

VICINITY MAP  
NOT TO SCALE

APPROVED  
City of San Jose  
PLANNING  
By: Andrew Crabtree  
CDBS/TEAS

Date: 3-11-04

PDC98-104

CONSTRUCTION SCHEDULE

PHASE 1 COMMENCEMENT	MARCH 2004
PHASE 1 COMPLETION	SEPTEMBER 2005

SITE AREA

PARCEL	GROSS ACREAGES
PARCEL 1	17.1654 ACRES
PARCEL 2	17.2434 ACRES
PARCEL 3	47.2323 ACRES
PARCEL 4	44.2678 ACRES
TOTAL	126.9129 ACRES

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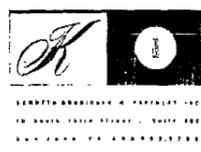
1	TITLE SHEET
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3a	DEVELOPMENT STANDARDS
3b	RIGHT OF WAY
4	MAINTENANCE PLAN
5	STREET SECTIONS
6	BUILDING FOOTPRINTS
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USES

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

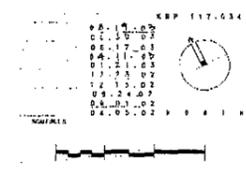
GENERAL

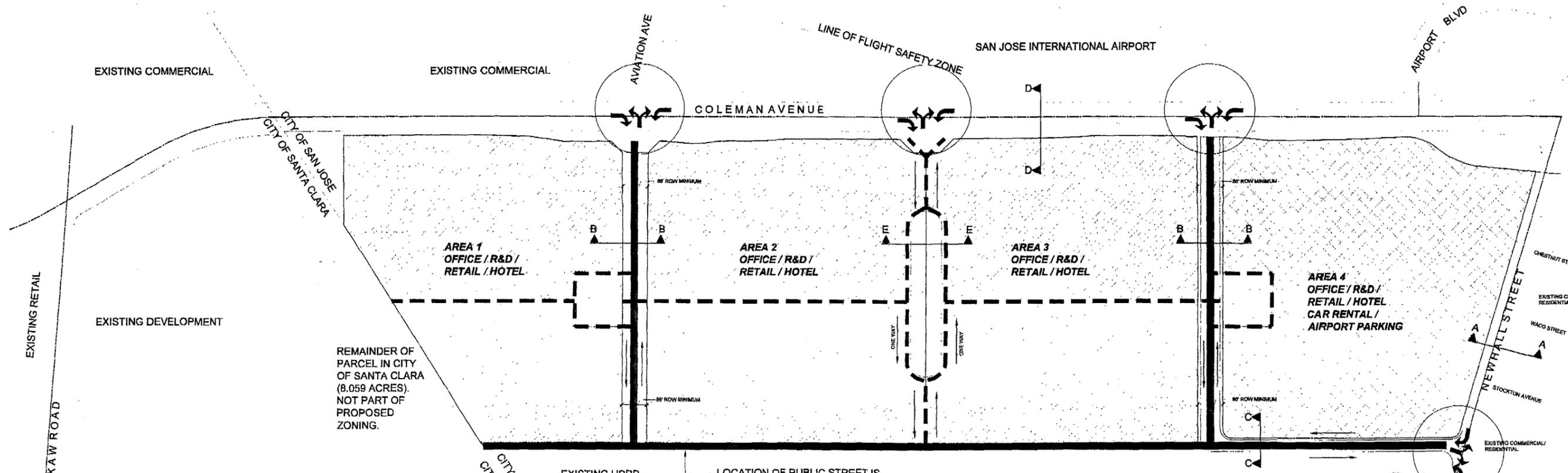
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- FMC CORPORATION  
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Craigo, IL 60007  
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A HANSON TRANSPORTATION GROUP COMPANY  
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Contact: Gary Koptman



FMC / ARCADIA  
SAN JOSE, CALIFORNIA  
TITLE SHEET  
FMC / ARCADIA DEVELOPMENT COMPANY

1





PARCEL	AREA	BUILDING AREA
1	18.854	796,729 SF (26.6%)
2	24.934	743,870 SF (24.6%)
3	23.23	692,847 SF (23.1%)
4	25.708	766,754 SF (25.5%)
TOTAL PROJECT ZONING	92.526	3,000,000 SF*

\* REFER TO SHEET 3, ITEM A.1.C.

LOCATION OF PUBLIC STREET IS CONCEPTUAL AND SUBJECT TO CHANGE PER FUTURE BART/VTA REQUIREMENTS.

- LANDSCAPE / OPEN AREA
- OFFICE / R&D / RETAIL / HOTEL
- OFFICE / R&D / RETAIL / HOTEL / CAR RENTAL / AIRPORT PARKING
- PRIVATE STREET

FULL-MOVEMENT SIGNALIZED INTERSECTION

PUBLIC STREET

STREET CROSS SECTION (SEE SHEET 5)

EXHIBIT "C"

**REVISÉD**  
 General Development Plan  
 2-17-04  
 DATE LAST REVISION  
 A(PD) PLANNED DEVELOPMENT  
 ORDINANCE NO. 26953  
 CITY COUNCIL APPROVAL DATE Aug-19, 2003  
 EFFECTIVE DATE 10/02/03  
 CRABTREE

PDC98-104



**FMC / ARCADIA**  
 SAN JOSE, CALIFORNIA  
 LAND USE - ULTIMATE PLAN  
 FMC / ARCADIA DEVELOPMENT COMPANY

CITY COUNCIL APPROVAL DATE \_\_\_\_\_  
 EFFECTIVE DATE \_\_\_\_\_

2

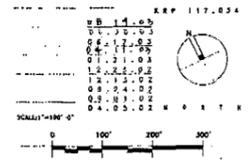


EXHIBIT C: LAND USE PLAN AND DEVELOPMENT STANDARDS

1. LAND USE

A. Industrial Park Uses (Areas 1 through 4)

Permitted uses of the IP Industrial Park District of the City of San Jose Zoning Ordinance, including office, research and development or light manufacturing uses, are permitted in Areas 1 through 4. All activity connected with the uses allowed in the Industrial Park designated areas shall be conducted indoors within fully enclosed buildings. Conditional uses identified within the IP District, including those identified as requiring location within a Mixed-Use Overlay, may be permitted subject to a Planned Development Permit.

