CITYPLACE

SANTA CLARA

VOLUME 1

MASTER COMMUNITY PLAN | APRIL5, 2017

CITYPLACE

SANTA CLARA

MASTER COMMUNITY PLAN

PREPARED FOR:

RELATED COMPANIES
MASTER DEVELOPER

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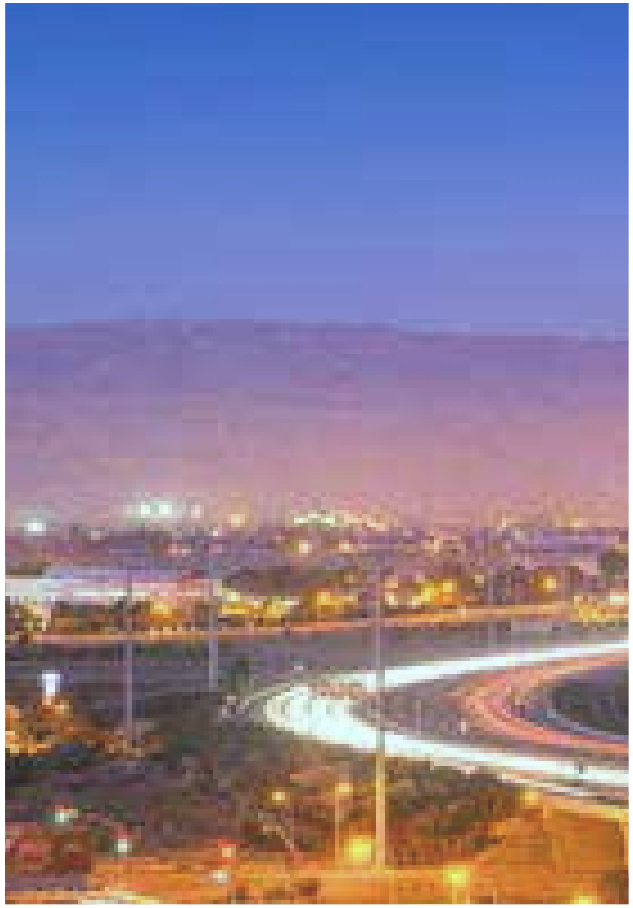
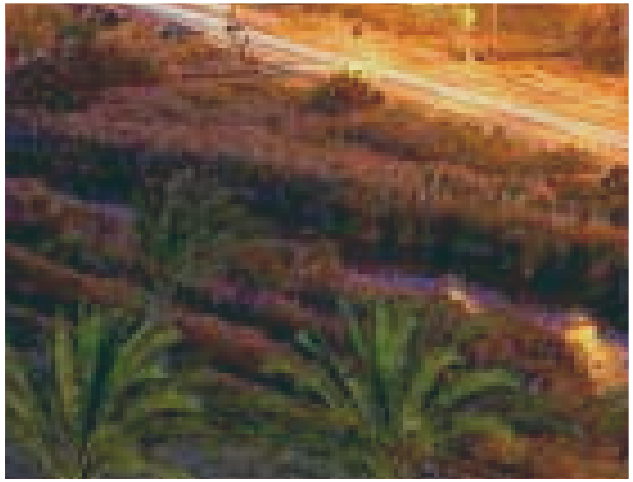
    - DEVELOPMENT AGREEMENT
    - FORM OF GROUND LEASE
    - DISPOSITION & DEVELOPMENT AGREEMENT
3. INFRASTRUCTURE MASTER PLAN AND TECHNICAL MEMOS



CHAPTER 1

INTRODUCTION



1.1 PROJECT SUMMARY

CityPlace Santa Clara will create a new center of activity for the community of Santa Clara and the Silicon Valley region, providing significant mixed-use, retail offerings, office buildings, hotel rooms, and rental residential dwellings at an urban scale, as well as accessible outdoor spaces and vital infrastructure to support the development.

PROJECT DESCRIPTION

CityPlace Santa Clara is envisioned to be an approximately 240-acre urban city development located in the heart of the Silicon Valley, in the northern part of the City of Santa Clara (see *Exhibit 1-1*). Significantly, it will convert property owned by the City of Santa Clara that was formerly used primarily as a landfill and is currently primarily utilized as a golf course to a more productive use in the form of a new and vibrant mixed-use, urban community. The planned development proposes three alternative land use schemes on five large development parcels and is anticipated to be developed in eight phases.

- *Scheme A* will accommodate 9,164,400 gross square feet (GSF) of development and a total floor area ratio (FAR) of 0.93; with a conceptual land use program as follows: 5,404,400 square feet (sf) commercial office, 1,312,000 sf commercial retail (including food and beverage), 190,000 sf commercial entertainment uses, 700 hotel rooms, and 1,680 residential dwelling units, approximately 90 acres of open space, and over 25,000 parking stalls within structured, podium, and surface parking facilities.

- *Scheme A Variant* will accommodate 7,523,400 GSF of development, and a FAR of 0.76; with a conceptual land use program as follows: 3,244,400 sf commercial office, 1,831,000 sf commercial retail (including food and beverage), 190,000 sf commercial entertainment uses, 700 hotel rooms, and 1,680 residential dwelling units, approximately 84 acres of open space, and over 20,000 parking stalls within structured, podium, and surface parking facilities. The Scheme A Variant primarily differs from Scheme A in that one of the parcels would be developed as a retail center rather than an office complex.

- *Scheme B* will accommodate 9,164,400 GSF of development and a total FAR of 0.93, with a conceptual land use program as follows: 6,684,400 sf commercial office, 1,512,000 sf commercial retail, 190,000 sf commercial entertainment uses, 700 hotel rooms, and 200 residential dwelling units, approximately 90 acres of open space, and over 25,000 parking stalls within structured, podium, and surface parking facilities. The Scheme B plan primarily differs from Scheme A in that parcel 4 would have no residential use but commercial office use would be built as a replacement.

Other features of the planned development will include an integrated network of open spaces, including a number of outdoor gathering spaces to encompass public plazas, shared courtyards, as well as walkable streetscapes. The project will also involve the construction and reconstruction of substantial infrastructure to support the proposed land uses and intensity of development, including landfill protection systems, environmental remediation as determined necessary, construction of a road network to serve the project site, and construction of necessary wet and dry utilities improvements. Ultimately the entire site will be 8'-12' above the landfill cap. Where necessary to accommodate infrastructure there will be an interstitial zone between the landfill cap and the surface.

Site access will utilize existing points of contact with Tasman Drive, Great America Parkway and Lafayette Street, and additional new connections will be made along those roadways as phases are developed to facilitate multi-modal access to all parts of the project.

Exhibit 1–1: Regional Vicinity Map

1.2 PROJECT LOCATION

CityPlace Santa Clara will be a master planned, mixed-use development project located in the City of Santa Clara. Centrally located in the Silicon Valley, the project will transform a closed landfill and surrounding properties that are currently underutilized into a local and regional destination.

SITE SETTING

The City of Santa Clara is located within Santa Clara County about 45 miles southeast of San Francisco. Bordered by the cities of San Jose, Sunnyvale, and Cupertino, it sits at the center of the "Silicon Valley" (see *Exhibit 1-2*). With a population in excess of 120,000, Santa Clara is home to the headquarters of several high-tech companies, including Oracle, Applied Materials, and Intel, as well as a number of important regional destinations (see *Exhibit 1-3*). Most notable are: Santa Clara University, the oldest institution of higher learning in the State of California; Levi's Stadium, the new home of the National Football League's San Francisco 49ers; and Great America Amusement Park. Immediately adjacent to the site is the Santa Clara Convention Center.

Exhibit 1–2: 'Valley HUB' Map

SITE BOUNDARIES

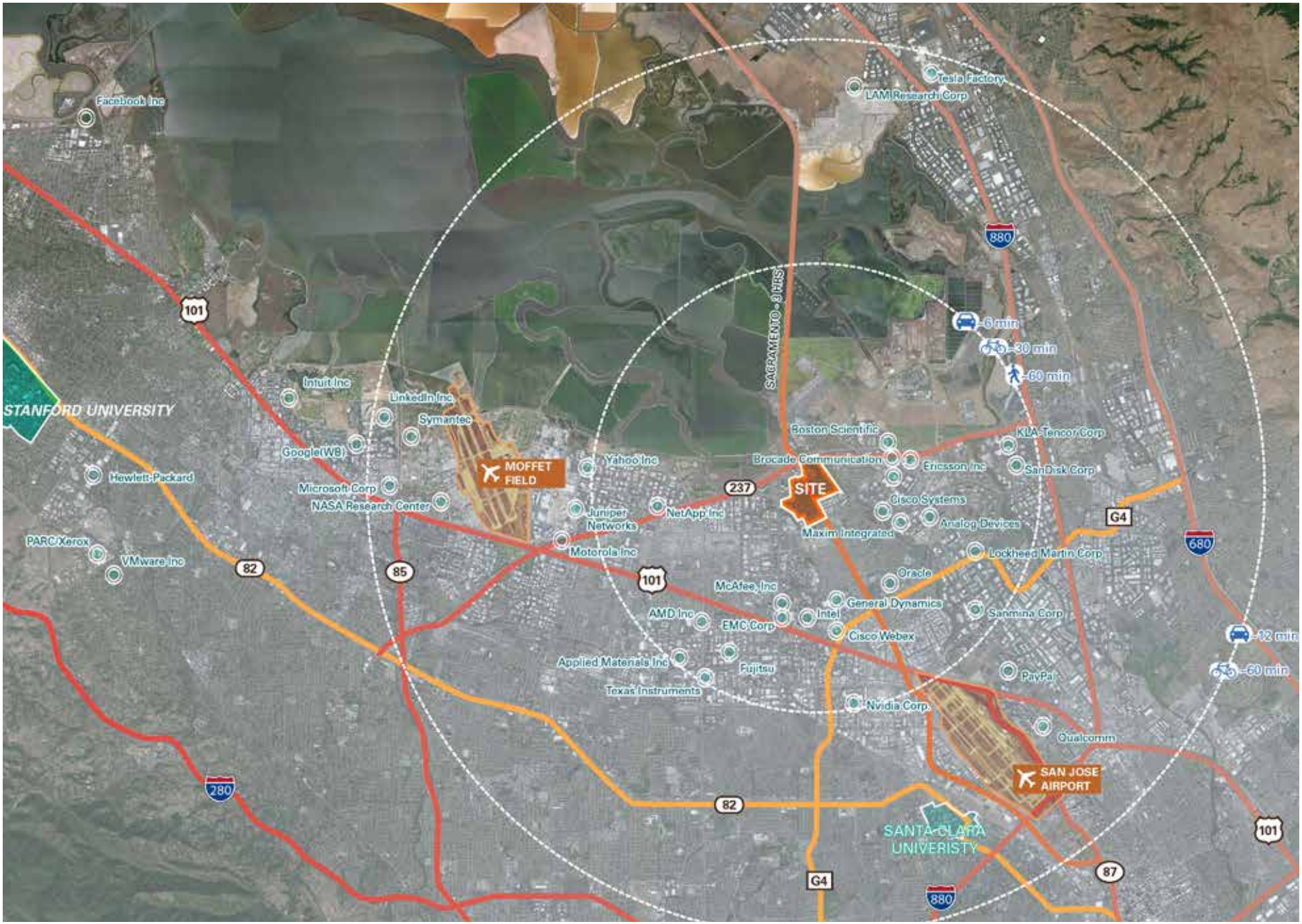
The approximately 240-acre project site is located at the northern edge of the City of Santa Clara. It is generally bounded by: the Southbay Freeway (California State Route 237) and Great America Way to the north; Great America Parkway and the San Tomas Aquino Creek to the west; the Guadalupe River to the east; and Tasman Drive to the south. Lafayette Street roughly divides the site into two halves. The project boundaries are shown in *Exhibit 1-4: Site Boundaries & Topography*, while a full legal description is provided in Appendix A of this document.

SITE DESCRIPTION

The project site is comprised of seven City-owned legal parcels referenced hereinafter for the purpose of this Master Community Plan as five development parcels as illustrated in *Exhibit 1-4: Site Boundaries & Topography* as of 2016. The parcels are primarily utilized by the Santa Clara Golf & Tennis Club, although portions of the site are used for a bicycle-motocross (BMX) track and a fire station. The Santa Clara Golf & Tennis Club was developed in 1987 by the City's Sports & Open Space Authority as part of the Santa Clara Trade and Convention Center Complex, and includes an 18-hole golf course, clubhouse and restaurant, seven lighted tennis courts, and a surface parking lot (between Stars & Stripes Drive and Tasman Drive).

Lafayette Street, a major arterial, divides the site into two halves; Parcels 1 and 2 are situated east of Lafayette Street and immediately west of the Guadalupe River, while Parcels 3, 4 and 5 are located west of Lafayette Street. Much of the site was formerly utilized by the Santa Clara All-Purpose Landfill, a 210-acre site with a waste footprint of approximately 183 acres, which closed in 1994. The topography of the site indicates that soil embankments were constructed on each of the landfill parcels (1,2,3&4) and that refuse was placed to create large mounds that rise above current street elevations. Consequently, the site topography varies considerably, with low elevations near sea level and high elevations above 65 feet; the highest mounds are on the northernmost Parcels 1 and 3.

EXHIBIT 1–3: A HUB CONNECTING SILICON VALLEY AND THE BAY AREA



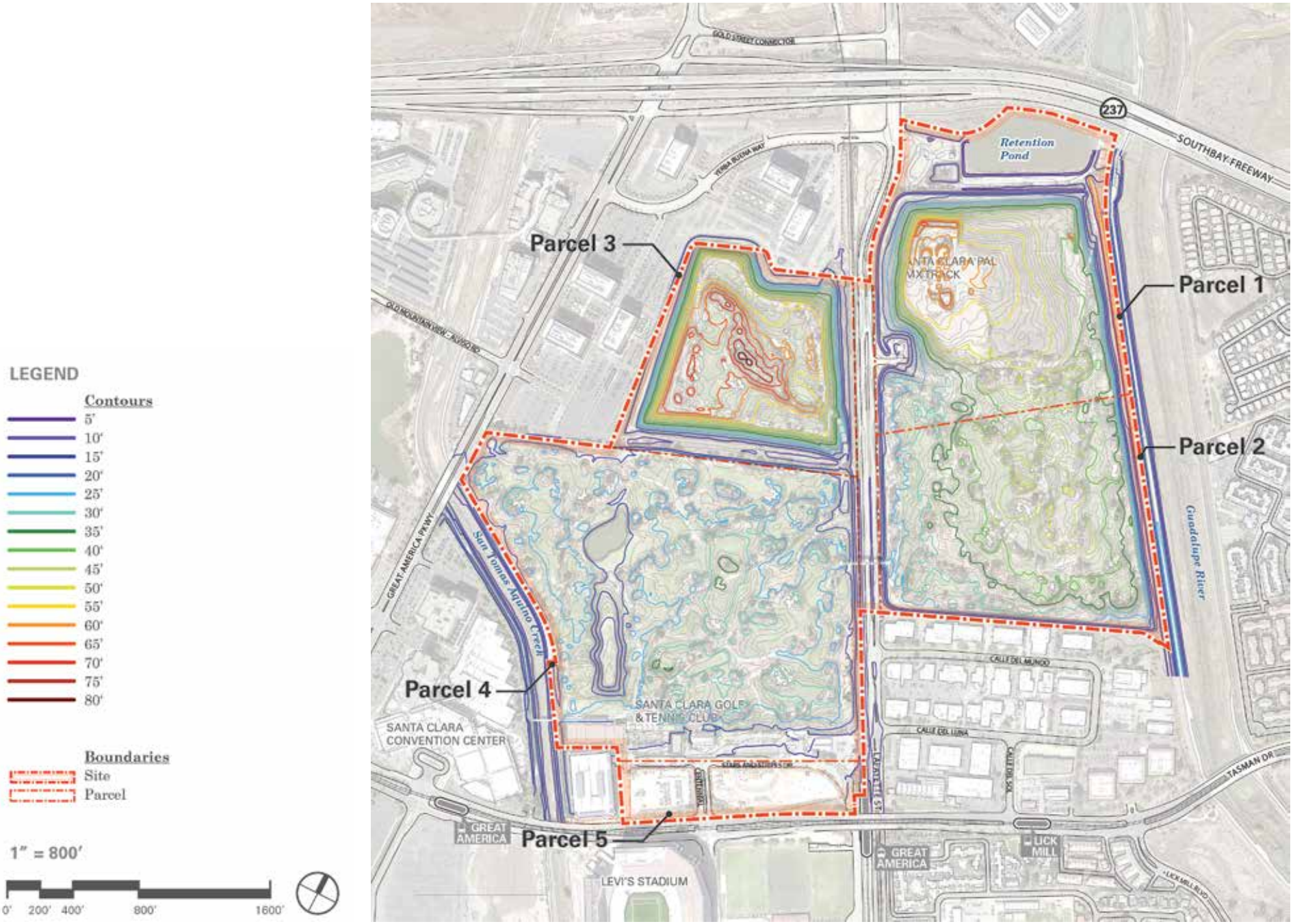
The Santa Clara Golf & Tennis Club

The nearby Baylands Pond

The open-dirt BMX grounds in "Parcel 1"

- *Parcel 1:* This parcel measures approximately 49.6 acres. Landfill operations took place on this parcel from 1982 through 1986, and 1991 through 1993.
- *Parcel 2:* Directly south of and contiguous with Parcel 1, this parcel measures approximately 60.9 acres. Landfill operations took place on this parcel from 1977 through 1984.
- *Parcel 3:* This parcel measures approximately 34.9 acres. Landfill operations took place on this parcel from 1986 through 1991.
- *Parcel 4:* Directly south of and contiguous with Parcel 3, this parcel measures approximately 86.6 acres. Landfill operations took place on this parcel between the 1960s and 1970s.
- *Parcel 5:* Directly south and contiguous with Parcel 4, this parcel measures approximately 8 acres. The landfill did not include this parcel.

EXHIBIT 1–4: SITE BOUNDARIES & TOPOGRAPHY*



** More detailed (1 foot contour) topographic information can be found in the Infrastructure Master Plan (Fig. 2 through 14).*
The retention pond area (while part of the legal parcel) is a City utility facility and not part of the development area or FAR calculations.

1.3 COMMUNITY CONTEXT

CityPlace Santa Clara will be well positioned for development as a city center, and will serve both the local community and the region. Nearby regional attractions, high-tech employment, diverse housing stock, an accessible highway, and commuter rail and light rail networks support an urban, transit-oriented development pattern.

Santa Clara Convention Center

Levi's Stadium and Great America Park

LAND USE CONTEXT

The project site is central to a high level of existing commercial and employment activity (see *Exhibit 1-5*). In addition to the Santa Clara Convention Center, unique regional attractions such as an NFL stadium and a major amusement park bring high volumes of visitors to the vicinity. Office and light industrial buildings as well as campuses characteristic of high tech employment in the region support a considerable day-time population. Meanwhile, surrounding single family neighborhoods and multi-family residential complexes accommodate a diverse housing stock and add a resident population to the area's mix.

- *Regional Attractions:* A number of major attractions are found in close proximity to the project site. These include the recently completed Levi's Stadium that seats up to 68,500 persons and hosts the NFL's San Francisco 49ers and various special events, and California's Great America Amusement Park. Both attractions are situated just to the south of the site across Tasman Drive. The Santa Clara Convention Center, one of the Silicon Valley's largest event and meeting venues, is located immediately west of the project site along Tasman Drive and Great America Parkway.

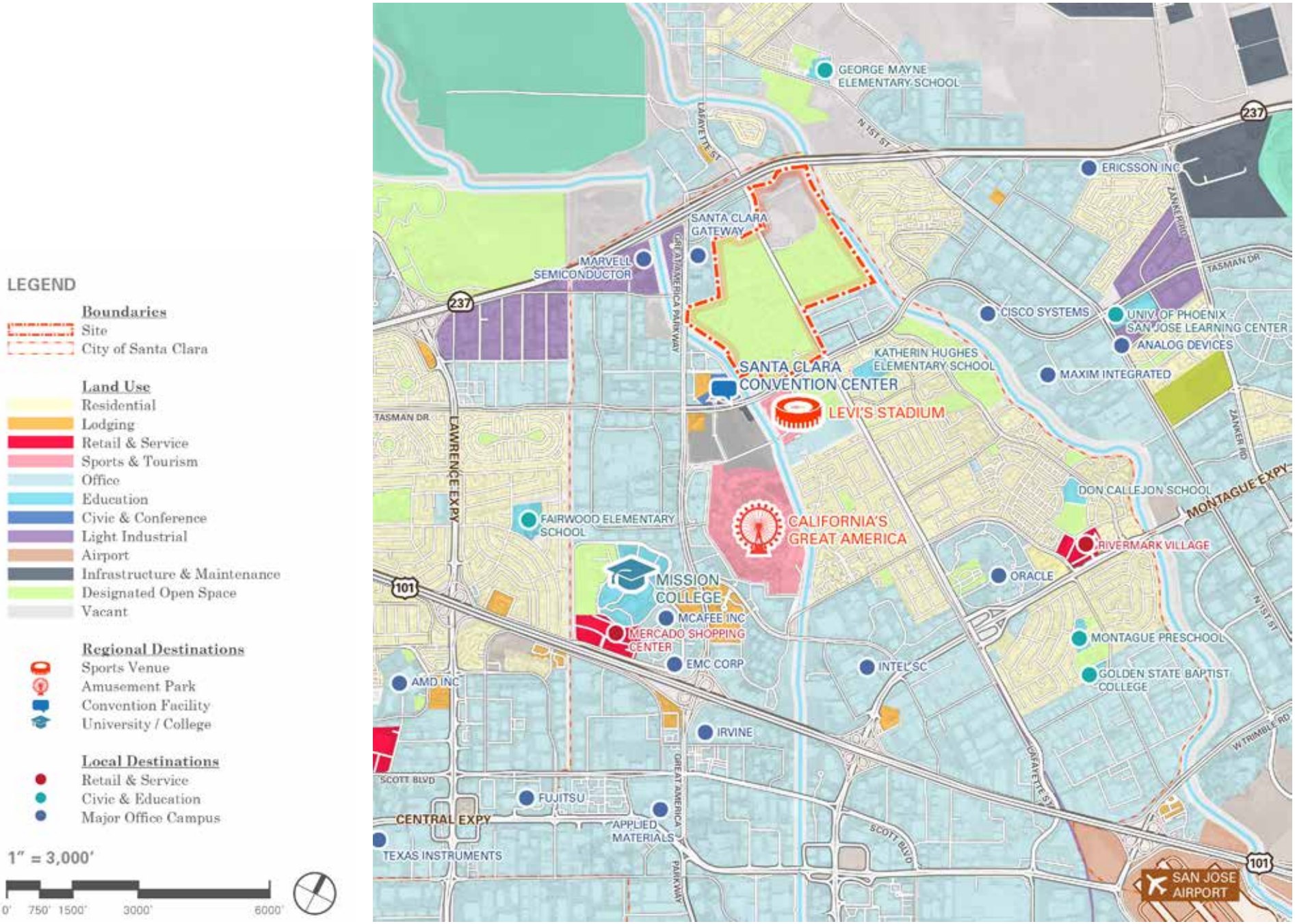
- *Office and Residential Mix:* In addition to the stadium, its ancillary facilities, and the amusement park, uses located south of the project site generally encompass a mix of low to moderate density residential neighborhoods. An exception to this would be the properties located directly south of Parcel 2 and north of Tasman Drive which are occupied by the Lafayette Industrial Park (which currently is primarily comprised of a number of low-rise office and light industrial buildings, but per the City General Plan is identified for future high-density residential development). West of the project site is an area that is characterized by low- and high-intensity office buildings, including The Irvine Company's Santa Clara Gateway office campus and Marvell Semiconductor office campus, and is designated in the General Plan for office/R&D uses at intensities of up to 2.0 FAR. East of the project site (across the Guadalupe River in North San Jose) is a mix of multi-family housing complexes and single family residential neighborhoods, with office and light industrial campuses (including Cisco Systems) located farther to the east and southeast.

