

## **EDENVALE AREA DEVELOPMENT POLICY**

The following Area Development Policy supercedes the policy adopted in June 2005.

### **Purpose**

The City of San Jose has adopted an Area Development Policy for the Edenvale Redevelopment Area in conformance with the provisions of General Plan Level of Service Policy #5. The primary reasons for adoption of this Area Development Policy are to manage the traffic congestion associated with near term development in the Edenvale Redevelopment Area, promote General Plan goals for economic development and particularly high technology driving industries, encourage a citywide reverse commute to jobs at southerly locations in San Jose, and provide for transit-oriented, mixed-use residential and commercial development to increase internalization of automobile trips and promote transit ridership.

In addition to build-out of the industrial square footage in the New Edenvale Redevelopment area, this policy specifically provides for the development of the underutilized 18-acre IBM site on the northeast corner of Poughkeepsie and Cottle Roads with approximately 222,000 square feet of commercial uses, development of up to 450,000 square feet of commercial uses and up to 1.0 million square feet of industrial square footage on the iStar site, and for the build-out of the Hitachi campus mixed-use project of approximately 332 acres with up to 2930 attached dwelling units, and 460,000 square feet of commercial while maintaining up to 3.6 million square feet of industrial R&D/office space (Area 5).

This Area Development Policy allows ongoing industrial development in the Redevelopment Area, and provides for new mixed-use, commercial and residential development with associated park and recreational uses. Key provisions of the policy are to:

- Ensure the construction of major gateway infrastructure facilities through a cooperation agreement between the City and the Redevelopment Agency
- Allocate the development potential created by the proposed infrastructure improvements and link these allocations to milestone activities
- Define the maximum industrial building floor area ratio (FAR) allowable in parts of New Edenvale to achieve the development potential
- Allow the Level of Service of signalized intersections in the area to temporarily exceed the Citywide LOS standards
- Describe the major transportation infrastructure required and the steps needed to develop both the infrastructure and the remaining vacant and underutilized properties

This policy allows interim congestion at intersections in the area to temporarily exceed the LOS standards of the citywide LOS Policy. However, the conditions of the transportation system will be returned to a level that is better than or equivalent to background conditions once all mitigation is constructed.

### **Applicability and Implementation of this Policy**

This Area Development Policy addresses development anticipated in Edenvale on both sides of U.S. Highway 101 in the next 5-10 year period. On the east side of U.S.101 is that portion of the Edenvale Redevelopment Area known as New Edenvale. For the purposes of this discussion, New Edenvale is divided into three subareas, which are illustrated on Attachment A. The total amount of additional development allowed to occur in this area is 5.494 million square feet of additional industrial floor space from the date of the Policy's original approval. In order to allocate this square footage potential across the entire area, the policy includes a base maximum floor area ratio (FAR) of 0.35 for development in Area 1, and 0.40 for Areas 3 and 4.

The 5 million square feet originally envisioned includes provision for a small "pool" of transferable square footage that would be reserved to provide some flexibility for existing users or secured tenants who have been ongoing contributors to the area's transportation improvements. A secured tenant is defined as a business entity or individual that has signed a lease for building space. The maximum base building area allocation for each parcel in New Edenvale is shown on Attachment B. These are the maximum amounts of development that may occur on each parcel exclusive of any additional allocation from the pool. Allocation of additional square footage from this pool is solely at the discretion of the Director of Planning. The actual building area allocations (project FARs) are established at the time of approval of a development permit.

#### Transferred development potential

With the 2006 approval of the iStar development proposal, 494,000 square feet of potential industrial development previously entitled on the site in Old Edenvale on the west side of U.S. 101 was allowed to be "transferred" to the east side of U.S. 101 to be available to increase the FAR possible for future development on individual sites in Areas 1 and 3. The transportation analysis prepared to address this square footage transfer indicated that an additional improvement to add a lane would be needed on the southbound off-ramp at Route 85/Bernal Road. The Redevelopment Agency has committed to contribute to the design, with the cost of the improvement (estimated to be approximately \$1,000,000) to be borne proportionally by a square footage fee for allocation of up to 494,000 square feet of industrial development at the time of approval of a development permit.

