

PDC 15-033

- ① ~~Provide FF Calc~~ and have hydrant loc approved.
- ② ~~Project~~
- ③ ~~Variations.~~
- ④ ~~hydrant comment.~~

15-024401

We have had one outreach meeting with the Spartan Keyes Neighborhood Action Coalition on April 13<sup>th</sup>, 2016. We will coordinate a community meeting with you and District 3 representatives and schedule a meeting after we submit the Initial Study.

RESPONSES TO FIRE MEMO DATED 07/29/15

4-13-14

**Fire Department, Jignesh Maun**

1. The project plans as submitted, do not comply with the Fire Code. We advise the applicant to address the following immediately.

a. Fire Department Vehicle Access Plan. Provide fire department vehicle access plan. Clearly indicate fire apparatus access roads and fire hydrant locations. Refer to 2(a) & 2(b) for fire department access requirements.

205 E. VIRGINIA ST

We will be applying for a Fire Variance to mitigate vehicular access.

b. Required Fire Flow. The plans do not indicate that the Required Fire Flow at the project site. The Required Fire Flow is calculated based on the construction type, proposed area of the building and automatic fire sprinkler system protection in the building. Calculate the Required Fire Flow by referring to the San Jose Fire Flow and Hydrant policy.

We have requested this information from San Jose Water.

c. Hydrant Location & Distribution. The plans do not show the location and distribution of fire hydrants that serve the entire site. It appears that this project would require 6 fire hydrants, with an average spacing of 250 feet and a maximum distance of 150 feet from a fire hydrant to the street or road frontage. Refer to San Jose Fire Flow and Hydrant Policy to determine the fire flow duration, minimum number of hydrants required, average spacing between the hydrants and maximum distance from the building to the hydrants.

Per our civil engineer MVE, Inc., six fire hydrants would mean that they would be spaced 75 feet apart along the frontage. Fire hydrants anywhere else on the site would not be useful. Our civil engineer estimates that one hydrant would meet the requirements. One fire hydrant located at the SW corner would meet the 400 foot requirement stated below.

d. Fire Department access requirements. Several portions of the north side and west side of the building are more than 150 feet of a fire department access road. In addition, all portions of the building are required to be within 400 feet of a hydrant.

Per MVE, Inc., please see section 503.1.3 Exceptions.  
<https://law.resource.org/pub/us/code/bsc.ca.gov/gov.ca.bsc.2013.09.pdf>

NO automatic variance required.

- e. **Clearances.** A minimum of six (6) feet clearance from the property line is required along all the sides of the building(s) for fire department operations.

This will be addressed through the Fire Variance request.

2. Please advise the applicant to submit plans to the Fire Department that provide the following information:

- a. **Width, length, and grade of the fire apparatus access roads, streets, avenues, and the like. The fire access shall:**
- have an approved all weather surface;
  - be at least 20 feet wide;
  - have a minimum of 13 feet 6 inch vertical clearance;
  - be design 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 15%;
  - 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, and 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.

This will be provided in more detail through the Fire Variance request.

- b. **Aerial Apparatus Access Requirements.** Buildings that exceed 30 feet in height require aerial fire apparatus access roads that have a minimum unobstructed width of 26 feet and meet the requirements of CFC Appendix 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.

This will be addressed through the Fire Variance request.

- c. **Available Fire Flow.** Please ask the applicant to contact the water company and provide a copy of the letter from the water company that indicates the Available Fire Flow.

We will request this letter after submittal and approval of the fire hydrant locations by Fire.

- d. Fire Sprinkler System.** Building(s) shall be provided with an automatic fire extinguishing system in accordance with CFC 903.2 and SJFC 17.12.630. Systems serving more than 20 heads shall be supervised by an approved central, proprietary, or remote service to the satisfaction of the Fire Chief.

A fire sprinkler system will be provided in accordance with these standards and will be shown in more detail in the construction plans.

- e. Fire Department Connections.** All fire department connections shall be located within 100 feet from a standard public fire hydrant. Fire Sprinkler and Standpipe Fire Department Connections (FDC) serving the same building shall be located directly adjacent to each other. Buildings in excess of 200 feet long and or having frontage on multiple streets shall have multiple FDCs. All alternate means of protections shall be reviewed by the Fire Department. The public fire hydrant(s) shall be located on the same frontage as all fire service connections.

All Fire Department Connections will be provided as stated above and will be shown in more detail in the construction plans.

- f. Fire Alarm System.** Building(s) shall be provided with a fire alarm system as required by CFC 907.2.

A fire alarm system will be provided and shown in more detail in the construction plans.

