Appendix I

Traffic Operations Analysis, Supplemental Traffic Analysis Memorandum, and Transportation Demand Management Program

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Kimley»Horn

TRAFFIC OPERATIONAL ANALYSIS MEMORANDUM

To:	Karen Mack, City of San José Traffic/Transportation Program Manager Samuel Yung, Senior Engineer Jason Yan, Project Engineer Alex Wong, Project Engineer
From:	Frederik Venter and Derek Wu, Kimley-Horn and Associates, Inc.
Date:	May 9, 2018
Re:	600 South First Street – Garden Gate Tower Traffic Operational Analysis Memorandum (3rd Submittal)

1: Introduction

This technical memorandum evaluates transportation operations and site circulation conditions for the proposed 600 South First Street – Garden Gate Tower project in the City of San José. The project site is located in the City's Downtown Core Area and consists of replacing the current office and apartment land uses with a 27-story tower on the southeast corner of South First Street and Reed Street. The proposed tower will have 290 condo units and 5,001 square feet of ground floor retail space. An overview map locating the project site is shown in Figure 1. Kimley-Horn was retained by KT Properties to provide traffic operations analysis for the proposed project based on the scope of work approved by the City of San José.

Based on the San Jose Downtown Strategy 2000 EIR, the San Jose TIA Handbook, and Transportation Impact Policy 5-3, the project is located in the Downtown Core Area Development Policy. City staff confirmed that the project will not require preparation of a comprehensive Transportation Impact Analysis (TIA) but will need to provide a Traffic Operational Analysis (TOA) report per the San Jose Traffic Report Application criteria. This TOA report evaluates several project and transportation criteria including existing conditions, project trip generation, trip distribution, site access and circulation, sight distance, vehicle queuing, parking, and potential Travel Demand Management (TDM) measures.

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2: Existing Conditions

Existing Roadway Network:

The following local and regional roadways provide access to the project site:

First Street is a four-lane undivided arterial road south of Reed Street with direct access to the Downtown Core Area and eastbound on-ramp access to Interstate 280. South First Street serves as the western boundary of the project site. North of San Carlos Street, First Street consists of a one-way street in the northbound direction with VTA light rail transit lines. First Street is identified as a Grand Boulevard within the Envision 2040 General Plan. Grand Boulevards are intended to serve as major transportation corridors with priority given to public transit. Given that the project front First Street, the project will be required to implement the following Grand Boulevard design principles:

- Provide a minimum 15-feet sidewalk along its frontage on South First Street
- Minimize driveway cuts

Reed Street is a two lane, east-west collector road that serves as the northern boundary of the project site. An alleyway between First Street and Second Street provides driveway access to the project on Reed Street. The speed limit on Reed Street is 25 mph, and on-street parking is provided in both directions.

Market Street is an undivided four-lane, north-south arterial facility that serves the Downtown Core Area and merges into Colman Avenue to the north and First Street south of Reed Street near the project site.

State Route 87 (SR 87) is primarily a six-lane freeway that is aligned in a north-south orientation between State Route 85 and US 101. Access to the project site to and from SR 87 is provided by nearby ramps at Woz Way and through the I-280 / SR 87 interchange.

Interstate 280 (I-280) is an 8-lane freeway that connects with State Route 87 and travels in an east-west direction in the City of San José Downtown area. Access to and from the project site via the I-280 eastbound direction is provided by ramp terminals at First Street, Sixth Street, and Seventh Street. For the I-280 westbound direction, access to and from the project site is provided by ramp terminals at Fourth Street and Seventh Street. An I-280 eastbound off-ramp and a westbound on-ramp at South Almaden Boulevard also provides access to and from the project site and the downtown area.

Existing Pedestrian and Bicycle and Facilities:

Pedestrian activity within the downtown area and throughout the Market Street and First Street corridors are substantial. Connected sidewalks at least six feet wide are available along all roadways in the study area with good lighting and signing. Activated flashing side beacons at the Market /William Street intersection provide improved visibility and safety at unsignalized crosswalks while most signalized intersections have marked crosswalks, ramps, and count down timers.

The Guadalupe River multi-use trail system provides north-south access for bicyclists and pedestrians and runs through the City of San Jose along the Guadalupe River between Curtner Avenue and Alvisio. It

is an 11-mile continuous Class I pathway that can be accessed to and from the project site at San Carlos Street and Woz Way in the downtown area.

At the project site frontage, pedestrian features including pedestrian count down signal heads, ADA curb ramps, and marked crosswalks are provided at the signalized First Street / Reed Street intersection and the signalized Second Street / Reed Street intersection. There are no existing crosswalks along the north side of the South First / Reed Street intersection. Overall, the existing sidewalks and pedestrian facilities adjacent to the project have good connectivity and provide pedestrians with safe routes to the surrounding land uses.

Bicycle facilities within 1/3 mile of the project site include Class II bike lanes on Almaden Boulevard, Second Street, Third Street, and Fourth Street. At the Second Street / Reed Street and Third Street / Reed Street intersections, the Class II bike lanes are striped with contrasting green pavement to enhance bicycle visibility at the bicycle-vehicle conflict zone. These Class II bike lanes are approximately four feet wide with a two-foot wide striped buffer from the vehicle travel lane.

There are no existing bike facilities on First and Reed Street adjacent to the project site. Bicyclists either share the lane with traffic or ride on the sidewalk when travelling on First Street.

The City participates in Bay Area Bike Share programs, which allow users to rent and return bicycles at various popular locations around the downtown area. In 2014, the City had 16 Bike Share stations in downtown with one located approximately 1,000 feet north of the project site on San Salvador at North First Street. A Bike Share is also located at the San Jose Diridon Caltrain Station.

In 2007, the City adopted the Green Vision which is a 15-year plan for economic growth, environmental sustainability, and enhanced quality of life for the community. From the Green Vision, the City aims to create 100 miles of off-street interconnected trails and 400 miles of on-street bike facilities by 2022. According to the 2020 San Jose Bike Plan, the City is planning new Class II bike lanes on Reed Street and Balbach Street as well as Class III bike routes on Almaden Avenue, William Street, and First Street within ½ mile of the project site.

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Figure 1: Project Site Map

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LWF-097864003 JANUARY 2018

PROJECT SITE MAP

600 SOUTH FIRST STREET - GARDEN GATE TOWER

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Existing Transit Facilities:

Transit services in the study area include bus, light rail, and passenger train service. These transit services are provided by the Santa Clara Valley Transportation Authority (VTA), Caltrain, Altamont Commuter Express (ACE), and Amtrak.

VTA Bus Service

San Jose downtown is served by many local bus routes. Most regular bus routes run weekdays from early in the morning (5:00 AM to 6:00 AM) until late in the evening (10:00 PM to midnight) and weekends from early morning (5:00 AM to 6:00 AM) until mid-evening (8:00 PM to 10:00 PM). Bus headways during peak commute periods vary between 15 to 30 minutes. The study area is served by several of the most heavily-used bus routes in the VTA system. Within 1/3 mile near the project site, Route 66, 68, 82, and 304 provides local and regional bus service for commuters between San José downtown and major transit destinations in Santa Clara County. Bus stops with benches, shelters, and bus pullout amenities are provided within 1/3 mile from the project site and in the downtown area.

The free DASH shuttle service provided by VTA also runs within the downtown area. This shuttle provides service from the San Jose Diridon Caltrain Station to San Jose State University, Convention Center, and LRT stations in the area. Within 1/3-mile from the project site, pickup locations for DASH are located on San Carlos Street between First and Second Street and between Market and First Street.

VTA Light Rail Transit (LRT) Service

VTA currently operates the 42.2-mile light rail line system from south San Jose, downtown, and through the northern areas of San Jose, Santa Clara, Milpitas, Mountain View, and Sunnyvale. Within 1/3-mile walking distance from the project site, the closest LRT station is at the San Jose Convention Center. The Mountain View-Winchester and Santa Teresa-Alum Rock LRT lines at this station operate daily with 15-minute LRT headways between each schedule.

Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain. The San Jose Diridon Station in downtown provides access to the project site and has approximately 581 parking spaces, 16 bike racks, and 48 bike lockers. Trains stop frequently at the Diridon station between 4:00 AM and 11:00 PM in the northbound direction, and between 6:00 AM and 2:00 AM in the southbound direction. Caltrain provides passenger train service seven days a week and provides extended service to Morgan Hill and Gilroy during commute hours. The Diridon Station is approximately 1.3 miles from the project site which can be accessed by either biking or riding the free DASH shuttle.

Altamont Commuter Express (ACE) Service

Commuter passenger train service across the Altamont between Stockton and San Jose is provided by ACE which stops at the San Jose Diridon Station during both the morning and evening weekday commute hours. ACE trains stop at the Diridon Station between 6:00 AM and 10:00 AM in the westbound direction and between 5:00 PM and 9:00 PM in the eastbound direction. The Diridon Station is approximately 1.3 miles from the project site which can be accessed by either biking or riding the free DASH shuttle.

Amtrak Service

Amtrak provides daily commuter passenger train service along the 170-mile Capitol Corridor between the Sacramento region and the Bay Area, with stops in San Jose, Santa Clara, Fremont, Hayward, Oakland, Emeryville, Berkeley, Richmond, Martinez, Suisun City, Davis, Sacramento, Roseville, Rocklin, and Auburn. The Capitol Corridor trains stop at the San Jose Diridon station eight times on weekdays between 7:00 AM and 12:00 PM in the westbound direction. In the eastbound direction, Amtrak stops at the Diridon station seven times on weekdays between 6:00 AM and 8:00 PM. The Diridon Station is approximately 1.3 miles from the project site which can be accessed by either biking or riding the free DASH shuttle.

Existing Intersection Conditions:

To determine potentially significant impacts related to the proposed project, existing traffic conditions at the study roadways and intersections were observed in the field during the AM (7:00 – 9:00 AM) and PM (4:00 – 6:00 PM) peak periods. For the basis of this study, peak hour intersection turning movement counts were collected at the following intersections on October 11, 2017:

South First Street / Reed Street is a signalized intersection located adjacent to the project site and north of Interstate 280 in the City of San José. The intersection has five approach legs which are offset from one another and includes Market Street, North First Street (one-way), South First Street, East Reed Street, and West Reed Street. The Market Street southbound approach consists of one left-turn, one through, and one through-right lane. The Reed Street westbound approach is offset by approximately 100 feet south of the main intersection and is restricted to one right-turn lane. The Reed Street eastbound approach consists one through-left and one right-turn lane. For First Street, the northbound approach consists of a raised median, one left-turn, one through lane to Market Street, and one through-right lane to First Street.

South Second Street / Reed Street is a signalized intersection located east of the project site and north of Interstate 280 in the City of San José. Second Street is one-way in the southbound direction and consists of one through-left and one through-right lane. The Reed Street eastbound approach consists of one through-right lane while the westbound approach consists of one left-turn and two through lanes.

The existing AM and PM peak hour intersection counts are provided in Appendix A (attached).

Existing Site Conditions:

Field observations did reveal some traffic-related issues adjacent to the project frontage. During the AM peak hour, northbound traffic heading to downtown is congested on South First Street with the peak period occurring from 7:15 to 8:15 AM. Northbound vehicle queues on South First Street extend under I-280 at the First Street Reed Street intersection, but the cycle length allows most vehicles to clear the intersection. The I-280 freeway on-ramps at First Street and Fourth Street were not heavily congested and ramp metering did not cause vehicle queues to spill back onto the street.

During the PM peak period, southbound traffic is heavy on South First and Market Street with the greatest congestion occurring between 5:00 to 6:00 PM. Southbound vehicle queues at the First / Reed Street intersection extend past Pierce Street with vehicles stacked in the right lane to enter the I-280 SB on-ramp. Westbound left turns at the First / Reed intersection is also heavy. The I-280 freeway on-ramps at First Street and Fourth Street are congested with queues occasionally spilling back onto the road with ramp metering.

Planned Roadway Improvements:

The South First Street / Reed Street intersection is located immediately west of the project site. The City of San Jose has plans to upgrade the traffic signal at this intersection to allow eastbound left-through turn movements from Reed Street to north Market Street. The plan includes removing the existing raised median and pork chop islands, tightening up the curb radii on the corners, adding a 4-foot wide raised median for the northbound First Street approach, and adding an eastbound left-through turn phase to the signal so that the intersection operates as a typical split-phase offset intersection.

Appropriate pedestrian facilities on Market Street and Class II green bike lane and Class III sharrow markings along Reed Street will be added. The eastbound Reed Street approach to Market Street will be striped with a combination shared bike/right turn lane, a green bike box in front of the existing crosswalk, and sharrow markings. For Reed Street between First and Second Street, 6-feet wide Class II green bike lanes are proposed. With the new intersection layout, a signalized crosswalk and curb ramp will be added to the north leg of the intersection on First Street and Market Street, thereby providing an additional pedestrian crossing at this intersection and the south end of the pocket park. A new signalized crosswalk will also be added to the south leg of the intersection on First Street and Reed Street adjacent to the Garden Gate Tower project site. The

While the plan is to ultimately reconfigure the entire Market Street/Reed Street intersection, the improvements may be done in phases as the funding becomes available. One phased improvement that has been identified would be to reduce the curb radius at the northeast corner of the intersection, as well as remove the associated pork chop island. Traffic signal modifications would be necessary to accomplish this, since the signal pole currently located on the pork chop island would need to be relocated.

The planned 4-foot wide raised median improvement on the northbound First Street approach will alter driveway operations for the proposed Garden Gate project. The raised median will restrict left turn movements into and out of the driveway located on First Street. Right-in and right-out only vehicle movements will be permitted once the raised median is implemented.

The project applicant will need to provide a fair-share contribution for the City's planned improvements at the First Street / Reed Street intersection next to the Garden Gate Tower project. The exact fair-share amount will be coordinated between the project applicant and City staff.

The proposed intersection improvements will enhance safety, circulation, and network access for vehicles, bicycles, and pedestrians. The addition of an eastbound left-through turn movement for Reed Street improves vehicular circulation in the area by providing better access into Downtown San Jose. Proposed ADA accessible curb ramps and crosswalks provide a shorter crossing distance for pedestrians and create a more pedestrian friendly environment at this intersection. The addition of sharrow markings and Class II bike lanes striped with green thermoplastic paint on Reed Street, improves the bicycle experience by increasing wayfinding and visibility of bikes sharing the road with vehicles. A concept layout of the First Street / Reed Street offset intersection improvements is presented in Figure 2.

3: Project Site Plan

Based on the most recent April 4, 2018 site plan provided by C2K Architecture, the proposed 600 South First Street – Garden Gate Tower project consists of constructing a 27-story tower with 290 condo units and 5,001 square feet of ground floor retail space. Up to 4,723 square feet of common open space with a pool is proposed on the 27th floor. The project provides up to 233 reserved residential on-site parking spaces on floors 2 to 4 and on basement floors B1 to B4. These on-site parking spaces are accessed from driveways on South First Street and at the alleyway east of the project site. The east alley also provides access to a 16-foot by 30-foot loading area able to house one (1) loading space for truck access on the ground floor. An additional loading space is provided on Reed Street along the project's frontage. In addition, existing parallel on-street parking on Reed Street will be removed along the project's frontage The project site plan is presented in Figure 3 and Appendix B (attached).

Figure 2: Planned Roadway Improvements at First Street and Reed Street Intersection

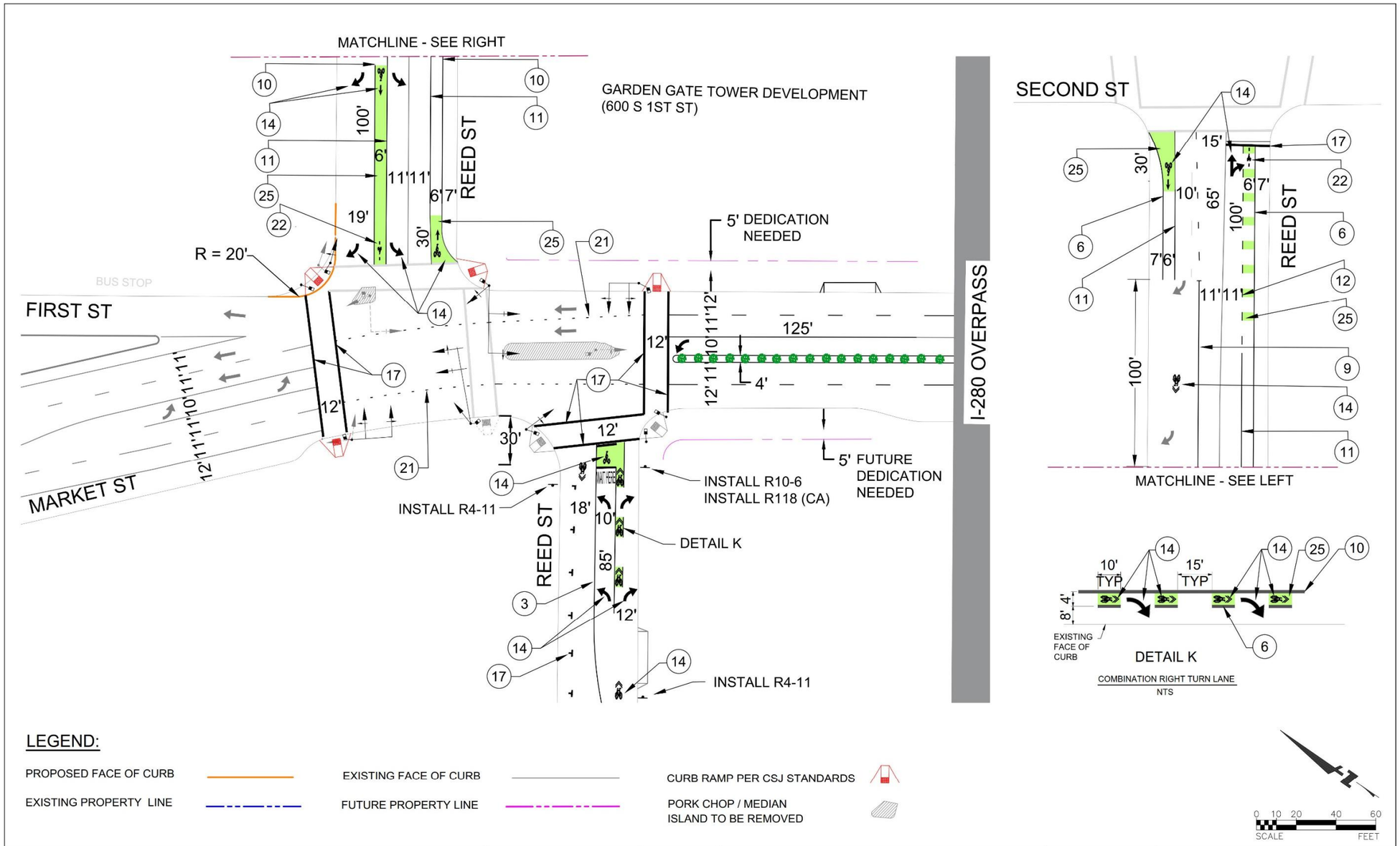
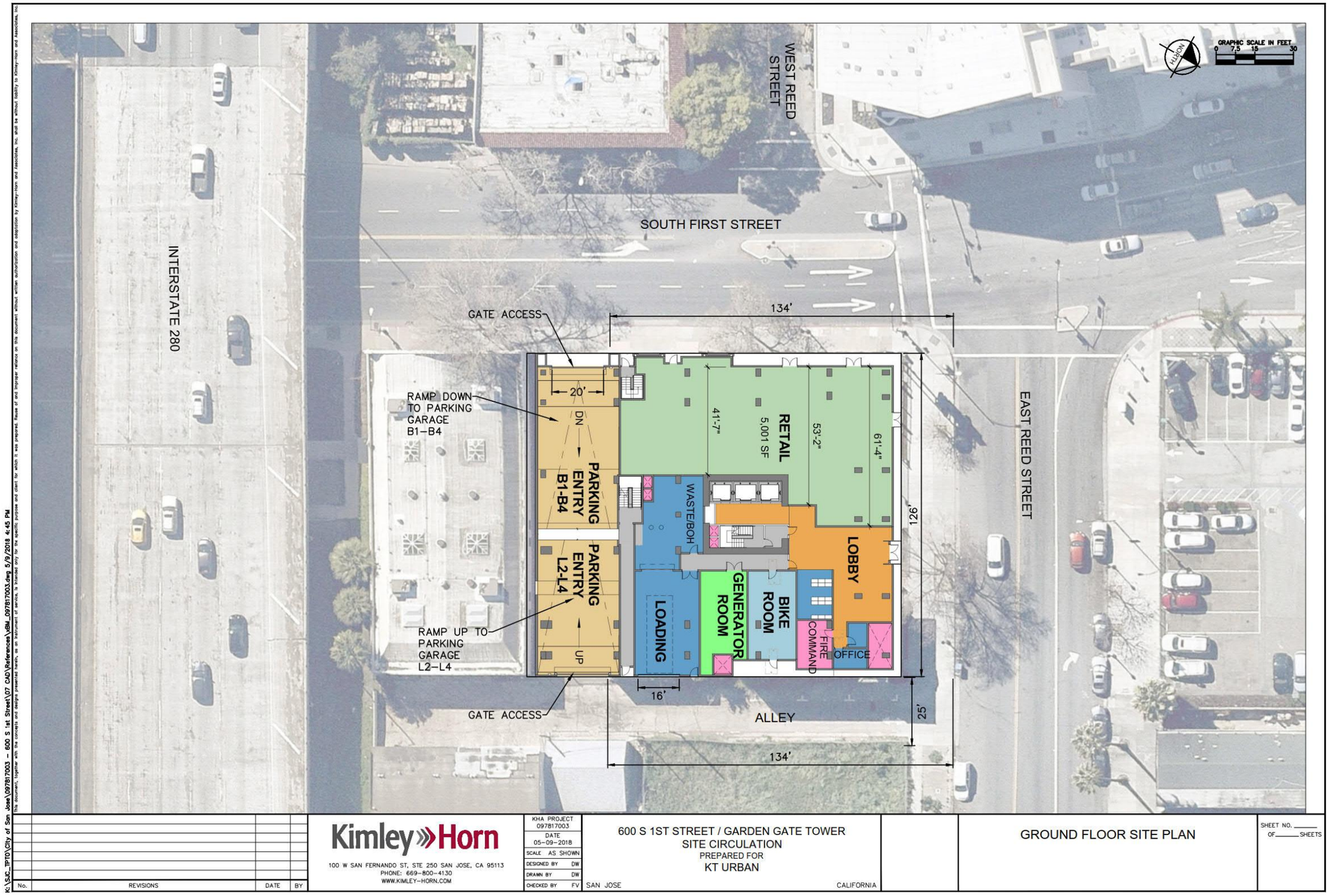


Figure 3: Project Site Plan



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4: Project Trip Generation

Trip generation for the proposed project land uses was calculated using trip generation rates from Appendix B of the 2009 San José TIA Handbook. These trip generation rates are based on count data of existing development collected over the years to derive common vehicle trip rates for the San José area.

A trip is defined as a single or one-directional vehicle movement in either the origin or destination at the project site. In other words, a trip can be either "to" or "from" the site. In addition, a single customer visit to a site is counted as two trips (i.e. one to and one from the site). For the proposed Garden Gate Tower project, San Jose's specialty retail / strip commercial trip rate was applied to the proposed 5,001 total square foot retail space. San Jose's apartment trip rate was applied to the 290 proposed dwelling units. Daily, AM, and PM peak hour trips for the project were calculated with average trip rates.

The 600 South First Street – Garden Gate Tower site is located within walking distance to the Convention Center VTA light rail transit station on San Carlos Street. The project also contains multiple land uses including residential and retail services. Per the San José TIA Handbook, trip reductions may be applied to the project, since the development is mixed-use and is located within 2,000-foot walking distance of a major transit facility. The City uses the same trip reduction methodology as VTA, and the applied trip reduction measures for the project are based on standard rates from the 2014 VTA Transportation Impact Analysis Guidelines.

Based on Section 8.2.1 of the 2014 VTA Transportation Impact Analysis Guidelines, a 15 percent trip reduction credit was applied for the project having a housing and retail mixed use development. Additionally, a 9 percent trip reduction credit was applied for the project located close to a LRT facility. The mixed-use trip reduction credit was applied to the retail land use since it was the smaller of the two complimentary trip generators. The transit trip reduction credit was applied to the residential land use per VTA Guidelines.

A trip reduction credit was also applied to the existing land uses on the site that will be replaced by the project. Existing land uses at the project site include several apartment units, a general office building, and a parking lot. Trip reduction credits for these existing properties were estimated using San Jose trip rates.

Development of the proposed project with applicable trip reductions is anticipated to generate a net total of 1,650 daily, 152 AM, and 159 PM peak hour trips. Of the 152 new AM peak hour trips, approximately 51 trips are inbound to the project and 101 trips are outbound from the project. For the 159 new PM peak hour trips, approximately 106 trips are inbound while 53 trips are outbound. Table 1 provides a summary of the proposed trip generation and trip reductions.

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Table 1 – Project Trip Generation

LAND USE / DESCRIPTION	PROJECT SIZE	TOTAL DAILY TRIPS	AM PEAK TRIPS			PM PEAK TRIPS		
			TOTAL	IN	OUT	TOTAL	IN	OUT
Trip Generation Rates (San Jose)								
Condo / Apartment	Per DU	6.00	0.60	35%	65%	0.60	65%	35%
Specialty Retail / Strip Commercial	Per KSF	40.00	1.60	70%	30%	3.60	50%	50%
General Office Building	Per KSF	11.00	1.54	88%	12%	1.54	17%	83%
600 1st Street - Garden Gate Tower								
Condominium	290.00 DU	1,740	174	61	113	174	113	61
Retail	5.001 KSF	200	8	6	2	18	9	9
	Project Trips	1,940	182	67	116	192	122	70
Trip Reductions								
VTA Mixed-Use Reduction (Housing & Retail)	-15%	(60)	(3)	(2)	(1)	(6)	(3)	(3)
VTA Transit Facility Reduction (LRT Station)	-9%	(157)	(16)	(5)	(11)	(16)	(10)	(6)
Existing Office Building	-5.20 KSF	(52)	(8)	(7)	(1)	(8)	(1)	(7)
Existing Apartments	-4.00 DU	(22)	(3)	(1)	(2)	(3)	(2)	(1)
	Trip Reductions	(291)	(30)	(15)	(15)	(33)	(16)	(17)
	Net Total Trips	1,650	152	51	101	159	106	53

Notes:

San Jose Apartment and Specialty Retail Center Land Uses assumed based on proposed site plan from C2K Architecture (June 14, 2017)

Daily, AM, and PM trips based on Appendix B - Trip Generation Rates San Jose Traffic Impact Analysis Handbook 2009

Mixed-Use Reduction based on standard trip reduction of 15% off the smaller trip generator (Retail) from VTA Transportation Impact Analysis Guidelines 2014. The same number of trips were reduced from the larger trip generator (Residential) to account for both trip ends.

A 9% Transit Facility Reduction from VTA Transportation Impact Analysis Guidelines 2014 was applied to the Residential component since the project is located within 2,000-foot walking distance from Convention Center LRT Station.

Trip Credits based on assumed existing land use, dwelling units, and building size applied with a 9% VTA Transit Facility Reduction.

5: Project Trip Distribution and Assignment

Due to the nature of the proposed development, most residential vehicle project trips are anticipated to access the downtown area to the north and the SR 87 and I-280 regional freeways. Trip distribution and assignment for the 600 South First Street – Garden Gate Tower project was assumed based on the project driveway location, the freeway ramp location, community characteristics, professional engineering judgement, and planned First Street / Reed Street intersection improvements described in Section 2. Project trips to and from the site are anticipated to access the following regional facilities and destinations:

- San Jose Downtown
- South San Jose
- I-280 East
- SR 87 North
- I-280 West
- SR 87 South

Based on the above assumptions, the following describes the trip generation percentages and assignment for the project study area.

Market Street (North) – Total 35% inbound and total 25% outbound. 25% inbound from downtown, 5% inbound from SR 87 north off-ramp at Woz Way, and 5% inbound from SR 87 south off-ramp at Park Avenue. 25% outbound to the downtown area.

First Street (South) – Total 45% inbound and total 20% outbound. 20% inbound from I-280 east off-ramp at Sixth Street, 5% inbound from north SR 87 via I-280 / Sixth Street off-ramp, 10% inbound from south SR 87 via I-280 / Sixth Street off-ramp, and 10% inbound from South First Street. 10% outbound to I-280 east on-ramp at South First Street and 10% outbound to South San Jose.

Reed Street (East) – Total 15% inbound and 50% outbound. 10% inbound from I-280 west off-ramp at Seventh Street and 5% inbound from the downtown area. 20% outbound to I-280 west on-ramp at Fourth Street, 15% outbound to north SR 87 via I-280 / Fourth Street on-ramp, 10% outbound to south SR 87 via I-280 / Fourth Street on-ramp, and 5% outbound to the downtown area.

Reed Street (West) – Total 5% inbound and 5% outbound. 5% inbound from I-280 east off-ramp at South Almaden Boulevard / Grant Street and 5% outbound to I-280 west on-ramp at South Almaden Boulevard.

Since the project does not specify parking for the retail uses on site, retail trips were not assigned to the project garages on South First Street and the east alleyway. It is assumed that retail customers would utilize existing street parking or public lots near the project site. The closest public parking lot within 500 feet of the project site is located under I-280 at 630 South First Street. This public lot has a supply of 113 parking spaces with a daily flat fee cost of $5. From Table 1, the amount of proposed retail space is small and would generate 10 AM and 22 PM peak hour trips before trip reductions are considered. The number of retail trips added to the street network would be distributed evenly in each direction, and impacts to the roadway will be insignificant.

The project trip assignment and distribution which includes intersection improvements at First / Reed Street is presented in Figure 4. The project driveway on South First Street will be limited to right-in and right-out access only. Left turns into and out of the driveway will not be allowed due to these movements needing to cross three opposing lanes of traffic. The trip assignment shown represents the shortest paths to and from the project site under ideal traffic conditions.

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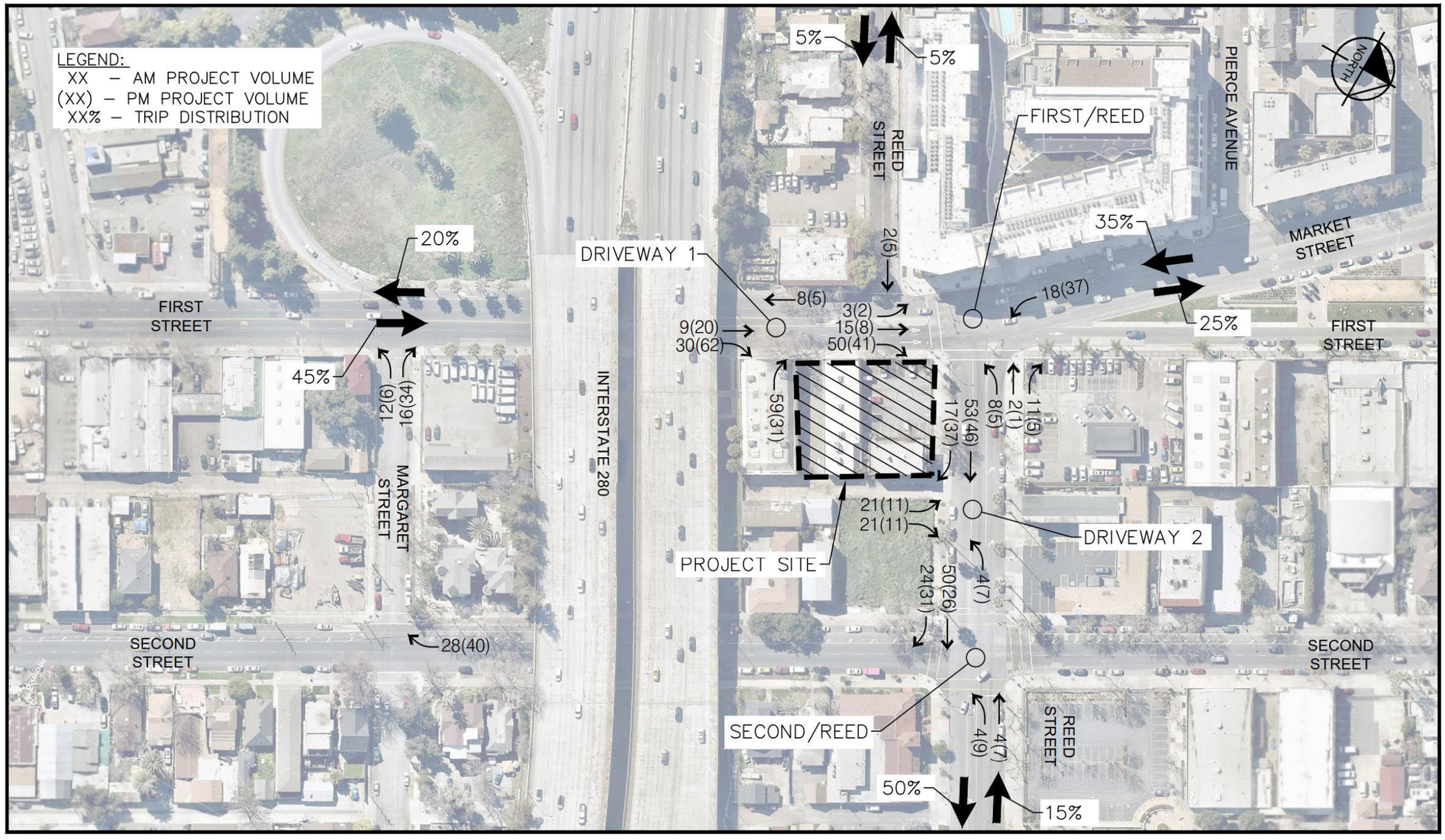
Figure 4: Project Trip Distribution



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6: Project Site Access and Circulation

Site access and circulation for the project is based on the latest site plan prepared by C2K Architecture shown in Appendix B.

The 600 South First Street – Garden Gate Tower project provides assigned residential parking spaces accessed by 24-foot wide garage ramps on South First Street and at the existing alleyway on the east of the project. The First Street garage driveway is situated approximately 75-feet south of West Reed Street and 130-feet south of East Reed Street. The east alley garage is located approximately 125-feet east of the South First Street / Reed Street intersection and access is provided from Reed Street. Both garage driveways would include a roll-up gate at the property line and accessed by residential tenants only.

First Street Project Driveway Operations

Due to a planned raised median, intersection vehicle queues, insufficient intersection spacing, and site constraints under existing conditions, the First Street garage driveway will be limited to right-in and right-out, access to the northbound through lanes only. A restricted left turn access into and out of the driveway as well as a restriction to enter the northbound left-turn pocket from the driveway will be enforced. This turn restriction is to prevent exiting driveway vehicles from blocking the two through lanes if there is an existing vehicle queue for the northbound left-turn pocket. An existing 300-foot long left turn storage lane and two through lanes at the First Street / Reed Street northbound intersection approach restricts full movement driveway ingress and egress options for the First Street project driveway. In addition, a planned 4-foot wide raised median that extends along the northbound intersection approach will also physical prevent left-turn movements at the proposed First Street driveway once it is constructed.

Vehicles heading southbound on First/Market Street and wanting to access the First Street project driveway would have two options: (1) circle around the block along Reed Street, Second Street, and Margaret Street, or (2) drive past the project site and make a southbound to northbound U-turn movement at the Margaret Street intersection. There is insufficient space for vehicles to make a northbound to southbound U-turn movement at the First Street / Reed Street intersection. As a result, vehicles exiting the First Street project driveway and wanting to travel southbound on First Street would need to circle around the block along Reed Street, Second Street, and Margaret Street. The installation of “right-turn only” signs at the garage exit is recommended as a minimum traffic control measure.

Gate control at the garage ramp would be optimized to maintain security, traffic flow, and prevent inbound vehicles from queuing onto First Street during the day. Gate operations will be controlled with high-speed doors using a Rytec or similar high performance system with approximate door operating speeds of 50 in/sec or greater. The doors’ rapid opening and closing cycle would allow right-turn vehicles to access the driveway without blocking or impeding traffic flow on First Street. To avoid creating an unsafe area where people could loiter and enter the garage without authorization, the gate would also remain closed throughout the day and be located 5-feet within the building exterior. A 25-foot gate setback from the back of sidewalk would not be possible due to grade constraints to fit the garage ramps within the site. The installation of a flashing warning light and/or siren to alert bikes and pedestrians of vehicles exiting the garage is recommended to help mitigate access constraints and queues between the sidewalk and gate.

On-site vehicle queues and delay are not expected to be significant issues. Some minor on-site vehicle queues are expected due to a combination of inherent unpredictability of vehicle arrivals at driveways and the random occurrence of gaps in traffic; however, these conditions are typical of parking garages in downtown. To improve vehicle sight distance of approaching pedestrians and bicycles on First Street, a 2 to 5-foot transition between the back of sidewalk and the parking garage width is provided on both sides of the driveway.

As discussed in Section 2, the City is planning to improve the First Street / Reed Street intersection by removing the pork chop islands, tightening up the curb radii on the corners, and adding an eastbound left-through turn phase to the signal so that the intersection operates as a typical split-phase offset intersection. Initial comments from City staff suggested to align the First Street project driveway with the planned signal improvement to provide full driveway access; however, moving the proposed driveway location to allow full access at the intersection would also require redesign of the entire project site and would not be feasible given the land use needs and existing site constraints. The First Street project driveway would remain in its proposed location, and access for the First Street garage would remain restricted to right-in and right-out access only.

East Alley Project Driveway Operations (Access from Reed Street)

Full access for the garage driveway at the east alley is allowed on Reed Street. Vehicles accessing the east alley project garage from Reed Street would be able to make left and right turns in and out of the east alleyway when there are sufficient vehicle gaps in between the adjacent signal cycles at the First and Second Street intersections. The current width of the east alleyway and driveway is 25-feet and provides shared access to the proposed Garden Gate garage and the existing residences adjacent to the project site. Vehicles accessing the project will make a right turn to enter the garage from the east alley and will make a left turn to exit the garage onto the alley. Vehicle parking or loading on the alley will be restricted.

Gate control at the garage ramp would be optimized to maintain security, traffic flow, and prevent inbound vehicles from blocking the alley and Reed Street during the day. Gate operations will be controlled with high-speed doors using a Rytec or similar high performance system with approximate door operating speeds of 50 in/sec or greater. The doors' rapid opening and closing cycle would allow vehicles to access the driveway without impeding traffic flow in the alleyway. The gate would also remain closed throughout the day and be located flush with the building exterior to avoid creating an unsafe area where people could loiter and enter the garage without authorization.

To ensure full vehicle access to Reed Street, existing parallel parking spaces in the alleyway should be removed, and the alley should be delineated with red curb striping and no parking signs. The existing parking spaces removed in the alley will not create parking issues since these spaces are tied to the existing apartment building that is being replaced by the project. In addition, existing parallel on-street parking spaces along Reed Street will be removed along the project's frontage.

Vehicle On-Site Project Circulation

Access to the four parking levels below grade (Basements 1 to 4) would be provided by the garage ramp on First Street while access to the three parking levels above grade (Floors 2 to 4) would be provided by the garage ramp at the east alleyway. The parking garages are gated for resident access, and there is no connecting vehicle ramp between the above grade and underground garages. The internal parking garage layout and driveway ramps were evaluated for vehicle access using turning-movement templates. Vehicle maneuverability and access was analyzed using AutoTURN software which measures design vehicle swept paths and turning through simulation and clearance checks. A passenger car design from the American Association of State Highway and Transportation Officials (AASHTO) was assessed for the internal parking garage levels.

Analysis using the AASHTO template revealed that passenger vehicles could adequately access the ramps and maneuver through all parking levels. The drive aisles inside the garage are 26 to 28-feet wide and 90-degree parking is provided on both sides. On-site parking spaces are dimensioned 8.5-feet by 18-feet and satisfy City parking standards. Parking spaces located to adjacent to supporting walls and columns could be labeled compact spaces. To improve vehicle visibility on-site, convex mirrors should be placed appropriately around tight corners and blind spots.

Project Truck Access and Loading Zones

Freight loading activities for the project is provided via a 16-foot by 30-foot by 15-foot high loading area that accommodates one (1) loading space along the east alleyway. It is assumed that only delivery and moving truck vehicles will be authorized to use the loading area. The SU-30 truck based on AASHTO was assumed as the maximum size delivery truck that would be allowed on the site due to maneuverability constraints in the alley and loading area. Fire apparatus and garbage trucks were also checked for site access, and these vehicle dimensions were based on NCHRP 659 – Guide for the Geometric Design of Driveways.

For the east alley and Reed Street driveway, truck access to the loading area is restricted to SU-30 size vehicles or smaller due to horizontal constraints. SU-30 delivery trucks would be able maneuver in and out of the loading area by driving into the alley and backing into the proposed loading bay. Larger size delivery trucks or semi-trailer vehicles would not be able to access the east alley loading area and would have to load/unload at the designated loading space on Reed Street by the project frontage. Vehi

Garbage and recycling bins are anticipated to be stored in a room behind east alley loading area and moved outside for pickup. Waste collection vehicles would be able to enter the alley to pick up bins and back out of the driveway in reverse; however due to horizontal constraints in the alley, it is recommended that trash and recycling collection activity could occur on Reed Street with the bins returned to the site immediately after pickup.

In the event of an emergency, a fire apparatus vehicle can enter and exit the Reed Street driveway to access the east alleyway. Fire trucks would have to exit the driveway in reverse due to horizontal constraints in the alley. The east alley is 25-feet wide and satisfies the 20-foot minimum access road requirement from the 2016 CA Fire Code. Fire code requires driveway ramps to provide at least 32-feet of clearance for fire truck access. The existing project driveway curb ramps on First Street and Reed Street are 24-feetwide. To allow room for delivery and fire trucks to enter and exit the east alley on Reed Street, the project would either need to stripe 4-feet of red curb on each side of the existing 24-

foot wide driveway ramp or reconstruct the driveway ramp to 32-feet commercial width per City of San Jose standard detail.

Figures 5 – 9 show site access and vehicle turn templates at the project driveway, loading zone, and on-site parking garage for the design vehicles described above.

Project Bike and Pedestrian Access

Existing sidewalks along the project frontages on South First Street and Reed Street would be reconstructed and provide bicycle and pedestrian access to the proposed project. The residential lobby and associated areas (e.g., front desk, leasing office, mail room, elevators), as well as the commercial space and stairwells, would be located along First Street. The existing network of sidewalks and crosswalks in the study area have good connectivity and would provide residents with safe routes to bus stops and other points of interest in the downtown area. Many of the streets adjacent to the project frontage feature lighting, landscaping, and wide sidewalks, which improve pedestrian perceptions of comfort and safety and provide a positive pedestrian experience.