- *Open Space:* North of the project site, in the City of San Jose, the land is largely undeveloped parklands, tidal wetlands, and former industrial salt ponds, that together comprise a part of the Don Edwards San Francisco Bay National Wildlife Refuge. Scattered residential and commercial developments are found in the nearby community of Alviso (City of San Jose), further north. Southeast of the site along the western bank of the Guadalupe River is the City of Santa Clara 40-acre Ulistac Natural Area featuring natural habitat areas and trails.

TRANSPORTATION CONTEXT

Santa Clara is generally well served by the regional transportation system, including nearby highway access, and convenient commuter rail and light rail connections, providing access to cities throughout the South Bay, as well as the San Francisco Peninsula and the East Bay. The community's close proximity

EXHIBIT 1–5: AREA LAND USE + KEY DESTINATIONS (2015 EXISTING CONDITIONS)*



** The retention pond area (while part of the legal parcel) is a City utility facility and not part of the development area or FAR calculations.*

The VTA's Lick Mill light-rail station

Great America station

Trail facilities along San Tomas Aquino Creek

to the Mineta San Jose International Airport (SJC) offers an additional asset in terms of convenience and transportation.

- *Highway Access:* The project site is readily accessed by the Southbay Freeway (SR-237), a six-lane divided highway that runs from Milpitas to Mountain View, connecting the east and west sides of the Silicon Valley. SR-237 passes to the north of the site, accessed from Great America Parkway or Lafayette Street via the Gold Street Connector. The interchange between SR-237 and the Nimitz Freeway (I-880 connecting Oakland and San Jose) is approximately 3.5 miles east of Great America Parkway. Additionally, the Bayshore Freeway (US-101) passes south of the site, and is accessed by Great America Parkway or Lafayette Street via the Montague Expressway. This eight-lane freeway connects San Francisco and San Jose.

- *Street Access:* Local access to the project site is provided by three arterial streets. Great America Parkway is a north-south six lane divided arterial to the west that provides primary access to US-101 and SR-237; Parcel 4 has approximately 350 feet of frontage along this street. Tasman Drive is an east-west six lane divided arterial to the south that includes a center-running VTA-owned and operated light rail line. Lafayette Street is a north-south four lane arterial that provides convenient access to both US-101 via Montague Expressway and SR-237 via the Gold Street Connector. This roadway divides the project site's east and west parcels; because the Union Pacific Railroad (UPRR) corridor runs along the roadway's west side there is limited access at street level to Parcels 3, 4, and 5. There is an unpaved driveway access to Parcels 1 and 2 from Lafayette Street. The intersection at Lafayette Street and Tasman Drive is grade separated with no direct connection to the site.

- *Transit System:* The Santa Clara Valley Transit Authority (VTA) operates a light rail and bus system that serves Santa Clara County. VTA's Mountain View-Winchester light rail corridor runs along Tasman Drive with the Lick Mill and Great America Stations serving the project site and surroundings. This route includes stops in downtown Mountain View, Sunnyvale, and downtown San Jose. It is worth noting that the City's General Plan identifies Great America Parkway / Bowers Avenue and Lafayette Street as "north-south transit opportunities" that are suitable for frequent transit service.

- *Commuter Rail:* Santa Clara is home to two major train stations. Situated below the Tasman Drive overpass, the Santa Clara-Great America Station directly serves both the project site and Levi's Stadium. This station hosts Amtrak's "Capitol Corridor" train linking San Jose and Sacramento and the Altamont Corridor Express (ACE) connecting Stockton and San Jose. The Santa Clara Transit Station, located roughly five miles to the south, hosts the Caltrain commuter rail line to San Francisco and Gilroy, Capitol Corridor and ACE VTA county-wide bus services, and is also the planned terminus station for the Silicon Valley BART extension.

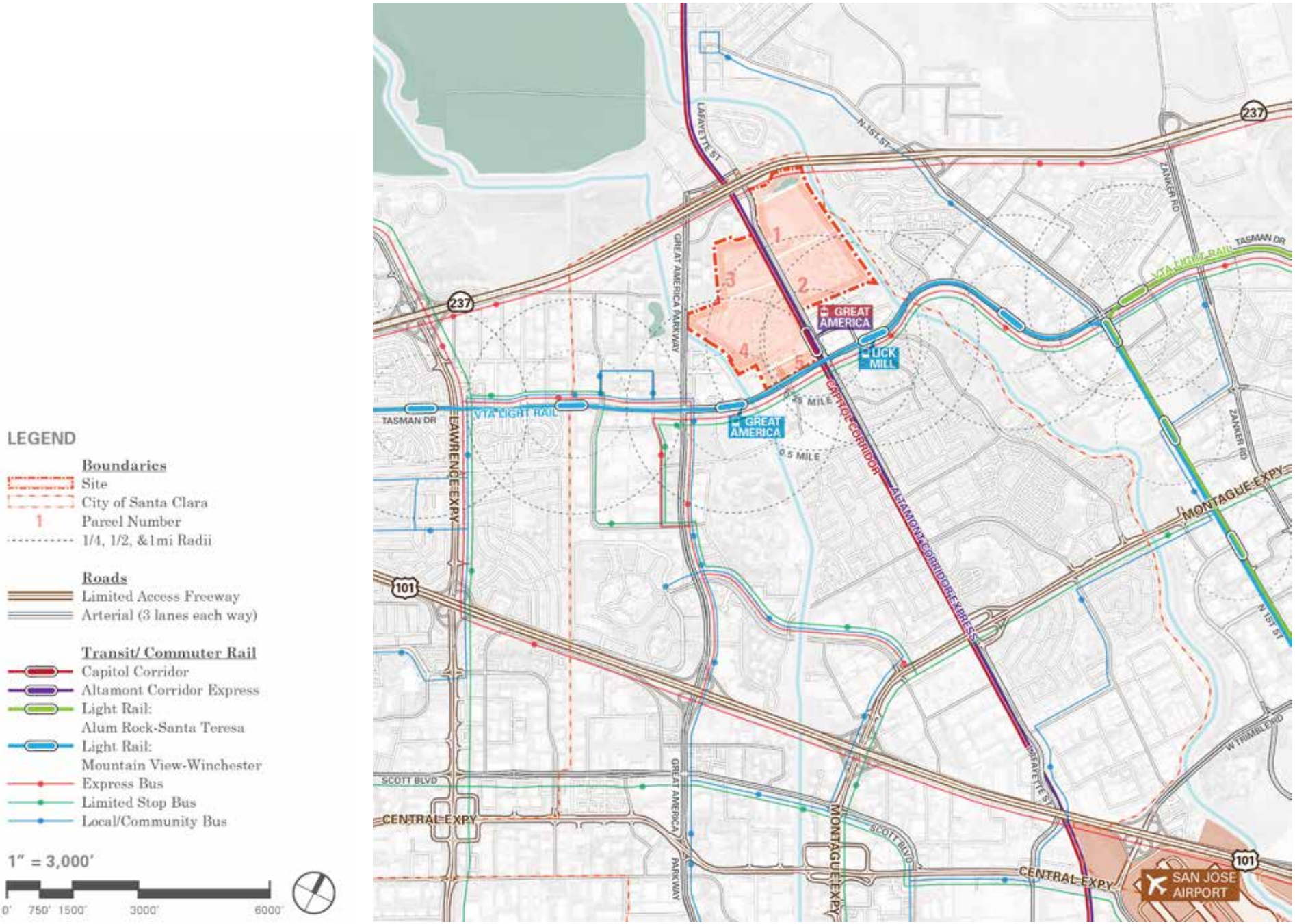
- *Airport Proximity:* The SJC is located along Santa Clara's eastern boundary, its passenger terminal a distance of approximately 6.5 miles from the intersection of Lafayette Street and Tasman Drive via Great America Parkway and US-101. Although the smallest of the Bay Area's three international airports in terms of passenger boarding, the recently modernized SJC provides a valuable air service choice for Silicon Valley residents and businesses. San Francisco International Airport is approximately 31.5 miles distant via northbound US-101 and Oakland International Airport is approximately 33.5 miles distant via northbound I-880.

- *Bicycle & Trail Networks*: The site is well served by a network of existing and proposed north-south bicycle paths and lanes, including the trails along San Tomas Aquino Creek and the Guadalupe River. On-street bicycle lanes are also provided along Great America Parkway, while the bicycle lanes along Lafayette Street extend to Calle de Luna just south of the project site, with a future extension to Great America Way proposed in the General Plan. In the east-west direction, the General Plan envisions future bicycle lanes along Tasman Drive, connecting to bike lanes westward into Sunnyvale and eastward into San Jose.

ENVIRONMENTAL CONTEXT

Development needs to sensitively address local environmental factors and constraints, recognizing that

EXHIBIT 1–6: AREA TRANSPORTATION*



* *The retention pond area (while part of the legal parcel) is a City utility facility and not part of the development area or FAR calculations.*

Guadalupe River, Santa Clara

San Tomas Aquino Creek Trail near Great America

Don Edwards San Francisco Bay National Wildlife Refuge

much of the site is a former landfill and that the site is situated near waterways and restored wetlands that interact with the San Francisco Bay. In particular, site grading and drainage are complicated by the underlying refuse, requiring that construction maintain the integrity of the landfill, and integrate control systems to protect the environment and maintain public health and safety.

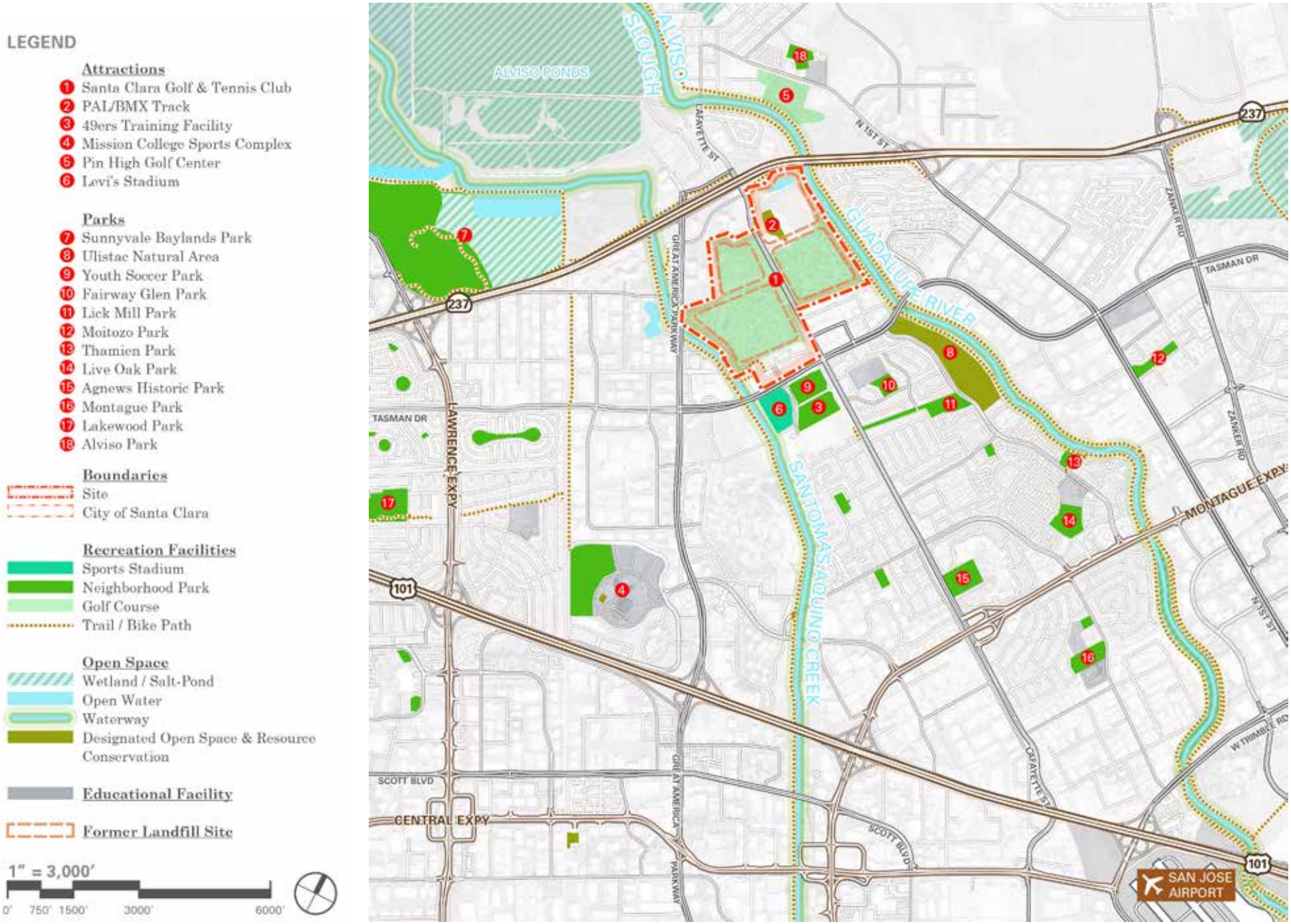
- *Landfill Condition:* Separate landfill cells were established on each of the four proposed development parcels north of Stars & Stripes Drive (Parcels 1-4), with landfill operations concluding in the 1990s. The topography indicates that soil embankments were constructed and that refuse was placed creating large mounds. On the basis of available subsurface information, refuse in the northern landfills (Parcels 1 and 3) ranges in thickness from 40 to 80 feet; while refuse in the southern landfills (Parcels 2 and 4) ranges from 20 to 40 feet thick. A clay cap overlies the refuse which is in turn covered by imported earth fill. Additional earth fill was used to create varied topography utilized by the golf course (with a significant stockpile of earth on Parcel 3). This condition will require grading that protects the integrity of the existing landfill cap, and levels the site to create the proposed building pads. Additionally, infiltration of stormwater runoff is not feasible where development will overlay the landfill, requiring new systems for collection, conveyance and treatment of stormwater.

- *Adjacent Waterways:* Santa Clara is drained by Saratoga Creek, Calabazas Creek, San Tomas Aquino Creek, and the Guadalupe River, all of which flow into the Guadalupe Slough through a series of flood control channels that empty into the southern portion of San Francisco Bay. One of these, San Tomas Aquino Creek, establishes the western boundary of Parcel 4. The Guadalupe River marks the eastern boundary of Parcels 1 and 2, also separating Santa Clara from San Jose along its northern reaches. This river flows into the Alviso Slough (it was rerouted from the Guadalupe Slough in the 1870s to aid navigation) before emptying into the San Francisco Bay.

- *Flood Control:* The Santa Clara Valley Water District (SCVWD) is responsible for managing water flows and providing flood control throughout Santa Clara County. While channelization and other flood control measures have reduced the potential hazard, flooding can occur in localized areas due to overflow of the local creeks and rivers during periods of heavy rain. Characterized by landfill mounds, the project site is generally not subject to flood hazard. However, Lafayette Industrial Park located directly south of Parcel 2 is situated within a designated flood zone; Lafayette Street is also susceptible to flooding.

- *Nearby Wetlands:* Salt ponds and wetlands found north of SR-237 are part of the Don Edwards San Francisco Bay National Wildlife Refuge, administered by the U.S. Fish and Wildlife Service, and are included in the 15,100-acre South Bay Salt Pond Restoration Project that is returning former industrial salt ponds to tidal wetlands along the Bay. The first phase of the restoration project transformed significant acreage of the Alviso Ponds into managed wetlands and increased the flood flow capacity of the Alviso Slough.

EXHIBIT 1–7: AREA ENVIRONMENTAL FEATURES*



** The retention pond area (while part of the legal parcel) is a City utility facility and not part of the development area or FAR calculations.*

1.4 PLAN SUMMARY

This Master Community Plan will serve as the zoning map and zoning regulations that apply in the Planned Development - Master Community (PD-MC) zone designation for the project site.

PURPOSE

This Plan provides a comprehensive program to govern the use of land and will provide for orderly development of CityPlace Santa Clara. As such, it incorporates a conceptual development framework, and other development regulations in the form of standards and guidelines; it also identifies and coordinates necessary infrastructure improvements, addresses public and private financing for infrastructure improvements and describes development phasing. These contents are intended to ensure: a) that development within the planning area will be consistent with the General Plan; and b) that development of CityPlace's private and public realms will be in accord with the Plan's vision and design intent.

LEGAL AUTHORITY

This Plan was prepared in accordance with Chapter 18.56 (Planned Development - Master Community Zoning Districts) of the Santa Clara Zoning Ordinance.. These provisions allow for the designation of a Planned Development - Master Community (PD-MC) zoning district on project sites measuring at least 25 contiguous acres, thereby accommodating large-scale integrated development where a mixture of residential with commercial, office, research and development and/or public uses will be proposed. CityPlace Santa Clara will comprise approximately 240 acres, thus qualifying for this zoning designation.

Rezoning to PD-MC must be accompanied by the adoption of a Master Community Plan that includes narrative and graphic descriptions of the allowed development and its various components, such as land use, circulation, and open space. The plan must also indicate the density / intensity of residential and nonresidential development, and include development standards and design guidelines. A preliminary public infrastructure plan and a program for financing on- and off-site infrastructure improvements are also required. *Table 1-1: Master Community Plan Required Content* lists the required elements of a Master Community Plan and identifies where those elements are included in this Plan.

APPLICABILITY

In accordance with the procedures set forth in Appendix C. Submitted Development Area Plans must conform to the contents of this document.

TABLE 1–1: MASTER COMMUNITY PLAN REQUIRED CONTENT

REQUIRED CONTENT PER SANTA CLARA CITY ZONING CODE - SECTION 18.56.070	APPLICABLE DOCUMENT CHAPTER OR SECTION
The master community plan shall include the following information, subject to the satisfaction of the Director of Community Development:	
(a) A master community summary providing, in narrative form:	
1. A general description of the proposed development; including a legal description of the property in the district;	1.1 PROJECT SUMMARY 1.2 PROJECT LOCATION APPENDIX A: LEGAL SITE DESCRIPTION
2. Definitions of the land use designations (including density ranges and, in the case of residential designation, product types) shown on the master community graphics (as required by subsection (b) of this section);	3.2 LAND USE CONCEPT
3. A table setting forth the minimum and maximum total dwelling units, the minimum and maximum nonresidential square footage, and the minimum acreage for open space, public uses and any other uses for the district at buildout;	3.2 LAND USE CONCEPT
4. A description of:	
A. Residential neighborhoods;	3.2 LAND USE CONCEPT
B. Mixed-use neighborhoods;	3.2 LAND USE CONCEPT
C. Commercial, office and/or research and development uses;	3.2 LAND USE CONCEPT
D. Open space and parks;	3.4 OPEN SPACE CONCEPT
E. "Public Buildings"; and	3.3 MOBILITY CONCEPT
F. Any other proposed uses; and	
5. Financing, if any, for on- and off-site infrastructure improvements.	2.4 DEVELOPMENT FINANCING / IMPLEMENTATION RESPONSIBILITIES
(b) Master community graphics showing generally:	
1. Land use designations for each distinct use in the master community district (each such designated area is hereinafter referred to as a "land use area") and in adjacent areas outside the district;	3.2 LAND USE CONCEPT (EXHIBIT 3-2)
2. A public circulation system (including street classifications and cross sections, pedestrian paths and bikeways);	3.3 MOBILITY CONCEPT (EXHIBITS 3-9, 3-10, 3-11, 3-18, 3-19 & 3-20)
3. "Public Buildings";	3.3 MOBILITY CONCEPT (EXHIBIT 3-16)

TABLE 1-1: MASTER COMMUNITY PLAN REQUIRED CONTENT CONT.

REQUIRED CONTENT PER SANTA CLARA CITY ZONING CODE - SECTION 18.56.070	APPLICABLE DOCUMENT CHAPTER OR SECTION
4. Open space and parks; and	3.4 OPEN SPACE PLAN (EXHIBIT 3-21)
5. A preliminary public infrastructure plan (including drainage, sewerage, water, power and telecommunication utilities).	CHAPTER 8: INFRASTRUCTURE OVERVIEW
(c) A map showing the existing topography of the district at one-foot contour intervals, if required by the Zoning Administrator of the City of Santa Clara.	1.2 PROJECT LOCATION (EXHIBIT 1-4) *
(d) Design guidelines and development standards for:	
1. Site Planning.	CHAPTER 4: PARCEL DEVELOPMENT PLANS, STANDARDS & REQUIREMENTS
A. Site coverage;	TABLES 4.1 - 4.16
B. Setbacks;	EXHIBITS 4.2 - 4.33
C. Building heights;	EXHIBITS 4.2 - 4.33
D. Private outdoor areas, including open space and yards; and	6.6 PRIVATE OUTDOOR SPACE
E. Parking;	4.2 - 4.17
2. Architectural Character.	
A. Style;	CHAPTER 5: DESIGN GUIDELINES
B. Scale; and	CHAPTER 5: DESIGN GUIDELINES
C. Building materials;	CHAPTER 5: DESIGN GUIDELINES
3. Landscaping;	CHAPTER 6: LANDSCAPE MASTER PLAN
4. Signage; and	CHAPTER 7: SIGNAGE & LIGHTING GUIDELINES
5. Lighting. (Ord. 1746 § 2, 2-15-00).	CHAPTER 7: SIGNAGE & LIGHTING GUIDELINES

** More detailed (1 foot contour) topographic information can be found in the Infrastructure Master Plan (Fig. 2 through 14).*

1.5 PLAN ORGANIZATION

This Plan is structured to assist all interested parties, including prospective developers and local decision-makers, in accessing the information they will need to implement the desired vision and ensure a high level of development and design quality for CityPlace. The document organization is as follows:

SECTION 1. INTRODUCTION:
This section briefly summarizes the project, its setting, and outlines the purpose of the Plan and its contents. This section offers existing topographic information.