- g. Elevators shall be in accordance with the requirements stipulated in the California Building Code Chapter 30.** All buildings with one or more passenger service elevators shall be provided with not less than one medical emergency service elevator.

All elevators shall be in accordance with California Building Code Chapter 30.

- h. Street Number Visibility.** Street numbers of the buildings shall be easily visible from the street at all times, day and night.

The street number will be visible from the street at all times, day and night, and will be shown in more detail in the construction plans.

- i. Public Safety Radio Coverage** is required throughout the area of each floor of the building. Communication repeaters may be required to be installed in the buildings.

This will be addressed.

**Building Code Issues, Preliminary Review, Olivier Baviere**

1. The elevations show screening around the P-TAC units. It is extremely unlikely that the listing for the appliance will allow this.

Based on our discussions with Rebecca Bustos, our project planner, we are allowed to provide these screenings as long as they are attractive. The attached project plans illustrate this.

2. If the project is receiving tax credits, see the following for added code requirements from the State Treasury office. <http://treasurer.ca.gov/ctcac/programreg/2015/20150610/regulations.pdf>

We anticipate applying for tax credits for this project. We are very familiar with the CTCAC regulations for such projects and will incorporate all necessary requirements into the plans.

**Public Works, Arlyn Villanueva**

1. **Stormwater Runoff Pollution Control Measures: Submit the following:**

- a. **Provide an updated detail of the self-retaining pavers on the podium level that is applicable to the project.**

Per MVE, Inc., there is no information on pavers. They assumed (by review of the plans) that a roof garden was the only treatment on the roof. They used an area of 500 square feet.

- b. **Revise the Special Projects Worksheet to accurately reflect the LID Treatment Credit Calculation. Based on the project description, both covered and uncovered surface level parking will be constructed on the first floor and are not eligible for an allowable credit.**

Per MVE, Inc., Special Projects worksheet Category A and B areas not applicable to this project. Based on the Map, Category C may apply. We used the Universal Planning Application, Supplemental Form A.1 and have full LID measures.

- c. **Add the following Pervious Material Design Criteria to the Stormwater Control Plan.**

- i. **Design shall be reviewed and approved by a licensed Geotechnical Engineer and the more conservation design shall govern.**
- ii. **Design for pervious concrete pavement shall be reviewed by the concrete manufacturer and the National Road Mixed Concrete Association (NRMCA). A reporter of the suitability of the design shall be given to the Project Engineer prior to placement of the concrete.**
- iii. **Design for porous asphalt shall be reviewed by the asphalt manufacturer and the National Asphalt Pavement Association (NAPA). A report of the suitability of the design shall be given to the Project Engineer prior to the placement of the asphalt.**
- iv. **Design for pervious pavers shall be reviewed by the concrete paver manufacturer and the Interlocking Concrete Pavement Institute (ICPI). A report of the suitability of the pacer shall be given to the Project Engineer prior to the placement of the pervious paver.**

- v. Installation of pervious concrete shall only be done by contractors with certification from NRMCA and such contractor shall have at least one foreman with this certification on the job site at all times.
- vi. Installation of pervious pavers shall only be done by contractors holding a certificate of completion in the ICPI Pervious Concrete Paver Installer Technician Course. Such contractor shall have at least one foreman with this certification on the job site at all times.
- vii. All new pervious pavement shall have an infiltration rate of 100 in/hr when tested in accordance with ASTM C1701.
- viii. Protect excavated area from excessive compaction due to construction traffic and protect the finished pavement from construction traffic.

Per MVE, Inc., all of the items above are listed in the "Design and Installation Recommendations" for Pervious Pavement in the C.3 Stormwater Handbook and are Recommendations for design of such facilities. The final design will adhere to all these "recommendations".

- d. Provide a calculation of the minimum required storage depth in the pervious material. The calculation should be consistent with the Volume-Based Treatment Sizing calculation per the C3 Stormwater Control Handbook Appendix B, Section II.

Per MVE, Inc., calculations and sizing of these facilities will follow Section 6.10 Pervious Pavement in the C.3 Stormwater Handbook (C.3SH) once concept is approved and once a geotechnical report with structural section recommendations is provided.

- e. Resubmit a Stormwater Control Plan that reflects the following revisions:
  - i. Clearly identify the distinct boundaries of the drainage areas and treatment control measures (TCM).

Please see attached plans.

- ii. Include the TCM summary table, installation, and long term maintenance notes on the plans.

Per MVE, Inc., this will be included once concept is approved. Maintenance notes will adhere to C.3.SH.

- iii. Ensure the stormwater plan and the grading plans are consistent.

Per MVE, Inc., required notes were include on grading plan for Stormwater Control. Required calculations were sent separately.

