shall be provided with an automatic fire extinguishing system in accordance with CFC 903.2 and SJFC 17.12.620. Systems serving more than 20 heads shall be supervised by an approved central station to the satisfaction of the Fire Chief.

Please be advised that a higher density design sprinkler system is required in a speculative building or portions of a building that is built for lease (office areas and retail area) with floor to ceilings height greater than 14 feet. See Item 3.2 and 3.3 of the link <http://sanjoseca.gov/DocumentCenter/View/62142>

- g) **Fire Alarm System.** Building(s) shall be provided with a fire alarm system as required by CFC 907.2.
- h) **Standpipes Available During Construction.** All buildings under construction, three or more stories in height, shall have at least one standpipe for use during construction. Such standpipe shall be provided with fire department hose connections. Location(s) and numbers of standpipe(s) shall be reviewed and approved by the Fire Department.
- i) **Fire Department Connections.** As general guidelines, the Indicating Valve (PIV/BFP) and Fire Department Connection (FDC) should be located a minimum of 40 feet away from the building (where possible) and within 100 feet of a fire hydrant. High rise buildings shall have the requirements reviewed on a case by case basis. The fire hydrant should be located so that hoses can be laid directly to the fire department connection without crossing a road or driveway. The PIV/BFP and FDC shall be located near a main access point for the building.

The FDC should be located where no frangible or glazing materials are located above or within 5 feet on either side of the FDC. Discuss with SJFD.

- j) **Fire Pump Room.** Location and access to the Fire Pump Room shall be pre-planned with SJFD. Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment. Hence, fire pump rooms shall be directly accessible from the exterior of the building. A fire rated corridor may be acceptable for access depending on the location and configuration.
- k) **Fire Control Room.** Location and access to the Fire Control Room shall be pre-planned with SJFD. Confirm that the fire control room is of sufficient size to house the Fire Alarm Panel, Smoke Control Panel, Elevator Status Panels, Emergency Responder Radio Coverage System, 2-Way Communication System, etc. Also, discuss location of the fire pump room with respect to fire control room with SJFD.
- l) **Location of the Standpipe.** Discuss the location of the Standpipes in the buildings with SJFD.
- m) **Elevators.** Elevators shall be in accordance with the requirements stipulated in the 2017 CBC Section 3002.4 for fire department medical emergency service. In buildings with an occupied floor more than 120 feet above the lowest level of fire department access shall be equipped with two fire service access elevators that shall meet the access requirements of 2017 CBC Section 3007.6. Confirm that at least two fire service access elevators are provided in the tower that meets the access requirements (direct access to a smokeproof enclosure or provide a protected path of travel per CBC 3007.6.1). Per 3007.9.1 of CBC, the exit enclosure containing the standpipe shall have access to the floor without passing through the fire service access elevator lobby.
- n) **Street Number Visibility.** Street numbers of the buildings shall be easily visible from the street at all times, day and night. <http://www.sanjoseca.gov/DocumentCenter/View/11672>
- o) **Lock Boxes.** The project development shall provide lock boxes to the satisfaction of the Chief Building Official and Fire Chief. Refer to the following documents.
<http://www.sanjoseca.gov/DocumentCenter/View/14760>
<http://www.sanjoseca.gov/DocumentCenter/View/14761>
- p) The developer/owner shall create and maintain a Management Association which will be responsible for the fire/life safety systems inspections per Title 19 and access to the systems if applicable.
- q) **HAZMAT.** The applicant must contact the Hazardous Materials Division at (408) 535-7750 as soon as possible to initiate the process to determine if the type and quantity of hazardous material is acceptable per code and whether a Hazardous Materials Plan Review is required.

- r) A “**Construction Fire Protection Plan**” for approval by San Jose Building and Fire Departments is required prior to starting construction for wood framing projects consisting of 15 or more dwelling units or construction exceeding a total of 50,000 square feet.

Dao Nguyen
Bureau of Fire Prevention
Dao.nguyen@sanjoseca.gov

Airport Department Comments on PD18-015
(“South Bascom Gateway Station” Project, 1330-1410 S. Bascom Avenue)

In the project plan set dated 6/19/18, the Elevation sheets identify a proposed maximum height of 147.5 feet above grade for the office building (top of “mechanical screen”) and a proposed maximum height of just over 90 feet above grade for the residential building (top of “upper roof”).

Under federal regulations applicable to the project site, any proposed structure higher than approximately 80 feet above ground must be submitted to the FAA for airspace safety review via applicant filing of a “Notice of Proposed Construction or Alteration” (FAA Form 7460-1). The Airport is not aware of any such filing being made to date for this project.

- The applicant must file a Form 7460-1 notice with the FAA for a proposed highest point of each building. The location and elevation data on the form 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.
- Per General Plan policy (CD-5.8 & TR-14.2), FAA “no hazard” determinations will need to be issued prior to City development permit approval, with any conditions set forth in the FAA determinations incorporated into the PD18-015 conditions of approval. Alternatively, because the building height would not exceed any published FAA-defined obstruction surface, the requirement for filing for and obtaining FAA no-hazard determinations can be made a condition of project approval, with any conditions set forth in the FAA determinations subsequently incorporated into a required PD permit amendment.

Compliance with the required FAA review process addressed above is the only aviation-related issue associated with the project.

For any staff or applicant questions regarding the above comments, contact Cary Greene, Airport Planner (408-392-3623 or cgreene@sjc.org) or Ryan Sheelen, Associate Airport Planner (408-392-1193 or rsheelen@sjc.org).

Prepared 6/26/18

TO: Jennifer Piozet
PBCE

FROM: Peggy Horning
ESD

**SUBJECT: RESPONSE TO
DEVELOPMENT APPLICATION**

DATE: July 20, 2018

Approved

Date

PLANNING NO.: PD18-015

DESCRIPTION: Planned Development Permit to allow the demolition of 76,894 square feet of existing commercial buildings, and the construction of a 213,500-square foot office building, 590 residential units, an alternative parking arrangement (tandem parking), and the removal of two ordinance sized trees in the CP(PD) Planned Development Zoning District on a 6.98-gross acre site

LOCATION: 1330 S BASCOM AV., SAN JOSE

The Environmental Services Department received the subject project on 06/19/2018 and submits the following comments and requirements.

Integrated Waste Management

Planning Comments:

- 1) Collection activities cannot be performed in covered or below-grade locations. Property owners will need to push solid waste collection bins outside to nearest available open street during collection days, or pay haulers premium rate for push service collection.

- 2) A mixed use development may commingle the residential solid waste and commercial solid waste generated at the mixed use development. The commingled waste may be collected by the city's authorized multi-family dwelling solid waste collector (GreenTeam of San Jose, (408) 282-4400.) if the total square footage of commercial building space in the mixed use development is less than fifteen percent of the total building space (SJMC Sec 9.10.1810 combined waste streams). The commingled waste shall be collected by Republic Services if the total square footage of commercial building space in the mixed use development is fifteen percent or more of the total building space. To set up commercial collection with Republic Services call (408) 432-1234.

Environmental Services Department

July 20, 2018

Subject: PD18-015

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- 3) Ensure facility has enough capacity, or frequency of collection, for garbage and recycling to accommodate site operations.

For questions, contact Peggy Horning from the Integrated Waste Management at (408) 975-2527.

Route Revisions to ESD.

Memo Compiled by:

Peggy Horning
Environmental Services Specialist
Integrated Waste Management Division