To the southwest side of U.S. 101 is the remainder of the Edenvale Redevelopment Area commonly known as Old Edenvale, with the primarily R&D industrial/office area shown as Area 2. Within this broader Redevelopment Area, and to the north of State Route 85, mixed-use residential and commercial development is proposed to occur in addition to existing entitlements of industrial development on the Hitachi campus plus the residual portion of the IBM campus, approximately 350 acres delineated as Area 5. Development in Area 5 will be in accordance with conditions and phasing identified in approved zoning and development permits, up to a

maximum of 3.6 million square feet of R&D industrial/office, 682,000 square feet of commercial uses, and 2930 attached dwelling units.

### **Required Infrastructure**

An infrastructure improvement plan has been formulated, based on specific levels of development on all of the properties in New Edenvale considered ready for development at this time, and accounting for additional commercial and residential development to occur in Old Edenvale. Three major regional transportation projects have been identified as necessary to provide adequate access into New Edenvale:

- Widening the Silicon Valley Boulevard Bridge over Coyote Creek
- Improving the interchange at U.S. 101 and Hellyer Avenue
- Improving the interchange at U.S. 101 and Blossom Hill Road/Silver Creek Valley Road

The Redevelopment Agency has funded the design and construction of the Silicon Valley Boulevard Bridge which is currently in operation. An extension of Hellyer Avenue and related improvements in Area 3 were financed by an improvement district formed by the property owners in Area 3 and those improvements are currently in operation. As of June 2005, the design work for the U.S. 101/Hellyer Avenue and U.S. 101/Blossom Hill Road/Silver Creek Valley Road interchanges has been funded by the Redevelopment Agency, with the drawings at the 65% design phase.

Local improvements to the street system on the east side of U.S. 101, as listed on Attachment C, will be required to accommodate traffic from build out of the 5 million square-feet. Those improvements have been allocated to Areas 1, 3 and 4 according to the amount of development they are required to serve and their importance to the overall traffic level of service in the area. The entire local improvement mitigation package is being constructed by private developers concurrent with the development of the Edenvale Area. The local improvements are shown in Attachment C.

Two major regional transportation projects are necessary to provide adequate access for mixed use and residential development on the southwest side of U.S.101 within Area 5.

- Constructing a loop ramp from northbound Cottle Road to northbound State Route 85
- Improving the interchange at Great Oaks Boulevard and State Route 85

These projects will be funded by the developers of the mixed use, residential and commercial development within Area 5. In addition, traffic mitigation improvements to the Blossom Hill/U.S.101/Silver Creek Valley Road interchange to provide required capacity for new residential and commercial trips from approved development in Area 5 will also be funded by the project developers.

Local area improvements to the street system on the southwest side of U.S.101 will also be

## EDENVALE AREA DEVELOPMENT POLICY

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required to accommodate the addition of commercial square footage and residential development to the existing entitlements for industrial R&D square footage. These improvements must be constructed by private developers in conformance with the build out of approved zonings and development permits, including phasing if applicable. These local area improvements are shown in Attachment D.

### Schedule for Implementation

This Policy requires specific infrastructure improvements be constructed at specific levels of development, and describes how and when the infrastructure will be constructed. The policy will allow the Level of Service of some nearby intersections to deteriorate to levels in excess of the City's Transportation Level of Service Policy for a temporary period of time. The length of time traffic will operate below the standards of the citywide policy will depend on the rate at which the industrial projects are developed, and the timing required for regional infrastructure improvements to be designed and constructed.

The improvements that would be necessary to support this level of development include infrastructure funded by the City and/or its Redevelopment Agency, local improvements paid for by private developers, and area improvements financed through improvement districts. While some of the local area improvements will be conditions of approval of specific developments and therefore must proceed with the developments themselves, major infrastructure components involving multiple regional agencies could be delayed through a number of causes. Building permits will only be issued for the cumulative amount of development indicated when specific actions are taken by public agencies, as shown:

<b>Allowed Development Action</b>	<b>Required Action</b>
<b>Industrial</b>	
Approval of development permits for up to 5.0 million sq ft of additional industrial/R&D uses in New Edenvale	City Council approval of this policy and the Redevelopment Agency's formal commitment to fund the Silicon Valley Boulevard Bridge, interchange improvements at Route 101/Hellyer Avenue and Route 101/Blossom Hill/Silver Creek Valley Road and award of a construction contract for the Silicon Valley Boulevard Bridge (Phase II). The latter is operational.
Approval of development permits for up to 5.494 million sq ft of additional industrial/R&D uses in New Edenvale	Redevelopment Agency's formal commitment to contribute to the design, and award of a construction contract to construct improvement to the Route 85/Bernal southbound offramp
Approval of development permits for more than	Completion of a new area-wide traffic study that analyzes full industrial build-out, the construction of all related gateway