Figure 5: Passenger Vehicle Access

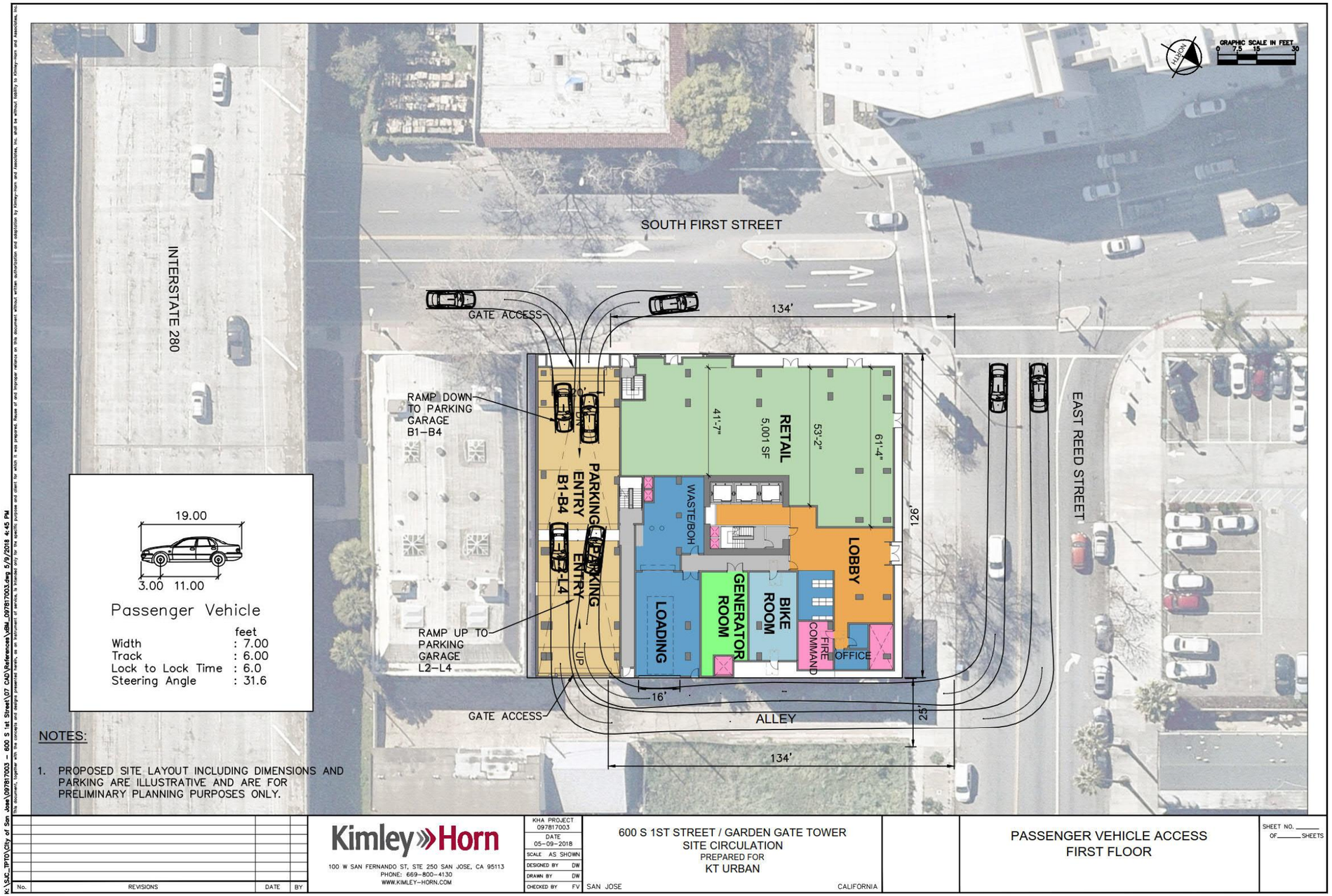


Figure 6: Passenger Vehicle Access

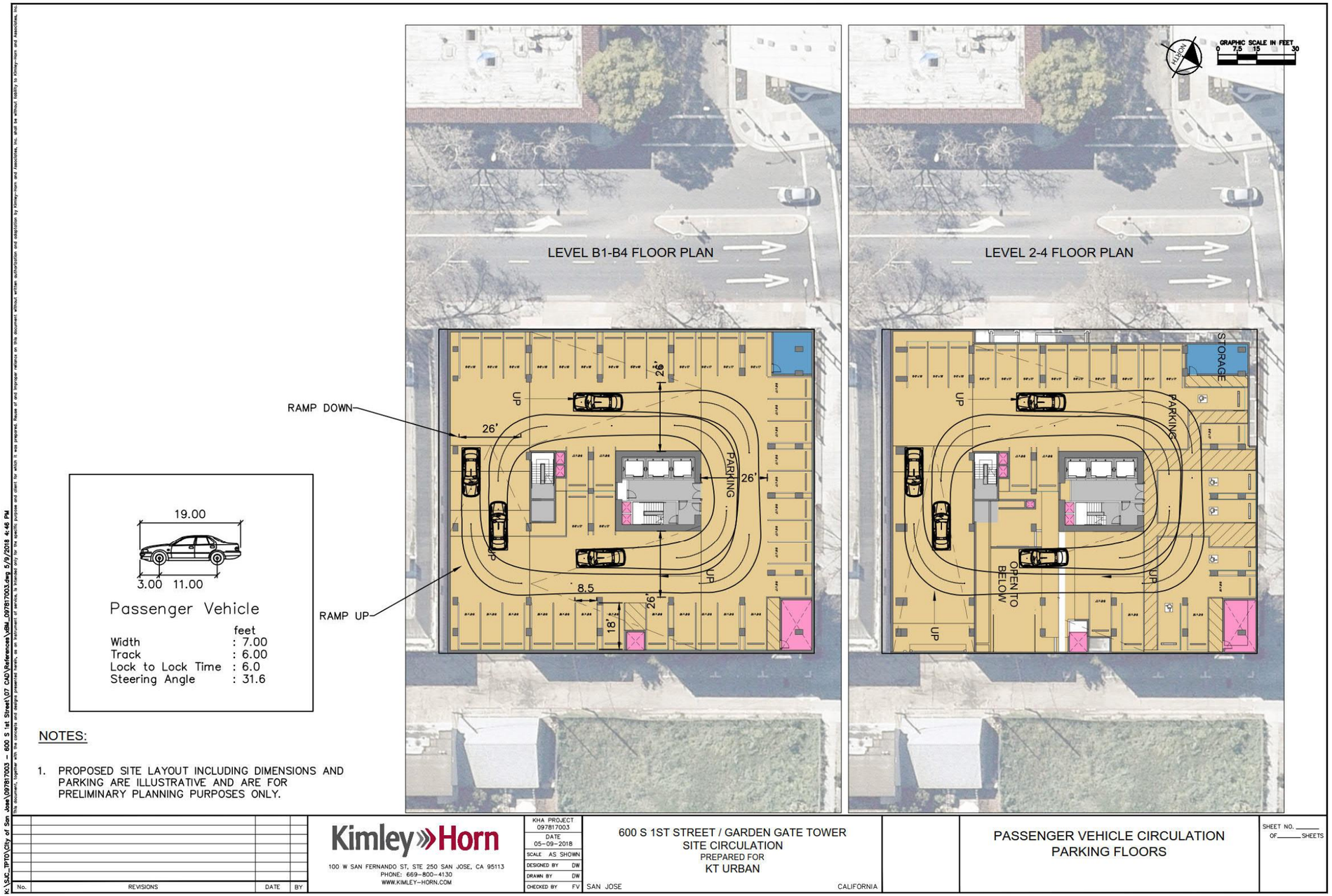


Figure 7: Delivery Vehicle Access

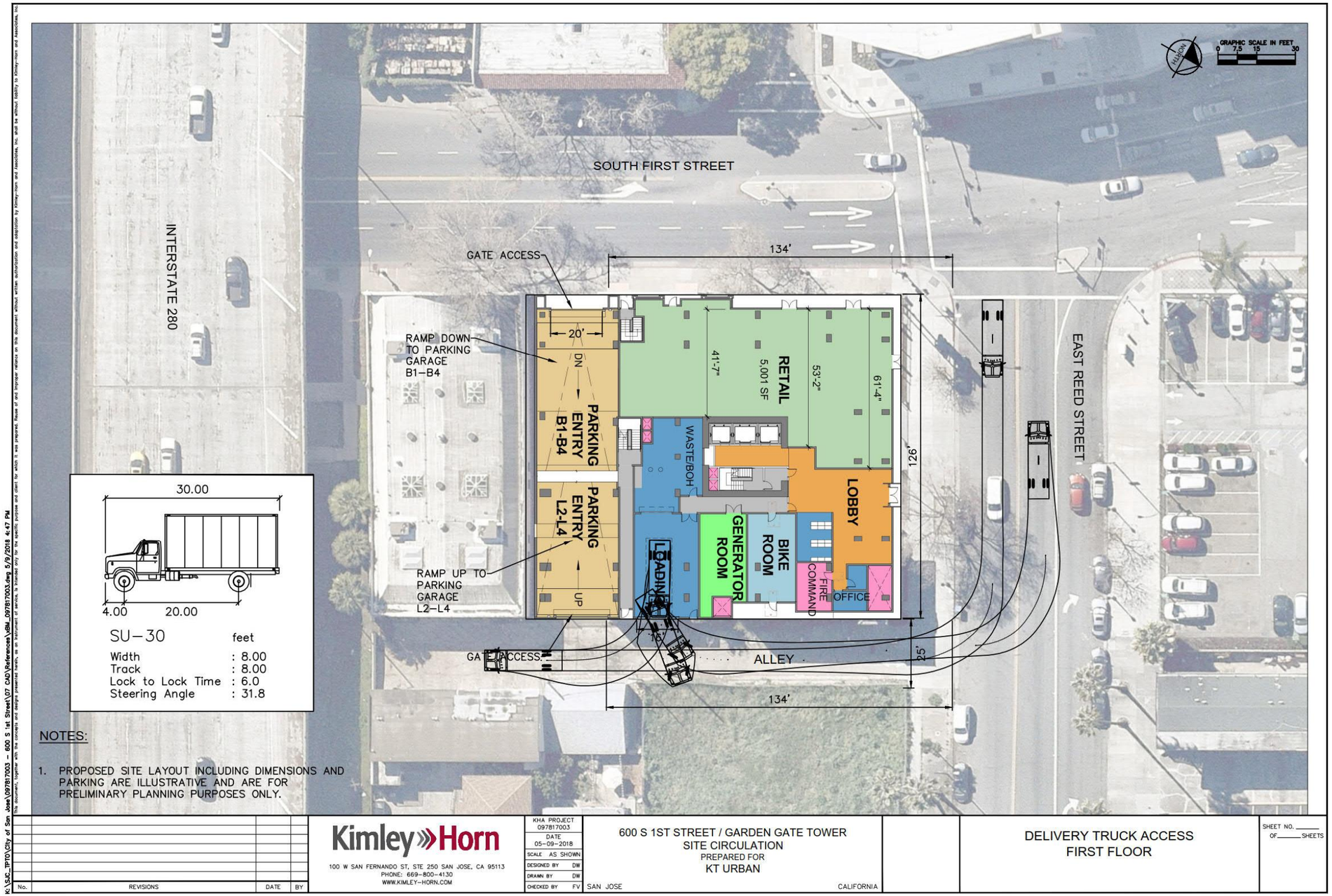


Figure 8: Fire Truck Access

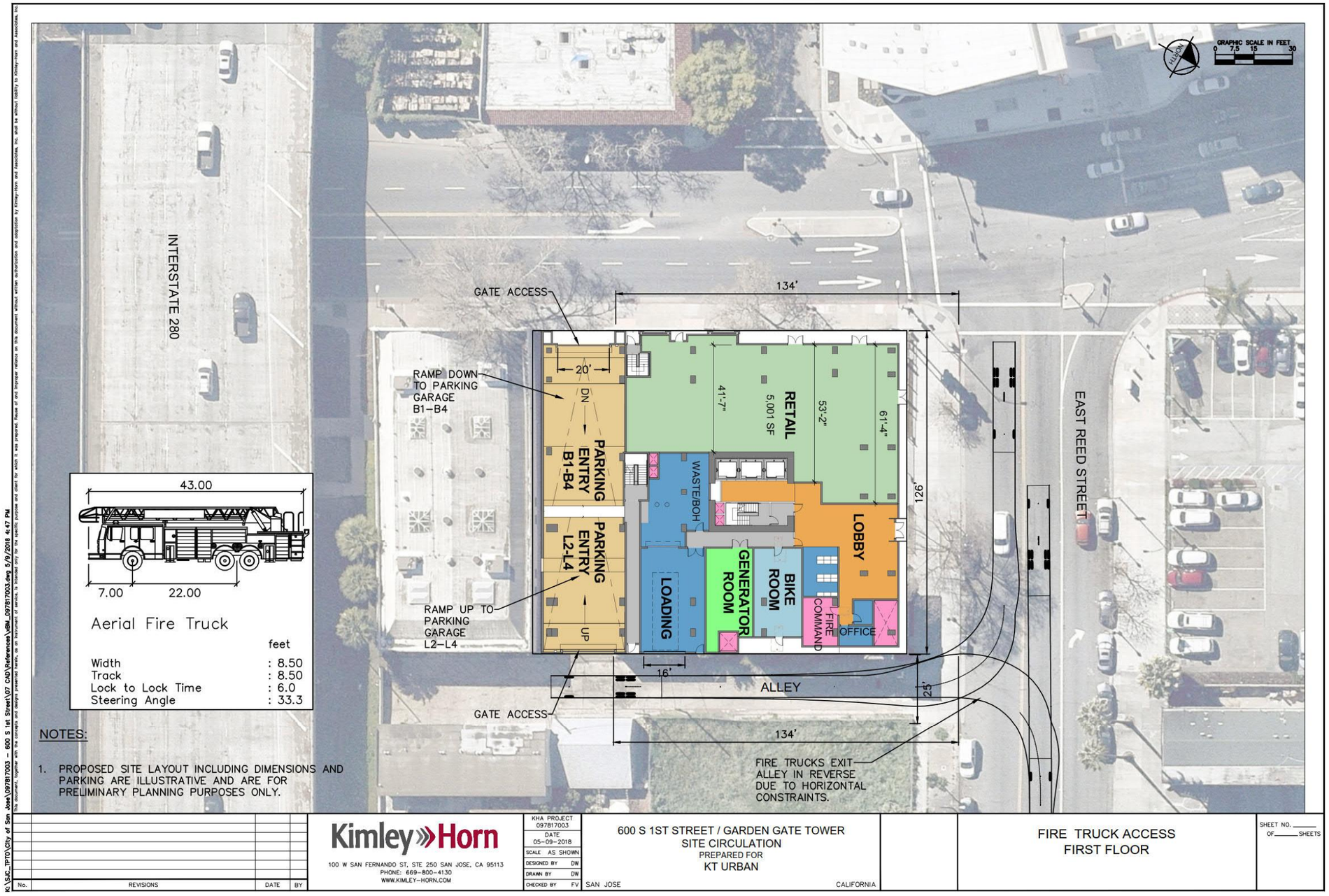
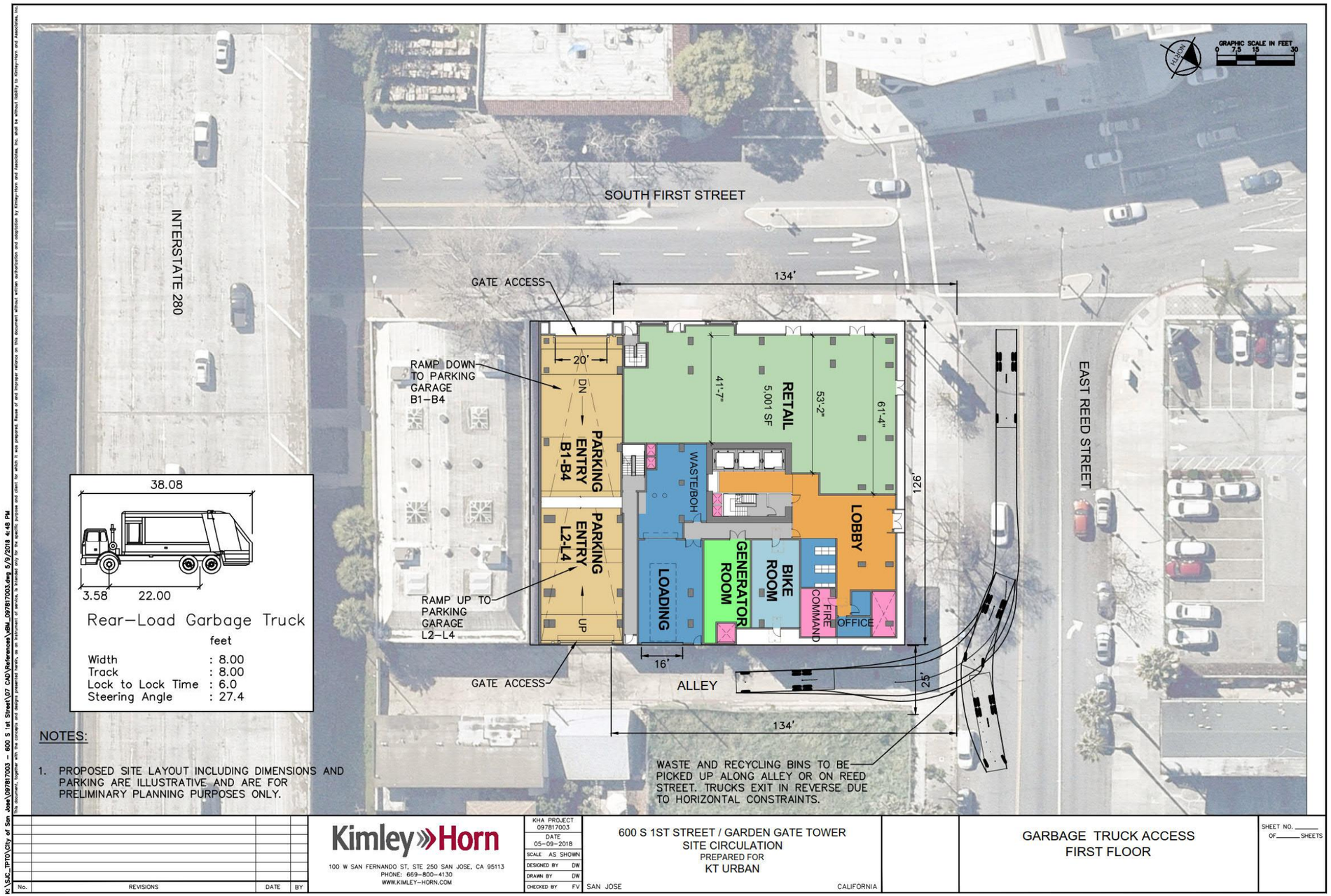


Figure 9: Garbage Truck Access



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Sight Distance Analysis:

A preliminary stopping sight distance and intersection sight distance analysis was conducted to determine the feasibility of the proposed project driveway locations. The AASHTO methodology was used in this analysis. The sight distance needed under various assumptions of physical conditions and driver behavior is directly related to vehicle speeds and to the resultant distances traversed during perception-reaction time and braking.

Stopping sight distance is defined as the sum of reaction distance and braking distance. The reaction distance is based on the reaction time of the driver while the braking distance is dependent upon the vehicle speed and the coefficient of friction between the tires and roadway as the vehicle decelerates to a complete stop. This sight distance analysis indicates the minimum visibility that is required for an approaching vehicle on South First Street and Reed Street to stop safely if a vehicle from the project driveway enters or exits the approaching road. The driver should also have an unobstructed view of the intersection, including any traffic-control devices, and sufficient lengths along the intersecting road to permit the driver to anticipate and avoid potential collisions.

For vehicles entering First Street and Reed Street from the proposed project driveway, the AASHTO method evaluates sight distance from a vehicle exiting the intersection from the driveway to a vehicle approaching from either direction. The intersection sight distance is defined along intersection approach legs and across their included corners known as departure sight triangles. These specified areas should be clear of obstructions that might block a driver's view of potentially conflicting vehicles. Intersection sight distance is measured from a point 3.5 feet above the existing grade (driver's eye) along the potential driveway to a 3.5-foot object height in the center of the approaching lane on First Street and Reed Street. A vehicle setback in a stopped position from the back of sidewalk was assumed for determining intersection sight distance.

Minimum sight distance criteria for the potential driveway along First Street and Reed Street was determined from the AASHTO Geometric Design of Highways and Streets 6th Edition (Green Book). For the purposes of this analysis, a design speed of 30 mph (25 mph posted speed limit) was assumed along First Street and Reed Street. AASHTO standard time gap variables for passenger cars stopped on the proposed project driveways were used. Based on the existing traffic control, minimum sight distance was calculated for the following scenarios:

- Stopping Sight Distance on First Street and Reed Street
- Intersection Sight Distance Case B – Stop control at the proposed project driveway
    - Case B1 – Left turn from the minor road
    - Case B2 – Right turn from the minor road

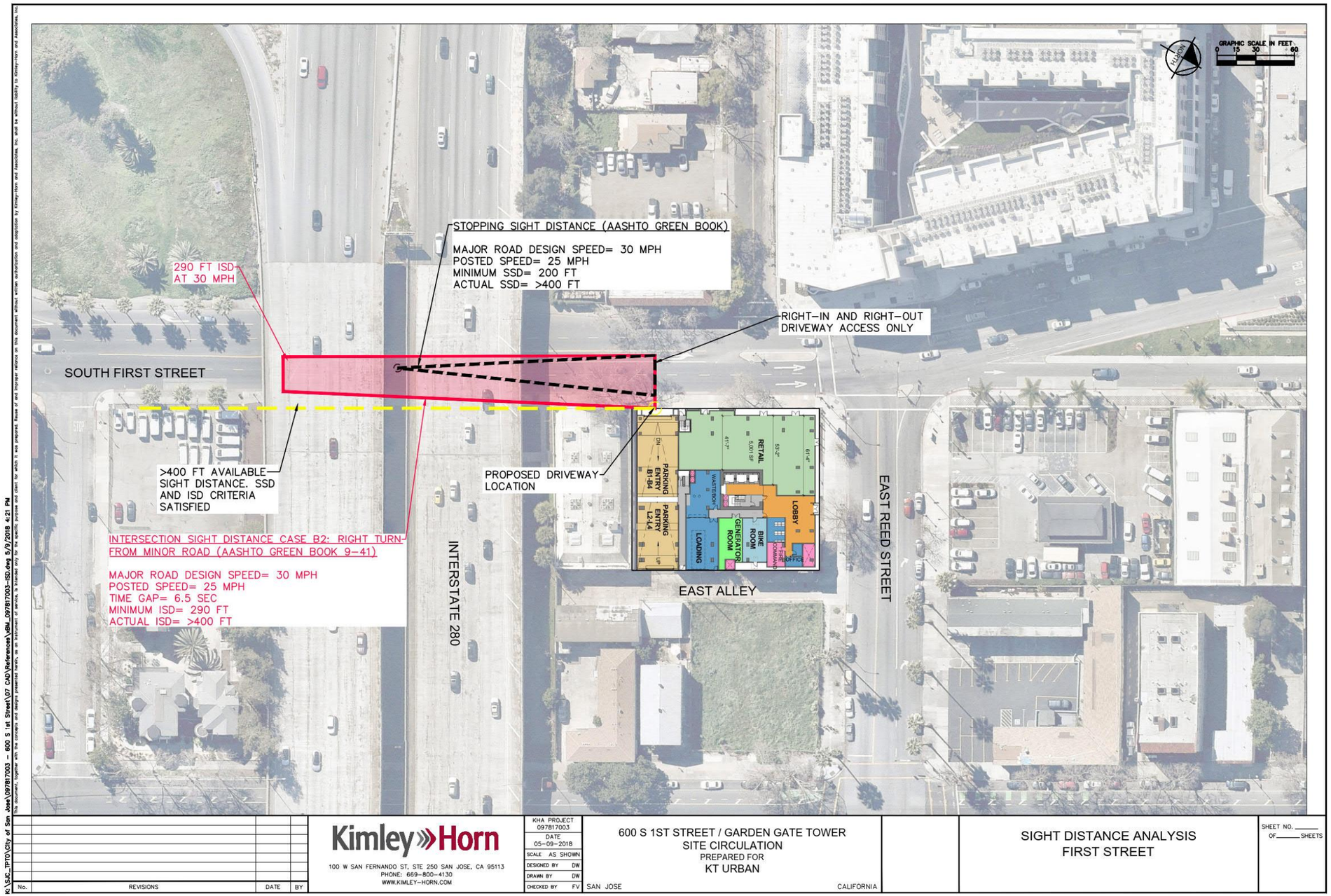
From Table 9-6 and Table 9-8 of the Green Book, the minimum stopping sight distance is 200 feet. The intersection sight distance is 335 feet for Case B1 and 290 feet for Case B2 assuming approach grades of 3 percent or less at 30 mph.

A site visit was taken to measure the available sight distance and departure sight triangles at the proposed driveway locations. From a 5-foot setback from the edge of travel way, the measured available sight distance is over 400 feet in the northbound and southbound direction on First Street. For Reed Street, the measured available sight distance is over 400 feet in the eastbound and westbound direction.

The proposed project driveway locations satisfy the 200 feet minimum stopping sight distance required for all approaches on First Street and Reed Street. Vehicles on the road will have sufficient sight distance to react and stop safely if a vehicle from the project driveway enters or exits the road. It is assumed that vehicles turning left or right at the First Street / Reed Street intersection would be travelling less than 30 mph and would have sufficient visibility and stopping sight distance to stop and avoid any conflicting vehicles. Vehicles entering First Street and Reed street from the project driveway will also have sufficient intersection sight distance in either direction to make a right or left turn onto the road per AASHTO Case B1 and B2 scenarios.

Overall, the proposed project driveway locations are feasible and provides sufficient sight distance for traffic conditions. To ensure that exiting vehicles can see bikes and vehicles traveling on the roadway, no parking zones striped with red curb should be established immediately adjacent to the project driveways. In addition, visible and audible warning signals should be provided on South First Street to alert pedestrians and bicycles of vehicles exiting the driveway. An exhibit comparing the design and measured available stopping and intersection sight distances are shown in Figures 10 and 11.

Figure 10: First Street Sight Distance Analysis



No.	REVISIONS	DATE	BY

Kimley»Horn
100 W SAN FERNANDO ST, STE 250 SAN JOSE, CA 95113
PHONE: 669-800-4130
WWW.KIMLEY-HORN.COM

KHA PROJECT	097817003
DATE	05-09-2018
SCALE	AS SHOWN
DESIGNED BY	DW
DRAWN BY	DW
CHECKED BY	FV

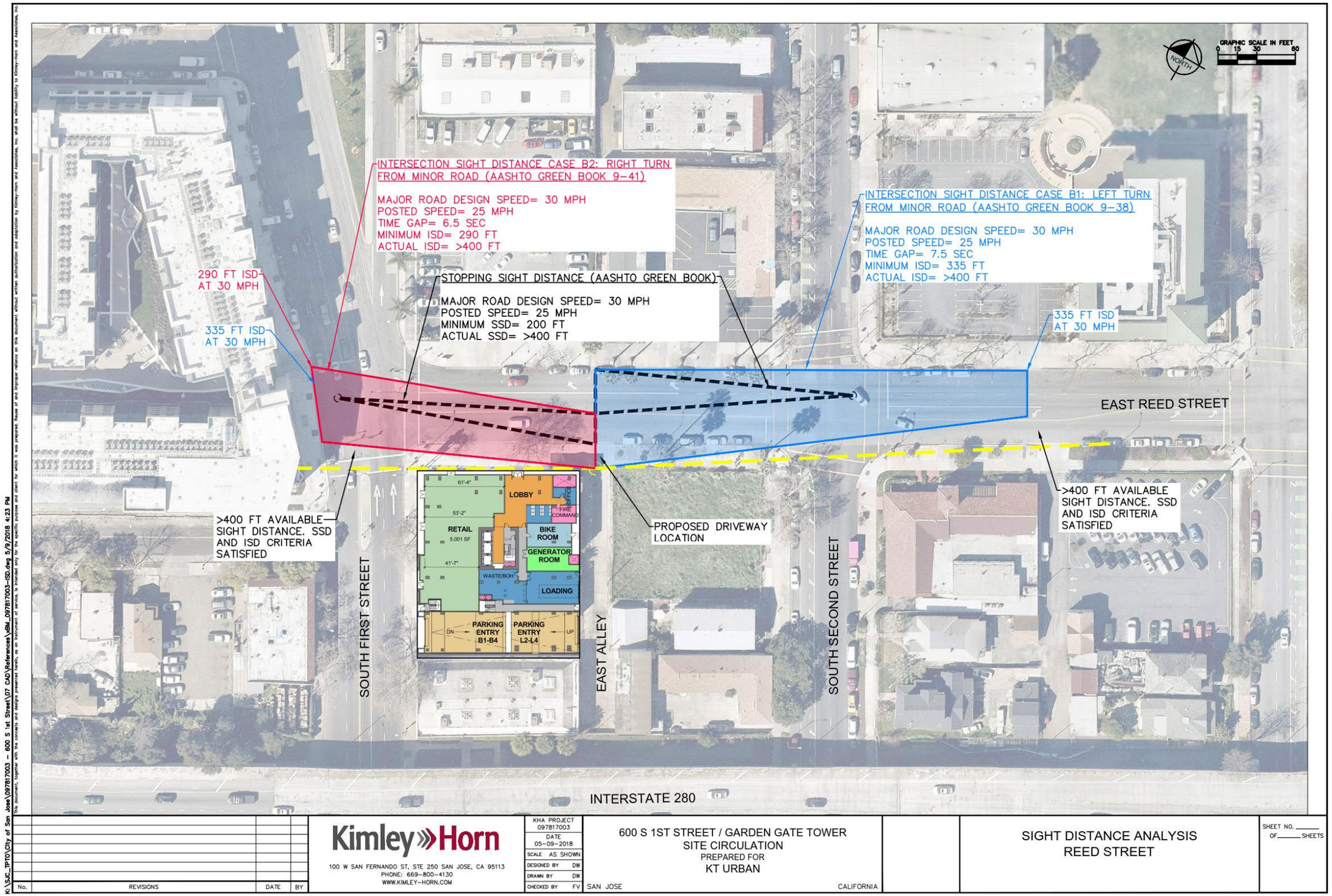
600 S 1ST STREET / GARDEN GATE TOWER
SITE CIRCULATION
PREPARED FOR
KT URBAN
SAN JOSE CALIFORNIA

SIGHT DISTANCE ANALYSIS
FIRST STREET

SHEET NO. ____
OF ____ SHEETS

K:\SAC_TPTD\City of San Jose\097817003 - 600 S 1st Street\07 CAD\Reference\SBM_097817003-ISD.dwg 5/9/2018 4:21 PM

Figure 11: Reed Street Sight Distance Analysis



Intersection Left Turn Queue Analysis:

A left-turn queue analysis at the South First Street / Reed Street intersection was evaluated for existing conditions using HCM 2000 methodology, and the results are summarized in Table 2 and Table 3 below. Based on the 95th percentile queuing analysis, the left turn storage length is sufficient for existing and existing plus project conditions. During the AM peak period, project trips will add approximately 20-feet of queue (1 car length) to the First Street southbound left turn lane. For the PM peak period, project trips will add approximately 50-feet of queue (2 car lengths) to the First Street southbound left and 25-feet of queue (1 car length) to the Reed Street westbound left turn lane.

Table 2 – Left Turn Queue Results (AM Peak Hour)

AM Queue (Car Length))	South First Street		Reed Street	
	Northbound	Southbound	Eastbound	Westbound
Left Turn Storage (Car Length)	12	5	4	11
Existing Queue	10	2	1	10
Existing Plus Project Queue	10	3	1	10
Project Contribution	0	1	0	0

Note: Queue reported is the 95% percentile car length per lane based on HCM 2000 methodology (1 car length = 25 feet).

Table 3 – Left Turn Queue Results (PM Peak Hour)

PM Queue (Car Length)	South First Street		Reed Street	
	Northbound	Southbound	Eastbound	Westbound
Left Turn Storage(Car Length)	12	5	4	11
Existing Queue	5	4	1	17
Existing Plus Project Queue	5	6	1	18
Project Contribution	0	2	0	1

Note: Queue reported is the 95% percentile car length per lane based on HCM 2000 methodology (1 car length = 25-feet).

The proposed project driveway on First Street is located approximately 130 feet south of the First Street / Reed Street intersection. Vehicles exiting the proposed driveway will be temporary blocked from northbound vehicle queues stopped at the intersection during a red light; however, vehicles will be able to access First Street when the queue clears during a green light and when there are sufficient gaps generated between platooning vehicles.

Similarly, vehicles exiting the east alley driveway to access Reed Street will be temporary blocked from westbound left turn queues stopped at the intersection during a red light, but vehicles will be able to access Reed Street when the queue clears during a green light and when there are sufficient gaps generated between platooning vehicles.

Kimley»Horn

7: Project On-Site Parking

Per Chapter 20.70 and Table 20-140 of the San Jose Municipal Code, the project land use in downtown is required to provide one (1) off-street vehicle parking space per residential unit. Off-street parking is not required for the proposed retail component of the project. Based on these ratios, the project is required to provide a total of 290 off-street parking spaces for the 290 proposed residential units.

The project site plan proposes 233 total on-site parking spaces. The developer is in the process of negotiating an off-site parking lot that would provide 113 additional parking spaces for the project. If the off-site lot is approved, the project would have 346 total off-street parking spaces and would satisfy the City parking requirement.

If the off-site parking lot is not acquired, the project would have a parking shortfall and would need to implement additional measures. Chapter 20.90.220 of the San Jose Municipal Code allows an off-street parking reduction of up to 50 percent for uses that conform to all of the following Alternative Transportation provisions and implement a total of at least three (3) transportation demand management (TDM) measures:

- Structure or use is located within 2,000-feet of a proposed or existing rail station, bus rapid transit station, or an area designated as a neighborhood business district, urban village, or area development policy in the City's General Plan.
- Structure or use provides bicycle parking spaces in conformance with Table 20-90.
- For any reduction in the required off-street parking spaces that is more than 20%, the project shall be required to implement a TDM program.

The project site plan proposes 233 total on-site parking spaces which is 57 fewer parking spaces that what the City standard typically requires. This represents a 20 percent reduction in the standard downtown parking requirement; however, the project also satisfies the off-street parking reduction criteria as described in Chapter 20.90 of the Municipal Code. A 20 percent parking reduction can be applied since the project would be located within walking distance to the downtown VTA rail station, would implement a TDM program, and would provide on-site bicycle parking.

According to the City's bicycle parking standards in Chapter 20.90.060, the project is required to provide one (1) bicycle parking space for every four (4) residential units. This equates to 73 bicycle parking spaces. The project site plan will satisfy the City's bicycle parking standard by providing 73 total bike spaces in secured storage rooms on each parking level by the stairwell and in the loading area.

8: TDM Measures (Pending off-site parking lot acquisition)

If the developer does not secure additional off-site parking spaces, the proposed Garden Gate project would implement a TDM program for the life of the project to reduce residential parking demand, encourage alternative transportation modes, and meet the 20 percent parking reduction that can be granted by the City. These TDM measures are programs and incentives that would be implemented by the project to reduce overall trip generation and reduce single occupancy vehicle (SOV) trips to and from the project. The TDM measures would be implemented for project trips or as specified in the individual measures. By reducing SOV trips, project parking demands and vehicle trip generation would be mitigated to meet City requirements. The final details of the potential TDM program would need to be coordinated between the project applicant and the City.

The project applicant would be responsible for ensuring that the TDM trip reduction measures are implemented. After the development is constructed and the units are occupied, the property manager for the project will assume responsibility for implementing the ongoing TDM measures and be the TDM coordinator for developing, marketing, and evaluating the TDM program. Alternatively, a separate TDM coordinator could also be identified for the project. The following section provides an overview of the measures the developer would be willing to implement for the project to reduce overall parking demand and trip generation as described in Chapter 20.90 of the San Jose Municipal Code.

VTA Transit Program

Developing a transit use incentive program for employees and tenants, such as on-site distribution of passes or subsidized transit passes would be an effective transportation option due the project's proximity to existing VTA bus and LRT stations in downtown. Within 1/3 mile walking distance near the project site, bus routes 66, 68, 82, and 304 as well as the convention center VTA LRT station on San Carlos Street provides local and regional service for commuters between San José downtown and major transit destinations in Santa Clara County. The project would participate in the regional Clipper Card or VTA EcoPass system to provide transit benefits for its employees and tenants. The project could also offer up to one free annual VTA Eco Pass per residential unit for the life of the project.

Bicycle Sharing Program

A bike sharing program provides flexibility for members to rent or borrow a bicycle and use it to travel to and from their destination. The project would participate in providing discount passes for the Bay Area Bike Share program, which has existing bike share stations in downtown with one station located approximately 1,000-feet north of the project site on San Salvador at North First Street. The project could offer up to one free annual Bay Area Bike Share membership per residential unit for the life of the project.

Preferred Priority Parking for Electric and Carpool Vehicles

Providing preferential parking spaces for electric vehicles and HOVs would provide project tenants with an attractive incentive to carpool or rideshare. To be effective, designated spaces should be those that are most desirable such as near building entrances, covered, and/or attended. The project's on-site parking garage is proposing 233 parking spaces, and up to 3 parking spaces on each floor located near

the elevators (21 total spaces) could be complimented with electric charging stations or designated for carpool use.

Marketing and Information

A strong marketing campaign for the proposed TDM measures would provide awareness to residential tenants and improve participation in these programs. The applicant could distribute the following for marketing its TDM plan:

- Information "Welcome" packets for new tenants which includes information about public transit services, discount transit passes, bicycle maps, bike share locations, and rideshare programs.
- Building / Project website with information and links to relevant TDM agencies, forms, and services
- Regularly published electronic newsletter and e-blasts
- Information boards located in the lobby of the project posting updates to relevant TDM programs and incentives
- Describe the project's TDM plan in the covenants, conditions, and restrictions (CC&R) for tenants

9: Conclusions & Recommendations

- Under existing conditions, the signals at the South First / Reed Street intersection and the South Second / Reed Street intersection are operating adequately. Field observations did reveal some traffic-related congestion near the project site frontage. For the AM peak, northbound traffic on First Street is congested while southbound traffic is congested during the PM peak.

- The proposed 600 South First Street – Garden Gate Tower consists of developing a 27-story building with 290 condo units and 5,001 square feet of ground floor retail space. The project is anticipated to generate a net total of 1,650 daily, 152 AM, and 159 PM peak hour trips. This project trip generation includes VTA mixed-use and LRT trip reduction credits.

- Project driveways are located on First Street and on the alley east of the project site that connects to Reed Street. It is assumed that trip distribution for most residential project trips will commute to and from downtown in the north and access the SR 87 and I-280 regional freeways.

- Due to a planned raised median, close intersection spacing, queue conflicts, and site plan constraints, it is recommended to provide right-in and right-out only access for the project driveway on South First Street. Full access is allowed for the project driveway at the East Reed Street shared alley to the project garage.

- On-site circulation and driveway access is sufficient for vehicles entering and exiting the project. Sight distance at the project driveways also meet AASHTO design standards. To provide better access for delivery and fire trucks at the east alley on Reed Street, it is recommended to either stripe 4-feet of red curb on each side of the existing 24-foot wide driveway ramp or reconstruct the driveway ramp to 32-feet commercial width per City of San Jose standard detail.

- Existing parallel parking spaces on the east alley tied to the residential use being replaced by the project should be removed to allow vehicle loading and garage access. In addition, existing parallel on-street parking spaces on Reed Street along the project's frontage will be removed.

- To improve visibility and warning, establish no parking zones along First and Reed Street adjacent to the project frontage and driveways. Install visible and audible warning signals at the project driveways to alert pedestrians and bicyclists of vehicles exiting the site. A 2 to 5-foot transition between the back of sidewalk and the parking garage width is provided on both sides of the driveway to improve sight distance of approaching pedestrians and bikes for exiting vehicles.

- For the project parking garage interior layout, install convex mirrors around tight corners and blind spots to improve visibility.

- The project is proposing 233 on-site vehicle parking spaces and 73 on-site bicycle spaces. The developer is also in the process of negotiating 113 additional off-street parking spaces for the project.

- If additional parking spaces are not secured, the project would implement a TDM program to meet the off-street parking requirement. The developer would be open to incorporate several TDM measures and incentives including priority carpool parking spaces, a bike share program, a transit pass program, and TDM marketing / coordination. The final details of the potential TDM program would need to be coordinated between the project applicant and the City.

- The project applicant will need to provide a fair-share contribution for the City's planned improvements at the First Street / Reed Street intersection next to the Garden Gate Tower project. These intersection improvements will enhance safety, circulation, and network access for vehicles, bicycles, and pedestrians. The exact fair-share amount will be coordinated between the project applicant and City staff.

10: Appendix

Appendix A – Existing AM and PM Intersection Turning Movement Counts

Appendix B – Garden Gate Tower Site Plan

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Appendix A – Existing AM and PM Intersection Turning Movement Counts

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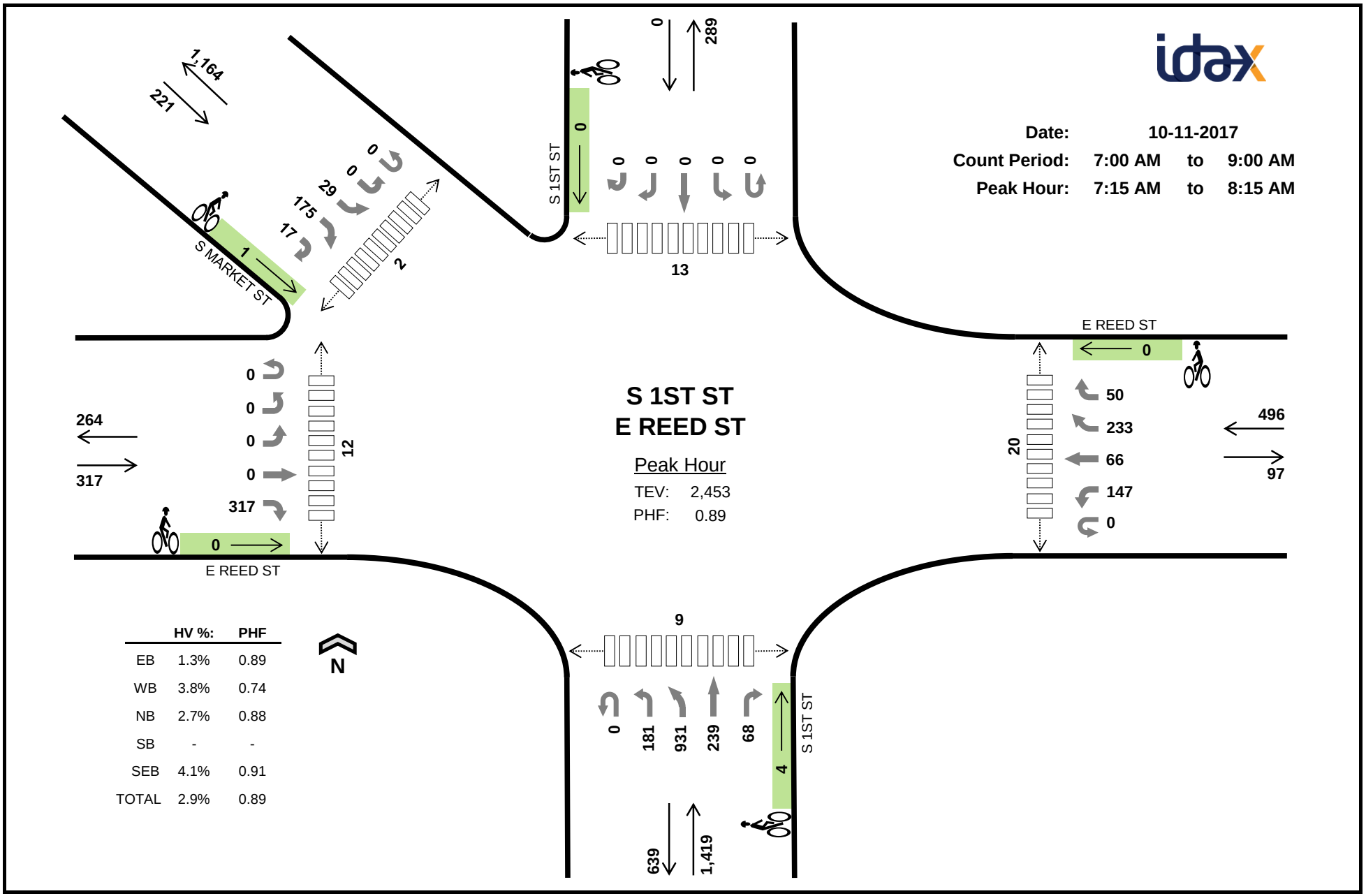

Date: 10-11-2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM
S 1ST ST
E REED ST
Peak Hour
TEV: 2,453
PHF: 0.89
S MARKET ST
S 1ST ST
E REED ST
E REED ST
S 1ST ST
1,164
221
289
264
317
496
97
639
1,419
N
HV %: PHF
EB 1.3% 0.89
WB 3.8% 0.74
NB 2.7% 0.88
SB - -
SEB 4.1% 0.91
TOTAL 2.9% 0.89

Two-Hour Count Summaries

Interval Start		E REED ST Eastbound					E REED ST Westbound					S 1ST ST Northbound					S 1ST ST Southbound					S MARKET ST Southeastbound					15-min Total	Rolling One Hour
		UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
7:00 AM		0	0	0	0	58	0	26	12	41	5	0	47	210	32	11	0	0	0	0	0	0	0	4	45	5	496	0
7:15 AM		**0**	**0**	**0**	**0**	**89**	**0**	**40**	**15**	**47**	**12**	**0**	**42**	**206**	**49**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**37**	**3**	**554**	0
7:30 AM		**0**	**0**	**0**	**0**	**77**	**0**	**50**	**22**	**77**	**18**	**0**	**34**	**235**	**57**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**46**	**5**	**654**	0
7:45 AM		**0**	**0**	**0**	**0**	**86**	**0**	**42**	**18**	**67**	**7**	**0**	**62**	**256**	**73**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**51**	**4**	**686**	2,390
8:00 AM		**0**	**0**	**0**	**0**	**65**	**0**	**15**	**11**	**42**	**13**	**0**	**43**	**234**	**60**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**41**	**5**	**559**	**2,453**
8:15 AM		0	0	0	0	60	0	20	7	47	9	0	48	216	57	15	0	0	0	0	0	0	0	6	51	8	544	2,443
8:30 AM		0	0	0	0	71	0	26	7	38	18	0	27	237	68	17	0	0	0	0	0	0	0	9	40	8	566	2,355
8:45 AM		0	0	0	0	66	0	27	10	64	10	0	59	225	79	14	0	0	0	0	0	0	0	8	37	9	608	2,277
Count Total		0	0	0	0	572	0	246	102	423	92	0	362	1,819	475	125	0	0	0	0	0	0	0	56	348	47	4,667	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**317**	**0**	**147**	**66**	**233**	**50**	**0**	**181**	**931**	**239**	**68**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**175**	**17**	**2,453**	**0**
	HV	**0**	**0**	**0**	**0**	**4**	**0**	**17**	**1**	**1**	**0**	**0**	**9**	**13**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**	**0**	**70**	**0**
	HV%	**-**	**-**	**-**	**-**	**1%**	**-**	**12%**	**2%**	**0%**	**0%**	**-**	**5%**	**1%**	**5%**	**6%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**3%**	**5%**	**0%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

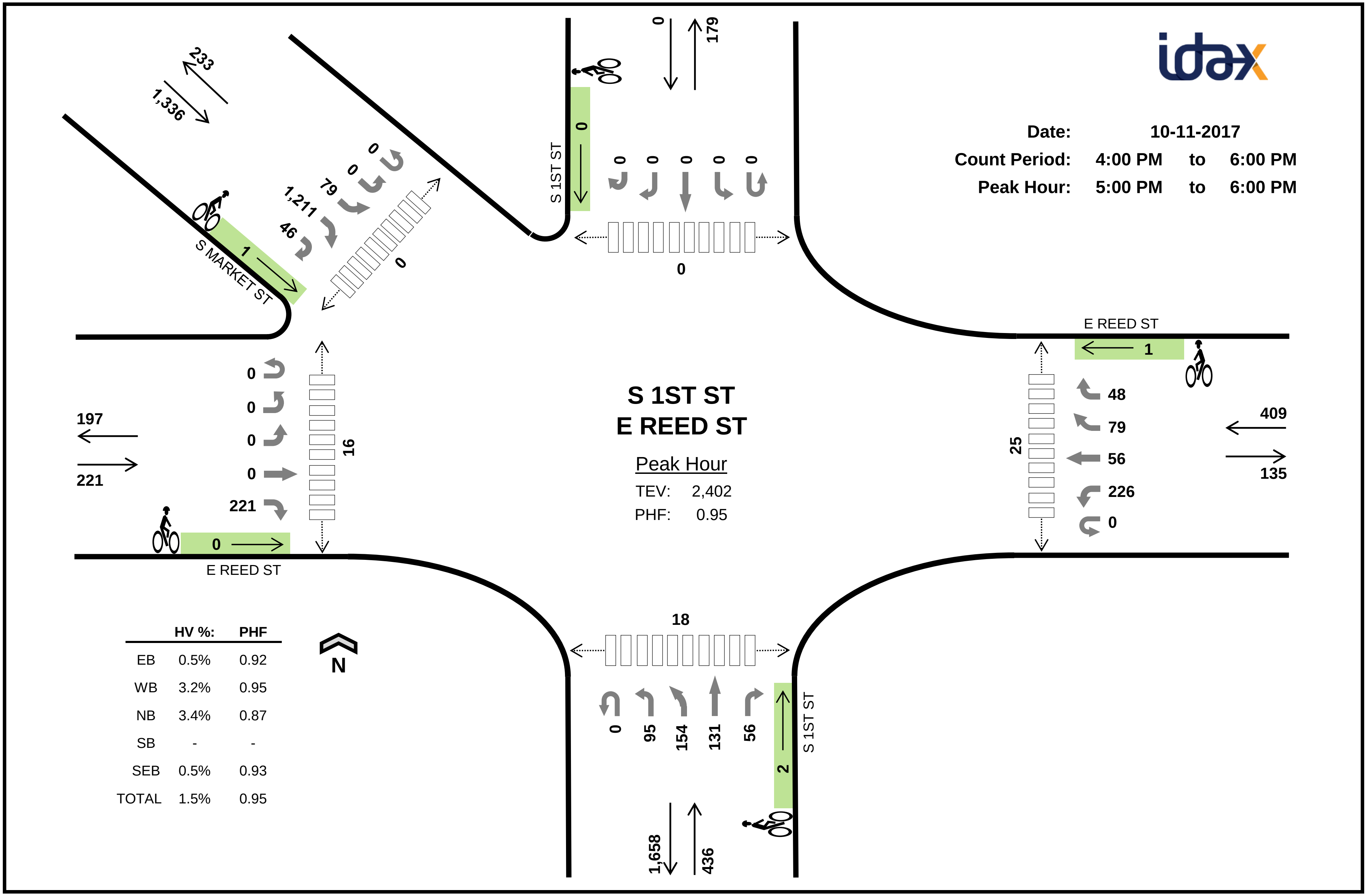
Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	SEB	Total	EB	WB	NB	SB	SEB	Total	East	West	North	South	Northwest	Total
7:00 AM	1	4	11	0	0	*16*	1	2	0	0	0	*3*	3	0	7	0	0	*10*
7:15 AM	**1**	**7**	**8**	**0**	**5**	***21***	**0**	**0**	**3**	**0**	**0**	***3***	**1**	**6**	**8**	**5**	**0**	***20***
7:30 AM	**1**	**3**	**9**	**0**	**1**	***14***	**0**	**0**	**0**	**0**	**0**	***0***	**4**	**4**	**3**	**2**	**1**	***14***
7:45 AM	**2**	**5**	**10**	**0**	**3**	***20***	**0**	**0**	**0**	**0**	**1**	***1***	**6**	**1**	**1**	**1**	**1**	***10***
8:00 AM	**0**	**4**	**11**	**0**	**0**	***15***	**0**	**0**	**1**	**0**	**0**	***1***	**9**	**1**	**1**	**1**	**0**	***12***
8:15 AM	1	3	9	0	5	*18*	0	0	0	0	0	*0*	5	3	0	1	0	*9*
8:30 AM	3	5	8	0	3	*19*	1	0	1	0	1	*3*	4	3	1	3	0	*11*
8:45 AM	1	6	9	0	5	*21*	0	0	0	0	0	*0*	6	3	1	1	0	*11*
Count Total	10	37	75	0	22	*144*	2	2	5	0	2	*11*	38	21	22	14	2	*97*
Peak Hr	**4**	**19**	**38**	**0**	**9**	***70***	**0**	**0**	**4**	**0**	**1**	***5***	**20**	**12**	**13**	**9**	**2**	*56*