B. Commercial Uses (Areas 1 through 4)

Permitted uses of the CP Commercial Pedestrian District of the City of San Jose Zoning Ordinance, including full service hotels and restaurants, are permitted in Areas 1 through 4. The following additional commercial uses may be permitted:

- 1) Car Rental Facilities (Southern Portion of Areas 1 through 3; Area 4)
Specified uses are appropriate for Area 4 and the southern portion of Areas 1 through 3, located between the railroad tracks and the interior street away from Coleman Avenue as shown on the land use plan. Car rental facilities are permitted, including, but not limited to, surface or structured parking areas, customer facilities, administrative facilities and vehicle maintenance facilities.
2) Commercial Parking (Southern Portion of Areas 1 through 3; Area 4)
Commercial parking facilities, utilizing either surface parking or parking structures, are permitted in Area 4 and are also permitted south of the proposed east-west connector in areas 1 through 3.
3) Car Sales (Areas 3 through 4)
The sale of new vehicles, and incidental activities including the sale of used vehicles, is a permitted use in Area 3 and Area 4, but may not occupy more than 25% of the entire area covered by the Zoning.
4) Conditional Uses (Areas 1 through 4)
Conditional uses identified within the CP District may be permitted subject to a Planned Development Permit except that residential uses (including residential care/service and SRO facilities) are not permitted and that outdoor recreation shall be limited to the southern portion of Areas 1 through 4.

C. Development Intensity

- 1) The mix of uses and maximum intensity of development shall be limited to 3,000,000 square feet of building area for office/research and development uses. An undetermined amount of hotel, commercial, and retail uses is also allowed on the site, but in no case shall development be allowed that exceeds the traffic performance criteria described below.
2) As specific development is considered for approval for the site, a traffic analysis will be required with the issuance of each Planned Development Permit, confirming that traffic volumes and distribution are within the parameters of the following traffic performance criteria:
a) The intensity of development on the site shall not exceed the maximum project trip generation of 3,534 AM Peak Hour trips (2,987 inbound and 578 outbound) and the maximum of 3,441 PM Peak Hour trips (467 inbound and 2,973 outbound).
b) The development of the site shall not exceed the traffic volumes and distribution through each of the 24 specific intersections studied in the traffic analysis and listed on the zoning application.

2. DEVELOPMENT STANDARDS

A. Architectural Treatment & Site Design Goals

The design of the project should establish an appropriate urban character, establish an important gateway to the City of San Jose, support activities of the San Jose International Airport and utilize site design and building architecture consistent with transit oriented development principles.

- 1) The project should include the placement of attractive buildings oriented toward Coleman Avenue and toward other adjacent public streets.
2) Parking areas should be placed behind buildings and landscape areas so that they are not visible from public streets and in particular Coleman Avenue.
3) Special architectural treatments and articulation at street level should be incorporated into the project's architecture.

- 4) The development of Office or Research and Development uses should incorporate supporting commercial uses in vertical mixed-use configurations as appropriate.
5) Car sales areas should make use of multi-level parking structures for the storage of sales inventory.
6) The project should include well-designed open spaces and internal pedestrian circulation elements that provide an amenity rich environment.
7) Within the development, the building design should create a sequence of lively and intimately scaled office entry plazas and pedestrian spaces.

B. Design Guidelines

Development of the site shall conform to the following development standards, as well as the City of San Jose Industrial (dated Aug. 25, 1992) and Commercial (dated May, 1988) Design Guidelines. All development shall meet the standards in the adopted Design Guidelines to the satisfaction of the Director of Planning. Any deviation from the Design Guidelines will be subject to review and may be approved by the Director of Planning at the Planned Development Permit stage provided they meet the general intent of the Guidelines.

C. Street Setbacks

Minimum landscaped setback areas shall be provided as described below. No building or parking (surface parking or structured parking) shall be allowed within the setback area consistent with the application of setback areas within the City of San Jose Zoning Ordinance:

- 1) Coleman Avenue (Section D-D) - A 40-foot setback area shall be provided from the face of curb on Coleman Avenue. This 40-foot setback shall consist of a 10-foot landscaped 'park strip', a 10-foot sidewalk and a 20-foot landscaped 'front yard' area. The minimum setback may be reduced to a 25-foot setback from face of curb for the building located at the southwest corner of Aviation Avenue and Coleman Avenue so that it shall align with the adjacent buildings facing Coleman Avenue. This 25-foot setback shall consist of a 10-foot landscaped 'park strip', a 10-foot sidewalk, and a 5-foot landscaped 'front yard'.
2) 880 On-Ramp Area - The minimum setback for the portion of "Area 4" fronting on to the 880 On-ramp shall be 20 feet from the property line.
3) Newhall Street (Section A-A) - A 30-foot setback area shall be provided from the face of curb on Newhall Street. This 30-foot setback shall consist of a 10-foot attached sidewalk with trees provided in tree wells at the back of curb and a 20-foot landscaped 'front yard' area.
4) New Public Street adjacent to Railroad (Section C-C) - A 30-foot setback area shall be provided from the face of curb on this street. This 30-foot setback shall consist of a 10-foot attached sidewalk with trees provided in tree wells at the back of curb and a 20-foot landscaped 'front yard' area.
5) New Private Street at center of project (Section E-E) - This private street shall contain a large central median generally 100 feet in width. Vehicle circulation shall occur on either side of this median. A minimum 30-foot setback area shall be provided from the face of curb of these travel lanes. This 30-foot setback shall consist of a 10-foot zone of parking or landscaping, an 8-foot sidewalk and a 8-foot interior landscape area.
6) New Public Streets (Section B-B) - A 30-foot setback area shall be provided from the face of curb on this street. This 30-foot setback shall consist of a 10-foot attached sidewalk with trees provided in tree wells at the back of curb and a 20-foot landscaped 'front yard' area.

