



Rev. #	Description	Date
1	Issued	01.15.2009
2	Resubmittal	04.24.2009
3	Final Zoning Drawings	02.10.2010
4	Final Zoning Drawings - Addendum 1	05.14.2010

PDC 09-004

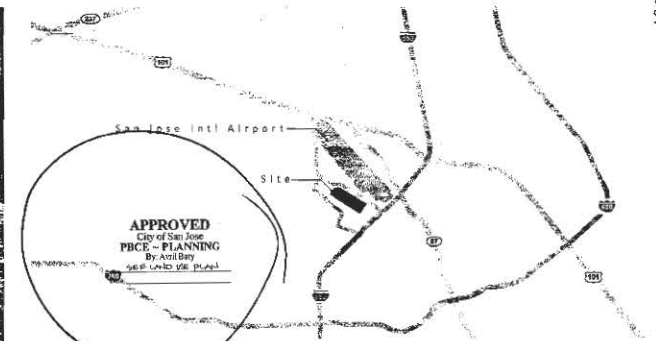


TABLE OF CONTENTS

1	TITLE SHEET
2A	LAND USE PLAN
2A	DEVELOPMENT STANDARDS (TO BE ADDED AFTER COUNCIL APPROVAL)
3	CONCEPTUAL SITE PLAN
4	CONCEPTUAL GRADING AND DRAINAGE PLAN
5	CONCEPTUAL STORMWATER MANAGEMENT PLAN
6	CONCEPTUAL BUILDING ELEVATIONS AND ILLUSTRATIVE VIEWS
7	ADDITIONAL ILLUSTRATIVE VIEWS
8	CONCEPTUAL LANDSCAPE PLAN
9	CONCEPTUAL BUILDING HEIGHT LIMIT PLAN
10	CONCEPTUAL STREET SECTIONS
11	EXISTING CONDITIONS PLAN

SITE AREA

ACREAGES	
Area 1	16.36 Acres
Area 2	15.16 Acres
Area 3	6.07 Acres
Area 3A	14.50 Acres (Net)
Area 4	22.10 Acres
Total	74.19 Acres (Gross)

PROJECT AREA DATA

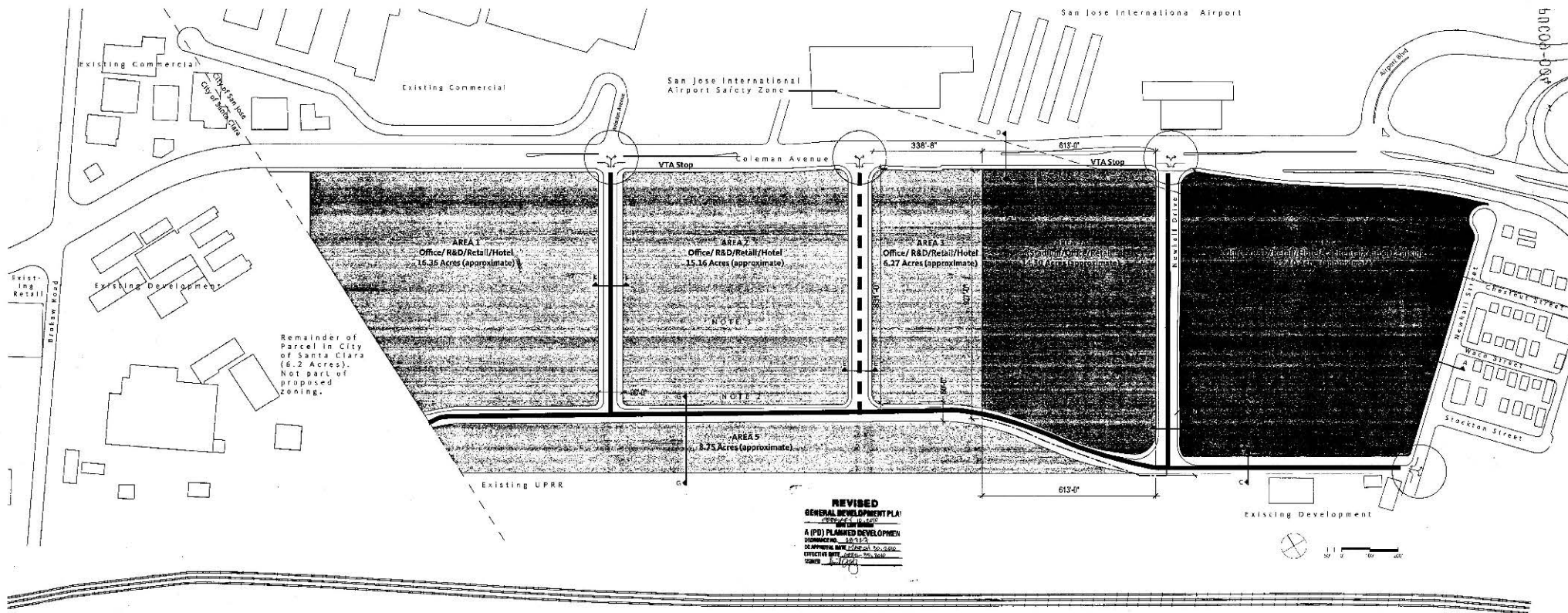
PARKING:	5.89 Acres (40.6%)
BUILDING:	4.45 Acres (30.7%)
LANDSCAPE:	4.16 Acres (28.7%)