SECTION 2. IMPLEMENTATION:
This section describes the programs and procedures that will be utilized to implement the Plan; it outlines the development approval process and the roles of the City and Master Developer in development of the project.

SECTION 3. MASTER PLAN OVERVIEW:
This section sets forth the overall vision, policies, and physical framework for development of the project site, covering land use, mobility, open space, and urban design.

SECTION 4. PARCEL DEVELOPMENT PLANS & REGULATIONS:
This section describes a program framework and the desired character of development for delineated parcels, as well as the associated site development regulations.

SECTION 5. DESIGN GUIDELINES:
The section presents general design guidelines with the intent of ensuring high quality development, addressing site planning of building and open space, architectural design and parking requirements for key development typologies.

SECTION 6. LANDSCAPE MASTER PLAN:
This section presents plans, programs, and guidelines that establish the overall aesthetic of the site's landscape, especially focusing on the design of streetscapes and of public and private open space and plazas.

SECTION 7. SIGNAGE & LIGHTING MASTER PLAN:
This section presents plans, programs and guidelines that establish the overall aesthetic for on-site signage and lighting, in particular presenting guidelines for tenant signage and wayfinding signage.

SECTION 8. INFRASTRUCTURE OVERVIEW:
This section provides plans, programs, and guidelines for the improvement of key components of the infrastructure serving the project site, including vehicular circulation, drainage and stormwater control, water, sewers, gas, electric, and telecommunications.

SECTION 9. SUSTAINABILITY MASTER PLAN:
This section details plans, programs, and guidelines that will meet a locally accepted level of sustainable development practice, addressing such issues as green infrastructure and buildings, and sustainable materials and resources.

APPENDICES:
The appendices include a full legal description of the project site, a list of definitions of the land uses referenced in Section 3.2 and procedures for the review and approval of the Development Area Plans.

CHAPTER 2

IMPLEMENTATION

2.1 GENERAL PLAN CONSISTENCY & CEQA COMPLIANCE

This Master Community Plan is consistent with the City General Plan, including the project site's designation as Urban Center Entertainment District.

GENERAL PLAN CONSISTENCY

The project supports the General Plan's Major Strategies:

- *Policy Support:* The General Plan presents seven Major Strategies that are the "foundation for civic priorities and a framework for decisions that shape the future growth and development of the City of Santa Clara." CityPlace and its development objectives are consistent with and support each of the Major Strategies.

  Major Strategy 1: Enhance the City's High Quality of Life. CityPlace will expand employment opportunities while offering a broad range of amenities, integrating significant office development with an array of retail, dining, and entertainment options. Moreover, its mixed-use, transit-oriented development pattern will support a pedestrian friendly live, work and play environment complemented by active open spaces. In summary, the project will contribute both economically and socially to the community.

  Major Strategy 2: Preserve and Cultivate Neighborhoods. CityPlace will establish a new mixed-use urban neighborhood that will extend and diversify Santa Clara's housing stock while fostering a sense of community. In particular, the proposed construction of up to 1,680 residential dwelling units at urban densities will create a distinctive residential living experience.

  Major Strategy 3: Promote Sustainability. CityPlace will be developed primarily upon a former landfill, achieving more efficient use of the land; and will intensify land use in the form of a mixed-use, city center development in close proximity to local and regional destinations and major transit facilities and connections. Additionally, the project will integrate on- and off-site infrastructure improvements necessary to support the development, and will incorporate measures to reduce water and energy consumption and protect water quality.

  Major Strategy 4: Enhance City Identity. CityPlace will rely on a robust mixture of uses, a high-quality public realm, and compelling architectural design to establish a vibrant and attractive destination for residents, workers and visitors alike. Emphasis will be placed on delivering inviting streetscapes and hospitable outdoor spaces suitable for public use and community gatherings. Given its proximity to Levi's Stadium, Great America Amusement Park and the Santa Clara Convention Center, it will become not only a local destination but a regional one as well.

  Major Strategy 5: Support Focus Areas and Community Vitality. CityPlace will capitalize on the presence of important local and regional attractions, including the nearby stadium, convention center, and amusement park to create a well-defined center of activity for Santa Clara and the Silicon Valley. As an important focus of employment and commercial endeavors, the development is expected to attract considerable investment to the community. To ensure long-term viability, the plan will provide a flexible accommodation of growth and change over time.

  Major Strategy 6: Maintain the City's Fiscal Health and Quality Services. CityPlace will feature a broad mix of uses with the capacity to strengthen and diversify Santa Clara's tax base and maintain the community's fiscal health. Between 3.56 and 6.68 million square feet of office development is projected to attract major employers and expand the employment base. In addition, between 1.5 and 2 million square feet of commercial development, consisting of retail, dining, entertainment and hotel uses, is expected to significantly increase taxable sales. The enhanced fiscal stability created by the Project will allow the City sufficient funds to maintain quality municipal services.

  Major Strategy 7: Maximize Health and Safety Benefits. Creating a successful and attractive live, work, play environment while encouraging walking and recreation over emphasis on automobiles, with a park once strategy, will offer health and safety benefits to CityPlace (i.e. walkable streets, bike paths, etc). A priority for the development will be to modernize landfill protection systems to ensure the continued protection of human health and the environment.

- *Land Use Classification:* In order to accommodate high intensity urban-oriented development, including the proposed CityPlace development, a new General Plan land use classification category of Mixed-Use Designations, has been added as a classification of "Urban Center / Entertainment District". The text of this classification is as follows.

  This classification is intended for local- and regional-scale destinations that feature a mixture of some or all of the following: pedestrian-oriented commercial retail and services; urban residential, hotel and employment-generating uses within a defined planning area. It accommodates an intensity of development intended to create a lively place of

focus for community and commerce. Master planned projects are encouraged, which may proceed through multiple phases and may entail several individual parcels or development areas. The intensity of development within individual parcels or sub-areas may vary, thereby allowing a more dense urban form in key locations (for example, concentrated employment, retail services, and/or housing by nearby transit facilities). The planning area may be designated as one of the following:

- Low Intensity Urban Center that allows an overall project that shall not exceed a gross FAR of 1.0 for all combined office, commercial, retail, and hotel uses; or
- High Intensity Urban Center that allows an overall project that shall not exceed a gross FAR of 2.0 for all combined office, commercial, retail, and hotel uses.

This classification accommodates a wide variety and mix of commercial activities serving residents, businesses and visitors from the local community and surrounding region. Some combination of the following uses are allowed in vertical or horizontal mixed-use arrangements: 1) retail sales and services; 2) restaurants and other food and beverage uses; 3) entertainment venues such as cinemas, performance venues, other interactive experiences, and active open space and plaza amenities; 4) hotels; 5) corporate and general office; 6) commercial services; and 7) compatible uses of a similar commercial character (to the extent permitted by the applicable zoning designation). Auto-oriented uses such as drive-through restaurants and auto service facilities are not permitted. This is not intended to exclude product showcase venues, including auto showrooms, which shall require a use permit.

Medium to very high-density residential uses are also suitable to this classification; however the building heights could be restricted by FAA or other applicable height restrictions/regulations. The integration of urban scale housing is intended to contribute to a balanced community, reduce reliance on the automobile, and promote the desired pedestrian oriented character. Horizontal and vertical mixing of compatible uses is permissible, bringing residents and workers in close proximity to basic services and desirable conveniences. Mixed-use developments that afford active lower floors(s) retail or commercial space along street frontages with residential units arranged on upper floors are especially fitting as part of an urban core.

Development should support alternative modes of travel, incorporating accommodations for transit users, bicyclists, and pedestrians, as well as utilizing and incentivizing transportation demand management. Parking should be provided in a manner that does not disrupt the desired pedestrian orientation, and instead is arranged and scaled to help activate street spaces. Shared parking among compatible uses is encouraged. Both structured and surface parking are permissible, as appropriate to location and uses.

Open spaces and landscape features that enhance the public realm and meet the active and passive recreational needs of multiple users shall be incorporated throughout a project. In particular, open spaces should encompass some or all of the following: at-grade plazas, greens, and similar shared outdoor spaces suitable for formal and informal gatherings, as well as pedestrian-friendly streetscapes that feature wide sidewalks, canopy trees, street furniture, and other amenities. Upper / podium level courtyards and terraces, as well as public and private rooftop gardens, are also encouraged."

With a maximum development area of 9,164,400 gross square feet (GSF), CityPlace's FAR falls below 1.0; therefore, the project is categorized as a Low Intensity Urban Center. CityPlace is consistent with this new General Plan designation because it is a regional-scale destination that features a mixture of pedestrian-oriented commercial retail and services; urban residential, hotel and employment-generating uses, and is intended to create a lively place of focus for community and commerce.

In addition to the General Plan Amendment, the project approvals include a zoning change to Planned Development – Master Community (PD-MC) from Public, Quasi-Public, Public Park or Recreation (Parcels 1 to 4, the retention basin, a portion of Parcel 5) and Commercial Park (CP) (the remainder of Parcel 5).

The PD-MC district is intended to create regulations for large-scale integrated development that is compatible with the existing community and that: 1) Integrates uses that are not permitted to be combined in other zoning districts, and/or utilizes planning and design concepts that would be restricted in other zoning districts; 2) subdivides land or air space in a manner that results in units not having the required frontage on a dedicated public street; and 3) will be developed in phases.

FULL LIST OF APPROVALS

City Discretionary Approvals

- General Plan Amendment
- Rezoning from B and CP zoning districts to Planned Development - Master Community (PD-MC)
- Master Community Plan
- Tentative Subdivision Map and/or Vesting Tentative Subdivision Map
- Development Agreement
- Disposition and Development Agreement and Ground Leases
- Infrastructure Master Plan
- Development Area Plans
- Conditional use permits for specified uses as set forth in Section 3.2

Landfill Related Approvals

Responsible Agencies:

- Bay Area Air Quality Management District (BAAQMD)
- San Francisco Bay Regional Water Quality Control Board (Water Board)
- Santa Clara County Department of Environmental Health (Local Enforcement Agency)
- Cal Recycle
- California Department of Public Health

Approvals Required:

- Post-Closure Land Use Plan, amended Closure Plan, and amended Post Closure Maintenance Plan
- Revisions to Corrective Action Plans
- Revised Waste Discharge Requirements
- Post Closure Land Use Plan

Additional Approvals that may be Required

- California Department of Transportation (Caltrans)- review of traffic circulation effects
- Water Board - approval of NPDES permit and review of potential impacts to wetlands
- California Department of Fish and Wildlife - streambed alteration agreement and review of potential impacts to wetlands
- United States Army Corps of Engineers - review of potential impacts to wetlands

2.2 MASTER COMMUNITY PLAN APPROVALS & ADMINISTRATION

The proposed CityPlace development requires City Council approval of a Master Community Plan to accompany a zoning change to Planned Development – Master Community (PD-MC). Site development will progress based on approval of separate Development Area Plans tied to project phasing, affording the City an opportunity to review detailed site and architectural plans for compliance with the provisions of this Master Community Plan.

APPROVALS & ADMINISTRATION

Site development will require application and approval of one or more Development Area Plans and architectural review to the extent not addressed in the Development Area Plan application. One or more Development Area Plan applications will be submitted for each of the proposed project phases and shall conform to the Master Community Plan. The submittal and approval procedures for Development Area Plan applications and architectural review shall be governed by the "Development Area Plans – Submittal and Approval Procedures" in Appendix C, which supersedes Sections 18.56.080 through 18.56.110 of the Zoning Ordinance in their entirety with respect to the new PD-MC zoning district.

- Site development will require application and approval of one or more Development Area Plans and later architectural review to the extent not addressed in the Development Area Plan approval. One or more Development Area Plans will be approved for each of the proposed project phases and shall conform to the Master Community Plan. The submittal and approval procedures for Development Area Plan applications and architectural review shall be governed by the "Development Area Plans – Submittal and Approval Procedures" in Appendix C, which supersedes Sections 18.56.080 through 18.56.110 of the Zoning Ordinance in their entirety with respect to the new PD-MC zoning district.

2.3 DEVELOPMENT PHASING

CityPlace will be developed in multiple phases, timing the delivery of commercial retail, office, hotel and residential space to projected market demand and other factors. Construction will begin with the City Center, creating an essential focal point for the community while providing the critical mass needed to generate both activity and revenue. Office campus development will follow with estimated project completion by 2035.

PHASING CONCEPT

One of the advantages of PD-MC zoning is that it readily accommodates the project phasing associated with a large-scale development project. In this case, the proposed development is expected to achieve build-out of all five development parcels through multiple phases, with project completion estimated by 2031. This conceptual phasing takes into account such factors as projected market absorption, infrastructure costs, revenue generation, community benefits, and development flexibility, and incorporates the following three concepts:

- *Create Mixed-Use Destination:* Development will commence with Parcels 4 and 5, delivering approximately 5 million square feet of commercial retail, office, hotel and residential space to create a vital city center by approximately 2023. The intent will be to leverage both parcels' proximity to local and regional attractions, especially the recently-constructed Levi's Stadium, to create in the near term a mixed-use destination for the community. Synergies with stadium events will add value, creating an opportunity for full day experiences, which could result in additional revenue and a broader customer base. Anticipated benefits include housing and employment, access to goods and services, entertainment choices, the ability to park once for full complement of needs, transit-oriented design resulting in trip reductions, raising the profile of the community, generating project revenue, and expanding the City's tax base, thereby stimulating further high quality development.

- *Expand Employment Base:* Development will next progress to the office campus proposed for the Northwest quadrant of Parcel 4 potentially delivering up to 1 million square feet of additional office space by approximately 2027. The intent is to provide a setting that will attract major employers, adding 5,000 jobs; in particular, offering the amenities that appeal to high-tech businesses and knowledge based enterprises. These amenities include appealing campus environments, proximity to an active city center, and strong transit connections to reduce vehicle trips.

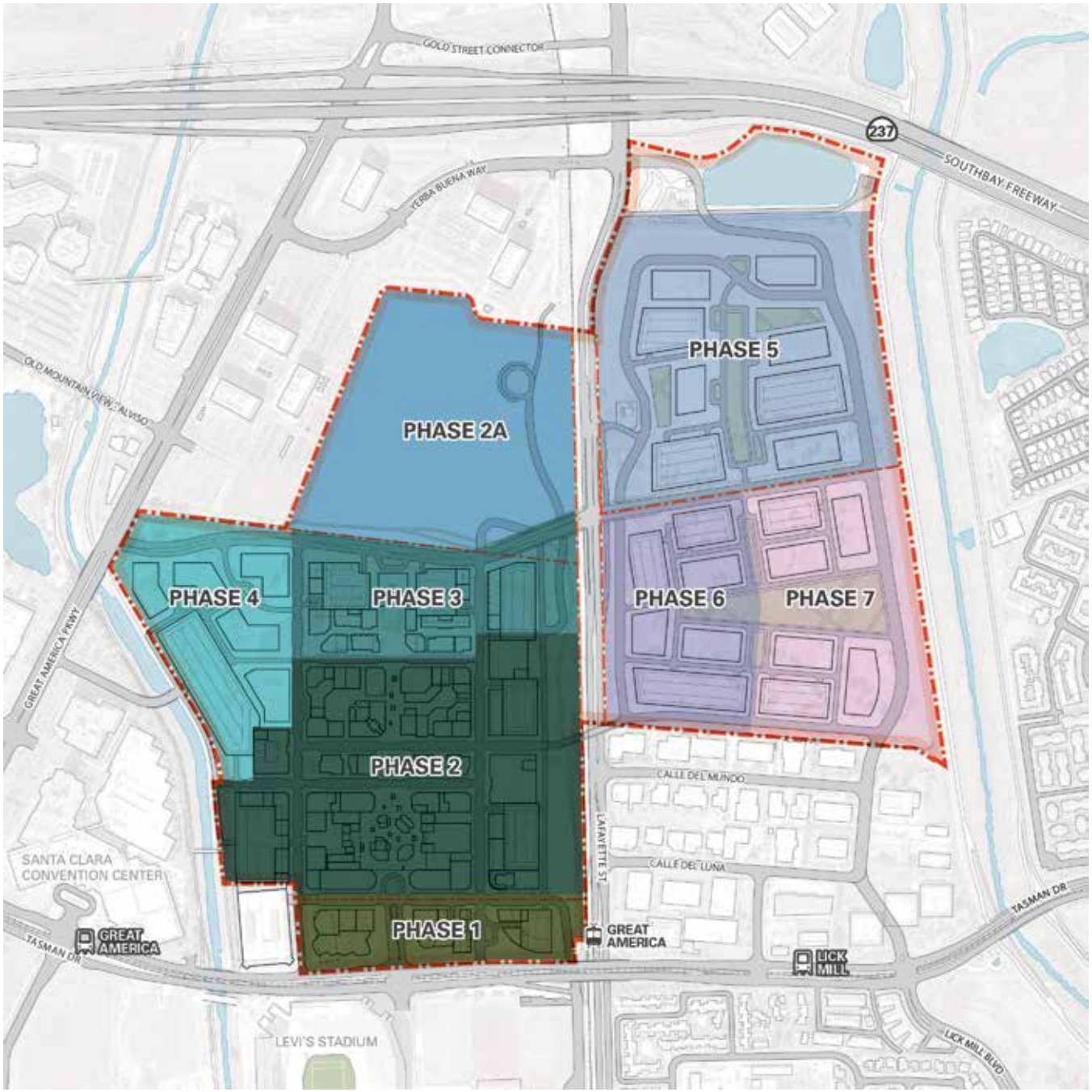
- *Address Future Market Conditions:* Market absorption capacity will inform project phasing decisions, and development on parcels beyond the City Center (Parcels 1 & 2) will be governed by market demand forces for the primary office uses. Market needs may require the flexibility to substitute uses. Parcel 2 will reserve the most flexibility to pursue alternative land use schemes based on future market conditions. The eventual land use mix will depend in large measure on the character of local and regional growth, including potential redevelopment of the adjacent Tasman East Industrial Park as a residential neighborhood as contemplated under the General Plan.

CONCEPTUAL PHASING STRATEGY

It is projected that the project will be constructed in eight phases for Scheme A and Scheme B, and seven phases for the Scheme A Variant; however, this phasing strategy is conceptual, and (within the limitations

EXHIBIT 2–1: SCHEME A - DEVELOPMENT PHASING CONCEPT*

Implementation of all necessary infrastructure improvements will be accomplished concurrent with the project phase where the demands are created.



LEGEND

Phases
- Phase 1
- Phase 2
- Phase 2A
- Phase 3
- Phase 4
- Phase 5
- Phase 6
- Phase 7

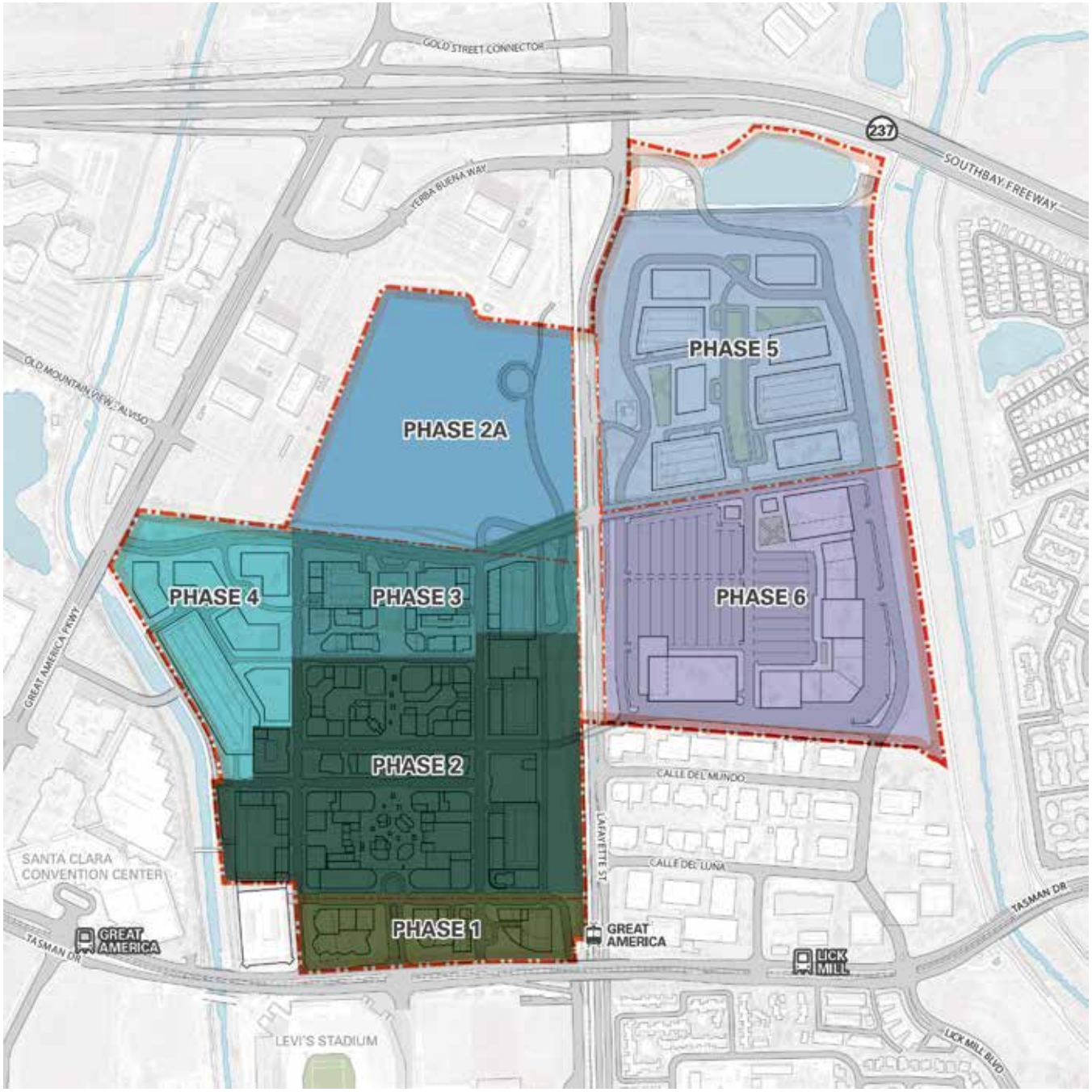
Boundaries
- Site
- Parcel

1" = 800'

0' 200' 400' 800' 1600'

** The retention pond area (while part of the legal parcel) is a City utility facility and not part of the development area or FAR calculations.*

EXHIBIT 2–2: SCHEME A VARIANT- DEVELOPMENT PHASING CONCEPT*



LEGEND

Phases
- Phase 1
- Phase 2
- Phase 2A
- Phase 3
- Phase 4
- Phase 5
- Phase 6

Boundaries
- Site
- Parcel

1" = 800'

0' 200' 400' 800' 1600'

** The retention pond area (while part of the legal parcel) is a City utility facility and not part of the development area or FAR calculations.*

set forth in the Development and Disposition Agreement) phases may be consolidated, implemented out of numerical sequence, or otherwise modified to address changing conditions. A brief description of each proposed phase of development follows, with the phasing conceptually portrayed in *Exhibit 2-1: Scheme A - Development Phasing Concept* and *Exhibit 2-2: Scheme A Variant - Development Phasing Concept*. Scheme B phasing will the same as Scheme A, with office replacing residential on Parcel 4 and Retail replacing a portion of ground floor office space on Parcel 2.