D. Land Reservation Setback

The area along the southwest edge of the property, adjacent to the railroad tracks, shall not be developed with permanent structures until the adjacent BART/mass-transit rail line right-of-way needs have been resolved. Surface parking, landscaping or other similar uses are appropriate in this area. This reservation is for site design purposes only, and not intended to reduce the overall intensity of development allowed on the site.

The attached exhibit, entitled "BART Right of Way" conceptually depicts the land reservation area. The exhibit shows a potential future right-of-way acquisition of property in San Jose of approximately 15,229 acres. Recognizing that the BART configuration in this vicinity is subject to change, the specific area affected shall be determined using the best information available at the time of review for Planned Development Permits.

E. Coleman Avenue Frontage Phasing Requirement

The project shall provide a strong street frontage along Coleman Avenue as development takes place. Consistent with the requirements of Item F, particular building height requirements must be met at each phase of development.

Any Planned Development Permit issued for structures facing on to Coleman Avenue shall incorporate the entire frontage for the "Area" (e.g. Area 1, Area 2, Area 3 or Area 4) in which the proposed structure is located and demonstrate how development of that Area will be consistent with the Coleman Avenue frontage requirement.

F. Height

- 1) Maximum Height Limitation - The maximum height of buildings may not exceed the height as defined in the City of San Jose General Plan designation for this site. Development on the site should not negatively impact the airspace requirements of the San Jose International Airport as established by the Federal Aviation Administration.
2) Minimum Height Fronting Coleman Avenue - As discussed above, development of the site shall orient towards Coleman Avenue by placement of buildings along the Coleman Avenue frontage. At least 75% of the aggregate building frontage along Coleman Avenue shall be at least three stories in height (as measured by a straight line drawn through the longest axis of the building parallel to Coleman Avenue).

G. Landscaping

- 1) Minimum landscaping required for each individual site is 10% of the site area, in addition to the designated Landscape / Open Areas.
2) Trees shall be provided within surface parking lot areas at a ratio of one tree per four parking spaces for parking required to meet 80% of the City of San Jose's minimum off-street parking requirements as set forth in the Zoning Ordinance.
3) Trees shall be provided within surface parking lot areas at a ratio of one tree per three parking spaces for parking provided in excess of 90% of the City of San Jose's minimum off-street parking requirements as set forth in the Zoning Ordinance.

H. Off-Street Parking and Loading Standards

- 1) A 25% reduction of the City of San Jose's minimum off-street parking requirements as set forth in the zoning ordinance will be permitted because of the project's transit orientation.
2) The maximum amount of parking shall not exceed 3.2 stalls per 1000 square feet of gross building area for Office/ R & D uses.
3) Retail, restaurants, commercial stores and shops are not required to provide parking spaces when intended to be secondary support commercial uses.
4) Trash and loading areas shall be screened from public view and shall comply with the City of San Jose's requirements for off-street loading.

I. Shuttle Bus Requirement

The project developer(s) shall begin operation of a shuttle bus connection to the nearest Caltrain Station concurrent with the occupancy of 1.5 million square feet (or other development equivalent to 50% of the allowable traffic trip generation for the entire 3 million square feet of Office/R&D development) on the project site. Details including scheduling and cost sharing provisions between all property owners/developers shall be resolved during the issuance of Planned Development Permits.

J. Minimum Lot Area & Sub-division

The minimum lot area for future sub-division shall be 10,000 square feet. Any sub-divided lot shall either be provided direct access from a public street or access by means of a shared ingress/egress easement. Required parking may be provided on a separate parcel through the issuance of a Planned Development Permit.

3. PERFORMANCE STANDARDS

All on-site development and activities shall conform to the Performance Standards of the IP Industrial Park Zoning District or CP Commercial Pedestrian Zoning District.

4. OFF-SITE IMPROVEMENTS

When a development phase will cause the total property to be developed with more than 25% of the allowable traffic trip generation for the entire 3 million square feet of Office/R&D development (or equivalent), the developer shall construct, i.e., secure approved plans and bond for, the following off-site improvements prior to issuance of any building permits for that development phase. The developer shall implement and complete the following off-site improvements to the satisfaction of the Director of Public Works prior to the issuance of Occupancy Permits for that development phase. The developer shall also implement these improvements for any development phase

commenced (by issuance of Building Permits for new square footage) more than five years after the approval date of this Zoning regardless of the scale of the development.

A. City of San Jose Intersections

Prior to occupancy of new development on the site, developer shall implement the following improvements to the satisfaction of the Director of Public Works:

- 1) Coleman Avenue/Taylor Street - For the eastbound approach, remove the exclusive right-turn lane and add an additional eastbound left-turn lane, as shown on Figure 12. For the southbound approach, remove the exclusive right-turn lane and add an additional southbound left-turn lane. For the westbound approach, remove the exclusive right-turn lane and add a free right-turn lane. Signal modifications will also be implemented.
2) Coleman Avenue/Hedding Street - As shown on Figure 13, for the eastbound approach, remove the exclusive right-turn lane and add an additional eastbound left-turn lane. With the reconstruction of the 880/Coleman interchange, the southbound approach will be two left-turn lanes, two through lanes, and one right-turn lane. The mitigation for this approach is one left-turn lane, two through lanes and one through/right-turn lane. Coleman Avenue, south of the intersection will need to be widened for a short distance to receive traffic flows from this mitigation. Right-of-way for this improvement will be dedicated by the owner of the property located at the southwest corner of the intersection. Signal modifications will also be implemented.
3) Coleman Avenue/Aviation Avenue - As shown on Figure 14, for the eastbound approach, add one lane so that one left-turn, one left-turn/through lane and two right-turn lanes. Signal modifications will also be implemented.