USRS

OFFICE	RESEARCH & DEVELOPMENT
RETAIL	OFFICE FLEX SPACE
RENTAL CAR	AIRPORT PARKING
HOTEL	STADIUM

GENERAL

CLIENT	
Coleman Airport Partners LLC	
10121 Miller Avenue, Suite 200	
Cupertino, CA 95014-3469	
Contact: Ed Storm	
Main: (408) 287-8402	
Fax: (408) 996-8301	
OWNER	
Arcadia Development Company	
1115 Coleman Avenue	
San Jose, CA 95110-1104	
Contact: Eli Reinhard	
Direct: (408) 286-4440	
ARCHITECT	
Gensler	
Two Harrison Street, Suite 400	
San Francisco, CA 94105	
Contact: Steve Weisdel	
Direct: (415) 836-4234	
Fax: (415) 836-4599	
CIVIL ENGINEER	
Kier & Wright	
3350 Scott Boulevard, Building 22	
Santa Clara, CA 95054	
Contact: Eugene Golobic	
Direct: (408) 727-6665	
Fax: (408) 727-5643	
LANDSCAPE ARCHITECT	
The Guzzards Partnership Inc.	
836 Montgomery Street	
San Francisco, CA 94133	
Contact: Paul T. Lettler	
Direct: (415) 433-4673x14	
Fax: (415) 433-5003	
STADIUM ARCHITECT	
Rosetti Architects	
999 Sepulveda, Suite 100	
El Segundo, CA 90245	
Contact: Tom Ahn	
Direct: (310) 416-9660	
Fax: (310) 416-9650	



REVISED
GENERAL DEVELOPMENT PLAN
 A (PD) PLANNED DEVELOPMENT
 DISTRICT NO. 18-112
 DE APPROVAL DATE 02-25-09
 EFFECTIVE DATE 02-25-09
 VOTES 1-1000

- Private Street
- Public Street
- Full Movement
Signalized Intersection
- Street Cross Section (See Sheet 9)
- Office/ R&D/ Retail/ Hotel
- Stadium/ Office/ Retail
- Office/ R&D/ Retail/ Hotel/ Car Rental/ Airport Parking

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Land Use Plan

Airport West Master Plan Stadium Project

General Development Plan Exhibit "C"

City File Number: PDC09-004

Coleman Airport Partners, LLC

Gensler

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- j. Street Trees:
- 1) The location of the street trees will be determined at the street improvement stage. Street trees shown on this plan are conceptual only.
 - 2) Contact the City Arborist at 408-277-2756 for the designated street trees.
 - 3) Install street trees within public right-of-way along entire project street frontage per City standards; refer to the current "Guidelines for Planning, Design, and Construction of City Streetscape Projects". Street trees shall be installed in cutouts at the back of curb. Obtain a DOT street tree planting permit for any proposed street tree plantings.

