

October 20, 2017

Weingarten Realty Investors
c/o Scott Henson
4440 North 36th Street, Suite 200
Phoenix, AZ 85018

Kenneth Rodrigues & Partners, Inc.
c/o Kenneth Rodrigues
445 N. Whisman Road, Suite 200
Mountain View, CA 94043

SITE ADDRESS: 14200 and 14420 Union Avenue

RE: File Nos.

- **Cambrian_37:** Annexation of two unincorporated parcels totaling 18.13 acres from the County of Santa Clara into the City of San Jose.
- **PDC17-040:** Planned Development Pre-zoning from unincorporated to CN(PD) Planned Development Zoning District to allow for a mixed-use project with up to 238 hotel rooms, up to 150,000 square feet of office, up to 115,000 square feet of commercial, up to 280 multifamily residential units, up to 70 townhouse residential units, up to 110,000 square feet of convalescent hospital, and 1.6 acres of public open space on a 18.13 gross acre site at the southeast corner of Union and Camden Avenues, commonly known as Cambrian Park Plaza Shopping Center.

Dear Scott and Kenneth:

Your applications, referenced above, have undergone review for completeness and consistency with City policies and regulations. The purpose of this letter is to provide you with comments and revisions necessary so you can appropriately respond to the issues identified below. The comments below are based on the plans and information currently on file. Additional comments may be made at a later time when I receive revised plans and any requested additional information. Please let me know if you have any questions regarding these comments.

Project Issues and Concerns

Based on the initial review of your project the items noted below are substantial issues that affect the proposed project. These issues are discussed further in the letter.

1. Clarification concerning the frontage road (Union Avenue) that currently takes access through the site to Union Avenue must be resolved. This access may have huge implications on the project site design.
2. The bike/pedestrian connection to Wyrick Avenue is not reflected on the site plan. This is a requirement of the Planning, Public Works, and Parks Departments and must be added to the plans.
3. A clearer multi-modal diagram. Attached to this letter are examples.

Permit Streamlining Act

Pursuant to the Permit Streamlining Act (Government Code Chapter 4.5 of Title 7), your Annexation application has been deemed **complete**.

Pursuant to the Permit Streamlining Act (Government Code Chapter 4.5 of Title 7), your Planned Development Permit application has been deemed **incomplete**. Missing items include:

- Environmental Impact Report
- Development Standards (find staff draft at the end of this document)

In addition to the missing items, I have requested some changes to individual plan sheets as discussed below.

General Plan Conformance

The subject site has a General Plan land use designation of Neighborhood/Community Commercial. This designation supports a very broad range of commercial activity, including commercial uses that serve the communities in neighboring areas, such as neighborhood serving retail and services and commercial/professional office development.

The Neighborhood/Community Commercial General Plan land use designation does not allow for residential development; however, the project site is located within the Camden Ave/Hillsdale Ave Urban Village. The Camden Ave/Hillsdale Ave Urban Village is in Horizon 3, an area where an Urban Village Plan has not yet been developed. The Urban Village Plans in Horizon 1 are still being developed, and a timeline for the Horizon 3 Urban Villages to be opened has not been determined.

Signature Project Criteria

The General Plan supports a Signature Project **only if** the project fully meets the Signature Project requirements as laid out in General Plan Implementation Policy IP-5.10. The requirements of the Signature Project can be found [here](#). If the project does not fully meet the Signature Project Requirements, then the project would not be consistent with the General Plan and would not be supported.

Currently, the project **does not** qualify to be considered as a Signature Project as the Planned Development Permit is not on file. Once this Permit is on file, a more definitive determination can be made. However, based upon the following analysis, the project may be tentatively considered a Signature Project:

1. Conforms to the Land Use/Transportation Diagram. Within the Urban Village areas, Signature Projects are appropriate on sites with an Urban Village, residential, or commercial Land Use/Transportation Diagram designation.

Any commercial and office uses must be consistent with what is allowed in the Neighborhood Community/Commercial Land Use Designation. The proposed retail, entertainment, convalescent hospital, and hotel uses are consistent with this designation. The residential uses are not consistent, but are allowed through the Signature Project process.

2. Incorporates job growth capacity above the average density of jobs/acre planned for the developable portions of the entire Village Planning area and, for portion of a Signature

Project that include housing, those portions incorporate housing density at or above the average density of dwelling units per acre planned for the entire Village Planning area.

For this project, the minimum required commercial square footage is 312,041.50 square feet and the fair share of residential units is 192 units or 11.11 dwelling units per acre. The project proposes a two hotels/office (up to 150,000 square feet), retail/entertainment center (up to 115,000 square feet), and convalescent hospital (up to 110,000 square feet) equaling 375,000 square feet, in conformance with the commercial requirement. The project proposes up to 70 townhouses and up to 280 apartment units equaling 350 total residential units, in conformance with the residential fair share requirement.

3. Is located at a visible, prominent location within the Urban Village so that it can be an example for, but not impose obstacles to, subsequent other development within the Village area.

The project is located at a large corner lot, fronting two major thoroughfares (Camden and Union Avenues). Camden Avenue is a [Grand Boulevard](#) in the General Plan. As such, this site is considered to be in a visible, prominent location within the village. Therefore, the site design and architecture must be spectacular, which will be determined upon the submittal of the Planned Development Permit.

Additionally, a proposed Signature Project will be reviewed for substantial conformance with the following objectives:

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

Please find attached Park's initial memo for the project dated October 16, 2017. In order to qualify as a Signature Project, the project must provide 1.4-acres of parkland on site (to qualify as a Signature Project), most of which must be a traditional park. Some of this requirement can be satisfied through a more active space near the larger park. The proposal provides for a combined 1.6-acre town square and public park. The public park has direct street frontage along Union Avenue. Parks has some significant concerns about the eight-foot tall sound wall directly abutting the public park along its eastern and southern ends. Parks feels that the park should switch places with the Convalescent Hospital to provide a more centralized location, avoid the conflict with the sound wall, increase the passive "eyes on the street" security for the park space, bring it closer to the town square, and make it more accessible to more of the site. Planning staff is supportive of this approach.

2. Is planned and designed through a process that provided a substantive opportunity for input by interested community members.

Staff recognizes that the applicant has held many community meetings for a preliminary project, but official City-hosted meetings will be required shortly. As previously discussed, a meeting in January 2018 will be the first of many outreach meetings.

3. Demonstrates high-quality architectural, landscape, and site design features.

As only concept elevations were submitted, staff cannot assess conformance with this standard. This analysis will be done when the Planned Development Permit is submitted and the project is reviewed by the City's Urban Design Review Consultants.

4. Is consistent with the recommendations of the City’s Architectural Review Committee or equivalent recommending body if the project is subject to review by such body.

This recommendation will occur when the Planned Development Permit is submitted and is reviewed through the City’s Urban Design Review Process.

Although you are meeting the commercial and residential requirements for a Signature Project, staff will continue to work with you on the site design, architecture, and park requirements when the Planned Development Permit is submitted.

Proposed Uses

As with the Preliminary Review Application (File No. PRE16-196), the proposed “convalescent home/assisted-living facility” raises concerns. These uses are residential uses and are not supported, unless they meet the definition of a convalescent hospital:

20.200.250 - Convalescent hospital: “Convalescent hospital” is an establishment where for a minimum of forty hours per week, inpatient nursing care including bed care is provided and where other medical care may be provided for persons who are ill, injured, or infirm (physically or mentally), but excluding /persons with communicable disease. No outpatient care shall be provided.

To this end, as the project is proposed, the convalescent hospital must meet the abovementioned definition to count toward the required Signature Project commercial square footage. An idea staff discussed if an assisted living facility is desired is the elimination of the townhouses, the introduction of new commercial square footage (to make up for the loss from the convalescent hospital), and the retention of the assisted living facility (as a residential use). This would require major site plan modifications, and as such should be addressed at this stage of the process.

Project Inspiration and Design Comments

As the Planned Development Permit is not on file and the Zoning architecture is conceptual, comments on the architecture will be more general. Similar to the Plant Shopping Center of Curtner Avenue in San Jose with its homage to the former art deco General Electric buildings, this project can have its architectural style nod to the existing ranch-style building and mid-century architecture styles. Staff understands that the community appreciates the existing ranch-style shopping center, and staff supports the idea that some elements from this should be carried into this project. A completely modern project is not appropriate considering the context of the neighborhood.

Staff suggests a gradient architectural language through the site would be a creative approach to make this a great space that pays homage to the past while stepping forward into the future. Designing the townhouses to be reflective of ranch-style homes transitioning to more mid-century modern styled buildings with some modern elements on the commercial and multifamily uses. The proposed conceptual architecture can be used as a base for the future design taking inspiration from the following images.

Incorporation of **horizontal planes** with projections that clearly define the skyline. Some of the retail buildings do utilize this feature, but it can be more widely employed. Explore the use of horizontal planes as shade awnings and ways to define entrances.





Integration with nature, bringing landscaping indoors through changes in elevations, folding glass walls, courtyards, etc.



Large windows with a limited number of mullions. The retail spaces do reflect this principle, but the hotel building shows smaller boxes for windows.



Use color on the hotel or hospital uses if a more modern style is preferred.



Material choices true to the mid-century and ranch style, including: wood, brick, some plaster/stucco, glass, metal.



Ranch style near residential and edges of site, reflecting some of the elements of the existing buildings.



If more modern style is preferred, then incorporation of **varied materials like brick** is desired.



Changes in elevation/fenestration should be employed to add interest to the facades.





Consider adding **public art** to the site that serves two purposes. A bike rack shaped like a car, flowers that serve a shade structures, or benches from other shapes.



Plan Set Comments on Planned Development Pre-Zoning (File No. PDC17-040)

Sheet 1.0: Title Sheet

- Label the site renderings as conceptual.
- Update the project description to include the convalescent hospital, not a convalescent home or assistant living.
- Add PDC17-040 to the page, and every page in the title block.
- Keep a running log of the dates of submittal on the page.

Sheet 2.0: Proposed Zoning Boundary

- Change page title to “Land Use Map.”
- Update the land uses to read as:
 - Residential uses shall conform to those identified for the R-M Multifamily Residence Zoning District of the San Jose Municipal Code, as amended.
 - Commercial uses shall conform to those identified for the CN Commercial Neighborhood Zoning District of the San Jose Municipal Code, as amended.
- Remove the reference to the Convalescent Hospital as it requires a CUP or PD Permit per Title 20, and staff maintains that this will remain so. Staff does not support the Convalescent Hospital as a by-right use.
- Remove the reference to hotels as those are permitted uses.

Sheet 2.1: Development Standards

- See the draft development standards at the end of this document.

Sheet 3.0: Conceptual Site Plan

- Update the tables to reflect the up to numbers for the units and square footages. At the Planned Development Permit stage, the numbers can be more specific.
- Staff wants to ensure that the retail maintains its constant presence along Camden and Union Avenues without being a massive row of buildings. Please ensure that the windows are un-tinted and active uses can be seen through them.
- Update the parking table to include new columns which show the number of spaces and associated ratios under Title 20.
- Provide a narrative indicating if any parking reductions are being utilized, such as the 20% parking reduction allowed by-right to projects within an Urban Village. This could also be a 50% parking reduction with a Transportation Demand Management program if desired.
- Include in the abovementioned narrative if any shared parking is assumed and how it will operate if that reduces the parking numbers.
- Remove the corner of the apartment building to improve sight lines to the park and through the site (see image to the right).
- The EVA can be designed similar to Meridian at Midtown to include pavers instead of standards asphalt (see image below).





- Remove the median in the drive aisle at Woodard Rd to make the pedestrian experience better. Ensure that drive way cuts are as small as possible to increase the walkability of the site.



- The project currently feels like multiple distinct projects instead of one cohesive site. Explore ways to mix uses more to lessen this segregated feeling.
- The public realm is incoherent with residual sides of buildings facing the pedestrian walkways. Please use a critical eye to the pedestrian interface especially between service areas and parking lots. To reduce this issue, remove the parking head-in parking along the north side of the major retail and increase the landscaping.
- Trash enclosures should be shown on the plans. Consider employing the same approach as the shopping center across the street with the trash enclosures hidden behind rollup doors.
- The hotel should address the street too.
- Consider two types of townhouses: row houses adjacent to the existing neighborhood and garden townhomes. The row houses' private spaces would back up to the existing neighborhood and their garages and front doors would face the EVA which would be shifted in front of the row houses. This reduces the amount of pavement and increases opportunities for larger paseos.



- The remaining space can be filled with garden townhomes similar to the example below.



Sheet 3.1 Conceptual Circulation Diagram

- The plan does not include bicycle and pedestrian connections to Wyrick Avenue which is a requirement. Update the plans to reflect this.
- Wyrick Avenue should end in a cul-de-sac into the property. See the Public Works memo for more information.
- Update the circulation diagram to be more similar to the attached example multi-modal diagrams. The current diagram is confusing.
- Stronger pedestrian connections are required between the retail shops to the park.

Sheet 7.0: Site Rendering View at Camden Ave and Union Ave

- Remove the electronic signage from the plans. These are not permitted by Title 23, Sign Ordinance, of the Municipal Code.
- The prominent tower element is too monolithic. Varied wall planes and changes of material are required to make it more appealing and less oppressive.
- The style of the architecture is not compatible with the existing context.
- The right-of-way corner does not have ADA accessible ramps. Even if not precise, they should be reflected in the renderings.
- The sun screens appear to be in the right-of-way which is not allowed.