B. City of San Jose CMP Intersection

- 1) Central Expressway/De La Cruz Boulevard (CMP) - For the eastbound approach, add one left-turn lane. Signal modifications will also be implemented. The project design is currently underway by Santa Clara County Roads and Airports Department and implementation is funded by both the County and the City of San Jose.

5. ENVIRONMENTAL MITIGATION

A. Traffic Mitigation Measures

- 1) Section 10.6 of the May 1998 CMP Guidelines requires implementation of the "Immediate Actions" identified in Appendix D of the guidelines. Implementation of selected items from the "Immediate Implementation Action List" (shown in Table 16 of the traffic report, Appendix B) shall be incorporated into the project. The selection of the final items from this list would be determined by the City of San Jose at the Planned Development Permit stage.
2) Developer shall designate approximately 2% of on-site parking spaces located near employee entrances for exclusive use by carpool or other high occupancy vehicles.
3) At the Planned Development Permit stage, Developer shall provide a Master Transportation Demand Management (TDM) program and will periodically inform the City of the status of the program that may include the following elements:
a) Designation of an on-site Transportation Demand Management (TDM) coordinator to implement and monitor utilization of public transportation measures to encourage HOV and other trip diversion programs.
b) Provision of physical improvements, such as sidewalks, landscaping, the installation of bus shelters, bicycle parking, and the operation of a shuttle to the nearby transit center that would act as incentives for pedestrian, bicycle and transit modes of travel.
c) Implement a vehicle-trip reduction program and provide employees with incentives to carpool and/or utilize transit. Transit subsidies through the ongoing VTA Ecopass program will be offered to all employees of the site.
d) Provision of emergency transportation for employees who use public transportation.

B. Biotic Resource Mitigation Measures

- 1) Measures to Avoid Impacts to Individual Burrowing Owls
In order to avoid disturbance of individual Burrowing Owls during nesting and breeding on the project site, and to preclude the destruction of individual birds, the following measures shall be implemented at the Planned Development Permit stage:
a) A pre-construction survey will be completed in conformance with appropriate protocols, by a qualified ornithologist, no more than 30 days prior to the start of construction in conformance with Federal and State regulations regarding the protection of raptors. If no Burrowing Owls are located during these surveys, then no additional action would be warranted.

b) If breeding or resident owls are located on or immediately adjacent to the site, the following mitigation measures will be implemented by a qualified ornithologist:

- No Burrowing Owls will be evicted from burrows during the nesting season (February 1 through August 31). Eviction outside the nesting season may be permitted pending evaluation of eviction plans and receipt of formal written approval from the CDFG.
- A 250-foot buffer, within which no new activity will be permissible, will be maintained between project activities and nesting Burrowing Owls. This protected area will remain in effect until August 31 or at the CDFG's discretion and based upon monitoring evidence, until the young owls are foraging independently.
- If accidental take (disturbance, injury, or death) of owls occurs, the CDFG will be notified immediately.

2) Preservation of Identified Mature Trees

The developer shall maintain the five large coast live oaks currently located on the site either at their existing locations, or if the trees cannot be preserved in their present location, they may be transplanted to other locations on the subject property.

D. Long Term Impacts to Stormwater Quality

The project shall comply with Provision C.3 of the City's NPDES Permit (No. CAS009718). The project would be considered a "Group 1 Project" under Section c. of Provision C.3; as such, the proposed project would be required to design and implement stormwater treatment BMPs to reduce stormwater pollution to the maximum extent practicable. Provision C.3, Section d., Numeric Sizing Criteria, shall be used to size the stormwater quality control facilities.

The project shall incorporate the use of grass/vegetated swales for stormwater filtration. Swale area shall be provided at a ratio of 1,200 square feet of swale area per acre of impermeable surface. Multiple swales are necessary to treat all runoff from the site, but can include parking lot medians and perimeters of impervious pavements. The swales shall not be used to treat sediment-laden runoff from the active construction site.

At the Planned Development Permit stage the developer shall provide a swale maintenance plan that includes mowing and removing clippings and litter, periodic removal of sediment, correction for any erosion, and replacement of plant materials as necessary. The application fertilizers and pesticides should be kept to a minimum, with integrated Pest Management (IPM) techniques implemented where feasible.

E. Hazardous Materials

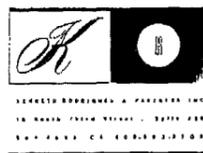
At the Planned Development Permit stage, an Integrated Environmental Safety and Health Plan (IESHP) shall be prepared for the construction phase of the project. The IESHP shall include: 1) a means for monitoring of hazardous substances in soils and in buildings that are to be demolished; 2) assessment and prioritization of the risks associated with each potential hazard; 3) measures to minimize risk to workers and the public by controlling airborne emissions; 4) provision for coordination with the DTSC, BAAQMD, and other agencies as needed; and 5) control emission measures for ordinary particulate matter or airborne dirt that would not be classified as "hazardous".

F. Cultural Resources

At the Planned Development Permit stage, developer shall implement an archaeological monitoring program as identified in the cultural resources assessment prepared by Basin Research (May 1997).

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 makes 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.