5. ENVIRONMENTAL MITIGATION

A. Land Use Mitigation Measures

- 1) If fireworks displays are planned at the stadium, the stadium operator shall obtain the required City permit for fireworks displays. In addition, fireworks sponsors shall coordinate events in advance with the FAA (if requested by the FAA) to ensure that the activity (timing, height, and material) does not pose a hazard to the safe operation of the Airport.
- 2) The stadium operator shall implement best management practices to deter nuisance species (such as gulls) including avoidance of open garbage bins/receptacles, timely stadium and parking lot clean-up, and/or other measures to be determined by the City at the time of development permit review.

B. Visual Mitigation Measures

- 1) At the Planned Development Permit stage when specific lighting features are designed, the Airport West Stadium component shall submit a photometric study of the proposed stadium lighting to the Director of PCEC. As part of the exception process, the Lick Observatory will be contacted.

C. Transportation Mitigation Measures

- 1) Dedicate and improve frontage along Coleman Ave. to the ultimate 130' width along the project frontage. This will include construction of a bus stop.
- 2) Install a new traffic signal at the new project access between Aviation Ave. and Newhall Drive and include double left-turns along Coleman Ave.
- 3) To mitigate the impact at Coleman Ave. and Brokaw Road, the project will be required to construct a second westbound left-turn lane on Brokaw Road. This improvement would require modifying the east leg of the intersection, including traffic signal modifications, and would not require any right-of-way acquisition. This intersection is within City of Santa Clara jurisdiction and will require an encroachment permit from the City of Santa Clara.
- 4) To mitigate the impact at the SR87 Ramps and Taylor, the project will implement a Traffic and Parking Management Plan (TPMP) which includes special signal timing at this intersection for soccer events. The traffic signal is currently under Caltrans jurisdiction but is planned to be transferred to the City of San Jose for maintenance and operation. The project shall be responsible for all costs associated with modifying the traffic signal timing, including the traffic signal controller upgrade and interconnection.
- 5) As part of the TPMP, implement temporary traffic control at the intersection of Aviation Ave. and Coleman Ave. for soccer events. This may include use of police, signage, etc. to manage ingress and egress.
- 6) The project will be required to prepare a Traffic and Parking Management Plan (TPMP) in conjunction with the construction of the stadium to address traffic that would occur prior to a stadium event. The purpose of the TPMP is to address the two intersection impacts, as well as establish detailed event traffic and parking management strategies for the stadium to accomplish the following objectives:
 - a) Provide efficient traffic flow to and from nearby freeways, including US 101, I-880, and SR 87;
 - b) Maximize efficient coordination of traffic flow on Coleman Avenue;
 - c) Provide a flexible traffic operations plan that can direct vehicles away from areas experiencing excessive traffic congestion using real-time traffic data and signage;
 - d) Promote efficient and effective vehicular traffic circulation at the stadium;
 - e) Coordinate emergency vehicle access to avoid interference from event traffic;
 - f) Encourage the use of public transit services for stadium events;
 - g) Provide convenient and easy vehicular access to and from

- a) parking areas; and
- b) Provide safe pedestrian connections between the parking areas and the soccer stadium.

An agreement between the project applicant and the City of San Jose must be signed prior to Planned Development Permit approval. This agreement must detail the terms of the TPMP including financial obligations by the developer. The final TPMP shall be reviewed by DOT in coordination with the project applicant and other relevant agencies. The agreement shall be completed prior to approval of the Planned Development Permit and writing of the final TPMP shall commence when building permit are issued and be finalized prior to opening the stadium.

