



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: Planning Commission

SUBJECT: SEE BELOW

DATE: February 24, 2010

COUNCIL DISTRICT: 3
SNI AREA: N/A

SUBJECT: PDC09-004, PLANNED DEVELOPMENT REZONING FROM A(PD) PLANNED DEVELOPMENT ZONING DISTRICT TO A(PD) PLANNED DEVELOPMENT ZONING DISTRICT TO ALLOW A PROFESSIONAL SPORTS STADIUM WITH UP TO 18,000 SEATS, IN ADDITION TO THE ALREADY ALLOWED USES, ON AN APPROXIMATELY 94.8 GROSS-ACRE SITE.

RECOMMENDATION

The Planning Commission voted 6-0-1 (Kamkar absent) to recommend that the City Council approve the Planned Development Rezoning from A(PD) Planned Development Zoning District to A(PD) Planned Development Zoning District to allow a professional sports stadium with up to 18,000 seats, in addition to the already allowed uses, on an approximately 94.8 gross-acre site.

OUTCOME

Should the City Council approve the Planned Development Rezoning, a stadium with up to 18,000 seats may be built in addition to the already allowed uses, consistent with the development standards for the subject rezoning. This future development would be subject to a Planned Development Permit.

BACKGROUND

On February 10, 2010, the Planning Commission held a public hearing to consider the proposed Planned Development Rezoning.

Staff provided a report to clarify minor modifications to the proposed development standards. These modifications were to clarify that the allowed uses to Area 5 are limited to those that do not generate PM peak hour traffic trips, and that the Traffic and Parking Management Plan would be prepared by staff (see attached).

The developer, Keith Wolff of Wolff Urban Development, spoke on behalf of the project. There were 14 members of the public that gave testimony for the proposed project. Several speakers were from the Newhall Neighborhood Association, and expressed concern regarding the impacts

from the light and noise from the proposed stadium, and that these impacts are cumulative with the impacts from other nearby venues, such as the HP Pavilion, Buck Shaw Stadium and Schott Stadium. Other speakers expressed their support of the project because it would create jobs and taxable revenue, as well as create a permanent home for the San Jose Earthquakes.

The Planning Commission asked Mr. Wolff about the feasibility of fully enclosing the stadium to reduce the noise and lighting impacts to the nearby residences. Mr. Wolff explained that none of the Major League Soccer (MLS) stadiums in the United States have a fully enclosed stadium. Due to the temperate weather in San Jose and the small amount of rain through the MLS season (March through October), that the location is ideal for an open-air stadium. He also stated that lighting is to be shielded and designed to be focused onto the field, and that speakers are now smaller and dispersed throughout the stands in order to increase efficiency. Additionally, due to contaminated soil on the project site, lowering the playing field elevation below grade is not practical because the ground water depth is four to nine feet and grading less than that would require a vapor mitigation system to be installed. Staff informed the Planning Commission that the original conceptual design did not have any roof element, and that the applicant had designed the horseshoe-shaped roof in response to concerns to environmental impacts. Furthermore, staff responded that MLS fields have natural turf, which would be difficult to maintain in a fully enclosed stadium.

The Planning Commission also asked about the timing of events, such as soccer matches and concerts, that may impacts residents. Staff clarified that the timing of such events is not included in the development standards of the proposed Planned Development Rezoning, but would be addressed in the conditions of a subsequent Planned Development Permit. Staff concluded that the proposed project would not be increase the amount of professional sport teams in the area. Instead, the amount of these sporting events would be spread over a greater area.

Planning Commission then closed the public hearing and voted 6-0-1 (Kamkar absent) to recommend approval of the proposed project as recommended by staff, with the direction that the applicant and staff work with the community at the Planned Development Permit stage.

ANALYSIS

For complete analysis please see the original Staff Report (see attached).

EVALUATION AND FOLLOW-UP

The applicant will be required to secure a Planned Development Permit in order to implement the subject rezoning.

POLICY ALTERNATIVES

Not applicable.