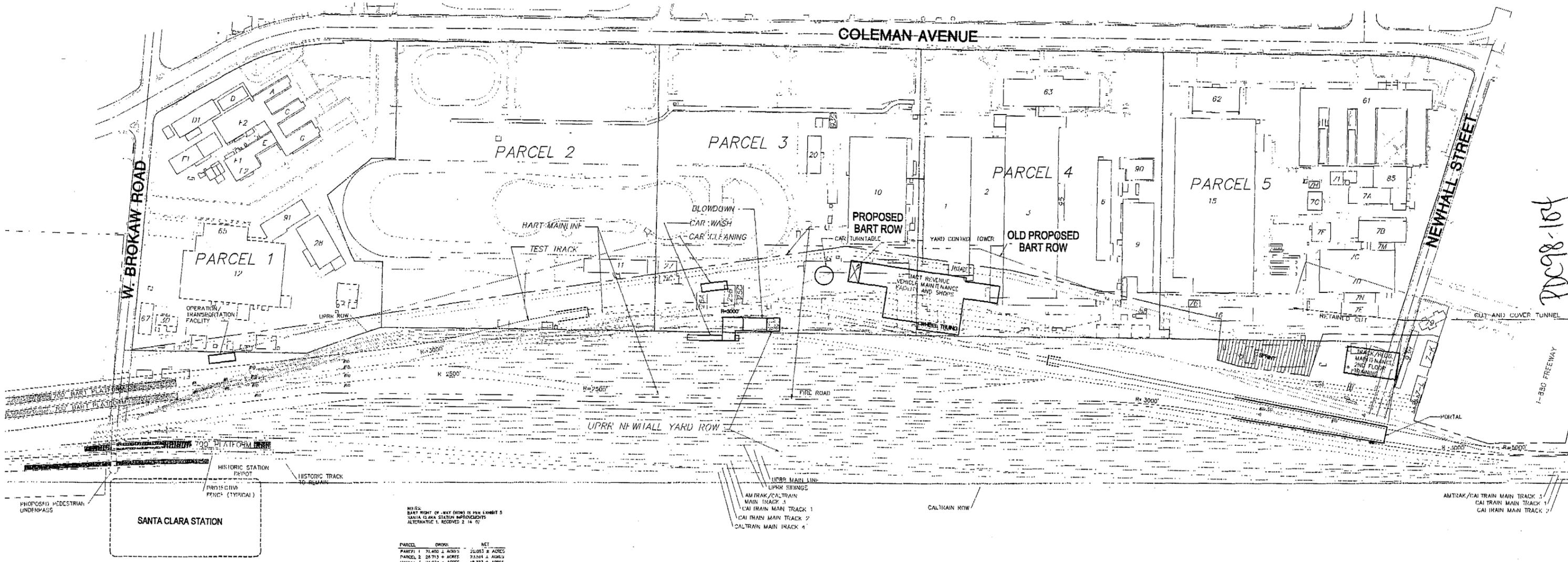
FMC / ARCADIA
SAN JOSE, CALIFORNIA
DEVELOPMENT STANDARDS
FMC / ARCADIA DEVELOPMENT COMPANY

3a

Table with 2 columns: Date, Time. Includes entries for 08/11/04, 09/01/04, 09/01/04, 09/01/04.

APPROVED
City of San Jose
PBCE ~ PLANNING
By: Andrew Crabtree
Date: 8-11-04

PDC98-104



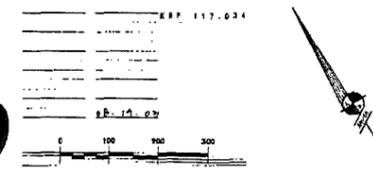
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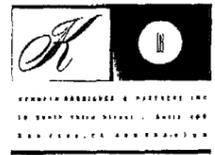
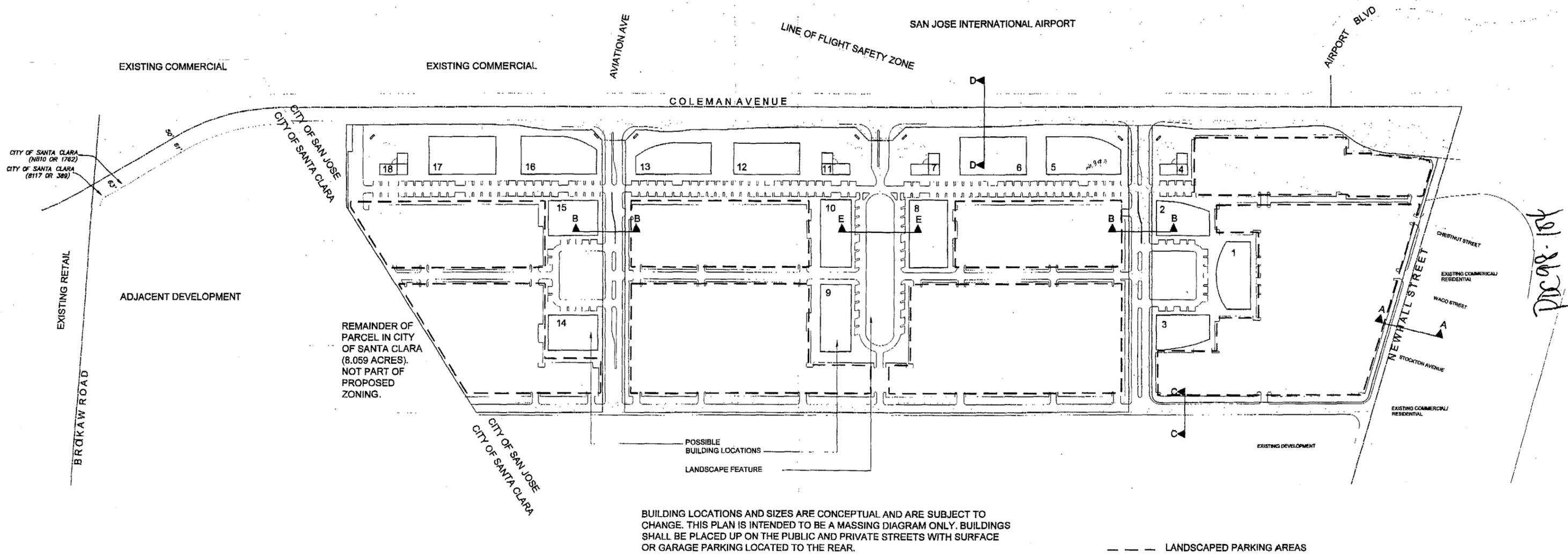