- *Phase 1:* The initial phase is expected to develop approximately 873,000 square feet of commercial retail, residential, hotel and office space on an estimated 8 acres, establishing the gateway into the City Center Mixed-Use zone on Parcel 5. The estimated time frame for development is 2016-2020.

- *Phase 2:* This phase is anticipated to develop approximately 2.4 million square feet of commercial retail, entertainment, residential, hotel and office space on an estimated 52 acres, establishing the essential core of the City Center Mixed-Use zone on Parcel 4. The estimated time frame for development is 2017-2021.

- *Phase 2A:* This phase will establish access to the City Park on Parcel 3. Development of City Park will be by the City and follow a process and timeline to be determined by the City. The Master Developer will construct an access road from Parcel 4 to serve the new City Park, which access will be constructed concurrent with the Phase 2 street infrastructure.

- *Phase 3:* This phase is anticipated to provide additional mixed-use to the zone, and will develop approximately 18 additional acres on Parcel 4 to complete the City Center Mixed-Use zone. Approximately 750,000 square feet of retail, office, and residential space is contemplated. The estimated time frame for development is 2021-2024.

- *Phase 4:* This phase is anticipated to generally correspond to the City Center Northwest Office Zone, completing development of Parcel 4. Nearly 1.1 million square feet of office space on 16 acres is envisioned. The estimated time frame for development is 2024-2027.

- *Phase 5:* This phase is anticipated to initiate office campus development on the east side of Lafayette Street. Development of approximately 1.44 million square feet of office space is anticipated on 36.8 acres on Parcel 1 and is expected to proceed in 2026-2029. New access points to the parcels on the east side of Lafayette Street will be constructed with or not later than commencement of this Phase.

- *Phase 6:* Under Scheme A, this phase is anticipated to involve 26 acres of development of approximately 1.3 million square feet of office space on the west half of Parcel 2. Under Scheme B, this phase will develop just under 1 million square feet of office space and approximately 100,000 square feet of commercial retail on the west half of Parcel 2. The estimated time frame for development is 2029-2032. Under the Scheme A Variant, construction of the 519,000 square foot retail center and 423,000 square feet of office is expected to proceed as a single phase.

- *Phase 7:* Under Scheme A, this phase is planned to involve 35 acres of development of approximately 1.3 million square feet of office space on the east half of Parcel 2 to complete the office campus. Under Scheme B, this phase is expected to develop just under 1 million square feet of office space and approximately 100,000 square feet of commercial retail on the east half of Parcel 2 to complete the office campus. The estimated time frame for development is 2032-2035. The Scheme A Variant does not utilize a Phase 7.

- *Development Agreement Requirements:* Development Agreement must describe the proposed phasing of both on-site construction and any public improvements required through that agreement, and it must identify specified times for the commencement and completion of each phase of the project.

- *Development Area Plan Requirements:* It is anticipated that each development phase will be approved through a separate Development Area Plan. Construction in accordance with an approved Development Area Plan must begin within two years of approval by the City Council; the Planning Commission may grant an extension of up to two years, provided the developer can demonstrate "good cause."

- *Infrastructure Sequencing:* The provision of on- and off-site infrastructure will coincide with the phasing of site development, thereby ensuring that infrastructure timing and sequencing satisfy the demands of each development phase. Phasing of infrastructure improvements is mentioned in Chapter 8 (Infrastructure Overview) and will be confirmed by Infrastructure Plans approved as part of the DAP's.

2.4 DEVELOPMENT FINANCING / IMPLEMENTATION RESPONSIBILITIES

The method of development financing and the assignment of responsibilities for implementing the CityPlace project, including both on- and off-site improvements, will be set forth in financing plans submitted by the Master Developer and approved by the City of Santa Clara.

FINANCING

Due to the size of development and mitigation measures required by the project EIR, CityPlace Santa Clara will implement construction of new public and private infrastructure (both on the 240 acre project site and beyond). Improvements include utility upgrades in the vicinity of the project and street/intersection modifications in numerous locations throughout the City of Santa Clara and also neighboring cities. The developer will be responsible for costs of relocation or modification of any public facility necessary to accommodate development of the CityPlace project. The Development and Disposition Agreement specifies that, prior to taking possession of land within the project site and before beginning construction of any phase, the Developer will submit initial and detailed financing plans, respectively indicating the sources of funding for all project infrastructure and improvements, as well as maintenance of public and private improvements so as to minimize use of City general funds or proceeds from the project.

Some of these improvements will be implemented through the payment of specific project development fees. These funds derived from project development fees will assist the various governmental agencies in carrying out broader infrastructure and facility improvements. To assist with the implementation of the public improvements, the Developer may use public financing vehicles, including but not limited to Community Facilities Districts (CFDs), Enhanced Infrastructure Financing Districts (EIFDs), State and Federal grants, and other public facility revenue bonds. Such financing vehicles would require cooperation between the Developer and the City.

EXHIBIT 2–3: CITYPLACE - VIEW LOOKING SOUTH

CHAPTER 3

MASTERPLANOVERVIEW

3.1 MASTER PLAN SUMMARY

Vision: CityPlace Santa Clara will sit at the heart of Silicon Valley, a region that is globally recognized for its leadership in community resilience, integrated technology and quality of life. In keeping with this high standard, the project's walkable City Center and adjacent office campuses will create an exceptional live, work, play environment that delivers on the finest tenets of placemaking and community building. Offering an unparalleled opportunity for cutting-edge businesses, and featuring uses such as one or more hotels and a collection of both unique and popular retail brands and entertainment venues, this development will become a premier destination in the Silicon Valley.

DEVELOPMENT CHARACTER

Consistent with the project's vision, the characteristics that will formulate CityPlace "raise the bar" for development and promise a unique social and economic asset for the community and the region.

- *Master Planned Development:* CityPlace will deliver an integrated, phased development, comprised of complementary uses and activities that expand the employment, shopping and entertainment, and residential choices available to the community and the region. The project will provide Santa Clara with jobs and housing, and access to goods, services and entertainment choices. Flexibility in the plan will accommodate changing conditions and will ensure long-term viability.

- *Transit Orientation:* CityPlace will capitalize on public investment in transit by intensifying land use development on a former landfill that is favorably located in proximity to key transit facilities, including regional commuter and light rail stops. The location, density and mix of employment, commercial and residential activities is intended to support transit usage with a commensurate reduction in reliance on the automobile, augmented by a bicycle and pedestrian network. CityPlace will also include Transportation Demand Management (TDM) Plan targets for reducing office and residential generated traffic, and best management TDM practices for retail uses.

- *Mixed-Use Destination:* CityPlace will provide a prime destination and center of community and commerce for Santa Clara, highlighted by a distinctive, high intensity mixed-use core. A full complement of uses and amenities is planned, encompassing urban residential, creative office, lifestyle hotel, large format retail, "main street" shops, multiple food and beverage tenants, and various entertainment venues, all brought together in an active street environment. By leveraging popular nearby attractions, especially Levi's Stadium and Great America Amusement Park, the synergy of activity in this "City Center" is anticipated to draw both a local and regional market.

- *Employment Generating Uses:* CityPlace will establish a premier employment center for the Silicon Valley, emphasizing corporate offices within an attractive campus setting that features adjacency to the vibrant, mixed-use core. The intent is to expand, diversify and intensify the employment base of the Santa Clara community by attracting major employers, including those businesses (such as high-tech, creative and knowledge-based endeavors) that seek a superior level of amenity, and service and hospitality sector employment.

- *Engaging Public Realm:* CityPlace will exemplify outstanding placemaking. As a leading destination for the region, the mixed-use core will receive special attention; a robust intermingling of street oriented uses, appealing storefronts, expanded sidewalks, street furniture, public art, wayfinding signage, kiosks, pedestrian lighting, and inviting public plazas are expected to attract plentiful activity and generate intense pedestrian traffic. Nonetheless, the entire project will emphasize a high quality public realm, employing compelling architecture, enhanced streetscapes, shared outdoor space, and distinctive wayfinding signage to promote identity, vitality, connectivity and livability.

- *Sustainable Infrastructure:* CityPlace will promote leadership in sustainable development. While the proposed land use mix, intensity, and transit orientation will support alternative modes of transportation with the attendant benefits of sustainability, the project will also be designed to achieve resource efficiency and will incorporate an extensive green infrastructure. Advanced landfill protection systems, green roofs, recycled water, and water conserving landscapes are among the array of measures that are expected to be employed to reduce water and energy consumption, and protect water quality. Green building design is also to be employed to meet standards for the use of sustainable materials and renewable resources.

DEVELOPMENT OBJECTIVES

The following are key objectives for the development of CityPlace. They are intended to balance local and regional needs, minimize impacts of development on the environment, City services and finances, while accomplishing the business plan of the Master Developer and the City's vision for a successful, engaging, live, work, play experience:

MORE PRODUCTIVE USE

Objective No. 1 - Convert property formerly utilized as a landfill and currently designated as open space and regional commercial use to more productive uses that will meet the growing demand for commercial, retail, and office development and housing while providing active and passive open space for use by occupants and visitors.

VIBRANT MIXED-USE /URBAN CORE

Objective No. 2 - Establish a vibrant mixed-use, urban core, creating a pedestrian friendly "live, work, and play" environment that will function as a well-defined center for the Santa Clara community.

TRANSIT-ORIENTED INFILL DEVELOPMENT

Objective No. 3 - Promote transit-oriented infill development by placing job-creating commercial uses, residential units, shopping, entertainment, and dining options near existing transit and multi-modal transportation facilities, with shared parking and "park-once" strategies for efficient land use.

FLEXIBILITY

Objective No. 7 - Allow flexibility to respond to changing market demands, ensuring that the project will remain economically feasible throughout a multi-year development process within the construct of the PD-MC zoning and Development Area Plans.

COMMUNITY BENEFITS

Objective No. 8 - Provide community benefits, highlighted by compelling outdoor spaces suitable for public use and community gatherings, as well as other amenities such as varied recreation facilities.

MODERNIZE THE LANDFILL PROTECTION SYSTEMS

Objective No. 9 - Modernize the landfill protection systems operated by the City of Santa Clara to ensure continued protection of human health and the environment.

SHOPPING, ENTERTAINMENT & DINING

Objective No. 4 - Expand shopping, entertainment and dining opportunities for local and area-wide residents and workers.

CORPORATE AND LARGE TECHNOLOGY EMPLOYERS

Objective No. 5 - Provide additional opportunity for corporate and major employers to locate in Santa Clara by creating attractive office complexes, located near new residences, retail options, transit and other desirable amenities.

ADDITIONAL VISITOR SERVICES

Objective No. 6 - Provide additional visitor serving facilities such as hotels, restaurants and shops for convenient use by patrons of Levi's Stadium, as well as the convention center and theme park. Provide opportunities for supplemental parking for stadium events (including parking on football game days), while making adequate provision to maintain the vitality of the retail uses within the project. Offer enhanced hotel availability to an underserved travel market.

JOB CREATION

Objective No. 10 - Facilitate creation of both permanent and construction related jobs.

NEW TAX BASE

Objective No. 11 - Create a significant new tax base, thereby increasing revenues to the City.

ENVIRONMENTAL STEWARDSHIP

Objective No. 12 - Minimize, mitigate and monitor environmental impacts, promote energy conservation, and require LEED/Build it Green.

Enhanced pedestrian streetscape

Green roof

Recycled water irrigation systems

DEVELOPMENT FRAMEWORK

The physical framework for development of the site in accordance with the more intensive Scheme A is depicted in *Exhibit 3-1: Illustrative Site Concept*, supplemented by a series of plan diagrams that follow throughout this chapter, addressing: 1) land use; 2) mobility; 3) open space: and 4) urban design. Alternative plan layouts associated with Scheme A Variant are presented in Chapter 4 (Parcel Development Plans, Standards & Guidelines).

The illustrative and plan diagrams are consistent with the level of development analyzed in the EIR based on project goals and polices; however, they are conceptual and serve an illustrative purpose. Nonetheless, future development of the site shall satisfy all applicable development regulations as set forth in Chapter 4 (Parcel Development Plans, Standards & Guidelines) of this document and the DAP and undergo the review and approval process set forth in the "Development Area Plans – Submittal and Approval Procedures" in Appendix C.

DEVELOPMENT TYPOLOGIES

This chapter also identifies a number of development typologies that are appropriate to the character of CityPlace. These typologies further elucidate desired qualities and describe essential components of the development framework to encompass: 1) land use designations; 2) street typologies; 3) open space typologies; and 4) building typologies.

EXHIBIT 3–1: ILLUSTRATIVE SITE CONCEPT*

1" = 800'

0' 200' 400' 800' 1600'

* *The retention pond area (while part of the legal parcel) is a City utility facility and not part of the development area or FAR calculations.*

3.2 LAND USE CONCEPT

The land use concept reinforces CityPlace's essential vision of a mixed-use, transit-oriented development, offering a vibrant live, work, play environment. Accordingly, a dynamic "City Center" featuring a broad array of uses and activities will be complemented by adjoining office campuses suitable for corporate and high-tech occupants.

TABLE 3–1: LAND USE PLAN CONSISTENCY W/ KEY GENERAL PLAN SUSTAINABILITY POLICIES

5.3.1-P5:
Implement a range of development densities and intensities within General Plan land use classification requirements to provide diversity, use land efficiently and meet population and employment growth.

5.3.2-P2:
Encourage higher-density residential development in transit and mixed-use areas and in other locations throughout the City where appropriate.

5.3.4-P2:
Encourage mixed-use development in proximity to employment centers and residential neighborhoods throughout the City.

5.3.1-P12:
Encourage convenient pedestrian connections within new and existing developments.

Section 5.9:
"parks & recreation … are integral to maintaining a high quality of life and livability in the City, a Major Strategy of this General Plan. As such, the Goals and Policies in this section promote the provision of adequate parkland…"

Section 5.9.1:
"Parks, open space and recreation facilities are critical in satisfying the diverse outdoor needs of Santa Clara residents and visitors, improving the physical health of the community and providing opportunities for social interaction. Open spaces should offer options for all types of activities, from passive rest areas and trails for walking or jogging, to fields and recreational facilities for organized sports. Overall, parks are an essential contributor to qualify of life. As residential and employment populations increase and available land in the City becomes more limited, it will be essential for the City to actively seek additional park and open space."

CONCEPT SUMMARY

Each of the five development parcels is assigned a land use function suitable to its surrounding context and absence or presence of underlying landfill condition, while achieving a complementary array of uses and activities that support the plan's vision. Located closest to transit and the stadium, the City Center will incorporate mixed-use development within a pedestrian-oriented setting. Adjacent to this core, attractive office campus environments will accommodate major employers, further activated with support commercial activities such as retail and hospitality uses.

- *Urban Mixed-Use:* The expansive planning area will support a broad mixture of complementary land uses, suitable to a burgeoning urban center and employment hub situated within an evolving suburban community. Thus, a range of commercial activities and interests is encouraged, especially general and corporate office, retail and entertainment, and hospitality uses in compatible formats that will serve the needs of residents, business and visitors alike. The addition of strategically located medium-to-high-density housing and open space will complete the live, work, play environment. Collectively, these land use functions and their proposed intensities will achieve a critical mass of activity sufficient to establish a local and regional destination. Consistent with this urban mixed-use character, uses that are incompatible with a pedestrian-oriented environment are discouraged.

- *Complementary Development Parcels:* Five separate development parcels have been delineated, in part as a result of the mounding and embankments created by prior landfill operations, and the existing roadway network and heavy rail corridor. The suitability of various land uses for each parcel will be based on such factors as transit proximity, land use adjacencies, site accessibility, and market demand and phasing. The high mounding with steep soil embankments reduces the developable site area and ease of accessibility of Parcels 1, which therefore will best accommodate office campus development. On the other hand, Parcel 4 favors development as the intended mixed-use core; it features the shallowest embankments, the largest developable site area, as well as the proximity to transit and popular regional attractions, most notably the stadium, convention center, and amusement park. Parcel 2 may be developed in accordance with two variant scenarios, as an office campus or a retail center.

- *Phased Build-Out:* Construction is anticipated to proceed through a series of phases, it will commence with Parcels 4 and 5 as the mixed-use City Center, followed by the office campuses. Total maximum building area (excluding parking facilities) for all parcels under Scheme A and Scheme B is 9,164,400 GSF; total maximum building area (excluding parking facilities) for all parcels under Scheme A Variant is 7,523,400 GSF. The base entitlement assigned to each parcel is described below, while the phasing strategy is elaborated upon in Chapter 2 (Implementation). Some phases are expected to involve development of the entirety of a parcel (e.g., Phase 1 is expected to include all of, and only, Parcel 5), while others are expected to involve development of a portion of a parcel (e.g., the portions of City Center in Parcel 4 are expected to be developed in at least two phases.) Project phases may be developed in any order, subject to the obligation to develop the City Center and provide the park access road within the time frames established by the DDA.

EXHIBIT 3–2: SCHEME A - LAND USE AREAS*

LEGEND

Land Use
- Office Campus
- City Center Mixed-Use
- City Center Northwest Office
- City Park / City Utility Facility

Boundaries
- Site
- Parcel

1″ = 800′

0′ 200′ 400′ 800′ 1600′

** The retention pond area (while part of the legal parcel) is a City utility facility and not part of the development area or FAR calculations.*
*** For Scheme A Variant this parcel is designated as a retail center.*

*PROGRAM SUMMARY:

5.4 M SF
OFFICE

1.06 M SF
RETAIL

1,680 Units
RESIDENTIAL

700 Rooms
HOTEL

250,000 SF
FOOD & BEVERAGE

190,000 SF
ENTERTAINMENT

* *Scheme A*

- *Land Use Flexibility:* To provide market flexibility for development of the site, the project may be developed under one of three alternative land use schemes. Under Scheme A, Parcel 2 would feature an office campus. Under Scheme B, Parcel 4 would include additional office space replacing all residential uses on that parcel, and Parcel 2 would feature an office campus including anchor retail buildings and smaller standalone food and beverage buildings. Under Scheme A Variant, Parcel 2 would support a retail center. Additional flexibility is achieved through a limited program of development transfer across parcels.

LAND USE AREAS

CityPlace Santa Clara is designed around several types of land use areas. The land use areas are depicted in Exhibits 3.2, and are described conceptually in this subsection. The specific uses permitted, conditionally permitted or prohibited on each parcel are set forth further below in the subsection "Permitted, Conditionally Permitted and Prohibited Uses."

For illustrative purposes, *Exhibit 3-2.* depicts the land use areas for Scheme A and B, with Scheme A Variant covered by the footnote for Parcel 2.

- *Office Campus:* This land use area is primarily intended for office use, allowing for limited commercial services such as retail, food and beverage, and hotel uses. Office parcels are suited to various office typologies, but all can be situated in a campus-like environment that incorporates ample open space, including shared courtyards or greens. The Office Campus designation applies to Parcels 1 as well as Parcel 2 Scheme A and Scheme B.

- *Retail Center:* This land use area is primarily intended for commercial retail use, designed as a community retail center that will include anchor tenants and in-line shopping. A mix of retail and food & beverage uses will be encouraged; office will be permitted as a secondary use. The Retail Center designation applies only to Parcel 2 Scheme A Variant.

- *City Center Mixed-Use:* This land use area is intended for a wide variety and mix of commercial uses, including: retail sales and services; restaurants and other food and beverage tenants; cinemas, theaters, and other entertainment venues; hotels; and offices. Medium to very high density, multi-family residential is also a permitted use, and may be supported by passive and active recreatioal uses. A pedestrian-oriented, urban character is encouraged, including horizontal and vertical mixture of uses as appropriate. The City Center Mixed-Use designation applies to Parcels 4 and 5, excluding the northwest office portion of Parcel 4.

- *Parcel 4 City Center Northwest Office Zone:* This land use area is intended for multiple office buildings situated in a manner that conforms to a walkable, city center environment. Limited commercial services are permitted, including retail, food and beverage, and hotel uses. The City Center Northwest Office designation applies to the northwest portion of the Parcel 4.

- *City Utility Facility:* This land use area includes the 12.8-acre parcel used for a retention basin and storm drain pump station, sewer pump station, and various other public facilities located in the northern portion of Parcel 1.

- *City Park:* Parcel 3 will accommodate a City Park which will be programmed, designed, funded and constructed by the City according to a timeline to be determined by the City, with a funding contribution toward design and hard construction costs by the Master Developer in accordance with the DDA. The developer will design and build the southern portion of Parcel 3 as a public park.

LAND USE DISTRIBUTION & INTENSITY

A "base entitlement" defines the total permissible development on each of the five parcels (gross building area excluding parking), subject to the development transfer provisions described at the end of this subsection. The entitlement and conceptual land use program applicable to each parcel are summarized below.

- *Parcel 1 (49.6 acres):* The base entitlement for this parcel totals 1,440,000 GSF . Designated as Office Campus, various office typologies can be incorporated. Limited office serving retail including food and beverage, and hotel (150 room maximum) are also

* *Accessory uses are not included but may be a part of future development.*

permissible uses. The 12.8 acre retention pond area is reserved for City use and excluded from FAR calculations for this parcel.

- *Parcel 2 Scheme A (60.9 acres):* Under Scheme A, the base entitlement for this parcel totals 2,592,000 GSF. Designated as Office Campus, the conceptual land use program emphasizes corporate office buildings. Limited office-serving retail including food and beverage, and hotel (150 room maximum) are also permissible uses; however, the combined area of commercial retail and food and beverage is limited to 200,000 square feet.

- *Parcel 2 Scheme A Variant (60.9 acres):* Under Scheme A Variant, the base entitlement for this parcel is 942,000 GSF. Designated as a Retail Center, the conceptual land use program will support an array of commercial retail types, including anchor stores, in-line shops, entertainment establishments, food & beverage. Office or a hotel (150 room maximum) is permissible as an accessory use.

- *Parcel 2 Scheme B (60.9 acres):* Under Scheme B, Parcel 2 consists of approximately 1,960,000 GSF of predominantly office uses. In addition, this parcel includes anchor retail buildings and smaller standalone food/beverage buildings, totaling approximately 200,000 GSF. The retail buildings may connect several of the anchor retail buildings and be one or two stories. The total base entitlement at Parcel 2 is approximately 2,160,000 GSF. Surface parking is available, with potential for structured parking. A hotel (150 room maximum) is permissible as an accessory use.

- *Parcel 3 (34.9 acres):* City Park/City Center North Park-program to be determined by a separate City process. The land use program for the City Center North Park will be determined through the DAP process for the project phase within which City Center North Park is included. The land use program for City Park will be determined though a subsequent City-led process.