PUBLIC OUTREACH/INTEREST

- Criterion 1:** Requires Council action on the use of public funds equal to \$1 million or greater.
(Required: Website Posting)
- Criterion 2:** Adoption of a new or revised policy that may have implications for public health, safety, quality of life, or financial/economic vitality of the City. **(Required: E-mail and Website Posting)**
- Criterion 3:** Consideration of proposed changes to service delivery, programs, staffing that may have impacts to community services and have been identified by staff, Council or a Community group that requires special outreach. **(Required: E-mail, Website Posting, Community Meetings, Notice in appropriate newspapers)**

Although this item does not meet any of the above criteria, staff followed Council Policy 6-30; Public Outreach Policy. A notice of the public hearing was distributed to the owners and tenants of all properties located within 1,000 feet of the project site and posted on the City website. The rezoning was also published in a local newspaper, the Post Record. This staff report is also posted on the City's website. Staff has been available to respond to questions from the public.

COORDINATION

This project was coordinated with the Department of Public Works, Office of Economic Development, Department of Transportation and the City Attorney.

FISCAL/POLICY ALIGNMENT

This project is consistent with applicable General Plan policies and City Council approved design guidelines as further discussed in attached staff report.

CEQA

CEQA: Resolution No.10-002.


FOR JOSEPH HORWEDEL, SECRETARY
Planning Commission

For questions please contact Avril Baty, Planner II, at 408-535-7652

Memorandum

TO: Avril Baty
Planning and Building

FROM: Ebrahim Sohrabi
Public Works

SUBJECT: REVISED FINAL RESPONSE TO
DEVELOPMENT APPLICATION

DATE: 02/10/10

PLANNING NO.: PDC09-004
DESCRIPTION: Planned Development Rezoning from A(PD) Planned Development Zoning District to A(PD) Planned Development Zoning District to allow an 18,000-seat professional sports stadium as a permitted use on an approximately 94.8 gross-acre site.
LOCATION: northwest and southwest corners of Coleman Avenue and Newhall Drive (former FMC site) 1105, 1115, 1125 COLEMAN AVE.
P.W. NUMBER: 3-18493

Public Works received additional information on the subject project on 01/25/10 and submits the following comments and requirements.

Project Conditions:

Public Works Clearance for Building Permit(s) or Map Approval: Prior to the approval of the Tract or Parcel Map (if applicable) by the Director of Public Works, or the issuance of Building permits, whichever occurs first, the applicant will be required to have satisfied all of the following Public Works conditions. The applicant is strongly advised to apply for any necessary Public Works permits prior to applying for Building permits.

1. **Construction Agreement:** The public improvements conditioned as part of this permit require the execution of a Construction Agreement that guarantees the completion of the public improvements to the satisfaction of the Director of Public Works. This agreement includes privately engineered plans, bonds, insurance, a completion deposit, and engineering and inspection fees.
2. **Grading/Geology:**
 - a) A grading permit is required prior to the issuance of a Public Works Clearance.
 - b) If the project proposes to haul more than 10,000 cubic yards of cut/fill to or from the project site, a haul route permit is required. Prior to issuance of a grading permit, contact the Department of Transportation at (408) 535-3850 for more information concerning the requirements for obtaining this permit.
 - c) Because this project involves a land disturbance of one or more acres, the applicant is required to submit a Notice of Intent to the State Water Resources

Control Board and to prepare a Storm Water Pollution Prevention Plan (SWPPP) for controlling storm water discharges associated with construction activity. Copies of these documents must be submitted to the City Project Engineer prior to issuance of a grading permit.