Sheet 7.2: Site Rendering View Between Hotels and Shop 5

- The wooden parapet as designed does not appear to successfully hide mechanical equipment.
- While staff appreciates the use of wood along the parapet, the execution is not successful. The wood does add variation and warmth to the design and should be used in a different manner.
- Add pitched roof lines to soften the skyline.
- Provide window awnings on the hotel to reduce solar heat gain, particularly on the southern and western facades.
- Trees should be included on all sides of the streets.
- Remove the electronic signage from the plans. These are not permitted by Title 23, Sign Ordinance, of the Municipal Code.
- The renderings do not clearly demonstrate how a pedestrian accesses the building. A unique treatment should be employed to clearly differentiate the entrances.

Sheet 7.3: Site Rendering View Along Union Avenue

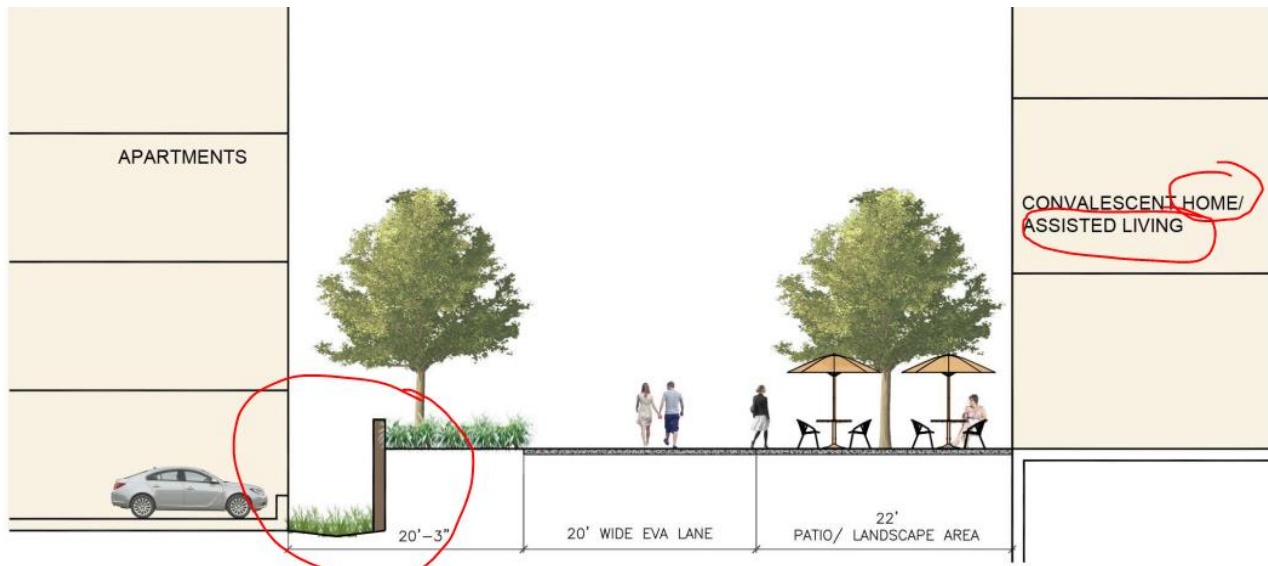
- Take inspiration from the California ranch homes through use of wood, brick, color, and asymmetry. Concrete and metal can be used to modernize the look.
- When the Planned Development Permit is submitted, the sign locations and details should be indicated, but not words.
- Staff appreciates the big picture windows with few mullions is reminiscent of the 1950s shopping experience. Continue this on other buildings.

Sheet 10.1: Conceptual Landscaping Plan

- The eight-foot-tall fence along the public park is problematic.
- The pedestrian and bicycle connection to Wyrick Avenue must be restored.
- Work is needed to improve the interface between the hotels and the townhouses.
- The pedestrian pathway between Wyrick Avenue and the center of the site may need to be widened to better the experience.

Sheet 10.4: Conceptual Site Sections K-K at Public Park

- Label the Convalescent Hospital correctly. This is not a residential use and must not use words to indicate otherwise.
- The stormwater pit is not acceptable. Remove this so the parking is completely below grade.



SECTION J - J

Timelines

The Annexation, Planned Development Zoning, and Planned Development Permit take approximately nine months to a year for processing. These are estimates based upon typical timelines, and may be longer based upon multiple community meetings and required revisions. Please note that a hearing cannot be scheduled within 30 days of a community meeting. Once the Planned Development Permit is on file, the EIR is filed and undergone a staff review, and the first community is held, a more concrete schedule can be determined.

Community Meetings

At a minimum, community meetings for the scoping of the EIR, for the protected intersection at Camden and Union, and a meeting for the Rezoning and Planned Development Permit are required. As discussed the first community meeting for the annexation and pre-zoning will likely take place in January 2018.

On-Site Sign Posting

Per the Public Outreach Policy, the City of San Jose Department of Planning, Building, and Code Enforcement requires that a sign describing the proposed project be placed on each project site so it is legible from the street (within 10 feet of a street-side lot line). A sign should be posted on each street frontage, and if a street frontage is over 600 feet long, a second notice is required along that street frontage. Once you receive the sign, it will need to be 4'x6' and can either be secured to the project fence or to a 2'x2' post in the ground. Once the signs are posted, please email me a photo of the signs.

Conclusion

Please be advised that this summary does not constitute a final review. Additional comments may be necessary upon review of additional information and plan revisions submitted in response to this letter. In order to facilitate the development review process, **please include a detailed response letter with your resubmittal** that addresses all items contained in this letter and attached memos. Additionally, please submit five 24"x36" full-size plans and three 11"x17"

reduced plans. At the time of resubmittal, you should anticipate at least three weeks for departmental staff to review the revisions.

If you have questions about the information contained in this letter, or would like to set up a meeting to discuss any of the comments in more detail, please contact me at jennifer.piozet@sanjoseca.gov, or the Supervising Planner, Lesley Xavier, at lesley.xavier@sanjoseca.gov.

Thank you,

Jennifer Piozet
Project Manager

Draft Development Standards

These draft development standards will need more customization to this specific project, but provide a starting point for their creation. This is not an exhaustive list of the requirements that may be included. The language below will be finalized with the City Attorneys and staff once the project is more finalized.

CITY COUNCIL APPROVED DEVELOPMENT STANDARDS

<p style="text-align: center;">DEVELOPMENT STANDARDS FILE NO. PDC17-040 (CAMBRIAN PARK PLAZA MIXED-USE VILLAGE SIGNATURE PROJECT)</p>
--

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

ALLOWED USES

- Residential uses shall conform to those identified for the R-M Multifamily Residence Zoning District of the San Jose Municipal Code, as amended.
- Commercial uses shall conform to those identified for the CN Commercial Neighborhood Zoning District of the San Jose Municipal Code, as amended.
- All permitted, conditional and special uses shall require the approval of a Planned Development Permit or Amendment.

DEVELOPMENT PHASING

Add details if phasing is pursued.

DEVELOPMENT STANDARDS

DENSITY:

- Minimum Residential Density: 55 dwelling units per net acre of residential use area (net area shall be interpreted as the areas including residences, landscaping associated with the residences such as the pool area and paseos between buildings, and any surface parking which serves only the residences. It shall not include streets, alleys, easements, commercial spaces, or public park or plaza spaces).
- Minimum Commercial square footage: 312,042 (gross square feet).

MAXIMUM BUILDING HEIGHT:

- feet to the top of the roof.
- Elevator shafts, roof equipment, and other non-habitable building elements may extend 10 feet past the maximum building height to a height of feet.

PERIMETER SETBACKS:

Indicate desired setbacks

VEHICLE AND BICYCLE PARKING REQUIREMENTS:

- Per the San José Municipal Code, Title 20, as amended.
- Additional residential/guest parking may be shared on the commercial site area of the Planned Development Zoning District.

OPEN SPACE REQUIREMENTS:

- Minimum of 60 square feet of private open space per residential unit (For at least 75% of the units).
- Minimum of 100 square feet of common open space per residential unit.

PUBLIC PARK

A minimum 1.4-acre public park is required on site.

CAROUSEL

The historic carousel must be retained on site.

OUTDOOR VENDING FACILITIES:

- Outdoor Vending Facilities (mobile food vendors) are allowed on the non-residential use portion of the site.
- Vendors must meet the following requirements:
 - **Height:** The maximum height of any portion of a vending facility, including any folding or collapsible appendage, shall not exceed ten (10) feet.
 - **Width:** The maximum width of a vending facility or cart, including any folding or collapsible appendage, shall not exceed ten (10) feet.
 - **Length:** The maximum length of a vending facility or cart, including any folding or collapsible appendage, shall not exceed twenty-four (24) feet.
 - **Distance from intersection:** No vending facility shall be placed on or operate within the boundaries of a hypothetical triangular area described by the point of intersection of the curb-line extensions of perpendicular or nearly perpendicular streets, and a line joining two points thirty (30) feet from that point of intersection, measured along those curb-lines.
 - **Distance from Driveways:** Vending facilities shall be setback (20) feet from a driveway curb cut.
 - **Paved Locations:** No vending facility shall be placed or operate on a parcel or lot unless the surface is paved with asphalt, macadam or concrete.
 - **Mobility of Operations:** No vending facility shall be placed within or operate from a structure or stand which is attached to or bears directly upon or is supported by the surface of the site. Vending facilities shall operate exclusively from vehicles or carts or other conveyances which are fully *mobile* and have operational wheels in place at all times. Vending facilities shall not connect to temporary or permanent on-site water, gas, electricity, telephone or cable sources.
 - **Sanitary Facilities:** Persons operating vending facilities shall have unrestrained right of access to toilet and handwashing facilities located on site within reasonable distance of the vending facility's approved location.

ARCHITECTURAL & SITE DESIGN

- **Ground Floor Interface** for commercial spaces in which any portion of the building that fronts on Union or Camden Avenues:
 - The ground-floor level of commercial/active spaces shall be at the same grade as the adjacent back of sidewalk or walkway, with reasonable variation allowable for gradient requirements and continuity of such floor level.
 - At least 65% transparency shall be provided on commercial spaces.

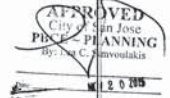
- Windows/glazing shall be clear un-tinted glass.
 - Ground floor commercial spaces shall provide a minimum of:
 - Interior depth of 50 feet (inside face of exterior wall to inside face of exterior wall)
 - Minimum plate height of 17 feet.
- **Building Massing**
 - The composition of the facades shall include variety by providing recessions and projections.
 - No more than 40% of the length of the facade should be blank.
 - Articulate building corners to create a focal point and/or plaza:
 - Corner elements should include prominent building features, entry plaza spaces or recessed entries.
 - Vary the height at the corner from the prevailing height of the building.
 - Ensure that commercial/retail space has an activated façade (e.g. storefront windows, street front/sidewalk uses, interesting detailing of facades, attractive signage and lighting) that engages the passerby and activates the public realm.
- **Building Entrances** for active uses such as lobbies, leasing centers, and commercial spaces:
 - Shall be placed at the ground-floor level; and
 - Shall include appropriate transparency and architectural identity, including awnings or similar features.
 - Recessed or projection features shall be used to indicate the location of primary entries and articulate the façade.
- **Streets and Sidewalks**
 - Design any private street or driveway into the project off a public street, so as to provide the look and feel of a public street, such as park strip, sidewalk, parking etc.
 - Ensure that the sidewalk zone is wide enough to accommodate the free flow of pedestrians as well as important streetscape elements (e.g. street trees, lights, benches).

CITY COUNCIL ADDED REQUIREMENTS

If any.

ENVIRONMENTAL MITIGATION

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



**EVERGREEN
CIRCLE**

CAPITOL EXPY AND QUIMBY RD
SAN JOSE, CA

DRAWING SUBMITTAL SCHEDULE:

- ▲ PLAN CHECK SUBMITTAL 04/05/2016
- ▲ PLAN CHECK RESUBMITTAL 08/15/2016
- ▲ PLAN CHECK RESUBMITTAL 10/21/2016
- ▲ PLAN CHECK RESUBMITTAL 11/16/2016

PROJECT NO: 2107-P-01

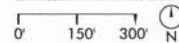
Open Space
Context &
Pedestrian
Connectivity Plan

10.102



Legend

- Neighborhood Park / Recreation
- Residential Greenways
- Open Space / Recreation / Parkway
- Residential Streetscape
- Retail Streetscape
- Project Entry
- Crossings
- Pedestrian Circulation
- Multi-Use Recreation Trail
- Bus Stop



KEY PRINCIPLES

Planning and Design Opportunities

Great Oaks continues principles utilized throughout Cottle Transit Village. There is a linked system for walking, cycling and accessing transit. A high quality landscape connects open spaces with places in the neighborhoods as well as to major nearby destinations, such as the Santa Teresa Light Rail Station and the Blossom Hill Caltrain Station. A diverse architecture give the neighborhoods distinct characters.