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5.494 million of additional sq ft of industrial/R&D uses in New Edenvale	infrastructure and the improvement to Route 85/Bernal southbound offramp, and shows additional traffic capacity is available for additional development permits to be issued.
<b>Commercial</b>	
Approval of development permits for up to 1,132,000sq ft of commercial in Area 5	City Council approval of this policy
Prior to approval of development permits for more than 1,132,000 sq ft of commercial in Area 5	Completion of the SR 85/Cottle Road loop ramp Completion of SR 85/Great Oaks off-ramp improvements
<b>Residential</b>	
Prior to issuance of first Development permit	Signed agreement with City for SR 85/Cottle Road loop ramp Signed agreement with City for SR 85/Great Oaks off-ramp improvements (if necessary)
Prior to building permits for more than 500 units	Approved Project Study Report for SR 85/Cottle Road loop ramp Approved Project Study Report (or equivalent) for SR 85/Great Oaks off-ramp improvements
Prior to building permits for more than 1000 units	Completed Environmental Analysis for SR 85/Cottle Road loop ramp Completed Environmental Analysis for SR 85/Great Oaks off-ramp improvements
Prior to building permits for more than 1500 units	Complete plans and specifications for SR85/Cottle Rd loop ramp Complete plans and specifications/Encroachment permit for SR85/Great Oaks off-ramp improvements
Prior to building permits for more than 2000 units	Commence construction of the SR85/Cottle Rd loop ramp Commence construction of the SR 85/Great Oaks off-ramp improvements
Prior to building permits for more than 2930 units	Complete construction of the SR85/Cottle Rd loop ramp Complete construction of the SR 85/Great Oaks off-ramp improvements

At a point in time when interest is high for development in the Edenvale Redevelopment Area, implementation of this Area Development Policy allows development to occur in a reasonably paced fashion and at appropriate levels of intensity, while managing associated traffic congestion.

**Other Uses in Industrial areas**

## **EDENVALE AREA DEVELOPMENT POLICY**

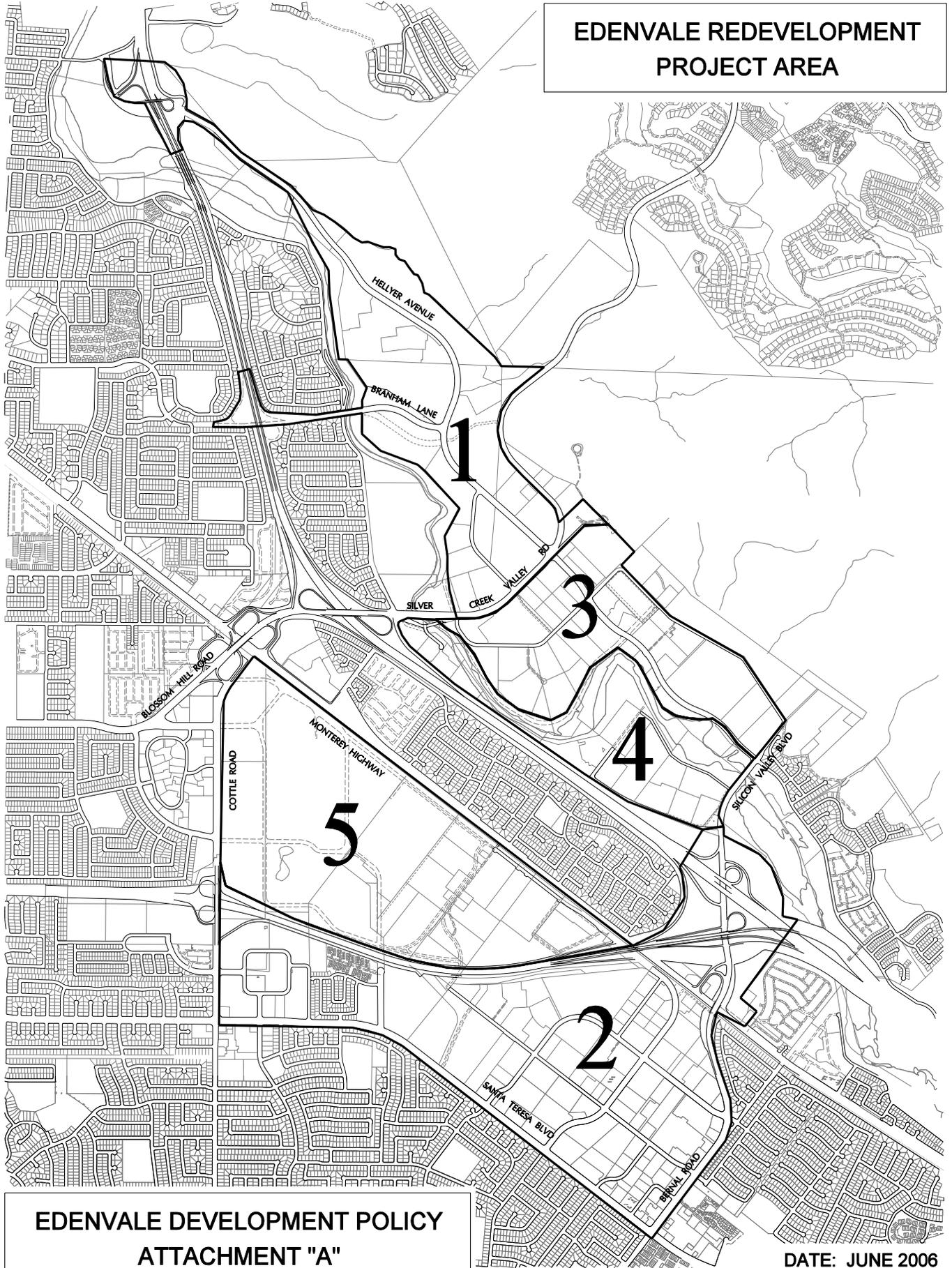
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New Edenvale industrial area east of U.S.101 (Areas 1,3 and 4): Uses other than industrial park/R&D/office can be approved under the City's Zoning Code, including "interim uses," providing that a traffic analysis performed for the proposed project determines that the number and distribution of automobile trips associated with the new use would not exceed the trips associated with the type and level of development allocated to the site under this Policy.