- d) The Project site is within the State of California Seismic Hazard Zone. A geotechnical investigation report addressing the potential hazard of liquefaction must be submitted to, reviewed and approved by the City Geologist prior to issuance of a grading permit or Public Works Clearance. The investigation should be consistent with the guidelines published by the State of California (CGS Special Publication 117A) and the Southern California Earthquake Center (SCEC, 1999). A recommended depth of 50 feet should be explored and evaluated in the investigation.
3. **Sanitary:** At PD Permit stage, provide a sanitary sewer analysis to determine lateral connection point(s) for the project. Upgrades to the existing 10" – 12" sewer system within San Jose Airport site may be required. The report should include flow monitoring data at the following two locations:
- a) 8" to 12" main located within the existing San Jose Airport site, north of the proposed project.
 - b) 21" main located in Newhall Street, near Chestnut Street, east of the proposed project.
4. **Stormwater Runoff Pollution Control Measures:** This project must comply with the City's Post-Construction Urban Runoff Management Policy (Policy 6-29) which requires implementation of Best Management Practices (BMPs) that include site design measures, source controls, and stormwater treatment controls to minimize stormwater pollutant discharges. Post-construction treatment control measures, shown on the project's Stormwater Control Plan, shall meet the numeric sizing design criteria specified in City Policy 6-29.
- a) The project's preliminary Stormwater Control Plan and numeric sizing calculations have been reviewed. At PD stage, submit the final Stormwater Control Plan and numeric sizing calculations.
 - b) Final inspection and maintenance information on the post-construction treatment control measures must be submitted prior to issuance of a Public Works Clearance.
 - c) A post construction Final Report is required by the Director of Public Works from a Civil Engineer retained by the owner to observe the installation of the BMPs and stating the all post construction storm water pollution control BMPs have been installed as indicated in the approved plans and all significant changes have been reviewed and approved in advance by the Department of Public Works.
5. **Flood: Portion in Zone AO, Depth 1 ft**
If any proposed structure is located within the above stated flood zone, the following requirements will apply:
- a) Elevate the lowest finished floor of the structure to one foot above the highest existing adjacent grade to the proposed structure or floodproof to the same elevation.

- b) If the proposed structure is elevated, an Elevation Certificate based on construction drawings is required prior to the issuance of a building permit. Consequently, an Elevation Certificate based on finished construction is required prior to issuance of an occupancy permit.
 - c) If the proposed structure is floodproofed, a Floodproofing Certificate (FEMA Form 81-65), a Flood Emergency Operation Plan, and an Inspection & Maintenance Plan are required prior to the issuance of a Public Works Clearance.
 - d) Building support utility systems such as HVAC, electrical, and plumbing systems must be elevated above the base flood elevation or protected from flood damage.
6. **Sewage Fees:** In accordance with City Ordinance all storm sewer area fees, sanitary sewer connection fees, and sewage treatment plant connection fees, less previous credits, are due and payable.
7. **Transportation:**
- a) Coleman Avenue / Borkaw Road: Construct a second westbound left-turn lane on Borkaw Road. This includes traffic signal modifications within the existing public right-of-way. This intersection is within City of Santa Clara and will require an encroachment permit from the City of Santa Clara.
 - b) SR87 / Taylor Street: This signalized intersection is currently under Clatrans jurisdiction but is planned to be transferred to the City of San Jose. To mitigate the impact at this intersection, this project shall be responsible to provide new traffic signal controller and interconnect conduits in order to modify signal timing to support the project.
 - c) The project will be required to prepare a Traffic and Parking Management Plan (TPMP) to address traffic that would occur prior to a stadium event. **An agreement between the project applicant and the City of San Jose must be executed prior to PD Permit approval. This agreement must detail the terms of the TPMP including financial obligations by the developer. The final TPMP shall be produced by Department of Transportation in coordination with the project applicant and other relevant agencies. The final TPMP shall commence at Building Permit issuance and finalized prior to the opening of stadium.** Refer to the Public Works traffic memo for details of the TPMP requirements.
8. **Street Improvements:**
- a) Applicant shall be responsible to remove and replace curb, gutter, and sidewalk damaged during construction of the proposed project.
 - b) Construct a new traffic signal at Coleman Avenue and southerly project entrance, approximately 950' north of Newhall Drive. The new signalized intersection should include two northbound left turn lanes. Extension and modification to the existing median island along Coleman Avenue is required.
 - c) Coleman Avenue is a 130' General Plan Street. Dedicate and improve Coleman Avenue frontage between Newhall Drive and approximately 300' north of the new signalized intersection to conform to the City's plan line. The new street section should include a 12' wide sidewalk and 43' for the three southbound travel lanes.

- d) Construct necessary transition from new curb alignment to the existing curb alignment north of the new signalized intersection.
 - e) Relocate existing bus stop along Coleman Avenue project frontage to the satisfaction of Director of Public Works.
9. **Electrical:** Existing electroliers along the project frontage will be evaluated at the public improvement stage and any street lighting requirements will be included on the public improvement plans.
10. **Street Trees:**
- a) The locations of the street trees will be determined at the street improvement stage. Street trees shown on this permit are conceptual only.
 - b) Contact the City Arborist at (408) 277-2756 for the designated street tree.
 - c) 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 cut-outs at the back of curb. Obtain a DOT street tree planting permit for any proposed street tree plantings.