Key Planning Principles:

- Streets are the central organizing element for the community. Guests arrive via on-street parking and sidewalks. Homes put their 'best face forward' to the streets.
- Complete Streets concepts are used to calm traffic, creating an inviting atmosphere for strolling or cycling, and to provide distinctive, high-value addresses for homes.
- Streetscapes are tree-lined and bring activity to homefronts with porches, patios, and stoops.
- Paseos offer direct, pleasant connections from street sidewalks to homefronts. Paseos are also major pedestrian routes through the community.
- Alleys are utilitarian access ways to garages, but also are expanded in some locations to allow an attractive, green, landscaped rear view for homes. Decks facing onto alleys help bring interest and activity to this often underutilized outdoor space.
- Walking and cycling routes to transit and other major destinations are prioritized. They are manageable, pleasant and safe for families and individuals.

Key Landscape Principles:

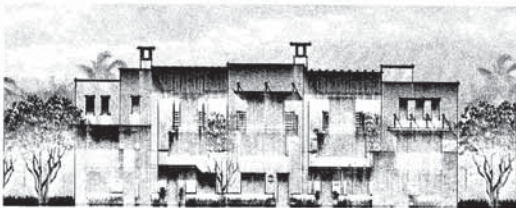
- Celebrate the agrarian heritage of the site and the valley with orchard-style planting, community gardening, etc.
- Unify the neighborhoods with large shade trees.
- Create distinction for each neighborhood with seasonal landscape gardens unique to each.
- Integrate stormwater management into the landscape and open spaces' functionality.
- Provide a variety of types and sizes of open spaces within the neighborhoods.
- Use green corridor connections to highlight the interconnectivity of a comprehensive system of walking, cycling and transit.
- Be a friendly neighbor to HGST-WD and other adjacent development.

Key Architectural Principles:

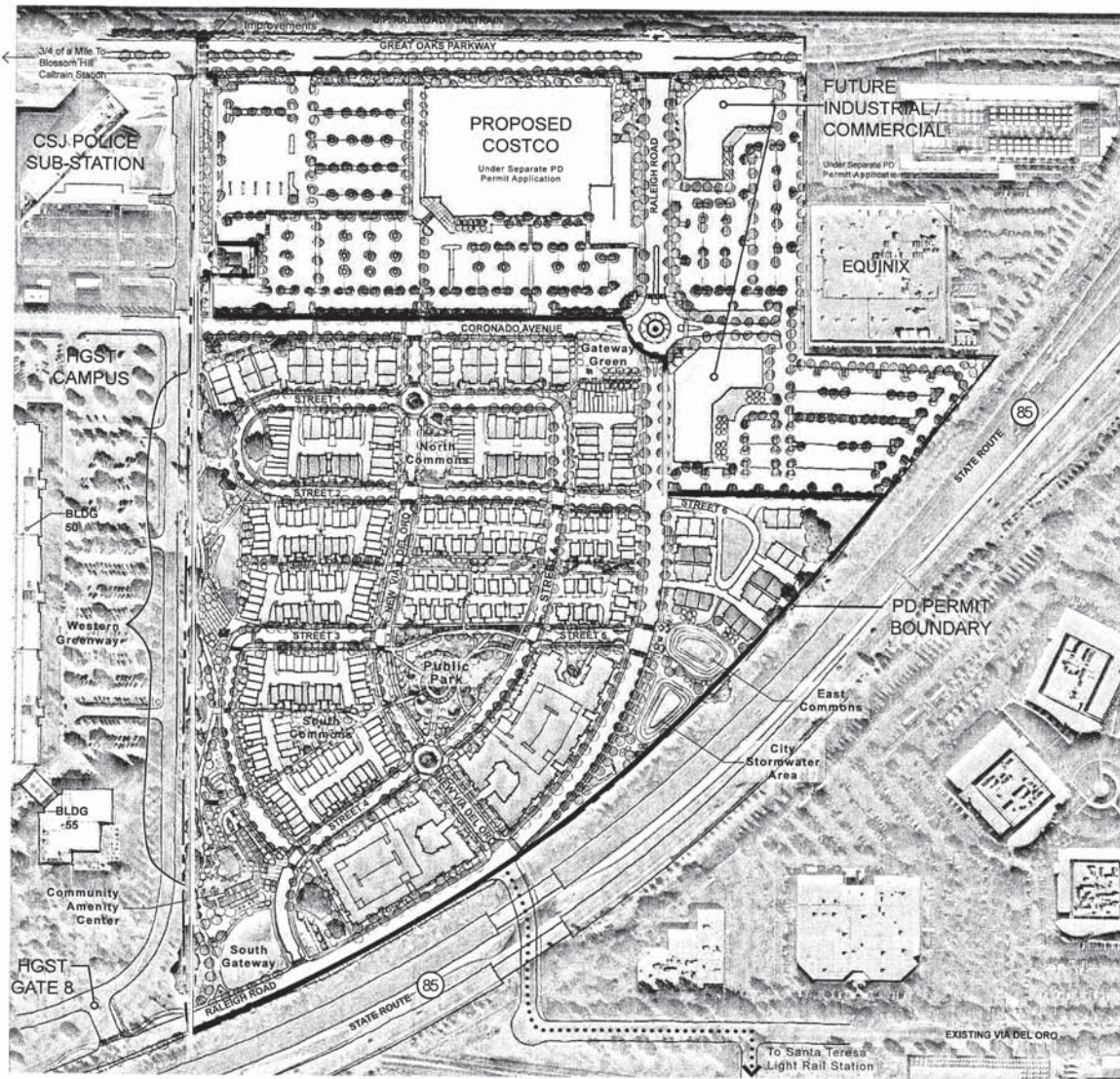
- Use variety and variation in architectural types.
- Create visual variety in the residential mix on unit types with color, form and orientation.
- Face onto and engage with streets and open spaces.
- Porches, stoops, and decks modulate the public to private transition with opportunities for interaction.

Key Engineering Principles:

- Integrate engineering solutions into the overall community planning and design.
- Minimize load on city infrastructure systems.
- Integrate stormwater management into landscape, maximize filtration and natural flow.



ARCHITECTURAL CHARACTER AND MASSING EXAMPLE - TOWN HOMES
Product 2 Study (Provided by RHA)



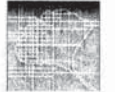
GREAT OAKS MIXED USE ILLUSTRATIVE DIAGRAM

APPROVED
City of San Jose
PBCE - PLANNING
By: Rebecca Busto

Date: 8/22/15

This Sheet Prepared by: KenKay Associates

KEN KAY ASSOCIATES



kenkaysf.com

1845 JAVIER RD
SAN JOSE, CA 95131
408.956.1422

R+G

2016 PIA Award
San Jose, CA 95128
408.956.1422

Robert Hideo Architects

4700 BROADWAY
SAN JOSE, CA 95131
408.956.1422

PERMIT NO. PD15-TBD

PREPARED FOR: SAN JOSE

DATE: 8/22/15

ISSUED: 8/22/15

7/8/2015 First Submittal

Great Oaks Residential
Great Oaks Mixed Use Master Plan
San Jose, CA

STAR FINANCIAL + SERVICES

KEY PRINCIPLES
&
ILLUSTRATIVE
PLAN

MP-5

PARK, OPEN SPACE AND AMENITY ELEMENTS

Great Oaks includes a wide variety of open spaces and recreation opportunities offering all types of active and passive uses. This is achieved through a combination of public park, multiple privately owned recreation spaces, multi-use trails/bikeways, and a community amenity center. The majority of this system is comprised of privately owned spaces and consists of three general types: Community Gateways, the Western Greenway Network, and Pocket Amenities.

1 GATEWAYS Situated at primary corners of entry, these open spaces serve as gateways to Great Oaks and set the tone for the entire neighborhood. They offer signature vistas and visibility that greet guests, residents, and those passing through Great Oaks. They are also amenity places for gathering and social interaction.

- 1A Coronado Green (+/- .15 acres)
- 1B Gateway Green (+/- .40 acres)
- 1C Big Oak Green (+/- .50 acres)

2 COMMONS are small open spaces situated within the community which serve as local gathering places for residents. They provide intimate settings for gatherings and act as forecourts for adjacent homes. Outdoor lounge spaces, park pavilions, family swings, and play lawns may be the centerpiece of such greens.

- 2A North Commons (+/- .20 acres)
- 2B South Commons (+/- .25 acres)
- 2C East Commons (+/- .75 acres)

3A WESTERN GREENWAY NETWORK

The Western Greenway (+/- 4.0 acres) lies along the western edge of Great Oaks. It provides a trail corridor with signature neighborhood destinations placed along it. The Western Greenway Network serves several purposes:

- A recreational destination for the Great Oaks neighborhood. With a community garden, playground, play lawns, picnicking spots, and a dog run, the greenway offers many options for play and gathering.
- A modulated buffer corridor providing visual screening and spatial separation between the HGST-WD light industrial campus and Great Oaks. This is critical to the long term ability of light industry and residences to co-exist as good neighbors.
- Many homes are afforded park views and direct connections to greenspace. At the same time, the line of sight from homes to HGST-WD is lengthened because homes look through wider green spaces. Homes that are closer to the campus look diagonally through parks, not straight toward the campus
- Closely engages residences with open spaces and trail routes. This enlivens the shared spaces, enhances safety, provides amenity to adjacent homes, and reinforces the bucolic residential character of Great Oaks.
- Frequent street connections tie the greenway into the neighborhood, pleasantly terminating the views of east-west streets, and emphasizing the short walk along quiet residential streets from almost any home. All homes in the main neighborhood are within 1,000 feet of the greenway.
- Integrated storm water control measures through allowance for underground storage at open turf areas and the community garden is included.
- The western trail corridor completes the cycling routes and trail systems along Raleigh Road and Great Oaks Parkway that will form a full circuit throughout Cottle Transit Village.

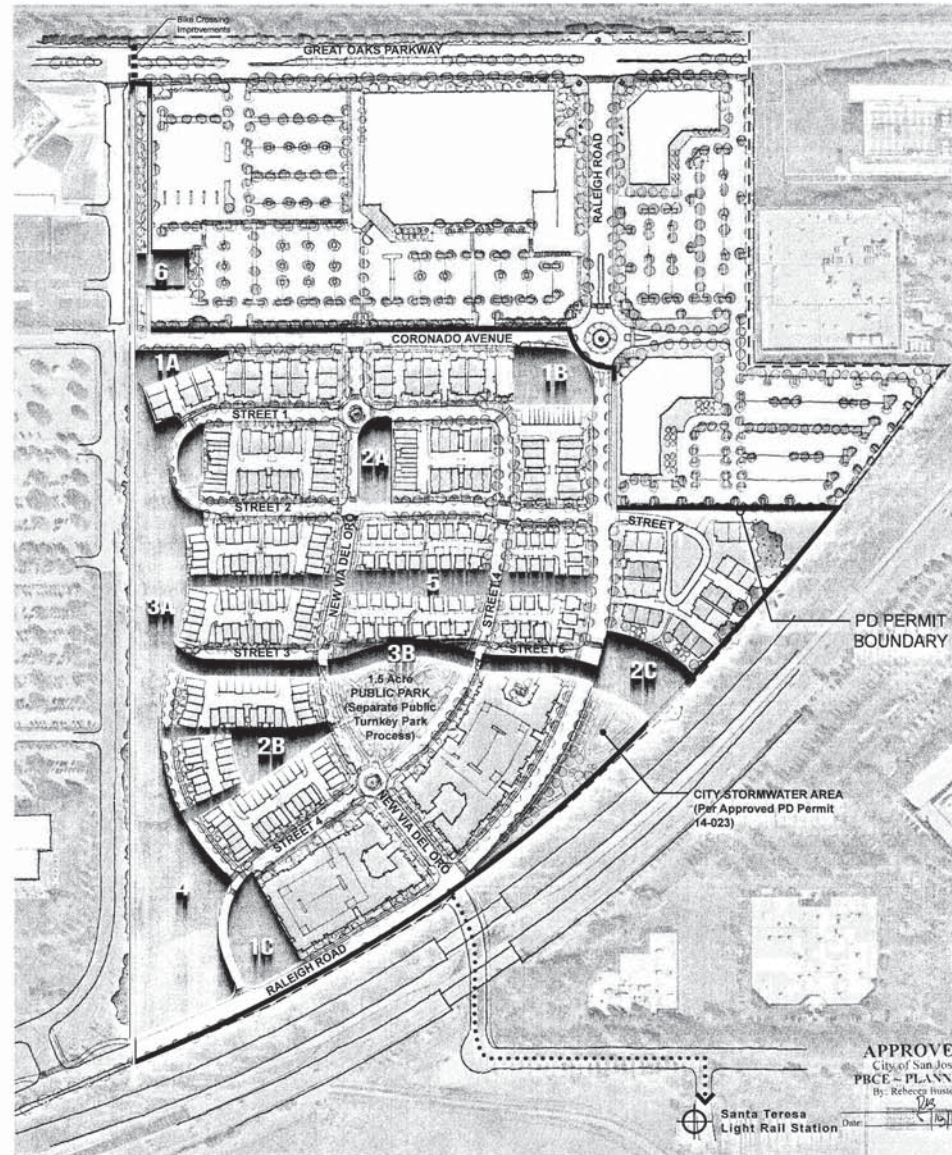
3B EAST-WEST SPINE TRAIL connects through the mid-section of Great Oaks, from the Western Greenway to Central Park, to the East Commons. Between each of these major destinations are one block stretches along Streets 3 and 5. The Spine Trail features a 10' mixed-use trail for walking and cycling, enhanced landscaping treatments, and several stopping points along the way.