- *Parcel 4 (86.6 acres):* This parcel accommodates mixed-use development within two distinct zones: 1) the City Center Mixed-Use and 2) the Parcel 4 City Center Northwest Office Zone. The base entitlement for the City Center Mixed-Use zone totals 3,192,000 GSF, and will support a broad mixture of commercial and urban residential use. The base entitlement for the Parcel 4 Northwest Office zone is 1,066,400 GSF, of office use Limited support retail including food and beverage, and hotel (150 room maximum) are also permissible uses within the Northwest Office zone.

- *Parcel 5 (8 acres):* The base entitlement for this parcel totals 825,000 GSF. Designated as City Center Mixed-Use, the conceptual land use program includes office, residential and hotel uses. Street level frontages should support signature commercial uses. Flagship retail, exhibition and showroom format "iconic buildings," as well as food and beverage are also permissible uses.

DEVELOPMENT TRANSFER

Notwithstanding SCCC Section 18.56.080(e), to provide flexibility to respond to changing market demands and ensure on-going feasibility through a multi-phase development process, density transfers of floor area are allowed among Parcels 1, 2 and the Northwest Office portion of Parcel 4, and between City Center Parcels 4 and 5. The developer may elect to transfer up to 20 percent of the maximum allowed density of each of the individual development parcels to one or more of the other development parcels. As a result, the total amount of development in these parcels could increase or decrease proportionately while not exceeding the maximum build-out for the entire project in each development scheme.

* *All areas identified on pages 35 - 36 are gross parcel acreages.*

DEVELOPMENT PROGRAM

A conceptual land use plan and corresponding summary development program is presented in the Conceptual Land Use Plans: Exhibits 3-3 through 3-8 with the corresponding land development program yield shown in Table 3-2: Summary Development Yields.

PERMITTED, CONDITIONALLY PERMITTED AND PROHIBITED USES

Notwithstanding SCCC Section 18.56.040 the following uses are permitted, conditionally permitted, or prohibited (as set forth below) under this Master Community Plan, and are identified here geographically by project parcel number. Definitions of these uses are included in Appendix B to this MCP. The City Council, through the Development Area Plan process, may amend the allowable uses defined herein, so long as the uses are consistent with the intent of the Master Community Plan and applicable environmental clearance.

- ***Permitted Uses*** *(identified by parcel):* The following uses are permitted:

CITY CENTER PARCELS 4 & 5 MIXED-USE URBAN DEVELOPMENT

1) Retail, including product showcase venues;

2) Multi-family residential;

3) Restaurants, including bona fide public eating places with incidental alcoholic beverage service;

4) Hotels;

5) Professional office;

6) General office:

7) Personal services;

8) Entertainment, except for live music or dancing that is not incidental live music or dancing;

9) Parking structures;

10) Public facilities, including a transit facility and a fire station;

11) Incidental and accessory buildings and uses supporting any permitted use, not to exceed 10% of the maximum floor area for each parcel.

12) Public and/or private parks and open space.

OFFICE PARCELS - PARCELS 1 & 2 OFFICE CAMPUS DEVELOPMENT

1) Professional office;

2) General office;

3) Incidental light manufacturing/research and development.

4) Incidental restaurants;

5) Incidental retail;

6) Parking structures;

7) Hotel & Services;

8) Public facilities, including transit facilities and a fire station;

9) Incidental and accessory buildings and uses supporting any permitted use, not to exceed 10% of the maximum floor area for each parcel.

10) Public and/or private parks and open space.

OFFICE PARCELS - PARCEL 2

RETAIL DEVELOPMENT*

1) Retail, including appliances and bulk item sales;

2) Product showcase venues;

3) Professional office;

4) General office;

5) Hotels;

6) Personal services;

7) Entertainment, except for live music or dancing that is not incidental live music or dancing;

8) Parking structures;

9) Public facilities, such as transit facilities and a fire station;

10) Incidental and accessory buildings and uses supporting any permitted use, not to exceed 10% of the maximum floor area for each parcel.

11) Public and/or private parks and open space.

*Under Scheme A Variant, this will apply to the entire parcel. Under the other schemes, this would apply to a discrete portion of Parcel 2, not to exceed 200,000 square feet.

CITY PARK - PARCEL 3

1) Open space;

2) Active recreation;

3) Passive recreation;

4) Cultural uses;

5) Incidental and accessory buildings to support any permitted use for Parcel 3.

- ***Conditionally Permitted Uses:*** The following uses are permitted on the condition that they apply for, are granted, and maintain; a use permit pursuant to the Zoning Ordinance.

CONDITIONED USES

1) In the City Center (Parcels 4 and 5) or in Parcel 2 under the Scheme A variant: alcoholic beverage service that is not incidental alcoholic beverage service.

2) In the City Center (Parcels 4 and 5) or in Parcel 2 under the Scheme A variant: Live entertainment and dancing, that is not incidental live music or dancing. In the City Center (Parcels 4 and 5): incidental light manufacturing/research and development.

3) In the City Center (Parcels 4 and 5): incidental light manufacturing/research and development.

4) In Parcels 1 & 2 (except under the Parcel A variant): light manufacturing/research and development that is not incidental light manufacturing/research and development.

5) In all parcels: other uses that, in the opinion of the Planning Commission, are compatible with the character and nature of the uses allowed under this Master Community Plan.

- ***Prohibited Uses:*** The following uses are incompatible with the character and nature of the uses provided and approved in this Master Community Plan, and are prohibited on any Parcel (except as specifically noted).

PROHIBITED USES

1) Drive-through restaurants and services;

2) Auto repair and auto sales (except for product showcase venues in Parcel 5) and service stations:

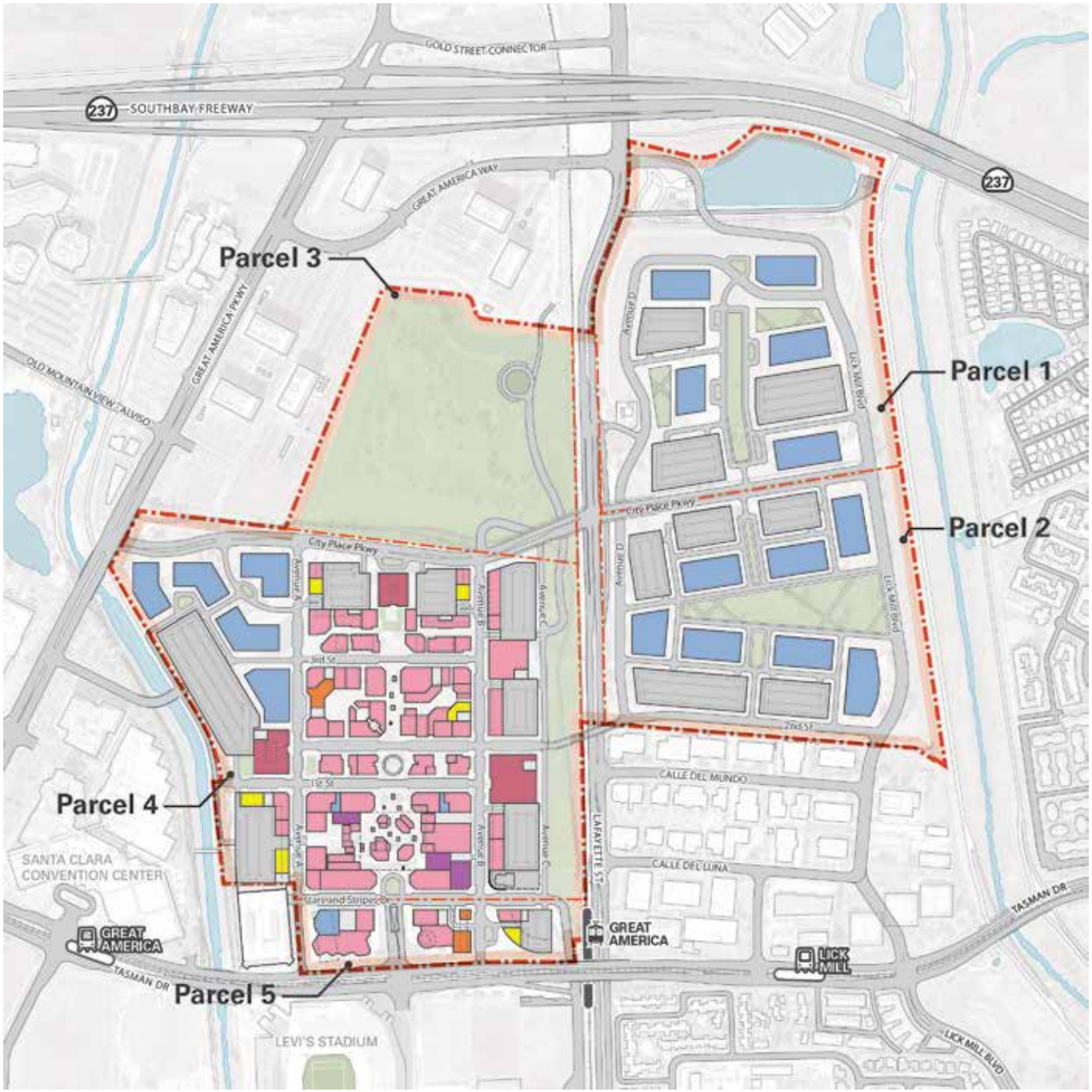
3) Appliances and bulk item sales (except for Parcel 2 under Scheme A Variant);

4) Industrial uses except Light Manufacturing/ Research and Development (to the extent allowed above) and uses involving quantities of hazardous materials that may have potentially significant health consequences;

5) Wholesaling, warehousing and storage (indoor and outdoor) operations;

6) Contractor's yards and other similar uses;

EXHIBIT 3–3: SCHEME A - CONCEPTUAL LAND USE PLAN GROUND FLOOR*



LEGEND

Land Uses
- Residential
- Retail Anchor
- Retail and F & B
- Hotel
- Entertainment
- Office
- Park

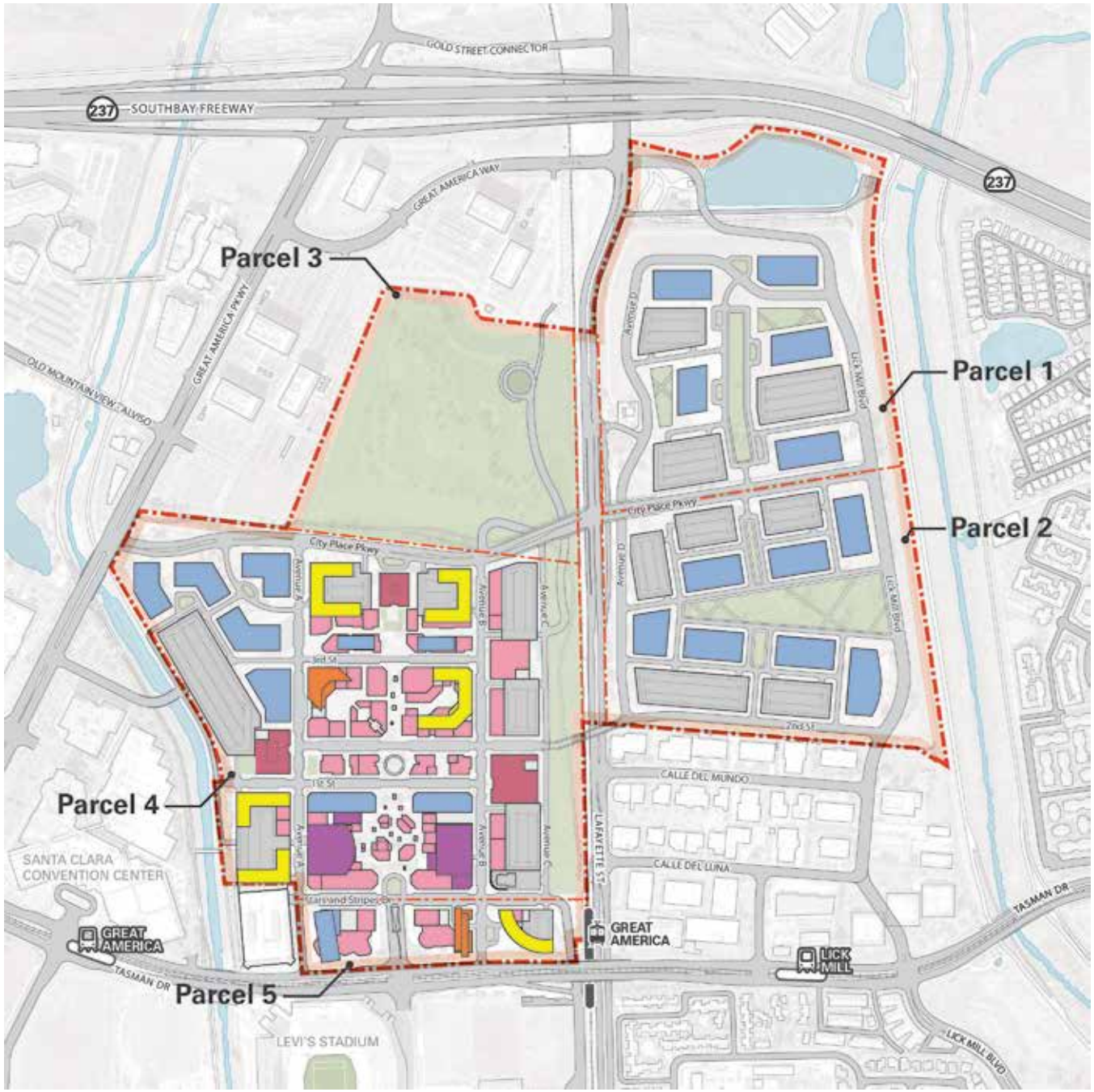
Boundaries
- Site
- Parcel

1" = 800'

0' 200' 400' 800' 1600'

** Open space is documented on page 68. Accessory uses are not depicted but may be a part of future development on Parcels 1, 2, and 3. The retention pond area (while part of the legal parcel) is a City utility facility and not part of the development area or FAR calculations.*

EXHIBIT 3–4: SCHEME A - CONCEPTUAL LAND USE PLAN PRIMARY USE/UPPER FLOORS*



LEGEND

Land Uses
- Residential
- Retail Anchor
- Retail and F & B
- Hotel
- Entertainment
- Office
- Park

Boundaries
- Site
- Parcel

1" = 800'

0' 200' 400' 800' 1600'

** Open space is documented on page 68. Accessory uses are not depicted but may be a part of future development on Parcels 1, 2, and 3. The retention pond area (while part of the legal parcel) is a City utility facility and not part of the development area or FAR calculations.*

TABLE 3–2: SUMMARY DEVELOPMENT YIELDS

PARCEL 1 - SCHEME A			
Building Type		**Floors**	**Gross Area**
Office			
Office	*(5 Buildings, 30k-45k footprint)* *	*6~8*	1,440,000
TOTAL of PARCEL 1			**1,440,000**
SITE AREA:	49.6 Acres (including 12.8 acre city use area)	FAR:	0.83 **

PARCEL 2 - SCHEME A			
Building Type		**Floors**	**Gross Area**
Office			
Office	*(7 Buildings, 30k-50k footprint)* *	*6~10*	2,592,000
TOTAL of PARCEL 2			**2,592,000**
SITE AREA:	60.9 Acres	FAR:	0.98

PARCEL 3 - SCHEME A			
Building Type		**Floors**	**Gross Area**
Park Structures			
City Park		TBD	TBD
TOTAL of PARCEL 3			**0**
SITE AREA:	34.9 Acres	FAR:	0.00

PARCEL 4 - SCHEME A			
Building Type		**Floors**	**Gross Area**
Residential			
Residential	*(5 buildings, 20-30K footprint)* *	3~17	1,480,000
Hotel			
Hotel	*(825sf / key)* *	8~17	298,000
Retail			
Anchors	*(4 buildings, 20-60K footprint)* *	1~3	330,000
F&B	*	1	225,000
Retail	*	1~2	670,000
Entertainment			
Entertainment	*(3 buildings, 40-60K footprint)* *	1~2	190,000
Office			
Office	*(6-9 buildings, 25-40K footprint)* *	3~17	1,066,400 ***
TOTAL of PARCEL 4			**4,259,400**
SITE AREA:	86.6 Acres	FAR:	1.13

PARCEL 5 - SCHEME A			
Building Type		**Floors**	**Gross Area**
Residential			
Residential	*(1 building, 18-20K footprint)* *	10~17	200,000
Hotel			
Hotel	*(750 sf / key)* *	7~17	280,000
Retail			
F&B	*	1	25,000
Retail	*	1~2	62,000
Office			
Office	*(1 buildings, 25-30K footprint)* *	11	306,000
TOTAL of PARCEL 5			**873,000**
SITE AREA:	8 Acres	FAR:	2.52

PROJECT TOTALS			
			9,164,400
SITE AREA:	240 Acres (less 10 acre retention basin)	FAR:	0.96

PROJECT YIELDS (for other scheme options identified in the EIR)

*PARCEL 2 - SCHEME A VARIANT			
Building Type		**Floors**	**Gross Area**
Office			
Office	*(2 Buildings, 30k-50k footprint)* *	4~8	423,000
Retail			
Anchors	*(2 buildings, 75-100K footprint)* *	1~2	260,000
Retail	*	1~2	259,000
TOTAL of PARCEL 2			**942,000**
SITE AREA:	60.9 Acres	FAR:	0.35

*PARCEL 2 - SCHEME B			
Building Type		**Floors**	**Gross Area**
Office			
Office	*(7 Buildings, 30k-50k footprint)* *	6~10	2,392,000
Retail			
Retail	*	1~2	200,000
TOTAL of PARCEL 2			**2,592,000**
SITE AREA:	60.9 Acres	FAR:	0.96

*PARCEL 4 - SCHEME B			
Building Type		**Floors**	**Gross Area**
Hotel			
Hotel	*(825sf / key)* *	8~17	298,000
Retail			
Anchors	*(4 buildings, 20-60K footprint)* *	1~3	330,000
F&B	*	1	225,000
Retail	*	1~2	670,000
Entertainment			
Entertainment	*(3 buildings, 40-60K footprint)* *	1~2	190,000
Office			
Office	*(6-9 buildings, 25-40K footprint)* *	3~17	2,546,400
TOTAL of PARCEL 4			**4,259,400**
SITE AREA:	86.6 Acres	FAR:	1.13

MINIMUM AND MAXIMUM REQUIREMENTS

Minimum Requirements

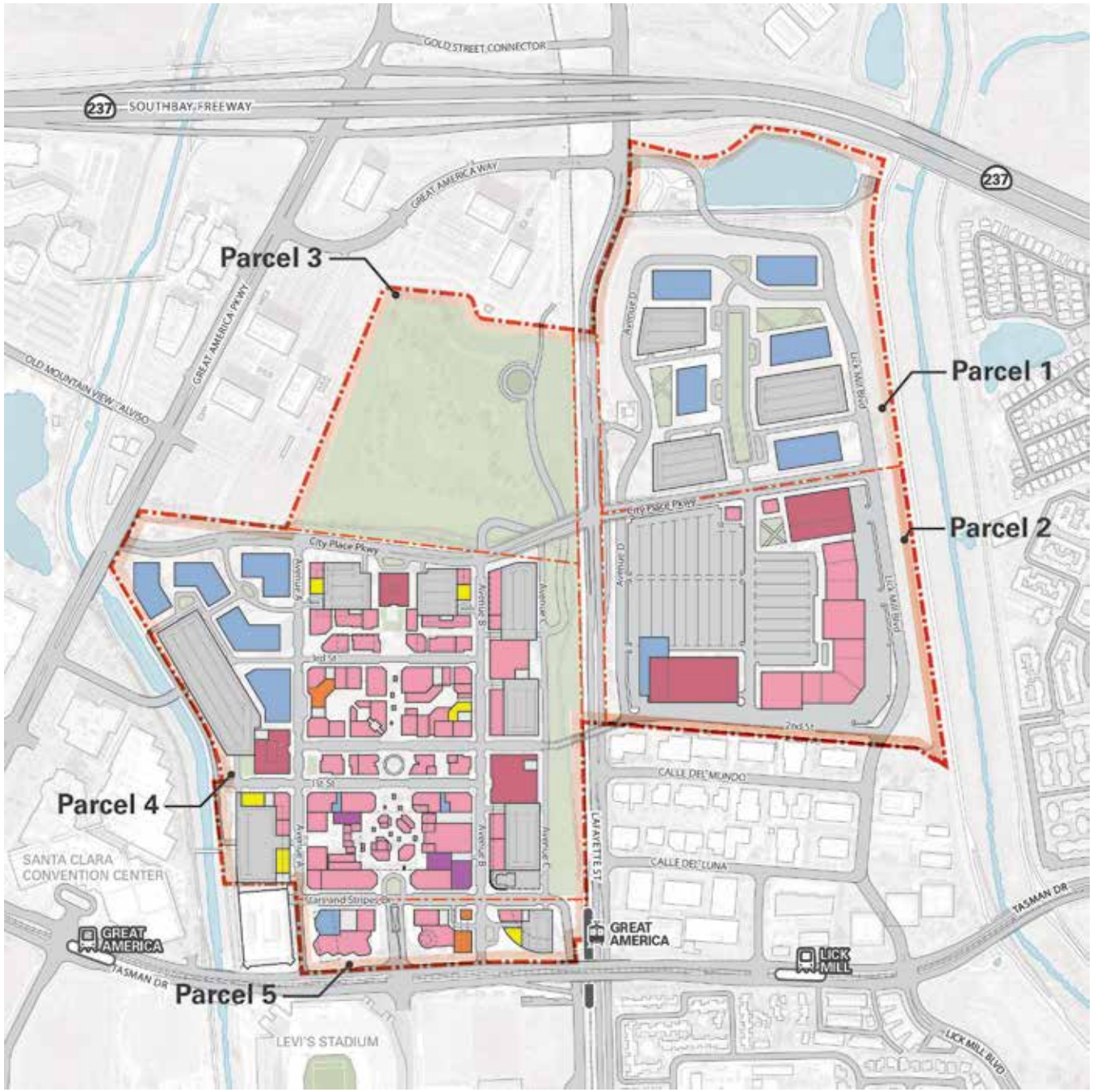
CityPlace will include a minimum of 200 residential units. The 200 units may be placed anywhere in the City Center (Parcels 4 and 5), excluding the Parcel 4 NW Office area. The Development and Disposition Agreement specifies additional minimum development requirements.

Maximum Requirements

Total Development: The maximum total amount of gross area of development allowed in CityPlace is 9,164,000 gross square feet. The maximum areas specified for each use and parcel below shall not be construed to allow more than a total of 9,164,000 gross square feet in CityPlace as a whole.

* Information provided for illustrative purposes and is not intended to limit possible configurations.
** Excluding 12.8 acre City use area at retention pond.
*** Office area can increase if residential area is reduced (at a 1 for 1 ratio) up to an additional 320,000 SF.