Old Edenvale (Area 2): Uses other than industrial park/R&D/office can be approved under the City's Zoning Code, including "interim uses," providing that a traffic analysis performed for the proposed project determines that the number and distribution of automobile trips associated with the new use would not exceed those of the existing approved use on the site. Uses for which a traffic analysis shows additional trips or a redistribution of trips, or intensification/expansion of the industrial use on the site which would increase automobile trips, can be approved under the Citywide LOS Policy.

Mixed-Use Development Area (Area 5): Uses in Area 5 shall be in accordance with approved zonings and development permits.

**EDENVALE REDEVELOPMENT  
PROJECT AREA**



**EDENVALE DEVELOPMENT POLICY  
ATTACHMENT "A"**

**DATE: JUNE 2006**

EDENVALE DEVELOPMENT ALLOCATIONS  
ATTACHMENT "B"

1999 - 2000 Assessor's Parcel Number	Project Number (if any)	Area 1 Project Name or Property Owner	Industrial Allocation (sq. ft.)			Comments
			Completed/ Approved prior to Policy (before 6/20/00)	Approved Post Policy (after 6/20/00)	Available sq. ft. based on "Policy FAR"	
678-14-027	N/A	SCVWD	0			
678-14-033	14 (part)	Berg Hellyer II Spec (a)	72,337			
678-14-034	14 (part)	Berg Hellyer II Spec	(see a)			
678-14-052	22	Berg Fontanoso Island (b)		350,000		
678-14-053	34 (part)	Peery-Arrillaga@SCVR (c)			230,520	
678-14-054	34 (part)	Peery-Arrillaga@SCVR			(see c)	
678-14-058	14 (part)	Berg Hellyer II Spec	(see a)			
678-14-060	22	Berg Fontanoso Island		(see b)		
678-14-062	14 (part)	Berg Hellyer II Spec	(see a)			
678-14-066	22	Berg Fontanoso Island		(see b)		
678-14-067	N/A	City of San Jose	0			wells
678-14-068	N/A	BB&K	0			
678-14-074	14 (part)	Berg Hellyer II Spec	(see a)			
" " "	21 (part)	Berg Hellyer Branham So. (d)	32,600			
678-14-084	N/A	City of San Jose	0			
678-14-085	N/A	City of San Jose	0			
678-14-087	N/A	County	0			
678-14-090	7	Berg Hellyer Spec	110,000			
678-16-005	22	Berg Fontanoso Island		(see b)		
678-16-007	11 (part)	Candescent	0			parking only - (see g)
" " "	16 (part)	Berg Hellyer Vista View	0			parking only - (see e)
" " "	17 (part)	Berg Creekside Plaza	0			parking only - (see f)
678-16-008	16 (part)	Berg Hellyer Vista View ( e )		406,250		
" " "	17 (part)	Berg Creekside Plaza (f)		64,900		