4 COMMUNITY AMENITY CENTER sits on a +/- 1.0 acre area and contains active recreation and function facilities for the residents of Great Oaks. The clubhouse (Up to 9,000 sf), complete with a lap pool, spa, children's wading area, fitness center, meeting rooms, and outdoor lounge, is the centerpiece of this neighborhood amenity. It is nestled into the Western Greenway network and connects to the active open spaces surrounding it.

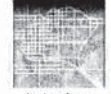
5 POCKET AMENITIES & PASEOS

Large or small, special landscaping events occur on virtually every block of Great Oaks. Neighborhood greens and paseos combine to offer a sprinkling of small green places within the larger open space system. Paseos supplement the walking and cycling routes offered by the Western Greenway and street network, with major open space routes linking destinations throughout the community. These connections complete a fine-grained network of walkability. The primary space in this system is the +/- .65 acre East/West Paseo stretching from Raleigh Road to the

6 MULTI-USE PATH & HISTORIC RESOURCE This +/- .50 acre area is completion of the trail corridor along the western edge of the community, the multi-use path connects cyclists and pedestrians up to Great Oaks Parkway and Caltrain's Blossom Hill Station. The historic fruit dehydration hut along this path was built in the 1920's and is one of last remaining examples of its kind in the area.



KEN KAY ASSOCIATES



kenkays.com

WALTER J. ANNING
ARCHITECT & PLANNING
1000 Serrano Blvd., Suite 201
San Jose, CA 95128
+1 408 422 4222

RIG
ARCHITECTS

2014 The Armory
San Jose, CA 95128
+1 408 226 2440

Robert Hiley Architects

ARCHITECTS

2007 Mission Drive, Suite 100
San Jose, CA 95128
+1 408 438 1800

PERMIT NO. PD15-TBD

PLANNING DATE: 04/14/15

DATE: 7/8/2015 ISSUED: 7/8/2015

7/8/2015 First Submittal

Great Oaks Residential
Great Oaks Mixed Use Master Plan
San Jose, CA

STAR FINANCIAL + SERVICES STORM

APPROVED
City of San Jose
PBCE - PLANNING
By: Rebecca Huisman

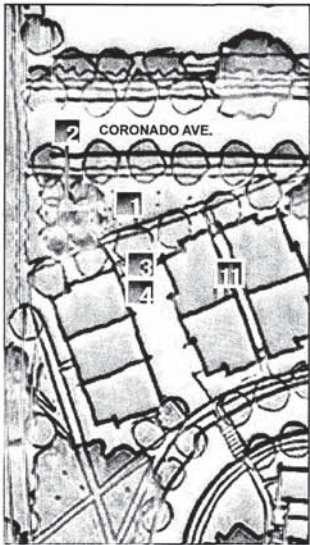
Santa Teresa
Light Rail Station



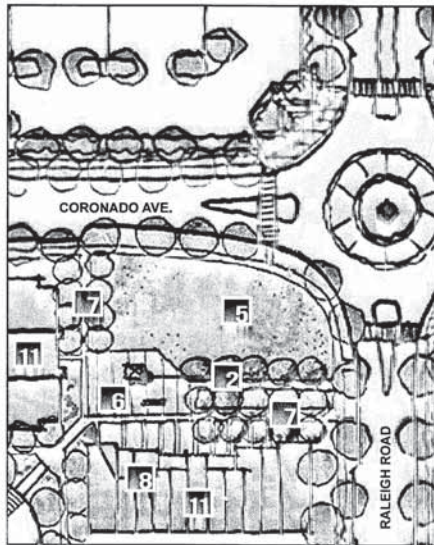
This Sheet Prepared by: KenKay Associates

PARK &
OPEN SPACE
CONCEPTS

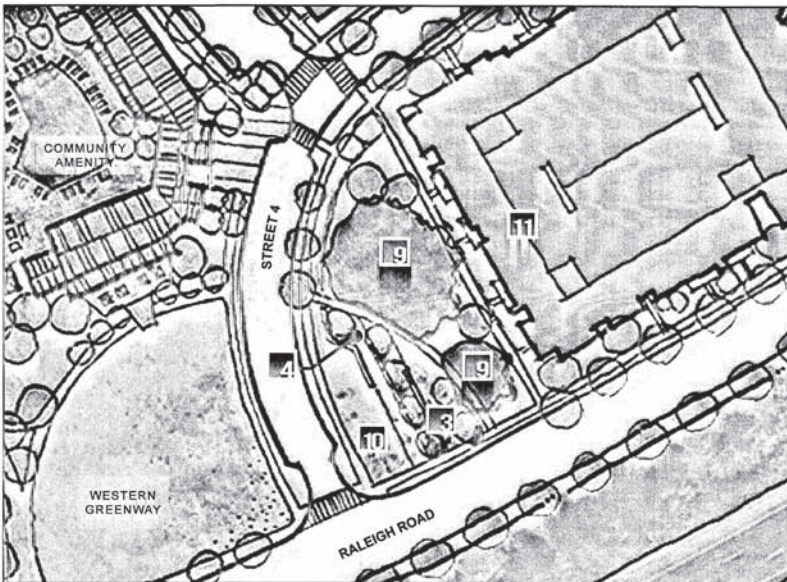
MP-6



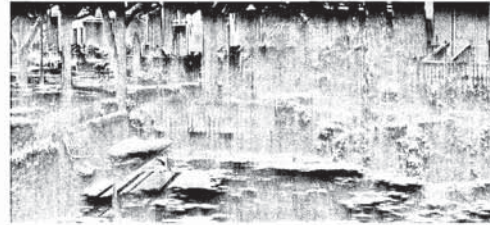
A - CORONADO GREEN



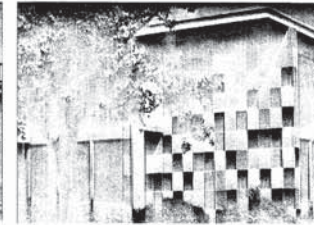
B - GATEWAY GREEN



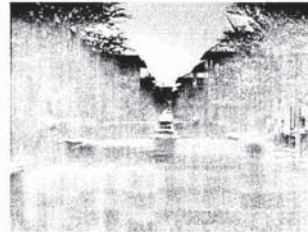
C - BIG OAK GREEN



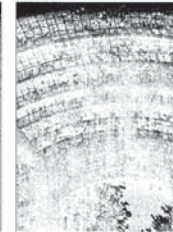
SHADED OPEN SPACES - As part of the primary entry sequence into the iStar community, intimate and welcoming open spaces characterize the Commons.



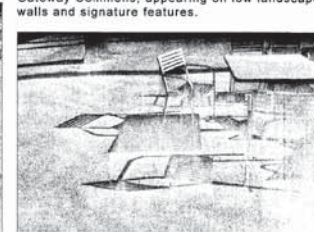
TILE WALLS on the former IBM/Hitachi/now HGST property. These tiles are reinvented within Gateway Commons, appearing on low landscape walls and signature features.



FORMAL GREEN SPACES provide open space for events and activities and open up edges of the site for views.



ARCHITECTURAL LANDSCAPE ELEMENTS act as gateways, frame public space, and provide visual interest.



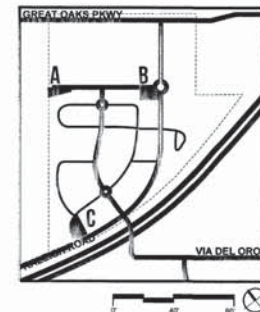
SOCIAL PLACES Public, quasi-public, and private outdoor spaces offer opportunities to gather, stroll, and socialize.

GATEWAYS
The Gateway Commons

PROGRAM

- 1 Landform and Planting Area
- 2 Focal / Art Element
- 3 Flowering Tree Bosque
- 4 Decomposed Granite Seating Area
- 5 Flexible Play Lawn
- 6 Gathering Plaza with Seating
- 7 Allee Promenade
- 8 Feature Walls
- 9 Existing Mature Trees
- 10 Garden Planting
- 11 Buildings Address Commons

APPROVED
City of San Jose
PBCE - PLANNING
By: Rebecca Davison
Date: 5/19/16



This Sheet Prepared by: KenKay Associates

KEN KAY ASSOCIATES
kenkays.com

1844 Serrano Ave., Suite 201
San Jose, CA 95111
408.936.4322

RIG

2214 The Kumbia
San Jose, CA 95128
408.228.3400

Robert Hickey Architects

3000 Meridian Street, Suite 200
San Jose, CA 95128
408.936.1800

PERMIT NO. PD15-130

PERMIT SUBMITTAL

DATE: 7/8/2015 ISSUED: 7/16/2015

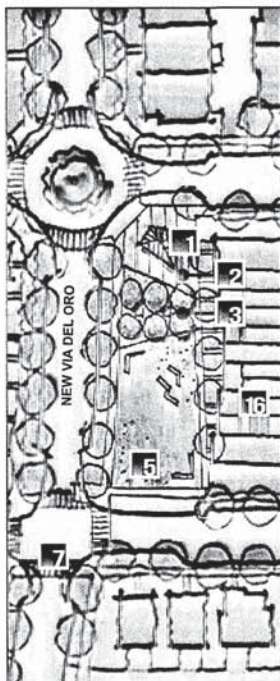
7/8/2015 First Submittal

Great Oaks Residential
Great Oaks Mixed Use Master Plan
San Jose, CA

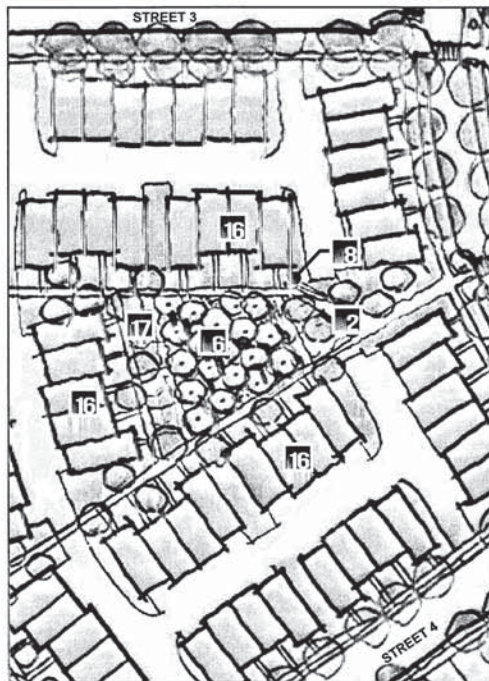
STAR FINANCIAL + SERVICES STORM

GATEWAYS

MP-7



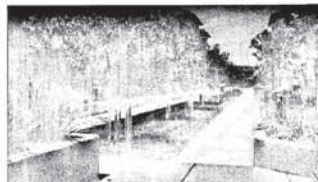
3A - NORTH COMMONS



3B - SOUTH COMMONS



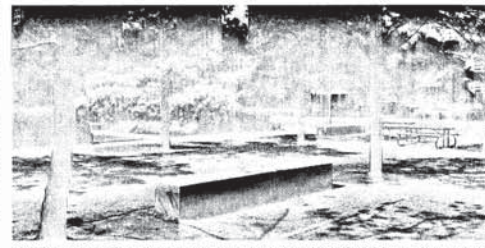
3C - EAST COMMONS



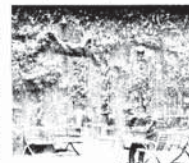
OUTDOOR LIVING - These spaces act as outdoor living rooms for adjacent residents, offering active types of group activities and quiet lounge amenities.



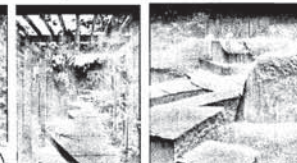
PORCHES AND STOOPS overlook these open spaces, creating an active edge and platform for strolling and neighborhood interaction.



BOSQUES & GROVES - Tree bosques create shaded and comfortable outdoor rooms. Tight spacing creates a more intimate feel, while wider spacing makes a strong landscape statement and an edge for the adjacent homes.



TRELLIS STRUCTURES - Ornamental trellises provide shade, interest, and definition to these gathering spaces.



LANDSCAPE FEATURES serve as wayfinding markers and are central elements for passive gathering spaces.