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E REED ST					E REED ST					S 1ST ST					S 1ST ST					n/a					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Southeastbound						
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	1	0	3	0	1	0	0	1	6	4	0	0	0	0	0	0	0	0	0	0	0	16	0
7:15 AM	**0**	**0**	**0**	**0**	**1**	**0**	**6**	**1**	**0**	**0**	**0**	**5**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**21**	0
7:30 AM	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**2**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**14**	0
7:45 AM	**0**	**0**	**0**	**0**	**2**	**0**	**4**	**0**	**1**	**0**	**0**	**3**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**20**	71
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**70**
8:15 AM	0	0	0	0	1	0	3	0	0	0	0	2	2	4	1	0	0	0	0	0	0	0	0	5	0	18	67
8:30 AM	0	0	0	0	3	0	4	0	0	1	0	1	4	3	0	0	0	0	0	0	0	0	2	1	0	19	72
8:45 AM	0	0	0	0	1	0	5	1	0	0	0	2	5	1	1	0	0	0	0	0	0	0	1	4	0	21	73
Count Total	0	0	0	0	10	0	32	2	2	1	0	15	30	24	6	0	0	0	0	0	0	0	4	18	0	144	0
Peak Hour	**0**	**0**	**0**	**0**	**4**	**0**	**17**	**1**	**1**	**0**	**0**	**9**	**13**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**	**0**	70	**0**

Two-Hour Count Summaries - Bikes

Interval Start	E REED ST					E REED ST					S 1ST ST					S 1ST ST					n/a					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Southeastbound						
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	7
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	3	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	0	0	0	2	0	1	0	0	1	0	0	3	2	0	0	0	0	0	0	0	0	0	2	0	11	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	5	**0**



	HV %:	PHF
EB	0.5%	0.92
WB	3.2%	0.95
NB	3.4%	0.87
SB	-	-
SEB	0.5%	0.93
TOTAL	1.5%	0.95

Two-Hour Count Summaries

Interval Start	E REED ST Eastbound					E REED ST Westbound					S 1ST ST Northbound					S 1ST ST Southbound					S MARKET ST Southeastbound					15-min Total	Rolling One Hour
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	0	37	0	50	8	18	3	0	19	47	40	11	0	0	0	0	0	0	0	11	197	6	447	0
4:15 PM	0	0	0	0	40	0	60	12	24	5	0	27	41	31	12	0	0	0	0	0	0	0	16	215	8	491	0
4:30 PM	0	0	0	0	39	0	61	11	16	6	0	17	44	38	18	0	0	0	0	0	0	1	21	254	13	539	0
4:45 PM	0	0	0	0	54	0	59	19	18	8	0	26	41	38	12	0	0	0	0	0	0	0	15	237	14	541	2,018
5:00 PM	**0**	**0**	**0**	**0**	**60**	**0**	**58**	**22**	**18**	**10**	**0**	**24**	**40**	**31**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**290**	**3**	**584**	2,155
5:15 PM	**0**	**0**	**0**	**0**	**58**	**0**	**61**	**14**	**20**	**13**	**0**	**27**	**37**	**31**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**331**	**12**	**632**	2,296
5:30 PM	**0**	**0**	**0**	**0**	**52**	**0**	**53**	**14**	**21**	**7**	**0**	**31**	**40**	**38**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**300**	**15**	**613**	2,370
5:45 PM	**0**	**0**	**0**	**0**	**51**	**0**	**54**	**6**	**20**	**18**	**0**	**13**	**37**	**31**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**290**	**16**	**573**	**2,402**
Count Total	0	0	0	0	391	0	456	106	155	70	0	184	327	278	109	0	0	0	0	0	0	1	142	2,114	87	4,420	0
Peak Hour All	**0**	**0**	**0**	**0**	**221**	**0**	**226**	**56**	**79**	**48**	**0**	**95**	**154**	**131**	**56**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**79**	**1,211**	**46**	**2,402**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**1**	**0**	**12**	**1**	**0**	**0**	**0**	**1**	**3**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**2**	**36**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**0%**	**-**	**5%**	**2%**	**0%**	**0%**	**-**	**1%**	**2%**	**8%**	**0%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1%**	**0%**	**4%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	SEB	Total	EB	WB	NB	SB	SEB	Total	East	West	North	South	Northwest	Total
4:00 PM	0	4	3	0	4	*11*	0	0	2	0	1	*3*	8	2	2	4	2	*18*
4:15 PM	0	1	3	0	1	*5*	0	0	0	0	0	*0*	3	5	0	1	1	*10*
4:30 PM	0	5	11	0	0	*16*	0	0	0	0	0	*0*	2	3	0	3	0	*8*
4:45 PM	0	4	1	0	1	*6*	0	0	0	0	0	*0*	6	4	1	3	1	*15*
5:00 PM	**0**	**6**	**4**	**0**	**1**	***11***	**0**	**0**	**0**	**0**	**0**	***0***	**7**	**7**	**0**	**5**	**0**	***19***
5:15 PM	**1**	**1**	**3**	**0**	**2**	***7***	**0**	**1**	**1**	**0**	**0**	***2***	**4**	**2**	**0**	**4**	**0**	***10***
5:30 PM	**0**	**2**	**4**	**0**	**2**	***8***	**0**	**0**	**0**	**0**	**1**	***1***	**5**	**5**	**0**	**0**	**0**	***10***
5:45 PM	**0**	**4**	**4**	**0**	**2**	***10***	**0**	**0**	**1**	**0**	**0**	***1***	**9**	**2**	**0**	**9**	**0**	***20***
Count Total	1	27	33	0	13	*74*	0	1	4	0	2	*7*	44	30	3	29	4	*110*
Peak Hr	**1**	**13**	**15**	**0**	**7**	***36***	**0**	**1**	**2**	**0**	**1**	***4***	**25**	**16**	**0**	**18**	**0**	*59*

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E REED ST					E REED ST					S 1ST ST					S 1ST ST					n/a					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Southeastbound						
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	3	0	11	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	1	0	5	0
4:30 PM	0	0	0	0	0	0	4	0	0	1	0	2	3	5	1	0	0	0	0	0	0	0	0	0	0	16	0
4:45 PM	0	0	0	0	0	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	6	38
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**11**	38
5:15 PM	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**7**	40
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**8**	32
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**10**	**36**
Count Total	0	0	0	0	1	0	24	2	0	1	0	3	7	22	1	0	0	0	0	0	0	0	2	9	2	74	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**0**	**12**	**1**	**0**	**0**	**0**	**1**	**3**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**2**	36	**0**

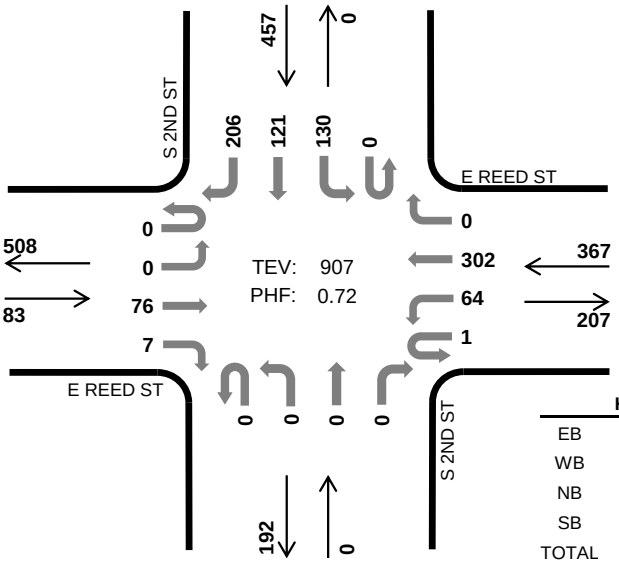
Two-Hour Count Summaries - Bikes

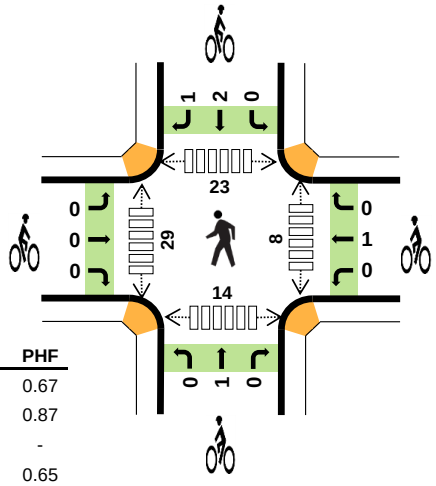
Interval Start	E REED ST					E REED ST					S 1ST ST					S 1ST ST					n/a					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Southeastbound						
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	2
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	3
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
Count Total	0	0	0	0	0	0	0	1	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	1	1	7	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	4	**0**

S 2ND ST
E REED ST

Date: 10-11-2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM

Peak Hour





	HV %:	PHF
EB	7.2%	0.67
WB	3.3%	0.87
NB	-	-
SB	2.6%	0.65
TOTAL	3.3%	0.72

Two-Hour Count Summaries

Interval Start		E REED ST Eastbound				E REED ST Westbound				S 2ND ST Northbound				S 2ND ST Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		**0**	**0**	**19**	**2**	**0**	**13**	**68**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**24**	**23**	**160**	0
7:15 AM		**0**	**0**	**12**	**1**	**0**	**18**	**68**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**27**	**49**	**199**	0
7:30 AM		**0**	**0**	**27**	**4**	**1**	**23**	**82**	**0**	**0**	**0**	**0**	**0**	**0**	**53**	**33**	**91**	**314**	0
7:45 AM		**0**	**0**	**18**	**0**	**0**	**10**	**84**	**0**	**0**	**0**	**0**	**0**	**0**	**42**	**37**	**43**	**234**	**907**
8:00 AM		0	0	24	5	0	21	60	0	0	0	0	0	0	5	19	15	149	896
8:15 AM		0	0	19	4	0	13	78	0	0	0	0	0	0	3	21	11	149	846
8:30 AM		0	0	27	3	0	21	73	0	0	0	0	0	0	7	24	12	167	699
8:45 AM		0	0	17	3	0	20	95	0	0	0	0	0	0	11	24	16	186	651
Count Total		0	0	163	22	1	139	608	0	0	0	0	0	0	156	209	260	1,558	0
Peak Hour	**All**	**0**	**0**	**76**	**7**	**1**	**64**	**302**	**0**	**0**	**0**	**0**	**0**	**0**	**130**	**121**	**206**	**907**	**0**
	HV	**0**	**0**	**6**	**0**	**0**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**11**	**30**	**0**
	HV%	**-**	**-**	**8%**	**0%**	**0%**	**6%**	**3%**	**-**	**-**	**-**	**-**	**-**	**-**	**0%**	**1%**	**5%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	**1**	**2**	**0**	**3**	***6***	**0**	**1**	**1**	**0**	***2***	**0**	**4**	**3**	**5**	*12*
7:15 AM	**0**	**3**	**0**	**4**	***7***	**0**	**0**	**0**	**1**	***1***	**0**	**10**	**8**	**0**	*18*
7:30 AM	**3**	**4**	**0**	**2**	***9***	**0**	**0**	**0**	**0**	***0***	**2**	**10**	**11**	**4**	*27*
7:45 AM	**2**	**3**	**0**	**3**	***8***	**0**	**0**	**0**	**2**	***2***	**6**	**5**	**1**	**5**	***17***
8:00 AM	1	1	0	5	*7*	0	0	0	0	*0*	5	4	0	3	*12*
8:15 AM	1	1	0	5	*7*	0	0	0	0	*0*	0	5	4	2	*11*
8:30 AM	3	3	0	6	*12*	0	0	0	1	*1*	4	2	1	3	*10*
8:45 AM	1	3	0	4	*8*	0	0	0	0	*0*	1	3	3	0	*7*
Count Total	12	20	0	32	*64*	0	1	1	4	*6*	18	43	31	22	*114*
Peak Hour	**6**	**12**	**0**	**12**	***30***	**0**	**1**	**1**	**3**	***5***	**8**	**29**	**23**	**14**	***74***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E REED ST Eastbound				E REED ST Westbound				S 2ND ST Northbound				S 2ND ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**6**	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**7**	0
7:30 AM	**0**	**0**	**3**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**9**	0
7:45 AM	**0**	**0**	**2**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**8**	**30**
8:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	4	7	31
8:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	3	7	31
8:30 AM	0	0	2	1	0	0	3	0	0	0	0	0	0	0	4	2	12	34
8:45 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	1	3	8	34
Count Total	0	0	11	1	0	5	15	0	0	0	0	0	0	0	9	23	64	0
Peak Hour	**0**	**0**	**6**	**0**	**0**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**11**	**30**	**0**

Two-Hour Count Summaries - Bikes

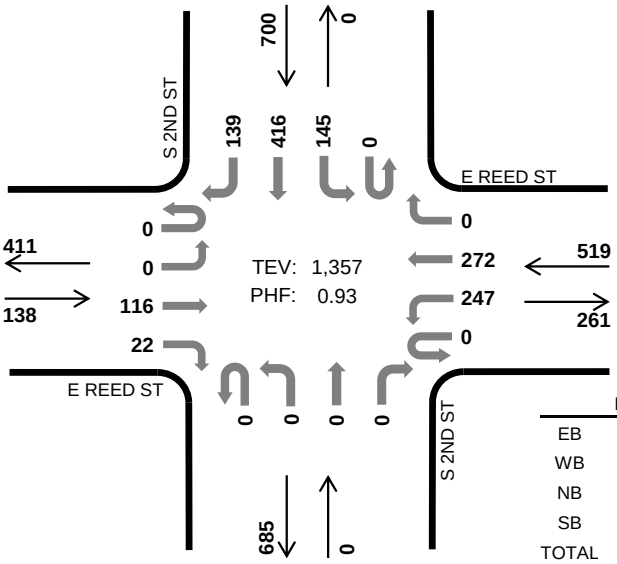
Interval Start	E REED ST Eastbound			E REED ST Westbound			S 2ND ST Northbound			S 2ND ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**	**5**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	1	0	0	1	0	0	3	1	6	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**2**	**1**	**5**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

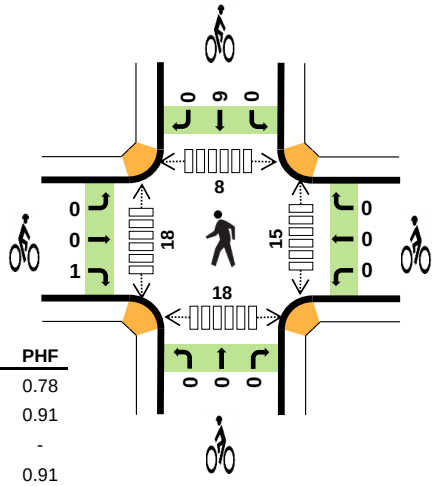
S 2ND ST
E REED ST

Date: 10-11-2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

Peak Hour



	HV %:	PHF
EB	0.7%	0.78
WB	0.6%	0.91
NB	-	-
SB	2.0%	0.91
TOTAL	1.3%	0.93



Two-Hour Count Summaries

Interval Start	E REED ST Eastbound				E REED ST Westbound				S 2ND ST Northbound				S 2ND ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	18	5	0	39	54	0	0	0	0	0	0	28	74	31	249	0
4:15 PM	0	0	21	6	0	36	72	0	0	0	0	0	0	19	68	23	245	0
4:30 PM	0	0	33	6	0	55	55	0	0	0	0	0	0	33	81	33	296	0
4:45 PM	0	0	25	4	0	62	84	0	0	0	0	0	0	28	73	24	300	1,090
5:00 PM	**0**	**0**	**26**	**5**	**0**	**71**	**71**	**0**	**0**	**0**	**0**	**0**	**0**	**42**	**109**	**41**	**365**	1,206
5:15 PM	**0**	**0**	**22**	**5**	**0**	**65**	**65**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**104**	**36**	**325**	1,286
5:30 PM	**0**	**0**	**39**	**5**	**0**	**59**	**67**	**0**	**0**	**0**	**0**	**0**	**0**	**47**	**108**	**35**	**360**	1,350
5:45 PM	**0**	**0**	**29**	**7**	**0**	**52**	**69**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**95**	**27**	**307**	**1,357**
Count Total	0	0	213	43	0	439	537	0	0	0	0	0	0	253	712	250	2,447	0
Peak Hour All	**0**	**0**	**116**	**22**	**0**	**247**	**272**	**0**	**0**	**0**	**0**	**0**	**0**	**145**	**416**	**139**	**1,357**	**0**
Peak Hour HV	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**11**	**18**	**0**
Peak Hour HV%	**-**	**-**	**1%**	**0%**	**-**	**1%**	**0%**	**-**	**-**	**-**	**-**	**-**	**-**	**1%**	**0%**	**8%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	3	0	2	*6*	1	0	0	2	*3*	6	7	5	3	*21*
4:15 PM	0	1	0	1	*2*	0	0	0	1	*1*	6	0	0	2	*8*
4:30 PM	1	1	0	4	*6*	0	1	0	4	*5*	4	5	3	3	*15*
4:45 PM	0	2	0	7	*9*	0	0	0	2	*2*	2	4	3	0	*9*
5:00 PM	**0**	**1**	**0**	**4**	***5***	**0**	**0**	**0**	**2**	***2***	**5**	**4**	**1**	**4**	*14*
5:15 PM	**0**	**0**	**0**	**1**	***1***	**1**	**0**	**0**	**2**	***3***	**4**	**5**	**4**	**4**	*17*
5:30 PM	**1**	**1**	**0**	**6**	***8***	**0**	**0**	**0**	**3**	***3***	**4**	**5**	**3**	**7**	*19*
5:45 PM	**0**	**1**	**0**	**3**	***4***	**0**	**0**	**0**	**2**	***2***	**2**	**4**	**0**	**3**	***9***
Count Total	3	10	0	28	*41*	2	1	0	18	*21*	33	34	19	26	*112*
Peak Hour	**1**	**3**	**0**	**14**	***18***	**1**	**0**	**0**	**9**	***10***	**15**	**18**	**8**	**18**	***59***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E REED ST Eastbound				E REED ST Westbound				S 2ND ST Northbound				S 2ND ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	1	0	1	2	0	0	0	0	0	0	0	1	1	6	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2	0
4:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	4	6	0
4:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	5	9	23
5:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**5**	22
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	21
5:30 PM	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**4**	**8**	23
5:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**4**	**18**
Count Total	0	0	2	1	0	6	4	0	0	0	0	0	0	2	4	22	41	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**11**	**18**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	E REED ST Eastbound			E REED ST Westbound			S 2ND ST Northbound			S 2ND ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	1	0	0	0	0	0	0	0	0	2	0	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	4	0	5	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	11
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	10
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	12
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	10
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**10**
Count Total	0	1	1	1	0	0	0	0	0	0	18	0	21	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**10**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Appendix B – Garden Gate Tower Site Plan

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Garden Gate Tower SAN JOSE, CA

KT URBAN

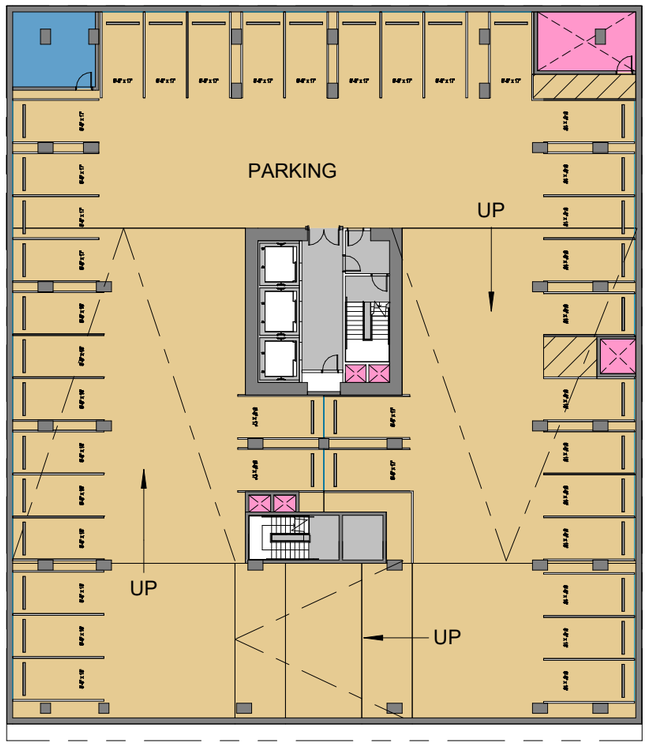
SPECIAL USE PERMIT SP18-001 - RESUBMITTAL

C2K ARCHITECTURE
04.04.18

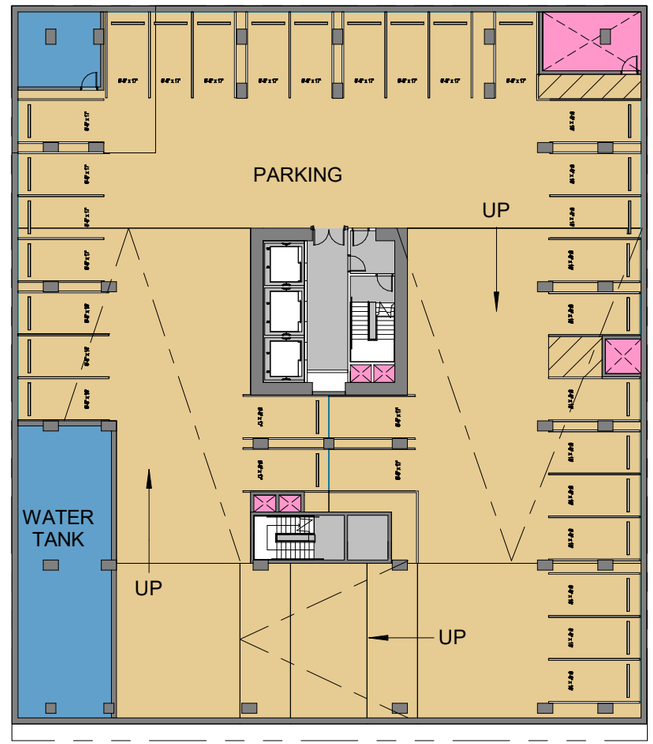
C2K Architecture, Inc.
www.c2karch.com

1645 NW HOYT
PORTLAND OR 97209
503.444.2200

CURRENT DESIGN - BUILDING PLANS

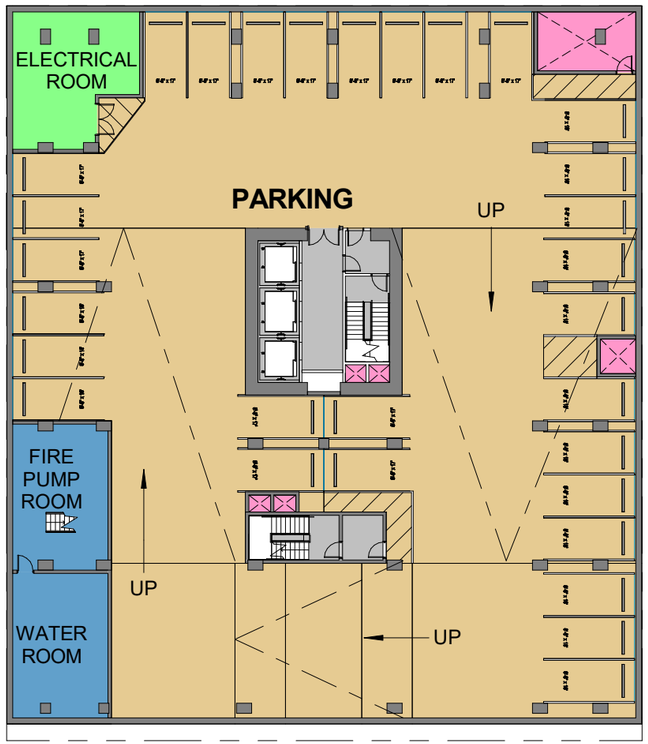


BASEMENT LEVELS B4-B3 FLOOR PLAN



BASEMENT LEVEL B2 FLOOR PLAN

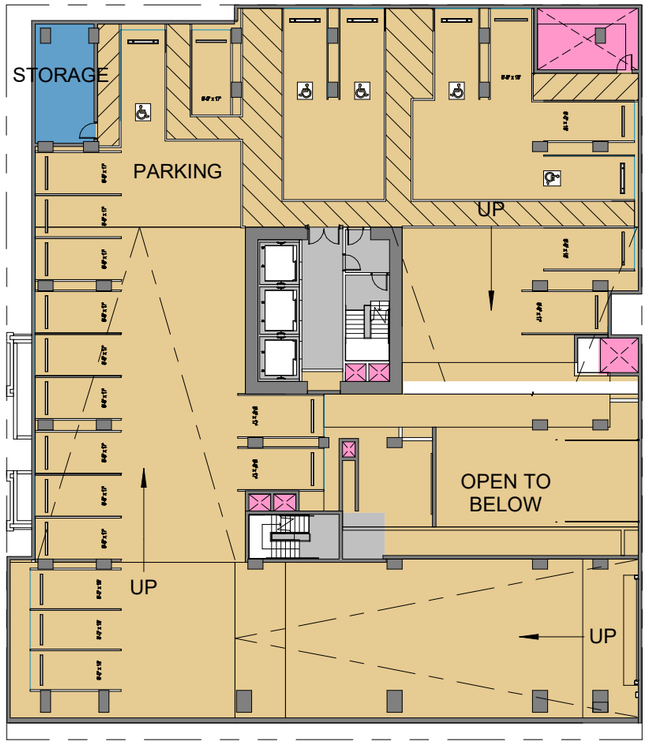
CURRENT DESIGN - BUILDING PLANS



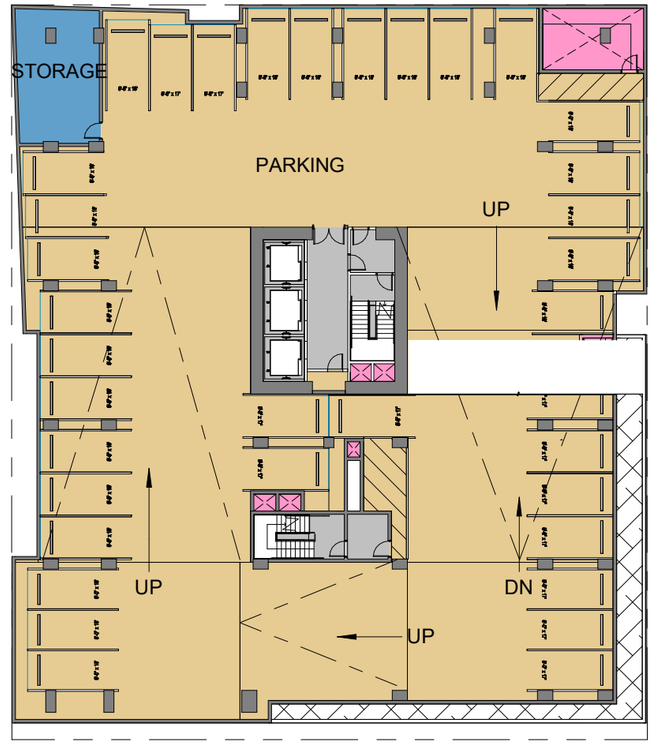
LEVEL B1 FLOOR PLAN

LEVEL 1 FLOOR PLAN

CURRENT DESIGN - BUILDING PLANS

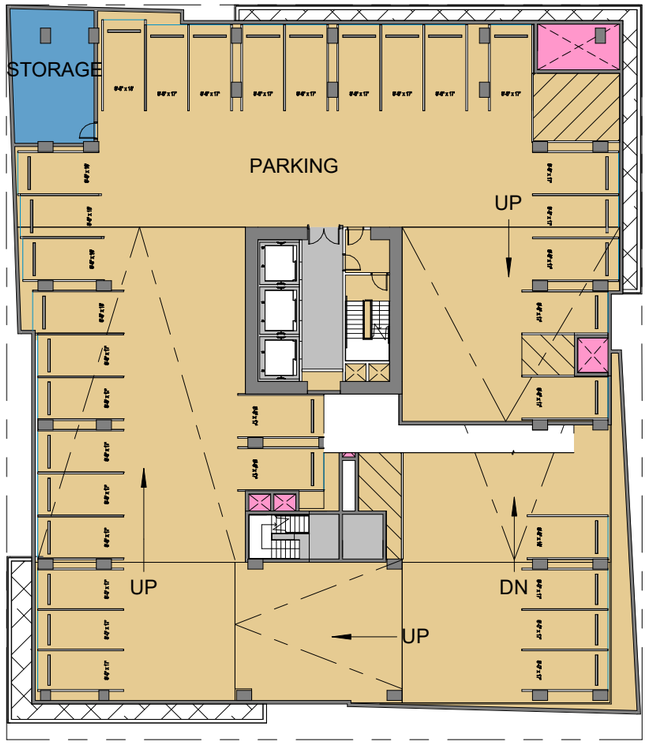


LEVEL 2 FLOOR PLAN

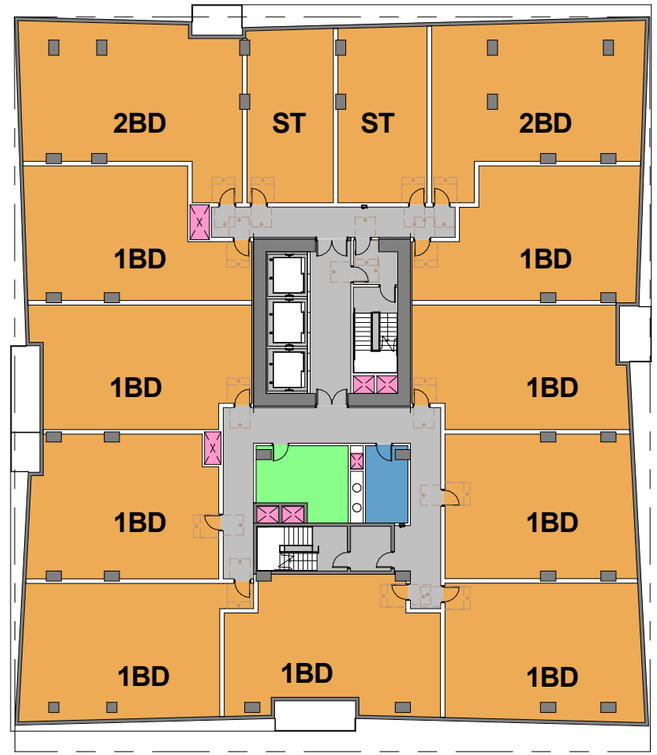


LEVEL 3 FLOOR PLAN

CURRENT DESIGN - BUILDING PLANS

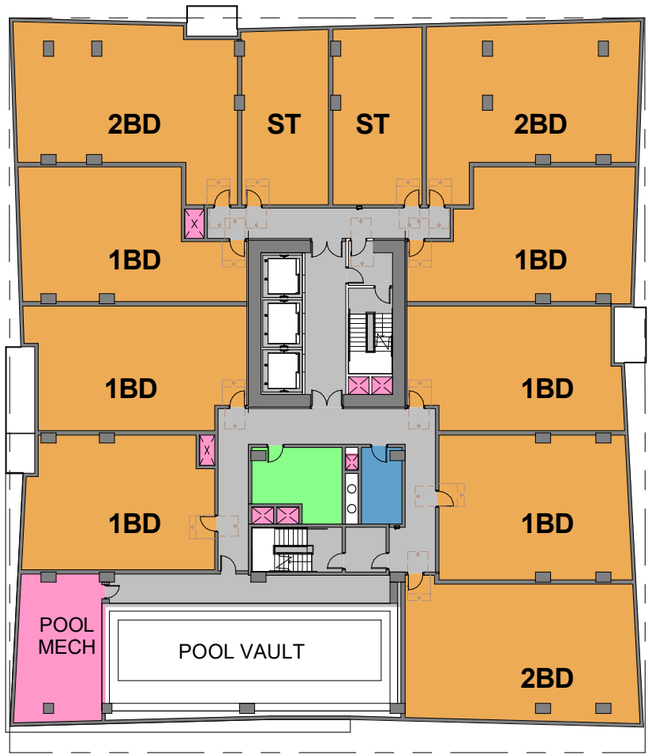


LEVEL 4 FLOOR PLAN

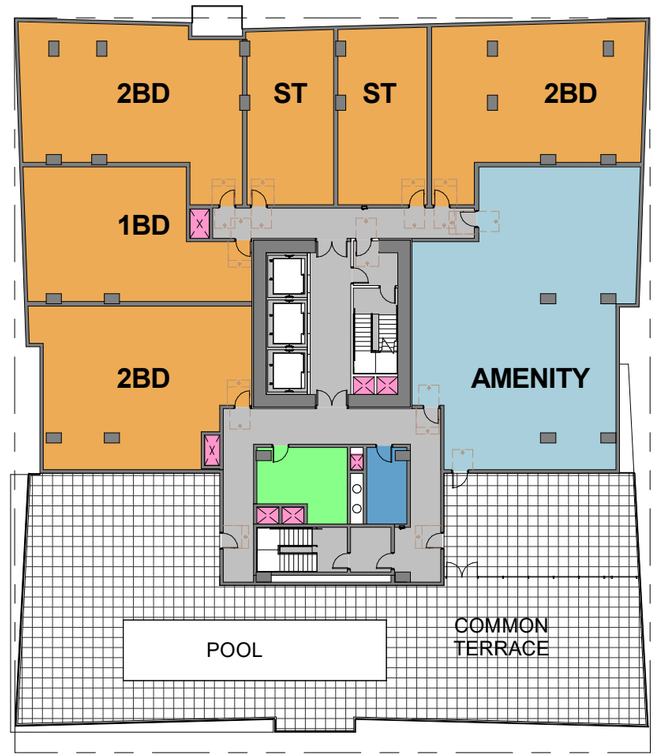


LEVELS 5-25 FLOOR PLAN

CURRENT DESIGN - BUILDING PLANS



LEVEL 26 FLOOR PLAN



LEVEL 27 FLOOR PLAN

PROGRAM SUMMARY

Garden Gate Tower

600S 1st Site San Jose		Gross Area	Number Units	Parking Area	Parking Spaces	Retail	Private Open Space	Common Open Space	Const. Type	Height (ft) Flr to Flr)	Height To Floor Level	
Roof		2,459	-	-	-	-	-	-	**I-A**	8.50	273.75	371.00
27th	Condos	11,639	6	-	-	-	473	4,723	**I-A**	12.00	261.75	359.00
26th	Condos	16,600	11	-	-	-	383	-	**I-A**	11.00	250.75	348.00
25th	Condos	16,661	13	-	-	-	506	-	**I-A**	10.00	240.75	338.00
24th	Condos	16,639	13	-	-	-	506	-	**I-A**	10.00	230.75	328.00
23rd	Condos	16,636	13	-	-	-	506	-	**I-A**	9.75	221.00	318.25
22nd	Condos	16,642	13	-	-	-	506	-	**I-A**	9.75	211.25	308.50
21st	Condos	16,307	13	-	-	-	1,104	-	**I-A**	9.75	201.50	298.75
20th	Condos	16,681	13	-	-	-	506	-	**I-A**	9.75	191.75	289.00
19th	Condos	16,681	13	-	-	-	506	-	**I-A**	9.75	182.00	279.25
18th	Condos	16,684	13	-	-	-	506	-	**I-A**	9.75	172.25	269.50
17th	Condos	16,457	13	-	-	-	907	-	**I-A**	9.75	162.50	259.75
16th	Condos	16,668	13	-	-	-	506	-	**I-A**	9.75	152.75	250.00
15th	Condos	16,683	13	-	-	-	506	-	**I-A**	9.75	143.00	240.25
14th	Condos	16,212	13	-	-	-	1,306	-	**I-A**	9.75	133.25	230.50
13th	Condos	16,641	13	-	-	-	506	-	**I-A**	9.75	123.50	220.75
12th	Condos	16,641	13	-	-	-	506	-	**I-A**	9.75	113.75	211.00
11th	Condos	16,318	13	-	-	-	1,137	-	**I-A**	9.75	104.00	201.25
10th	Condos	16,654	13	-	-	-	506	-	**I-A**	9.75	94.25	191.50
9th	Condos	16,642	13	-	-	-	506	-	**I-A**	9.75	84.50	181.75
8th	Condos	16,636	13	-	-	-	506	-	**I-A**	9.75	74.75	172.00
7th	Condos	16,662	13	-	-	-	506	-	**I-A**	9.75	65.00	162.25
6th	Condos	16,662	13	-	-	-	506	-	**I-A**	9.75	55.25	152.50
5th	Condos	16,662	13	-	-	-	506	-	**I-A**	9.75	45.50	142.75
4th	Parking	16,272	-	13,653	31	-	-	-	**I-A**	10.00	35.50	132.75
3rd	Parking	16,711	-	13,978	36	-	-	-	**I-A**	14.50	21.00	118.25
2nd	OTB/Parking	16,166	-	13,839	29	-	-	-	**I-A**	10.00	11.00	108.25
1st	Retail / Lobby / Parking	13,415	-	-	-	5,001	-	-	**I-A**	11.00	0.00	97.25
B1	Basement Parking	17,814	-	13,621	24	-	-	-	**I-A**	-10.00	-10.00	
B2	Basement Parking	17,814	-	13,967	35	-	-	-	**I-A**	-10.00	-20.00	
B3	Basement Parking	17,814	-	15,081	35	-	-	-	**I-A**	-10.00	-30.00	
B4	Basement Parking	17,814	-	15,332	43	-	-	-	**I-A**	-10.00	-40.00	
		Gross	**Units**		**Stalls**		-					
Total		**512,987**	**290**	**99,471**	**233**	**5,001**	**13,912**	**4,723**		**282.25**	Total Building Height	

Site Area	0.42 acres	18,238 SF
Proposed Area (above Grade)	441,731	
Proposed FAR	24	
Proposed Density	693 DU/Acre	

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Traffic Appendix

Supplemental Traffic Analysis Memorandum

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SUPPLEMENTAL TRAFFIC ANALYSIS MEMORANDUM

To:	Karen Mack, City of San José Public Works Development Services Arlyn Villanueva, Public Works Development Services Samuel Yung, Public Works Development Services Jason Yan, Public Works Development Services
From:	Frederik Venter and Derek Wu, Kimley-Horn and Associates, Inc.
Date:	June 7, 2019
Re:	**600 South First Street – Garden Gate Tower** **Supplemental Traffic Operational Analysis Memorandum – Draft Supplemental EIR**

1: Introduction

In December 2018, the City of San José adopted the Downtown Strategy 2040 EIR. The Downtown Strategy 2040 EIR was prepared to increase the amount of new commercial office and residential development capacity and revised development phasing to extend the horizon (buildout) year of the downtown development to 2040. Additionally, the EIR established an Employment Priority Area Overlay, changed certain land use designations, and expanded the Downtown boundary. The Downtown Strategy 2040 EIR is consistent with the Envision San José 2040 General Plan and associated EIRs.

Subsequently, in January 2019 the City amended the City's Zoning ordinance (Title 20 of the San José Municipal Code) to establish a Co-Living Community as an allowed residential use within the Downtown Zoning District to build upon existing efforts to increase density in approved growth areas under the Envision San José 2040 General Plan to address and reduce the City's current housing shortage. A Co-Living Community is defined, per section 20.200.197 of the City's Zoning Ordinance, as a residential facility where individual secure bedrooms are rented to one or two persons and provided for an established period of time with a lease agreement. To be considered a Co-Living Community, shared full kitchen facilities must serve ten or more bedrooms, and must include interior common space excluding janitorial storage, laundry facilities, and common hallways. A bedroom that contains a full kitchen facility would not be considered a Co-Living Community.

This supplemental memorandum compares transportation conditions and 2040 Downtown Strategy impacts between two design options for the proposed 600 South First Street – Garden Gate Tower project in the City of San José. The project site is located in the City's Downtown Core Area and consists of replacing the current office and apartment land uses with a 27-story tower on the southeast corner of South First Street and Reed Street. Kimley-Horn was retained to provide traffic operations analysis for the proposed project options based on supplemental scope of work directed by the City of San José.

Under Option 1 – Traditional Multi-Family development, the proposed tower would have 290 residential apartment units and 4,840 square feet of ground floor retail space. The Option 2 – Co-Living Community development would consist of up to 850-bedroom units and 6,000 square feet of ground floor retail space. Both options would involve the same building footprint and nearly the same exterior building architecture apart from some minor differences in the ground floor layout. The project site plan is presented in **Appendix A** (attached).

2: Project Trip Generation Comparison

Trip generation for the proposed Option 1 and Option 2 land use alternatives was calculated using the San Jose 2018 *Transportation Analysis Handbook,* methodology provided by City staff, and trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. Daily, AM, and PM peak hour trips for the project alternatives were calculated with average trip rates.

The 600 South First Street – Garden Gate Tower site is located in the Downtown Growth Boundary within walking distance to the Convention Center VTA light rail transit station on San Carlos Street. The project also contains residential and retail mixed land use services. Per the San Jose 2018 *Transportation Analysis Handbook*, the following trip adjustments were applied to the Option 1 and Option 2 project alternatives.

1. Internal Trip Adjustment: Based on Section 8.2.1 of the 2014 VTA Transportation Impact Analysis Guidelines, a 15 percent trip reduction credit was applied for the project having a housing and retail mixed use development.

2. Location Based Adjustment: This adjustment is a function of multimodal connectivity and accounts for greater mode share for projects located in urban or transit developed areas. From Table 5 and Table 6 of the *Transportation Analysis Handbook*, the project location is designated as "Urban High-Transit" with a vehicle mode share of 78 percent for residential land uses. A 22 percent mode share trip reduction credit was applied to the project.

3. Project Trip Adjustment: The proposed project would also implement vehicle miles traveled (VMT) reduction strategies that would reduce vehicle-trips and increase alternative transportation mode share for the project. Per City guidelines, it is assumed that every percent reduction in per-capita VMT is equivalent to one percent reduction in peak hour vehicle trips for residential projects. From the City's VMT sketch tool shown in Appendix B, the proposed project is anticipated to generate a VMT per capita of 8.67 for Option 1 and 6.29 for Option 2. Since the existing VMT is 8.99, a VMT vehicle-trip reduction credit of 4 percent for Option 1 and 31 percent for Option 2 was applied to the project.

4. Existing Use Adjustment: A trip reduction credit was also applied for the existing land uses on the site that will be replaced by the project. Existing land uses at the project site include several apartment units, a general office building, and a parking lot. Trip reduction credits for these existing properties were estimated using ITE trip rates.

Option 1 Traditional Multi-Family Apartments

For Option 1, ITE's Multi-Family Housing (High-Rise) trip rate was applied to the 290 proposed dwelling units which consist of one or two-bedroom apartment floorplans. ITE's General Office Building trip rate was assumed for the proposed 4,840 square foot retail space to conservatively analyze future tenant use which is unknown at this time.

Table 1 provides a summary of the proposed trip generation and trip reductions for the apartment uses under Option 1. Development of Option 1 with applicable trip reductions is anticipated to generate a net total of 928 daily, 62 AM peak hour, and 72 PM peak hour trips.