FMC / ARCADIA  
 SAN JOSE, CALIFORNIA  
 BART RIGHT OF WAY  
 FMC / ARCADIA DEVELOPMENT COMPANY

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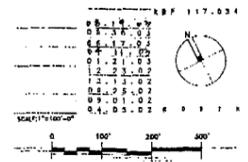


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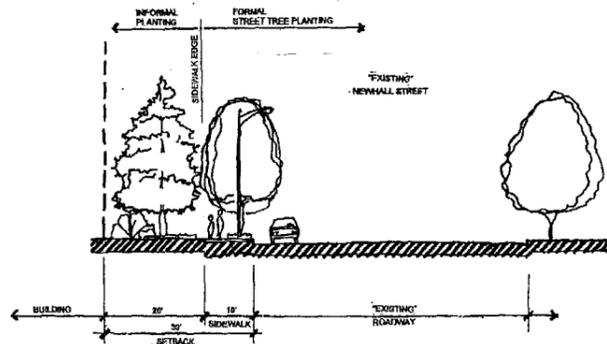


**FMC / ARCADIA**  
 SAN JOSE, CALIFORNIA  
 CONCEPTUAL MASTER SITE PLAN  
 FMC / ARCADIA DEVELOPMENT COMPANY

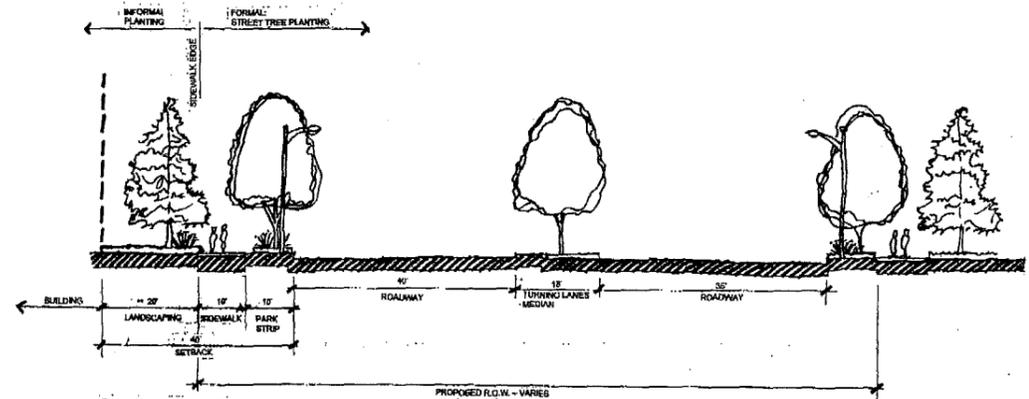
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**APPROVED**  
 City of San Jose  
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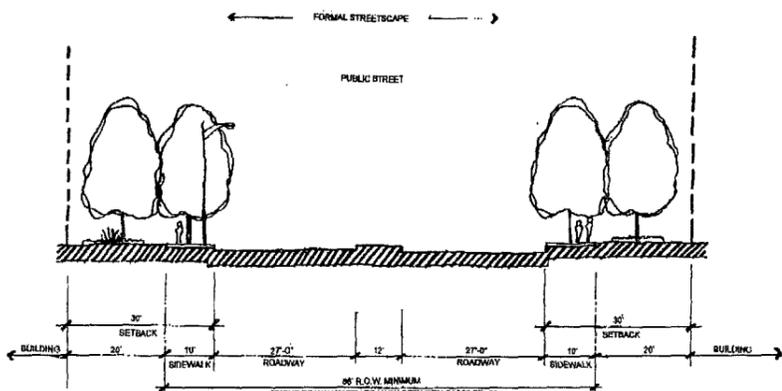
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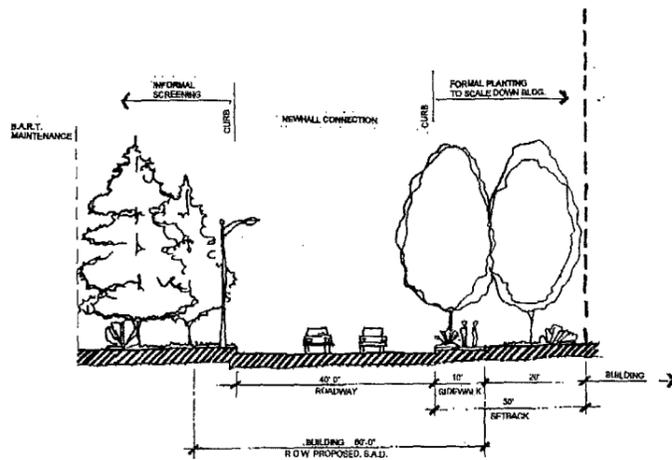
SECTION D-D

NOTES:  
 \* A 25' MINIMUM SETBACK OCCURS AT THE SOUTHWEST CORNER OF AVIATION AVENUE AND COLEMAN AVENUE.  
 \* A 5' MINIMUM LANDSCAPED "FRONT YARD" OCCURS AT ALL INSTANCES OF THE 25' MINIMUM SETBACK.