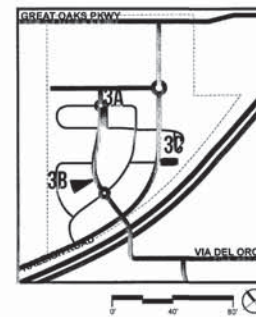
COMMONS

Neighborhood Commons

PROGRAM

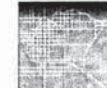
- 1 Amenity Pavilion / Trellis Structure
- 2 Gathering Plaza
- 3 Flowering Tree Bosque
- 4 Lounge Seating and Decomposed Granite Area
- 5 Perennial Garden
- 6 Shaded Bosque / Decomposed Granite Area
- 7 Crosswalks
- 8 Feature Walls
- 9 Detention Area
- 10 Bioretention
- 11 Focal Entry Feature
- 12 Strolling Walk & Fitness Trail
- 13 Fitness Clusters
- 14 Picnic and Grill Sites
- 15 Existing Mature Trees
- 16 Buildings Face Commons
- 17 Community Garden

APPROVED
City of San Jose
PBCE - PLANNING
By: Rebecca Bustos
Date: 1/10/16



This Sheet Prepared by: KenKay Associates

KEN KAY ASSOCIATES



kenkays.com

WALTER J. KAY
ARCHITECT & PLANNING
10455 Broadway Blvd., Suite 200
San Jose, CA 95128
408.969.6272

RIG

2100011111
2548 The Alameda
San Jose, CA 95126
408.252.5340

Robert Hickey Architects

ARCHITECTS
2027 Montgomery Drive, Suite 100
San Jose, CA 95128
408.252.5340

PERMIT NO. PD15-180

PERMIT SUBMITTAL

DATE: ISSUED: X-00-2014

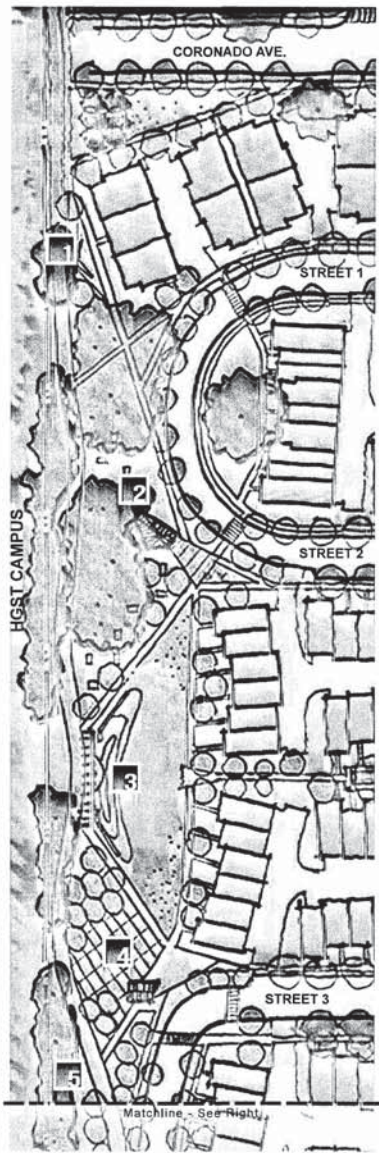
7/8/2015 First Submittal

Great Oaks Residential
Great Oaks Mixed Use Master Plan
San Jose, CA

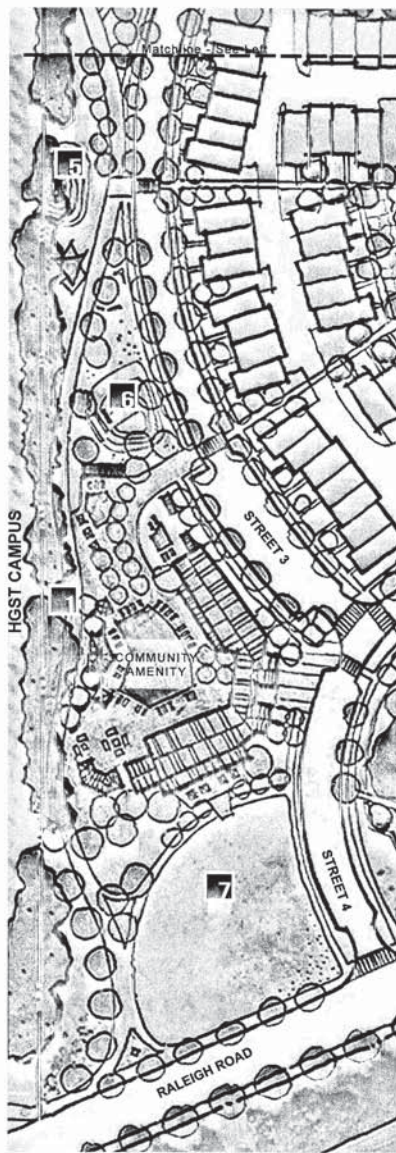
STAR FINANCIAL + REAL ESTATE STORM

COMMONS

MP-8



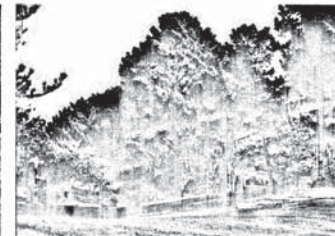
NORTHERN SECTION



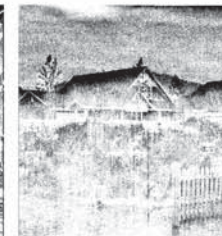
SOUTHERN SECTION



NORTH-SOUTH BIKE TRAIL is designed for commuters, linking routes to nearby transit stations.



FOREST CANOPY - Groves of existing mature trees provide shade for picnics, pedestrians, and cyclists.



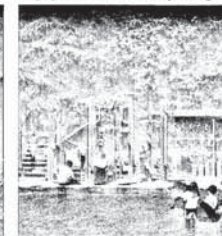
COMMUNITY GARDENS provide opportunities for social engagement and healthy living.



PARK PAVILION- Feature structures capture views while creating destinations for strollers and picnickers.



PATHWAYS & STORMWATER - Meandering paths made of concrete, stone, and decomposed granite wind their way through the different park spaces.



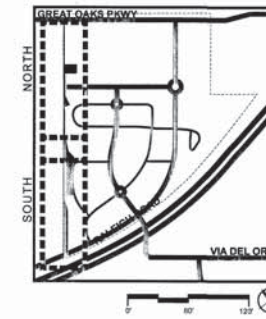
PLAY SPACE - Flexible and dynamic structures provide gathering places for families.

WESTERN GREENWAY NETWORK
A linear system of amenities and open spaces, interwoven by the north-south bike trail

PROGRAM

- 1 Western Greenway Bike Trail
- 2 Picnic Grove - Existing Trees, Decomposed Granite Area and Picnic Amenities
- 3 Flexible Play Lawn
- 4 Community Garden with Washing/Work Station
- 5 Children's Play Area
- 6 Dog Run or Flexible Play
- 7 South Green / Flexible Play Lawn

APPROVED
City of San Jose
PBCE - PLANNING
By: Rebecca Huxton
Date: 8/13/14



This Sheet Prepared by: KenKay Associates

KEN KAY ASSOCIATES
kenkays.com
1425 GARDEN AVE. #202
SAN JOSE, CA 95128
408.955.4077

R+G
2204 THE AVENUE
SAN JOSE, CA 95131
408.255.2600

Robert Hiley Architects
1410 HITCHCOCK
3227 VERNON DRIVE, SUITE 200
SAN JOSE, CA 95128
408.955.1500

PERMIT NO. PD15-150

PREPARED SUBMITTAL

DATE: 7/8/2015 ISSUED: 7/8/2015

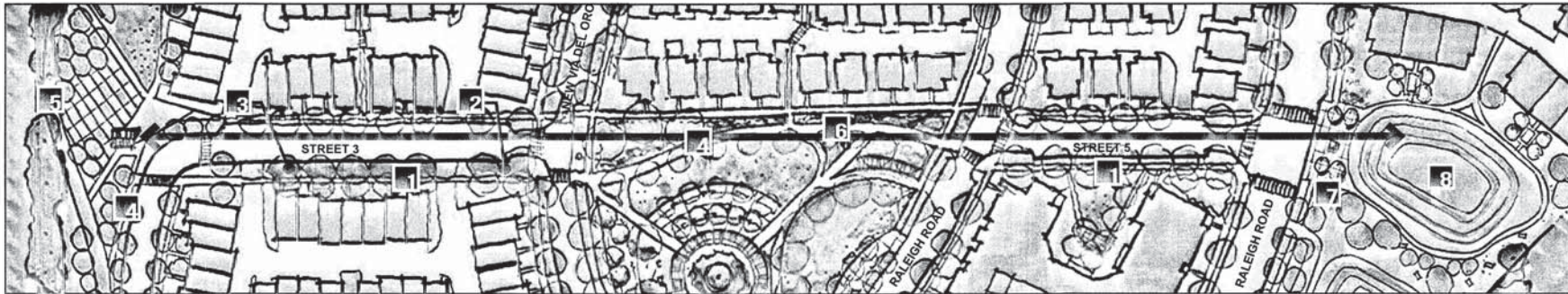
7/8/2015 First Submittal

Great Oaks Residential
Great Oaks Mixed Use Master Plan
San Jose, CA

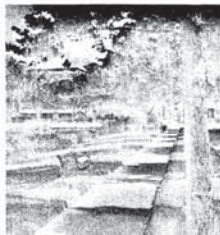
STAR FINANCIAL + SERVICES STORM

WESTERN GREENWAY

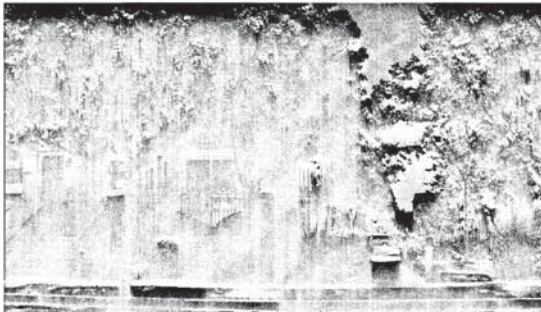
MP-9



MIXED-USE TRAIL is a wide path designed to accommodate casual cyclists and pedestrians.



BENCHES provide moments of respite along the mixed-use trail.



SHADED WALKS - Canopy street trees and private provide cooling shade, which encourages walking and strolling.

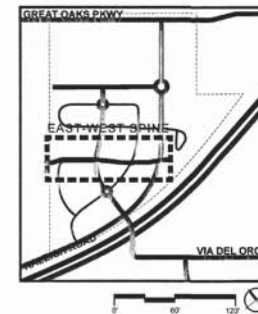
EAST-WEST SPINE TRAIL

A multi-use trail connecting the Western Greenway to the Central Park and East Commons

PROGRAM

- 1 Mixed-Use Spine Trail (10' Wide Sidewalk)
- 2 Benches/Rest Areas
- 3 Shaded Walks
- 4 Connection to Western Greenway Bike Trail
- 5 Western Greenway Bike Trail
- 6 Trail Connection Through Central Park
- 7 Trail Connection to East Commons
- 8 East Commons

APPROVED
City of San Jose
PBCE - PLANNING
By: Rebecca Houston
Date: 5/11/16



This Sheet Prepared by: KenKay Associates

KEN KAY ASSOCIATES



Kenkays.com
WALTER J. JENNINGS
ARCHITECT & PLANNING
1000 Riverwood Drive, Suite 201
San Jose, CA 95131
(415) 964-7222

RIG

2216 The Avenue
Santa Clara, CA 95050
408.238.0400

Robert Hiley Architects

ARCHITECT
3027 Mission Drive, Suite 105
Folsom, CA 95630
916.455.1800

PERMIT NO. PD15-TSD

PERMIT SUBMITTAL

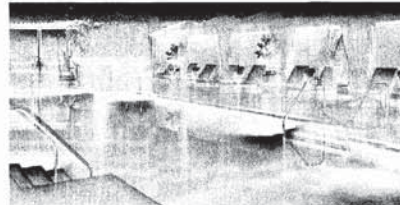
DATE	ISSUED:
7/6/2015	First Submittal

Great Oaks Residential
Great Oaks Mixed Use Master Plan
San Jose, CA

STARFINANCIAL +

EAST-WEST
SPINE TRAIL

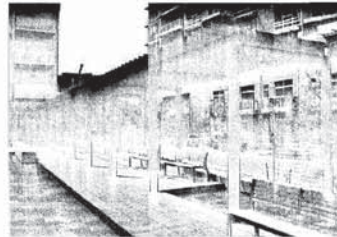
MP-10



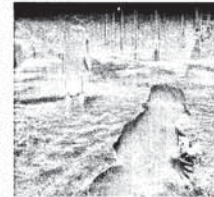
MAIN SWIMMING & LAP POOL - The signature community amenity and a hub for residents to play, exercise, and gather around.



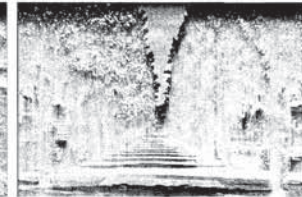
ADULT LOUNGE AREA - Places to meet and socialize, with elements such as tables, fire pits, or lounge seating.



TRELLISES provide shade, enclosure, and a visual backdrop for the activities at the pool.



WATER PLAY - A safe and fun children's wading pool and play area kids of varying ages.



FORMAL PLANTING - Tree-lined pathways and formal planting indicate the way to the signature community amenity.