EDENVALE DEVELOPMENT ALLOCATIONS  
ATTACHMENT "B"

1999 - 2000 Assessor's Parcel Number	Project Number (if any)	Area 1 Project Name or Property Owner	Industrial Allocation (sq. ft.)			Comments
			Completed/ Approved prior to Policy (before 6/20/00)	Approved Post Policy (after 6/20/00)	Available sq. ft. based on "Policy FAR"	
678-16-011	18	Berg Hellyer View		77,180		
" " "	15	Berg Stellix		160,113		
" " "	20	Berg Hellyer Branham	117,400			
" " "	21 (part)	Berg Hellyer Branham So.	(see d)			
" " "	14 (part)	Berg Hellyer II Spec	(see a)			
678-16-013	N/A	City of San Jose	0			
678-16-014	8	Force Computers	93,996			
678-16-015	12	Berg Fontanoso Spec.	77,000			
678-16-016	6	Stratacom/Cisco Systems	200,000			
678-16-017	11 (part)	Candescent (g)	311,000			
678-20-011	N/A	County	0			
678-20-013	N/A	County	0			
678-20-027	N/A	Peery-Arrillaga	0			
678-20-029	N/A	Peery-Arrillaga	0			
678-20-030	N/A	Peery-Arrillaga	0			
678-20-034	31(part)	Peery-Arrillaga @ Hellyer(h)			381,150	
678-20-037	N/A	Peery-Arrillaga	0		0	
678-20-038	31(part)	Peery-Arrillaga @ Hellyer	0		0	
678-20-039	31(part)	Peery-Arrillaga @ Hellyer	0		0	
678-20-040	10	Legacy Partners Hellyer II	175,980			
678-20-040		Legacy Partners Hellyer	359,950			Litton
678-20-041	29	Peery-Arrillaga @ Litton	175,000			
678-21-001	N/A	County	0			
678-21-002	N/A	County	0			
678-21-005	N/A	Peery-Arrillaga	0			outside agency boundary
678-21-006	N/A	Peery-Arrillaga	0			outside agency boundary
678-21-007	N/A	Peery-Arrillaga	0			
678-21-008	N/A	Peery-Arrillaga	0			
<b>SUM OF AREA 1</b>			<b>1,725,263</b>	<b>1,058,443</b>	<b>611,670</b>	



EDENVALE DEVELOPMENT ALLOCATIONS  
ATTACHMENT "B"

1999 - 2000 Assessor's Parcel Number	Project Number (if any)	Area 3 Project Name or Property Owner	Industrial Allocation (sq. ft.)			Comments
			Completed/ Approved prior to Policy (before 6/20/00)	Approved Post Policy (after 6/20/00)	Available sq. ft. based on "Policy FAR"	
678-13-003	N/A	Edmund Mercado Trust	0			Private Residence
678-13-009	N/A	Weihe	0			Private Residence
678-13-010	N/A	Evergreen Canal	0			
678-13-011	N/A	Narinder	0			Vacant Hillside Land
678-13-012	N/A	Piercy Road LTD	0			Hillside Pasture
678-13-013	N/A	Hillyer	0			Hillside Animal Farm
678-13-014	N/A	Labrucherie	0			Hillside Pasture
678-14-002	N/A	Knea (m)			97,923	Private Residence
678-14-003	N/A	Caprista			(see m)	Private Residence
678-14-006	N/A	SCVWD	0			
678-14-011	19	Feece / Beyler / Chun		36,500		
678-14-037	N/A	Kudsi			38681	Private Residence
678-14-038	N/A	Seebach			41,818	Private Residence
678-14-042	25	YCS			156,293	
678-14-045	38 (part)	Mello (n)			83,635	
678-14-046	38 (part)	Mello			(see n)	
678-14-056	9	Ionics	72,534			
678-14-064	36 (part)	Luh / Ting (o)			75,620	
678-14-065	36 (part)	Luh / Ting			(see o)	
678-14-088	N/A	County	0			
678-14-089	N/A	County	0			
678-14-092	13 (part)	Electroglas (p)	403,000			
678-14-094	13 (part)	Electroglas	(see p)			
<b>SUM OF AREA 3</b>			<b>475,534</b>	<b>961,608</b>	<b>1,964,903</b>	