Please contact the Project Engineer, Vivian Tom, at (408) 535-6819 if you have any questions.



Ebrahim Sohrabi
Senior Civil Engineer
Development Services Division



ES:vt

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Memorandum

TO: Avril Baty
Planning Department

FROM: Vivian Tom
Public Works

SUBJECT: SEE BELOW

DATE: 2/10/10

Approved



Date

2/10/10

SUBJECT: REVISED FMC SOCCER STADIUM TIA
PW NO. 3-18493 (PDC09-004)

We have completed the review of the traffic analysis for the subject project. The project proposes construction of a stadium with up to 18,000 seats on 14.5 acres. The proposed development is part of a larger 92.5 acre area that is located at the southwest quadrant of the Coleman Avenue and Newhall Drive intersection and is part of the old FMC site.

Traffic generated by the project was studied for three separate scenarios. The first scenario included traffic that occurred during the peak hour (1752 inbound trips, 29 outbound trips) and is subject to the City's Transportation Policy, Council Policy 5-3. The second scenario included traffic (3564 inbound trips, 59 outbound trips) that occurred during the project peak hour, which is the hour before a typical 7:00 pm game time. The third scenario analyzed traffic (3,564 inbound trips, 59 outbound trips) that occurs during Saturday, one hour before a typical 7:30 pm weekend game time. For each of these scenarios traffic is generated at different rates as shown above and in all three scenarios A.M. traffic was not analyzed since stadiums are not in operations during that time frame.

The analysis of the stadium assumes atypical traffic conditions. The City's Level of Service Policy is intended to study traffic conditions during the peak travel periods for the most typical traffic patterns. This soccer stadium assumes only 20 games, 15 events and 20 concerts yearly and the traffic characteristics are not consistent with the City's Level of Service Policy. Therefore, in order to address traffic impacts and mitigation, the project will rely largely on Traffic and Parking Management Plan (TPMP) which mitigates project impacts using temporary measures as described in the project conditions.

ACCESS

The project will be served by two main signalized intersections, the existing traffic signal at Coleman Ave. /Aviation Ave. and a new signal at Coleman Ave. between Aviation Ave. and Newhall Drive.

Access to the entire FMC site will ultimately be provided via four signalized intersections, two currently signalized intersections – Coleman Avenue/Newhall Drive and Coleman Ave./Aviation Avenue and two new signalized intersections, one between Aviation Ave. and Newhall Drive

and the other north of Aviation Ave. that will also serve the future BART station. Regional access will be provided by I-880 at Coleman Ave. and Route 87 at Taylor St.

ANALYSIS

Project traffic impacts and transportation level of service (LOS) have been calculated using Traffix, the City of San Jose and the Santa Clara County Congestion Management Program (CMP) approved software. Twenty-three (23) traffic signal and 31 freeway segments were studied in both the City of San Jose and the City of Santa Clara.

City of San Jose Methodology: Nine (9) City of San Jose intersections were studied during the Weekday PM– 4:00-6:00 PM. City of San Jose peak hour. The results of the level of service analysis indicate that four signalized intersections would be significantly impacted by the project. The results of the analysis are summarized in the attached Table ES-1.

Santa Clara County CMP Methodology: Eleven (11) signalized intersections were analyzed for the PM peak commute hours using TRAFFIX and conforming to the Congestion Management Program requirements. The results indicate that all of the intersections meet the CMP LOS standard. The results of the analysis are summarized in the attached Table ES-1.

City of Santa Clara Methodology: Three (3) non-CMP signalized intersections located in the City of Santa Clara were studied. The results of the level of service analysis indicate that one intersection would be significantly impacted by the project. The results of the analysis are summarized in the attached Table ES-1.

Freeway Analysis: Thirty-one (31) freeway segments along US 101, I-880, SR 87, I-280, and SR 17 were analyzed for possible freeway impacts. The results of the analysis are shown on the attached Table ES-2.

Traffic Operations: Traffic operations for all of the stadium events will be addressed with the TPMP. See the description below for a complete description of the TPMP.