- 7) The TPMP shall be able to adjust as needs and opportunities arise in order to respond to potential future challenges. The TPMP shall be closely monitored and refined over time, in coordination with the City, to ensure its success. The following elements shall be addressed in detail as part of the TPMP for the proposed stadium:
 - a) Traffic and Parking Management Plans
 - b) Emergency Vehicle Coordination
 - c) Public Transit and Shuttle Service
 - d) Passenger Loading and Unloading Zones
 - e) Vehicular Circulation Plans
 - f) Street and Lane Closures
 - g) Manual Traffic Control (Police Officer/Traffic Control Personnel and Traffic Cones)
 - h) Directional Signage (Static and Changeable)
 - i) Traffic Signal Management Program (TSMP) on Coleman Ave.
 - j) Public Information and Outreach Program
 - k) Development of a TPMP Committee and Monitoring Program.
- 8) The key elements of the TPMP for the soccer stadium are described in more detail below. The proposed Airport West Stadium component shall be required to implement traffic improvements to ensure that the surrounding roadway network adequately handles the high traffic volumes generated by stadium events during certain peak periods of the day. In addition to the above, the following improvements may need to be implemented as part of the TPMP:
 - a) Project Traffic Management
 - i) Coleman Avenue/Aviation Avenue Intersection - Construct the intersection to the ultimate improvement including construction of two northbound left-turns and three southbound thru lanes.
 - ii) Coleman Avenue/I-880 southbound ramps Intersection: Convert the middle lane on the I-880 southbound off-ramp from a left-turn movement to a right-turn movement beginning one hour prior to weekday and Saturday evening stadium events. Changeable message signs (CMS) would need to be installed at the off-ramp to notify drivers in real-time how the middle lane is operating. The Airport West Stadium component results in an off peak hour impact at this intersection and the above measure would lessen the effect. This improvement requires an encroachment permit from Caltrans. If Caltrans finds this mitigation unacceptable, then the Council could override this impact and adopt a statement of overriding considerations.
 - b) Parking Management: After final design of the stadium, and prior to operation of the stadium, the project applicant shall develop an interim parking plan to address stadium event parking. Following the build out of the entire Airport West site, which ultimately includes additional development of office, retail and hotel uses, a more defined parking plan shall be developed and finalized. The parking plan for the stadium shall address such things as parking demand, parking supply, pre-paid/pre-assigned parking, current parking occupancy (real-time displays), parking lot design and vehicle circulation and appropriate parking management strategies.
 - c) Emergency Vehicle Coordination
 - i) During soccer games or major events, traffic flow shall be managed to permit emergency vehicles to avoid interference from event traffic. An emergency access plan that identifies emergency access routes to and from the stadium shall be developed and incorporated into the final TPMP.
 - ii) Public Transit and Shuttle Service: The final TPMP prepared for the proposed stadium shall include a description of the existing public transit service in the vicinity of the Airport West Stadium site, and shall identify ways to enhance transit service to and from the stadium. The TPMP shall identify multiple transit options that encourage the use of public transit services. Implementing the TPMP will require coordination with the VTA. Improvements to transit service could include but would not be limited to the following:
 - i) Provide frequent VTA bus service directly to the proposed stadium prior to and following events.
 - ii) Provide shuttle service between the proposed stadium and the Santa Clara transit station prior to and following events. This station is currently served by five local bus routes, the Rapid bus route, Caltrain and ACE. In addition a future BART station is planned adjacent to the Santa Clara transit station as part of the planned BART extension from Fremont, through San Jose, to Santa Clara.
 - iii) Provide shuttle service between the soccer stadium and the Civic Center and Glen LRT stations, both located approximately 1.5 miles from the

- iv) Airport West Stadium site.
- iv) Publish transit information on Earthquakes' program guides.
- v) Announce transit information on local traffic radio broadcasts and print in local newspapers.
- vi) Provide transit information via information desks during stadium events.
- vii) Encourage the use of public transit by implementing paid parking at the stadium lots. A flat fee upon parking entry or a prepaid parking pass would help to encourage wise mode choices.