Table 1 – Option 1 Traditional Multi-Family Project Trip Generation

LAND USE / DESCRIPTION	PROJECT SIZE	TOTAL DAILY TRIPS	AM PEAK TRIPS			PM PEAK TRIPS		
			TOTAL	IN	OUT	TOTAL	IN	OUT
Trip Generation Rates (ITE 10th Edition)								
Multi-Family Housing (High-Rise) [ITE 222]	Per DU	4.45	0.31	24%	76%	0.36	61%	39%
General Office Building [ITE 710]	Per KSF	9.74	1.16	86%	14%	1.15	16%	84%
Option 1: Apartment Units (Garden Gate Tower)								
Multi-Family Residential Units	290.00 DU	1,291	90	22	68	104	63	41
Retail Tenant (Ground Floor)	4.84 KSF	47	6	5	1	6	1	5
Baseline Project Vehicle Trips (Prior to adjustments)		**1,338**	**96**	**27**	**69**	**110**	**64**	**46**
Internal Trip Adjustments								
VTA Mixed-Use Reduction (Housing & Retail)	-15%	(14)	(2)	(2)	(1)	(2)	(0)	(2)
Project Vehicle Trips After Reduction		**1,324**	**94**	**26**	**69**	**108**	**64**	**44**
Location Based Mode Share Adjustments								
Urban High-Transit Reduction (Mode Share)	-22%	(292)	(21)	(6)	(15)	(24)	(15)	(9)
Project Vehicle Trips After Reduction		**1,032**	**73**	**20**	**54**	**84**	**49**	**35**
Project Trip Adjustments								
VMT Vehicle-Trip Reduction (Model Sketch Tool)	-4%	(42)	(3)	(1)	(2)	(4)	(2)	(2)
Project Vehicle Trips After Reduction		**990**	**70**	**19**	**52**	**80**	**47**	**33**
Other Trip Adjustments								
Existing Office Building Credit	-5.20 KSF	(46)	(6)	(5)	(1)	(6)	(1)	(5)
Existing Apartment Credit	-4.00 DU	(16)	(2)	(0)	(2)	(2)	(1)	(1)
Final Project Vehicle Trips		**928**	**62**	**13**	**49**	**72**	**45**	**27**

Notes:

Land Uses assumed based on latest site plan from C2K Architecture (11/18/2018)

Daily, AM, and PM trips based on average land use rates from the Institute of Traffic Engineers Trip Generation 10th Edition

Mixed-Use Reduction based on standard trip reduction of 15% off the smaller trip generator (Retail) from VTA Transportation Impact Analysis Guidelines 2014. The same number of trips were reduced from the larger trip generator (Residential) to account for both trip ends.

A 22% Mode Share Reduction from San Jose Transportation Analysis Handbook 2018 was applied since the project is located in an "Urban High-Transit" area.

A 4% VMT Reduction from San Jose Transportation Analysis Handbook 2018 applied due to increased alternative transportation mode share from project characteristics. Reduction percentage obtained from City VMT Evaluation Tool.

Option 2 Co-Living Community

For Option 2, the project would construct approximately 850 co-living bedroom units where each floor is occupied by multiple tenants that share common space facilities. Due to limited trip rate data and published sources for co-living land uses, vehicle trips for co-living units were estimated based on methodology and assumptions provided by City staff. The proposed co-living units were converted into an equivalent multi-family residential (MFR) unit for trip generation comparison with the Option 1

apartment land use scenario. The 850 co-living bedrooms were multiplied by a 1.5 residents per bedroom rate and divided by a 2.1 residents per MFR rate to obtain an equivalent MFR total of 607 MFR units. ITE's Multi-Family Housing (High-Rise) trip rate was then applied to the 607 MFR units to estimate the Option 2 trip generation.

Table 2 provides a summary of the proposed trip generation and trip reductions for the co-living uses under Option 2. Development of Option 2 with applicable trip reductions is anticipated to generate a net total of 1,412 daily, 94 AM, and 111 PM peak hour trips.

Table 2 – Option 2 Co-Living Community Project Trip Generation

LAND USE / DESCRIPTION	PROJECT SIZE	TOTAL DAILY TRIPS	AM PEAK TRIPS			PM PEAK TRIPS		
			TOTAL	IN	/ OUT	TOTAL	IN	/ OUT
Trip Generation Rates (ITE 10th Edition)								
Multi-Family Housing (High-Rise) [ITE 222]	Per DU	4.45	0.31	24%	/ 76%	0.36	61%	/ 39%
General Office Building [ITE 710]	Per KSF	9.74	1.16	86%	/ 14%	1.15	16%	/ 84%
Option 2: Co-Living Units (Garden Gate Tower)								
Equivalent Multi-Family Residential Units	607.00 DU	2,701	188	45	/ 143	219	134	/ 85
Retail Tenant (Ground Floor)	6.00 KSF	58	7	6	/ 1	7	1	/ 6
Baseline Project Vehicle Trips (Prior to adjustments)		**2,759**	**195**	**51**	**/ 144**	**226**	**135**	**/ 91**
Internal Trip Adjustments								
VTA Mixed-Use Reduction (Housing & Retail)	-15%	(17)	(3)	(2)	/ (1)	(3)	(0)	/ (3)
Project Vehicle Trips After Reduction		**2,742**	**192**	**49**	**/ 143**	**223**	**135**	**/ 88**
Location Based Mode Share Adjustments								
Urban High-Transit Reduction (Mode Share)	-22%	(604)	(43)	(11)	/ (32)	(50)	(30)	/ (20)
Project Vehicle Trips After Reduction		**2,138**	**149**	**38**	**/ 111**	**173**	**105**	**/ 68**
Project Trip Adjustments								
VMT Vehicle-Trip Reduction (Model Sketch Tool)	-31%	(663)	(47)	(12)	/ (35)	(54)	(33)	/ (21)
Project Vehicle Trips After Reduction		**1,475**	**102**	**26**	**/ 76**	**119**	**72**	**/ 47**
Other Trip Adjustments								
Existing Office Building Credit	-5.20 KSF	(46)	(6)	(5)	/ (1)	(6)	(1)	/ (5)
Existing Apartment Credit	-4.00 DU	(16)	(2)	(0)	/ (2)	(2)	(1)	/ (1)
Final Project Vehicle Trips		**1,412**	**94**	**21**	**/ 73**	**111**	**70**	**/ 41**

Notes:

Land Uses assumed based on latest site plan from C2K Architecture (4/30/2019)

Daily, AM, and PM trips based on average land use rates from the Institute of Traffic Engineers Trip Generation 10th Edition

Mixed-Use Reduction based on standard trip reduction of 15% off the smaller trip generator (Retail) from VTA Transportation Impact Analysis Guidelines 2014. The same number of trips were reduced from the larger trip generator (Residential) to account for both trip ends.

A 22% Mode Share Reduction from San Jose Transportation Analysis Handbook 2018 was applied since the project is located in an "Urban High-Transit" area.

A 31% VMT Reduction from San Jose Transportation Analysis Handbook 2018 applied due to increased alternative transportation mode share from project characteristics. Reduction percentage obtained from City VMT Evaluation Tool.

850 Co-Living bedrooms converted into equivalent Multi-Family Residential Units by assuming 1.5 resident/bedroom and 2.1 resident/MFR conversion rates provided by the City

Table 3 summarizes the project trip generation for the Garden Gate Tower Option 1 and Option 2 alternatives. The Option 2 co-living arrangement is expected to generate more project vehicle trips than the Option 1 apartment layout.

Table 3 – Project Trip Generation Comparison

SCENARIO	TOTAL MFR UNITS	TOTAL DAILY TRIPS	AM PEAK TRIPS			PM PEAK TRIPS		
			TOTAL	IN	OUT	TOTAL	IN	OUT
Option 1 - Multi-Family	290	928	62	13	49	72	45	27
Option 2 - Co-Living	607	1,412	94	21	73	111	70	41
Delta	**317**	**484**	**32**	**8**	**24**	**39**	**25**	**14**
	209%	**152%**	**152%**	**162%**	**149%**	**154%**	**156%**	**152%**

3: 2040 Downtown Strategy Analysis and VMT

The Downtown Strategy 2040 (DTS 2040) is an integrated strategic urban design plan that focuses on the revitalization of Downtown San Jose by envisioning higher density infill development and replacement of underutilized uses within the boundaries of Downtown. The proposed Garden Gate Tower project is located within the Downtown Growth Boundary and subject to the standards and traffic results of the DTS 2040 Transportation Analysis prepared by Hexagon (dated 7/28/2018).

Per Council Policy 5-1, the effects of the proposed DTS 2040 plan on vehicle miles traveled (VMT) was evaluated using the methodology outlined in the City's Transportation Analysis Handbook. The City's VMT guidelines have established an impact threshold VMT per capita of 10.12 and VMT per employee of 12.22. The VMT per capita is anticipated to be about 8.99, and the VMT per employee is anticipated to be about 11.31 in the Downtown Growth Boundary. Based on the DTS 2040 plan, VMT per capita and VMT per employee in the Downtown Growth Boundary would be below the established thresholds and not result in an impact on the transportation system.

For the proposed Garden Gate Tower project, the VMT per capita is anticipated to be about 8.67 for the Option 1 traditional multi-family apartments and 6.29 for the Option 2 co-living community. The VMT is lower for the Option 2 because the co-living community consists of a larger residential density and more affordable housing than the Option 1 apartment scenario. Both project alternatives would not trigger a VMT transportation impact. A summary output of project VMT from the City's VMT Evaluation Tool is presented in **Appendix B** (attached).

4: Project Site Access and Circulation

Both project options would involve the same building footprint, driveway configuration, and nearly the same exterior building architecture apart from some minor differences in the ground floor layout. Project site access and circulation for vehicles, bicycles, and pedestrians would yield similar operations between the Option 1 traditional multi-family and Option 2 co-living alternatives and was previously determined in the Garden Gate Tower TOA Memo dated 6/7/2018.

5: Parking Requirements

Option 1 Traditional Multi-Family

Vehicle and bicycle parking requirements for Option 1 was previously determined in the Garden Gate Tower TOA Memo dated 6/7/2018. For Option 1, the project is required to have 290 vehicle spaces and 73 bicycle spaces. The project site would provide 232 total off-street vehicle spaces, 74 total bicycle spaces, and proposes either a Transportation Demand Management (TDM) program or additional off-site parking spaces to satisfy the parking requirements.

Option 2 Co-Living Community

The recently amended City Zoning ordinance (Title 20 of the San José Municipal Code) establishes draft requirements for the Co-Living Community within the Downtown Zoning District. Per Section 20.80.290, 20.90.060, and 20.200.197 of the San José Municipal Code (SJMC) draft amendment, a co-living community is required to provide one (1) off-street vehicle parking space for every four (4) bedrooms. For bike parking, a co-living community is required to provide twenty-five (25) long-term bicycle parking spaces plus 0.20 long-term spaces for every bedroom over 100 and at least two (2) short-term bicycle parking spaces for every 100 bedrooms.

Based on these ratios, the Option 2 project alternative is required to provide a minimum of 213 off-street vehicle parking spaces and 192 off-street bicycle spaces.

The Option 2 Co-Living Community alternative proposes a four-story below-grade garage with a total of approximately 124 parking stalls, and no above grade parking is proposed. The project also would include three (3) accessible spaces and eight (8) electric vehicle charging stations. The parking garage would be located underground (B1-B4). No visitor or guest parking would be available, and all parking would be reserved. Vehicular parking in the basement would be accessible through the alley off East Reed Street. Additionally, a bike room would be located on the first floor for approximately 180 bicycle racks. Access to the bike room would be from the alley on the eastern side of the building.

The Option 2 Co-Living Community alternative would have a parking shortfall for the off-street vehicle and bicycle spaces. To mitigate the parking shortfall, Option 2 would include a TDM program to reduce the number of vehicle trips generated by the project and to satisfy allowable parking reductions based on the following SJMC provisions:

SJMC 20.90.220.A.1.a-d

Allows up to a 50 percent parking reduction for the project if it conforms to all of the following and implements at total of at least three (3) TDM measures as specified in the following provisions:

- Located within 2,000-feet of a proposed or existing rail station, bus rapid transit station, or an area designated as a neighborhood business district, urban village, or area development policy in the City's General Plan.
- Provides bicycle parking spaces in conformance with Table 20-90.

For a reduction that is more than 20 percent, implement a TDM program that contains at least:

- One (1) TDM measure as listed in 20.90.220.A.1.c.
- Two (2) TDM measures as listed in 20.90.220.A.1.d.

SJMC 20.70.330.A

Allows up to an additional 15 percent parking reduction for projects in downtown if:

- At least one of the TDM measures listed in 20.70.330.A.1 is implemented.
- The TDM plan can be maintained for the life of the project.

The maximum combined vehicle parking reduction allowed based on the above SJMC provisions for downtown is 65 percent. The project site plan under Option 2 proposes 124 total on-site parking spaces which is 75 fewer parking spaces than the City's co-living parking requirement of 199 spaces. This represents a 42 percent reduction in the downtown parking requirement, and the project satisfies the off-street parking reduction criteria described in the SJMC. A 42 percent parking reduction for the Option 2 Co-Living Community alternative could be applied since the project would be located within walking distance to the downtown VTA rail station, would provide sufficient on-site bicycle parking, and would implement a TDM program with City approved measures.

Table 4 summarizes the parking requirements for the Garden Gate Tower Option 1 and Option 2 alternatives.

Table 4 –Project Parking Summary

SCENARIO	VEHICLE PARKING SPACES				BICYCLE PARKING SPACES		
	REQUIRED	PROPOSED SUPPLY	SUFFICIENT PARKING?	MITIGATION	REQUIRED	PROPOSED SUPPLY	SUFFICIENT PARKING?
Option 1 - Multi-Family	290	233	No	TDM	73	73	Yes
Option 2 - Co-Living	213	124	No	TDM	192	180	No
Notes:							
Minimum parking requirements based on San Jose Municipal Code							
Proposed parking supply based on revised project description for each site plan option							

6: Potential TDM Program Elements for Option 2 Co-Living Community

The following section provides an overview of TDM measures the developer could be willing to implement for the Option 2 Co-Living Community alternative to reduce overall parking demand and satisfy the provisions described in the SJMC.

VTA Transit Program

Developing a transit use incentive program for employees and tenants, such as on-site distribution of passes or subsidized transit passes would be an effective transportation option due the project's proximity to existing VTA bus and LRT stations in downtown. Within 1/3-mile walking distance near the project site, bus routes 66, 68, 82, and 304 as well as the convention center VTA LRT station on San Carlos Street provides local and regional service for commuters between San José downtown and major transit destinations in Santa Clara County. The project could participate in the regional Clipper Card or VTA EcoPass system to provide transit benefits for its employees and tenants for the life of the project.

This TDM measure can satisfy the provision in SJMC 20.90.220.A.1.c and 20.70.330.A.1.

Preferred Priority Parking for Electric or Alternatively-fueled Vehicles

Providing preferential parking spaces for electric vehicles can provide project tenants with an attractive incentive to use alternative transportation. To be effective, designated spaces should be located at areas most desirable such as building entrances, covered, and/or attended. The Option 2 alternative is

proposing eight (8) dual port electric charging stations in the underground parking garage. Dedicated electric charging stations would remain a permanent on-site feature and can be expanded to accommodate future demand if needed.

This TDM measure can satisfy the provisions in SJMC 20.90.220.A.1.d.

TDM Marketing and Information Strategies

A strong marketing and public information campaign for the proposed TDM measures can help provide awareness to residential tenants and improve participation in these programs. The project can designate an on-site TDM manager and distribute the following for marketing its TDM plan:

- Information "Welcome" packets for new tenants which includes information about public transit services, discount transit passes, bicycle maps, bike share locations, and rideshare programs.
- Building / Project website with information and links to relevant TDM agencies, forms, and services.
- Regularly published electronic newsletter and e-blasts.
- Information boards located in the lobby of the project posting updates to relevant TDM programs and incentives.
- Describe the project's TDM plan in the covenants, conditions, and restrictions (CC&R) for tenants.

This TDM measure can satisfy the provisions in SJMC 20.90.220.A.1.d.

Appendix

Appendix A - 600 1st Street Site Plan

Appendix B - San Jose VMT Evaluation Tool Summary Report

Appendix A - 600 1st Street Site Plan

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GARDEN GATE TOWER

600 S 1ST SAN JOSE, CA

RESIDENTIAL MIXED-USE DEVELOPMENT

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

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

NORTHWEST PERSPECTIVE

DRAWING INDEX - SUP

PROJECT DESCRIPTION

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

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

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

PROJECT TEAM

OWNER / DEVELOPER

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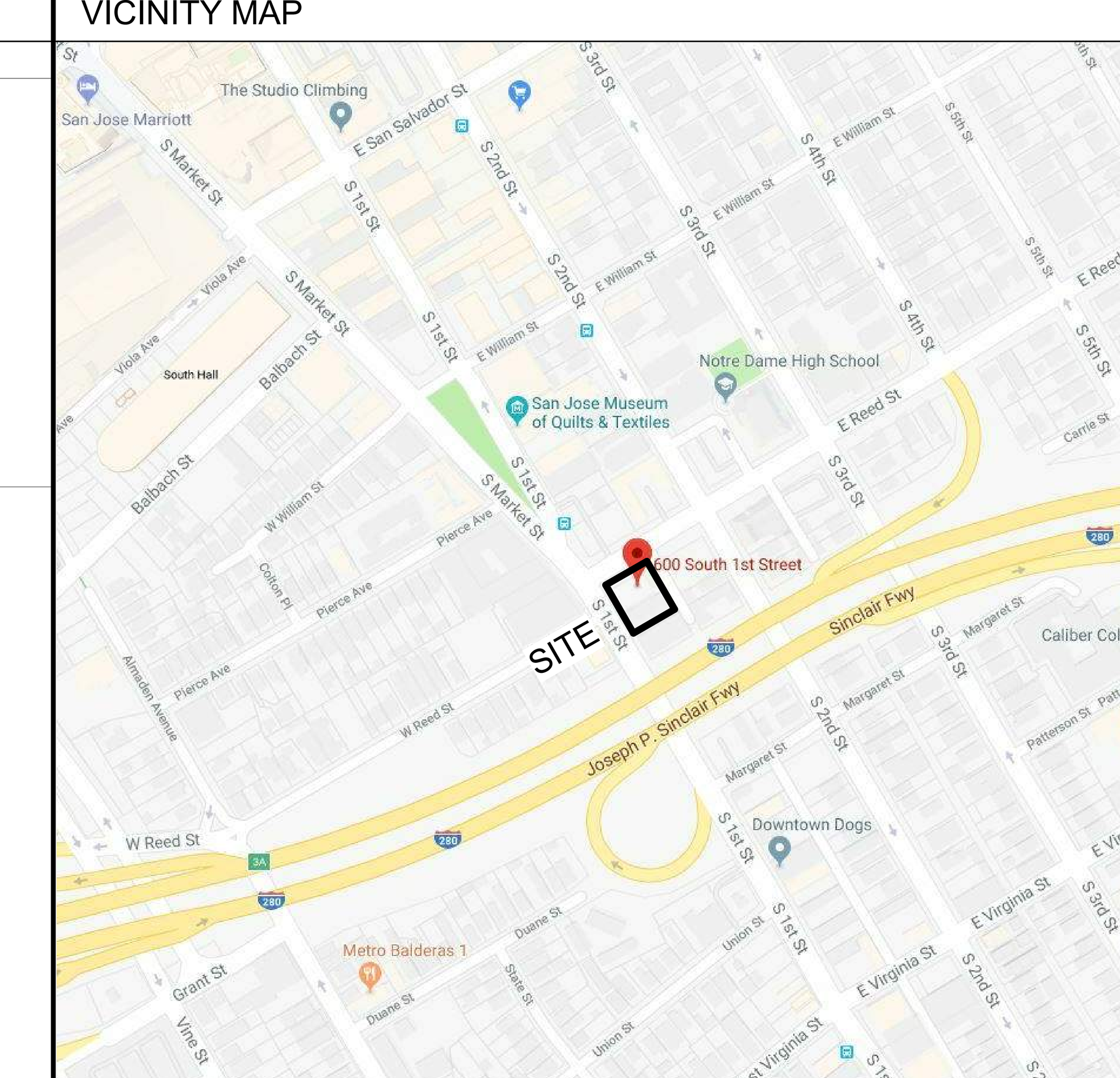
CONTACT:
Peter Smith psmith@cwdco.com

PERMITS / REVIEWS

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

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

VICINITY MAP



1" = 300'

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

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

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

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

PRELIMINARY, NOT FOR CONSTRUCTION

SHEET TITLE:
COVER SHEET

SHEET NO.:
G000

11/13/2018 10:46:53 AM

ABBREVIATIONS:

@ AT
A/V AUDIO VISUAL
AB ANCHOR BOLT
AC AIR CONDITIONING
ACDN ACCORDION
ACOUST ACOUSTICAL
ACP ACOUSTICAL CEILING PANEL
ACT ACOUSTICAL CEILING TILE
AD AREA DRAIN
ADA AMERICANS WITH DISABILITIES ACT
ADJ ADJUST, ADJUSTABLE
AESS ARCHITECTURAL EXPOSED STRUCTURAL STEEL
AFF ABOVE FINISH FLOOR
ALUM ALUMINUM
APPROX APPROXIMATELY
ARCH ARCHITECTURAL
ASPH ASPHALT
AUTO AUTOMATIC

BC BOTTOM OF CURB
BD BOARD
BDRM BEDROOM
BITUM BITUMINOUS
BKR BACKER
BL BLINDS
BLDG BUILDING
BLK BLOCK
BLKG BLOCKING
BLKT BLANKET
BM BEAM
BOT/BTM BOTTOM
BUR BUILT-UP BITUMINOUS ROOFING
BW BOTTOM OF WALL

C CARPET
CAB CABINET
CEM CEMENT, CEMENTITIOUS
CG CORNER GUARD
CI CAST IRON
CIP CAST IN PLACE
CJ CONTROL JOINT
CK TP COOK TOP
CL CENTER LINE
CLG CEILING
CLO CLOSER
CLR CLEAR
CMU CONCRETE MASONRY UNITS
CNTR COUNTER
COL COLUMN
COMP COMPOSITE
CONC CONCRETE
COND CONDITION
CONSTR CONSTRUCTION
CONT CONTINUOUS
CORR CORRIDOR
CSMU CALCIUM SILICATE MASONRY UNIT
CTG COATING
CTR CENTER
CTRL CONTROL
CTSK COUNTERSINK
CTV CABLE TV
CU CUBIC
CUST CUSTOM
CW CURTAIN WALL

DBL DOUBLE
DEC DECORATIVE
DEFL DEFLECTION
DEMO DEMOLISH
DEPT DEPARTMENT
DF DRINKING FOUNTAIN
DIA DIAMETER
DIM DIMENSION
DISP DISPENSER
DN DOWN
DR DOOR, DINING ROOM
DRS DOORS
DS DOWNSPOUT
DW DISHWASHER
DWG DRAWING
DWR DRAWER

(E) EXISTING
EA EACH
EIFS EXTERIOR INSULATION AND FINISH SYSTEM
EJ EXPANSION JOINT
EL ELEVATION
ELEC ELECTRICAL
ELEV ELEVATOR
EMER EMERGENCY
ENCL ENCLOSURE
ENTR ENTRANCE
EOS EDGE OF SLAB
EPS EXPANDED POLYSTYRENE
EQ EQUAL
EQPT EQUIPMENT
ES EACH SIDE
EW EACH WAY
EWC ELECTRIC WATER COOLER
EX EXHAUST
EXIST EXISTING
EXP EXPANSION
EXT EXTERIOR

F FABRIC, FIBER
FA FIRE ALARM, FLUID APPLIED
FB FLAT BAR
FD FLOOR DRAIN
FE FIRE EXTINGUISHER
FEC FIRE EXTINGUISHER CAB
FF FINISH FLOOR
FF SAM FOIL FACED SELF-ADHERED MEMBRANE
FFE FINISH FLOOR ELEVATION
FHC FIRE HOSE CABINET
FIN FINISH
FIXT FIXTURE
FL FLOOR
FLDG FOLDING
FLR FLOOR
FLRG FLOORING
FLSHG FLASHING
FOC FACE OF CONCRETE
FOF FACE OF FINISH
FO FACE OF
FP FIREPROOF
FPFG FIREPROOFING
FR FIRE RATED
FRM FRAME
FRMD FRAMED
FRMG FRAMING
FRP FIBER GLASS REINFORCED PANELS
FRT FIRE RETARDANT TREATED
FS FULL SIZE, FIRESTOPPING
FT FOOT, FEET
FTG FOOTING

GA GAGE
GALV GALVANIZED
GB GRAB BAR
GBATH GUEST BATH
GBDRM GUEST BEDROOM
GD GARBAGE DISPOSAL
GFRC GLASS FIBER REINFORCED CONCRETE
GFRG GLASS FIBER REINFORCED GYPSUM
GI GALVANIZED IRON
GL GLASS
GLULAM GLU-LAMINIATED
GND GROUND
GYP GYPSUM
GYP BD GYPSUM BOARD

HB HOSE BIBB
HC HOLLOW CORE
HDW HARDWARE
HDWD HARDWOOD
HM HOLLOW METAL
HORIZ HORIZONTAL
HP HEAT PUMP
HR HOUR
HT HEIGHT
HT SAM HIGH TEMPERATURE SELF-ADHERED MEMBRANE

ID INSIDE DIAMETER
IN INCH, INCHES
INSUL INSULATION
INT INTERIOR
INTUM INTUMESCENT

JAN JANITOR
JST JOIST
JT JOINT
KIT KITCHEN

L LINEN, LINOLEUM
LAV LAVATORY
LF LINEAL FEET
LIB LIBRARY
LIV LIVING
LKR LOCKER

MACH MACHINE
MAINT MAINTENANCE
MAX MAXIMUM
MBATH MASTER BATH
MBDRM MASTER BEDROOM
MC MEDICINE CABINET
MDF MEDIUM DENSITY FIBERBOARD
MDO MEDIUM DENSITY OVERLAY
MECH MECHANICAL
MED MEDICATION
MEMB MEMBRANE
MFR MANUFACTURER
MH MANHOLE
MIN MINIMUM
MIRR MIRROR
MISC MISCELLANEOUS
MO MASONRY OPENING
MTD MOUNTED
MTL METAL
MUL MULLION
MW MICROWAVE

N/A NOT APPLICABLE
NC NON COMBUSTIBLE
NIC NOT IN CONTRACT
NOM NOMINAL
NTS NOT TO SCALE

OBS OBSCURE
OC ON CENTER
OD OUTSIDE DIAMETER
OFF OFFICE
OFCI OWNER FURNISHED, INSTALLED BY CONTRACTOR
OFOI OWNER FURNISHED, INSTALLED BY OWNER
OH OPPOSITE HAND, OVERHEAD
OPP OPPOSITE
OTB OPEN TO BELOW
OZ OUNCE

P PAINT, PANTRY
P/L PROPERTY LINE
PART BD PARTICLE BOARD
PC PRECAST
PED PEDESTRIAN
PERF PERFORATED
PH PENTHOUSE
PKG PACKAGE
PL PLATE
PLAM PLASTIC LAMINATE
PLAST PLASTER, PLASTIC
PNL PANEL
POL POLISHED
POLYISO POLYISOCYANURATE
PP POWER POLE
PR PAIR

PREFIN PREFINISHED
PREM PREMIUM
PRKG PARKING
PSI POUNDS PER SQUARE INCH
PT PRESERVATIVE TREATED, POST-TENSIONED
PTD PAPER TOWEL DISPENSER
PTD/R PAPER TOWEL DISPENSER AND RECEPTACLE
PTN PARTITION
PTR PAPER TOWEL RECEPTACLE
PVC POLYVINYLCHLORIDE
PWD PLYWOOD

R RADIUS, RISER, RISERS, RANGE
RAD RADIUS
RB HK ROBE HOOK
RCP REFLECTED CEILING PLAN
RD ROOF DRAIN
REF REFERENCE
REFR REFRIGERATOR
REINF REINFORCED, REINFORCING
RES RESIN
RESIL RESILIENT
RF RUBBER FLOORING
RM ROOM
RO ROUGH OPENING
RR REST ROOM

S SURF SOLID SURFACE
S&R STILE AND RAIL
S&V STAIN AND VARNISH
SAM SELF-ADHERED MEMBRANE
SBS STYRENE BUTADIENE STYRENE
SC SEALED CONCRETE
SC SOLID CORE
SCD SEAT COVER DISPENSER
SCHED SCHEDULE
SCRN SCREEN
SD SOAP DISPENSER
SECT SECTION, SECTIONAL
SF SQUARE FEET, STOREFRONT
SGL SAFETY GLASS
SH SHELF, SHINGLES
SHR SHOWER
SHT SHEET
SHTG SHEATHING
SIM SIMILAR
SLDG SLIDING
SLNT SEALANT
SND SANITARY NAPKIN DISPENSER
SNR SANITARY NAPKIN RECEPTACLE
SOG SLAB ON GRADE
SQ SQUARE
SS STAINLESS STEEL
STD STANDARD
STL STEEL
STN STAIN
STOR STORAGE
SUSP SUSPENDED
SV SHEET VINYL
SYM SYMMETRICAL
SYS SYSTEM

T TILE
T&B TOP AND BOTTOM
T&G TONGUE AND GROOVE
TB TACK BOARD, TOWEL BAR
TC TOP OF CURB, TRAFFIC COATING
TEL TELEPHONE
TF TERRAZZO FLOORING
THK THICK
THRES THRESHOLD
TMPD TEMPERED
T.O. TOP OF
TPD TOILET PAPER DISPENSER
TPO THERMOPLASTIC POYOLEFIN
TR TOILET ROOM
TV TELEVISION
TW TOP OF WALL
TYP TYPICAL

UNDERLAY UNDERLAYMENT
UON UNLESS OTHERWISE NOTED
UR URINAL
UTIL UTILITY

VCT VINYL COMPOSITION TILE
VEHIC VEHICULAR
VERT VERTICAL
VEST VESTIBULE
VFY VERIFY
VIF VERIFY IN FIELD
VG VERTICAL GRAIN
VNR VENEER
VP VENEER PLASTER

W/ WITH
W/O WITHOUT
WC WALLCOVERING, WATER CLOSET
WD WOOD
W/D WASHER DRYER
WF WOOD FLOORING
WH WALL HUNG
WOM WALK OFF MAT
WP WATERPROOF
WPFG WATERPROOFING
WR WATER RESISTANT, WATER RESISTIVE
WS WATERSTOP
WT WEIGHT
WW WINDOW WALL
WWF WOVEN WIRE FABRIC

YD YARD

XPS EXTRUDED POLYSTYRENE

BUILDING AREA SUMMARY

Garden Gate Tower

600S 1st Site San Jose		Gross Area	Number Units	Parking Area	Parking Spaces	Retail	Private Open Space	Common Open Space	Const. Type	Height (ft) Flr to Flr	Height	To Floor Level
Roof		2,459	-	-	-	-	-	-	I-A	8.50	273.75	371.00
27th	Residential	11,632	6	-	-	-	473	4,904	I-A	12.00	261.75	359.00
26th	Residential	16,735	11	-	-	-	383	-	I-A	11.00	250.75	348.00
25th	Residential	16,674	13	-	-	-	506	-	I-A	10.00	240.75	338.00
24th	Residential	16,655	13	-	-	-	506	-	I-A	10.00	230.75	328.00
23rd	Residential	16,658	13	-	-	-	506	-	I-A	9.75	221.00	318.25
22nd	Residential	16,639	13	-	-	-	506	-	I-A	9.75	211.25	308.50
21st	Residential	16,266	13	-	-	-	1,104	-	I-A	9.75	201.50	298.75
20th	Residential	16,656	13	-	-	-	506	-	I-A	9.75	191.75	289.00
19th	Residential	16,656	13	-	-	-	506	-	I-A	9.75	182.00	279.25
18th	Residential	16,677	13	-	-	-	506	-	I-A	9.75	172.25	269.50
17th	Residential	16,439	13	-	-	-	907	-	I-A	9.75	162.50	259.75
16th	Residential	16,662	13	-	-	-	506	-	I-A	9.75	152.75	250.00
15th	Residential	16,677	13	-	-	-	506	-	I-A	9.75	143.00	240.25
14th	Residential	16,228	13	-	-	-	1,306	-	I-A	9.75	133.25	230.50
13th	Residential	16,639	13	-	-	-	506	-	I-A	9.75	123.50	220.75
12th	Residential	16,639	13	-	-	-	506	-	I-A	9.75	113.75	211.00
11th	Residential	16,315	13	-	-	-	1,137	-	I-A	9.75	104.00	201.25
10th	Residential	16,639	13	-	-	-	506	-	I-A	9.75	94.25	191.50
9th	Residential	16,627	13	-	-	-	506	-	I-A	9.75	84.50	181.75
8th	Residential	16,639	13	-	-	-	506	-	I-A	9.75	74.75	172.00
7th	Residential	16,666	13	-	-	-	506	-	I-A	9.75	65.00	162.25
6th	Residential	16,666	13	-	-	-	506	-	I-A	9.75	55.25	152.50
5th	Residential	16,666	13	-	-	-	506	-	I-A	9.75	45.50	142.75
4th	Parking	16,272	-	13,653	31	-	-	-	I-A	10.00	35.50	132.75
3rd	Parking	16,711	-	13,978	36	-	-	-	I-A	14.50	21.00	118.25
2nd	OTB/Parking	16,166	-	13,839	29	-	-	-	I-A	10.00	11.00	108.25
1st	Retail / Lobby / Parking	16,437	-	-	-	4,840	-	-	I-A	11.00	0.00	97.25
B1	Basement Parking	17,814	-	13,621	23	-	-	-	I-A	-10.00	-10.00	
B2	Basement Parking	17,814	-	13,967	35	-	-	-	I-A	-10.00	-20.00	
B3	Basement Parking	17,814	-	15,081	35	-	-	-	I-A	-10.00	-30.00	
B4	Basement Parking	17,814	-	15,332	43	-	-	-	I-A	-10.00	-40.00	
		Gross	Units		Stalls		-					
Total		516,051	290	99,471	232	4,840	13,912	4,904			282.25	Total Building Height

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

OPEN SPACE SUMMARY

PRIVATE AND COMMON OPEN SPACE

PRIVATE OPEN SPACE		
TOTAL PRIVATE OPEN SPACE	13,912 SF	
TOTAL UNITS	**290**	
AVERAGE PRIVATE OPEN SPACE PER UNIT	48 SF	/ UNIT
# UNITS WITH BALCONY	230	
PERCENT OF UNITS WITH BALCONY	79%	
COMMON OPEN SPACE		
TOTAL COMMON OPEN SPACE	4,904 SF	
AVERAGE COMMON OPEN SPACE PER UNIT	17 SF	/ UNIT

REFER TO PLANS FOR EXACT LOCATION OF PRIVATE BALCONIES/DECKS

TOTAL OPEN SPACE:
PRIVATE OPEN SPACE = 14,155 SF
COMMON OPEN SPACE = 4,904 SF
GRAND TOTAL = 19,059 SF

UNIT MIX SUMMARY

Unit Mix	Studio	1 BR	1 BR+	2 BR	PH	Total
Total Net SF	27,042	174,423	22,126	57,135		
Avg Size SF	588	992	1,107	1,191		
27th	2	1		3		6
26th	2	6		3		11
25th	2	9		2		13
24th	2	9		2		13
23rd	2	7	2	2		13
22nd	2	7	2	2		13
21st	2	9		2		13
20th	2	7	2	2		13
19th	2	7	2	2		13
18th	2	9		2		13
17th	2	9		2		13
16th	2	7	2	2		13
15th	2	9		2		13
14th	2	9		2		13
13th	2	7	2	2		13
12th	2	9		2		13
11th	2	9		2		13
10th	2	7	2	2		13
9th	2	9		2		13
8th	2	7	2	2		13
7th	2	7	2	2		13
6th	2	9		2		13
5th	2	7	2	2		13
4th						-
3rd						-
2nd						-
1st						-
Total Units	**46**	**176**	**20**	**48**	**-**	**290**
Mix Ratio %	**15.9%**	**60.7%**	**6.9%**	**16.6%**	**0.0%**	**100%**

BUILDING CODE DATA

PROJECT INFORMATION

PROJECT NAME: Garden Gate @ 600 S. 1st Street
ADDRESS: 600 South 1st Street, San Jose, CA 95113
OWNER: KT Urban, 21710 Stevens Creek Blvd # 200, Cupertino, CA 95014
ASSESSOR PARCEL#: 472-26-090, 472-26-089
SEISMIC ZONE: DESIGN CATEGORY D

BUILDING NARRATIVE

290 RESIDENTIAL UNITS IN 27 STORY TOWER, INCLUDES FOUR LEVELS OF PARKING BELOW GRADE WITH RETAIL AT GROUND LEVEL.

APPLICABLE BUILDING REGULATIONS

PART 1 - 2016 CALIFORNIA BUILDING STANDARDS ADMINISTRATIVE CODE
PART 2 - 2016 CALIFORNIA BUILDING CODE (BASED ON 2015 IBC) WITH SAN JOSE CITY AMENDMENTS
PART 3 - 2016 CALIFORNIA ELECTRICAL CODE (BASED ON 2014 NEC) WITH SAN JOSE CITY AMENDMENTS
PART 4 - 2016 CALIFORNIA MECHANICAL CODE (BASED ON 2015 UMC) WITH SAN JOSE CITY AMENDMENTS
PART 5 - 2016 CALIFORNIA PLUMBING CODE (BASED ON 2015 UPC) WITH SAN JOSE CITY AMENDMENTS
PART 6 - 2016 CALIFORNIA ENERGY CODE
PART 9 - 2016 CALIFORNIA FIRE CODE (BASED ON 2015 IFC)
PART 11 - 2016 CALIFORNIA GREEN BUILDING STANDARDS CODE
PART 12 - 2016 CALIFORNIA REFERENCE STANDARDS CODE
ZONING ORDINANCE, CITY OF SAN JOSE, CALIFORNIA TITLE 20 OF SAN JOSE MUNICIPAL CODE

BUILDING OCCUPANCY AND SEPARATIONS — CHAPTER 3

OCCUPANCY CLASSIFICATION GROUPS: A-2, A-3, B, M, R-2, S-1, S-2
OCCUPANCY SEPARATION (TABLE 508.4): NON SEPARATED PER 508.3; R-2 SEPARATED PER 420

ALLOWABLE HEIGHT AND AREA — CHAPTER 5

ALLOWABLE AREA PER FLOOR (TABLE 506.2): UNLIMITED

FRONTAGE INCREASE FACTORS

	NORTH	EAST	SOUTH	WEST
FRONTAGE (506.3)	50'-0"	12'-6"	3'-3"	40'-0"

FRONTAGE SHOWN BUT NOT USED FOR AREA INCREASE

CONSTRUCTION TYPE: I-A

	ALLOWABLE	PROPOSED
BUILDING HEIGHT (PER TABLE 504.3)	UNLIMITED*	282'-3"**
NUMBER OF STORIES (PER TABLE 504.4)	UNLIMITED*	27 STORIES*
AUTOMATIC SPRINKLER INCREASE	N/A	N/A

*SITE IS SUBJECT TO HEIGHT LIMITATIONS SET BY FAA FOR SAN JOSE AIRPORT OPERATIONS.

ZONING

LOCATION: APN	472-26-090, 089		
	Site bounded by S. 1st St, Reed St		
ZONING DISTRICT	DC	Downtown Primary Commercial	
LOT SIZE	18,238 SF =	0.42 ACRES	Gross

DENSITY PROPOSED — **290 UNITS PROPOSED**
290 UNITS /.42 ACRES = **693** DWELLING UNITS / ACRE
CoSJ GENERAL PLAN 2040 — **Allowed Density: Up to 800 DU/AC**

FAR BUILDABLE AREA 18,238 SF **LOT AREA**
AREA PROPOSED (FAR Gross) = 442,077 SF
442,077 SF / 18,238 = 24.2
FAR = 24:1 PROPOSED
CoSJ GENERAL PLAN 2040 — **FAR: Up to 30.0**

PARKING ANALYSIS

REQUIRED PARKING
PER SAN JOSE ZONING ORDINANCE, TABLE 20-140
RESIDENTIAL MULTIPLE DWELLING
1 SPACE PER UNIT REQUIRED
290 UNITS
232 SPACES PROPOSED *(20% REDUCTION)*
ACCESSIBLE PARKING SPACES
2% OF COVERED MULTIFAMILY DWELLING UNITS
5 ACCESSIBLE SPACES REQUIRED
5 ACCESSIBLE SPACES PROVIDED
ALL PARKING SPACES WILL BE ASSIGNED. NO PARKING WILL BE PROVIDED FOR VISITORS OR PUBLIC

BICYCLE PARKING 20.70.485
TABLE 20-120 REQUIREMENT — 1 PER 4 LIVING UNITS
290 UNITS / 4 = **73 BICYCLE PARKING SPACES REQ'D**
29 SHORT TERM (40% TOTAL)
44 LONG TERM (60% TOTAL)
1 LONG TERM COMMERCIAL
74 BICYCLE PARKING SPACES PROVIDED

ELECTRIC VEHICLE CHARGING STATIONS
420.9 INSTALLATION OF EV CHARGING INFRASTRUCTURE IN NEW CONSTRUCTION
4.106.4.2 CALIFORNIA GREEN BUILDING STANDARDS CODE (CALGREEN)

3% OF TOTAL NUMBER OF PARKING SPACES SHALL CONTAIN INFRASTRUCTURE TO SUPPORT FUTURE EV CHARGING STATIONS

232 PARKING SPACES x 0.03 = 6.96
7 EV INFRASTRUCTURE PARKING SPACES REQUIRED
8 EV INFRASTRUCTURE PARKING SPACES PROVIDED

PER CBC T11B-228.3.2.1 EVCS FOR PUBLIC AND COMMON USE
1 VAN EVCS SPACE REQUIRED
1 STANDARD ACCESSIBLE EVCS SPACE REQ'D

1 VAN EVCS SPACE PROVIDED
1 STANDARD ACCESSIBLE EVCS SPACE PROV'D

ALL PARKING SPACES WILL BE ASSIGNED. NO PARKING WILL BE PROVIDED FOR VISITORS OR PUBLIC

BUILDING CONSTRUCTION — CHAPTERS 6, & 7

FIRE RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS (TABLE 601)

		REQUIREMENT
BUILDING ELEMENT		TYPE - IA
STRUCTURAL FRAME		3
BEARING WALLS -	EXTERIOR	2*
	INTERIOR	2*
NON BEARING WALLS AND PARTITIONS	INTERIOR	0
FLOOR CONSTRUCTION		2
ROOF CONSTRUCTION		1*

* REDUCTION IN RATING TO TYPE 1B REQUIREMENTS PER 403.2.1.1

FIRE RESISTANCE RATING REQUIREMENTS FOR EXTERIOR WALLS BASED ON FIRE SEPARATION

DISTANCE (TABLE 602)	NORTH	EAST	SOUTH	WEST
FIRE SEPARATION DISTANCE PROVIDED	50'-0"	12'-6"	3'-3"	40'-0"
TYPE IA - EXT WALL REQUIREMENTS - BEARING	PER TBL 601			
- NON BEARING	1-HR	0-HR	0-HR	0-HR

MAXIMUM AREA OF EXTERIOR WALL OPENINGS (TABLE 705.8)

	NORTH	EAST	SOUTH	WEST
FIRE SEPARATION DISTANCE PROVIDED	50'-0"	12'-6"	3'-3"	40'-0"
MAXIMUM AREA OF UNPROTECTED OPENINGS (BUILDING SPRINKLERED - 705.8.1)	NO LIMIT	45%	see plans	NO LIMIT

SHAFTS — CHAPTER 7

SHAFT CONSTRUCTION: 2 HR REQUIRED PER 713.4

CHUTES — CHAPTER 7

CHUTE ENCLOSURE: 2 HR REQUIRED PER 713.4
HOPPER DOOR CONSTRUCTION: 1 1/2-HR AS REQUIRED PER TABLE 716.5.9.3
REFUSE COLLECTION ROOM: 1-HR FIRE BARRIER ENCLOSURE WITH 3/4-HR DOOR PER 708.13.3
DOOR OPERATION: SELF OR AUTOMATIC CLOSING UPON ACTIVATION OF SMOKE DETECTION PER 716.5.9.3
TERMINATION ROOM: SPRINKLERED PER TABLE 509 WITH 1 1/2-HR DOOR PER 713.13.4 & TABLE 716.5
SPRINKLERS: AUTOMATIC SPRINKLER SYSTEM PROVIDED PER 713.13.6

OPENINGS — CHAPTER 7

WINDOWS: EMERGENCY WINDOWS PER SECTION 1029 ARE NOT REQUIRED PER 403.5.6
FIRE PROTECTION RATINGS FOR DOORS (TABLE 716.5)

FIRE SERVICE ACCESS ELEVATOR LOBBY DOORS	45 MINUTE "S" LABEL DOORS IN 1 HOUR SMOKE BARRIER
ELEVATOR SHAFT DOORS	90 MINUTE "S" LABEL DOORS IN 2-HR FIRE BARRIER
PRESSURIZED VESTIBULE DOORS FROM CORRIDOR	90 MINUTE "S" LABEL DOORS IN 2-HR FIRE BARRIER
PRESSURIZED VESTIBULE DOORS INTO STAIRWAY	90 MINUTE "S" LABEL DOORS IN 2-HR FIRE BARRIER
CORRIDOR DOORS	20 MINUTE "S" LABEL DOORS IN 1-HR FIRE PARTITION

ELEVATORS — CHAPTERS 7, 10, & 30

LOBBY:
ENCLOSED LOBBY NOT REQUIRED AT STREET LEVEL PER 713.14.1, EXCEPTION 1
FIRE SERVICE ACCESS ELEVATOR LOBBY SIZE MIN DIMENSION OF 8'-0", AND 150 SF

ACCESSIBLE MEANS OF EGRESS ELEVATOR:
ONE (1) ELEVATOR TO BE PROVIDED AS ACCESSIBLE MEANS OF EGRESS PER SECTION 1007.2.1

FLOOR LANDINGS ILLUMINATION:
5 fc MIN AT THRESHOLD (1124A.5)

ELEVATOR SIZE REQUIREMENT:
ONE (1) ELEVATOR TO ACCOMMODATE 24-INCH BY 84-INCH AMBULANCE STRETCHER WITH 5-INCH MAXIMUM RADIUS CORNERS, 80-INCH BY 54-INCH CLEAR DISTANCE BETWEEN WALLS, AND MINIMUM DISTANCE FROM WALL TO RETURN PANEL OF 51 INCHES WITH A 42 INCH MINIMUM SIDE-SLIDE DOOR PER SECTION 3002.4.3a

ALL PROVIDED ELEVATORS TO MEET ACCESSIBILITY REQUIREMENTS OF CBC 11B-407 & 1124A

FIRE SERVICE ACCESS ELEVATORS:
TWO REQUIRED PER 403.6.1
CAPACITY: 3500# MIN PER 403.6.1
FIRE ALARM TO INITIATE PHASE I EMERGENCY RECALL (3007.2)
PROVIDE PHASE II EMERGENCY IN-CAR OPERATION (3003.2)
MONITORED BY FIRE COMMAND CENTER (3007.8)
STANDBY POWER TYPE 60/CLASS 2/LEVEL 1, REQUIRED FOR ELEVATOR EQUIPMENT, HOISTWAY LIGHTING, MACHINE ROOM VENTILATION AND COOLING EQUIPMENT, AND CONTROLLER COOLING EQUIPMENT (3007.9)

INTERIOR FINISHES — CHAPTER 8

WALL/CEILING MAXIMUM FLAME SPREAD CLASSIFICATIONS AND RATINGS (TABLE 803.9)

EXIT ENCLOSURES:	CLASS B
CORRIDORS AND EXIT ACCESS ENCLOSURES:	CLASS C TYP, CLASS B ON LEVEL 4
ROOMS AND ENCLOSED SPACES:	CLASS C

FLOOR FINISH (SECTION 804)

ALL AREAS:	COMPLY WITH ASTM STANDARD E 648, & SPECIFIC OPTICAL DENSITY SMOKE RATING NOT TO EXCEED 450 PER ASTM E 662 (804.4.1)
EXITS, CORRIDORS, & ROOMS OR SPACES NOT SEPARATED FROM CORRIDORS:	MINIMUM CRITICAL RADIANT FLUX: CLASS II (804.4.2)

REQUIRED LIFE SAFETY SYSTEMS — CHAPTER 9

	REQUIREMENT	TYPE/CLASS
AUTOMATIC SPRINKLER SYSTEM*	PER 903.2, 903.3.1.1, & SJFC 17.12.630	NFPA 13
STANDPIPE SYSTEM	PER 905.3.1, Exception 1	NFPA 14 / CLASS I
FIRE PUMPS	PER 913	NFPA 20
FIRE EXTINGUISHERS	PER 906.1 & CRC Title 19, Div 1, Chapter 3	2-A MIN RATED
FIRE ALARM SYSTEM**	PER 907.2	NFPA 72 AS AMENDED IN CHAPTER 35
AUDIBLE ALARMS	PER 907.5.2.1 & 907.5.2.2	
VISIBLE ALARMS	PER 907.5.2.3	
SMOKE DETECTION SYSTEM	PER 907.2.13 & 907.3	NFPA 72
FIRE DEPARTMENT COMMUNICATION SYSTEM	PER 907.2.13.2	NFPA 72

* SYSTEMS SERVING MORE THAN 20 HEADS SHALL BE SUPERVISED BY AN APPROVED CENTRAL, PROPRIETARY, OR REMOTE SERVICE.
QUICK RESPONSE OR RESIDENTIAL AUTOMATIC SPRINKLERS ARE REQUIRED IN DWELLING OR SLEEPING UNITS

** SYSTEM SHALL ACTIVATE A MEANS OF WARNING FOR THE HEARING IMPAIRED (1007.12)

SECONDARY WATER SUPPLY (903.3.5.2)
SMOKE CONTROL SYSTEM (SECTION 909)
FIRE DEPARTMENT CONNECTIONS (SECTION 912)
EMERGENCY RESPONDER SAFETY FEATURES (SECTION 914)
EMERGENCY RESPONDER RADIO COVERAGE (SECTION 915)
STANDBY POWER SYSTEM (SECTION 2702)
EMERGENCY POWER SYSTEM (SECTION 2702)
PRESSURIZED EXIT ENCLOSURES (SECTIONS 909.20 AND 1022.10)
FIRE COMMAND CENTER (SECTION 911)
ROOM SIZE MIN DIMENSION OF 10'-0", AND 200 SF
FIREFIGHTER AIR REPLENISHMENT SYSTEM (2016 CALIFORNIA FIRE CODE - APPENDIX L)

F.A.R.S. - A PERMANENTLY INSTALLED ARRANGEMENT OF PIPING, VALVES, FITTINGS AND EQUIPMENT TO FACILITATE THE REPLINISHMENT OF BREATHING AIR IN SELF-CONTAINED BREATHING APPARATUS (SCBA) FOR FIRE FIGHTERS ENGAGED IN EMERGENCY OPERATIONS.