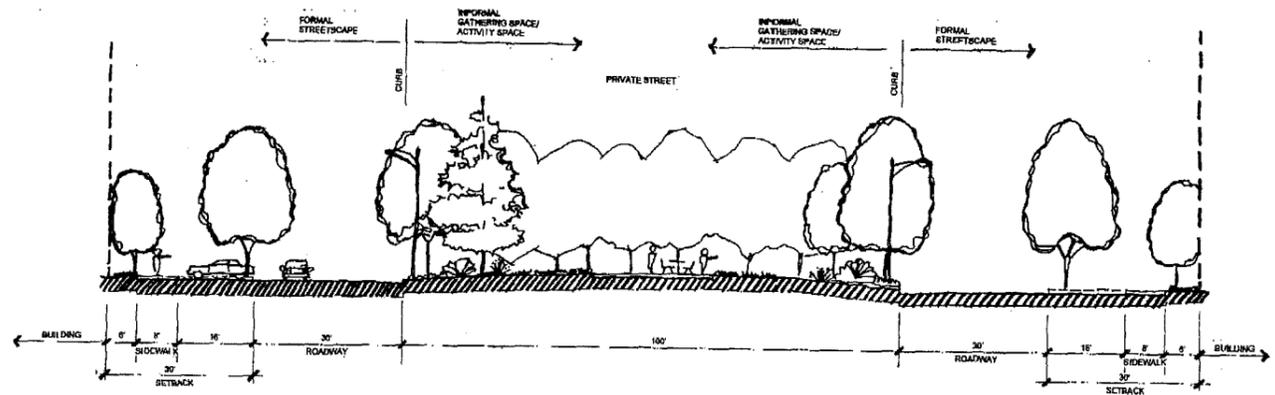
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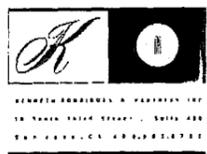
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SECTION C-C



SECTION E-E



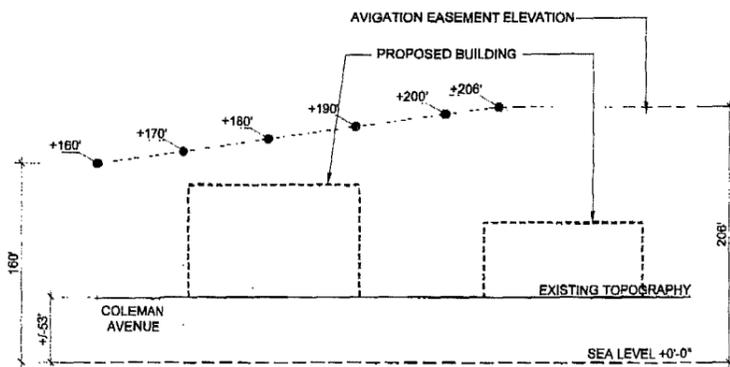
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 SAN JOSE, CALIFORNIA  
 STREET SECTIONS  
 FMC / ARCADIA DEVELOPMENT COMPANY

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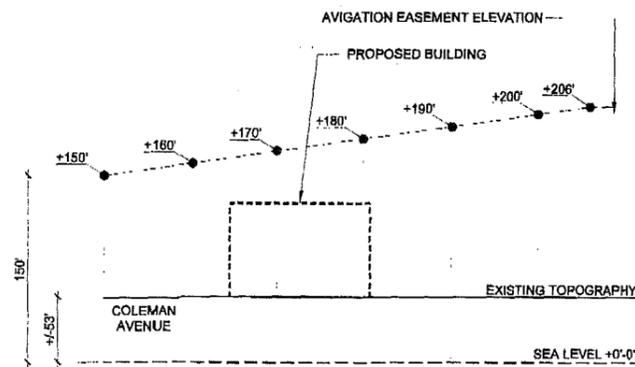


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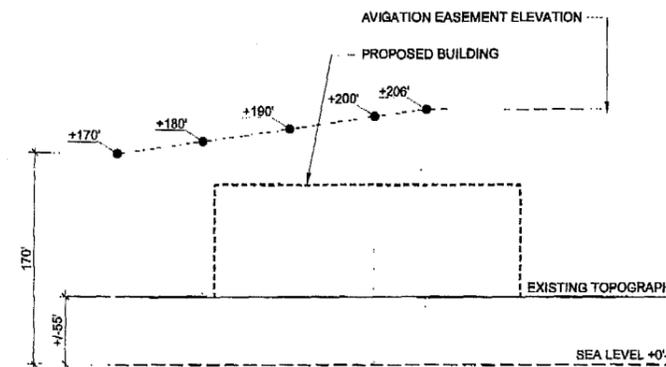




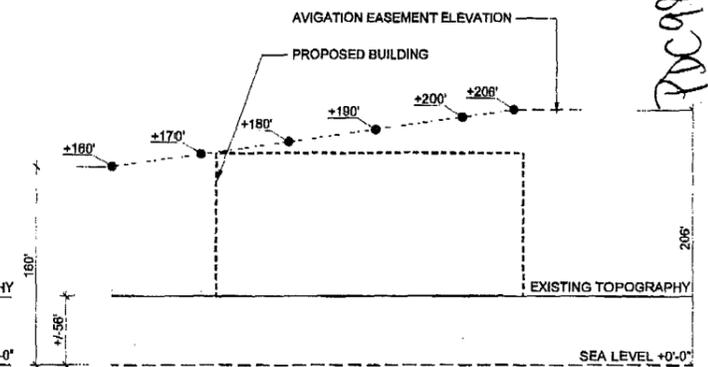
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SECTION CC-CC



SECTION BB-BB



SECTION AA-AA

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**FMC / ARCADIA**  
 SAN JOSE, CALIFORNIA  
 BUILDING HEIGHT SECTIONS  
 FMC / ARCADIA DEVELOPMENT COMPANY