EXHIBIT 3–5: SCHEME A - VARIANT - CONCEPTUAL LAND USE PLAN GROUND FLOOR*



LEGEND

Land Uses
- Residential Lobbies
- Retail Anchor
- Retail and F & B
- Hotel
- Entertainment
- Office

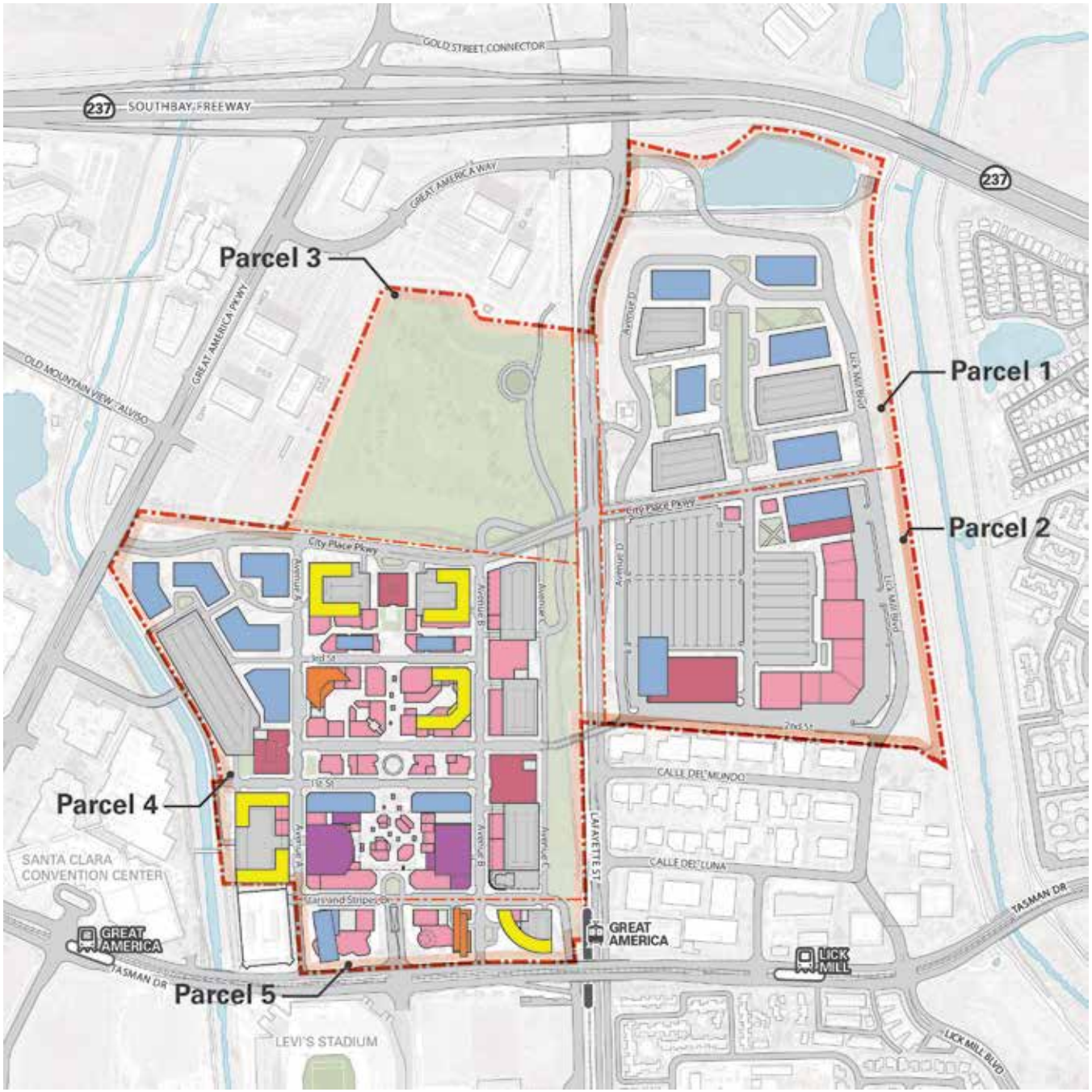
Boundaries
- Site
- Parcel

1" = 800'

0' 200' 400' 800' 1600'

** Open space is documented on page 68. Accessory uses are not depicted but may be a part of future development on Parcels 1, 2, and 3. The retention pond area (while part of the legal parcel) is a City utility facility and not part of the development area or FAR calculations.*

EXHIBIT 3–6: SCHEME A - VARIANT - CONCEPTUAL LAND USE PLAN PRIMARY USE/UPPER FLOORS*



LEGEND

Land Uses
- Residential
- Retail Anchor
- Retail and F & B
- Hotel
- Entertainment
- Office
- Park

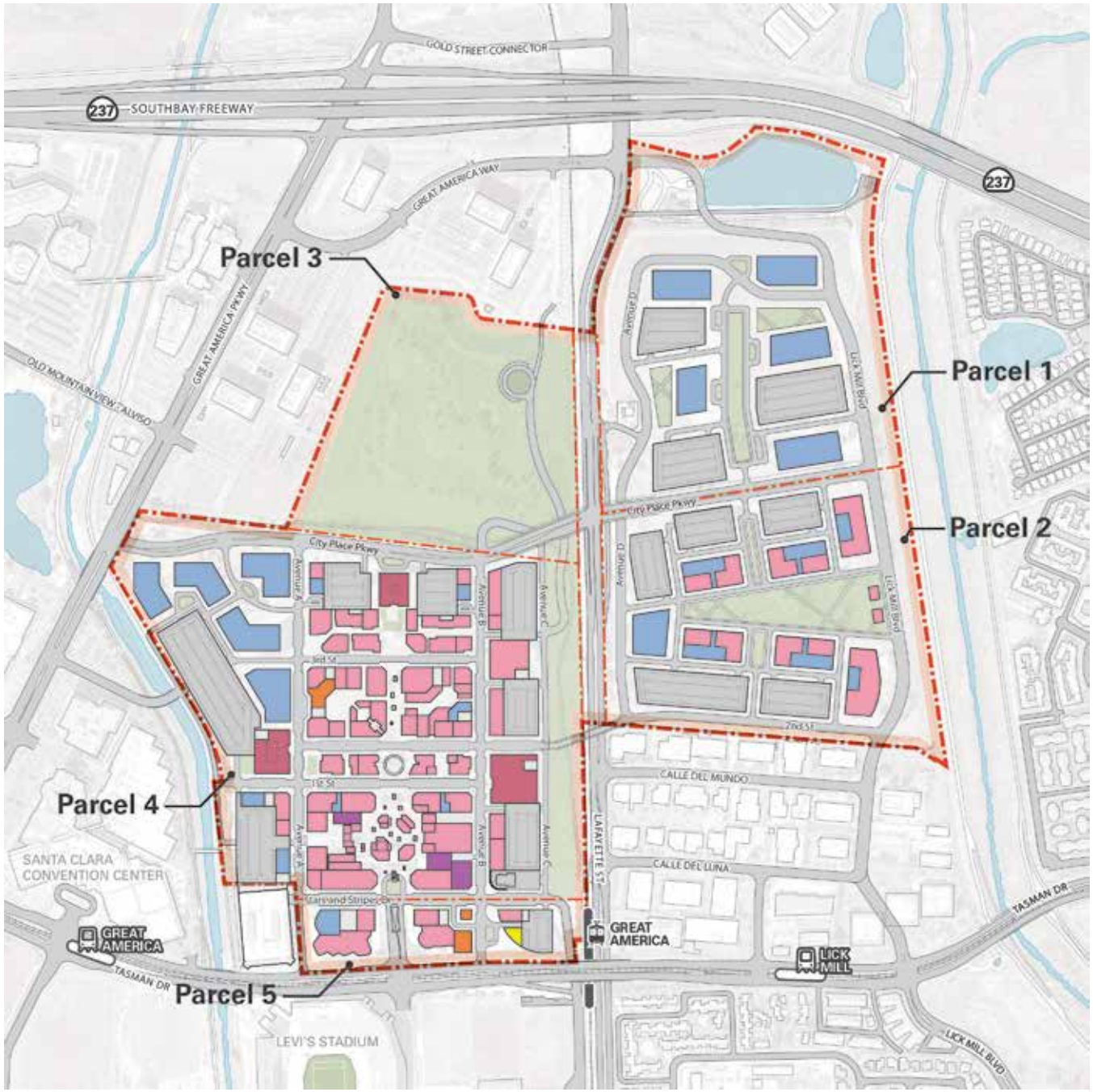
Boundaries
- Site
- Parcel

1" = 800'

0' 200' 400' 800' 1600'

** Open space is documented on page 68. Accessory uses are not depicted but may be a part of future development on Parcels 1, 2, and 3. The retention pond area (while part of the legal parcel) is a City utility facility and not part of the development area or FAR calculations.*

EXHIBIT 3–7: SCHEME B - CONCEPTUAL LAND USE PLAN GROUND FLOOR*



LEGEND

Land Uses
- Residential
- Retail Anchor
- Retail and F & B
- Hotel
- Entertainment
- Office
- Park

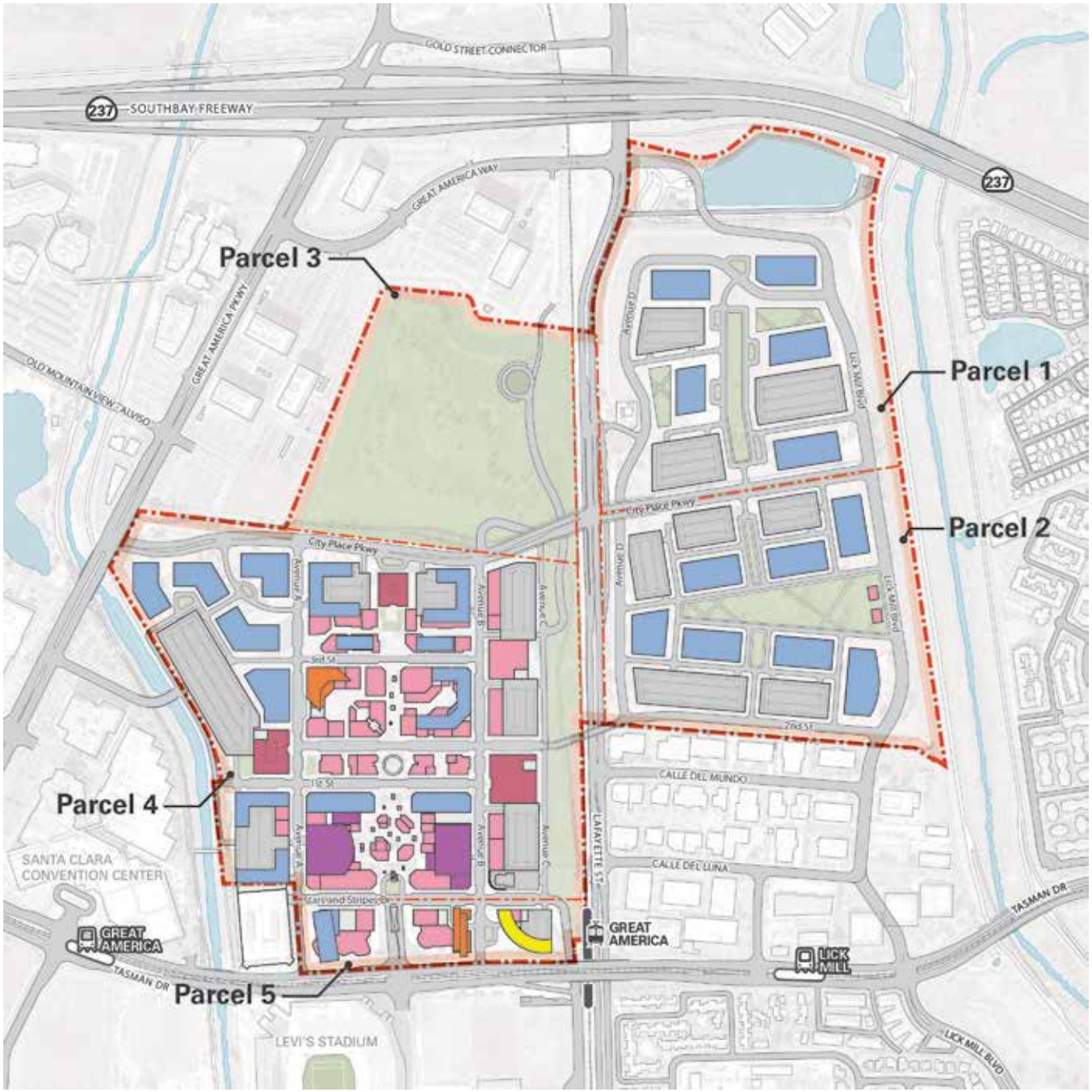
Boundaries
- Site
- Parcel

1" = 800'

0' 200' 400' 800' 1600'

** Open space is documented on page 68. Accessory uses are not depicted but may be a part of future development on Parcels 1, 2, and 3. The retention pond area (while part of the legal parcel) is a City utility facility and not part of the development area or FAR calculations.*

EXHIBIT 3–8: SCHEME B - CONCEPTUAL LAND USE PLAN PRIMARY USE/UPPER FLOORS*



LEGEND

Land Uses
- Residential
- Retail Anchor
- Retail and F & B
- Hotel
- Entertainment
- Office
- Park

Boundaries
- Site
- Parcel

1" = 800'

0' 200' 400' 800' 1600'

** Open space is documented in Exhibit 3-23. Accessory uses are not depicted but may be a part of future development on Parcels 1, 2, and 3. The retention pond area (while part of the legal parcel) is a City utility facility and not part of the development area or FAR calculations.*

Residential Development: The maximum number of residential units allowed in CityPlace is 1,680 units (with a total area of no greater than 1,680,000 gross square feet), of which up to 200 units (with a total area of no greater than 200,000 gross square feet) may be placed in Parcel 5.

Office: The maximum amount of office development allowed in CityPlace is 6,684,400 gross square feet. The maximum areas specified for each parcel below shall not be construed to allow more than a total of 6,684,000 gross square feet in CityPlace as a whole. Subject to adjustment in accordance with the development transfer provisions described above, the maximum amount of office (incidental light manufacturing) allowed in each parcel is as follows:

1) The maximum amount of office (incidental light manufacturing) in Parcel 1 is 1,440,000 gross square feet;

2) The maximum amount of office (including incidental light manufacturing) in Parcel 2 is 2,592,000 gross square feet;

3) The maximum amount of office in Parcel 4 is 2,546,400 gross square feet;

4) The maximum amount of office in Parcel 5 is 306,000 gross square feet.

Hotel: The maximum total amount of hotel development allowed in CityPlace is 1,028,000 gross square feet.

CITYPLACE PARKING SUPPLY RATIOS

This section is a summary of the findings provided in the EIR Transportation Impact Analysis. Parking supply totals are not provided within this document, only ratios to be applied by use and development area with each DAP. Parking supply rates are expressed in parking ratios tied to specific land uses, which are intended to be utilized by the DAP process to determine parking supply for each development phase. The parking ratios expressed in this MCP reflect parking utilization rates prevalent at the time of this documents creation in 2016. To accommodate future patterns of parking utilization, parking supply in future DAP submittals beyond the initial phase can be provided at lesser intensity if approved by the City Council as part of a DAP application, at a rate up to 25 percent below the supply ratios specified in this document. In the event that the City Council approves such a reduction, the DAP shall not be eligible for a zoning administrator modification with respect to parking.

Parking at CityPlace will include both on-street and off-street parking facilities. An assessment of the parking supply and demand has been completed to ensure that sufficient parking is provided.

A set of parking supply rates have been developed and are summarized in *Table 3-3* below. These parking supply rates are informed by the City Code parking requirements for off-street parking, with adjustments for the shared use nature of a mixed-use development like CityPlace.

For all of Parcels 1 and 2, parking would be provided in off-street parking facilities. For Parcels 4 and 5, on-street parking will also complement off street parking and be provided along Avenues A, B, and C, First, Second and Third streets, and Stars & Stripes Drive. The on-street parking will be for short term purposes only. Off-street parking facilities will be distributed across the parcels to ensure that parking supply is provided with close proximity to high demand locations, emphasizing convenience and accessibility. Off-street parking facilities must be designed to City standards and have sufficient on-street access to limit queuing. Off-street parking facilities shall implement a Parking Management/Wayfinding Program that may include message reader boards, intelligent parking management systems, etc. to improve parking utilization rates.

Parking for the Parcel 3 City Park will initially be accommodated by on-street parking (parallel & angled). Once the City develops its plans for park uses, off street parking lots may be utilized, with parking ratios set by the City.

TABLE 3–3: CITYPLACE PARKING SUPPLY REQUIREMENTS

Land Use	CityPlace Parking Supply Rate
Residential	1.5 per unit
Retail	4.5 per 1,000 sq.ft.*
Office	3.0 per 1,000 sq.ft.
Restaurants	1.5 per 1,000 sq.ft.*
Entertainment	2.5 per 1,000 sq.ft.*
Hotel	1.0 per room

*Additional parking spaces would be shared with adjacent land uses.

* *Reference Appendix 3.3 F Travel Demand Model Validation of the EIR for full parking analysis.*

3.3 MOBILITY CONCEPT

The mobility concept will support CityPlace's proposed land use distribution and intensity, and will reinforce the mixed-use, transit-oriented concepts that are fundamental to the land use plan. It will ensure suitable on-site circulation and identify necessary access improvements. Multi-modal connections will be emphasized to promote a high quality of life and advance sustainability goals.

TABLE 3–4: MOBILITY PLAN CONSISTENCY W/ KEY GENERAL PLAN SUSTAINABILITY POLICIES

5.3.4-P13:	Encourage pedestrian linkages in mixed-use areas through measures such as enhanced lighting, curb bulb-outs, mid-block pedestrian crossings, pedestrian "refuge" areas in planted medians and pedestrian-oriented building frontages.
5.3.4-P14:	Provide a network of streets and pedestrian connections in large mixed-use developments.
5.3.4-P15:	Maximize opportunities to connect streets, bicycle facilities and pedestrian pathways to improve accessibility between mixed-use development and surrounding neighborhoods, parks, open spaces, transit and public amenities. Provide clear signage, high visibility, adequate lighting and special paving to enhance pedestrian and bicycle facilities.
5.8.1-P1:	Create accessible transportation networks system to meet the needs of all segments of the population, including youth, seniors, persons with disabilities and low-income households.
5.8.1-P2:	Link all City transportation networks, including pedestrian and bicycle circulation, to existing and planned regional networks.
5.8.2-P1:	Require that new and retrofitted roadways implement "Full-Service Streets" standards, including minimal vehicular travel lane widths, pedestrian amenities, adequate sidewalks, street trees, bicycle facilities, transit facilities, lighting and signage where feasible.
5.8.4-P2:	Provide a system of pedestrian and bicycle friendly facilities that supports the use of alternative travel modes and connects to activity centers as well as residential, office and mixed-use developments.

CONCEPT SUMMARY

The mobility concept will work in concert with the land use concept to establish off-site connections, provide suitable on-site access and circulation, and support alternative modes of transportation. Ties to local and regional circulation networks that address multiple travel modes will be vital to the project's success. In particular, roadway improvements will be required to properly serve the proposed land uses.

- *Multi-Modal Connections:* Incorporate a well-connected system of internal routes and external links, including construction of major vehicular entrances and new full service roadways (i.e., Complete Streets) throughout the project site. Special attention will be given to ensure convenient pedestrian and bicycle connections to existing transit facilities and the provision of designated paths and trails.

- *Street Network:* The proposed on-site roadway network and associated off-site improvements will reinforce the hierarchical framework for design and operation of the City's streets as defined by the General Plan. Major arterials will provide vehicular access to the site, while proposed on-site roadways will be classified as minor arterials, collector streets, or local streets. Additionally, to achieve a balanced circulation network, roadway improvements will incorporate opportunities for travel by alternative modes, implementing Santa Clara's policy in support of full service streets. *Exhibit 3-9: Street Network* illustrates the street hierarchy for the site and surroundings, including the conceptual depiction of on-site roadway alignments.

- *Full Service Streets:* The General Plan encourages full service design for all public streets. Consistent with this policy, on-site roadways will be designed to accommodate bicycles and pedestrians within their rights-of way, in particular, to ensure safe and comfortable routes within and between the active mixed-use core and the adjoining office campuses, as well as to secure safe links to nearby transit.

- *Trip Reduction:* One of the main site constraints is congestion on surrounding highways and major arterials during commute hours. However, there is limited opportunity for roadway expansion that boosts capacity. The project primarily addresses traffic congestion by promoting alternative modes of travel and integration of transportation demand management (TDM) measures. In addition to identified land use strategies, key design approaches will include full service streets, a "park once" strategy, and continuous bicycle and pedestrian routes.

- *Street Names:* The street names that are assigned are working names for the purpose of this document; actual street names are yet to be determined.

VEHICULAR CIRCULATION

The project will rely on strategic improvements to access roadways and intersections outside of the project boundaries to facilitate vehicular access to the site. On the other hand, on-site access to proposed land use functions and parking facilities will be dependent on construction of a new street network within the project boundaries. Roadways will be designed to handle anticipated levels of vehicular traffic generation while

EXHIBIT 3–9: STREET NETWORK*

LEGEND

Vehicular Circulation
- Major Arterial
- Minor Arterial (Existing)
- Minor Arterial (Proposed)
- Collector Street (Existing)
- Collector Street (Proposed)
- Local Street (Existing)
- Local Street (Proposed)
- Potential Connection
- Service Road / Emergency Access
- Urban Interchange
- Full Intersection
- Right in Right out Intersection

Transit
- VTA Light Rail
- Capitol Corridor/ Altamont Commuter Express

Boundaries
- Site
- Parcel

1" = 800'

0' 200' 400' 800' 1600'

** The retention pond area (while part of the legal parcel) is a City utility facility and not part of the development area or FAR calculations.*

Minor Arterial

Collector Street

Local Street

accommodating multiple users. *Exhibit 3-10: Street Typologies* provides street cross-sections depicting typical configurations for each typology. However, these sections are conceptual, and will necessarily be refined as detailed design and engineering plans are prepared; it is necessary that the circulation system meet all applicable engineering criteria and public safety standards.

- *Minor Arterial Spine:* A minor arterial roadway will serve as the backbone for on-site vehicular circulation, linking the marquee entrance at Great America Parkway with the raised urban interchange along Lafayette Street. This roadway will directly feed the collector and local streets serving Parcels 3 and 4, and will tie into Parcel 2 after crossing the urban interchange. The projected right-of-way measures approximately 102 feet, with a curb-to curb measurement of approximately 70 feet. These widths will accommodate four vehicular travel lanes with a landscaped median that will integrate left turn lanes as appropriate. There will also be sufficient room for bicycle lanes and sidewalks that will feature large street trees.