Project conditions:

- a) Dedicate and improve frontage along Coleman Ave. to the ultimate 130' width along the project frontage. This will include construction of a bus stop.
- b) Install a new traffic signal at the new project access between Aviation Ave. and Newhall Drive and include double left-turns along Coleman Ave.
- c) 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.

- d) 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.
- e) 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.
- f) 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 parking areas; and
 - h) 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 PD permit approval. This agreement must detail the terms of the TPMP including financial obligations by the developer. The final TPMP shall be produced by DOT in coordination with the project applicant and other relevant agencies. **The agreement shall be completed prior to approval of the PD Permit and writing of the final TPMP shall commence when building permit are issued and be finalized prior to opening the stadium.**

- g) 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.

10. **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**

- Coleman Avenue/Aviation Avenue Intersection – Construct the intersection to the ultimate improvement including construction of two northbound left-turns and three southbound thru lanes.
- 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

develop 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

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

d) 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:

- Provide frequent VTA bus service directly to the proposed stadium prior to and following events.
- 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.
- Provide shuttle service between the soccer stadium and the Civic Center and Gish LRT stations, both located approximately 1.5 miles from the Airport West Stadium site.
- Publish transit information on Earthquakes' program guides.
- Announce transit information on local traffic radio broadcasts and print in local newspapers.
- Provide transit information via information desks during stadium events.
- 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 vehicles ingress and egress at the stadium driveways, direct traffic to parking and passenger loading areas on-site, 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 on-site 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 Ave.**

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:
- a) Provide incentives for carpoolers such as preferential parking;
 - b) Charge for parking or increasing set parking rates if already charging for parking
 - c) Provide on-site ticket sales for transit services (e.g. bus, LRT, Caltrain, etc.)
 - d) Make information readily available regarding ridesharing/carpooling programs and transit services, and designate an on-site TDM coordinator to assist with this task;
 - e) 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.

RECOMMENDATION:

This technical appendix contained in the EIR for the Airport West Stadium identifies the significant environmental impacts within the traffic impact analysis prepared for the above project. The analysis includes mitigation measures proposed to avoid or reduce those impacts consistent with the requirements of CEQA. With these mitigation measures, the proposed project will be in conformance with the City of San Jose Transportation Level of Service Policy (Council Policy 5-3) and the Santa Clara County Congestion Management Program. Therefore this EIR is complete with respect to traffic.

If you have any questions, please call me at 535-6819 or Karen Mack at 535-6816.


Vivian Tom
Project Engineer
Development Services Division

VT:km

C: Karen Mack
Arlyn Villanueva, DOT
Traffic Consultant

DRAFT GENERAL DEVELOPMENT PLAN NOTES

Where these development standards and the diagram contained in the Land Use Plan are in conflict, these written development standards shall control and take precedent.

EXHIBIT C: LAND USE PLAN AND DEVELOPMENT STANDARDS

1. LAND USE

A. Industrial Uses

Permitted uses of the IP – Industrial Park Zoning District, as amended

Conditional and Special uses of the IP – Industrial Park Zoning District, as amended shall require a Planned Development Permit or Planned Development Permit Amendment as designated by Title 20 of the San Jose Municipal Code, including uses which may be approved only on property designated on the Land Use/Transportation Diagram of the San Jose 2020 General Plan, as amended, with the Mixed Industrial Overlay or Combined Industrial/Commercial.

B. Commercial Uses

Permitted uses of the CP – Commercial Pedestrian Zoning District, as amended

Conditional and Special uses of the CP – Commercial Pedestrian Zoning District, as amended shall require a Planned Development Permit or Planned Development Permit Amendment, as designated by Title 20 of the San Jose Municipal Code.

Additional Conditional uses include:

- Leasing passenger vehicles, pick-up trucks not exceeding twenty-five (25) feet in length, and motorcycles (including, but not limited to, on-site storage of vehicles, customer facilities, administrative facilities and vehicle maintenance)
- Off-street parking establishments
- Short term (less than 24 hours) parking lot for uses or events other than those occurring on-site

Additional Conditional use for Area 3 and Area 4 includes:

- The sale of passenger vehicles, pick-up trucks not exceeding twenty-five (25) feet in length, and motorcycles, but shall not occupy more than 25% of the entire area covered by the Zoning.