MEANS OF EGRESS — CHAPTER 10

EGRESS WIDTH PER OCCUPANT SERVED (1005.3)
STAIRWAYS: (1005.3.1 EXCEPTION 1) .2"/OCC
OTHER EGRESS COMPONENTS: (1005.3.2 EXCEPTION 1) .15"/OCC

ACCESSIBLE MEANS OF EGRESS (1009)
48" STAIRWAY WIDTH NOT REQUIRED (1009.3, EXCEPTION 2)
AREAS OF REFUGE NOT REQUIRED (1009.3, EXCEPTION 8 & 1009.4, EXCEPTION 2)
TWO WAY COMMUNICATION SYSTEM REQUIRED AT ELEVATOR LANDINGS (1009.8)

EXIT ACCESS (1014)
COMMON PATH OF EGRESS TRAVEL PER 1014.3
B & S OCCUPANCIES: 100'-0"
A OCCUPANCIES: 75'-0"
R-2 OCCUPANCIES: 125'-0"

EXIT ACCESS TRAVEL DISTANCE (1016)
A, R, S-1 OCCUPANCIES: 250'-0"
B OCCUPANCY 300'-0"
S-2 OCCUPANCY 400'-0"

MINIMUM CORRIDOR WIDTH (1018.2)

LOCATION	MIN WIDTH
ACCESS TO MECHANICAL, PLUMBING, OR ELECTRICAL SYSTEMS OR EQUIPMENT	24"
WHERE OCCUPANT CAPACITY IS LESS THAN 50	36"
WITHIN A DWELLING UNIT	36"
ALL OTHER LOCATIONS	44"

CORRIDOR DEAD END (1020.4):
A OCCUPANCY: 20'-0"
B, R-2, & S OCCUPANCIES: 50'-0" (1020.4, EXCEPTION 2)

MEANS OF EGRESS ILLUMINATION (1006)
(NOT REQUIRED INSIDE DWELLING UNITS PER 1006.1, EXCEPTION 3)
TYPICAL CONDITIONS: 1 fc MIN AT THE WALKING SURFACE TO PUBLIC WAY
EMERGENCY POWER ILLUMINATION REQUIREMENTS PER 1006.3.1

INTERIOR ENVIRONMENT — CHAPTER 12

LIGHTING OF OCCUPIED SPACES:
NATURAL LIGHT: NET GLAZED AREA IS GREATER THAN 8% OF THE FLOOR AREA OF THE ROOM SERVED
ARTIFICIAL LIGHT: 10fc AVERAGE PROVIDED AT 30-INCHES ABOVE THE FLOOR LEVEL.

DWELLING UNIT SOUND TRANSMISSION:
WALLS: 50 STC MIN REQUIRED (1208.2)
FLOOR/CEILINGS: 60 IIC MIN REQUIRED (1207.3)
EXTERIOR WALLS STC 37: LIVING ROOM 55 Dba Lmax30 (GENERAL PLAN 2040 EC-1.1)

ROOFING REQUIREMENTS — CHAPTERS 15 & 16

BASIC WIND SPEED 85 MPH (V3S)
WIND EXPOSURE CATEGORY: B
FIRE CLASSIFICATION: B

CLADDING REQUIREMENTS — CHAPTERS 14 & 16

BASIC WIND SPEED 85 MPH (V3S)
WIND EXPOSURE CATEGORY: B
FIRE CLASSIFICATION: NON-COMBUSTIBLE

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

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

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

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

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

PRELIMINARY, NOT FOR CONSTRUCTION

SHEET TITLE: CODE ANALYSIS

SHEET NO.: **G100**

11/13/2018 10:46:06 AM

ABBREVIATIONS:

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

BUILDING AREA SUMMARY

600 S 1ST STREET_CO-LIVING

		New Gross Area	Number Units	Parking Area	Parking Spaces	Retail Area	Private Open Space	Common Open Space	Const. Type	Flr to Flr Height	Ht To Top of Floor
Roof		2,459	-						I-A	10.00	282.75
27th	Amenity	11,394					-	5,386	I-A	12.00	272.75
26th	Residential	16,482	27				-	185	I-A	10.00	260.75
25th	Residential	16,509	32				-	185	I-A	9.75	250.75
24th	Residential	16,509	32				-	185	I-A	9.75	241.00
23rd	Residential	16,509	32				-	185	I-A	9.75	231.25
22nd	Residential	16,509	32				-	185	I-A	9.75	221.50
21st	Residential	16,509	32				-	185	I-A	9.75	211.75
20th	Residential	16,509	32				-	185	I-A	9.75	202.00
19th	Residential	16,509	32				-	185	I-A	9.75	192.25
18th	Residential	16,509	32				-	185	I-A	9.75	182.50
17th	Residential	16,509	32				-	185	I-A	9.75	172.75
16th	Residential	16,509	32				-	185	I-A	9.75	163.00
15th	Residential	16,509	32				-	185	I-A	9.75	153.25
14th	Residential	16,509	32				-	185	I-A	9.75	143.50
13th	Residential	16,509	32				-	185	I-A	9.75	133.75
12th	Residential	16,509	32				-	185	I-A	9.75	124.00
11th	Residential	16,509	32				-	185	I-A	9.75	114.25
10th	Residential	16,509	32				-	185	I-A	9.75	104.50
9th	Residential	16,509	32				-	185	I-A	9.75	94.75
8th	Residential	16,509	32				-	185	I-A	9.75	85.00
7th	Residential	16,509	32				-	185	I-A	9.75	75.25
6th	Residential	16,509	32				-	185	I-A	9.75	65.50
5th	Residential	16,509	32				-	185	I-A	9.75	55.75
4th	Residential	15,971	31				-	-	I-A	9.75	46.00
3rd	Residential	16,709	32				-	-	I-A	9.75	36.25
2nd	Residential	16,363	31				-	-	I-A	9.75	26.50
1st	Lobby / Parking	13,415	-			5,422		-	I-A	16.75	16.75
B1	Basement Parking	17,814		13,621	18				I-A	-11.00	-11.00
B2	Basement Parking	17,814		13,967	33				I-A	-10.00	-21.00
B3	Basement Parking	17,814		15,081	34				I-A	-10.00	-31.00
B4	Basement Parking	17,814		15,332	39				I-A	-10.00	-41.00
		Gross	Units		Spaces						
Total		**510,738**	**793**	**58,001**	**124**	**5,422**		**9,456**			**282.75** Total Building Height

Site Area SF	0.42 acres	18,238	SF
Proposed FAR Area (above Grade)	439,482		
Proposed FAR	24		
Proposed Density	1894 DU/Acre		

Open Space	
Private Space	
0	SF/Unit
Common Space	
12	SF/Unit

BUILDING CODE DATA

PROJECT INFORMATION

PROJECT NAME: Garden Gate @ 600 S. 1st Street

ADDRESS: 600 South 1st Street
San Jose, CA 95113

OWNER: KT Urban
21710 Stevens Creek Blvd # 200
Cupertino, CA 95014

ASSESSOR PARCEL#: 472-26-090, 472-26-089

SEISMIC ZONE: DESIGN CATEGORY D

BUILDING NARRATIVE

793 COLIVING UNITS IN 27 STORY TOWER, INCLUDES FOUR LEVELS OF PARKING BELOW GRADE WITH RETAIL AT GROUND LEVEL.

APPLICABLE BUILDING REGULATIONS

PART 1 - 2016 CALIFORNIA BUILDING STANDARDS ADMINISTRATIVE CODE

PART 2 - 2016 CALIFORNIA BUILDING CODE (BASED ON 2015 IBC) WITH SAN JOSE CITY AMENDMENTS

PART 3 - 2016 CALIFORNIA ELECTRICAL CODE (BASED ON 2014 NEC) WITH SAN JOSE CITY AMENDMENTS

PART 4 - 2016 CALIFORNIA MECHANICAL CODE (BASED ON 2015 UMC) WITH SAN JOSE CITY AMENDMENTS

PART 5 - 2016 CALIFORNIA PLUMBING CODE (BASED ON 2015 UPC) WITH SAN JOSE CITY AMENDMENTS

PART 6 - 2016 CALIFORNIA ENERGY CODE

PART 9 - 2016 CALIFORNIA FIRE CODE (BASED ON 2015 IFC)

PART 11 - 2016 CALIFORNIA GREEN BUILDING STANDARDS CODE

PART 12 - 2016 CALIFORNIA REFERENCE STANDARDS CODE

ZONING ORDINANCE, CITY OF SAN JOSE, CALIFORNIA TITLE 20 OF SAN JOSE MUNICIPAL CODE

BUILDING OCCUPANCY AND SEPARATIONS — CHAPTER 3

OCCUPANCY CLASSIFICATION GROUPS: A-2, A-3, B, M, R-2, S-1, S-2

OCCUPANCY SEPARATION (TABLE 508.4): NON SEPARATED PER 508.3
R-2 SEPARATED PER 420

ALLOWABLE HEIGHT AND AREA — CHAPTER 5

ALLOWABLE AREA PER FLOOR (TABLE 506.2): UNLIMITED

FRONTAGE INCREASE FACTORS

	NORTH	EAST	SOUTH	WEST
FRONTAGE (506.3)	50'-0"	12'-6"	3'-3"	40'-0"

FRONTAGE SHOWN BUT NOT USED FOR AREA INCREASE

CONSTRUCTION TYPE: I-A

	ALLOWABLE	PROPOSED
BUILDING HEIGHT (PER TABLE 504.3)	UNLIMITED*	282'-3"*
NUMBER OF STORIES (PER TABLE 504.4)	UNLIMITED*	27 STORIES*
AUTOMATIC SPRINKLER INCREASE	N/A	N/A

*SITE IS SUBJECT TO HEIGHT LIMITATIONS SET BY FAA FOR SAN JOSE AIRPORT OPERATIONS.

ZONING

LOCATION: APN 472-26-090, 089
Site bounded by S. 1st St, Reed St

ZONING DISTRICT	DC	Downtown Primary Commercial
LOT SIZE	18,238 SF =	0.42 ACRES Gross

DENSITY PROPOSED — **793 UNITS PROPOSED**
793 UNITS /.42 ACRES = **1894** DWELLING UNITS / ACRE
CoSJ GENERAL PLAN 2040 — **Allowed Density: Up to 800 DU/AC**

FAR BUILDABLE AREA 18,238 SF **LOT AREA**
AREA PROPOSED (FAR Gross) = 439,482 SF
439,482 SF / 18,238 = 24.1
FAR = 24:1 PROPOSED
CoSJ GENERAL PLAN 2040 — **FAR: Up to 30.0**

PARKING ANALYSIS

REQUIRED PARKING

PER SAN JOSE ZONING ORDINANCE, TABLE 20-140
COLIVING COMMUNITY
793 X 0.6 475.8
TDM REDUCTION 0.5 237.9
237.9 SPACES REQUIRED
124 SPACES PROPOSED

ACCESSIBLE PARKING SPACES
2% OF COVERED MULTIFAMILY DWELLING UNITS
2.5 ACCESSIBLE SPACES REQUIRED
3 ACCESSIBLE SPACES PROVIDED

ALL PARKING SPACES WILL BE ASSIGNED. NO PARKING WILL BE PROVIDED FOR VISITORS OR PUBLIC

ELECTRIC VEHICLE CHARGING STATIONS

420.9 INSTALLATION OF EV CHARGING INFRASTRUCTURE IN NEW CONSTRUCTION
4.106.4.2 CALIFORNIA GREEN BUILDING STANDARDS CODE (CALGREEN)

3% OF TOTAL NUMBER OF PARKING SPACES SHALL CONTAIN INFRASTRUCTURE TO SUPPORT FUTURE EV CHARGING STATIONS

130 PARKING SPACES x 0.03 = 3.9
4 EV INFRASTRUCTURE PARKING SPACES REQUIRED
8 EV INFRASTRUCTURE PARKING SPACES PROVIDED

PER CBC T11B-228.3.2.1 EVCS FOR PUBLIC AND COMMON USE
1 VAN EVCS SPACE REQUIRED
1 STANDARD ACCESSIBLE EVCS SPACE REQ'D

1 VAN EVCS SPACE PROVIDED
1 STANDARD ACCESSIBLE EVCS SPACE PROV'D

BICYCLE PARKING

793 BEDROOMS
Coliving Ordinance

Long Term Spaces (60%) - 0.25 per bedroom. For buildings containing over 100 bedrooms, 25 long term spaces plus 0.20 spaces for every bedroom over 100

LONG TERM SPACES			25
693	X	0.20	138.6
LONG TERM SPACES REQUIRED			**164**

Short Term Spaces (40%) - 2 spaces for every 100 bedrooms

7.93	X	2	15.86
SHORT TERM SPACES REQUIRED			**16**

TOTAL SPACES REQUIRED	**179**
BICYCLE SPACES PROVIDED	**180**

BUILDING CONSTRUCTION — CHAPTERS 6, & 7

FIRE RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS (TABLE 601)

		REQUIREMENT
BUILDING ELEMENT		TYPE - IA
STRUCTURAL FRAME		3
BEARING WALLS -	EXTERIOR	2*
	INTERIOR	2*
NON BEARING WALLS AND PARTITIONS	INTERIOR	0
FLOOR CONSTRUCTION		2
ROOF CONSTRUCTION		1*

* REDUCTION IN RATING TO TYPE 1B REQUIREMENTS PER 403.2.1.1

FIRE RESISTANCE RATING REQUIREMENTS FOR EXTERIOR WALLS BASED ON FIRE SEPARATION

DISTANCE (TABLE 602)	NORTH	EAST	SOUTH	WEST
FIRE SEPARATION DISTANCE PROVIDED	50'-0"	12'-6"	3'-3"	40'-0"
TYPE IA - EXT WALL REQUIREMENTS - BEARING	PER TBL 601			
- NON BEARING	1-HR	0-HR	0-HR	0-HR

MAXIMUM AREA OF EXTERIOR WALL OPENINGS (TABLE 705.8)

	NORTH	EAST	SOUTH	WEST
FIRE SEPARATION DISTANCE PROVIDED	50'-0"	12'-6"	3'-3"	40'-0"
MAXIMUM AREA OF UNPROTECTED OPENINGS (BUILDING SPRINKLERED - 705.8.1)	NO LIMIT	45%	see plans	NO LIMIT

SHAFTS — CHAPTER 7

SHAFT CONSTRUCTION: 2 HR REQUIRED PER 713.4

CHUTES — CHAPTER 7

CHUTE ENCLOSURE: 2 HR REQUIRED PER 713.4

HOPPER DOOR CONSTRUCTION: 1 1/2-HR AS REQUIRED PER TABLE 716.5.9.3

REFUSE COLLECTION ROOM: 1-HR FIRE BARRIER ENCLOSURE WITH 3/4-HR DOOR PER 708.13.3

DOOR OPERATION: SELF OR AUTOMATIC CLOSING UPON ACTIVATION OF SMOKE DETECTION PER 716.5.9.3

TERMINATION ROOM: SPRINKLERED PER TABLE 509 WITH 1 1/2-HR DOOR PER 713.13.4 & TABLE 716.5

SPRINKLERS: AUTOMATIC SPRINKLER SYSTEM PROVIDED PER 713.13.6

OPENINGS — CHAPTER 7

WINDOWS: EMERGENCY WINDOWS PER SECTION 1029 ARE NOT REQUIRED PER 403.5.6

FIRE PROTECTION RATINGS FOR DOORS (TABLE 716.5)

FIRE SERVICE ACCESS ELEVATOR LOBBY DOORS	45 MINUTE "S" LABEL DOORS IN 1 HOUR SMOKE BARRIER
ELEVATOR SHAFT DOORS	90 MINUTE "S" LABEL DOORS IN 2-HR FIRE BARRIER
PRESSURIZED VESTIBULE DOORS FROM CORRIDOR	90 MINUTE "S" LABEL DOORS IN 2-HR FIRE BARRIER
PRESSURIZED VESTIBULE DOORS INTO STAIRWAY	90 MINUTE "S" LABEL DOORS IN 2-HR FIRE BARRIER
CORRIDOR DOORS	20 MINUTE "S" LABEL DOORS IN 1-HR FIRE PARTITION

ELEVATORS — CHAPTERS 7, 10, & 30

LOBBY:
ENCLOSED LOBBY NOT REQUIRED AT STREET LEVEL PER 713.14.1, EXCEPTION 1
FIRE SERVICE ACCESS ELEVATOR LOBBY SIZE MIN DIMENSION OF 8'-0", AND 150 SF

ACCESSIBLE MEANS OF EGRESS ELEVATOR:
ONE (1) ELEVATOR TO BE PROVIDED AS ACCESSIBLE MEANS OF EGRESS PER SECTION 1007.2.1

FLOOR LANDINGS ILLUMINATION:
5 fc MIN AT THRESHOLD (1124A.5)

ELEVATOR SIZE REQUIREMENT:
ONE (1) ELEVATOR TO ACCOMMODATE 24-INCH BY 84-INCH AMBULANCE STRETCHER WITH 5-INCH MAXIMUM RADIUS CORNERS, 80-INCH BY 54-INCH CLEAR DISTANCE BETWEEN WALLS, AND MINIMUM DISTANCE FROM WALL TO RETURN PANEL OF 51 INCHES WITH A 42 INCH MINIMUM SIDE-SLIDE DOOR PER SECTION 3002.4.3a

ALL PROVIDED ELEVATORS TO MEET ACCESSIBILITY REQUIREMENTS OF CBC 11B-407 & 1124A

FIRE SERVICE ACCESS ELEVATORS:
TWO REQUIRED PER 403.6.1
CAPACITY: 3500# MIN PER 403.6.1
FIRE ALARM TO INITIATE PHASE I EMERGENCY RECALL (3007.2)
PROVIDE PHASE II EMERGENCY IN-CAR OPERATION (3003.2)
MONITORED BY FIRE COMMAND CENTER (3007.8)
STANDBY POWER TYPE 60/CLASS 2/LEVEL 1, REQUIRED FOR ELEVATOR EQUIPMENT, HOISTWAY LIGHTING, MACHINE ROOM VENTILATION AND COOLING EQUIPMENT, AND CONTROLLER COOLING EQUIPMENT (3007.9)

INTERIOR FINISHES — CHAPTER 8

WALL/CEILING MAXIMUM FLAME SPREAD CLASSIFICATIONS AND RATINGS (TABLE 803.9)

EXIT ENCLOSURES:	CLASS B
CORRIDORS AND EXIT ACCESS ENCLOSURES:	CLASS C TYP, CLASS B ON LEVEL 4
ROOMS AND ENCLOSED SPACES:	CLASS C

FLOOR FINISH (SECTION 804)

ALL AREAS:	COMPLY WITH ASTM STANDARD E 648, & SPECIFIC OPTICAL DENSITY SMOKE RATING NOT TO EXCEED 450 PER ASTM E 662 (804.4.1)
EXITS, CORRIDORS, & ROOMS OR SPACES NOT SEPARATED FROM CORRIDORS:	MINIMUM CRITICAL RADIANT FLUX: CLASS II (804.4.2)

REQUIRED LIFE SAFETY SYSTEMS — CHAPTER 9

	REQUIREMENT	TYPE/CLASS
AUTOMATIC SPRINKLER SYSTEM*	PER 903.2, 903.3.1.1, & SJFC 17.12.630	NFPA 13
STANDPIPE SYSTEM	PER 905.3.1, Exception 1	NFPA 14 / CLASS I
FIRE PUMPS	PER 913	NFPA 20
FIRE EXTINGUISHERS	PER 906.1 & CRC Title 19, Div 1, Chapter 3	2-A MIN RATED
FIRE ALARM SYSTEM**	PER 907.2	NFPA 72 AS AMENDED IN CHAPTER 35
AUDIBLE ALARMS	PER 907.5.2.1 & 907.5.2.2	
VISIBLE ALARMS	PER 907.5.2.3	
SMOKE DETECTION SYSTEM	PER 907.2.13 & 907.3	NFPA 72
FIRE DEPARTMENT COMMUNICATION SYSTEM	PER 907.2.13.2	NFPA 72

* SYSTEMS SERVING MORE THAN 20 HEADS SHALL BE SUPERVISED BY AN APPROVED CENTRAL, PROPRIETARY, OR REMOTE SERVICE.
QUICK RESPONSE OR RESIDENTIAL AUTOMATIC SPRINKLERS ARE REQUIRED IN DWELLING OR SLEEPING UNITS

** SYSTEM SHALL ACTIVATE A MEANS OF WARNING FOR THE HEARING IMPAIRED (1007.12)

SECONDARY WATER SUPPLY (903.3.5.2)
SMOKE CONTROL SYSTEM (SECTION 909)
FIRE DEPARTMENT CONNECTIONS (SECTION 912)
EMERGENCY RESPONDER SAFETY FEATURES (SECTION 914)
EMERGENCY RESPONDER RADIO COVERAGE (SECTION 915)
STANDBY POWER SYSTEM (SECTION 2702)
EMERGENCY POWER SYSTEM (SECTION 2702)
PRESSURIZED EXIT ENCLOSURES (SECTIONS 909.20 AND 1022.10)
FIRE COMMAND CENTER (SECTION 911)
ROOM SIZE MIN DIMENSION OF 10'-0", AND 200 SF
FIREFIGHTER AIR REPLENISHMENT SYSTEM (2016 CALIFORNIA FIRE CODE - APPENDIX L)

F.A.R.S. - A PERMANENTLY INSTALLED ARRANGEMENT OF PIPING, VALVES, FITTINGS AND EQUIPMENT TO FACILITATE THE REPLINISHMENT OF BREATHING AIR IN SELF-CONTAINED BREATHING APPARATUS (SCBA) FOR FIRE FIGHTERS ENGAGED IN EMERGENCY OPERATIONS.

MEANS OF EGRESS — CHAPTER 10

EGRESS WIDTH PER OCCUPANT SERVED (1005.3)
STAIRWAYS: (1005.3.1 EXCEPTION 1) .2"/OCC
OTHER EGRESS COMPONENTS: (1005.3.2 EXCEPTION 1) .15"/OCC

ACCESSIBLE MEANS OF EGRESS (1009)
48" STAIRWAY WIDTH NOT REQUIRED (1009.3, EXCEPTION 2)
AREAS OF REFUGE NOT REQUIRED (1009.3, EXCEPTION 8 & 1009.4, EXCEPTION 2)
TWO WAY COMMUNICATION SYSTEM REQUIRED AT ELEVATOR LANDINGS (1009.8)

EXIT ACCESS (1014)
COMMON PATH OF EGRESS TRAVEL PER 1014.3
B & S OCCUPANCIES: 100'-0"
A OCCUPANCIES: 75'-0"
R-2 OCCUPANCIES: 125'-0"

EXIT ACCESS TRAVEL DISTANCE (1016)
A, R, S-1 OCCUPANCIES: 250'-0"
B OCCUPANCY 300'-0"
S-2 OCCUPANCY 400'-0"

MINIMUM CORRIDOR WIDTH (1018.2)

LOCATION	MIN WIDTH
ACCESS TO MECHANICAL, PLUMBING, OR ELECTRICAL SYSTEMS OR EQUIPMENT	24"
WHERE OCCUPANT CAPACITY IS LESS THAN 50	36"
WITHIN A DWELLING UNIT	36"
ALL OTHER LOCATIONS	44"

CORRIDOR DEAD END (1020.4):
A OCCUPANCY: 20'-0"
B, R-2, & S OCCUPANCIES: 50'-0" (1020.4, EXCEPTION 2)

MEANS OF EGRESS ILLUMINATION (1006)
(NOT REQUIRED INSIDE DWELLING UNITS PER 1006.1, EXCEPTION 3)
TYPICAL CONDITIONS: 1 fc MIN AT THE WALKING SURFACE TO PUBLIC WAY
EMERGENCY POWER ILLUMINATION REQUIREMENTS PER 1006.3.1

INTERIOR ENVIRONMENT — CHAPTER 12

LIGHTING OF OCCUPIED SPACES:
NATURAL LIGHT: NET GLAZED AREA IS GREATER THAN 8% OF THE FLOOR AREA OF THE ROOM SERVED
ARTIFICIAL LIGHT: 10fc AVERAGE PROVIDED AT 30-INCHES ABOVE THE FLOOR LEVEL.

DWELLING UNIT SOUND TRANSMISSION:
WALLS: 50 STC MIN REQUIRED (1208.2)
FLOOR/CEILINGS: 60 IIC MIN REQUIRED (1207.3)
EXTERIOR WALLS STC 37: LIVING ROOM 55 Dba Lmax30 (GENERAL PLAN 2040 EC-1.1)

ROOFING REQUIREMENTS — CHAPTERS 15 & 16

BASIC WIND SPEED 85 MPH (V3S)
WIND EXPOSURE CATEGORY: B
FIRE CLASSIFICATION: B

CLADDING REQUIREMENTS — CHAPTERS 14 & 16

BASIC WIND SPEED 85 MPH (V3S)
WIND EXPOSURE CATEGORY: B
FIRE CLASSIFICATION: NON-COMBUSTIBLE

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

GARDEN GATE TOWER

KT URBAN

**600 S 1ST STREET
SAN JOSE, CA 95113**

SP18-001

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

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

SPECIAL USE PERMIT SP18-001 OPTION 2 - CO-LIVING

PRELIMINARY, NOT FOR CONSTRUCTION

SHEET TITLE:
CODE ANALYSIS

SHEET NO.:
G100

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Appendix B - San Jose VMT Evaluation Tool Summary Report

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Garden Gate Towers - Option 1 Apartments
Tool Version: 2/29/2019
Location: 600 1st Street
Date: 6/7/2019
Parcel: 47226089 Parcel Type: Urban High Transit

Proposed Parking Spaces Vehicles: 232 Bicycles: 74

LAND USE:

Residential:

Single Family	0	DU
Multi Family	290	DU
Subtotal	290	DU

Office: 0 KSF

Retail: 4.84 KSF

Industrial: 0 KSF

Percent of All Residential Units

Extremely Low Income (≤ 30% MFI)	0 % Affordable
Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density

Existing Density (DU/Residential Acres in half-mile buffer)	16
With Project Density (DU/Residential Acres in half-mile buffer)	17

Increase Development Diversity

Existing Activity Mix Index	0.65
With Project Activity Mix Index	0.63

Integrate Affordable and Below Market Rate

Extremely Low Income BMR units	0 %
Very Low Income BMR units	0 %
Low Income BMR units	0 %

Increase Employment Density

Existing Density (Jobs/Commercial Acres in half-mile buffer)	40
With Project Density (Jobs/Commercial Acres in half-mile buffer)	40

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

Commute Trip Reduction Marketing/ Education

Percent of Eligible Employees	20 %

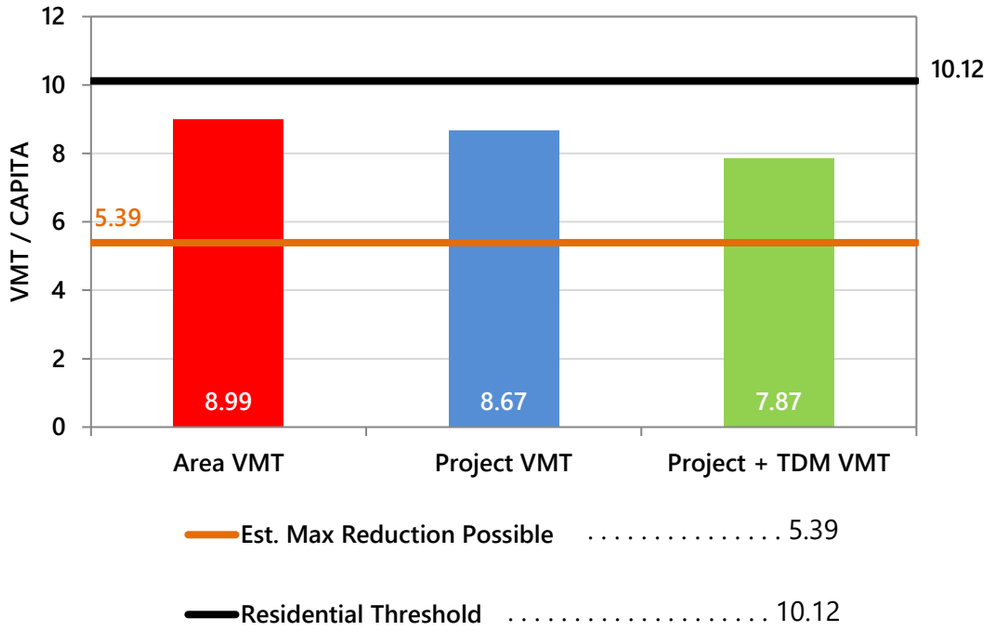
Unbundle On-Site Parking Costs

Monthly Parking Cost	200
Does the Surrounding Street Parking have Rpp, Meters, or Time Limits?	Yes

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT below the City's threshold.



CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Garden Gate Towers - Option 2 Co-Living
Location: 600 1st Street
Parcel: 47226089 Parcel Type: Urban High Transit
Proposed Parking Spaces Vehicles: 124 Bicycles: 180

Tool Version: 2/29/2019
Date: 6/7/2019

LAND USE:

Residential:

Single Family	0	DU
Multi Family	607	DU
Subtotal	607	DU

Office: 0 KSF

Retail: 6 KSF

Industrial: 0 KSF

Percent of All Residential Units

Extremely Low Income (≤ 30% MFI)	100	% Affordable
Very Low Income (> 30% MFI, ≤ 50% MFI)	0	% Affordable
Low Income (> 50% MFI, ≤ 80% MFI)	0	% Affordable

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 16
- With Project Density (DU/Residential Acres in half-mile buffer) 18

Increase Development Diversity
- Existing Activity Mix Index 0.65
- With Project Activity Mix Index 0.61

Integrate Affordable and Below Market Rate
- Extremely Low Income BMR units . . . . . 100 %
- Very Low Income BMR units . . . . . 0 %
- Low Income BMR units . . . . . 0 %

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer) 40
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 40

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

Commute Trip Reduction Marketing/ Education
- Percent of Eligible Employees . . . . . 20 %

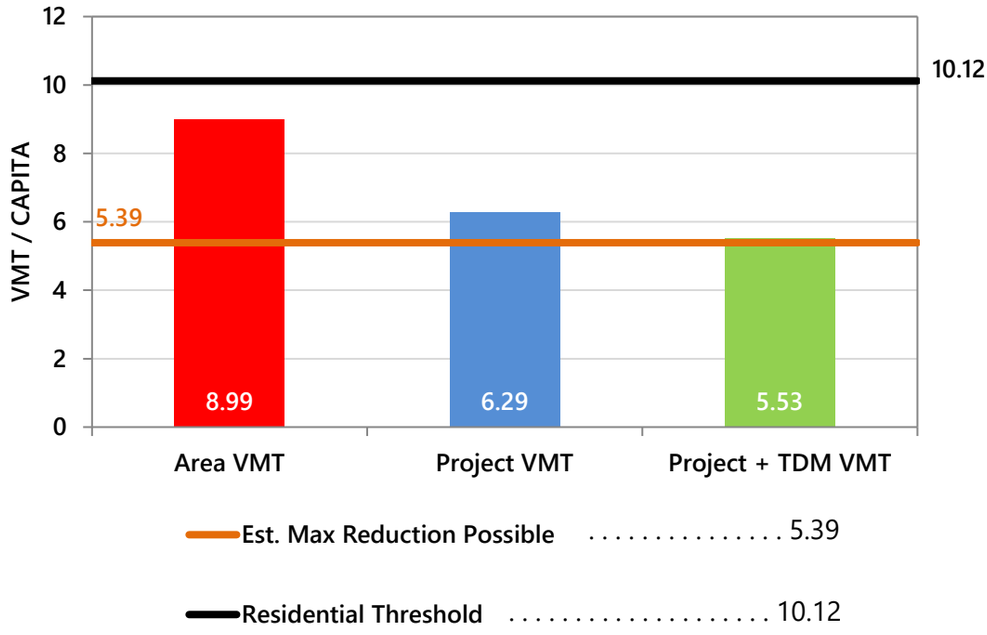
Subsidized or Discounted Transit Program
- Percent of Transit Subsidy . . . . . 100 %

Unbundle On-Site Parking Costs
- Monthly Parking Cost 200
- Does the Surrounding Street Parking have Rpp, Meters, or Time Limits? . . . . . Yes

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT below the City's threshold.



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Traffic Appendix

Transportation Demand Management Program

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MEMORANDUM

From: Frederik Venter and Derek Wu, Kimley-Horn and Associates, Inc.

To: Mark E. Tersini, KT Urban

Date: June 10, 2019

Re: Proposed Garden Gate TDM Plan at 600 South First Street San Jose, CA

1. Introduction

Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained by KT Urban to prepare a transportation demand management (TDM) plan for the proposed Garden Gate project at 600 South First Street in the City of San Jose (City). The project proposes both Traditional Multi-Family or Co-Living uses, as summarized below.

Component	Option 1: Traditional Multi-Family	Option 2: Co-Living
Residential	290 units	793 bedrooms[1]
Retail	4,840 square feet	5,422 square feet
Parking	232 Vehicle spaces 74 Bike spaces	124 Vehicle spaces 180 Bike spaces
Total Building Area	516,051 square feet	510,738 square feet
FAR	24	24
Density	693 dwelling units/acre	N/A to Co-Living

[1] Consistent with other co-living projects, the City of San José assumes 1.5 people per bedroom to calculate the anticipated number of residents. That value (1,190 residents) is divided by the average number of people per household in the Downtown, which is 2.1 (per Census data) to calculate the number of units allocated towards the capacity of the Downtown Strategy 2040 FEIR. This would result in 566 units equivalent for this project.

Neither of the options meet the Downtown parking requirements and the project must develop and implement a TDM plan. A TDM plan is required per the City's Municipal Code. This memorandum describes the required number of parking spaces, the proposed parking supply, and the TDM measures to achieve this goal.

2. Project Description

The project is located at 600 South First Street in San Jose, CA, which is within the City's Downtown area. This location is approximately 200 feet from the nearest bus stop, located at the corner of East Reed Street and South First Street. The nearest light rail train (LRT) stop is approximately 2,200-feet away on West San Carlos Street between South Almaden Boulevard and South Market Street.

Option 1: Multi-Family

The latest site plan (dated November 13, 2018) for the proposed project Option 1 details the land uses and parking to be provided. Project Option 1 will entail 290 units and approximately 4,840 square feet of retail. For the Multi-Family Option, a total of 232 parking stalls assigned for residential tenant use only will be provided (including 5 ADA spaces). Parking level 2 will provide 29 parking spaces, Parking level 3 will provide 36 parkin spaces, and parking level 4 will provide 31 parking spaces. Basement parking level 1 will provide 23 parking spaces, basement level 2 will provide 35 parking spaces, basement level 3 will provide 35 parking spaces, and basement level 4 will provide 43 parking spaces. A total of 74 bicycle parking spaces (45 long-term and 29 short-term) will be provided on the ground floor in a secured bike storage room.

Option 2: Co-Living

The latest site plan (dated June 4, 2019) for the proposed project Option 2 details the land uses and parking to be provided. Project Option 2 will entail up to 793 co-living residential bedroom units and approximately 5,422 square feet of retail. For the Co-Living Option, below grade parking assigned for residential tenant use only is being proposed for 124 parking stalls (including 3 ADA spaces). Basement parking level 1 will provide 18 parking spaces, basement level 2 will provide 33 parking spaces, basement level 3 will provide 34 parking spaces, and basement level 4 will provide 39 parking spaces. A total of 180 bicycle parking spaces (164 long-term and 16 short-term) will be provided on the ground floor in a secured bike storage room.

3. Required Parking

The required parking in the City of San Jose is listed in the San Jose Municipal Code. Chapter 20.70 describes the Downtown Zoning regulations and Table 20-140 shows the parking requirements specifically by land use type.

Option 1: Multi-Family

Per Chapter 20.70 and Table 20-140 of the San Jose Municipal Code, the project land use in downtown is required to provide one (1) off-street vehicle parking space per residential unit. Off-street vehicle parking is not required for the proposed retail component of the project.

According to the City's bicycle parking standards in Chapter 20.90.060, the project is required to provide one (1) bicycle parking space for every four (4) residential units. As defined in Section 20.70.485, the number of required bicycle parking spaces is two (2) short-term bicycle parking spaces, and one (1) long-term bicycle parking space for the proposed retail component of the project.

Based on these requirements, the project Option 1 is required to provide 290 total vehicle parking spaces. In addition, the project would need to provide 76 total bicycle parking spaces (29 short-

term and 44 long-term for the residential use and 2 are short-term and 1 is long-term for the retail use). **Table 1** summarizes the required vehicle and bicycle parking for project Option 1.

Table 1. Parking Summary – Option 1: Multi-Family

Option 1 – Traditional Multi-Family				
Land Use	**Parking Requirement**	**Required Parking Spaces**	**Proposed Parking Supply**	**Requirement Met?**
Vehicle Parking				
Residential Multiple Dwelling (290 units)	1 per unit *Including 2% Accessible*	290 (Including 6 ADA spaces)	232 (Including 5 ADA spaces)	No
Downtown Retail	0 vehicle spaces	0	0	Yes
Total		***290 (Including 6 ADA spaces)***	***232 (Including 5 ADA spaces)***	***No***
Bicycle Parking				
Residential Multiple Dwelling (290 units)	1 per 4 units (at least 60% must be long-term and at most 40% must be short-term)	Long-term: 44 Short-term: 29	Long-term: 44 Short-term: 29	Yes
Downtown Retail	Long-term: 1 bicycle space Short-term: 2 bicycle spaces	Long-term: 1 Short-term: 2	Long-term: 1 Short-term: 0	No
Total		***76***	***74***	***No***

Option 2: Co-Living

The City recently adopted an amendment (dated February 27, 2019) to include a new use in the *City Municipal Code Section 20.70.100 Allowed Uses and Permit Requirements* for a Co-Living Community (**Attachment A**). Table 20-140 in the code was amended to show that a Co-Living Community is required to provide one (1) vehicle parking space per four (4) bedrooms. Of the required vehicle parking spaces, two percent need to be accessible parking spaces. Off-street vehicle parking is not required for the proposed retail component of the project.

In addition, *City Municipal Code Section 20.90.060 Number of Parking Spaces Required* was also amended to include an update to Table 20-190 for a Co-Living Community. A Co-Living Community use that contains more than 100 bedrooms is required to provide 25 long-term bicycle parking spaces plus 0.2 long-term bicycle parking spaces per bedroom, or one long-term (1) bicycle parking space for every five (5) bedrooms for every bedroom over 100 bedrooms. In addition, two (2) short-term bicycle spaces are required for every 100 bedrooms and no more than 40 percent can be short-term spaces. As defined in Section 20.70.485, the number of required bicycle parking spaces is two (2) short-term bicycle parking spaces, and one (1) long-term bicycle parking space for the proposed retail component of the project.

Based on these requirements, the project is required to provide 198 vehicle parking spaces, of which four (4) parking spaces are accessible parking spaces. In addition, the project would need to provide 183 bicycle parking spaces, of which 165 spaces are long-term spaces and 18 spaces

are short-term spaces. **Table 2** summarizes the vehicle and bicycle parking for the project Option 2.

Table 2. Parking Summary – Option 2: Co-Living

Option 2 – Co-Living				
Land Use	**Parking Requirement**	**Required Parking Spaces**	**Proposed Parking Supply**	**Requirement Met?**
Vehicle Parking				
Co-Living Community (793 bedrooms)	1 vehicle space per 4 bedrooms *Including 2% Accessible*	198 (Including 4 ADA spaces)	124 (Including 3 ADA spaces)	No
Downtown Retail	0 vehicle spaces	0	0	Yes
Total		***198 (Including 4 ADA spaces)***	***124 (Including 3 ADA spaces)***	***No***
Bicycle Parking				
Co-Living Community (793 bedrooms)	Long-term: 25 bicycle spaces plus 1 bicycle space per 5 bedrooms for every room over 100 rooms Short-term: 2 bicycle spaces per 100 bedrooms	Long-term: 164 Short-term: 16	Long-term: 164 Short-term: 16	Yes
Downtown Retail	Long-term: 1 bicycle space Short-term: 2 bicycle spaces	Long-term: 1 Short-term: 2	Long-term: 0 Short-term: 0	No
Total		***183***	***180***	***No***

4. Allowable Vehicle Parking Reductions Through TDM

The City Municipal Code allows for a reduction in required off-street vehicle parking spaces per *Section 20.90.220 Reduction in Required Off-street Parking Spaces*.

A project may be authorized to reduce its vehicle parking requirements by up to fifty percent (50%) if it conforms to all of the following and implements a total of at least three (3) TDM measures as specified in the following provisions:

A. Located within 2,000 feet of a proposed or existing rail station or bus rapid transit station, or an area designated as a neighborhood business district, or as an urban village, or as an area subject to an area development policy in the city's general plan, or the use is listed in Section 20.90.220.G
B. Conforms with bicycle parking space requirements
C. For a parking reduction that is more than 20 percent, implement a TDM program that contains at least one of the following measures:
    i. Carpool/vanpool or car-share program
    ii. Develop a transit use incentive program for employees and tenants
D. For a parking reduction that is more than 20 percent, implement a TDM program that contains at least two of the following measures

i. Carpool/vanpool or car-share program
ii. Develop a transit use incentive program for employees and tenants
iii. Provide preferential parking spaces for electric vehicle charging
iv. Provide a guaranteed ride home program
v. Implement tele-commuting and flexible work schedules
vi. Implement parking cash out program for employees
vii. On-site TDM manager
viii. Provide available transportation for emergencies
ix. Shuttle access to Caltrain stations
x. On-site or nearby child-care services
xi. Incorporate on-site support services (e.g. food service, ATM, drycleaner, gymnasium)
xii. On-site showers and lockers
xiii. Bikeshare program
xiv. Unbundling parking

E. For any project that requires a TDM:
   i. Demonstrate that the project can maintain the TDM program for the life of the project
   ii. Demonstrate that the project will find replacement parking on-site or off-site (within a reasonable walking distance) if the project fails to maintain the TDM program

5. Proposed Vehicle Parking with TDM Reductions

Option 1: Multi-Family

To meet the City parking requirements, Project Option 1 would require a parking reduction of 20 percent by implementing a TDM plan. In addition, the project would need to increase the number of proposed bicycle parking spaces to meet City requirements and qualify for the vehicle parking reduction. By implementing these improvements, the project would qualify for the parking reduction because it would meet the following criteria per *City Municipal Code Section 20.90.220 – Reduction in Required Off-Street Spaces*:

1) The Project is located within the Downtown Strategy 2040 plan consistent with the Envision San Jose 2040 General Plan.
2) The Project would satisfy the bicycle parking space requirement.
3) The Project would implement a TDM plan (see program summary).
4) The TDM program would be maintained for the life of the project.

With the reduction, the project would be required to provide 232 vehicle parking spaces (290 required parking spaces x 0.8 = 232 spaces). The project proposes 232 vehicle parking spaces (including 5 ADA spaces) and would meet the parking space requirement, as summarized in **Table 3**.