- *Collector Streets:* These streets typically will serve the periphery of each development parcel, channeling traffic from surrounding arterials to on-site parking facilities and local streets. Commensurate with anticipated levels of vehicular traffic, these roadways will provide two to four lanes. The projected right-of way will measure 75 - 90 feet, with a curb-to-curb measurement of 45 - 55 feet, depending on the number of travel lanes and the provision of on-street parallel parking, dedicated turn lanes, passenger drop-offs, bicycle lanes, and/or planted medians. For example, it may be preferred in some locations to have fewer vehicular travel lanes in favor of bicycle lanes, on-street parking, and wider sidewalks that will achieve full service streets especially appropriate for the City Center.

- *Local Streets:* These will typically serve the interior of development parcels, and are therefore designed to calm traffic and give pedestrians priority in terms of scale and amenity. For example, local streets will normally provide two travel lanes, on-street parallel parking, and sidewalks. The projected right-of-way measures 60 - 96 feet, with a curb-to-curb measurement of 36 - 56 feet, while the use of curb extensions (i.e., bulb-outs) at intersections and mid-block crossings will be encouraged; additional width may be contemplated for on-street angled parking. Local roadways will be comprised of both public and private streets. Private streets will be recommended where controlled access is desired.

- *Public and Private Streets Infrastructure:* Throughout each phase of the project, the Developer will construct all on-site improvements. At the completion of each phase, some of the streets, public parks and infrastructure will revert to City control (see *Exhibit 3-11: Conceptual Public and Private Streets* and *Exhibit 3-21: Open Space Network* for a conceptual illustration). All other areas will be private facilities; responsibilities for maintenance and operations will be the Developer's.

  Preliminary designations for public and private streets have been incorporated into *Exhibit 3-11*. Note that the existing city streets, Centennial Boulevard and Stars & Stripes Drive, will be re-built at a higher elevation and Stars & Stripes Drive will be repositioned northward from its current location. The final designation of the public and private streets will be incorporated into the Development Area Plans (DAPs).

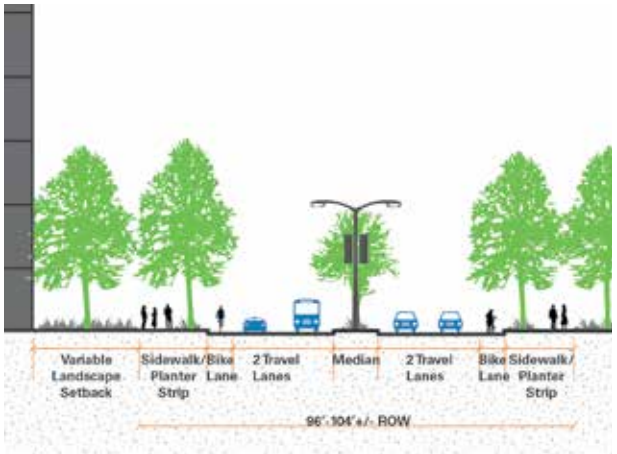
  Throughout the project, and particularly within the City Center, a cohesive network of streets and urban experience shall be maintained, whether the streets are classified as public or private.

  Much of the development will be served by private streets. The protocols for private space utilization can be addressed in the project's CC&Rs and may differ from standards prevalent within City street rights-of-way. Traffic related standards should retain consistency, but private streets may utilize street signage and accommodate loading and truck maneuverings differently. Private streets may also be subject to occasional street closures for festivals, farmers markets, and other events without the City approval of a Special Permit that would be required if proposed for a typical city street's right-of-way, in accordance with the paragraph below.

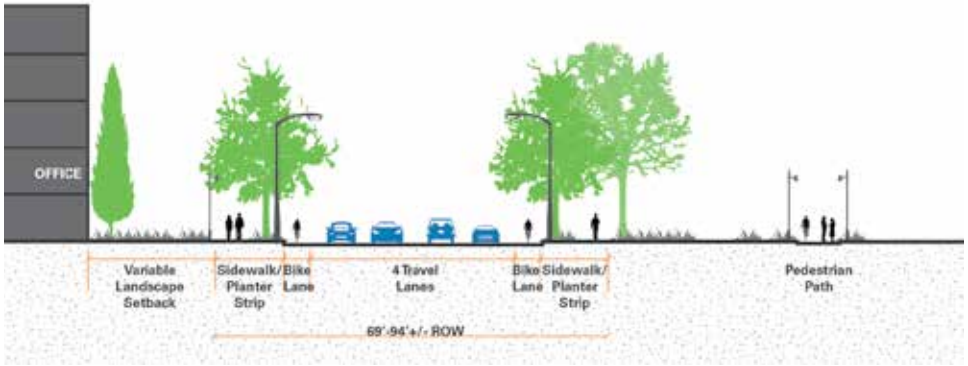
  Temporary events and similar temporary outdoor uses in the City Center (Parcels 4 & 5) shall not trigger

EXHIBIT 3–10: STREET TYPOLOGIES

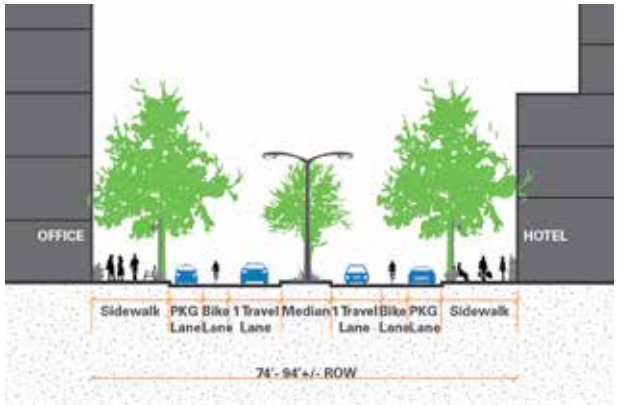
① *Typical Minor Arterial*



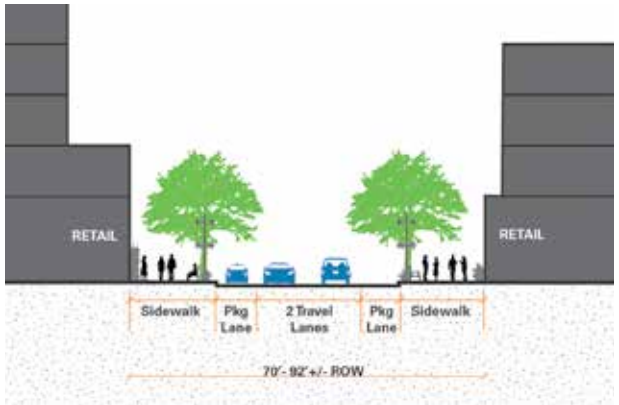
② *Typical Collector Street Office Campus*



③ *Typical Collector Street City Center*



④ *Typical Local Street City Center*



⑤ *Typical Local Street Office Campus*

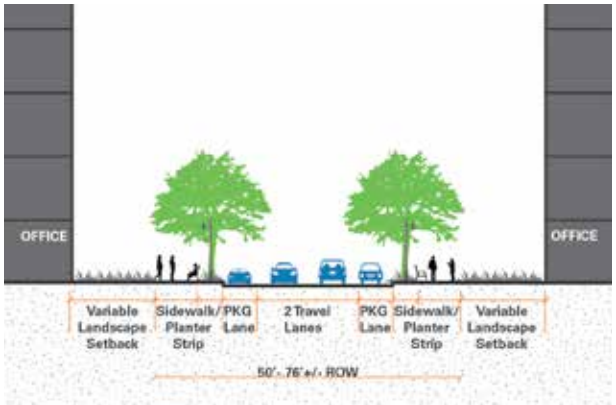
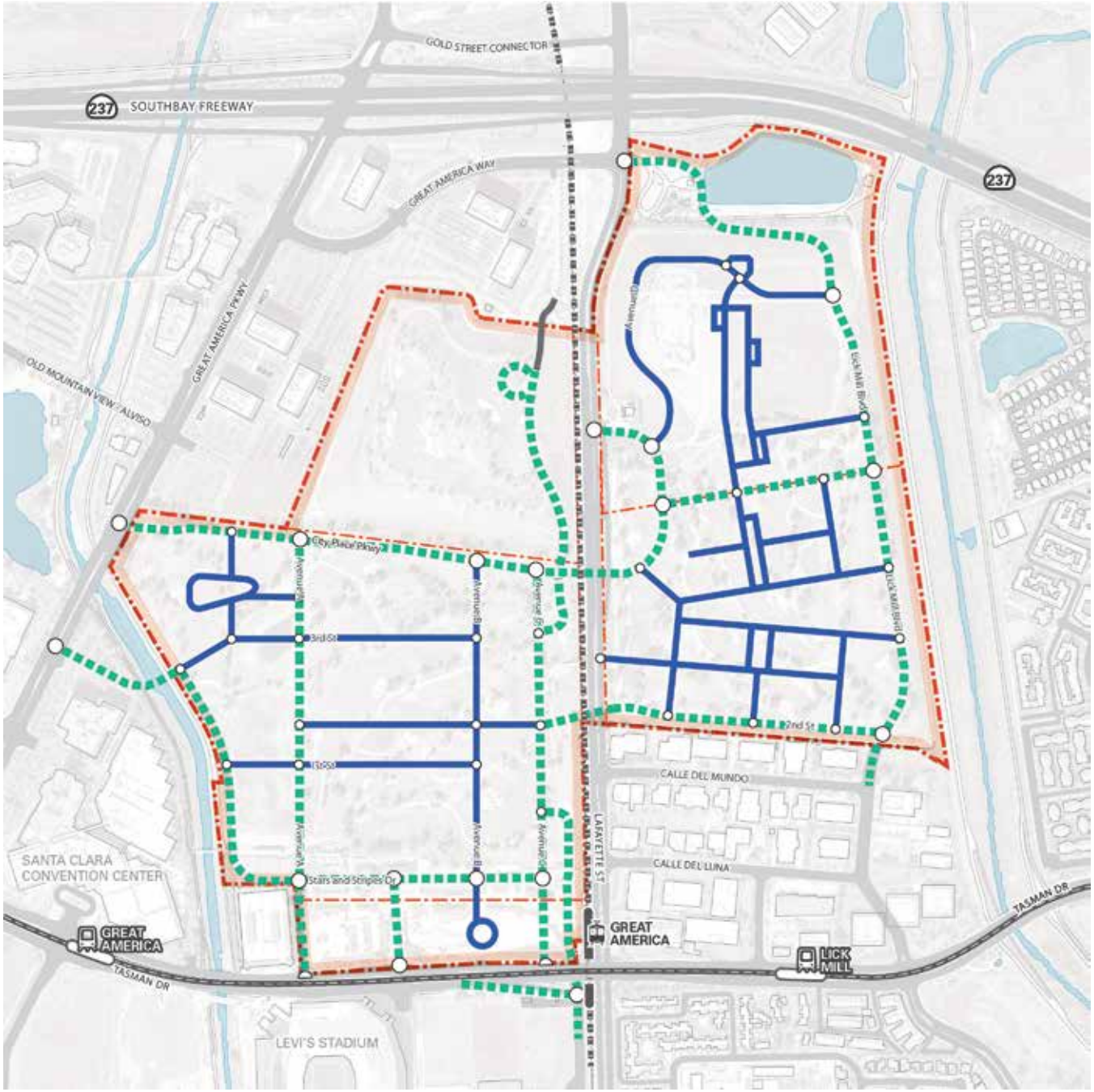


EXHIBIT 3–11: PUBLIC AND PRIVATE STREETS*



LEGEND

Streets
- Public Street
- Private Street
- Service Road / Emergency Access

Transit
- VTA Light Rail
- Capitol Corridor/ Altamont Commuter Express

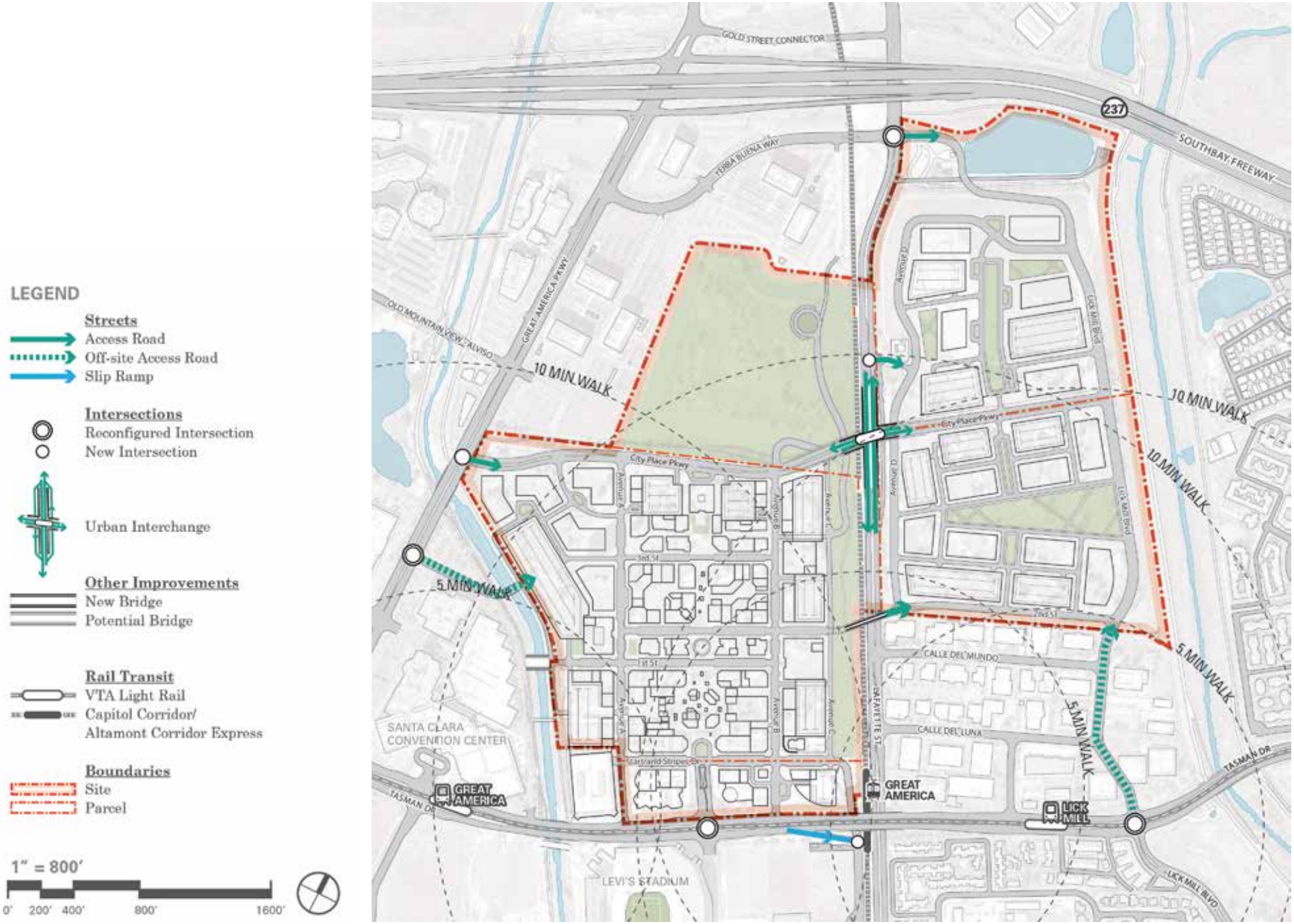
Boundaries
- Site
- Parcel

1" = 800'

0' 200' 400' 800' 1600'

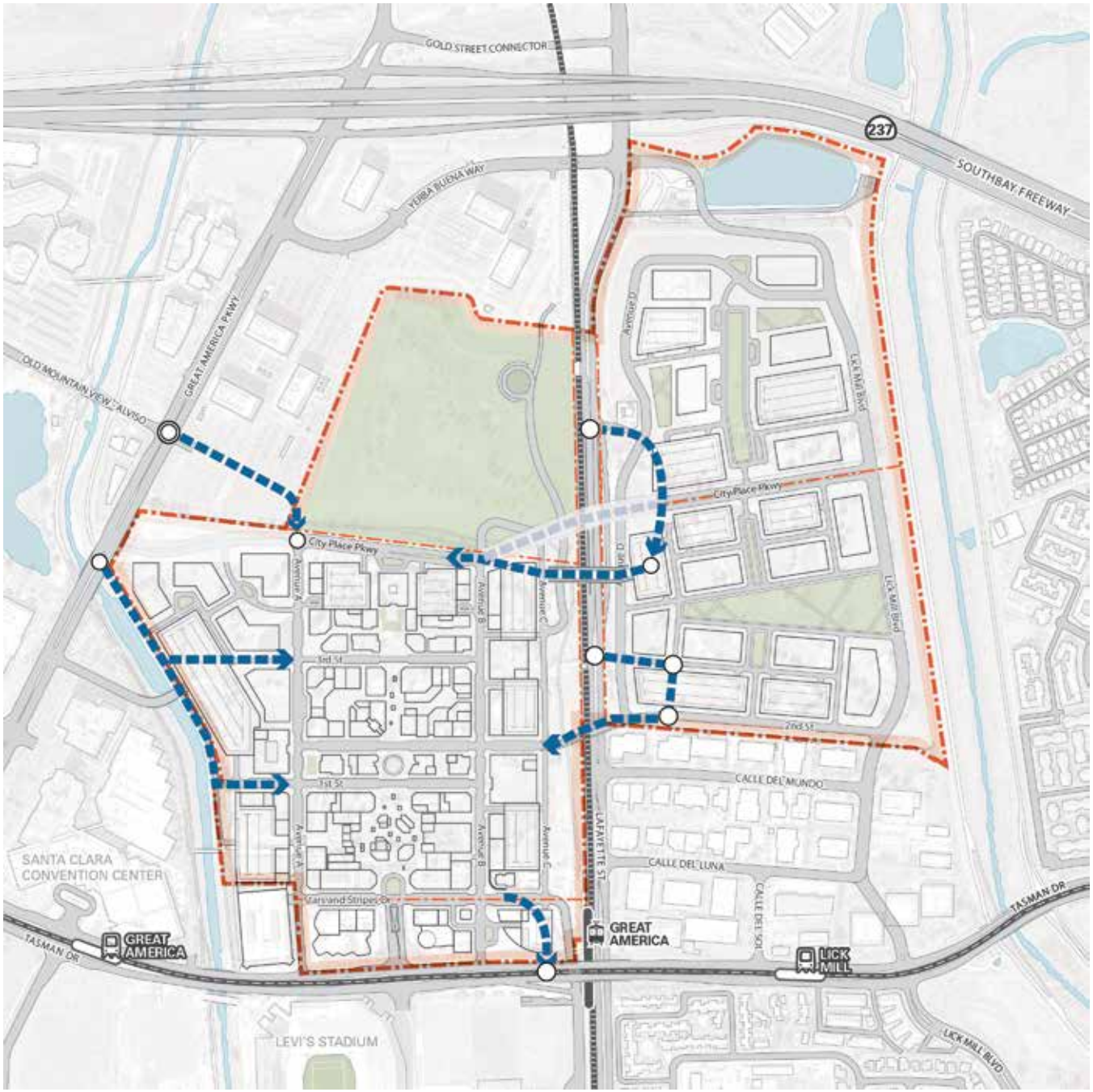
** Plan is conceptual and subject to change. The retention pond area (while part of the legal parcel) is a City utility facility and not part of the development area or FAR calculations. This depiction of the public and private streets utilizes some of the access variants as shown in Exhibit 3-13 and reflects the classification of streets at the time of this MCP publication (2016).*

EXHIBIT 3–12: ACCESS CIRCULATION IMPROVEMENTS*



** The retention pond area (while part of the legal parcel) is a City utility facility and not part of the development area or FAR calculations.*

EXHIBIT 3–13: ACCESS VARIANTS*



LEGEND

Streets
Access Variants

Intersections
Reconfigured Intersection
New Intersection

Other Improvements
Potential Bridge

Rail Transit
VTA Light Rail
Capitol Corridor/
Altamont Corridor Express

Boundaries
Site
Parcel

1" = 800'

0' 200' 400' 800' 1600'

** The retention pond area (while part of the legal parcel) is a City utility facility and not part of the development area or FAR calculations.*

EXHIBIT 3–14: ACCESS VARIANTS 2*

LEGEND

Streets
Access Variants

Intersections
Reconfigured Intersection
New Intersection

Other Improvements
Potential Bridge

Rail Transit
VTA Light Rail
Capitol Corridor/
Altamont Corridor Express

Boundaries
Site
Parcel

1" = 800'

0' 200' 400' 800' 1600'

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the requirement for a Special Permit under Chapter 18.60 of the Zoning Ordinance, as amended, unless private or public streets are proposed to be closed in a manner that is not approved in a DAP. Such events and temporary outdoor uses must comply with all applicable Building and Fire Code requirements, and they must obtain any applicable Police Permits. Other areas (Parcels 1 and 2) shall adhere to the Special Permit process requirements under Chapter 18.60 of the Zoning Ordinance, as amended, unless such event plans are spelled out in an approved DAP. All applicable Building/Fire Code and Police Permit requirements will apply.

- *Access Improvements:* The project site is constrained by limited frontage along major arterial streets, which is compounded by the differential in elevation between developable land area, the arterial roadways, and the UPRR R.O.W. A series of improvements will provide the requisite access from surrounding arterials to the five development parcels, the extent of which are depicted in *Exhibit 3-12: Access Circulation Improvements*. Most significant are: 1) a vehicular access point at Great America Parkway that will serve as the marquee entrance to the development; 2) connections to Lafayette Street that will require bridging over the Union Pacific rail line; and 3) connections that will access the east bound lanes of Tasman Drive. Variant access points are also being studied as illustrated in *Exhibit 3-13: Access Variants* and *Exhibit 3-14: Access Variants 2*. The scope of off-site roadway and intersection improvements is addressed in greater detail within Chapter 8 (Infrastructure Overview).

- *Fire Access:* The current fire station location is at the intersection of Stars & Stripes Drive and the proposed Avenue B. The fire station will be replaced or upgraded, either in its current position or elsewhere in the vicinity of the project site. A temporary fire station may be required during initial phases of the project. Two possible relocation options are proposed, both situating the fire station along Great America Parkway. Details regarding Fire Department access and coordination with the City Fire Chief on emergency service requirements shall be provided with each DAP submittal or other documentation acceptable to the City associated with each project phase. The following standard Santa Clara Fire Department provisions are provided here outlining typical fire department accommodations. Any alternate accommodation will need to be approved through coordination with the Fire Chief:

  1) Fire apparatus access roadways throughout the development shall be designed in accordance with the requirements noted below, unless alternatives are approved by the City's Fire Prevention and Hazardous Materials Division:

  2) Unobstructed width of emergency apparatus access roadways shall be 26 feet.

  3) Parking on one side of emergency apparatus access roadways is acceptable if the roadway is a minimum of 32 feet or more in width.

  4) Parking on two sides of emergency apparatus access roadways is permitted for roadways 38 feet or more in width.