Additional Conditional use for Area 4 includes:

- Drive-through in conjunction with a public eating establishment, including those with 24-hour operation

Additional Conditional uses for Area 3A include:

- Sporting events, assembly venues, concerts, and other such entertainment events. Incidental support uses include, but are not limited to, offices, locker rooms, retail, public eating establishments, drinking establishments, and outdoor

vending facilities. A limited number of firework displays are permitted in conjunction with these events.

C. Prohibited Uses

Prohibited uses also include residential uses, elementary and secondary schools, and child day care centers.

D. 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, or alternatively the following uses and intensities; but in no case shall development exceed the traffic performance criteria identified below.
 - a) **Areas 1 through 3.** The mix of uses and maximum intensity of development in Areas 1 through 3 shall be up to 1,514,000 square feet of building area of office uses, 75,000 square feet of retail uses, and 300 hotel rooms (the "Planned Development"). Any development scenario that exceeds the Planned Development in any category shall require a traffic analysis to confirm that the traffic volumes and distribution are within the parameters of the traffic performance criteria described in Section 1-C.2 below.
 - b) **Area 3A.** The mix of uses and maximum intensity of development in Area 3A shall be a stadium with up to 18,000 seats, which includes aforementioned incidental, support uses. Any development scenario that exceeds the Planned Development shall require a traffic analysis to confirm that the traffic volumes and distribution are within the parameters of the traffic performance criteria described in Section 1-C.2 below.
 - c) **Area 4.** An undetermined amount of office, research and development, hotel, commercial, and retail uses is also allowed in Area 4. As specific development is considered for approval in Area 4, 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 traffic performance criteria described in Section 1-D.2 below.
 - d) **Area 5.** Uses allowed are limited to those that do not generate PM Peak hour traffic trips.
- 2) **Traffic Performance Criteria.** If a traffic analysis is required pursuant to Section 1-D.1 above, such analysis shall confirm that the proposed development does not exceed the parameters of the following traffic performance criteria for the site
 - a) **Areas 1 through 3, and Area 4:**
 - i) The intensity of development on the site shall not exceed the maximum project trip generation of 3,534 AM Peak Hour trips (2,957 inbound and 578 outbound) and the maximum of 3,441 PM Peak Hour trips (467 inbound and 2,973 outbound).

- ii) The apportionment of trip capacity across the entire site shall be in accordance with the terms of the Memorandum of Allocation of Traffic Capacity, entered into by FMC Corporation and Arcadia Development on July 29, 2004, which is hereby incorporated by reference.
 - iii) In addition to the trips described in Section 1-D.2(a) and the Memorandum of Allocation of Traffic Capacity, Area 4 shall have 68 PM Peak Hour trips (based on a trip generation of 880 Average Daily Trips for 23,500 square feet of commercial/retail and drive-through uses). This does not affect the AM Peak Hour trips described in Section 1-D.2(a).
- b) **Area 3A:** The intensity of development on this site shall not exceed 1,781 PM peak trips.

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 José, support activities of the San José International Airport and utilize site design and building architecture consistent with transit-oriented development principles, as noted below.

- 1) The project should include the placement of attractive buildings oriented toward Coleman Avenue and toward other adjacent public streets.
- 2) The majority of Phase II (as described in the Section 2.F) should be placed behind buildings and landscape areas so as to minimize their visibility from public streets, including 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 practical and 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 City of San Jose Industrial (dated Aug. 25th, 1992) and Commercial (dated May, 1988) Design Guidelines, as amended. 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 intent of the Guidelines. In addition, any stadium use shall include: plaza spaces to allow for patrons to gather; clearly designated entry points, contiguous substantial base elements, and consolidation of program uses.