Table 3. Parking Provided Summary – Option 1: Multi-Family

Land Use	Parking Requirement	Required Parking Spaces	Parking Spaces Provided	Requirement Met?
Vehicle Parking				
Residential Multiple Dwelling (290 units)	1 per unit *Including 2% Accessible*	290 (Including 6 ADA spaces)		
	TDM Reduction (20%)	232 (Including 5 ADA spaces	232 (Including 5 ADA spaces	Yes

Option 2: Co-Living

To meet the City parking requirements, the project would require a parking reduction of 37 percent by implementing a TDM plan. It should be noted that the co-living option would require implementing significantly more intensive and more expensive TDM measures to achieve the desired parking reduction. This is because a comprehensive and successful TDM plan requires multiple program elements that encourage alternative transportation for all modes of travel (transit, pedestrian, bicycle, vehicle). In addition, the project would need to increase the number of proposed bicycle parking spaces to meet City requirements and qualify for the vehicle parking reduction. By implementing these improvements, the project would qualify for the parking reduction because it would meet the following criteria per *City Municipal Code Section 20.90.220 – Reduction in Required Off-Street Spaces*:

1) The Project is located within the Downtown Strategy 2040 plan consistent with the Envision San Jose 2040 General Plan.
2) The Project would satisfy the bicycle parking space requirement.
3) The Project would implement a TDM plan (see program summary).
4) The TDM program would be maintained for the life of the project.

With the reduction, the project would be required to provide 124 vehicle parking spaces (198 required parking spaces x 0.63 = 124 spaces). The project proposes 124 vehicle parking spaces (including 3 ADA spaces) and would meet the parking space requirement, as summarized in **Table 4**.

Table 4. Parking Provided Summary – Option 2: Co-Living

Land Use	Parking Requirement	Required Parking Spaces	Parking Spaces Provided	Requirement Met?
Vehicle Parking				
Co-Living Community (793 bedrooms)	1 vehicle space per 4 bedrooms *Including 2% Accessible*	198 (Including 4 ADA spaces)		
	TDM Reduction (37%)	124 (including 3 ADA spaces)	124 (including 3 ADA spaces)	Yes

6. Proposed TDM Program Elements

The following summarizes an initial approach to the proposed TDM program for the proposed multi-family and co-living options. The TDM program will be refined over time to adapt to changing transportation trends and to maximize the efficiency of the program. In order to maintain the parking percentage required, the TDM program is specifically designed to focus on incentives and rewards for residents to participate in the program rather than penalties for not participating. An initial set of TDM measures are proposed for the Garden Gate project and is summarized in **Table 5** and **Table 6**.

Option 1: Multi-Family

Table 5. Proposed Option 1 Multi-Family TDM Program Summary

TDM Measure	Municipal Code Requirement	Description
Location-Based		
Proximity to Pedestrian Facilities	N/A	There are existing sidewalks on the adjacent streets to the project (e.g. S First Street, S Second Street, E Reed Street, W Reed Street, S Market Street). In addition, there are crosswalks at the nearby intersections.
Proximity to Bicycle Facilities	N/A	There are existing Class II bicycle facilities on S Second Street.
Proximity to Transit	N/A	There are existing bus routes operated by VTA (Routes 66, 68, 82, and 304) that have bus stops within ¼-mile of the project. The bus stops are at the intersection of S First Street and E Virginia Street, S First Street and Margaret Street, S First Street and E Reed Street, S Second Street and E William Street, and S Second Street and E San Salvador Street. There is a light rail train (LRT) stop at the Convention Center Station along W San Carlos Street that is approximately 2,200 feet away.
Proximity to Complimentary Uses	N/A	The project is located in Downtown San Jose. There are multiple complimentary uses that are within a ½-mile radius of the site. These uses include retail, office, restaurants, and bars to the north.
Site Design-Based[1]		
Secure Bicycle Parking for Residents	B.	The proposed project will provide 74 bicycle parking spaces for the residential component and will provide additional bicycle parking spaces for the retail component.
Electric Vehicle Plug-in Stations	D.iii.	Electric vehicle charging stations will be provided for 8 parking spaces located near the building entry points or elevators, however the specific locations and design have not been established.
On-Site TDM Manager	D.vii.	The proposed project will designate an on-site TDM manager and develop a strong marketing campaign to improve tenant awareness and participation in alternative transportation.
Unbundled Parking	D.xiv.	Unbundled parking is proposed for all residential units. However, the implementation and process are yet to be determined.

[1] Refers to City Municipal Code 20.90.220.A.1

Option 2: Co-Living

Table 6. Proposed Option 2 Co-Living TDM Program Summary

TDM Measure	Municipal Code Requirement	Description
Location-Based		
Proximity to Pedestrian Facilities	N/A	There are existing sidewalks on the adjacent streets to the project (e.g. S First Street, S Second Street, E Reed Street, W Reed Street, S Market Street). In addition, there are crosswalks at the nearby intersections.
Proximity to Bicycle Facilities	N/A	There are existing Class II bicycle facilities on S Second Street.
Proximity to Transit	N/A	There are existing bus routes operated by VTA (Routes 66, 68, 82, and 304) that have bus stops within ¼-mile of the project. The bus stops are at the intersection of S First Street and E Virginia Street, S First Street and Margaret Street, S First Street and E Reed Street, S Second Street and E William Street, and S Second Street and E San Salvador Street. There is a light rail train (LRT) stop at the Convention Center Station along W San Carlos Street that is approximately 2,200 feet away.
Proximity to Complimentary Uses	N/A	The project is located in Downtown San Jose. There are multiple complimentary uses that are within a ½-mile radius of the site. These uses include retail, office, restaurants, and bars to the north.
Site Design-Based[1]		
Secure Bicycle Parking for Residents	B.	The proposed project will provide 180 bicycle parking spaces and will provide additional bicycle parking spaces to satisfy minimum City requirements for the residential and retail component.
Transit Use Incentive Program for Tenants	C.ii	The proposed project will participate in the VTA SmartPass program to provide up to 803 transit passes for all its retail employees and residential tenants (assuming 793 residents and 10 employees). This TDM measure is required per SJMC to achieve a parking reduction greater than 20%.
Electric Vehicle Plug-in Stations	D.iii.	Electric vehicle charging stations will be provided for 8 parking spaces located near the building entry points or elevators, however the specific locations and design have not been established.
On-Site TDM Manager	D.vii.	The proposed project will designate an on-site TDM manager and develop a strong marketing campaign to improve tenant awareness and participation in alternative transportation.
Unbundled Parking	D.xiv.	Unbundled parking is proposed for all residential units. However, the implementation and process are yet to be determined.

[1] Refers to City Municipal Code 20.90.220.A.1

7. Effectiveness of TDM Program Elements

The effectiveness of the TDM program measures was based on various resources that provide guidance on parking reductions.

Victoria Transport Policy Institute Guidelines

The Victoria Transport Policy Institute (VTPI) has a *Parking Management Comprehensive Implementation Guide*[1] that discusses parking reductions. In Table 12 of the guide, parking requirement adjustment factors are listed, as shown in **Table 7** below.

Table 7. Parking Requirement Adjustment Factors

Factor	Typical Adjustments
Geographic Location. Vehicle ownership and use rates in an area.	Adjust parking requirements to reflect variations identified in census and travel survey data. 40-60% reductions are often justified in Smart Growth neighborhoods.
Residential Density. Number of residents or housing units per acre/hectare.	Reduce requirements 1% for each resident per acre (e.g. 15% where at 15 residents per acre and 30% at 30 res. per acre).
Transit Accessibility. Nearby transit service frequency and quality.	Reduce requirements 10% within ¼ mile of frequent bus service, and 20-50% within ¼ mile of a rail transit station.
Carsharing. Whether carsharing services are located within or nearby a building.	Reduce residential requirements 10-20% if carshare vehicles are located onsite, or 5-10% if located nearby.
Walkability and Bikeability. Walking environment quality.	Reduce requirements 5-15% in very walkable and bikeable areas, and substitute bike parking for up to 10% of car parking.
Demographics. Age and physical ability of residents or commuters.	Reduce requirements 20-40% for housing for young (under 30), elderly (over 65) or disabled people.
Income. Average income of residents or commuters.	Reduce requirements 10-20% for the 20% lowest income households, and 20-40% for the lowest 10%.
Housing Tenure. Whether housing is owned or rented.	Reduce requirements 20-40% for rental versus owner-occupied housing.
Pricing. Parking that is priced, unbundled or cashed out.	Reduce requirements 10-30% for cost-recovery pricing (i.e. fees that pay the full cost of parking facilities), and 10-20% for unbundling (parking rented separate from building space).
Management programs. Parking and mobility management programs implemented at a site.	Reduce requirements 10-40% at worksites with effective parking and mobility management programs.
Contingency-Based Planning. Use lower-bound requirements and implement additional strategies if needed.	Reduce requirements 10-30%, and more if a plan exists indicating the responses that will be deployed if the number of parking spaces initially built is insufficient in the future.

Source: *Parking Management Comprehensive Implementation Guide*, Victoria Transport Policy Institute, August 28, 2018

[1] *Parking Management Comprehensive Implementation Guide*, Victoria Transport Policy Institute, August 28, 2018.

In addition, Table 19 of the guide discusses typical reductions in vehicle traffic and parking requirements, as shown in **Table 8** below.

Table 8. Typical Reductions in Vehicle Traffic and Parking Requirements

Strategy	Reduced Parking Requirements		
	Low	Medium	High
Shared Parking	10%	20%	30%
Parking Regulations	10%	20%	30%
More accurate standards	10%	20%	30%
Parking Maximums	10%	20%	30%
Remote Parking	10%	20%	30%
Smart Growth	10%	20%	30%
Walking and cycling improvements	5%	10%	15%
Increase capacity of existing facilities	5%	10%	15%
Mobility management	10%	20%	30%
Parking pricing	10%	20%	30%
Unbundle parking	10%	20%	30%
Financial incentives	10%	20%	30%
Parking tax reform	5%	10%	15%
Bicycle facilities	5%	10%	15%
Improve user information	5%	10%	15%

Source: *Parking Management Comprehensive Implementation Guide*, Victoria Transport Policy Institute, August 28, 2018

Based on these two tables, a parking reduction can be estimated for the proposed TDM measures. **Table 9** lists the estimated parking reductions based on the VTPI information.

Based on the *Parking Management Comprehensive Implementation Guide*, the proposed TDM plan would reduce the parking required for the project by 35-55% using parking requirement adjustment factors, or by 15-45% using typical reductions in vehicle traffic and parking requirements.

Table 9. TDM Effectiveness Summary - VTPI

TDM Measure	Parking Requirement Adjustment Factors Reduction[1]	Notes	Typical Reductions in Parking Requirements[2]
Proximity to Pedestrian Facilities	5-15%	Reduce requirements 5-15% in very walkable and bikeable areas.	
Proximity to Bicycle Facilities			5-15%
Proximity to Transit	10%	Reduce requirements 10% within ¼ mile of frequent bus service.	
Proximity to Complimentary Uses			
Secure Bicycle Parking for Residents	10%	Substitute bike parking for up to 10% of car parking	(see above)
Electric Vehicle Plug-in Stations			
Unbundled Parking	10-20%	Reduce requirements 10-20% for unbundling	10-30%
Bikeshare			
Combined Total	**35-55%**		**15-45%**

[1] From Table 2 – Parking Requirement Adjustment Factors

[2] From Table 3 – Typical Reductions in Vehicle Traffic and Parking Requirements

San Jose VMT model

Another approach to determine the effectiveness of the TDM program is to evaluate the vehicle-miles traveled (VMT) reduction. It should be noted that there is no 1:1 direct correlation between a parking reduction and a VMT reduction. In other words, a 10 percent reduction in VMT is not necessarily a 10 percent reduction in parking needed. The effectiveness of a TDM plan for a project can be predicted using the San Jose VMT model.

Option 1: Multi-Family

Based on the proposed TDM plan, the project is expected to reduce the VMT per capita from 8.99 to 7.87, or a 13 percent reduction (**Attachment B).**

Option 2: Co-Living

Based on the proposed TDM plan, the project is expected to reduce the VMT per capita from 8.99 to 5.53, or a 40 percent reduction (**Attachment B).** It should be noted that the input for the number of multifamily residential (MFR) units is the co-living unit equivalent for a MFR. This is based on other co-living projects which show an average of 1.5 persons per co-living unit and 2.1 persons per traditional MFR unit.

Summary of TDM Effectiveness

Option 1: Multi-Family

Based on the various sources discussed, **Table 10** summarizes the estimated effectiveness of the proposed TDM program. Based on the various sources and the proposed TDM measures, a 20 percent TDM reduction should be achievable.

Table 10. TDM Effectiveness Summary

Source	Effectiveness
VTPI – Parking Requirement Adjustment Factors	35%-55%
VTPI – Typical Reductions in Parking	15%-45%
San Jose VMT Model	13%

Option 2: Co-Living

Based on the various sources discussed, **Table 11** summarizes the estimated effectiveness of the proposed TDM program. Based on the various sources and the proposed TDM measures, a 37 percent TDM reduction should be achievable.

Table 11. TDM Effectiveness Summary

Source	Effectiveness
VTPI – Parking Requirement Adjustment Factors	35%-55%
VTPI – Typical Reductions in Parking	15%-45%
San Jose VMT Model	40%

8. TDM Program Impacts

As discussed previously, the co-living option will require implementing significantly more intensive and more expensive TDM measures to achieve the desired 37% parking reduction. This is because a comprehensive and successful TDM plan requires multiple program elements that encourage alternative transportation and improve accessibility for all modes of travel (transit, pedestrian, bicycle, and vehicle use).

Per the SJMC, the co-living option will require the TDM plan to implement either a car-share or transit pass program to achieve a parking reduction over 20%. Based on the local options available, a transit pass is more cost effective than a car-share pass on a per person basis. The project can participate in the VTA SmartPass program which grants users unlimited trips on all VTA-operated bus and light rail service. Residential developments are required to purchase an annual SmartPass for every resident to be eligible for the VTA program. Based on 2019 rates in

Downtown San Jose and assuming 803 SmartPasses (793 residents plus 10 retail employees), the estimated annual cost of the transit pass program is about $132,897.

9. TDM Monitoring

Since the City of San Jose does not require monitoring of the vehicle trips, no monitoring plan will be developed.

10. Conclusions and Recommendations

The proposed Garden Gate project is proposing to develop a 27-story high rise structure at 600 South First Street in downtown San Jose. The project is proposing both Traditional Multi-Family and Co-Living uses. Option 1 will entail 290 apartment units and approximately 4,840 square feet of retail while Option 2 will entail up to 793 co-living bedroom units and approximately 5,422 square feet of retail. Based on the City's municipal code, both development options will require a TDM plan to satisfy the parking requirements.

The Option 1 multi-family project is proposing a 20 percent parking reduction for implementing a TDM plan that meets the required measures and shows that a 20 percent reduction is achievable. With the 20 percent TDM reduction, 232 parking spaces would be required, and the project is providing 232 parking spaces.

- To satisfy the SJMC and TDM plan, the Option 1 site will also need to provide two (2) additional bicycle parking spaces (2 short-term spaces). The latest site plan provides 74 bicycle parking spaces and the required bike parking for the combined residential and retail component is 76 bike spaces.

The Option 2 co-living project is proposing a 37 percent parking reduction for implementing a TDM plan that meets the required measures and shows that a 37 percent reduction is achievable. With the 37 percent TDM reduction, 124 parking spaces would be required, and the project is providing 124 parking spaces.

- To satisfy the SJMC and TDM plan, the Option 2 site will also need to provide three (3) additional bicycle parking spaces (1 long-term and 2 short-term). The latest site plan provides 180 bicycle parking spaces and the required bike parking for the combined residential and retail component is 183 bike spaces.
- To achieve a parking reduction greater than 20%, the Option 2 TDM plan will need to implement a transit pass program for all the retail employees and residential tenants. This VTA SmartPass transit program will add an annual cost for the life of the project.

Attachments:

Attachment A – San Jose Coliving Ordinance (dated February 27, 2019)

Attachment B – San Jose VMT Evaluation Tool Summary Report for Option 1 and Option 2

Attachment C – Project Site Plan for Option 1 and Option 2

Attachment A

RD:TLC:JMD
2/27/2019

DRAFT

ORDINANCE NO.

AN ORDINANCE OF THE CITY OF SAN JOSE AMENDING SECTION 20.70.100 OF CHAPTER 20.70, ADDING A NEW PART 3.75 OF CHAPTER 20.80, AMENDING SECTION 20.90.060 OF CHAPTER 20.90, AND ADDING SECTION 20.200.197 OF CHAPTER 20.200 OF TITLE 20 OF THE SAN JOSE MUNICIPAL CODE TO ADD CO-LIVING COMMUNITY AS AN ENUMERATED USE IN THE DOWNTOWN, TO ESTABLISH RULES AND REGULATIONS RELATED TO CO-LIVING COMMUNITIES, TO ESTABLISH PARKING REQUIREMENTS FOR CO-LIVING COMMUNITIES, TO ADD A NEW DEFINITION FOR CO-LIVING COMMUNITY, AND MAKING OTHER TECHNICAL, NON-SUBSTANTIVE OR FORMATTING CHANGES

WHEREAS, pursuant to Section 15168(c)(2) of the CEQA Guidelines, the City of San José has determined that this Ordinance is pursuant to, in furtherance of and within the scope of the previously approved program evaluated in the Final Program Environmental Impact Report for the Envision San José 2040 General Plan (the "FEIR"), for which findings were adopted by City Council through its Resolution No. 76041 on November 1, 2011, and Supplemental Environmental Impact Report (the "SEIR"), through Resolution No. 77617, adopted by City Council on December 15, 2015, and Addenda thereto, and does not involve new significant effects beyond those analyzed in the FEIR and SEIR; and

WHEREAS, the City Council of the City of San José is the decision-making body for this Ordinance; and

WHEREAS, this Council of the City of San José has considered and approves the information contained in the FEIR, as supplemented and addendum thereto, and related City Council Resolution Nos. 76041 and 77617 and the determination of consistency therewith prior to taking any approval actions on this Ordinance;

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

SECTION 1. Section 20.70.100 of Chapter 20.70 of Title 20 of the San José Municipal Code is amended to read as follows:

20.70.100 Allowed Uses and Permit Requirements.

A. "Permitted" land uses are indicated by a "P" on Table 20-140.

B. "Permitted" uses which may be approved only on parcels within the downtown zoning districts which are designated on the land use/transportation diagram of the general plan, as amended, with a land use designation that allows some residential use, are indicated by a "P ^{GP}" on Table 20-140. These uses may be allowed on such downtown zoning district parcels, but only in compliance with the general plan land use restrictions related to residential use.

C. "Conditional" uses requiring planning commission approval as the initial decision-making body are indicated by a "C" on Table 20-140. These uses may be allowed in such designated districts, as an independent use, but only upon issuance of and in compliance with a conditional use permit approved by the planning commission, or city council on appeal, as set forth in Chapter 20.100.

D. "Conditional" uses which may be approved only on parcels within the downtown zoning districts which are designated on the land use/transportation diagram of the general plan, as amended, with a land use designation that allows some residential use, are indicated by a "C ^{GP}" on Table 20-140. These uses may be allowed on such downtown zoning district parcels, but only upon issuance of and in

compliance with a conditional use permit as set forth in Chapter 20.100; and in compliance with the general plan land use restrictions related to residential use.

E. "Conditional" uses requiring city council approval as the initial decision-making body are indicated by a "CC" on Table 20-140. These uses may be allowed in such designated districts, as an independent use, but only upon issuance of and in compliance with a conditional use permit approved by the city council as set forth in Chapter 20.100. Applications for these uses shall first be considered by the planning commission at a public hearing of the commission for the commission's report and recommendation on the application to the city council pursuant to the processes set forth in Chapter 20.100.

F. "Special" uses are indicated by a "S" on Table 20-140. These uses may be allowed in such designated districts, as an independent use, but only upon issuance of and in compliance with a special use permit as set forth in Chapter 20.100.

G. "Special" uses which may be approved only on parcels within the downtown zoning districts which are designated on the land use/transportation diagram of the general plan, as amended, with a land use designation that allows some residential use, are indicated by an "S ^{GP}" on Table 20-140. These uses may be allowed on such downtown zoning district parcels, but only upon issuance of and in compliance with a special use permit as set forth in Chapter 20.100; and in compliance with the general plan land use restrictions related to residential use.

H. "Administrative" uses are indicated by an "A" on Table 20-140. These uses may be allowed in such designated districts, as an independent use, but only upon issuance of and in compliance with an administrative use permit as set forth in Chapter 20.100.

I. "Restricted" land uses are indicated by an "R" on Table 20-140. These uses may occur in such designated districts, as an independent use, but only upon issuance of and in full compliance with a valid and effective zoning code verification certificate as set forth in Chapter 20.100.

J. Land uses not permitted are indicated by a "-" on Table 20-140. Land uses not listed on Table 20-140 are not permitted.

K. The column of Table 20-140, under the heading "Additional Use Regulations for the DG Overlay Area", identifies further regulations on the uses of ground-floor building space within a portion of the DC zoning district. The portion of the DC downtown primary commercial district included in the DG overlay area is described in Section 20.70.520. If there are no additional regulations noted in this column (such as the type of permit required or a "-" or cross references to notes or other section in the zoning code), then the use regulations for the DG overlay area are the same as the regulations of the DC zoning district.

L. The "Parking" column of Table 20-140 establishes the required parking. The amount of parking may not be increased or decreased unless modified by the director as set forth in Sections 20.70.320 and 20.70.330 of this chapter.

M. When the right column of Table 20-140 includes a reference to a section number or a footnote, the regulations cited in the section number or footnote apply to the use. In addition, all uses are subject to any other applicable provision of this Title 20 and any other title of the San José Municipal Code.

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Table 20-140
Downtown Districts Land Use Regulations

Use	Zoning District		Applicable Notes & Sections		
	DC	DC-NT1	Additional Use Regulations for the DG Overlay Area	Parking	Applicable to All Downtown Districts
Offices and Financial Services					
Automatic teller machine	P	P		No parking	Section 20.80.200
Business support use	P	P	S, Notes k and n	No parking	
Financial institution	P	P	S, Note n	2.5 per 1,000 sq. ft.	
Financial services	P	P	S, Notes m and n	No parking	
Offices, business and administrative	P	P	S, Notes i and n	2.5 per 1,000 sq. ft.	Section 20.70.110
Payday lending establishment	R	R			Part 12.5, Chapter 20.80; Section 20.200.875
Research and development	P	P	-	2.5 per 1,000 sq. ft.	Note 1
General Retail					
Off-sale, alcoholic beverages - beer and/or wine only	C	C		No parking	Section 20.80.900
Off-sale, alcohol beverages - full range of alcoholic beverages	C	C		No parking	Section 20.80.900
Auction	S	-	S	No parking	
Certified farmers' market	S	S		No parking	Part 3.5, Chapter 20.80

Certified farmers' market - small	P	P		No parking	Part 3.5, Chapter 20.80
Food, beverage, groceries	P	P		No parking	
Open air sales establishments and areas	S	S		No parking	
Outdoor vending	S	S		No parking	Part 10, Chapter 20.80
Outdoor vending - fresh fruits and vegetables	P	P		No parking	Part 10, Chapter 20.80
Pawn shop, pawn broker	C	C	Note b	No parking	
Retail sales, goods and merchandise	P	P	S/P, Note a	No parking	
Seasonal sales	P	P		No parking	Part 14, Chapter 20.80
Education and Training					
Day care center	P	P	S, Notes c and n	No parking	
School, post-secondary	P	P	-	1 per 360 sq. ft.	
School, trade and vocational	P	P	-	1 per 360 sq. ft.	
Personal enrichment, instructional art	P	P	-, Note d	1 per 360 sq. ft.	
School, elementary (grades K - 8)	C	C	-	1 per teacher and employee	
High school (grades 9 - 12)	C	C	-	.75 per teacher and employee and 1 per each 10 students	
Entertainment and Recreation Related					
Amusement game arcade	S	-	S, -	No parking	
Movie theater	P	P		No parking	
Recreation commercial/indoor	P	P		No parking	

Poolroom	S	-		No parking	
Private club or lodge	P	P	-	1 per 360 sq. ft.	
Art display structure	S	-	S	No parking	Section 20.70.140
Lighting display	A/S	A/S			Note e, Section 20.70.150
Food Services					
Banquet - facility	P	P		No parking required	
Caterer	P	P	C, Note f	No parking	
Drinking establishments	C	C		No parking	
Drinking establishments with an approved maximum occupancy load of over 250 persons and that operate between 12:00 midnight and 6:00 a.m.	CC	-		No parking	Note 7
Drinking establishments interior to a full-service hotel/motel with 75 or more guest rooms	P	P		No parking	Section 20.80.475
Public eating establishments	P	P		No parking	Note 9
Wineries, breweries	C	C		No parking	
Health and Veterinary Services					
Animal grooming	P	P	-	No parking	
Animal boarding, indoor	P	P	-	No parking	
Emergency ambulance service	C	-	-	No parking	
Hospital/in-patient medical facility	C	-	-	1.5 per doctor	
Medical or dental clinic/out-patient facility	P	P	-	1.5 per doctor	

Medical cannabis collective	R	-	-	No parking	Part 9.75, Chapter 20.80
Medical cannabis collective dispensary site only	R	-	-	No parking	Part 9.75, Chapter 20.80
Medical cannabis business	R	-	-	No parking	Part 9.75, Chapter 20.80
Non-medical cannabis business	R	-	-	No parking	Part 9.75, Chapter 20.80
Veterinarian	P	P	-	1.5 per doctor	
General Services					
Bed and breakfast inn	P	P	S, Note l	.35 per room	Part 2, Chapter 20.80
Hotel/motel	P	P	-, Note l	.35 per room	
Maintenance and repair of household appliances, small	P	P	-	No parking	
Mortuary and funeral services	C	C	-	.75 per employee and vehicle	
Personal services	P	P	Note g	No parking	
Printing and publishing	P	P	Note h	No parking	
Public, Quasi-Public and Assembly Uses					
Auditorium	C	-	C	No parking	
Cemetery	C	C	-	No parking	
Church/religious assembly	P	P		No parking	
Information center	P	P		No parking	
Museums, libraries	P	-	P	No parking	
Parks, playgrounds, or community centers	P	P	S, Note j	No parking	
Residential [GP]					
Residential shelter	C GP	-	-	1 per 4 beds, 2.5 per 1,000 sq. ft.	

Live/work uses	P GP	S GP		1.5 per unit	Section 20.70.120
Residential multiple dwelling	P GP	P GP	-	1 per unit	
Co-Living Community	S	S	-	.25 per bedroom	Note p; Part 3.75, Chapter 20.80
Residential care facility for seven or more persons	C GP	C GP	-	.75 per employee	
Residential services facility, for seven or more persons	C GP	C GP	-	.75 per employee	
Hotel supportive housing	C GP	C GP	-	.35 per room	Note o; Part 22 of Chapter 20.80
Single room occupancy (SRO) living unit facility	S GP	S GP	-	.6 per unit	Part 15, Chapter 20.80
Single room occupancy (SRO) residential hotel	S	S	-	.6 per unit	Part 15, Chapter 20.80
Residential Accessory Uses GP					
Accessory buildings and accessory structures	P GP	P GP	-	No parking	Note 2
Recycling Uses					
Reverse vending machine	S	S	-	No parking	Part 13, Chapter 20.80
Small collection facility	S	S	-	No parking	Part 13, Chapter 20.80
Transportation and Communication					
Community television antenna systems	C	-	-	No parking	
Off-site and alternating use parking arrangements	P	P	-	N/A	Section 20.90.200

Off-street parking establishment	P	P	-	N/A	
Private electrical power generation facility	C	C	-	1 for each vehicle used in the operation of such facility	
Standby generators that do not exceed noise or air standards	A	A	-	N/A	
Temporary stand-by/backup generators	P	P	-	N/A	
Short term parking lot for uses or events other than on-site	S	S		N/A	
Radio and television studios	P	-	Note n	No parking	
Wireless communications antenna	S	-	-	No parking	Note 10, Sections 20.80.1900, 20.80.1915
Wireless communications antenna, building mounted	P	-	-	No parking	Note 10, Sections 20.80.1900, 20.80.1915
Electrical Power Generation					
Solar photovoltaic power system	P	P	-	No parking	Section 20.100.610 C.7.
Vehicle Related Uses					
Accessory installation for cars and passenger trucks	P	-	-	No parking	
Car wash, detailing	P	-	-	No parking	
Gasoline service station or charge station	P	-	-	No parking	Note 3, Note 8

Gasoline service station or charge station, with incidental service and repair	P	-	-	No parking	Note 3
Sale and lease, vehicles and equipment (less than one ton)	P	-	-	1.5 per employee	Note 4
Tires, batteries, accessories, lube, oil change, smog check station, air conditioning	P	-	-	2 per bay or .75 per employee	Note 5
Sale, vehicle parts, new	P	-	-	No parking required	
Historic Reuse					
Historic landmark structure reuse	S	S		Section 20.90.220 E.	Part 8.5, Chapter 20.80

Notes applicable to the DG area only:

a. Second-hand stores not dealing primarily in antiques, artworks, or vintage clothing require a Special Use Permit in the DG overlay area.

b. Only as a use incidental to a retail jewelry store, otherwise, not Permitted.

c. Only as a use incidental to existing on-site office use, otherwise not Permitted.

d. Culinary/art school with public classes and public demonstrations allowed, includes such areas as dance, music, martial arts, and fine arts.

e. Section 20.70.150 specifies the permits required under Title 20 for a lighting display.

f. Only as a use incidental to restaurant, grocery or bakery uses for primarily on-site sales, otherwise not Permitted.

g. Excludes check-cashing services and bail bond services.

h. Only if dedicated primarily to on-site retail customer copy services, otherwise not Permitted.

i. Exception for travel agencies and real estate agencies which are the only Permitted uses.

j. Community centers are allowed with a Special Use Permit.

k. Exception for copy shops and mail centers which are the only Permitted uses.

l. Use of ground floor to be primarily dedicated to customer-related public services.

m. Includes financial retail services such as payroll advances, foreign currency exchange, debit card services and related financial services products but excludes check cashing except as an ancillary use.

n. In order to be a Permitted use, the space to be occupied shall have been vacant on January 1, 2012, the size of the space of such use shall be limited in size to a total maximum area of no greater than twenty thousand (20,000) square feet, and the space shall not be located within a corner tenant space that is directly adjacent to the intersection of two public Streets. Any use that does not meet all of the criteria specified above in this note may be allowed with a Special Use Permit, and a Special Use Permit is and shall be required.

o. Hotel Supportive Housing may be Permitted only with a Conditional Use Permit pursuant to Part 22 of Chapter 20.80 and only until December 31, 2026.

p. A Co-Living Community with 600 or more units located adjacent, across or within 500 feet of a property line with Residential Neighborhood (RN) designation on the land use/transportation diagram of the General Plan, as amended, shall require 0.6 parking spaces per bedroom.

Notes applicable to downtown primary commercial (DC) zoning district, including DG area:

1. Excludes manufacturing uses.

2. No Lot may be used solely for an Accessory Structure or Accessory Building.
3. Incidental repair includes air conditioning service, carburetor and fuel injection service, electrical service, radiator service, and tune-up, lube, oil change, and smog check, as well as tires, batteries and accessories installation. Does not allow body repair or painting.
4. All activity must be conducted indoors.
5. Non-engine and exhaust-related service and repair allowed as incidental use.
6. Limited to instrumental and vocal music and readings. Also, notwithstanding the provisions of Section 20.200.940 B., incidental instrumental and vocal music shall be allowed between the hours of 6:00 a.m. and 12:00 a.m.
7. Maximum occupancy load shall be that maximum occupancy load determined by the City fire marshal.
8. Pedestal Charge Stations that are incidental to a separate primary use, that do not impact on-site or off-site vehicular circulation, and that serve patrons of the primary use on-site are permitted in all Downtown Zoning Districts.
9. Includes on-site outdoor dining area(s).
10. Certain modifications of existing Wireless Facilities may be Permitted with an Administrative Permit in accordance with Section 20.80.1915 of Chapter 20.80.

SECTION 2. A new Part is added to Chapter 20.80 of Title 20 of the San José Municipal Code, to be numbered, entitled and to read as follows:

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Part 3.75
Co-Living Community

20.80.290 Co-Living Community Criteria for Approval.

A. Bedrooms within a Co-Living Community are considered sleeping units as defined in Chapter 2 of the California Building Code as adopted in Chapter 24.03 of the San Jose Municipal Code. Each bedroom within a Co-Living Community is considered a separate living quarter to be occupied by permanent residents.

B. No special use permit may be issued for a Co-Living Community unless the following criteria are met:

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

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

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

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

5. No bedroom shall have a separate external entryway.

6. A Co-Living Community shall provide a minimum of 20 square feet of interior common space per bedroom, excluding janitorial storage, laundry facilities and common hallways. The interior common space may be located on different floors than the corresponding bedrooms.

7. A closet or designated storage space, which could consist of furniture that provides storage, is required in every bedroom.

8. A cleaning supply storeroom and/or utility closet with at least one (1) laundry tub with hot and cold running water must be provided on each floor of the facility.

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

10. A Co-Living Community is subject to regulatory programs and requirements administered by the Department of Housing. With respect to those programs and requirements and the implementing regulations, each bedroom shall be considered a co-living dwelling unit, and the heated common areas associated with the bedrooms will not be excluded from the determination of square footage.

11. An application for a special use permit for a Co-Living Community shall have an operations management plan. The operations management plan is subject to the approval of both the Director and the Director of Housing. The operations and management plan shall be adhered to during the operation of the Co-Living Community.

12. A Co-Living Community shall conform to the design guidelines in Section 20.70.500.

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

C. Kitchen and bathroom facilities:

1. For purposes of this section, a partial bathroom contains a water closet and sink. A full bathroom includes sink, toilet, and shower and/or bath facilities.

2. A full kitchen contains all of the following: a sink, food preparation counter, storage cabinets, and permanent cooking facilities such as an oven and range or cooktop. A partial kitchen shall not include permanent cooking facilities.

D. The Director shall deny the special use permit application for a Co-Living Community where the information submitted by the applicant and/or presented at the public hearing fails to satisfactorily substantiate that the proposed Co-Living Community will comply with the requirements of this Section.

SECTION 3. Section 20.90.060 of Chapter 20.90 of Title 20 of the San José Municipal Code is amended to read as follows:

20.90.060 Number Of Parking Spaces Required.

A. Number of Off-Street Vehicle Spaces Required.

1. All parking requirements in Table 20-190 are minimums unless otherwise specified. Each land use shall provide, on site, at least the minimum number of vehicle parking spaces required by Table 20-190, unless a modification has been granted pursuant to Section 20.90.220 or 20.90.230.

2. All required parking shall be made available to residents, patrons and employees of a use on the site.

3. All vehicle parking spaces shall be standard size spaces as set forth in Section 20.90.100. Alternatively, a development permit may:

   a. Authorize all off-street vehicle parking spaces to be uniform-size car spaces, as set forth in Section 20.90.100; or

   b. Allow up to forty percent of the off-street vehicle parking spaces to be small car spaces as set forth in Section 20.90.100. The remainder of the required vehicle off-street parking spaces shall be standard car space as defined in Section 20.90.100.

4. If the number of off-street vehicle parking spaces hereinafter required contains a fraction after all parking is totaled, such number shall be rounded to the nearest higher whole number.

5. Whenever alternative units of measurement are specified in Tables 20-190, 20-200 or 20-210 for computing vehicle off-street parking requirements for any given use, the unit of measurement which provides the greatest number of off-street parking spaces for such use shall control.

6. The minimum number of vehicle off-street parking spaces required for any given use is the same irrespective of the district in which such use is conducted. In case of a use for which vehicle off-street parking requirements are not specified at all, the requirements for the most nearly similar use for which vehicle off-street parking requirements are specified shall apply.

7. When two or more uses are located in the same lot or parcel of land or within the same building, the number of vehicle off-street parking spaces required shall be the sum total of the requirements of the various individual uses computed separately in accordance with this Chapter 20.90, except as hereinafter provided for alternating uses or exceptions.

B. Number of Bicycle Parking Spaces Required.

1. The minimum number of bicycle parking spaces required for uses permitted under this title is set forth in Table 20-190.

2. Except as otherwise expressly permitted in this chapter, the minimum number of bicycle parking spaces required under this title shall be

provided on private property on a parcel or development site in an area, other than a public street, public way, or other public property, permanently reserved or set aside for bicycle parking spaces.

3. A minimum of two short-term bicycle parking spaces and one long-term bicycle parking space shall be provided for each site that has a nonresidential use set forth in Table 20-190.

4. If the number of bicycle parking spaces hereinafter required contains a fraction, such number shall be rounded to the nearest higher whole number.

Table 20-190
Parking Spaces Required by Land Use

Use	Vehicle Parking Required	Applicable Sections	Bicycle Parking Required
Agriculture and Resource Uses			
Agriculture and Resource Uses	1 per employee	Note 6	1 per 10 full-time employees
Drive-Through Uses			
Drive-through in conjunction with any use	No additional parking required		None
Education and Training			
Day care center	1 per 6 children, up to 5 spaces and thereafter 1 per 10 children (includes employee parking)	Note 6	1 per 10 full-time employees and children
Instructional studios	1 per 150 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Private instruction, personal enrichment	1 per 3 students, plus 1 per staff	Note 6	1 per 10 students and full-time employees

School- elementary (K - 8)	1 per teacher, plus 1 per employee	Note 6	1 per 10 full-time employees plus 6 per classroom
School- secondary (9 - 12)	1 per teacher, plus 1 per employee, plus 1 per 5 students	Note 6	1 per 10 full-time employees plus 10 per classroom
School, post secondary	1 per 3 students, plus 1 per staff	Note 6	1 per 10 full-time employees plus 10 per classroom
School, trade and vocational	1 per 3 students, plus 1 per staff	Note 6	1 per 10 full-time employees plus 10 per classroom
Entertainment and Recreation			
Arcade, amusement	1 per 200 sq. ft of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Batting cages	1 per station, plus 1 per employee	Note 6	1 per 10 full-time employees plus one per 6 stations
Bowling establishment	7 per lane	Note 6	1 per 2 lanes
Dancehall	1 per 40 sq. ft. open to public	Note 6	1 per 3,000 sq. ft. of floor area
Driving range	1 per tee, plus 1 per employee	Note 6	1 per 10 full-time employees plus 1 per 10 tees
Golf course	8 per golf hole, plus 1 per employee	Note 6	1 per 10 full-time employees plus 1 per 2 golf holes
Health club, gymnasium	1 per 80 sq. ft. recreational space	Note 6	1 per 1,600 sq. ft. of

			recreational space
Miniature golf	1.25 per tee, plus 1 per employee	Note 6	1 per 10 full-time employees plus 1 per 6 tees
Performing arts rehearsal space	1 per 250 sq. ft. of floor area	Section 20.90.220E.	1 per 4,000 sq. ft. of floor area
Poolroom	1 per 200 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Private club or lodge	1 per 4 fixed seats on the premises, or 1 per 6 linear feet of seating, plus 1 per 200 square feet of area without seating but designed for meeting or assembly by guests, plus 1 per 500 sq. ft. of outdoor area developed for recreational purposes	Note 6	1 per 60 fixed seats on the premises, or 1 per 90 linear feet of seating, plus 1 per 3,000 sq. ft. of area without seating but designed for meeting or assembly by guests, plus 1 per 5,000 sq. ft. of outdoor area developed for recreational purposes
Recreation, commercial (indoor)	1 per 80 sq. ft. of recreational area	Note 6	1 per 1,600 sq. ft. of recreational area
Recreation, commercial (outdoor)	20 per acre of site	Note 6	2 per acre of site
Relocated cardroom	1 per 40 sq. ft. of area devoted to card games	Note 6	1 per 800 sq. ft. area devoted to card games

Skating rink	1 per 50 sq. ft. of floor area	Note 6	1 per 1,000 sq. ft. of floor area
Swim and tennis club	1 per 500 sq. ft. of recreation area	Note 6	1 per 5,000 sq. ft. of recreation area
Motion picture theatre, indoor	1 per 3 seats in theaters with 1-3 screens; 1 per 3.3 seats with 4+ screens	Note 6	1 per 45 seats in theaters with 1-3 screens; 1 per 50 seats with 4+ screens
Motion picture theatre, outdoor	1 per 300 sq. ft.	Note 6	1 per 3,000 sq. ft.
Theaters, auditoriums, sports arenas, and stadiums- with or without fixed seats	1 per 4 fixed seats on the premises, plus 1 per 7 linear feet of fixed benches, or 1 per 30 square feet of area used for assembly	Note 6	1 per 60 fixed seats on the premises, plus 1 per 100 linear feet of fixed benches, or 1 per 450 sq. ft. of area used for assembly
Food Services			
Banquet facility	1 per 2.5 seats or 1 per 40 square feet of dining area, whichever requires the greater number of parking spaces	Note 6	1 per 50 seats or 1 per 800 square feet of dining area, whichever requires the greater number of parking spaces
Caterer w/eating facility (not a catering facility)	1 per 2.5 seats or 1 per 40 square feet of dining area, whichever requires the greater number of parking spaces	Note 3, Note 6	1 per 50 seats or 1 per 800 sq. ft. of dining area, whichever requires the greater number

			of parking spaces
Caterer w/no public interface	1 per 250 sq. ft.	Note 6	1 per 3,000 sq. ft. of floor area
Drinking establishments	1 per 2.5 seats or 1 per 40 square feet of drinking area, whichever requires the greater number of parking spaces	Note 3, Note 6	1 per 50 seats or 1 per 800 sq. ft. of dining area, whichever requires the greater number of parking spaces
Entertainment (with any food or alcohol service)	1 per 40 sq. ft. of area open to the public	Note 3, Note 6	1 per 800 sq. ft. of area open to the public
Outdoor dining incidental to a public eating establishment or a retail establishment	0 spaces up to 25 seats, 1 space per 2.5 for seats over 25	Note 6	1 space per 50 seats
Public eating establishments	1 per 2.5 seats or 1 per 40 square feet of dining area, whichever requires the greater number of parking spaces	Note 3, Note 6	1 per 50 seats or 1 per 800 sq. ft. of dining area, whichever requires the greater number of parking spaces
Take-out only establishment (including but not limited to pizza delivery, ice cream shops, doughnut shops)	1 per 75 sq. ft. of area open to the public, minimum of 5 spaces, plus 1 per delivery vehicle (if applicable)	Note 3, Note 6	1 per 750 sq. ft. of area open to the public
General Retail			
Alcohol, off-site sales	1 per 200 sq. ft. of floor area	Note 3 and Part 11, Chapter 20.80, Note 6	1 per 4,000 sq. ft. of floor area

Auction house	1 per 2.5 seats, or 1 per 200 sq. ft. of auction area exclusive of warehouse area	Note 6	1 per 5,000 sq. ft. of floor area
Food, beverage, groceries	1 per 200 sq. ft. of sales area	Note 3, Note 6	1 per 3,000 sq. ft. of floor area
Plant nursery	1 per 200 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Open air sales establishments and areas	1 per 200 sq. ft. of sales area	Note 6	1 per 3,000 sq. ft. of floor area
Outdoor vending	3 parking spaces	Part 10, Chapter 20.80, Note 6	2 parking spaces
Pawn shop/broker	1 per 200 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Large format commercial establishment	1 per 200 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Large format commercial establishment, associated commercial	1 per 200 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Retail sales, goods and merchandise	1 per 200 sq. ft. of floor area	Note 3, Note 6	1 per 3,000 sq. ft. of floor area
Retail sales of furniture	1 per 250 sq. ft. of floor area	Note 3, Note 6	1 per 4,000 sq. ft. of floor area
Retail Art Studio	1 space per 200 sq. ft. of retail area	Note 3, Note 6	1 per 3,000 sq. ft. of floor area
Sales, appliances, industrial equipment, and machinery	1 per 1,000 sq. ft. of floor area	Note 6	1 per 10,000 sq. ft. of floor area
Neighborhood shopping center (minimum 100,000 sq. ft. in size), includes a mix of permitted, special, and conditional uses	1 per 225 sq. ft. of floor area	Note 1, Note 6	1 per 3,000 sq. ft. of floor area at publicly accessible entrances with locations to be

			determined through a development permit
Neighborhood shopping center (minimum 20,000 sq. ft. in size), includes a mix of permitted, special, and conditional uses	1 per 200 sq. ft. of floor area	Note 1, Note 6	1 per 3,000 sq. ft. of floor area at publicly accessible entrances with locations to be determined through a development permit
General Services			
Bed and breakfast	2 spaces, plus 1 per guest room, plus 1 per employee	Note 6	1 per space plus 1 per 10 guest rooms
Crematory	1 per full-time employee	Note 6	1 per 10 full-time employees
Dry cleaner	1 per 200 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Hotel/motel	1 per guest room or suite, plus 1 per employee	Section 20.90.220 C., Note 6	1 space plus 1 per 10 guest rooms
Laundromat	1 per 200 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Maintenance and repair, small consumer goods	1 per 200 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Messenger services	1 per 200 sq. ft of floor area, plus 1 per company vehicle	Note 6	1 per 3,000 sq. ft. of floor area
Mortuary and funeral services	1 per 4 seats, plus 1 per company vehicle	Note 6	1 per 10 full-time employees
Mortuary, excluding funeral services	1, per full-time employee, plus 1 per company vehicle	Note 6	1 per 10 full-time employees

Personal services	1 per 200 sq. ft. of floor area	Note 3	1 per 3,000 sq. ft. of floor area
Photo processing and developing	1 per 200 sq. ft.	Note 6	1 per 3,000 sq. ft. of floor area
Printing and publishing	Minimum 1 per 350 sq. ft. of floor area, maximum 5% over minimum required.	Note 6	1 per 5,000 sq. ft. of floor area
Social service agency	1 per 250 sq. ft. of floor area	Note 6	1 per 4,000 sq. ft. of floor area
Health and Veterinary Services			
Animal boarding, indoor	1 per employee, plus 1 per 1,000 sq. ft. of floor area	Note 6	1 per 10 full-time employees
Animal grooming	1 per 200 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Emergency ambulance station	1 per employee, plus 1 per on- site staff, plus 1 per facility vehicle	Note 6	1 per 10 full-time employees
Hospital per in-patient facility	1 per 2.5 beds	Note 6	1 per 25 beds
Medical clinic/out-patient facility	1 per 250 sq. ft. of floor area	Note 6	1 per 4,000 sq. ft. of floor area
Medical, dental and health practitioner	1 per 250 sq. ft. of floor area	Note 6	1 per 4,000 sq. ft. of floor area
Veterinary clinic	1 per 250 sq. ft. of floor area	Note 6	1 per 4,000 sq. ft. of floor area
Industry			
Catalog and mail order house	1 per 250 sq. ft. of floor area of office space plus, plus 1 per 1,000 sq. ft. of floor area of warehouse and distribution area	Note 6	1 per 4,000 sq. ft. of floor area
Commercial support	1 per 350 sq. ft. of floor area	Note 6	1 per 5,000 sq. ft. of floor area

Distribution facility	A minimum of 2 for facilities with a total gross floor area under 5,000 square feet; a minimum of 5 for facilities with a total gross floor area between 5,000 sq. ft. and 25,000 sq. ft.; for facilities with a total gross floor area in excess of 25,000 sq. ft. a minimum of 1 per 5,000 sq. ft. of gross floor area or a fraction thereof	Note 6	1 per 10 full-time employees
Establishment for the repair, cleaning of household, commercial or industrial equipment or products	1 per 350 sq. ft. of floor area	Note 6	1 per 5,000 sq. ft. of floor area
Hazardous materials storage facility	1 per employee plus 1 per company vehicle	Note 6	1 per 10 full-time employees
Hazardous waste facility	1 per employee plus 1 per company vehicle	Note 6	1 per 10 full-time employees
Industrial services	1 per 350 sq. ft of floor area	Note 6	1 per 5,000 sq. ft. of floor area
Junkyard	1 per employee	Note 6	1 per 10 full-time employees
Laboratory	1 per 350 sq. ft. of floor area	Note 6	1 per 5,000 sq. ft. of floor area
Manufacturing and assembly, light, medium, heavy	1 per 350 sq. ft. of floor area plus 1 per company vehicle	Note 6	1 per 5,000 sq. ft. of floor area
Miniwarehouse/ministorage	1 per 5,000 sq. ft. of floor area, plus 1 per resident manager	Note 4, Note 6	1 per 10 full-time employees
Outdoor storage	1 per employee	Note 6	1 per 10 full-time employees
Private power generation	1 per employee plus 1 per company vehicle	Note 6	1 per 10 full-time employees

Research and development	1 per 350 sq. ft. of floor area	Note 6	1 per 5,000 sq. ft.
Stockyard, including slaughter	1 per employee	Note 6	1 per 10 full-time employees
Warehouse	A minimum of 2 for warehouses with a total gross floor area under 5,000 square feet; a minimum of 5 for warehouses with a total gross floor area between 5,000 sq. ft. and 25,000 sq. ft.; for warehouses in excess of 25,000 sq. ft. of total gross floor area a minimum of 1 per 5,000 sq. ft. of gross floor area or a fraction thereof	Note 6	1 per 10 full-time employees
Warehouse retail	Minimum 1 per 2,000 sq. ft. of floor area; maximum 1 per 250 sq. ft. of floor area	Note 6	1 per 10 full-time employees
Wholesale sale establishment	1 per 2,000 sq. ft. of floor area, plus 1 per company vehicle	Note 6	1 per 20,000 sq. ft. of floor area
Offices and Financial Services			
Automatic teller machine (free standing)	2 per machine	Note 6	1 per 10 machines
Business support	1 per 200 sq. ft. of floor area plus 1 per company vehicle	Note 6	1 per 3,000 sq. ft. of floor area
Financial institution	1 per 250 sq. ft. of floor area	Note 6	1 per 4,000 sq. ft. of floor area
Offices, business and administrative	1 per 250 sq. ft. of floor area	Note 6	1 per 4,000 sq. ft. of floor area
Offices, research and development	1 per 300 sq. ft. of floor area	Note 6	1 per 4,000 sq. ft. of floor area

Private security	1 per 250 sq. ft. of floor area office space, plus 1 per employee, plus 1 per company vehicle	Note 6	1 per 4,000 sq. ft. of floor area
Public, Quasi-Public and Assembly Uses			
Cemetery	1 per full-time employee	Note 6	1 per 10 full-time employees
Church/religious assembly	1 per 4 fixed seats, or 1 per 6 linear feet of seating, or 1 per 30 sq. ft. of area designed for assembly, used together or separately for worship.	Note 6	1 per 60 fixed seats, or 1 per 90 linear feet of seating, or 1 per 450 sq. ft. of area designed for assembly, used together or separately for worship
Community television antenna systems	1 per company vehicle	Note 6	1 per 10 full-time employees
Museums and libraries	1 per 300 sq. ft. of area open to the public	Note 6	1 per 4,000 sq. ft. of floor area open to the public
Parks and playgrounds	1 per 500 sq. ft.	Note 6	1 per 5,000 sq. ft. of outdoor recreation space
Community centers	1 per 4 fixed seats, or 1 per 6 linear feet of seating, plus 1 per 200 square feet of area without seating but designed for meeting or assembly by guests, plus 1 per 500 sq. ft. of outdoor area developed for recreational purposes	Note 6	1 per 60 fixed seats, or 1 per 90 linear feet of seating, plus 1 per 3,000 sq. ft. of area without seating but designed for meeting or assembly by guests, plus 1

			per 5,000 sq. ft. of outdoor area developed for recreational purposes
Utility facilities, excluding corporation yards, storage or repair yards and warehouses	1 per 1.5 employees, plus 1 per company vehicle	Note 6	1 per 10 full-time employees
Recycling Uses			
Processing facility	1 per employee of the largest shift, plus 1 per facility vehicle	Note 6	1 per 10 full-time employees
Transfer facility	1 per employee of the largest shift, plus 1 per facility vehicle	Note 6	1 per 10 full-time employees
Small collection facility	1 per attendant	Note 6	1 per 10 full-time employees
Residential			
Co-living Community with shared full kitchen facilities	.25 per bedroom	Note 7	~~.5 per bedroom~~ Long-Term – .25 spaces per bedroom. Except for buildings containing over 100 bedrooms, 25 long-term spaces plus .20 long-term spaces for every bedroom over 100. Short-Term – Two spaces for every 100 bedrooms.