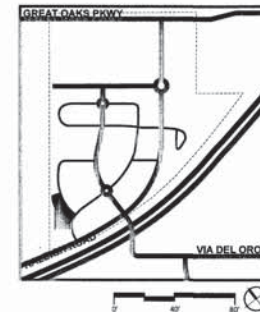
COMMUNITY AMENITY

The activity center for the Great Oaks community

PROGRAM

- 1 Community Center Facility - Up to 9,000 sf with Multi-Purpose Room, Prep Kitchen and Fitness Center
- 2 Main Swimming & Lap Pool
- 3 Children's Wading Pool & Water Play
- 4 Adult Spa
- 5 Adult Lounge & Fire Pit Area
- 6 Cabanas & Deck Seating
- 7 Gathering Terrace
- 8 Entry Plaza with Feature Walls and Special Planting

APPROVED
City of San Jose
PBCE - PLANNING
By: Rebecca Husko
Date: 5/3/16



This Sheet Prepared by: KenKay Associates



WALTER P. AYRES
ARCHITECT & PLANNING
1800 Spruce Street, Suite 200
San Jose, CA 95131
408.255.4322



2214 The Arcade
Santa Clara, CA 95050
408.255.1800

Robert Hideo Architects

1110 WOODSIDE
2027 Woodside Drive, Suite 100
San Jose, CA 95128
408.605.1800

PERMIT NO. PD15-TBD

PLANNING SUBMITTAL

DATE: 7/8/2015 ISSUED: 7/16/2015

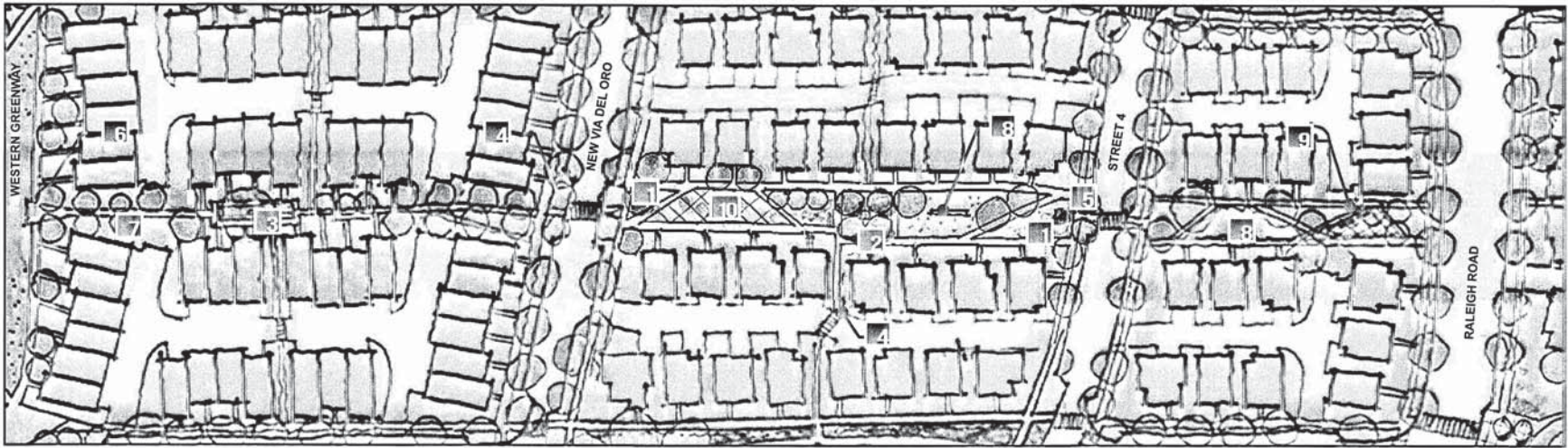
7/8/2015 First Submittal

Great Oaks Residential
Great Oaks Mixed Use Master Plan
San Jose, CA

STAR FINANCIAL + ENGINEERING + ARCHITECTURE STORM

COMMUNITY AMENITY AREA

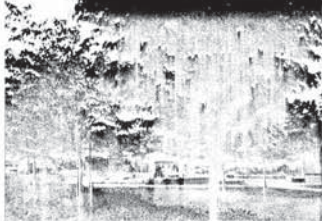
MP-11



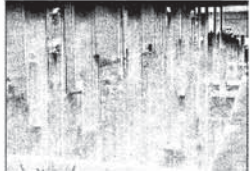
PEDESTRIAN NETWORK - Trails and Paseos feature centralized gathering spaces create a highly walkable, fine-grained pedestrian network.



PASEOS also provide a quiet, green arrival sequences for many homes in Great Oaks.



POCKET OPEN SPACES nestled within the neighborhood open space framework, they are frequently found alongside paseos. Designed for casual neighborhood interactions, these spaces foster impromptu meet ups and socialization, functioning as a communal front yard.



SHARED PASEO YARDS balance private open space, through the use of patios and porches, with public circulation and gathering.



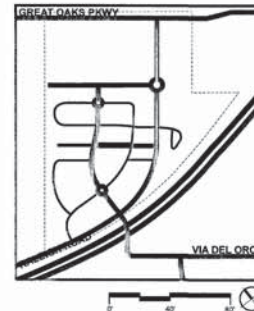
ALLEE WALKS provide shady connections while framing views.

OPEN SPACE & PASEOS AMENITIES

Small open spaces and paseos are important gathering and circulation elements within the neighborhood

PROGRAM

- 1 Future Planting
- 2 Flowering Tree Bosque
- 3 Shaded Seating & Walkways
- 4 Pedestrian Connections
- 5 Focal Entry Feature
- 6 View Terminus at Western Greenway
- 7 Allee Walk
- 8 Shared Open Space
- 9 Decomposed Granite/Plaza Seating
- 10 Community Gardens or Perennial / Rose Garden



APPROVED
City of San Jose
PBCE - PLANNING
By: Rebecca Huston
Date: 8/19/14

This Sheet Prepared by: KenKay Associates

KEN KAY ASSOCIATES
kenkays.com
1045 Bowers Drive, Suite 8, Alamo, CA 94501
415.968.6272

R-G
2214 Tule Avenue, San Jose, CA 95131
408.225.1282

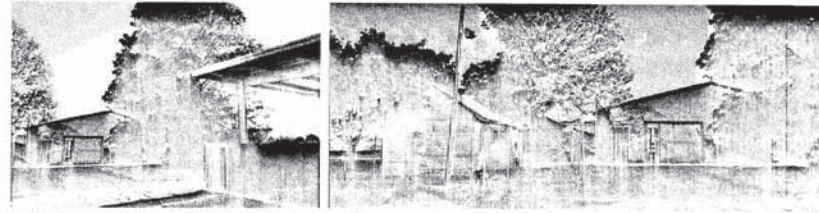
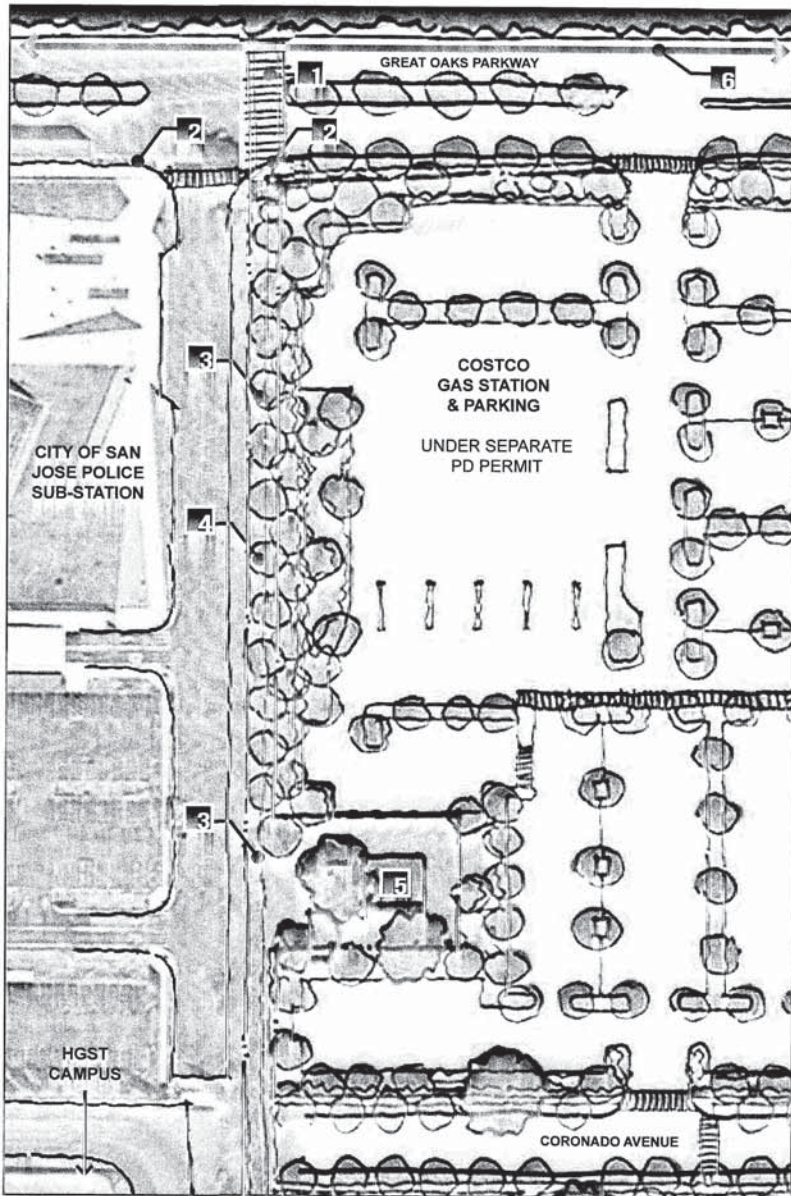
Robert Hideo Architects
1110 HITCHCOCK
2020 Mission Drive, Suite 200
Fremont, CA 94538
949.855.1800

PERMIT NO. PD15-TSD
DATE ISSUED: 8/19/2014
7/8/2015 First Submittal

Great Oaks Residential
Great Oaks Mixed Use Master Plan
San Jose, CA
STAR FINANCIAL + SERVICES

OPEN SPACE & PASEOS AMENITIES

MP-12



FRUIT DEHYDRATION HUT - The dehydration building is a historic resource identified as part of the environmental impact report. Improvements to the structure of the site shall be subject to separate PD Permit to the satisfaction of the Planning Director.



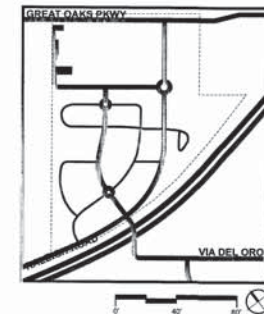
MULTI-USE PATH incorporates two-way bicycle circulation in addition to a pedestrian walkway.

MULTI-USE PATH & HISTORIC RESOURCE
Connecting the community to Great Oaks Parkway

PROGRAM

- 1 Route to Blossom Hill Caltrain Station with Bike Crossing Signage / On-Demand
- 2 Gateway Signage / marquee
- 3 Multi-Use Path
- 4 Shade Trees
- 5 Historic Fruit Dehydration Building
- 6 Existing Bike Lane

APPROVED
City of San Jose
PBCE - PLANNING
By: Rebecca Bustos
Date: 5/13/16



This Sheet Prepared by: KenKay Associates

KEN KAY ASSOCIATES
kenkays.com

MARTIN J. AVENIO
JAVENIO@KKA.COM
1003 Broadway St. Ste. 200
San Francisco, CA 94111
415.955.4472

R+G
2014 The Esplanade
Oakland, CA 94612
415.229.3400

Robert Hideo Architects

ATC ARCHITECTS
2027 Veterans Drive, Suite 100
San Jose, CA 95128
408.488.1800

PERMIT NO. PD15-TSD

PERMIT SUBMITTAL
DATE: 7/8/2015
ISSUED: 7/13/2015
First Submittal

Great Oaks Residential
Great Oaks Mixed Use Master Plan
San Jose, CA

STAR FINANCIAL + STORM

MULTI-USE PATH & HISTORIC RESOURCE

MP-13

VEHICULAR CIRCULATION ELEMENTS

(All public sections permitted under Master PD Permit PD14-023 and approved through improvement plans for Tract 10297)

A GREAT OAKS PARKWAY (PUBLIC)

Connects the Great Oaks Mixed Use Neighborhood with the Blossom Hill Caltrain Station as well as much of Cottle Transit Village. It is the major entry to Great Oaks; 60% of residents will arrive to the neighborhood via Great Oaks Parkway. Great Oaks Parkway is a Minor Arterial status street that supports multiple travel modes: it has two travel lanes in each direction, continuous bike lanes, and a landscaped sidewalk on the Southern side. Existing HGST shuttles travel Great Oaks Parkway/ Future bus transit would likely be located along it as well.

B CORONADO AVENUE (PUBLIC)

Is a transition street on the Northern edge between commercial and residential neighborhoods. It is also an important part of the overall bicycle system of Great Oaks and the Transit Village with bike lanes that connect Raleigh with the Western Greenway and westward destinations. The 2040 General Plan calls for Coronado with bike lanes that connect Raleigh with the HGST campus to Cottle Road on the western edge of Cottle Transit Village, should the campus be parceled with multiple owners in the future, so it terminates without a cul-de-sac, hammerhead or other turnaround.

C RALEIGH ROAD (PUBLIC)

Is the primary route through Great Oaks Mixed Use Neighborhood. Raleigh Road connects Great Oaks with many destinations throughout Cottle Transit Village. All vehicles entering Great Oaks travel along or cross Raleigh. It is a Collector status street with one travel lane in each direction and bike lanes. Sidewalks, landscaped setbacks, on-street parking, and onlooking homes help humanize the street. Existing HGST shuttles travel along Raleigh Road, and future bus transit would likely be located along it as well. Many destinations, especially parks and open space, take advantage of the pleasant walking and cycling environment and are placed along the length of Raleigh both in Great Oaks and throughout the Transit Village.