EDENVALE DEVELOPMENT ALLOCATIONS  
ATTACHMENT "B"

1999 - 2000 Assessor's Parcel Number	Project Number (if any)	Area 4 Project Name or Property Owner	Industrial Allocation (sq. ft.)			Comments
			Completed/ Approved prior to Policy (before 6/20/00)	Approved Post Policy (after 6/20/00)	Available sq. ft. based on "Policy FAR"	
678-05-012	39 (part)	Pepperlane Properties (q)			90,082	
678-05-013	39 (part)	Pepperlane Properties			(see q)	
678-05-014	39 (part)	Pepperlane Properties			(see q)	
678-05-022	N/A	County	0			
678-05-040	N/A	State of California	0			
678-05-047	N/A	County	0			
678-05-048	4 (part)	Integretel/Law Cypress/Canary (r)	155,712			
678-05-050	4 (part)	Integretel/Law Cypress/Canary	(see r)			
678-05-051	a	Charter Behavioral Health Hospital	0			50,635 s.f. per APN listing
678-05-052	b	Holiday Inn	0			89,256 s.f. per APN listing
678-05-053	3	Hello Direct	76,000			
678-05-055	c	The Summit Steakhouse	0			9,036 s.f. per APN listing
678-05-056	N/A	Great Oaks Water Company	0			well site
678-05-057	1	Xerox Engineering Systems	286,000			
678-05-060	N/A	County	0			
678-05-061	2	Marquez Brothers	78,000			
678-05-062	40	Marquez Brothers Phase II			79,628	
678-06-008	5	Western Digital	159,000			
678-07-002	d	McCandless	0			27 ksf retail / restaurant & 307 rooms
678-07-003	d	McCandless	0			27 ksf retail / restaurant & 307 rooms
678-07-004	N/A	County	0			
678-07-006	N/A	County	0			
678-07-007	N/A	SCVWD	0			
678-07-008	N/A	SCVWD	0			
678-07-009	N/A	SCVWD	0			
678-07-010	N/A	SCVWD	0			
678-07-015	N/A	County	0			
678-07-016	N/A	County	0			
678-07-017	N/A	County	0			
678-08-008	N/A	SCVWD	0			
678-08-022	N/A	County	0			
678-08-029	N/A	County	0			

**SUM OF AREA 4                      754,712                      0                      169,710**

**SUM OF AREAS 1, 3, 4  
AVAILABLE "POOL"  
ADDITIONAL POOL FROM ISTAR**

**2,955,509                      2,020,051                      2,746,283  
233,666  
494,000 Industrial Sq. Ft.  
5,494,000 Total Approved Industrial Sq. Ft.**

**SUM OF AREA 5**

**1,132,000 Total Approved Commercial Sq. Ft.  
2,930 Residential DU Approval  
4,600,000 Industrial Sq. Ft.**



EDENVALE LOCAL AND MINOR IMPROVEMENTS

Local / Minor Improvements -- Developer Conditioned

Funding Source	Improvement	
	Location	Description
Electroglas	Silver Creek & Piercy	Install signal Add an exclusive NB left turn lane
Electroglas	Silver Creek & Fontanoso	Install signal Construct south leg
Electroglas	Cottle & Route 85 (S)	Add third EB left
Candescent	Hellyer & Branham	Install signal
Improvement District	Hellyer & Silver Creek	Extend existing EB left Add second EB left Construct SB right as free right w/receiving lane
Improvement District	Hellyer & Silicon Valley	Install signal Add SB left, through, free right Add two EB lefts Add NB through Add WB left, WB right
Improvement District	Silver Creek & Fontanoso	Add third EB through lane Add third WB through lane
Improvement District	Monterey & Blossom Hill (S)	Add third NB through lane
Improvement District	Cottle & Route 85 (N)	Widen the West side of Cottle Rd. from Beswick to Route 85 to accommodate a second right turn lane. light. (Exact design to be approved by Caltrans.)
Improvement District	Route 101 & Silicon Valley	Install signal Add EB left turn pocket
Area 4	Silicon Valley & Eden Park	Install signal Extend existing EB left turn
Area 4	Silicon Valley & Rue Ferrari	Extend existing EB left turn
Improvement District	Route 85 & Bernal	Extend existing SB left Extend existing SB left-through-right Extend existing WB left
Improvement District	Hellyer & Piercy	Install signal
Improvement District	Cottle & Poughkeepsie	Extend existing NB left Add second NB left