Emergency residential shelter	1 per 4 beds, 1 per 250 square feet of area which is used for office purposes	Section 20.90.220 G.	1 per 5,000 sq. ft. of floor area
Guesthouse	1 per guest room, plus 1 per each employee	Note 6	1 per 10 guest rooms plus 1 per 10 full-time employees
Live/work	No additional parking required above what is required for commercial use parking	Note 6	1 per 5,000 sq. ft. of floor area
Living quarters, custodian, caretakers	1 per living unit	Note 6	1 per 10 living units
Mixed use/ground floor commercial with residential above	Respective commercial and residential parking requirements combined	Note 6	
Multiple dwelling	See Table 20-210 and Table 20-211, required parking is determined by the type of parking facility and the number of bedrooms		See Table 20-210 and Table 20-211
One family dwelling	2 covered	Note 5 and Section 20.90.220 B.	None
Residential care or service facility	1 per first 6 client beds, plus 1 additional space for up to 4 client beds (or portion thereof) above the first six, plus 1 additional space for each additional four client beds (or portion thereof), plus 1 space for each employee or staff member.	Section 20.90.220 G.	1 per 10 full-time employees
Servants quarters attached to a one-family dwelling or	1 additional parking space	Note 6	1 per 10 full-time employees

attached to a garage structure			
SRO facilities within 2,000 ft. of public transportation		Note 6	1 per SRO unit
SRO residential hotels	.25 per SRO unit		
SRO living unit facilities with shared kitchen and bathroom facilities	.25 per SRO unit		
SRO living unit facilities with partial or full kitchen and bathroom facilities	1 per SRO unit		
SRO facilities not within 2,000 ft. of public transportation	1 per SRO unit	Note 6	1 per SRO unit
Sororities, fraternities and dormitories occupied exclusively (except for administrators thereof) by students attending college or other educational institutions	1 per guest room, plus 1 per employee	Note 6	1 per guest room plus 1 per 10 full-time employees
Temporary farm labor camp necessary to the gathering of crops grown on the site	1 per dwelling unit		None
Travel trailer parks	1 per employee	Note 6	1 per 10 full-time employees
Two family dwelling	See Table 20-200, required parking is determined by the type of parking facility and the number of bedrooms		None
Transportation and Utilities			
Common carrier depot	1 per employee, plus 1 per company vehicle	Note 6	1 per 10 full-time employees
Data center	1 per 250 sq. ft. of office/meeting/technician work space, plus 1 for	Note 6	1 per 5,000 sq. ft. of office/meeting/

	each 5,000 square feet of floor area, or fraction thereof, devoted to computer equipment space		technician work space, plus 1 for each 50,000 sq. ft. of floor area, or fraction thereof devoted to computer equipment space
Television and radio studio	1 per 250 sq. ft. of space devoted to office use	Note 6	1 per 5,000 sq. ft. of space devoted to office use
Wireless communication antenna	1 per site	Note 6	1 per site
Vehicle Related Uses			
Accessory installation, passenger vehicles and pick- up trucks	4 per vehicle work station, plus 1 per employee	Note 6	1 per 10 full-time employees
Auto broker, w/on-site storage	See Vehicle sales and leasing	Note 6	1 per 10 full-time employees
Auto dealer, wholesale, no on-site storage	1 per 250 sq. ft. of floor area	Note 6	1 per 10 full-time employees
Car wash	1 per employee, plus stacking as follows: • self service - 5 cars per lane • full service - 15 cars (may be in multiple lanes)	Note 2, Note 6	1 per 10 full-time employees
Gas or charge station	1 per employee, plus 1 per air and water pump service area, plus 1 space for information stop	Note 6	1 per 10 full-time employees
Gas or charge station with incidental service and repair	4 per grease rack or vehicle work station, plus 1 per employee, plus 1	Note 6	1 per 10 full-time employees

	per air and water pump service area, plus 1 space for information stop		
Glass sales, installation and tinting	4 per vehicle work station, plus 1 per employee	Note 6	1 per 10 full-time employees
Repair and cleaning per detailing of vehicles	4 per grease rack or vehicle work station, plus 1 per employee	Note 6	1 per 10 full-time employees
Sale or lease of vehicles	1 per 350 sq. ft. enclosed showroom, 1 per 2,500 sq. ft. open area, plus 2 per service bay	Note 6	1 plus 1 per 10 full-time employees
Exclusively indoors sales	1 per 200 sq. ft.	Note 6	1 plus 1 per 10 full-time employees
Auto rental agency	1 per 400 sq. ft. of floor area, plus 1 per rental vehicle	Note 6	1 plus 1 per 10 full-time employees
Sale, vehicle parts	1 per 200 sq. ft. of floor area	Note 6	1 plus 1 per 10 full-time employees
Tires, batteries, accessories, lube, oil change, smog check station, air conditioning	4 per grease rack or vehicle work station, plus 1 per employee	Note 6	1 plus 1 per 10 full-time employees
Tow yard	1 per employee, plus 1 per company vehicle	Note 6	1 per 10 full-time employees
Vehicle wrecking, including sales of parts	1 per employee	Note 6	1 per 10 full-time employees

Notes:

1. A covenant of easement is required when multiple parcels are involved.
2. Stacking shall be calculated at twenty feet per car.

3. Parking for uses of this type located within a Neighborhood Business District or an Urban Village and meeting all of the requirements set forth in Section 20.90.220C. may be reduced as specified in Section 20.90.220C.
4. Parking for miniwarehouse/ministorage uses meeting all of the requirements of Section 20.90.220F. may be reduced as specified in Section 20.90.220F.
5. Covered parking may include carports or garages.
6. When part or all of the bicycle parking spaces required for a land use is based on the number of full-time employees, that portion shall be provided in long-term bicycle parking facilities. When part or all of the bicycle parking spaces required for a land use is based on classrooms, that portion shall be provided in short-term bicycle parking facilities. When the bicycle parking required for a land use is based solely on square footage or other criteria in the table, at least eighty percent of the bicycle parking spaces shall be provided in short-term bicycle parking facilities and at most twenty percent shall be provided in long-term bicycle facilities.
7. ~~Bicycle Parking shall be required for a Co-Living Community and shall be provided at a ratio of one bicycle space per two bedrooms. At least sixty percent of the bicycle parking shall be long-term parking spaces; no more than forty percent may be short-term parking spaces.~~ Short-term and long-term bicycle parking shall be designed per Part 2.5 of Chapter 20.90 of this Title.

SECTION 4. A new section is added to Chapter 20.200 of Title 20 of the San José Municipal Code, to be numbered, entitled and to read as follows:

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20.200.197 Co-Living Community.

A "Co-Living Community " is a residential facility where individual secure bedrooms rented to one or two persons, are provided for an established period of time with a lease agreement, in exchange for an agreed payment of a fixed amount of money. To be considered a Co-Living Community, shared full kitchen facilities must serve six (6) or more bedrooms, and must include interior common space excluding janitorial storage, laundry facilities and common hallways. An individual bedroom that contains a full kitchen facility is not a Co-Living Community for the purposes of this Section.

PASSED FOR PUBLICATION of title this _____ day of _____, 2019, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

SAM LICCARDO
Mayor

ATTEST:

TONI J. TABER, CMC
City Clerk

DRAFT – Contact the Office of the City Clerk at (408)535-1260 or CityClerk@sanjoseca.gov for final document.
REVISIONS SHOWN IN REDLINE MADE BY CITY COUNCIL AT THE FEBRUARY 26, 2019 COUNCIL MEETING.

Attachment B

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Garden Gate Towers - Option 1 Apartments
Tool Version: 2/29/2019
Location: 600 1st Street
Date: 6/7/2019
Parcel: 47226089 Parcel Type: Urban High Transit

Proposed Parking Spaces Vehicles: 232 Bicycles: 74

LAND USE:

Residential:

Single Family	0	DU
Multi Family	290	DU
Subtotal	290	DU

Office: 0 KSF

Retail: 4.84 KSF

Industrial: 0 KSF

Percent of All Residential Units

Extremely Low Income (≤ 30% MFI)	0 % Affordable
Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density

Existing Density (DU/Residential Acres in half-mile buffer)	16
With Project Density (DU/Residential Acres in half-mile buffer)	17

Increase Development Diversity

Existing Activity Mix Index	0.65
With Project Activity Mix Index	0.63

Integrate Affordable and Below Market Rate

Extremely Low Income BMR units	0 %
Very Low Income BMR units	0 %
Low Income BMR units	0 %

Increase Employment Density

Existing Density (Jobs/Commercial Acres in half-mile buffer)	40
With Project Density (Jobs/Commercial Acres in half-mile buffer)	40

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

Commute Trip Reduction Marketing/ Education

Percent of Eligible Employees	20 %

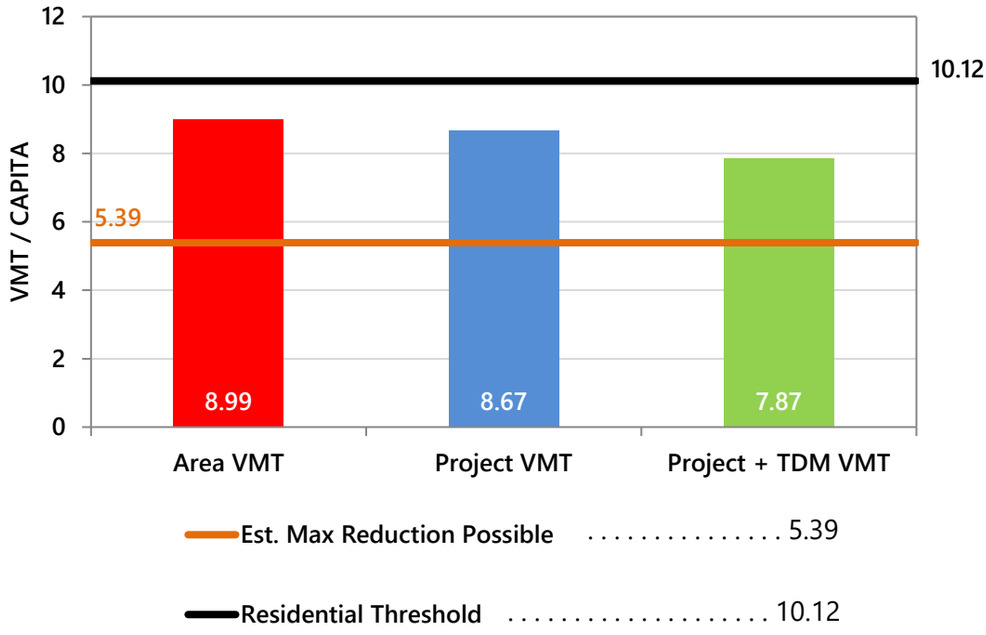
Unbundle On-Site Parking Costs

Monthly Parking Cost	200
Does the Surrounding Street Parking have Rpp, Meters, or Time Limits?	Yes

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT below the City's threshold.



CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Garden Gate Towers - Option 2 Co-Living
Tool Version: 2/29/2019
Location: 600 1st Street
Date: 6/17/2019
Parcel: 47226089 Parcel Type: Urban High Transit

Proposed Parking Spaces Vehicles: 124 Bicycles: 180

LAND USE:

Residential:		
Single Family	0	DU
Multi Family	793	DU
Subtotal	793	DU
Office:	0	KSF
Retail:	5.4	KSF
Industrial:	0	KSF

Percent of All Residential Units

Extremely Low Income (≤ 30% MFI)	100	% Affordable
Very Low Income (> 30% MFI, ≤ 50% MFI)	0	% Affordable
Low Income (> 50% MFI, ≤ 80% MFI)	0	% Affordable

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 16
- With Project Density (DU/Residential Acres in half-mile buffer) 19

Increase Development Diversity
- Existing Activity Mix Index 0.65
- With Project Activity Mix Index 0.60

Integrate Affordable and Below Market Rate
- Extremely Low Income BMR units . . . . . 100 %
- Very Low Income BMR units . . . . . 0 %
- Low Income BMR units . . . . . 0 %

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer) 40
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 40

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

Commute Trip Reduction Marketing/ Education
- Percent of Eligible Employees . . . . . 20 %

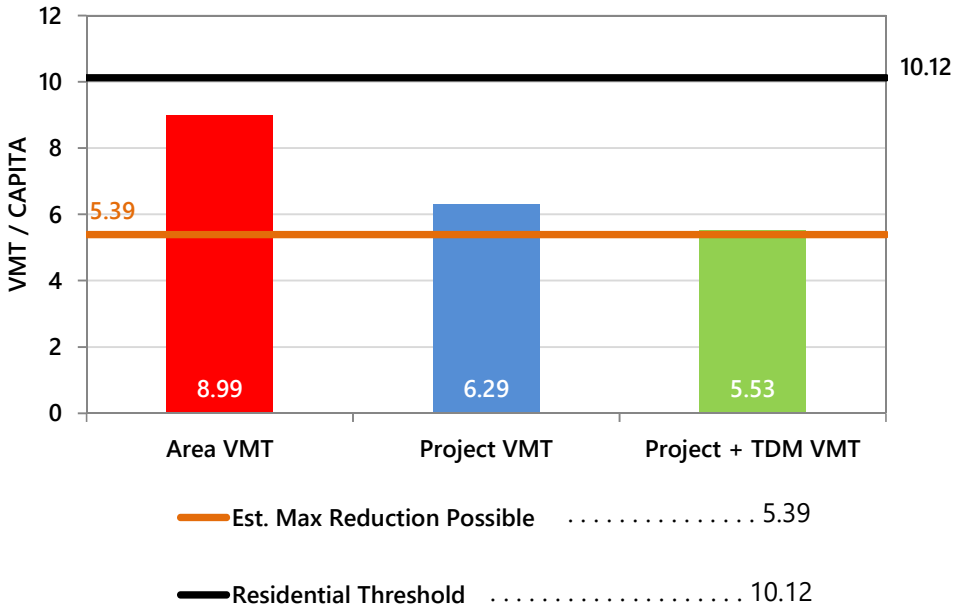
Subsidized or Discounted Transit Program
- Percent of Transit Subsidy . . . . . 100 %

Unbundle On-Site Parking Costs
- Monthly Parking Cost 200
- Does the Surrounding Street Parking have Rpp, Meters, or Time Limits? . . . . . Yes

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT below the City's threshold.



Attachment C

GARDEN GATE TOWER

600 S 1ST   SAN JOSE, CA

RESIDENTIAL MIXED-USE DEVELOPMENT

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

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

NORTHWEST PERSPECTIVE

DRAWING INDEX - SUP

GENERAL	
G000	COVER SHEET
G002	PROJECT IMAGES
G003	PROJECT IMAGES
G004	PROJECT IMAGES
G005	EXISTING SITE PHOTOS
G006	SUN SHADING STUDIES
G050	AVIATION CLEARANCES
G100	CODE ANALYSIS
G130	OPEN SPACE EXHIBIT
G140	MASSING EXHIBIT
G150	FIRE LIFE SAFETY - SITE
G204	FIRE LIFE SAFETY - LEVEL 4, 5-25
CIVIL	
C101	BOUNDARY AND TOPOGRAPHY PLAN
C201	GRADING AND DRAINAGE
C301	UTILITY PLAN
C401	PERVIOUS IMPERVIOUS COMPARISON PLAN
C402	STORMWATER MANAGEMENT PLAN
C403	STORMWATER DETAILS
C404	STORMWATER DETAILS
C501	STREET CLOSURE PLAN
LANDSCAPE	
L201	LANDSCAPE PLANS LEVEL 1, 3
L204	LANDSCAPE PLANS LEVEL 4
ARCHITECTURAL	
A100	EXISTING SITE PLAN
A101	SITE PLAN
A2B4	FLOOR PLANS - LEVEL B4, B3
A2B2	FLOOR PLANS - LEVEL B2, B1
A201	FLOOR PLAN - LEVEL 1
A202	FLOOR PLANS - LEVEL 2, 3
A204	FLOOR PLANS - LEVEL 4, 5-25
A206	FLOOR PLANS - LEVEL 6, 11
A214	FLOOR PLANS - LEVEL 14, 17
A221	FLOOR PLANS - LEVEL 21, 26
A227	FLOOR PLAN - LEVEL 27, ROOF
A301	EXTERIOR ELEVATIONS - NORTH AND WEST
A302	EXTERIOR ELEVATIONS - SOUTH AND EAST
A303	EXTERIOR ELEVATIONS - ENLARGED
A304	EXTERIOR ELEVATIONS - LIGHTING CONCEPT
A305	EXTERIOR ELEVATIONS - LIGHTING CONCEPT
A401	BUILDING SECTIONS
A402	BUILDING SECTIONS
A403	BUILDING SECTIONS

PROJECT DESCRIPTION

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

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

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

PROJECT TEAM

OWNER / DEVELOPER

KT Urban
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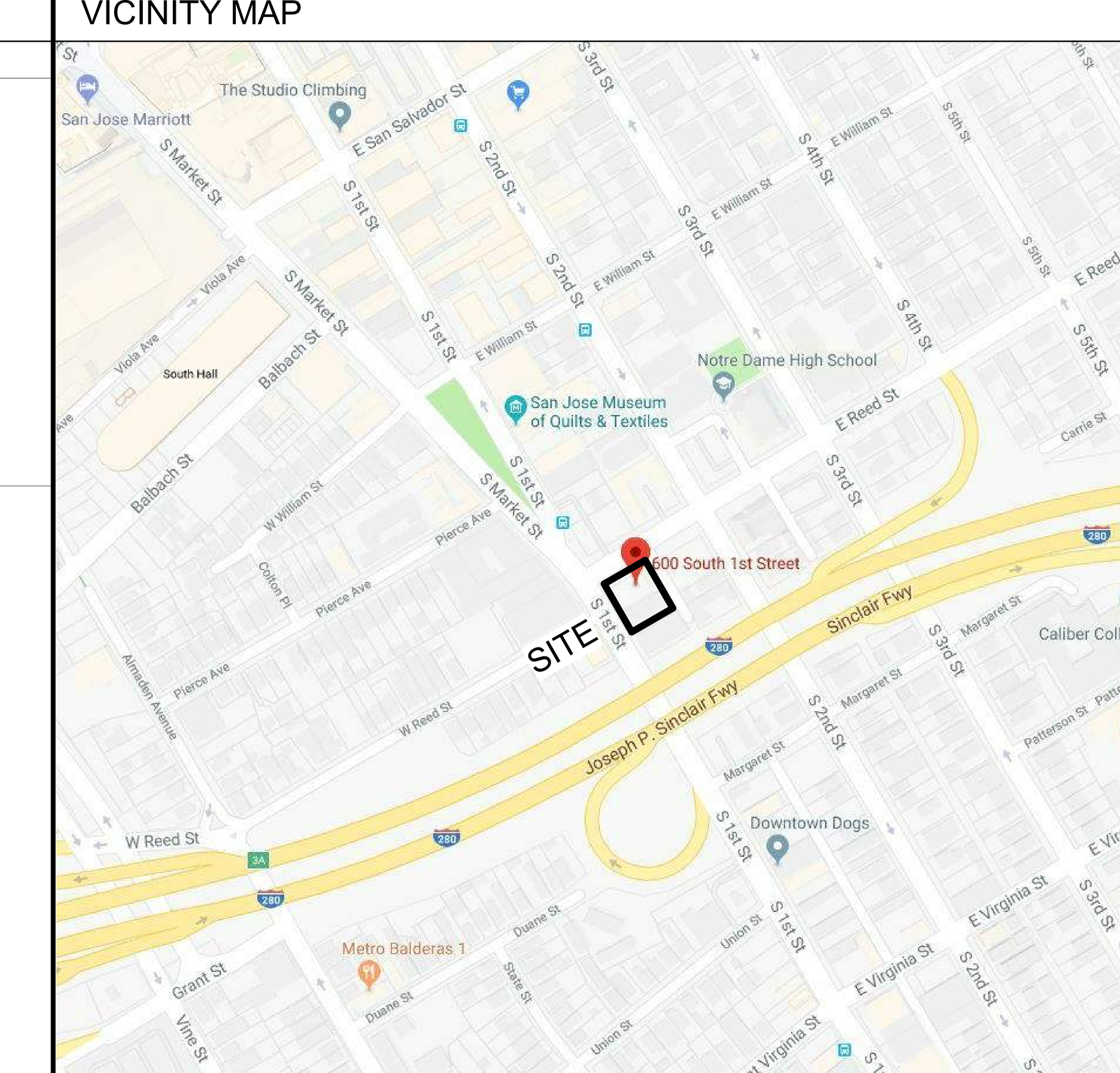
PERMITS / REVIEWS

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

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

VICINITY MAP



1" = 300'

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

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113

SP18-001

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

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

PRELIMINARY, NOT FOR CONSTRUCTION

SHEET TITLE:
COVER SHEET

SHEET NO.:
G000
11/13/2018 10:46:53 AM

ABBREVIATIONS:

@ AT
A/V AUDIO VISUAL
AB ANCHOR BOLT
AC AIR CONDITIONING
ACDN ACCORDION
ACOUST ACOUSTICAL
ACP ACOUSTICAL CEILING PANEL
ACT ACOUSTICAL CEILING TILE
AD AREA DRAIN
ADA AMERICANS WITH DISABILITIES ACT
ADJ ADJUST, ADJUSTABLE
AESS ARCHITECTURAL EXPOSED STRUCTURAL STEEL
AFF ABOVE FINISH FLOOR
ALUM ALUMINUM
APPROX APPROXIMATELY
ARCH ARCHITECTURAL
ASPH ASPHALT
AUTO AUTOMATIC

BC BOTTOM OF CURB
BD BOARD
BDRM BEDROOM
BITUM BITUMINOUS
BKR BACKER
BL BLINDS
BLDG BUILDING
BLK BLOCK
BLKG BLOCKING
BLKT BLANKET
BM BEAM
BOT/BTM BOTTOM
BUR BUILT-UP BITUMINOUS ROOFING
BW BOTTOM OF WALL

C CARPET
CAB CABINET
CEM CEMENT, CEMENTITIOUS
CG CORNER GUARD
CI CAST IRON
CIP CAST IN PLACE
CJ CONTROL JOINT
CK TP COOK TOP
CL CENTER LINE
CLG CEILING
CLO CLOSER
CLR CLEAR
CMU CONCRETE MASONRY UNITS
CNTR COUNTER
COL COLUMN
COMP COMPOSITE
CONC CONCRETE
COND CONDITION
CONSTR CONSTRUCTION
CONT CONTINUOUS
CORR CORRIDOR
CSMU CALCIUM SILICATE MASONRY UNIT
CTG COATING
CTR CENTER
CTRL CONTROL
CTSK COUNTERSINK
CTV CABLE TV
CU CUBIC
CUST CUSTOM
CW CURTAIN WALL

DBL DOUBLE
DEC DECORATIVE
DEFL DEFLECTION
DEMO DEMOLISH
DEPT DEPARTMENT
DF DRINKING FOUNTAIN
DIA DIAMETER
DIM DIMENSION
DISP DISPENSER
DN DOWN
DR DOOR, DINING ROOM
DRS DOORS
DS DOWNSPOUT
DW DISHWASHER
DWG DRAWING
DWR DRAWER

(E) EXISTING
EA EACH
EIFS EXTERIOR INSULATION AND FINISH SYSTEM
EJ EXPANSION JOINT
EL ELEVATION
ELEC ELECTRICAL
ELEV ELEVATOR
EMER EMERGENCY
ENCL ENCLOSURE
ENTR ENTRANCE
EOS EDGE OF SLAB
EPS EXPANDED POLYSTYRENE
EQ EQUAL
EQPT EQUIPMENT
ES EACH SIDE
EW EACH WAY
EWC ELECTRIC WATER COOLER
EX EXHAUST
EXIST EXISTING
EXP EXPANSION
EXT EXTERIOR

F FABRIC, FIBER
FA FIRE ALARM, FLUID APPLIED
FB FLAT BAR
FD FLOOR DRAIN
FE FIRE EXTINGUISHER
FEC FIRE EXTINGUISHER CAB
FF FINISH FLOOR
FF SAM FOIL FACED SELF-ADHERED MEMBRANE
FFE FINISH FLOOR ELEVATION
FHC FIRE HOSE CABINET
FIN FINISH
FIXT FIXTURE
FL FLOOR
FLDG FOLDING
FLR FLOOR
FLRG FLOORING
FLSHG FLASHING
FOC FACE OF CONCRETE
FOF FACE OF FINISH
FO FACE OF
FP FIREPROOF
FPFG FIREPROOFING
FR FIRE RATED
FRM FRAME
FRMD FRAMED
FRMG FRAMING
FRP FIBER GLASS REINFORCED PANELS
FRT FIRE RETARDANT TREATED
FS FULL SIZE, FIRESTOPPING
FT FOOT, FEET
FTG FOOTING

GA GAGE
GALV GALVANIZED
GB GRAB BAR
GBATH GUEST BATH
GBDRM GUEST BEDROOM
GD GARBAGE DISPOSAL
GFRC GLASS FIBER REINFORCED CONCRETE
GFRG GLASS FIBER REINFORCED GYPSUM
GI GALVANIZED IRON
GL GLASS
GLULAM GLU-LAMINIATED
GND GROUND
GYP GYPSUM
GYP BD GYPSUM BOARD

HB HOSE BIBB
HC HOLLOW CORE
HDW HARDWARE
HDWD HARDWOOD
HM HOLLOW METAL
HORIZ HORIZONTAL
HP HEAT PUMP
HR HOUR
HT HEIGHT
HT SAM HIGH TEMPERATURE SELF-ADHERED MEMBRANE

ID INSIDE DIAMETER
IN INCH, INCHES
INSUL INSULATION
INT INTERIOR
INTUM INTUMESCENT

JAN JANITOR
JST JOIST
JT JOINT
KIT KITCHEN

L LINEN, LINOLEUM
LAV LAVATORY
LF LINEAL FEET
LIB LIBRARY
LIV LIVING
LKR LOCKER

MACH MACHINE
MAINT MAINTENANCE
MAX MAXIMUM
MBATH MASTER BATH
MBDRM MASTER BEDROOM
MC MEDICINE CABINET
MDF MEDIUM DENSITY FIBERBOARD
MDO MEDIUM DENSITY OVERLAY
MECH MECHANICAL
MED MEDICATION
MEMB MEMBRANE
MFR MANUFACTURER
MH MANHOLE
MIN MINIMUM
MIRR MIRROR
MISC MISCELLANEOUS
MO MASONRY OPENING
MTD MOUNTED
MTL METAL
MUL MULLION
MW MICROWAVE

N/A NOT APPLICABLE
NC NON COMBUSTIBLE
NIC NOT IN CONTRACT
NOM NOMINAL
NTS NOT TO SCALE

OBS OBSCURE
OC ON CENTER
OD OUTSIDE DIAMETER
OFF OFFICE
OFCI OWNER FURNISHED, INSTALLED BY CONTRACTOR
OFOI OWNER FURNISHED, INSTALLED BY OWNER
OH OPPOSITE HAND, OVERHEAD
OPP OPPOSITE
OTB OPEN TO BELOW
OZ OUNCE

P PAINT, PANTRY
P/L PROPERTY LINE
PART BD PARTICLE BOARD
PC PRECAST
PED PEDESTRIAN
PERF PERFORATED
PH PENTHOUSE
PKG PACKAGE
PL PLATE
PLAM PLASTIC LAMINATE
PLAST PLASTER, PLASTIC
PNL PANEL
POL POLISHED
POLYISO POLYISOCYANURATE
PP POWER POLE
PR PAIR

PREFIN PREFINISHED
PREM PREMIUM
PRKG PARKING
PSI POUNDS PER SQUARE INCH
PT PRESERVATIVE TREATED, POST-TENSIONED
PTD PAPER TOWEL DISPENSER
PTD/R PAPER TOWEL DISPENSER AND RECEPTACLE
PTN PARTITION
PTR PAPER TOWEL RECEPTACLE
PVC POLYVINYLCHLORIDE
PWD PLYWOOD

R RADIUS, RISER, RISERS, RANGE
RAD RADIUS
RB HK ROBE HOOK
RCP REFLECTED CEILING PLAN
RD ROOF DRAIN
REF REFERENCE
REFR REFRIGERATOR
REINF REINFORCED, REINFORCING
RES RESIN
RESIL RESILIENT
RF RUBBER FLOORING
RM ROOM
RO ROUGH OPENING
RR REST ROOM

S SURF SOLID SURFACE
S&R STILE AND RAIL
S&V STAIN AND VARNISH
SAM SELF-ADHERED MEMBRANE
SBS STYRENE BUTADIENE STYRENE
SC SEALED CONCRETE
SC SOLID CORE
SCD SEAT COVER DISPENSER
SCHED SCHEDULE
SCRN SCREEN
SD SOAP DISPENSER
SECT SECTION, SECTIONAL
SF SQUARE FEET, STOREFRONT
SGL SAFETY GLASS
SH SHELF, SHINGLES
SHR SHOWER
SHT SHEET
SHTG SHEATHING
SIM SIMILAR
SLDG SLIDING
SLNT SEALANT
SND SANITARY NAPKIN DISPENSER
SNR SANITARY NAPKIN RECEPTACLE
SOG SLAB ON GRADE
SQ SQUARE
SS STAINLESS STEEL
STD STANDARD
STL STEEL
STN STAIN
STOR STORAGE
SUSP SUSPENDED
SV SHEET VINYL
SYM SYMMETRICAL
SYS SYSTEM

T TILE
T&B TOP AND BOTTOM
T&G TONGUE AND GROOVE
TB TACK BOARD, TOWEL BAR
TC TOP OF CURB, TRAFFIC COATING
TEL TELEPHONE
TF TERRAZZO FLOORING
THK THICK
THRES THRESHOLD
TMPD TEMPERED
T.O. TOP OF
TPD TOILET PAPER DISPENSER
TPO THERMOPLASTIC POYOLEFIN
TR TOILET ROOM
TV TELEVISION
TW TOP OF WALL
TYP TYPICAL

UNDERLAY UNDERLAYMENT
UON UNLESS OTHERWISE NOTED
UR URINAL
UTIL UTILITY

VCT VINYL COMPOSITION TILE
VEHIC VEHICULAR
VERT VERTICAL
VEST VESTIBULE
VFY VERIFY
VIF VERIFY IN FIELD
VG VERTICAL GRAIN
VNR VENEER
VP VENEER PLASTER

W/ WITH
W/O WITHOUT
WC WALLCOVERING, WATER CLOSET
WD WOOD
W/D WASHER DRYER
WF WOOD FLOORING
WH WALL HUNG
WOM WALK OFF MAT
WP WATERPROOF
WPFG WATERPROOFING
WR WATER RESISTANT, WATER RESISTIVE
WS WATERSTOP
WT WEIGHT
WW WINDOW WALL
WWF WOVEN WIRE FABRIC

YD YARD

XPS EXTRUDED POLYSTYRENE

BUILDING AREA SUMMARY

Garden Gate Tower

600S 1st Site San Jose		Gross Area	Number Units	Parking Area	Parking Spaces	Retail	Private Open Space	Common Open Space	Const. Type	Height (ft) Flr to Flr	Height	To Floor Level
Roof		2,459	-	-	-	-	-	-	I-A	8.50	273.75	371.00
27th	Residential	11,632	6	-	-	-	473	4,904	I-A	12.00	261.75	359.00
26th	Residential	16,735	11	-	-	-	383	-	I-A	11.00	250.75	348.00
25th	Residential	16,674	13	-	-	-	506	-	I-A	10.00	240.75	338.00
24th	Residential	16,655	13	-	-	-	506	-	I-A	10.00	230.75	328.00
23rd	Residential	16,658	13	-	-	-	506	-	I-A	9.75	221.00	318.25
22nd	Residential	16,639	13	-	-	-	506	-	I-A	9.75	211.25	308.50
21st	Residential	16,266	13	-	-	-	1,104	-	I-A	9.75	201.50	298.75
20th	Residential	16,656	13	-	-	-	506	-	I-A	9.75	191.75	289.00
19th	Residential	16,656	13	-	-	-	506	-	I-A	9.75	182.00	279.25
18th	Residential	16,677	13	-	-	-	506	-	I-A	9.75	172.25	269.50
17th	Residential	16,439	13	-	-	-	907	-	I-A	9.75	162.50	259.75
16th	Residential	16,662	13	-	-	-	506	-	I-A	9.75	152.75	250.00
15th	Residential	16,677	13	-	-	-	506	-	I-A	9.75	143.00	240.25
14th	Residential	16,228	13	-	-	-	1,306	-	I-A	9.75	133.25	230.50
13th	Residential	16,639	13	-	-	-	506	-	I-A	9.75	123.50	220.75
12th	Residential	16,639	13	-	-	-	506	-	I-A	9.75	113.75	211.00
11th	Residential	16,315	13	-	-	-	1,137	-	I-A	9.75	104.00	201.25
10th	Residential	16,639	13	-	-	-	506	-	I-A	9.75	94.25	191.50
9th	Residential	16,627	13	-	-	-	506	-	I-A	9.75	84.50	181.75
8th	Residential	16,639	13	-	-	-	506	-	I-A	9.75	74.75	172.00
7th	Residential	16,666	13	-	-	-	506	-	I-A	9.75	65.00	162.25
6th	Residential	16,666	13	-	-	-	506	-	I-A	9.75	55.25	152.50
5th	Residential	16,666	13	-	-	-	506	-	I-A	9.75	45.50	142.75
4th	Parking	16,272	-	13,653	31	-	-	-	I-A	10.00	35.50	132.75
3rd	Parking	16,711	-	13,978	36	-	-	-	I-A	14.50	21.00	118.25
2nd	OTB/Parking	16,166	-	13,839	29	-	-	-	I-A	10.00	11.00	108.25
1st	Retail / Lobby / Parking	16,437	-	-	-	4,840	-	-	I-A	11.00	0.00	97.25
B1	Basement Parking	17,814	-	13,621	23	-	-	-	I-A	-10.00	-10.00	
B2	Basement Parking	17,814	-	13,967	35	-	-	-	I-A	-10.00	-20.00	
B3	Basement Parking	17,814	-	15,081	35	-	-	-	I-A	-10.00	-30.00	
B4	Basement Parking	17,814	-	15,332	43	-	-	-	I-A	-10.00	-40.00	
		Gross	Units		Stalls		-					
Total		**516,051**	**290**	**99,471**	**232**	**4,840**	**13,912**	**4,904**			**282.25**	Total Building Height

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

OPEN SPACE SUMMARY

PRIVATE AND COMMON OPEN SPACE

PRIVATE OPEN SPACE		
TOTAL PRIVATE OPEN SPACE	13,912 SF	
TOTAL UNITS	**290**	
AVERAGE PRIVATE OPEN SPACE PER UNIT	48 SF	/ UNIT
# UNITS WITH BALCONY	230	
PERCENT OF UNITS WITH BALCONY	79%	
COMMON OPEN SPACE		
TOTAL COMMON OPEN SPACE	4,904 SF	
AVERAGE COMMON OPEN SPACE PER UNIT	17 SF	/ UNIT

REFER TO PLANS FOR EXACT LOCATION OF PRIVATE BALCONIES/DECKS

TOTAL OPEN SPACE:
PRIVATE OPEN SPACE = 14,155 SF
COMMON OPEN SPACE = 4,904 SF
GRAND TOTAL = 19,059 SF

UNIT MIX SUMMARY

Unit Mix	Studio	1 BR	1 BR+	2 BR	PH	Total
Total Net SF	27,042	174,423	22,126	57,135		
Avg Size SF	588	992	1,107	1,191		
27th	2	1		3		6
26th	2	6		3		11
25th	2	9		2		13
24th	2	9		2		13
23rd	2	7	2	2		13
22nd	2	7	2	2		13
21st	2	9		2		13
20th	2	7	2	2		13
19th	2	7	2	2		13
18th	2	9		2		13
17th	2	9		2		13
16th	2	7	2	2		13
15th	2	9		2		13
14th	2	9		2		13
13th	2	7	2	2		13
12th	2	9		2		13
11th	2	9		2		13
10th	2	7	2	2		13
9th	2	9		2		13
8th	2	7	2	2		13
7th	2	7	2	2		13
6th	2	9		2		13
5th	2	7	2	2		13
4th						-
3rd						-
2nd						-
1st						-
Total Units	**46**	**176**	**20**	**48**	**-**	**290**
Mix Ratio %	**15.9%**	**60.7%**	**6.9%**	**16.6%**	**0.0%**	**100%**

BUILDING CODE DATA

PROJECT INFORMATION

PROJECT NAME: Garden Gate @ 600 S. 1st Street
ADDRESS: 600 South 1st Street, San Jose, CA 95113
OWNER: KT Urban, 21710 Stevens Creek Blvd # 200, Cupertino, CA 95014
ASSESSOR PARCEL#: 472-26-090, 472-26-089
SEISMIC ZONE: DESIGN CATEGORY D

BUILDING NARRATIVE

290 RESIDENTIAL UNITS IN 27 STORY TOWER, INCLUDES FOUR LEVELS OF PARKING BELOW GRADE WITH RETAIL AT GROUND LEVEL.

APPLICABLE BUILDING REGULATIONS

PART 1 - 2016 CALIFORNIA BUILDING STANDARDS ADMINISTRATIVE CODE
PART 2 - 2016 CALIFORNIA BUILDING CODE (BASED ON 2015 IBC) WITH SAN JOSE CITY AMENDMENTS
PART 3 - 2016 CALIFORNIA ELECTRICAL CODE (BASED ON 2014 NEC) WITH SAN JOSE CITY AMENDMENTS
PART 4 - 2016 CALIFORNIA MECHANICAL CODE (BASED ON 2015 UMC) WITH SAN JOSE CITY AMENDMENTS
PART 5 - 2016 CALIFORNIA PLUMBING CODE (BASED ON 2015 UPC) WITH SAN JOSE CITY AMENDMENTS
PART 6 - 2016 CALIFORNIA ENERGY CODE
PART 9 - 2016 CALIFORNIA FIRE CODE (BASED ON 2015 IFC)
PART 11 - 2016 CALIFORNIA GREEN BUILDING STANDARDS CODE
PART 12 - 2016 CALIFORNIA REFERENCE STANDARDS CODE
ZONING ORDINANCE, CITY OF SAN JOSE, CALIFORNIA TITLE 20 OF SAN JOSE MUNICIPAL CODE

BUILDING OCCUPANCY AND SEPARATIONS — CHAPTER 3

OCCUPANCY CLASSIFICATION GROUPS: A-2, A-3, B, M, R-2, S-1, S-2
OCCUPANCY SEPARATION (TABLE 508.4): NON SEPARATED PER 508.3; R-2 SEPARATED PER 420

ALLOWABLE HEIGHT AND AREA — CHAPTER 5

ALLOWABLE AREA PER FLOOR (TABLE 506.2): UNLIMITED

FRONTAGE INCREASE FACTORS

	NORTH	EAST	SOUTH	WEST
FRONTAGE (506.3)	50'-0"	12'-6"	3'-3"	40'-0"

FRONTAGE SHOWN BUT NOT USED FOR AREA INCREASE

CONSTRUCTION TYPE: I-A

	ALLOWABLE	PROPOSED
BUILDING HEIGHT (PER TABLE 504.3)	UNLIMITED*	282'-3"*
NUMBER OF STORIES (PER TABLE 504.4)	UNLIMITED*	27 STORIES*
AUTOMATIC SPRINKLER INCREASE	N/A	N/A

*SITE IS SUBJECT TO HEIGHT LIMITATIONS SET BY FAA FOR SAN JOSE AIRPORT OPERATIONS.