- iv. **Uncovered surface parking stormwater should be treated separately from the covered parking area.**

Per MVE, Inc., since the covered parking will not receive precipitation only the uncovered parking is proposed to be Pervious AC.

**2. Transportation:**

- a. **A traffic report is required prior to environmental clearance or zoning. The traffic report must conform to the City of San Jose Guideline for the preparation of a traffic report. For Traffic Impact Analysis Handbook Volume I (2009) Methodologies & Requirements” and “Volume II (2011) Policy & Guidelines.”**

This item has been in process with Hexagon Transportation Consultants and David J. Powers & Associates, Inc. and will be submitted with initial study.

- b. **A Traffic Scope Work request was submitted to the City on May 23, 2014 from Hexagon Transportation Consultants and a Traffic Work Scope Memo was provided back to Hexagon Transportation Consultants from the City on July 23, 2014. However, due to the increase in the number of residential units from 255 to 295, an updated Work Scope will need to be prepared and resubmitted.**

David J. Powers & Associates, Inc., in conjunction with Hexagon Transportation Consultants, is updating the traffic study and initial study with the increased unit totals. This new unit totals will be reflected in the initial study when it is submitted.

**3. Street Improvements: Revise the plans to reflect the following:**

- a. **Approved improvement plan for the Foundry (3-06494)**
  - i. **New traffic signal at the 280 southbound off ramp and E. Virginia Street/S. 6<sup>th</sup> Street.**
  - ii. **Conversion of E. Virginia between S. 6<sup>th</sup> Street and S. 7<sup>th</sup> Street from a one-way to a two-way street.**
  - iii. **Signal modification on E. Virginia and 7<sup>th</sup> Street to allow the conversion of E. Virginia between 6<sup>th</sup> and 7<sup>th</sup> Street from a one-way to a two-way and the addition of a northbound left turn at E. Virginia and 7<sup>th</sup> Street.**

Per MVE, Inc., the three items listed above will be shown on the construction plans. Their design has taken these plans into account.

- b. **Move the entry gate on E. Virginia Street 50' from the property line.**
- c. **Provide a 10' sidewalk with tree wells at the back of curb along the E. Virginia Street and S. 7<sup>th</sup> Street project frontages.**

Please see attached plans.

- d. Show existing sanitary and storm infrastructure; include any storm/sanitary connections to the City public mains.**

Please see attached plans.

- e. Show all existing easements.**

We have shown ROW but did not call out the 6th street easements. No other onsite easements were identified.

- f. Construct city standard driveway.**

Please see attached plans.

- 4. Sanitary: Submit a conceptive sanitary sewer plan with pipe slopes, surface elevations, and invert elevations.**

Per MVE, Inc., proposed tying into existing sewer connection (shown on plan). Depth will need to be verified along with coordination with the mechanical designer verifying the service is adequate.

**5. Grading:**

- a. Revise the plans to reflect the following:**

- i. Ensure the storm water plan and the grading plans are consistent. The stormchamber shown conflicts with the proposed flow-through planters on the stormwater control plan.**

Per MVE, Inc., this is not applicable for the new plans as there is no storm chamber.

- ii. Area drains are currently connected to the stormchambers in the covered parking area. Contact Building for covered parking requirements.**

Per MVE, Inc., this is required to connect to sewer for minimal water in this area. The exterior parking is sloping away from building.

- b. Clarify the need for a wall gutter outside the property line. The wall gutter will need separate approval from CalTrans.**

Per MVE, Inc., the proposed plan is designed to be Keystone which weeps water thru wall and the low (3") will not require a drain. Caltrans will need to direct their runoff away from property line to 7th Street.

**6. Storm:**

- a. Thru the curb drains not allowed. Storm water laterals should be combined onsite and connected to the City public main.**

Per MVE, Inc., this is not applicable to the new plan as there are no thru drains. Frontage sidewalk slopes towards street and the small planters are self-treating and will overflow to city gutter during heavy rainfall.

- b. Indicate the overland release path in arrows.**

Per MVE, Inc. this is not shown on the plans at this time.

- c. The release path must be paved.**
- d. On-site ponding must be less than one foot.**

Per MVE, Inc., this will be less than one foot.

- e. Finished floor elevations must be one foot higher than overland release elevation.**

Per MVE, Inc., building entries and finish floor elevation will need to change. We are constrained by the entries on the frontage of E. Virginia Street if they are ADA entries.

We appreciate your time in reviewing our proposed project. If you have any questions please do not hesitate to contact me at (818) 380-2600 ext. 18 or at [gbroussard@amgland.com](mailto:gbroussard@amgland.com).

Sincerely,



Gene Broussard  
Project Manager