e) Temporary Traffic Control Strategies: Manual traffic control (police officer), traffic cones and/or signage (static and changeable) may be necessary at key intersections along Coleman Avenue. The purpose of the traffic control strategies would be to direct vehicles away from areas experiencing excessive traffic congestion, effectively manage vehicle ingress and egress at the stadium driveways, direct traffic to parking and passenger loading areas onsite, and guide pedestrians and bicyclists to safe routes to and from the stadium. As an example, access to the new public street and other parking areas onsite would not be permissible from Newhall Drive prior to stadium events. Following a stadium event, however, access to and from Newhall Drive would be unrestricted except on Saturday or Sunday afternoon events that may conflict with the adjacent retail (Lowe's) peak weekend traffic. The traffic control strategies that would be implemented in this instance would make drivers aware of the pre-game limited-access situation. The TPMP prepared for the soccer stadium shall describe all of the proposed traffic control strategies in detail.

f) Signal coordination on Coleman Avenue: Currently, there are over 600 traffic signals within the City of San Jose that are connected to central operating system. Interconnection of traffic signals allows operators to remotely adjust the timing of traffic signals to optimize the flow of traffic as volumes fluctuate throughout the day. All of the intersections located along Coleman Avenue between Taylor Street and Aviation Avenue currently are interconnected. Therefore, the system of traffic signals along Coleman Avenue can be coordinated to effectively manage the high traffic volumes generated by stadium events.

g) TPMP Committee and Monitoring Program: A TPMP committee shall be established, with ongoing responsibility to monitor, define, implement, and refine the TPMP measures and strategies. The TPMP committee shall consist of City of San Jose Staff, public safety officials (e.g., police and fire), and soccer stadium representatives. The TPMP committee shall plan ahead and tailor the TPMP to meet the demands and needs of each event held at the stadium. Any modifications to the formally adopted TPMP, as recommended by the TPMP committee, would need City approval.

h) Implement Transportation Demand Management (TDM) measures on stadium event days to the satisfaction of the Director of Transportation. The TDM shall be incorporated into the TPMP Appropriate TDM measures could include, but are not limited to the following:

- i) Provide incentives for carpools such as preferential parking;
- ii) Charge for parking or increasing set parking rates if already charging for parking;
- iii) Provide on-site ticket sales for transit services (e.g. bus, LRT, Caltrain, etc.);
- iv) Make information readily available regarding ridesharing/carpooling programs and transit services, and designate an on-site TDM coordinator to assist with this task;
- v) Develop a stadium employee trip reduction program that includes the following for employees: shuttle service to transit, subsidized transit passes and Eco-passes, cash-out program for no-drivers, carpooling/ridesharing program, bike lockers, and on-site showers.

6. WATER POLLUTION CONTROL PLANT

Pursuant to Part 2.75 of Chapter 15.12 of the San Jose Municipal Code, no vested right to a building permit shall accrue as the result of the granting of any land development approvals and applications when and if the City Manager make a determination that the cumulative sewage treatment demand on the San Jose-Santa Clara Water Pollution Control Plant represented by approved land uses in the area served by said plant will cause the total sewage treatment demand to meet or exceed the capacity of the San Jose-Santa Clara Water Pollution Control to treat such sewage adequately and within the discharge standards imposed on the City by the State of California Regional Water Quality Control Board for the San Francisco Bay Region. Substantial conditions designed to decrease sanitary sewage associated with any land use approval may be imposed by the approving authority.

REVISED
GENERAL DEVELOPMENT PLAN
PREPARED BY: [illegible]
DATE: 01-15-2009
A (P) PLANNED DEVELOPMENT
PROJECT: [illegible]
DATE: 04-24-2009
CITY OF SAN JOSE
PLANNING DEPARTMENT
APPROVED: [illegible]
DATE: 05-14-2010

APPROVED
City of San Jose
PCEC - PLANNING
By: [illegible]
Date: [illegible]

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Airport West Master Plan Stadium Project

Development Standards

General Development Plan Exhibit "C"