ZONING

LOCATION: APN	472-26-090, 089		
	Site bounded by S. 1st St, Reed St		
ZONING DISTRICT	DC	Downtown Primary Commercial	
LOT SIZE	18,238 SF =	0.42 ACRES	Gross

DENSITY PROPOSED — **290 UNITS PROPOSED**
290 UNITS /.42 ACRES = **693** DWELLING UNITS / ACRE
CoSJ GENERAL PLAN 2040 — **Allowed Density: Up to 800 DU/AC**

FAR BUILDABLE AREA 18,238 SF **LOT AREA**
AREA PROPOSED (FAR Gross) = 442,077 SF
442,077 SF / 18,238 = 24.2
FAR = 24:1 PROPOSED
CoSJ GENERAL PLAN 2040 — **FAR: Up to 30.0**

PARKING ANALYSIS

REQUIRED PARKING
PER SAN JOSE ZONING ORDINANCE, TABLE 20-140
RESIDENTIAL MULTIPLE DWELLING
1 SPACE PER UNIT REQUIRED
290 UNITS
232 SPACES PROPOSED *(20% REDUCTION)*
ACCESSIBLE PARKING SPACES
2% OF COVERED MULTIFAMILY DWELLING UNITS
5 ACCESSIBLE SPACES REQUIRED
5 ACCESSIBLE SPACES PROVIDED
ALL PARKING SPACES WILL BE ASSIGNED. NO PARKING WILL BE PROVIDED FOR VISITORS OR PUBLIC

BICYCLE PARKING 20.70.485
TABLE 20-120 REQUIREMENT 1 PER 4 LIVING UNITS
290 UNITS / 4 = **73 BICYCLE PARKING SPACES REQ'D**
29 SHORT TERM (40% TOTAL)
44 LONG TERM (60% TOTAL)
1 LONG TERM COMMERCIAL
74 BICYCLE PARKING SPACES PROVIDED

ELECTRIC VEHICLE CHARGING STATIONS
420.9 INSTALLATION OF EV CHARGING INFRASTRUCTURE IN NEW CONSTRUCTION
4.106.4.2 CALIFORNIA GREEN BUILDING STANDARDS CODE (CALGREEN)

3% OF TOTAL NUMBER OF PARKING SPACES SHALL CONTAIN INFRASTRUCTURE TO SUPPORT FUTURE EV CHARGING STATIONS

232 PARKING SPACES x 0.03 = 6.96
7 EV INFRASTRUCTURE PARKING SPACES REQUIRED
8 EV INFRASTRUCTURE PARKING SPACES PROVIDED

PER CBC T11B-228.3.2.1 EVCS FOR PUBLIC AND COMMON USE
1 VAN EVCS SPACE REQUIRED
1 STANDARD ACCESSIBLE EVCS SPACE REQ'D
1 VAN EVCS SPACE PROVIDED
1 STANDARD ACCESSIBLE EVCS SPACE PROV'D

ALL PARKING SPACES WILL BE ASSIGNED. NO PARKING WILL BE PROVIDED FOR VISITORS OR PUBLIC

BUILDING CONSTRUCTION — CHAPTERS 6, & 7

FIRE RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS (TABLE 601)

		REQUIREMENT
BUILDING ELEMENT		TYPE - IA
STRUCTURAL FRAME		3
BEARING WALLS -	EXTERIOR	2*
	INTERIOR	2*
NON BEARING WALLS AND PARTITIONS	INTERIOR	0
FLOOR CONSTRUCTION		2
ROOF CONSTRUCTION		1*

* REDUCTION IN RATING TO TYPE 1B REQUIREMENTS PER 403.2.1.1

FIRE RESISTANCE RATING REQUIREMENTS FOR EXTERIOR WALLS BASED ON FIRE SEPARATION

DISTANCE (TABLE 602)	NORTH	EAST	SOUTH	WEST
FIRE SEPARATION DISTANCE PROVIDED	50'-0"	12'-6"	3'-3"	40'-0"
TYPE IA - EXT WALL REQUIREMENTS - BEARING	PER TBL 601			
- NON BEARING	1-HR	0-HR	0-HR	0-HR

MAXIMUM AREA OF EXTERIOR WALL OPENINGS (TABLE 705.8)

	NORTH	EAST	SOUTH	WEST
FIRE SEPARATION DISTANCE PROVIDED	50'-0"	12'-6"	3'-3"	40'-0"
MAXIMUM AREA OF UNPROTECTED OPENINGS (BUILDING SPRINKLERED - 705.8.1)	NO LIMIT	45%	see plans	NO LIMIT

SHAFTS — CHAPTER 7

SHAFT CONSTRUCTION: 2 HR REQUIRED PER 713.4

CHUTES — CHAPTER 7

CHUTE ENCLOSURE: 2 HR REQUIRED PER 713.4
HOPPER DOOR CONSTRUCTION: 1 1/2-HR AS REQUIRED PER TABLE 716.5.9.3
REFUSE COLLECTION ROOM: 1-HR FIRE BARRIER ENCLOSURE WITH 3/4-HR DOOR PER 708.13.3
DOOR OPERATION: SELF OR AUTOMATIC CLOSING UPON ACTIVATION OF SMOKE DETECTION PER 716.5.9.3
TERMINATION ROOM: SPRINKLERED PER TABLE 509 WITH 1 1/2-HR DOOR PER 713.13.4 & TABLE 716.5
SPRINKLERS: AUTOMATIC SPRINKLER SYSTEM PROVIDED PER 713.13.6

OPENINGS — CHAPTER 7

WINDOWS: EMERGENCY WINDOWS PER SECTION 1029 ARE NOT REQUIRED PER 403.5.6
FIRE PROTECTION RATINGS FOR DOORS (TABLE 716.5)

FIRE SERVICE ACCESS ELEVATOR LOBBY DOORS	45 MINUTE "S" LABEL DOORS IN 1 HOUR SMOKE BARRIER
ELEVATOR SHAFT DOORS	90 MINUTE "S" LABEL DOORS IN 2-HR FIRE BARRIER
PRESSURIZED VESTIBULE DOORS FROM CORRIDOR	90 MINUTE "S" LABEL DOORS IN 2-HR FIRE BARRIER
PRESSURIZED VESTIBULE DOORS INTO STAIRWAY	90 MINUTE "S" LABEL DOORS IN 2-HR FIRE BARRIER
CORRIDOR DOORS	20 MINUTE "S" LABEL DOORS IN 1-HR FIRE PARTITION

ELEVATORS — CHAPTERS 7, 10, & 30

LOBBY:
ENCLOSED LOBBY NOT REQUIRED AT STREET LEVEL PER 713.14.1, EXCEPTION 1
FIRE SERVICE ACCESS ELEVATOR LOBBY SIZE MIN DIMENSION OF 8'-0", AND 150 SF
ACCESSIBLE MEANS OF EGRESS ELEVATOR:
ONE (1) ELEVATOR TO BE PROVIDED AS ACCESSIBLE MEANS OF EGRESS PER SECTION 1007.2.1
FLOOR LANDINGS ILLUMINATION:
5 fc MIN AT THRESHOLD (1124A.5)
ELEVATOR SIZE REQUIREMENT:
ONE (1) ELEVATOR TO ACCOMMODATE 24-INCH BY 84-INCH AMBULANCE STRETCHER WITH 5-INCH MAXIMUM RADIUS CORNERS, 80-INCH BY 54-INCH CLEAR DISTANCE BETWEEN WALLS, AND MINIMUM DISTANCE FROM WALL TO RETURN PANEL OF 51 INCHES WITH A 42 INCH MINIMUM SIDE-SLIDE DOOR PER SECTION 3002.4.3a
ALL PROVIDED ELEVATORS TO MEET ACCESSIBILITY REQUIREMENTS OF CBC 11B-407 & 1124A
FIRE SERVICE ACCESS ELEVATORS:
TWO REQUIRED PER 403.6.1
CAPACITY: 3500# MIN PER 403.6.1
FIRE ALARM TO INITIATE PHASE I EMERGENCY RECALL (3007.2)
PROVIDE PHASE II EMERGENCY IN-CAR OPERATION (3003.2)
MONITORED BY FIRE COMMAND CENTER (3007.8)
STANDBY POWER TYPE 60/CLASS 2/LEVEL 1, REQUIRED FOR ELEVATOR EQUIPMENT, HOISTWAY LIGHTING, MACHINE ROOM VENTILATION AND COOLING EQUIPMENT, AND CONTROLLER COOLING EQUIPMENT (3007.9)

INTERIOR FINISHES — CHAPTER 8

WALL/CEILING MAXIMUM FLAME SPREAD CLASSIFICATIONS AND RATINGS (TABLE 803.9)

EXIT ENCLOSURES:	CLASS B
CORRIDORS AND EXIT ACCESS ENCLOSURES:	CLASS C TYP, CLASS B ON LEVEL 4
ROOMS AND ENCLOSED SPACES:	CLASS C

FLOOR FINISH (SECTION 804)

ALL AREAS:	COMPLY WITH ASTM STANDARD E 648, & SPECIFIC OPTICAL DENSITY SMOKE RATING NOT TO EXCEED 450 PER ASTM E 662 (804.4.1)
EXITS, CORRIDORS, & ROOMS OR SPACES NOT SEPARATED FROM CORRIDORS:	MINIMUM CRITICAL RADIANT FLUX: CLASS II (804.4.2)

REQUIRED LIFE SAFETY SYSTEMS — CHAPTER 9

	REQUIREMENT	TYPE/CLASS
AUTOMATIC SPRINKLER SYSTEM*	PER 903.2, 903.3.1.1, & SJFC 17.12.630	NFPA 13
STANDPIPE SYSTEM	PER 905.3.1, Exception 1	NFPA 14 / CLASS I
FIRE PUMPS	PER 913	NFPA 20
FIRE EXTINGUISHERS	PER 906.1 & CRC Title 19, Div 1, Chapter 3	2-A MIN RATED
FIRE ALARM SYSTEM**	PER 907.2	NFPA 72 AS AMENDED IN CHAPTER 35
AUDIBLE ALARMS	PER 907.5.2.1 & 907.5.2.2	
VISIBLE ALARMS	PER 907.5.2.3	
SMOKE DETECTION SYSTEM	PER 907.2.13 & 907.3	NFPA 72
FIRE DEPARTMENT COMMUNICATION SYSTEM	PER 907.2.13.2	NFPA 72

* SYSTEMS SERVING MORE THAN 20 HEADS SHALL BE SUPERVISED BY AN APPROVED CENTRAL, PROPRIETARY, OR REMOTE SERVICE.
QUICK RESPONSE OR RESIDENTIAL AUTOMATIC SPRINKLERS ARE REQUIRED IN DWELLING OR SLEEPING UNITS

** SYSTEM SHALL ACTIVATE A MEANS OF WARNING FOR THE HEARING IMPAIRED (1007.12)

SECONDARY WATER SUPPLY (903.3.5.2)
SMOKE CONTROL SYSTEM (SECTION 909)
FIRE DEPARTMENT CONNECTIONS (SECTION 912)
EMERGENCY RESPONDER SAFETY FEATURES (SECTION 914)
EMERGENCY RESPONDER RADIO COVERAGE (SECTION 915)
STANDBY POWER SYSTEM (SECTION 2702)
EMERGENCY POWER SYSTEM (SECTION 2702)
PRESSURIZED EXIT ENCLOSURES (SECTIONS 909.20 AND 1022.10)
FIRE COMMAND CENTER (SECTION 911)
ROOM SIZE MIN DIMENSION OF 10'-0", AND 200 SF
FIREFIGHTER AIR REPLENISHMENT SYSTEM (2016 CALIFORNIA FIRE CODE - APPENDIX L)

F.A.R.S. - A PERMANENTLY INSTALLED ARRANGEMENT OF PIPING, VALVES, FITTINGS AND EQUIPMENT TO FACILITATE THE REPLINISHMENT OF BREATHING AIR IN SELF-CONTAINED BREATHING APPARATUS (SCBA) FOR FIRE FIGHTERS ENGAGED IN EMERGENCY OPERATIONS.

MEANS OF EGRESS — CHAPTER 10

EGRESS WIDTH PER OCCUPANT SERVED (1005.3)
STAIRWAYS: (1005.3.1 EXCEPTION 1) .2"/OCC
OTHER EGRESS COMPONENTS: (1005.3.2 EXCEPTION 1) .15"/OCC
ACCESSIBLE MEANS OF EGRESS (1009)
48" STAIRWAY WIDTH NOT REQUIRED (1009.3, EXCEPTION 2)
AREAS OF REFUGE NOT REQUIRED (1009.3, EXCEPTION 8 & 1009.4, EXCEPTION 2)
TWO WAY COMMUNICATION SYSTEM REQUIRED AT ELEVATOR LANDINGS (1009.8)
EXIT ACCESS (1014)
COMMON PATH OF EGRESS TRAVEL PER 1014.3
B & S OCCUPANCIES: 100'-0"
A OCCUPANCIES: 75'-0"
R-2 OCCUPANCIES: 125'-0"
EXIT ACCESS TRAVEL DISTANCE (1016)
A, R, S-1 OCCUPANCIES: 250'-0"
B OCCUPANCY 300'-0"
S-2 OCCUPANCY 400'-0"
MINIMUM CORRIDOR WIDTH (1018.2)

LOCATION	MIN WIDTH
ACCESS TO MECHANICAL, PLUMBING, OR ELECTRICAL SYSTEMS OR EQUIPMENT	24"
WHERE OCCUPANT CAPACITY IS LESS THAN 50	36"
WITHIN A DWELLING UNIT	36"
ALL OTHER LOCATIONS	44"

CORRIDOR DEAD END (1020.4):
A OCCUPANCY: 20'-0"
B, R-2, & S OCCUPANCIES: 50'-0" (1020.4, EXCEPTION 2)
MEANS OF EGRESS ILLUMINATION (1006)
(NOT REQUIRED INSIDE DWELLING UNITS PER 1006.1, EXCEPTION 3)
TYPICAL CONDITIONS: 1 fc MIN AT THE WALKING SURFACE TO PUBLIC WAY
EMERGENCY POWER ILLUMINATION REQUIREMENTS PER 1006.3.1

INTERIOR ENVIRONMENT — CHAPTER 12

LIGHTING OF OCCUPIED SPACES:
NATURAL LIGHT: NET GLAZED AREA IS GREATER THAN 8% OF THE FLOOR AREA OF THE ROOM SERVED
ARTIFICIAL LIGHT: 10fc AVERAGE PROVIDED AT 30-INCHES ABOVE THE FLOOR LEVEL.
DWELLING UNIT SOUND TRANSMISSION:
WALLS: 50 STC MIN REQUIRED (1208.2)
FLOOR/CEILINGS: 60 IIC MIN REQUIRED (1207.3)
EXTERIOR WALLS STC 37: LIVING ROOM 55 Dba Lmax30 (GENERAL PLAN 2040 EC-1.1)

ROOFING REQUIREMENTS — CHAPTERS 15 & 16

BASIC WIND SPEED 85 MPH (V3S)
WIND EXPOSURE CATEGORY: B
FIRE CLASSIFICATION: B

CLADDING REQUIREMENTS — CHAPTERS 14 & 16

BASIC WIND SPEED 85 MPH (V3S)
WIND EXPOSURE CATEGORY: B
FIRE CLASSIFICATION: NON-COMBUSTIBLE

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

GARDEN GATE TOWER

KT URBAN

600 S 1ST STREET
SAN JOSE, CA 95113
SP18-001

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

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

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

PRELIMINARY, NOT FOR CONSTRUCTION

SHEET TITLE: CODE ANALYSIS

SHEET NO.: **G100**

11/13/2018 10:46:06 AM

ABBREVIATIONS:

@	AT
A/V	AUDIO VISUAL
AB	ANCHOR BOLT
AC	AIR CONDITIONING
ACDN	ACCORDION
ACOUST	ACOUSTICAL
ACP	ACOUSTICAL CEILING PANEL
ACT	ACOUSTICAL CEILING TILE
AD	AREA DRAIN
ADA	AMERICANS WITH DISABILITIES ACT
ADJ	ADJUST, ADJUSTABLE
AESS	ARCHITECTURAL EXPOSED STRUCTURAL STEEL
AFF	ABOVE FINISH FLOOR
ALUM	ALUMINUM
APPROX	APPROXIMATELY
ARCH	ARCHITECTURAL
ASPH	ASPHALT
AUTO	AUTOMATIC
BC	BOTTOM OF CURB
BD	BOARD
BDRM	BEDROOM
BITUM	BITUMINOUS
BKR	BACKER
BL	BLINDS
BLDG	BUILDING
BLK	BLOCK
BLKG	BLOCKING
BLKT	BLANKET
BM	BEAM
BOT/BTM	BOTTOM
BUR	BUILT-UP BITUMINOUS ROOFING
BW	BOTTOM OF WALL
C	CARPET
CAB	CABINET
CEM	CEMENT, CEMENTITIOUS
CG	CORNER GUARD
CI	CAST IRON
CIP	CAST IN PLACE
CJ	CONTROL JOINT
CK TP	COOK TOP
CL	CENTER LINE
CLG	CEILING
CLO	CLOSER
CLR	CLEAR
CMU	CONCRETE MASONRY UNITS
CNTR	COUNTER
COL	COLUMN
COMP	COMPOSITE
CONC	CONCRETE
COND	CONDITION
CONSTR	CONSTRUCTION
CONT	CONTINUOUS
CORR	CORRIDOR
CSMU	CALCIUM SILICATE MASONRY UNIT
CTG	COATING
CTR	CENTER
CTRL	CONTROL
CTSK	COUNTERSINK
CTV	CABLE TV
CU	CUBIC
CUST	CUSTOM
CW	CURTAIN WALL
DBL	DOUBLE
DEC	DECORATIVE
DEFL	DEFLECTION
DEMO	DEMOLISH
DEPT	DEPARTMENT
DF	DRINKING FOUNTAIN
DIA	DIAMETER
DIM	DIMENSION
DISP	DISPENSER
DN	DOWN
DR	DOOR, DINING ROOM
DRS	DOORS
DS	DOWNSPOUT
DW	DISHWASHER
DWG	DRAWING
DWR	DRAWER
(E)	EXISTING
EA	EACH
EIFS	EXTERIOR INSULATION AND FINISH SYSTEM
EJ	EXPANSION JOINT
EL	ELEVATION
ELEC	ELECTRICAL
ELEV	ELEVATOR
EMER	EMERGENCY
ENCL	ENCLOSURE
ENTR	ENTRANCE
EOS	EDGE OF SLAB
EPS	EXPANDED POLYSTYRENE
EQ	EQUAL
EQPT	EQUIPMENT
ES	EACH SIDE
EW	EACH WAY
EWC	ELECTRIC WATER COOLER
EX	EXHAUST
EXIST	EXISTING
EXP	EXPANSION
EXT	EXTERIOR
F	FABRIC, FIBER
FA	FIRE ALARM, FLUID APPLIED
FB	FLAT BAR
FD	FLOOR DRAIN
FE	FIRE EXTINGUISHER
FEC	FIRE EXTINGUISHER CAB
FF	FINISH FLOOR
FF SAM	FOIL FACED SELF-ADHERED MEMBRANE
FFE	FINISH FLOOR ELEVATION
FHC	FIRE HOSE CABINET
FIN	FINISH
FIXT	FIXTURE
FL	FLOOR
FLDG	FOLDING
FLR	FLOOR
FLRG	FLOORING
FLSHG	FLASHING
FOC	FACE OF CONCRETE
FOF	FACE OF FINISH
FO	FACE OF
FP	FIREPROOF
FPFG	FIREPROOFING
FR	FIRE RATED
FRM	FRAME
FRMD	FRAMED
FRMG	FRAMING
FRP	FIBER GLASS REINFORCED PANELS
FRT	FIRE RETARDANT TREATED
FS	FULL SIZE, FIRESTOPPING
FT	FOOT, FEET
FTG	FOOTING
GA	GAGE
GALV	GALVANIZED
GB	GRAB BAR
GBATH	GUEST BATH
GBDRM	GUEST BEDROOM
GD	GARBAGE DISPOSAL
GFRC	GLASS FIBER REINFORCED CONCRETE
GFRG	GLASS FIBER REINFORCED GYPSUM
GI	GALVANIZED IRON
GL	GLASS
GLULAM	GLU-LAMINIATED
GND	GROUND
GYP	GYPSUM
GYP BD	GYPSUM BOARD
HB	HOSE BIBB
HC	HOLLOW CORE
HDW	HARDWARE
HDWD	HARDWOOD
HM	HOLLOW METAL
HORIZ	HORIZONTAL
HP	HEAT PUMP
HR	HOUR
HT	HEIGHT
HT SAM	HIGH TEMPERATURE SELF-ADHERED MEMBRANE
ID	INSIDE DIAMETER
IN	INCH, INCHES
INSUL	INSULATION
INT	INTERIOR
INTUM	INTUMESCENT
JAN	JANITOR
JST	JOIST
JT	JOINT
KIT	KITCHEN
L	LINEN, LINOLEUM
LAV	LAVATORY
LF	LINEAL FEET
LIB	LIBRARY
LIV	LIVING
LKR	LOCKER

MACH	MACHINE
MAINT	MAINTENANCE
MAX	MAXIMUM
MBATH	MASTER BATH
MBDRM	MASTER BEDROOM
MC	MEDICINE CABINET
MDF	MEDIUM DENSITY FIBERBOARD
MDO	MEDIUM DENSITY OVERLAY
MECH	MECHANICAL
MED	MEDICATION
MEMB	MEMBRANE
MFR	MANUFACTURER
MH	MANHOLE
MIN	MINIMUM
MIRR	MIRROR
MISC	MISCELLANEOUS
MO	MASONRY OPENING
MTD	MOUNTED
MTL	METAL
MUL	MULLION
MW	MICROWAVE
N/A	NOT APPLICABLE
NC	NON COMBUSTIBLE
NIC	NOT IN CONTRACT
NOM	NOMINAL
NTS	NOT TO SCALE
OBS	OBSCURE
OC	ON CENTER
OD	OUTSIDE DIAMETER
OFF	OFFICE
OFCI	OWNER FURNISHED, INSTALLED BY CONTRACTOR
OFOI	OWNER FURNISHED, INSTALLED BY OWNER
OH	OPPOSITE HAND, OVERHEAD
OPP	OPPOSITE
OTB	OPEN TO BELOW
OZ	OUNCE
P	PAINT, PANTRY
P/L	PROPERTY LINE
PART BD	PARTICLE BOARD
PC	PRECAST
PED	PEDESTRIAN
PERF	PERFORATED
PH	PENTHOUSE
PKG	PACKAGE
PL	PLATE
PLAM	PLASTIC LAMINATE
PLAST	PLASTER, PLASTIC
PNL	PANEL
POL	POLISHED
POLYISO	POLYISOCYANURATE
PP	POWER POLE
PR	PAIR
PREFIN	PREFINISHED
PREM	PREMIUM
PRKG	PARKING
PSI	POUNDS PER SQUARE INCH
PT	PRESERVATIVE TREATED, POST-TENSIONED
PTD	PAPER TOWEL DISPENSER
PTD/R	PAPER TOWEL DISPENSER AND RECEPTACLE
PTN	PARTITION
PTR	PAPER TOWEL RECEPTACLE
PVC	POLYVINYLCHLORIDE
PWD	PLYWOOD
R	RADIUS, RISER, RISERS, RANGE
RAD	RADIUS
RB HK	ROBE HOOK
RCP	REFLECTED CEILING PLAN
RD	ROOF DRAIN
REF	REFERENCE
REFR	REFRIGERATOR
REINF	REINFORCED, REINFORCING
RES	RESIN
RESIL	RESILIENT
RF	RUBBER FLOORING
RM	ROOM
RO	ROUGH OPENING
RR	REST ROOM
S SURF	SOLID SURFACE
S&R	STILE AND RAIL
S&V	STAIN AND VARNISH
SAM	SELF-ADHERED MEMBRANE
SBS	STYRENE BUTADIENE STYRENE
SC	SEALED CONCRETE
SC	SOLID CORE
SCD	SEAT COVER DISPENSER
SCHED	SCHEDULE
SCRN	SCREEN
SD	SOAP DISPENSER
SECT	SECTION, SECTIONAL
SF	SQUARE FEET, STOREFRONT
SGL	SAFETY GLASS
SH	SHELF, SHINGLES
SHR	SHOWER
SHT	SHEET
SHTG	SHEATHING
SIM	SIMILAR
SLDG	SLIDING
SLNT	SEALANT
SND	SANITARY NAPKIN DISPENSER
SNR	SANITARY NAPKIN RECEPTACLE
SOG	SLAB ON GRADE
SQ	SQUARE
SS	STAINLESS STEEL
STD	STANDARD
STL	STEEL
STN	STAIN
STOR	STORAGE
SUSP	SUSPENDED
SV	SHEET VINYL
SYM	SYMMETRICAL
SYS	SYSTEM
T	TILE
T&B	TOP AND BOTTOM
T&G	TONGUE AND GROOVE
TB	TACK BOARD, TOWEL BAR
TC	TOP OF CURB, TRAFFIC COATING
TEL	TELEPHONE
TF	TERRAZZO FLOORING
THK	THICK
THRES	THRESHOLD
TMPD	TEMPERED
T.O.	TOP OF
TPD	TOILET PAPER DISPENSER
TPO	THERMOPLASTIC POYOLEFIN
TR	TOILET ROOM
TV	TELEVISION
TW	TOP OF WALL
TYP	TYPICAL
UNDERLAY	UNDERLAYMENT
UON	UNLESS OTHERWISE NOTED
UR	URINAL
UTIL	UTILITY
VCT	VINYL COMPOSITION TILE
VEHIC	VEHICULAR
VERT	VERTICAL
VEST	VESTIBULE
VFY	VERIFY
VIF	VERIFY IN FIELD
VG	VERTICAL GRAIN
VNR	VENEER
VP	VENEER PLASTER
W/	WITH
W/O	WITHOUT
WC	WALLCOVERING, WATER CLOSET
WD	WOOD
W/D	WASHER DRYER
WF	WOOD FLOORING
WH	WALL HUNG
WOM	WALK OFF MAT
WP	WATERPROOF
WPFG	WATERPROOFING
WR	WATER RESISTANT, WATER RESISTIVE
WS	WATERSTOP
WT	WEIGHT
WW	WINDOW WALL
WWF	WOVEN WIRE FABRIC
YD	YARD
XPS	EXTRUDED POLYSTYRENE

BUILDING AREA SUMMARY

600 S 1ST STREET_CO-LIVING

		New Gross Area	Number Units	Parking Area	Parking Spaces	Retail Area	Private Open Space	Common Open Space	Const. Type	Flr to Flr Height	Ht To Top of Floor
Roof		2,459	-						I-A	10.00	282.75
27th	Amenity	11,394					-	5,386	I-A	12.00	272.75
26th	Residential	16,482	27				-	185	I-A	10.00	260.75
25th	Residential	16,509	32				-	185	I-A	9.75	250.75
24th	Residential	16,509	32				-	185	I-A	9.75	241.00
23rd	Residential	16,509	32				-	185	I-A	9.75	231.25
22nd	Residential	16,509	32				-	185	I-A	9.75	221.50
21st	Residential	16,509	32				-	185	I-A	9.75	211.75
20th	Residential	16,509	32				-	185	I-A	9.75	202.00
19th	Residential	16,509	32				-	185	I-A	9.75	192.25
18th	Residential	16,509	32				-	185	I-A	9.75	182.50
17th	Residential	16,509	32				-	185	I-A	9.75	172.75
16th	Residential	16,509	32				-	185	I-A	9.75	163.00
15th	Residential	16,509	32				-	185	I-A	9.75	153.25
14th	Residential	16,509	32				-	185	I-A	9.75	143.50
13th	Residential	16,509	32				-	185	I-A	9.75	133.75
12th	Residential	16,509	32				-	185	I-A	9.75	124.00
11th	Residential	16,509	32				-	185	I-A	9.75	114.25
10th	Residential	16,509	32				-	185	I-A	9.75	104.50
9th	Residential	16,509	32				-	185	I-A	9.75	94.75
8th	Residential	16,509	32				-	185	I-A	9.75	85.00
7th	Residential	16,509	32				-	185	I-A	9.75	75.25
6th	Residential	16,509	32				-	185	I-A	9.75	65.50
5th	Residential	16,509	32				-	185	I-A	9.75	55.75
4th	Residential	15,971	31				-	-	I-A	9.75	46.00
3rd	Residential	16,709	32				-	-	I-A	9.75	36.25
2nd	Residential	16,363	31				-	-	I-A	9.75	26.50
1st	Lobby / Parking	13,415	-			5,422		-	I-A	16.75	16.75
B1	Basement Parking	17,814		13,621	18				I-A	-11.00	-11.00
B2	Basement Parking	17,814		13,967	33				I-A	-10.00	-21.00
B3	Basement Parking	17,814		15,081	34				I-A	-10.00	-31.00
B4	Basement Parking	17,814		15,332	39				I-A	-10.00	-41.00
		Gross	Units		Spaces						
Total		**510,738**	**793**	58,001	**124**	5,422		9,456			**282.75** Total Building Height

Site Area SF	0.42 acres	18,238	SF
Proposed FAR Area (above Grade)	439,482		
Proposed FAR	24		
Proposed Density	1894	DU/Acre	

Open Space	
Private Space	
0	SF/Unit
Common Space	
12	SF/Unit

BUILDING CODE DATA

PROJECT INFORMATION

PROJECT NAME: Garden Gate @ 600 S. 1st Street

ADDRESS: 600 South 1st Street
San Jose, CA 95113

OWNER: KT Urban
21710 Stevens Creek Blvd # 200
Cupertino, CA 95014

ASSESSOR PARCEL#: 472-26-090, 472-26-089

SEISMIC ZONE: DESIGN CATEGORY D

BUILDING NARRATIVE

793 COLIVING UNITS IN 27 STORY TOWER, INCLUDES FOUR LEVELS OF PARKING BELOW GRADE WITH RETAIL AT GROUND LEVEL.

APPLICABLE BUILDING REGULATIONS

PART 1 - 2016 CALIFORNIA BUILDING STANDARDS ADMINISTRATIVE CODE

PART 2 - 2016 CALIFORNIA BUILDING CODE (BASED ON 2015 IBC) WITH SAN JOSE CITY AMENDMENTS

PART 3 - 2016 CALIFORNIA ELECTRICAL CODE (BASED ON 2014 NEC) WITH SAN JOSE CITY AMENDMENTS

PART 4 - 2016 CALIFORNIA MECHANICAL CODE (BASED ON 2015 UMC) WITH SAN JOSE CITY AMENDMENTS

PART 5 - 2016 CALIFORNIA PLUMBING CODE (BASED ON 2015 UPC) WITH SAN JOSE CITY AMENDMENTS

PART 6 - 2016 CALIFORNIA ENERGY CODE

PART 9 - 2016 CALIFORNIA FIRE CODE (BASED ON 2015 IFC)

PART 11 - 2016 CALIFORNIA GREEN BUILDING STANDARDS CODE

PART 12 - 2016 CALIFORNIA REFERENCE STANDARDS CODE

ZONING ORDINANCE, CITY OF SAN JOSE, CALIFORNIA TITLE 20 OF SAN JOSE MUNICIPAL CODE

BUILDING OCCUPANCY AND SEPARATIONS — CHAPTER 3

OCCUPANCY CLASSIFICATION GROUPS: A-2, A-3, B, M, R-2, S-1, S-2

OCCUPANCY SEPARATION (TABLE 508.4): NON SEPARATED PER 508.3
R-2 SEPARATED PER 420

ALLOWABLE HEIGHT AND AREA — CHAPTER 5

ALLOWABLE AREA PER FLOOR (TABLE 506.2): UNLIMITED

FRONTAGE INCREASE FACTORS

	NORTH	EAST	SOUTH	WEST
FRONTAGE (506.3)	50'-0"	12'-6"	3'-3"	40'-0"

FRONTAGE SHOWN BUT NOT USED FOR AREA INCREASE

CONSTRUCTION TYPE: I-A

	ALLOWABLE	PROPOSED
BUILDING HEIGHT (PER TABLE 504.3)	UNLIMITED*	282'-3"*
NUMBER OF STORIES (PER TABLE 504.4)	UNLIMITED*	27 STORIES*
AUTOMATIC SPRINKLER INCREASE	N/A	N/A

*SITE IS SUBJECT TO HEIGHT LIMITATIONS SET BY FAA FOR SAN JOSE AIRPORT OPERATIONS.

ZONING

LOCATION: APN	472-26-090, 089	
	Site bounded by S. 1st St, Reed St	
ZONING DISTRICT	DC	Downtown Primary Commercial
LOT SIZE	18,238 SF =	0.42 ACRES Gross

DENSITY PROPOSED — **793 UNITS PROPOSED**
793 UNITS /.42 ACRES = **1894** DWELLING UNITS / ACRE
CoSJ GENERAL PLAN 2040 — **Allowed Density: Up to 800 DU/AC**

FAR BUILDABLE AREA 18,238 SF **LOT AREA**
AREA PROPOSED (FAR Gross) = 439,482 SF
439,482 SF / 18,238 = 24.1
FAR = 24:1 PROPOSED
CoSJ GENERAL PLAN 2040 — **FAR: Up to 30.0**

PARKING ANALYSIS

REQUIRED PARKING

PER SAN JOSE ZONING ORDINANCE, TABLE 20-140

COLIVING COMMUNITY			
793	X	0.6	475.8
TDM REDUCTION		0.5	237.9
			237.9 SPACES REQUIRED
			124 SPACES PROPOSED

ACCESSIBLE PARKING SPACES
2% OF COVERED MULTIFAMILY DWELLING UNITS
2.5 ACCESSIBLE SPACES REQUIRED
3 ACCESSIBLE SPACES PROVIDED

ALL PARKING SPACES WILL BE ASSIGNED. NO PARKING WILL BE PROVIDED FOR VISITORS OR PUBLIC

ELECTRIC VEHICLE CHARGING STATIONS

420.9 INSTALLATION OF EV CHARGING INFRASTRUCTURE IN NEW CONSTRUCTION
4.106.4.2 CALIFORNIA GREEN BUILDING STANDARDS CODE (CALGREEN)

3% OF TOTAL NUMBER OF PARKING SPACES SHALL CONTAIN INFRASTRUCTURE TO SUPPORT FUTURE EV CHARGING STATIONS

130 PARKING SPACES x 0.03 = 3.9
4 EV INFRASTRUCTURE PARKING SPACES REQUIRED
8 EV INFRASTRUCTURE PARKING SPACES PROVIDED

PER CBC T11B-228.3.2.1 EVCS FOR PUBLIC AND COMMON USE
1 VAN EVCS SPACE REQUIRED
1 STANDARD ACCESSIBLE EVCS SPACE REQ'D

1 VAN EVCS SPACE PROVIDED
1 STANDARD ACCESSIBLE EVCS SPACE PROV'D

BICYCLE PARKING

793 BEDROOMS

Coliving Ordinance

Long Term Spaces (60%) - 0.25 per bedroom. For buildings containing over 100 bedrooms, 25 long term spaces plus 0.20 spaces for every bedroom over 100

LONG TERM SPACES			25
693	X	0.20	138.6
LONG TERM SPACES REQUIRED			**164**

Short Term Spaces (40%) - 2 spaces for every 100 bedrooms

7.93	X	2	15.86
SHORT TERM SPACES REQUIRED			**16**

TOTAL SPACES REQUIRED	**179**
BICYCLE SPACES PROVIDED	**180**

BUILDING CONSTRUCTION — CHAPTERS 6, & 7

FIRE RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS (TABLE 601)

		REQUIREMENT
BUILDING ELEMENT		TYPE - IA
STRUCTURAL FRAME		3
BEARING WALLS -	EXTERIOR	2*
	INTERIOR	2*
NON BEARING WALLS AND PARTITIONS	INTERIOR	0
FLOOR CONSTRUCTION		2
ROOF CONSTRUCTION		1*

* REDUCTION IN RATING TO TYPE 1B REQUIREMENTS PER 403.2.1.1

FIRE RESISTANCE RATING REQUIREMENTS FOR EXTERIOR WALLS BASED ON FIRE SEPARATION

DISTANCE (TABLE 602)	NORTH	EAST	SOUTH	WEST
FIRE SEPARATION DISTANCE PROVIDED	50'-0"	12'-6"	3'-3"	40'-0"
TYPE IA - EXT WALL REQUIREMENTS - BEARING	PER TBL 601			
- NON BEARING	1-HR	0-HR	0-HR	0-HR

MAXIMUM AREA OF EXTERIOR WALL OPENINGS (TABLE 705.8)

	NORTH	EAST	SOUTH	WEST
FIRE SEPARATION DISTANCE PROVIDED	50'-0"	12'-6"	3'-3"	40'-0"
MAXIMUM AREA OF UNPROTECTED OPENINGS (BUILDING SPRINKLERED - 705.8.1)	NO LIMIT	45%	see plans	NO LIMIT

SHAFTS — CHAPTER 7

SHAFT CONSTRUCTION: 2 HR REQUIRED PER 713.4

CHUTES — CHAPTER 7

CHUTE ENCLOSURE: 2 HR REQUIRED PER 713.4

HOPPER DOOR CONSTRUCTION: 1 1/2-HR AS REQUIRED PER TABLE 716.5.9.3

REFUSE COLLECTION ROOM: 1-HR FIRE BARRIER ENCLOSURE WITH 3/4-HR DOOR PER 708.13.3

DOOR OPERATION: SELF OR AUTOMATIC CLOSING UPON ACTIVATION OF SMOKE DETECTION PER 716.5.9.3

TERMINATION ROOM: SPRINKLERED PER TABLE 509 WITH 1 1/2-HR DOOR PER 713.13.4 & TABLE 716.5

SPRINKLERS: AUTOMATIC SPRINKLER SYSTEM PROVIDED PER 713.13.6

OPENINGS — CHAPTER 7

WINDOWS: EMERGENCY WINDOWS PER SECTION 1029 ARE NOT REQUIRED PER 403.5.6

FIRE PROTECTION RATINGS FOR DOORS (TABLE 716.5)

FIRE SERVICE ACCESS ELEVATOR LOBBY DOORS	45 MINUTE "S" LABEL DOORS IN 1 HOUR SMOKE BARRIER
ELEVATOR SHAFT DOORS	90 MINUTE "S" LABEL DOORS IN 2-HR FIRE BARRIER
PRESSURIZED VESTIBULE DOORS FROM CORRIDOR	90 MINUTE "S" LABEL DOORS IN 2-HR FIRE BARRIER
PRESSURIZED VESTIBULE DOORS INTO STAIRWAY	90 MINUTE "S" LABEL DOORS IN 2-HR FIRE BARRIER
CORRIDOR DOORS	20 MINUTE "S" LABEL DOORS IN 1-HR FIRE PARTITION

ELEVATORS — CHAPTERS 7, 10, & 30

LOBBY:
ENCLOSED LOBBY NOT REQUIRED AT STREET LEVEL PER 713.14.1, EXCEPTION 1
FIRE SERVICE ACCESS ELEVATOR LOBBY SIZE MIN DIMENSION OF 8'-0", AND 150 SF

ACCESSIBLE MEANS OF EGRESS ELEVATOR:
ONE (1) ELEVATOR TO BE PROVIDED AS ACCESSIBLE MEANS OF EGRESS PER SECTION 1007.2.1

FLOOR LANDINGS ILLUMINATION:
5 fc MIN AT THRESHOLD (1124A.5)

ELEVATOR SIZE REQUIREMENT:
ONE (1) ELEVATOR TO ACCOMMODATE 24-INCH BY 84-INCH AMBULANCE STRETCHER WITH 5-INCH MAXIMUM RADIUS CORNERS, 80-INCH BY 54-INCH CLEAR DISTANCE BETWEEN WALLS, AND MINIMUM DISTANCE FROM WALL TO RETURN PANEL OF 51 INCHES WITH A 42 INCH MINIMUM SIDE-SLIDE DOOR PER SECTION 3002.4.3a

ALL PROVIDED ELEVATORS TO MEET ACCESSIBILITY REQUIREMENTS OF CBC 11B-407 & 1124A

FIRE SERVICE ACCESS ELEVATORS:
TWO REQUIRED PER 403.6.1
CAPACITY: 3500# MIN PER 403.6.1
FIRE ALARM TO INITIATE PHASE I EMERGENCY RECALL (3007.2)
PROVIDE PHASE II EMERGENCY IN-CAR OPERATION (3003.2)
MONITORED BY FIRE COMMAND CENTER (3007.8)
STANDBY POWER TYPE 60/CLASS 2/LEVEL 1, REQUIRED FOR ELEVATOR EQUIPMENT, HOISTWAY LIGHTING, MACHINE ROOM VENTILATION AND COOLING EQUIPMENT, AND CONTROLLER COOLING EQUIPMENT (3007.9)

INTERIOR FINISHES — CHAPTER 8

WALL/CEILING MAXIMUM FLAME SPREAD CLASSIFICATIONS AND RATINGS (TABLE 803.9)

EXIT ENCLOSURES:	CLASS B
CORRIDORS AND EXIT ACCESS ENCLOSURES:	CLASS C TYP, CLASS B ON LEVEL 4
ROOMS AND ENCLOSED SPACES:	CLASS C

FLOOR FINISH (SECTION 804)

ALL AREAS:	COMPLY WITH ASTM STANDARD E 648, & SPECIFIC OPTICAL DENSITY SMOKE RATING NOT TO EXCEED 450 PER ASTM E 662 (804.4.1)
EXITS, CORRIDORS, & ROOMS OR SPACES NOT SEPARATED FROM CORRIDORS:	MINIMUM CRITICAL RADIANT FLUX: CLASS II (804.4.2)

REQUIRED LIFE SAFETY SYSTEMS — CHAPTER 9

	REQUIREMENT	TYPE/CLASS
AUTOMATIC SPRINKLER SYSTEM*	PER 903.2, 903.3.1.1, & SJFC 17.12.630	NFPA 13
STANDPIPE SYSTEM	PER 905.3.1, Exception 1	NFPA 14 / CLASS I
FIRE PUMPS	PER 913	NFPA 20
FIRE EXTINGUISHERS	PER 906.1 & CRC Title 19, Div 1, Chapter 3	2-A MIN RATED
FIRE ALARM SYSTEM**	PER 907.2	NFPA 72 AS AMENDED IN CHAPTER 35
AUDIBLE ALARMS	PER 907.5.2.1 & 907.5.2.2	
VISIBLE ALARMS	PER 907.5.2.3	
SMOKE DETECTION SYSTEM	PER 907.2.13 & 907.3	NFPA 72
FIRE DEPARTMENT COMMUNICATION SYSTEM	PER 907.2.13.2	NFPA 72

* SYSTEMS SERVING MORE THAN 20 HEADS SHALL BE SUPERVISED BY AN APPROVED CENTRAL, PROPRIETARY, OR REMOTE SERVICE.
QUICK RESPONSE OR RESIDENTIAL AUTOMATIC SPRINKLERS ARE REQUIRED IN DWELLING OR SLEEPING UNITS

** SYSTEM SHALL ACTIVATE A MEANS OF WARNING FOR THE HEARING IMPAIRED (1007.12)

SECONDARY WATER SUPPLY (903.3.5.2)
SMOKE CONTROL SYSTEM (SECTION 909)
FIRE DEPARTMENT CONNECTIONS (SECTION 912)
EMERGENCY RESPONDER SAFETY FEATURES (SECTION 914)
EMERGENCY RESPONDER RADIO COVERAGE (SECTION 915)
STANDBY POWER SYSTEM (SECTION 2702)
EMERGENCY POWER SYSTEM (SECTION 2702)
PRESSURIZED EXIT ENCLOSURES (SECTIONS 909.20 AND 1022.10)

FIRE COMMAND CENTER (SECTION 911)
ROOM SIZE MIN DIMENSION OF 10'-0", AND 200 SF

FIREFIGHTER AIR REPLENISHMENT SYSTEM (2016 CALIFORNIA FIRE CODE - APPENDIX L)

F.A.R.S. - A PERMANENTLY INSTALLED ARRANGEMENT OF PIPING, VALVES, FITTINGS AND EQUIPMENT TO FACILITATE THE REPLINISHMENT OF BREATHING AIR IN SELF-CONTAINED BREATHING APPARATUS (SCBA) FOR FIRE FIGHTERS ENGAGED IN EMERGENCY OPERATIONS.

MEANS OF EGRESS — CHAPTER 10

EGRESS WIDTH PER OCCUPANT SERVED (1005.3)
STAIRWAYS: (1005.3.1 EXCEPTION 1) .2"/OCC
OTHER EGRESS COMPONENTS: (1005.3.2 EXCEPTION 1) .15"/OCC

ACCESSIBLE MEANS OF EGRESS (1009)
48" STAIRWAY WIDTH NOT REQUIRED (1009.3, EXCEPTION 2)
AREAS OF REFUGE NOT REQUIRED (1009.3, EXCEPTION 8 & 1009.4, EXCEPTION 2)
TWO WAY COMMUNICATION SYSTEM REQUIRED AT ELEVATOR LANDINGS (1009.8)

EXIT ACCESS (1014)
COMMON PATH OF EGRESS TRAVEL PER 1014.3
B & S OCCUPANCIES: 100'-0"
A OCCUPANCIES: 75'-0"
R-2 OCCUPANCIES: 125'-0"

EXIT ACCESS TRAVEL DISTANCE (1016)
A, R, S-1 OCCUPANCIES: 250'-0"
B OCCUPANCY 300'-0"
S-2 OCCUPANCY 400'-0"

MINIMUM CORRIDOR WIDTH (1018.2)

LOCATION	MIN WIDTH
ACCESS TO MECHANICAL, PLUMBING, OR ELECTRICAL SYSTEMS OR EQUIPMENT	24"
WHERE OCCUPANT CAPACITY IS LESS THAN 50	36"
WITHIN A DWELLING UNIT	36"
ALL OTHER LOCATIONS	44"

CORRIDOR DEAD END (1020.4):
A OCCUPANCY: 20'-0"
B, R-2, & S OCCUPANCIES: 50'-0" (1020.4, EXCEPTION 2)

MEANS OF EGRESS ILLUMINATION (1006)
(NOT REQUIRED INSIDE DWELLING UNITS PER 1006.1, EXCEPTION 3)
TYPICAL CONDITIONS: 1 fc MIN AT THE WALKING SURFACE TO PUBLIC WAY
EMERGENCY POWER ILLUMINATION REQUIREMENTS PER 1006.3.1

INTERIOR ENVIRONMENT — CHAPTER 12

LIGHTING OF OCCUPIED SPACES:
NATURAL LIGHT: NET GLAZED AREA IS GREATER THAN 8% OF THE FLOOR AREA OF THE ROOM SERVED
ARTIFICIAL LIGHT: 10fc AVERAGE PROVIDED AT 30-INCHES ABOVE THE FLOOR LEVEL.

DWELLING UNIT SOUND TRANSMISSION:
WALLS: 50 STC MIN REQUIRED (1208.2)
FLOOR/CEILINGS: 60 IIC MIN REQUIRED (1207.3)
EXTERIOR WALLS STC 37: LIVING ROOM 55 Dba Lmax30 (GENERAL PLAN 2040 EC-1.1)

ROOFING REQUIREMENTS — CHAPTERS 15 & 16

BASIC WIND SPEED 85 MPH (V3S)
WIND EXPOSURE CATEGORY: B
FIRE CLASSIFICATION: B

CLADDING REQUIREMENTS — CHAPTERS 14 & 16

BASIC WIND SPEED 85 MPH (V3S)
WIND EXPOSURE CATEGORY: B
FIRE CLASSIFICATION: NON-COMBUSTIBLE

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503 444 2200

GARDEN GATE TOWER

KT URBAN

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SP18-001

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

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

SPECIAL USE PERMIT SP18-001 OPTION 2 - CO-LIVING

PRELIMINARY, NOT FOR CONSTRUCTION

SHEET TITLE:
CODE ANALYSIS

SHEET NO.:
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