EDENVALE LOCAL AND MINOR IMPROVEMENTS

Local / Minor Improvements -- Funded by Future Development

Funding Source	Improvement	
	Location	Description
Area 1	Silver Creek & Fontanoso	Add SB free right lane Provide a receiving lane on WB Silver Creek Extend existing EB left Add a second EB left Add a second NB lane on Fontanoso to receive vehicles from second EB left
Area 1	Hellyer & Fontanoso	Install signal
Area 2	Blossom Hill & Poughkeepsie	Add WB double left on Blossom Hill at Poughkeepsie Add receiving lanes on Poughkeepsie Add EB right from Blossom Hill to Poughkeepsie and eliminate direct right from Beswick to Poughkeepsie
Area 2	Monterey & Bernal (N)	Extend existing SB left Add second SB left w/receiving lane Add second EB receiving lane to EB ramp to Bernal Extend existing WB pocket to Bernal
Area 2	Route 101 & Silicon Valley	Add shared NB left-thru-right
Area 2	Great Oaks & Route 85 (N)	Install signal Extend existing NB left
Area 2	Great Oaks & Route 85 (S)	Install signal Convert existing EB separate right to free right Restripe SB Great Oaks for only one through Close off median on Great Oaks at Las Colinas
Area 2	San Ignacio & Via Del Oro	Install signal
Area 2	San Ignacio & Great Oaks	Extend existing EB left
		Add second EB left of and restripe WB Extend existing SB left Add second SB left
Area 2	San Ignacio & Bernal	Extend existing SB lefts
Area 2	Via Del Oro & Bernal	Extend existing SB left Add second SB left Widen NB lane into median
Area 2	Via Del Oro & Great Oaks	Install signal Restripe each approach lane of Via Del Oro
Area 2	Monterey Road & Monterey Circle	Install signal
Area 2	Bernal Road & Realm Drive	Install signal

## HITACHI PDC04-031

## REQUIRED PUBLIC IMPROVEMENTS FOR THE HITACHI PROJECT

LOCATION	PROJECT PHASES				DESCRIPTION
	PHASE 1	PHASE 2	PHASE 3	PHASE 4	
	460 ksf Retail	460 ksf Retail plus 940 DU	460 ksf Retail plus 2080 DU	Redevelop Industrial Core	
1 SR 85 & Cottle Loop Ramp	EADP				Construct NB Cottle loop ramp for NB 85. <b>(Note:</b> This improvement is in <u>addition to the original EADP improvements.</u> )
2 Endicott/Great Oaks Extension to Cottle <Boulder to Cottle>		X			Construct 2 inbound EB lanes and 1 outbound WB lane connecting Cottle to Great Oaks
3 Great Oaks (2 lanes) <Boulder to Manassus>	X				Construct 2 lanes
4 Great Oaks (4 lanes) <Manassus to 85 Ramp>				X	Construct 4 lanes with Median Island.
5 Great Oaks (4 lanes) <Boulder to Manassus>				X	Construct 4 lanes with Median Island.
6 101/Silver Creek Valley Road	EADP				Add second right turn lane to the NB off-ramp. <b>(Note:</b> This improvement is in <u>addition to the original EADP improvements.</u> )
7 101/Blossom Hill (W)	EADP				Add third right turn lane to the SB off ramp. <b>(Note:</b> This improvement is in <u>addition to the original EADP improvements.</u> )
8 Via Del Oro Extension				X	Construct a public street connecting Hitachi to Via Del Oro through the Istar site
9 Concord & Cottle	X				Reconstruct signalized intersection to improve circulation
10 Cottle & Poughkeepsie	X				Major access -reconstruct signalized intersection
11 Cottle & Beswick	X				Major proj access-requires full signal reconstruction and curb line alignment