City File Number: PDC09-004

2B

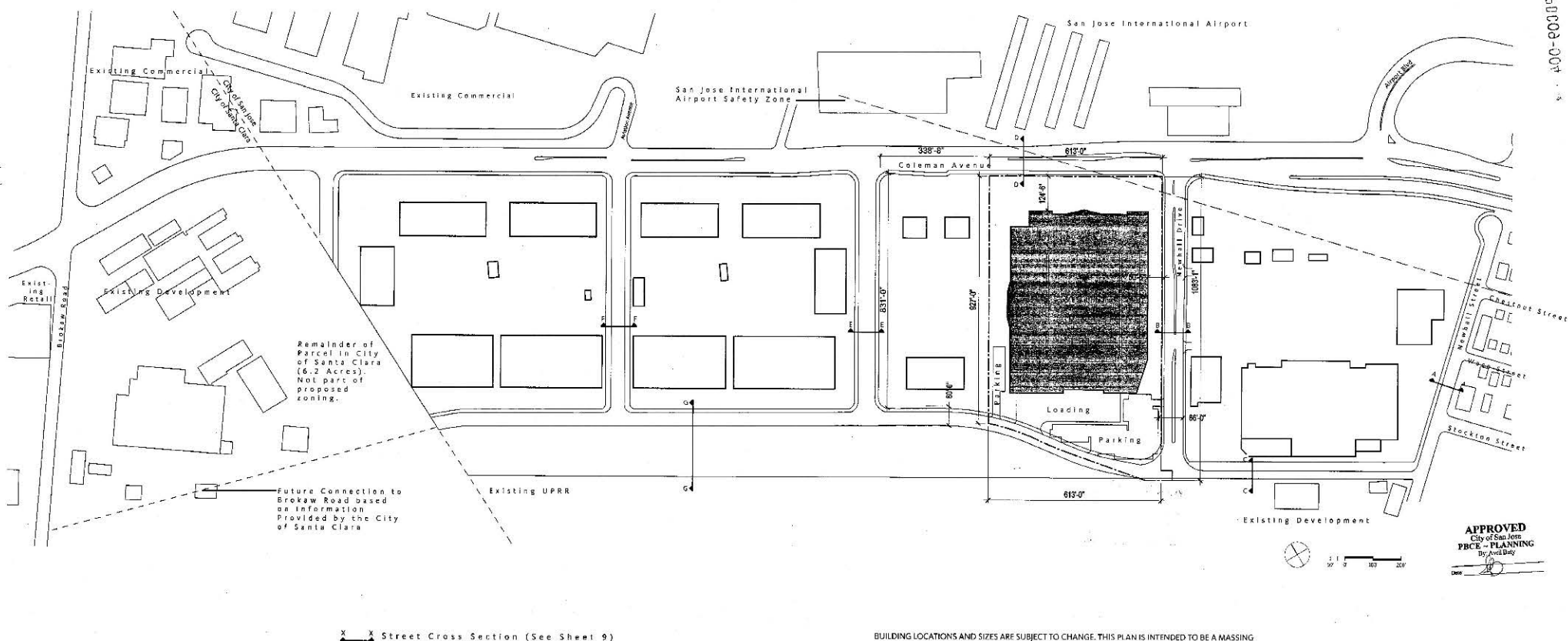
Coleman Airport Partners, LLC

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REDACTED

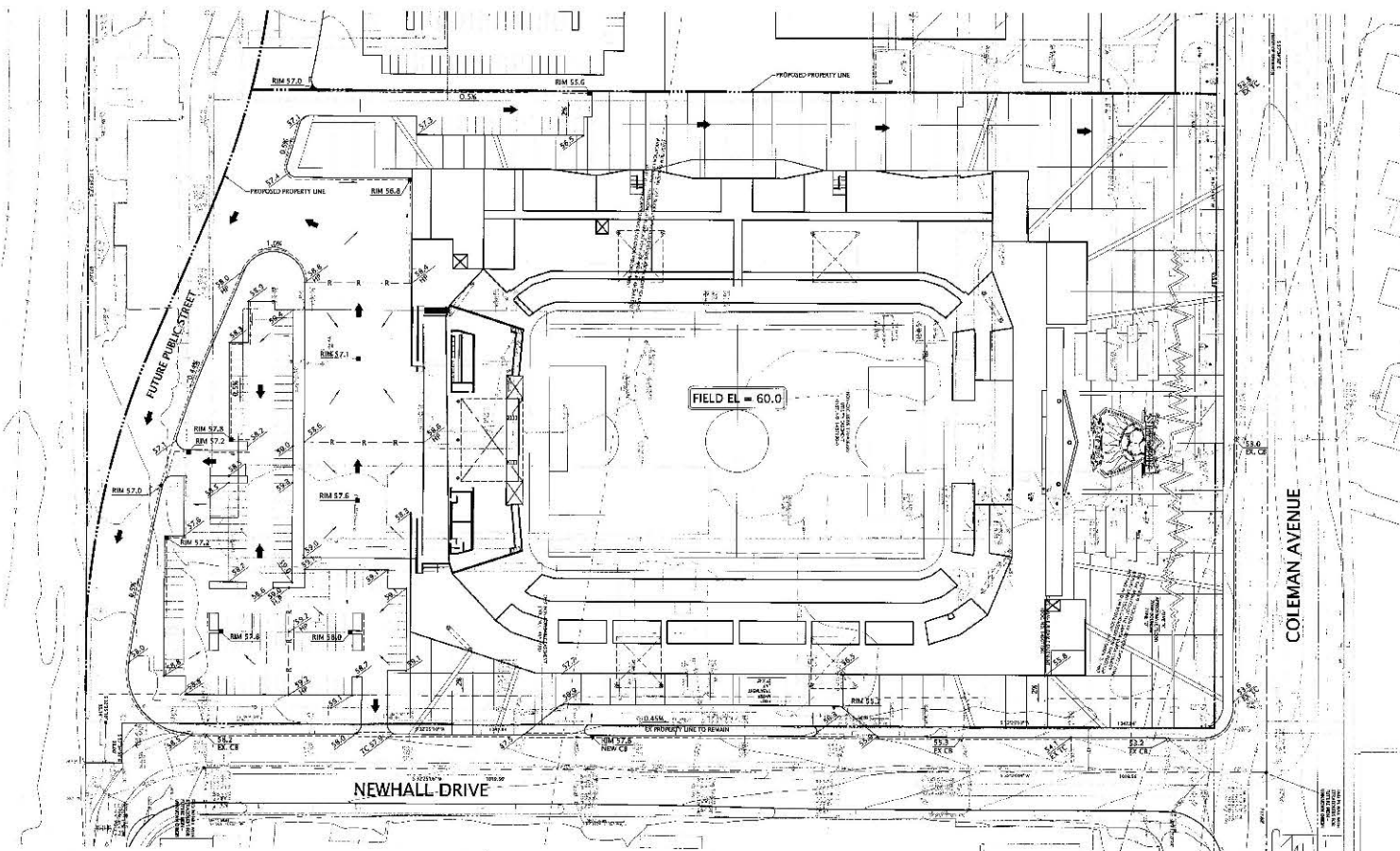
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BUILDING LOCATIONS AND SIZES ARE SUBJECT TO CHANGE. THIS PLAN IS INTENDED TO BE A MASSING DIAGRAM ONLY. BUILDINGS SHALL BE PLACED ON PUBLIC STREETS WITH SURFACE OR GARAGE PARKING LOCATED TO THE REAR.

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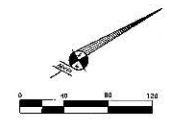
Conceptual Site Plan



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LEGEND	
SYMBOL	DESCRIPTION
	PROPERTY LINE
	ADJACENT PROPERTY LINE
	CENTERLINE
	CATCH BASIN
	DIRECTION OF FLOW
	OVERLAND RELEASE DIRECTION
	SPOT ELEVATION
	ROAD
	CURB
	CURB & GUTTER

ABBREVIATIONS	
SYMBOL	DESCRIPTION
CB	CATCH BASIN
EX	EXISTING
HP	HIGH POINT
RM	RM ELEVATION
TC	TOP OF CURB



APPROVED
City of San Jose
PBCE - PLANNING
By: [Signature]
Date: [Signature]

Airport West Master Plan Stadium Project

Conceptual Grading and Drainage Plan
General Development Plan Exhibit "C" City File Number: PDC09-004

ADD-90309