D NEW VIA DEL ORO (PUBLIC)

Is the Pedestrian Spine street through Great Oaks. It is the major route through the residential neighborhood to the Santa Teresa Light Rail Station just 1/4 mile south of Raleigh Road. Sidewalks and landscaping are widened on New Via Del Oro to enhance the walking experience. Traffic moves along calmly on Via Del Oro due to the intersection bump-outs, on-street parking and shared bicycle-vehicle lanes. Traffic circles mark entry into the residential neighborhood and reinforce its pedestrian-oriented nature.

E LOCAL STREETS (PRIVATE)

Are pedestrian-oriented, with tree-lined sidewalks, pocket parks and paseos, many enlarged planting areas and on-looking homefronts. They offer pleasant walking and cycling, and the traffic is significantly calmed. While the walking and cycling networks are fine-grained and connective, many of the local streets are looped to provide access but not a through traffic route for traffic.

F ALLEYS (PRIVATE)

Are utilitarian access ways to parking, as well as a secondary window orientation for many homes. At Great Oaks, alleys are sized to be more livable with the inclusion of vines, shrubs, and opportunities for trees to grow large. Alleys have very specific orientation and shade conditions, so have a planting palette that includes several species.

PEDESTRIAN & BICYCLE NETWORK

The networks for cycling and walking at Great Oaks are fine-grained and prioritize connections to major destinations, such as parks, transit, and recreation in addition to providing attractive addresses for homes. Each network is scaled appropriate to its speed of travel so that destinations are accessible in reasonable times and distances. The walking network is even more fine-grained than the cycling network.

Elements of Walking Routes:

- Sidewalks are the backbone of walking routes. They are amply sized for strollers or wheelchairs, are placed on both sides of every street and interact with homefronts.
- Open Space Trails are mixed-use for pedestrians and cyclists. They traverse through parks, greenways and other open space.
- Open Space Footpaths extend the walking network even further beyond the sidewalks and trails.
- Paseos provide connections to homes as well as furthering the walking network of sidewalks and open space trails.

Elements of Cycling Routes:

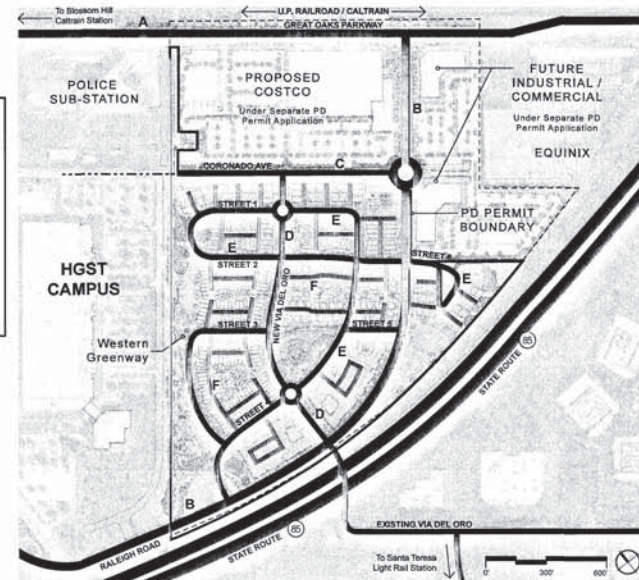
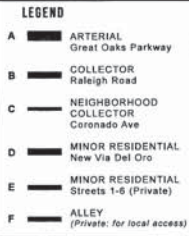
- Mixed-use Trails (Class 1) are for the use of cyclists and pedestrians.
- Dedicated On-Street Bike Lanes (Class 2) are provided on Raleigh and Coronado as part of a larger bicycle system that connects with transit, employment, and further destinations.
- Shared Lanes (Class 3) are quiet streets suitable for cyclists to share travel lanes with cars. Some, such as on New Via Del Oro, would receive painted "sharrow" icons to stress their importance in the cycling network and emphasize the multiple modes of travel through the neighborhood.

NORTH-SOUTH TRAIL AND EAST-WEST SPINE TRAIL

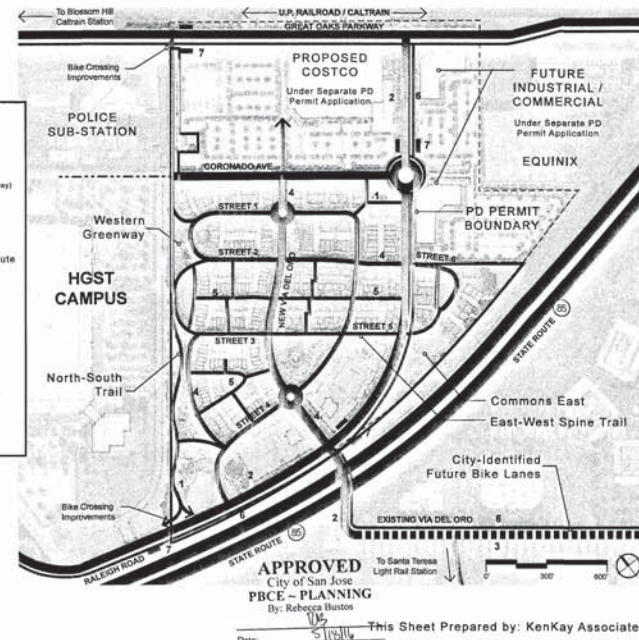
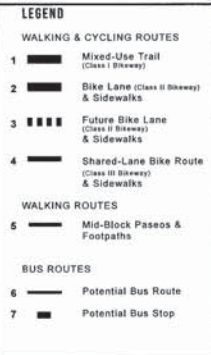
The North-South Trail runs through the Western Greenway, which lies between the residential neighborhood and the HGST campus. It offers an efficient connection from Raleigh Road to Great Oaks Parkway, as well as neighborhood destinations in-between. The trail consists of a 12' bike trail and a 5' walking path. In some places the cycling and walking paths are joined, in others they are separated by landscaping elements.

The East-West Spine Trail connects across Great Oaks, linking together the recreation and open spaces of the Western Greenway with the Public Park and East Commons. The 10' wide path is envisioned as a shady neighborhood route, perfect for pedestrians and casual or family cyclists.

VEHICULAR CIRCULATION



WALKING & CYCLING ROUTES



APPROVED
City of San Jose
PBCE - PLANNING
By: Rebecca Bustos
Date: 5/11/14
This Sheet Prepared by: KenKay Associates

KEN KAY ASSOCIATES
kenkays.com
WALTER J. KAY
JANISCA P. KAY
1600 Spruce Street, Suite 200
San Jose, CA 95131
415.958.1122

RIG
2214 The Alameda
San Jose, CA 95126
408.228.2100

Robert Hickey Architects

1100 WINTERS
3027 Winters Way, Suite 101
San Jose, CA 95128
949.488.1800

PERMIT NO. PD15-TSD

PERMIT SUBMITTAL

DATE: 7/6/2015

ISSUED: 7/6/2015

7/6/2015 First Submittal

Great Oaks Residential
Great Oaks Mixed Use Master Plan
San Jose, CA
STAR FINANCIAL + PLANNING
STORM

CIRCULATION NETWORKS

MP-14

Memorandum

TO: Jennifer Piozet

FROM: Tina Vo
Housing Department

SUBJECT: Housing Department's Initial Response to Planning Application PDC17-040

DATE: September 25, 2017

PLANNING NO.:	PDC17-040 <i>Other associated files: Cambrian _37 and PRE16-0196</i>
PROJECT DESCRIPTION:	Planned Development Pre-zoning from unincorporated to CN(PD) Planned Development Zoning District to allow for a mixed-use project with up to 238 hotel rooms, up to 150,000 square feet of office, up to 115,000 square feet of commercial, up to 280 multi-family residential units, up to 70 townhome residential units, up to 110,000 square feet of convalescent hospital, and 1.6 acres of public open space on 18.13 gross acre site
LOCATION(S):	14200 Union Ave

The Housing Department received the subject project recently, and submits the following comments and requirements:

Actions Required Prior to Planning Approvals

1. *Permit Issuance and/or Tentative Map or Parcel Map Approval*

The above referenced proposed development(s) contains dwelling units and is thus subject to the City's Inclusionary Housing Ordinance or Affordable Housing Impact Fee (AHIF). The Applicant shall, as part of the application for First Approval, submit to the Housing Department for approval an Affordable Housing Compliance Plan Application (Compliance Plan), and all relevant attachments. The Compliance Plan Application is available at: <http://www.sanjoseca.gov/DocumentCenter/View/57915>.

The Developer must also submit the required Compliance Plan application processing fee to the Housing Department.

The Inclusionary Housing Ordinance and AHIF Resolution provide a process that allow developers to make a claim that a Project may be exempt from affordable housing obligations under the Inclusionary Housing Ordinance or the AHIF Resolution. However,

the Applicant who believes their project is exempt must submit a Compliance Plan Application, and provide information regarding eligibility for a claimed exemption.

Please contact the Housing Department as soon as possible to initiate Affordable Housing Compliance Plan completion. The Compliance Plan must be submitted and approved by the Housing Department prior to Planning scheduling the Project for hearing. Any Inclusionary Housing Ordinance benefits desired for on-site units (e.g. setbacks) listed in the Compliance Plan should be approved by Planning.

- A. The above listed permit(s) may seek demolition of existing structures with residential dwelling units. [If the existing structure is multi-family (triplexes or larger), the developer is required to comply with the Tenant Protection Ordinance, and cannot evict tenants without good cause; intent to demolish the building is not good cause.]
- B. If the project involves demolition of existing multi-family residential units (built before September 7, 1979), that is subject to the Apartment Rent Ordinance (ARO), and includes at least four units, that are subject to the City's Ellis Act Ordinance.

Requirements imposed upon the owner/developer include, but are not limited to, delivery of 120-days minimum to 1 year to tenants of owner's intent to withdraw building from the rental market, provide tenant relocation assistance, record an Ellis Act covenant.

New or remodeled units rented within five years of withdrawal under the Ellis Act are subject to the ARO and impacted tenants are notified of their right to return to the property upon owner's intention to bring back the property onto the rental market. For information, please visit: www.sjhousing.org and/or call (408) 975-4480.

2. Actions Required for Housing Department's Clearance for Building Permit(s) or Map Approval

Prior to the approval of any final or parcel map, or issuance of any building permit for a rental residential development, the developer of a Rental residential development shall either pay the outstanding AHIF fee(s) or, if the developer is claiming an exemption, the owner and developer shall execute an Affordable Housing Agreement to memorialize the project's affordable housing obligation, the outstanding requirements. and if needed, obtain a fee deferral. The Affordable Housing Agreement must then be recorded against the entire development.

Prior to the approval of any final or parcel map, or issuance of any building permit for a For-Sale residential development, the developer of a project that has claimed to be a For-Sale project shall provide evidence that it has met the For-Sale requirements and provide any documentation associated with its selected compliance option (e.g., on-site, off-site construction of affordable units), and any exemption that may have been claimed.

The owner and developer shall execute an Affordable Housing Agreement to memorialize the project's affordable housing obligation and the outstanding requirements. The Affordable Housing Agreement must then be recorded against the entire development.

3. *Actions required for Housing Department's Clearance of Final Inspection and Issuance of Certificate of Occupancy.*

No Final Inspection Approval, Temporary Certificate of Occupancy, Certificate of Occupancy, or Notice of Completion for any units will be issued until all requirements of the Inclusionary Housing Ordinance, and/or the AHIF Resolution and implementing regulations are met.

Status of Review

Please be advised that this response does not signify the Housing Department's final review of this project. Staff will continue to work with you and Planning throughout the entitlement process and, if necessary, may provide additional comments at a later time.

Please contact me at tina.vo@sanjoseca.gov or 408-975-4416 if you have any questions about the information contained in this letter.

Tina Vo
Development Officer
Housing Department

Memorandum

To: Jennifer Piozet

From: Jignesh Maun
Fire Department

Subject: INITIAL RESPONSE TO
DEVELOPMENT APPLICATION

Date: 10/18/17

Re: Plan Review Comments

PLANNING #: PDC17-040

DESCRIPTION: Planned Development Pre-zoning from unincorporated to CN(PD) Planned Development Zoning District to allow for a mixed-use project with up to 238 hotel rooms, up to 150,000 square feet of office, up to 115,000 square feet of commercial, up to 280 multifamily residential units, up to 70 townhouse residential units, up to 110,000 square feet of convalescent hospital, and 1.6 acres of public open space on 18.13 gross acre site

LOCATION: Southeast corner of Union Ave and Camden Ave

ADDRESS: Southeast corner of Union Ave and Camden Ave (14200 UNION AV)

FOLDER #: 17 035074 ZN

The Fire Department's review was limited to verifying compliance of the project to Chapter 5, Appendix BB, Appendix C, and Appendix D of the 2016 California Fire Code (CFC) with City of San Jose Amendments (SJFC). Compliance with all other applicable fire and building codes and standards relating to fire and panic safety shall be verified by the Fire Department during the Building Permit process.

- These comments are based on information provided on the drawings dated 09-14-2017 by Kenneth Rodrigues & Partners, Inc. The comments provided are general comments because the plans are preliminary and conceptual.
1. We advise the applicant to address the following and provide written responses to the items noted in this memo.
 - a) **Building Features.** Provide the building features (area, number of stories, height, construction type, occupancy group) for all the buildings to evaluate the fire flow and fire hydrant requirements.
 - b) **Required Fire Flow.** The Fire Flow shall meet the requirements of CFC Appendix BB. Provide the Required Fire Flow (in gpm) calculations to SJFD for approval. The Required Fire Flow is calculated based on the building construction type, size of the building, and fire sprinkler occupancy classification. The Required Fire Flow can be calculated by referring to the San Jose Fire Flow and Hydrant Policy. The policy can be

obtained at <http://sanjoseca.gov/DocumentCenter/View/61703>. The chart already provides up to 50% reduction in Fire Flow based on fire sprinkler occupancy classification. For calculating the Fire Flow for buildings with mixed construction type, refer to the following link for guidance.