## HITACHI PDC04-031

## REQUIRED PUBLIC IMPROVEMENTS FOR THE HITACHI PROJECT

LOCATION	PROJECT PHASES				DESCRIPTION
	PHASE 1	PHASE 2	PHASE 3	PHASE 4	
	460 ksf Retail	460 ksf Retail plus 940 DU	460 ksf Retail plus 2080 DU	Redevelop Industrial Core	
<b>12 SR 85 &amp; Great Oaks (S)</b>	<b>EADP</b>				Install second eastbound right turn at offramp. <b>(Note:</b> This improvement is in addition to the original EADP improvements.)
<b>13 Great Oaks &amp; Via Del Oro</b>			X		Add second westbound left on Great Oaks. This requires elimination of 300 ft. of on-street parking.
<b>14 Blossom Hill &amp; Poughkeepsie</b>	X				Construct second right turn to EB Blossom Hill Rd. Install Median Island along Poughkeepsie and eliminate left-turns in/out at Musto Drive
<b>15 Beswick Avenue</b>		X			Construct Median Island along Beswick. Install Traffic Signal @ Bangor (School)
<b>16 Hayes Ave.</b>		X			Install Traffic Signal @ Blossom Hill Loop for safety
<b>17 Rochester Road</b>	X				Extend Median Island along Cottle and eliminate left turn out from existing business.
<b>18 Caltrain Station Access</b>	X				Construct pedestrian undercrossing to Blossom Hill Caltrain Station

**Attachment E**

**REQUIRED PUBLIC IMPROVEMENTS FOR THE ISTAR PROJECT (REVISED - 5/30/06)**

LOCATION	PROJECT PHASES (Cumulative) AFTER APPROVAL OF MASTER PD PERMIT			DESCRIPTION
	PRE-CONSTRUCTION RECORDATION OF 1ST SUBDIVISION MAP OR LOT LINE ADJUSTMENT OF FIRST DEVELOPABLE LOT	PHASE 1 UP TO 334K S.F. RETAIL + 150K S.F. INDUSTRIAL	PHASE 2 MORE THAN 334K S.F. RETAIL + 150K S.F. INDUSTRIAL	
1 4 Lane Great Oaks R.O.W. (Property)	X			30 feet R.O.W. offer of dedication along property frontage for future 4 lane Great Oaks Blvd. Some frontage improvements along Great Oaks may need to be designed to accommodate access to proposed development.
2 4 Lane Great Oaks R.O.W. (Uchiyama Frontage)			X	Acquire R.O.W. interest in the Uchiyama property to accommodate expansion of Great Oaks to 4 lanes or pay an in-lieu fee equal to the Fair Market Value of the R.O.W. to be used to fund CSJ Economic Development.
3 2 Lane Manassas	X			20 feet R.O.W. offer of dedication along the property frontage.
4 Monterey Highway / Blossom Hill Road (south)	Develop Plans X	City Approval of Plans X	CalTrans Approval; CSJ Construction Agreement Construct Improvement X	Add a second westbound right turn lane. This improvement will require modification to the signal and widening the east leg of the intersection.
5 Fair Share Contribution Toward US 101 / Blossom Hill (west)	EADP Fee (50% of fee paid @ First Commercial Building Permit) (50% of fee paid @ Commercial Building Permit >225K S.F.)			Payment of the \$571,000 fee as the project contribution toward EADP improvements, including added third right turn lane to the southbound US101 off ramp.
6 San Ignacio / Great Oaks Blvd.		Develop Plans X	CSJ Approval: Plans/Construction Agreement. Construct Improvement. X	Convert southbound shared through/right turn lane into separate through and right turn lanes and construct dual north bound left turns.
7 San Ignacio / Bernal		Develop Plans X	CSJ Approval: Plans/Construction Agreement. Construct Improvement. X	Signal interconnect and extension of the southbound left turn pocket on San Ignacio. Modify signal timing accordingly.
8 Via Del Oro R.O.W.	X			For portion on iStar property dedicate 60' wide, 2 lane R.O.W. along existing Via Del Oro alignment on iStar property.

**Attachment E**

**REQUIRED PUBLIC IMPROVEMENTS FOR THE ISTAR PROJECT (REVISED - 5/30/06)**

<b>LOCATION</b>		<b>PROJECT PHASES (Cumulative) AFTER APPROVAL OF MASTER PD PERMIT</b>			<b>DESCRIPTION</b>
		<b>PRE-CONSTRUCTION</b> RECORDATION OF 1ST SUBDIVISION MAP OR LOT LINE ADJUSTMENT OF FIRST DEVELOPABLE LOT	<b>PHASE 1</b> UP TO 334K S.F. RETAIL + 150K S.F. INDUSTRIAL	<b>PHASE 2</b> MORE THAN 334K S.F. RETAIL + 150K S.F. INDUSTRIAL	
<b>9</b>	<b>Via Del Oro Street Upgrade</b>	<b>Develop Plans X</b>	<b>1/2 Street Improvements X</b>		Upgrade street on iStar property to CSJ standards (initial 1/2 street) . Construct sidewalk within existing R.O.W. on one side of existing Via Del Oro for only the portion of the roadway located under SR 85 overpass.