C. Setbacks

Minimum setback areas shall be provided as described below:

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 landscaped setback for the portion of "Area 4" fronting on to the 880 On-ramp shall be 10 feet from the property line. The ALUC Safety Zone for Runway 11-29 serves as the building setback line for the Coleman Avenue frontage.
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. This setback may be reduced to 15 feet within 120 feet of the intersection of the new public street adjacent to Railroad (Newhall Drive Section C-C) and Newhall Street.
4. **New Public Street** (Area 4 - Newhall Drive) adjacent to Railroad (Section C-C) – A 20-foot setback area shall be provided from the face of curb on this street. This 20-foot setback shall consist of a 10-foot attached sidewalk with trees provided in tree wells at the back of curb and a 10-foot landscaped 'front yard' area.
5. **New Public Street** at approximate center of project (Section E-E) – A minimum 30-foot setback area shall be provided from the face of curb of the vehicular travel lanes. This 30-foot setback shall consist of a 12-foot attached sidewalk with tree wells at the back of curb, a 5-foot landscaped area, and a 13-foot zone of surface parking or landscaping. The design of the setback area shall be subject to the satisfaction of the Planning Director at the Planned Development Permit stage.
6. **New Public Street between Areas 3 and 4** (Newhall Drive, 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.
7. **New Public Street aligned with Aviation Avenue** (Section F-F) – A minimum 20-foot setback area shall be provided from the face of curb on this street. This 20-foot setback shall consist of a standard 12-foot sidewalk with tree wells at the back of curb and a 8-foot landscaped 'front yard'. The design of the setback area shall be

subject to the satisfaction of the Planning Director at the Planned Development Permit stage.

8. **New East-West Connector (Section G-G)** – A minimum 15-foot landscaped setback area shall be provided from face of curb along the southern boundary of the site (along UPRR tracks). A minimum 40-foot setback area shall be provided from the face of curb of the vehicular travel lanes on the northern side. This 40-foot setback shall consist of a 5-foot landscape zone, a minimum 20-foot pedestrian sidewalk, a 5-foot landscaped zone and a 10-foot zone of surface parking or landscaping, provided that the sidewalk width may be reduced subject to approval of the Planning Director at the Planned Development Permit stage. The design of the setback area shall be subject to the satisfaction of the Planning Director.

D. 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**, applicable 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.

E. Height and Building Presence

- 1) **Maximum Height Limitation** The maximum height of buildings 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 (Area 1 through Area 3)** 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 in Areas 1 through 3 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).
- 3) **Building presence along Coleman Avenue (Area 4)** The above (Section 2-F.2) notwithstanding, in order to facilitate a strong building presence along Coleman Avenue, there shall be a minimum of 500 linear feet of commercial building frontage located within 200 feet along the ALUC Safety Zone for Runway 11-29 No Build Line.
- 4) **Minimum Height Fronting Newhall Drive (Area 4, Section B-B)** Buildings located within 300 ft of the intersection of Newhall Drive and Coleman Avenue shall be a minimum of 24 feet in height.

F. 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) **Areas 1 through 3 and Area 4.** The maximum amount of parking shall not exceed 3.2 stalls per 1,000 square feet of gross building area, on condition that the minimum parking as required for Area 3A is provided.
- 3) **Area 3A.** The minimum amount of parking shall be 1 per 4 seats. A shared system for cars, bicycles and motorcycles, utilizing on-site inventory, shall be allowed to accommodate the required parking.
- 4) Retail, restaurants, commercial stores and shops are not required to provide parking spaces when intended to be commercial support uses for Commercial Office or R&D uses.
- 5) 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.
- 6) Parking is allowed to be phased. Phase I shall include surface parking for the stadium prior to the development of buildings for office/R&D uses. Phase II shall include structure parking for the office/R&D uses, the stadium, and all other uses.

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) Phase II of required parking shall require trees to be provided within surface parking lot areas at a ratio of one tree per four surface parking spaces for parking required to meet the City of San Jose's minimum off-street parking requirements as set forth in the Zoning Ordinance.

H. 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 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.

I. Minimum Lot Area & Sub-division

The minimum lot area for future sub-division shall be 10,000 square feet. Any sub-divided lots 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

The developer shall construct, i.e., secure approved plans, execute a contract, and bond for, the following off-site improvements to the satisfaction of the

Director of Public Works prior to the issuance of Public Works Clearance for any development phase:

(shall be updated per Final Public Works Memorandum)

5. ENVIRONMENTAL MITIGATION

(shall be in accordance with the Final EIR to be adopted titled "Airport West Stadium and Great Oaks Place Project")

6. WATER POLLUTION CONTROL PLANT

Pursuant to Part 2.75 of Chapter 15.12 of the San José 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 José-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 José-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.