<http://sanjoseca.gov/DocumentCenter/View/61996>

- c) **Available Fire Flow.** Approval of Required Fire Flow and Fire Hydrant Location & Spacing is required, by SJFD, before requesting Fire Flow data from the water company. When approved, provide a copy of the letter from the Water Company that indicates the Available Fire Flow in gpm. Verify with the water company that a minimum of 1,000 gpm from each hydrant when flowed individually and a combined capacity as determined by the Required Fire Flow, is available.
- d) **Fire Hydrant Location & Spacing.** The Fire Hydrant Location & Spacing shall meet the requirements of CFC Appendix C with City of San Jose Amendments. Show the location and spacing of the fire hydrants on the plans meeting the following general requirements.
- Determine the required number and spacing of fire hydrants per CFC Appendix C, Table C102.1; (or Refer to San Jose Fire Flow and Hydrant Policy <http://sanjoseca.gov/DocumentCenter/View/61703>). For the purposes of determining the required number and spacing of fire hydrants, no reduction in the Required Fire Flow is allowed even for sprinklered buildings.
 - Show the spacing of the fire hydrants along the fire apparatus access roads on the plans.
 - Demonstrate on plans that all exterior walls of the building(s) are within 400 feet from a fire hydrant. The distance should be calculated from a fire hydrant on a fire apparatus access road, as measured along the path of travel around the exterior of the building (and not by drawing a 400 feet radius around the fire hydrant).
- e) **Fire Apparatus Access Road.** The Fire Apparatus Access Road shall meet the requirements of CFC Appendix D with City of San Jose Amendments. Refer to the following link <http://sanjoseca.gov/DocumentCenter/View/62200>.

Demonstrate on the plans that all exterior walls of the building are within 150 feet from the access road as measured along the path of travel. In addition, demonstrate/confirm on the plans the following.

The fire access shall:

- have an approved all weather surface;
- be at least 20 feet wide;
- have a minimum 13 feet 6 inch vertical clearance;
- be designed and maintained to support the loads of fire apparatus of at least 75,000 pounds;
- have a minimum inside turning radius of 30 feet and an outside turning radius of 50 feet;

- be designed with approved provisions for turning around of fire apparatus if it dead ends and is in excess of 150 feet;
 - have a maximum grade of 10%;
 - A second point of access is required when a fire apparatus road exceeds 1,000 feet;
 - Curbs are required to be painted red and marked as “Fire Lane - No Parking” under the following conditions: (show exact locations on plan)
 - i) Roads, streets, avenues, and the like that are 20 to less than 26 feet wide measured from face-of-curb to face-of-curb shall have curbs on both sides of the road painted and marked
 - ii) Roads, streets, avenues, and the like that are 26 to less than 32 feet wide measured from face-of-curb to face-of-curb shall have one curb painted and marked
- f) **Aerial Apparatus Access Road Requirements.** Buildings that exceed 30 feet in height (measured from the grade plane to eave of the pitched roof, the intersection of the roof to the exterior wall or the top of parapet walls, whichever is greater) require aerial fire apparatus access roads that have a minimum unobstructed width of 26 feet and meet the requirements of CFC Appendix D, Section D105. At least one of the required access routes shall be located within a minimum of 15 feet and a maximum of 30 feet from the building and shall be positioned parallel to one entire side of the building which shall be approved by the fire code official. Demonstrate the above requirement on the plans.
- g) **Means of Fire Apparatus Access.** Per CFC Appendix D, at least two (2) means of fire apparatus access that are separated by at least one-half of the length of the maximum overall diagonal dimension of the lot or area to be served. Typically, this requirement is applicable for buildings that exceed three (3) stories, or 30 feet in height, or sprinkler protected building of more than 124,000 square feet or multiple-family residential projects having more than 100 dwelling units.
- h) **Clearances.** A minimum six (6) feet clearance from the property line is required along all the sides of the building(s) for fire department operations.
- i) **Fire Apparatus Access Road Gates.** Fire apparatus access road gates shall comply with all the requirements of CFC Appendix D, Section D103.5.
<http://sanjoseca.gov/DocumentCenter/View/62200>
- j) **Easements.** If any easements are required for Emergency Vehicle Access to the lot/site, provide a copy to SJFD and include a note about the Easement on the plans.
- k) **Fire Department Site Plan.** Provide a separate Fire Department Site Plan as part of the drawings that clearly show the fire department access roads, fire hydrant locations, aerial access locations, gates, turning radius at all turns, easements. etc (Items 1a through 1j).
2. The following items are provided for general information. These requirements will be verified during the Building Permitting process. This is not an all-inclusive list.

- a) **Rescue Doors/Windows.** Every sleeping room below the fourth story shall require at least one operable window or door approved for emergency escape or rescue that shall open directly into a public street, public alley, yard, or exit court. Such windows or doors shall be in accordance with the adopted Building Code, and accessible for Fire Dept. laddering operation. The angle for laddering is 70deg. from horizontal. Show all pertaining details including landscaping and pavers in relation to rescue window operation.

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

- b) **Emergency Responder Radio Coverage (ERRC).** ERRC is required throughout the area of each floor of the building. Communication repeaters may be required to be installed in the buildings. Please be advised of the 2-hr pathway survivability requirements for ERRC Systems. <http://sanjoseca.gov/DocumentCenter/View/67591>
- c) **Fire Sprinkler System.** Building(s) shall be provided with an automatic fire extinguishing system in accordance with CFC 903.2 and SJFC 17.12.620. Systems serving more than 20 heads shall be supervised by an approved central station to the satisfaction of the Fire Chief.

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

- d) **Fire Alarm System.** Building(s) shall be provided with a fire alarm system as required by CFC 907.2.
- e) **Standpipes Available During Construction.** All buildings under construction, three or more stories in height, shall have at least one standpipe for use during construction. Such standpipe shall be provided with fire department hose connections. Location(s) and numbers of standpipe(s) shall be reviewed and approved by the Fire Department.
- f) **Fire Department Connections.** As general guidelines, the Indicating Valve (PIV/BFP) and Fire Department Connection (FDC) should be located a minimum of 40 feet away from the building (where possible) and within 100 feet of a fire hydrant. High rise buildings shall have the requirements reviewed on a case by case basis. The fire hydrant should be located so that hoses can be laid directly to the fire department connection without crossing a road or driveway. The PIV/BFP and FDC shall be located near a main access point for the building. The FDC should be located where no frangible or glazing materials are located above or within 5 feet on either side of the FDC. Discuss with SJFD.

- g) **Location of the Standpipe.** Discuss the location of the Standpipes in the buildings with SJFD.
- h) **Street Number Visibility.** Street numbers of the buildings shall be easily visible from the street at all times, day and night. <http://www.sanjoseca.gov/DocumentCenter/View/11672>
- i) **Lock Boxes.** The project development shall provide lock boxes to the satisfaction of the Chief Building Official and Fire Chief. Refer to the following documents.
<http://www.sanjoseca.gov/DocumentCenter/View/14760>
<http://www.sanjoseca.gov/DocumentCenter/View/14761>
- j) The developer/owner shall create and maintain a Management Association which will be responsible for the fire/life safety systems inspections per Title 19 and access to the systems if applicable.
- k) **HAZMAT.** The applicant must contact the Hazardous Materials Division at (408) 535-7750 as soon as possible to initiate the process to determine if the type and quantity of hazardous material is acceptable per code and whether a Hazardous Materials Plan Review is required.
- l) A “**Construction Fire Protection Plan**” for approval by San Jose Building and Fire Departments is required prior to starting construction for wood framing projects consisting of 15 or more dwelling units or construction exceeding a total of 50,000 square feet.

The applicant has the option to apply for a Variance and propose a means of mitigation for the deficiencies stated in our review. The Variance must be approved prior to Planning approval. The Variance Application can be obtained at <http://www.sanjoseca.gov/DocumentCenter/View/70849>

Jignesh Maun
Bureau of Fire Prevention
San Jose Fire Department
jignesh.maun@sanjoseca.gov

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

Project Comments
Cambrian Park Plaza

10/16/17

Project Summary

- **Planned Development Rezoning File No.:** PDC17-040
- **Location:** Camden Avenue/Hillsdale Avenue Urban Village: Cambrian Park Plaza Shopping Center (the center with the 3D historic carousal sign). Southeast corner of the intersection of Union Avenue and Camden Avenue
- **Council District:** 9; **Park District:** 3; **MLS:** 14; **Planning Area:** Cambrian/Pioneer; **APNs:** 419-08: 012, 013
- **Project Description Summary:** Signature Project: mixed use development that includes two hotels, office and commercial retail and entertainment buildings, a convalescent hospital/assisted living facility, a multi-story apartment building with up to 280 units, up to 70 three story townhomes, and a 1.64 gross acre park on 18.13 gross acre site.

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

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

- A 280-unit apt. building requires 1.966 acres of parkland dedication or \$2,912,000 in park impact in-lieu fees
- 70 attached townhomes require 0.695 acre of parkland dedication or \$1,029,000 in park impact in-lieu fees
- An assisted living facility is subject to the PIO/PDO. Please provide the total number of units proposed to be included the assisted living facility.
- The parkland obligation, ***not including the assisted living facility***, equals the required dedication of 2.661 acres of parkland or payment of \$3,941,000 in park impact in lieu fees. The parkland obligation will increase once the number of assisted living facility units are included in the calculation.

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

An executed Parkland Agreement that outlines how a project will comply with the PIO/PDO is required prior to the issuance of a Parcel Map or a Final Map [subdivision]. Payment of park impact in-lieu fees is required prior to the issuance of a Building Permit. Applicants are encouraged to meet with PRNS Planning staff at their earliest convenience to develop a schedule to complete the Parkland Agreement.

Turnkey Recreational Improvements

The site is in an area where approximately 350 households do not have access to public park. PRNS appreciates the opportunity to collaborate with the development team on the creation of a public turn-key park as part of the project.

PRNS recommends the following project revisions to accommodate a high-quality park:

PRNS will not support the creation of a park that would be half enclosed by an eight-foot sound wall. This would create an undesired barrier to the park and will create a challenging feature to create a well-designed park.

The public park should be relocated to be directly east of the commercial buildings and west of the apartment building or convalescent/assisted living facility along Union Avenue to accommodate a more centralized location for the park (as was requested via email from the Planning Division on 4/5/2017). This more centralized location will improve pedestrian connectivity throughout the site and establish the park as integral design element in the new community. A park in this location will benefit from greater visibility, more passive policing, and increased access to the park from surrounding neighborhoods.

Consider how service entrances for the commercial building will interface with the park and potential conflicts with pedestrians. Explore active 'back of house' uses for the southern side of the major commercial buildings to avoid an undesirable interface between the commercial portion of the project, the park, and the residential portions of the project. If this is not feasible, the back of house activities should be discreetly and attractively screened from view to create a pleasant environment for the park.

Real property dedicated to the city shall be identified on map documents and conveyed by grant deed to the City, free and clear of any encumbrances (SJMC 19.38.330). Any property conveyed to the City for the public park which includes encumbrances such as the existing traffic signal, WLE, and PG&E easements, will not be eligible for credit under the PIO/PDO.

The public park and the town square should have a clear interface with each other and link with pedestrian travel routes throughout the development. It appears the town square is primarily an accessory component of the commercial uses (i.e. outdoor seating areas for restaurants) with minimal public recreational amenities and does not qualify for recreational improvement credits.

Open spaces within the development should complement building facades and placemaking features, providing clear view sheds with orienteering for easy pedestrian navigation of public spaces to destinations within the project and the greater urban context. Clear wayfinding and sightlines to and from the park and retail destinations are important, especially for residents from the surrounding neighborhoods and the convalescent home.

The eight-foot perimeter sound wall should include a break (opening) at Wyrick Avenue to allow residents from the surrounding eastern neighborhoods pedestrian access to destinations within the site and easy use of the park.

PRNS is open minded about accepting the historic carousel sign as a placemaking feature in the park, but obligations to maintain the sign and any related infrastructure must remain with the property owner or future property managers and defined through a formal maintenance agreement or other such instrument.

Shade studies should be provided for any proposed location of the park, so that staff can clearly identify appropriate uses and areas of concern.

Private Recreation Credit

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

Private Recreation Credits are calculated on actual square footage and the entire development project (not on individual development phases). Required common open space areas, landscape corridors, emergency vehicle access easements, walkways, unsuitable topography areas, riparian corridors, and environmental mitigation areas, stormwater low impact development areas, **are not** eligible for Private Recreation Credits. Applicants typically apply for Private Recreation Credits after Planning permits are approved.

Affordable Housing Units

If the project includes onsite deed restricted affordable/low income housing units, these units could qualify for a 50% credit towards the park impact in lieu fees.

Conclusion

We look forward to collaborating with the developer to identify solutions to fulfill the parkland obligation and are excited to develop a future public park in an underserved area.

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