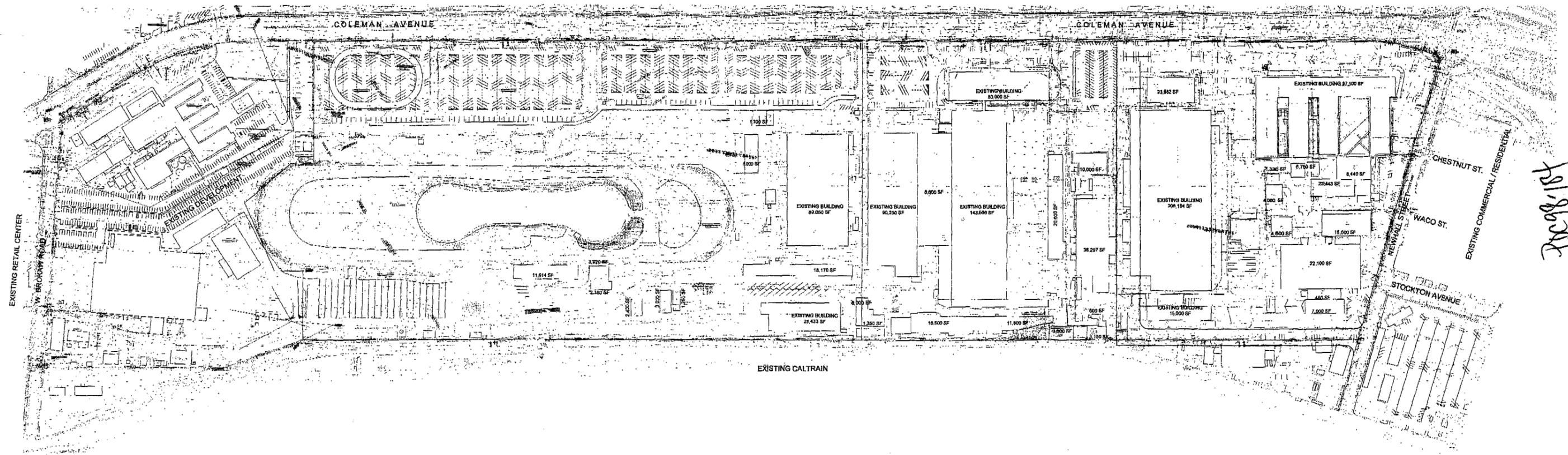
7



**APPROVED**  
 City of San Jose  
 PBCE ~ PLANNING  
 By: Andrew Crabtree  
 AC  
 Date: 3-11-04

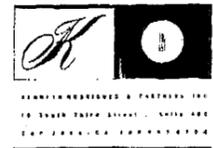
SAN JOSE INTERNATIONAL AIRPORT

EXISTING COMMERCIAL / RESIDENTIAL



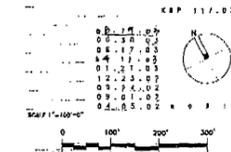
7/20/08

INFORMATION CONTAINED ON THIS DRAWING PREPARED BY KIER & WRIGHT INC. DATED DECEMBER 11TH, 2001

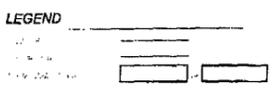
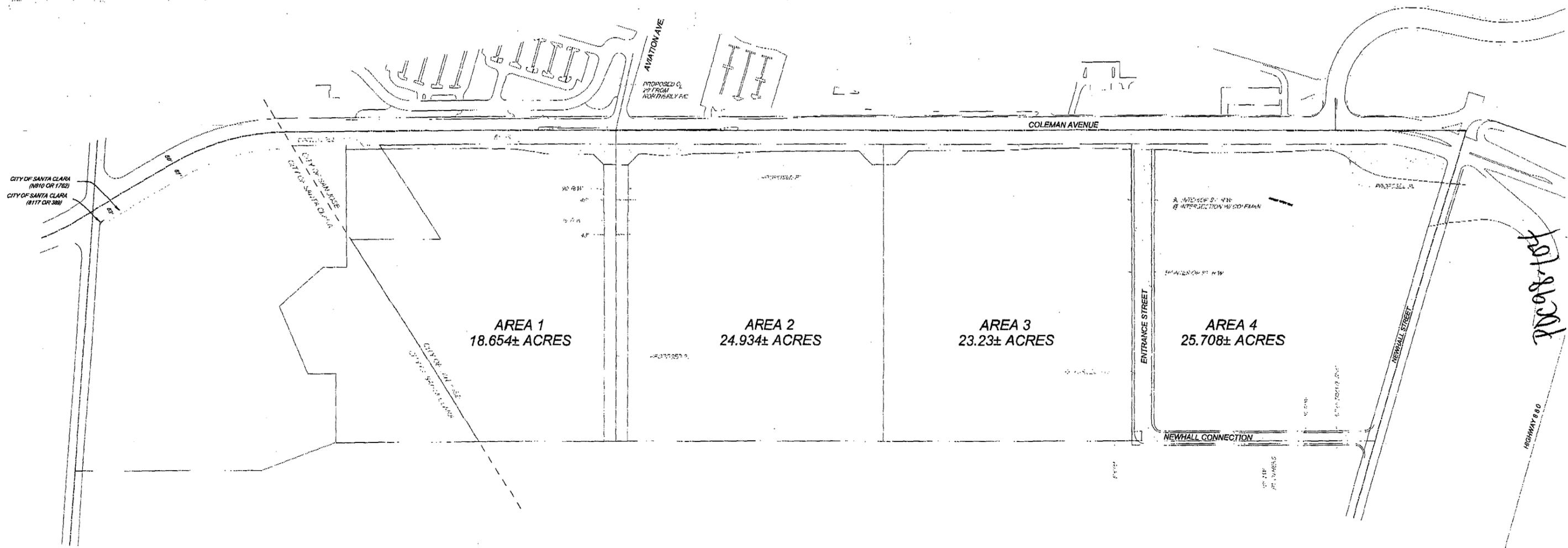


**FMC / ARCADIA**  
 SAN JOSE, CALIFORNIA  
 EXISTING CONDITIONS PLAN  
 FMC / ARCADIA DEVELOPMENT COMPANY

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 By: Andrew Crabtree  
 Date: 3/11/08

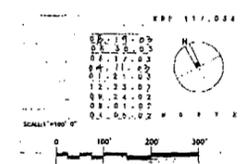


INFORMATION CONTAINED ON THIS DRAWING PREPARED BY KIER & WRIGHT INC. DATED SEPTEMBER, 2001



**FMC / ARCADIA**  
 SAN JOSE, CALIFORNIA  
 AREA MAP  
 FMC / ARCADIA DEVELOPMENT COMPANY

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 City of San Jose  
 PBCE - PLANNING  
 By: Andrew Crabtree  
 Date: 3-11-04