  5) The minimum inside turning radius for emergency apparatus access roadways is 36 feet.

  6) No portion of an exterior wall of a building and/or structure shall be located more than 150 feet from emergency apparatus access roadways as measured by an approved route around the exterior of the building and/or structure.

  7) The minimum unobstructed vertical clearance shall not be less than 13 feet 6 inches from the surface of the traffic lanes.

  8) Aerial apparatus access roads may require additional vertical clearance.

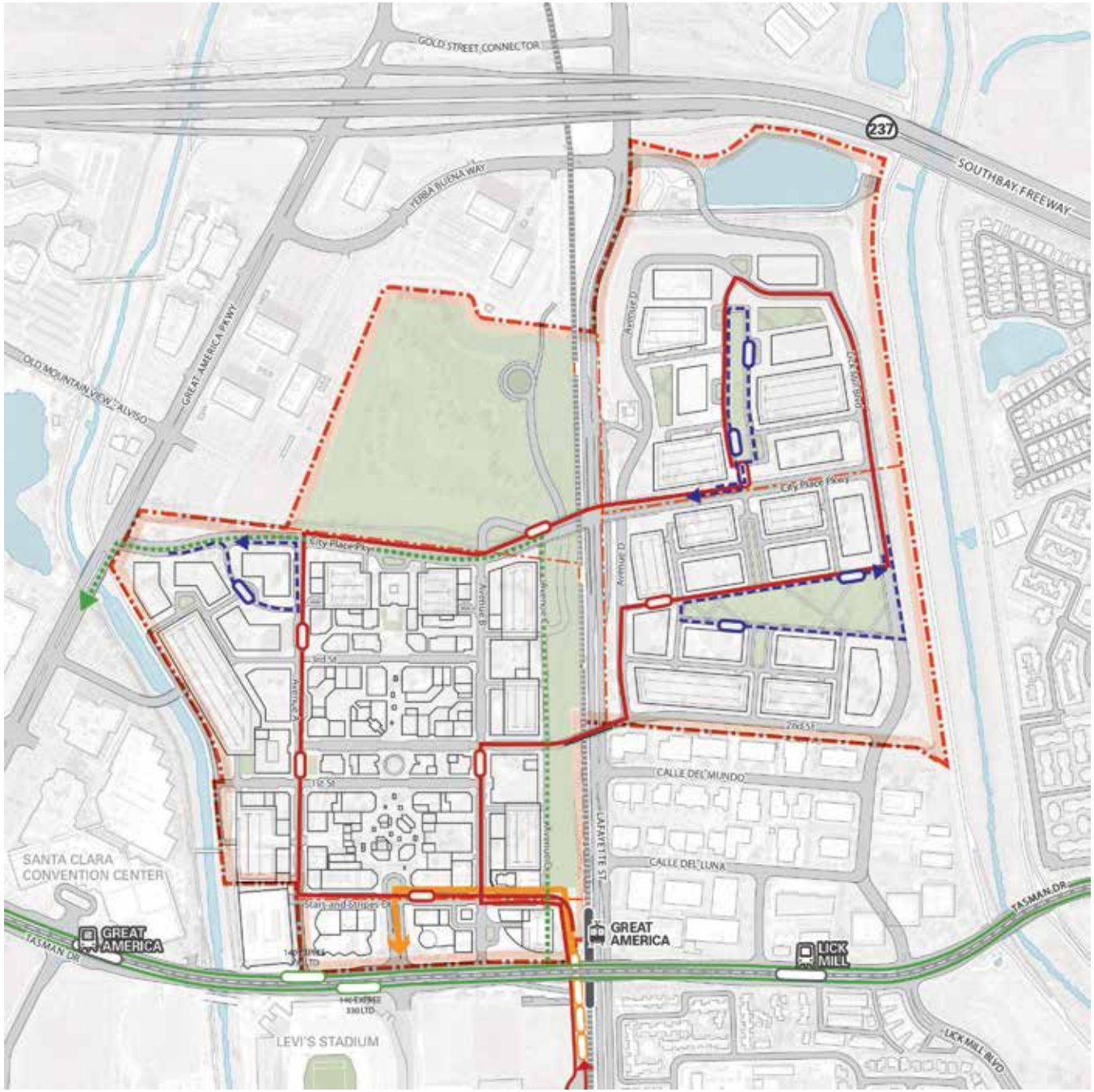
  9) The grade for emergency apparatus access roadways shall not exceed 10 percent to facilitate fire-ground operations.

  10) Traffic calming devices shall not be installed on public or private roadways, unless approved by the Fire Prevention and Hazardous Materials Division.

PARKING STRATEGY

The proposed scale and intensity of development will depend on a managed approach to parking. In particular, each development parcel shall provide parking sufficient to meet current and future generated demands and to serve its various land use functions. Reduced standards based on shared parking

EXHIBIT 3–15: POTENTIAL BUS CIRCULATION*



LEGEND

Bus Routes
- Municipal Bus Route
- Municipal Bus Line (Proposed)
- Potential Employer-Operated Commuter Shuttle Route
- Potential Cityplace Internal Shuttle Route
- ACE/VTA Shuttle Bus Route

Bus Stops
- Municipal Bus Stop
- Commuter Shuttle Stop
- Internal Shuttle Stop
- ACE/VTA Shuttle Bus Stop

Boundaries
- Site
- Parcel

1" = 800'

0' 200' 400' 800' 1600'

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arrangements, TDM measures, and other applicable parking strategies shall be implemented where appropriate. Parking and access generally shall be governed by the DAPs and the Master CC&Rs.

Important considerations informing parking accommodation strategies to be incorporated into the DAP's:

- *"Park Once" Strategy:* Park once is a strategy that allows visitors, employees, and residents to leave their automobiles at a single location and then conveniently access multiple on-site destinations. This concept is essential to reducing vehicle trips and will be supported by convenient and comfortable pedestrian movement throughout the project; clear pedestrian links connecting parking facilities to the residential, commercial and office uses; and the ability to readily walk throughout the development. This approach will also favor strategically located parking structures, rather than sprawling surface lots.

- *Shared Parking:* The mixture of uses within a development parcel may suggest non-conflicting and reduced parking demand that may be accommodated through sharing of parking resources with a commensurate decrease in parking requirements. This is most applicable to the City Center with its combination of office, retail and residential space that are within easy walking distance of one another. Parking facilities will be configured to facilitate utilization of shared parking to the extent possible.

- *Parking Facilities:* To promote shared parking and reinforce the park once strategy, structured parking will be provided commensurate with development; surface parking will be allowed for designated office campus and retail center land uses and in conjunction with early phases of development. Surface parking may be utilized temporally during initial phases in anticipation of land use intensification at a later stage. Parking facilities will typically be distributed around the periphery of each development parcel, primarily accessed via the perimeter collector roadways to ensure that interior local streets remain pedestrian-oriented. Parcel 5 will utilize below podium parking (making use of the existing topography and its positioning outside of the landfill refuse area). The development may make use of below podium parking for a portion of its parking, in a non-basement configuration at areas above landfill. On-street parking will also be available along some local streets, especially within the mixed-use core, where it will help meet short-term parking needs and serve ground level retail; however, on-street parking shall not count toward meeting parking requirements. *Exhibit 3-17: Access & Parking* depicts a conceptual plan for the location of parking facilities.

- *Parking Management/Wayfinding Program: A parking management/wayfinding program* for publicly accessible parking spaces will be implemented where feasible to provide real-time information on parking availability and location.

- *NFL Event Days Parking:* The developer will provide a total of 3,000 parking spaces to the 49ers, limited to NFL football games only, at Levi's Stadium, estimated to occur 10-12 days per year. The 3,000 spaces will be provided in two formats: (i) 789 spaces located within the southern end of the City Center mixed-use core; and (ii) 2,211 spaces located throughout Parcel 4 and future Office Parcels 1 & 2, with at least 50 percent located in locations within the City Center project identified by the Developer.

- *Non-NFL Event Days Parking:* The developer and the City will cooperate and manage the project site so that approximately three thousand (3,000) parking spaces will be available to serve non-NFL events at the 49ers Stadium. Concurrently with the first DAP application, to be updated concurrently with each subsequent DAP application, the developer and City will work cooperatively on preparing a Parking Management Plan that will show how Non-Event Parking may be accommodated on all City-owned property within the Project that has not been ground leased by the developer (City retained property), and, if all of the Non-Event Parking Spaces cannot be accommodated on such City-retained property (e.g. as future phases are ground leased by the developer and the availability of City-owned property is reduced), within the non-reserved retail or other parking developed for any Phases. The Parking Management Plan will incorporate the following underlying principles: (1) Non-Event Parking Spaces will be prioritized on City-retained property; (2) The City will take reasonable measures at its sole cost and expense to locate the Non-Event Parking Spaces

EXHIBIT 3–16: FIRE STATION RELOCATION*

LEGEND

Vehicular Circulation
- Fire Station
- Urban Interchange
- Full Intersection
- Right in Right out Intersection

Transit
- VTA Light Rail
- Capitol Corridor/ Altamont Commuter Express

Boundaries
- Site
- Parcel

1" = 800'

0' 200' 400' 800' 1600'

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on City-retained property; and (3) Non-Event Parking Spaces that are proposed on development parcels that are subject to a ground lease will be available on a first-come, first-serve basis within non-reserved parking developed for the applicable phase and for the period of time that permits attendance at a stadium event.

ALTERNATIVE MODES

The project will take an integrated approach to mobility planning that will encourage alternatives to solo driving, which will be spelled out in a TDM plan. Consistent with the General Plan's policy that all new projects include amenities that support alternative travel modes, the intent will be to also make the project transit, bicycle and pedestrian friendly. This will be achieved through a network of on-site pedestrian and bicycle paths with convenient off-site connections. There will be a unique opportunity for CityPlace to knit together existing/proposed regional bike paths for strengthening connections and improving the regional bicycle network.

A partial list of relevant Traffic Demand Management strategies follows:

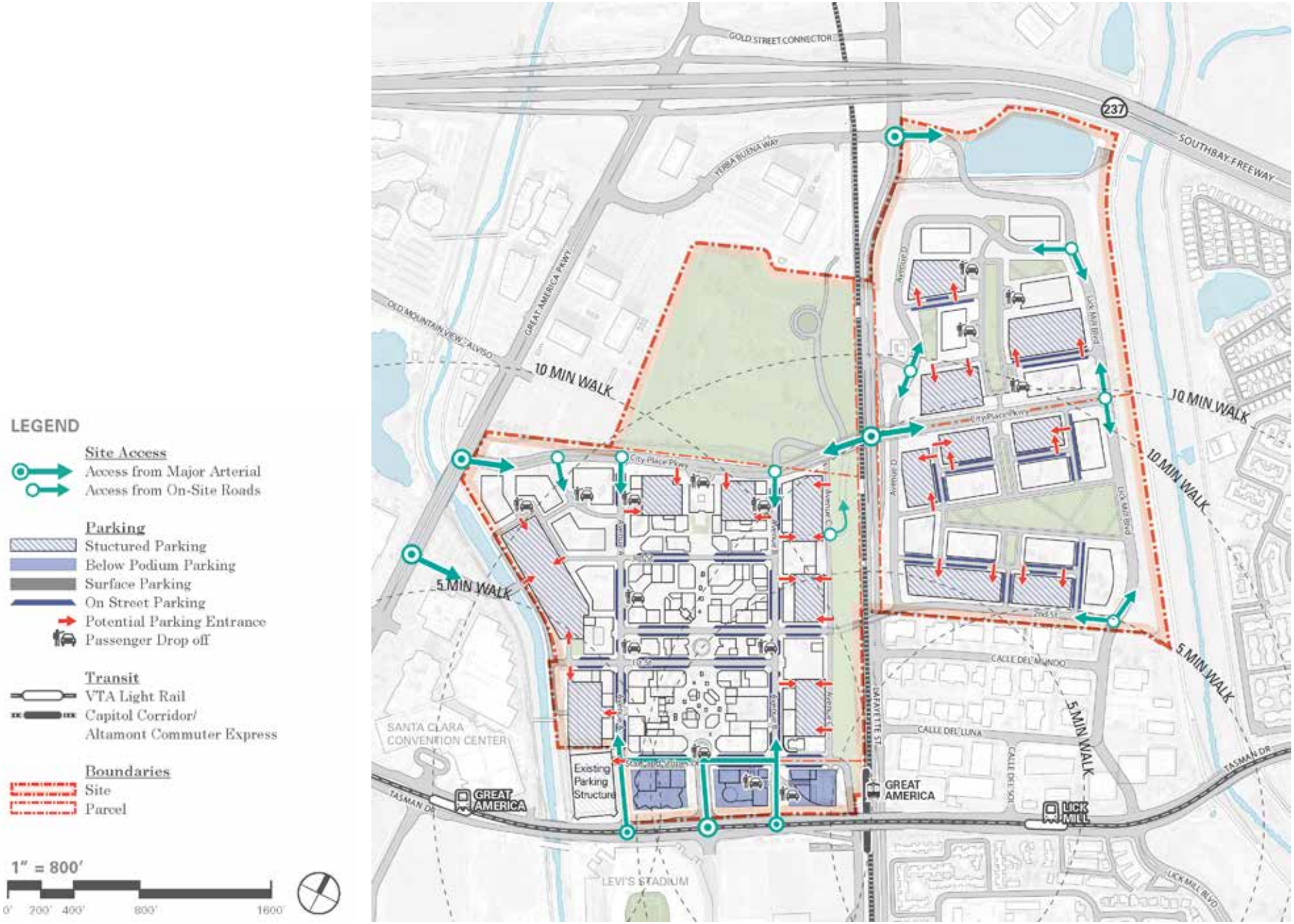
- *Transit Service:* Recognizing that much of the project site is located within a ten-minute walking radius of one or more of the nearby transit stops, planned land use intensities will maximize accessibility to existing transit facilities. In particular, the mixed-use core will place many complementary activities within convenient walking distance of transit stops (i.e. existing bus and rail lines along Tasman Drive, internal shuttle etc.). Support for transit will be further augmented by delivering multi-modal links to transit stops, encompassing both bicycle and pedestrian networks. The project's TDM program may also incorporate long-range private commuter buses, van pools and/or shuttle service to supplement public transit.

- *Bicycle Circulation:* The existing bicycle circulation system will be extended onto the project site, with ties to the bicycle trails along San Tomas Aquino Creek and the Guadalupe River, as well as to existing and planned on-street bicycle lanes along Great America Parkway, Lafayette Street and Tasman Drive. On-site facilities will include shared use trails (i.e., "hike and bike") along the landscape perimeter of development parcels, as well as designated bicycle lanes or marked routes along roadways. Lighting will be incorporated with new pedestrian/bicycle trails and grade separated street crossings will be implemented where feasible. *Exhibit 3-19: Bicycle Network* depicts a conceptual plan for the routing of bicycle facilities, including connections to the existing and proposed City network. Additionally, requirements for the provision of bicycle parking (i.e., storage lockers and racks) are specified in Chapter 4 (Parcel Development Plans, Standards & Requirements); in general, these amenities shall be placed at highly visible and accessible locations.

- *Pedestrian Circulation:* A continuous network of pathways will facilitate pedestrian movement throughout the site, securing safe and convenient connections between transit stops, parking facilities, building entrances, and shared open spaces. *Exhibit 3-20 Pedestrian Network* depicts sidewalks that will be incorporated along both sides of on-site roadways (both public and private), while off-street routes will include both shared perimeter trails and internal paths and paseos. Recognizing the importance of streetscape design to a high quality public realm that encourages walking, streets throughout the development will offer ample sidewalks, enhanced crosswalks, and a superior level of pedestrian amenity, such as street furniture, most generously within the mixed-use core.

- *Transportation Demand Management:* The developer will prepare and implement a TDM Plan with an overall target of reducing project office-generated daily traffic by a minimum of 4 percent and peak-hour traffic by a minimum of 10 percent, with an overall target of reducing project residential-generated daily traffic by a minimum of 2 percent and peak-hour traffic by a minimum of 4 percent. The TDM Plan shall also include and implement TDM Best Management Practices (BMPs) for the retail uses. The TDM Plan will be designed to reduce the amount of vehicle traffic generated by CityPlace by shifting employees, customers, and residents from driving alone to using transit, carpooling, cycling, and walking modes through TDM measures,

EXHIBIT 3–17: ACCESS & PARKING*



** Further detail on service/refuse vehicle access will be included with DAP submission. The retention pond area (while part of the legal parcel) is a City utility facility and not part of the development area or FAR calculations.*

EXHIBIT 3–18: POTENTIAL ACTIVE TRANSPORTATION DIAGRAM

1. Bike Rental / Bike Storage / E-Bikes

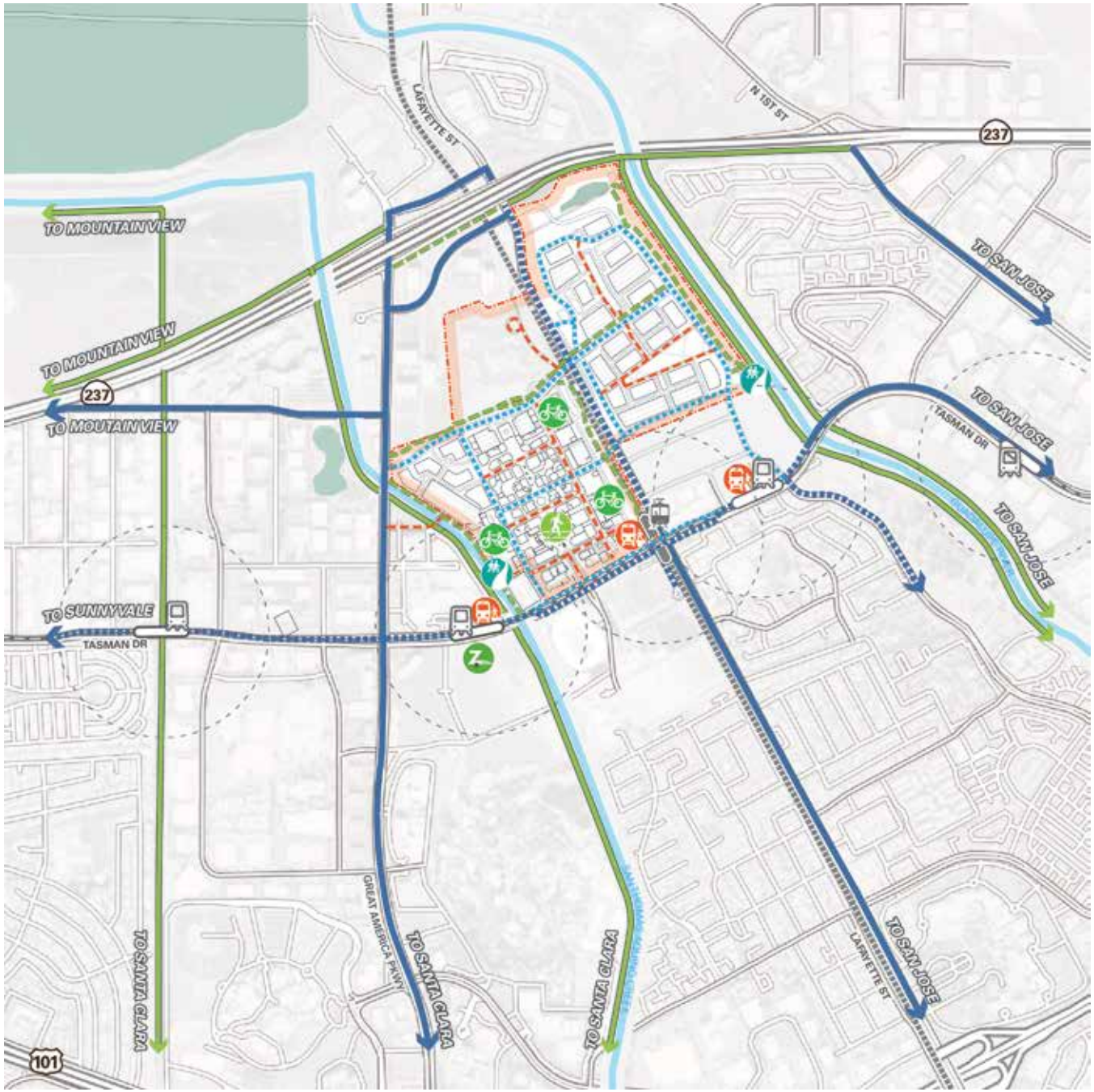
2. Bicycle/Pedestrian Creek Trail

3. VTA LRT, Shuttle Services, Improved Muni Bus Service

4. ZIPCAR and/or Electric Charging Stations

5. Pedestrian Paths / Wide Sidewalks

EXHIBIT 3-18: POTENTIAL ACTIVE TRANSPORTATION DIAGRAM CONT.*



LEGEND

Existing Facilities
- Existing Path
- Existing Lane
- Existing Route

Proposed Facilities
- Proposed Path (Shared)
- Proposed Lane (Off Site)
- Proposed Lane (On Site)
- Proposed Route

Transit
- VTA Light Rail
- Capitol Corridor/ Altamont Commuter Express

Boundaries
- Site
- Parcel

1″ = 800′

0′ 200′ 400′ 800′ 1600′

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strategies, incentives, and policies. The TDM Plan may specify a phased implementation approach that provides initially for implementation of the TDM measures that are appropriate for multi-tenant offices (e.g., measures aimed at increased transit use), which are expected to be developed during the first three phases of development, and then provides for more expansive TDM measures that are appropriate for large corporate office tenants in the remaining phases (such as shuttles). The following TDM measures will be considered for inclusion in the TDM Plan for some or all portions of the development, to the extent feasible and appropriate, either as part of an initial TDM Plan or as options for enhanced or remedial measures if trip reduction targets are not being met:

1) *On-site Support Facilities:* shuttle bus stops with shelters, bicycle paths and lanes, pedestrian paths linking buildings and transit stations, priority parking for carpools and vanpools;

2) *In-building Support Facilities:* showers and changing rooms, bicycle storage rooms and bicycle racks, and bicycle repair stands, cafes, and fitness centers;

3) Private shuttles for both long distance commute and last-mile service from nearby public transit;

4) Ridesharing options for long distance commuters such as carpool and vanpool matching services;

5) Guaranteed ride home services for commuters who carpool, take transit, or bicycle to work;

6) Financial incentives such as pre-tax benefits for transit and bicycle expenses (e.g., Commuter Check) or subsidized transit passes (e.g., Commuter Checks or VTA EcoPass) for all employees;

7) Additional support services for employees who use transit or rideshare, such as flexible work hours;

8) A website and marketing program to disseminate information on commute options;

9) A TDM information packet to be provided to all new CityPlace employees upon commencement of work at CityPlace and, the benefits of alternative commute methods stressed during new employee orientation programs;

10) Incentives for employees to live in locations well served by transit or shuttles;

11) Bike share pods to enable trips on-site and to nearby destinations to be made by bicycle;

12) Car share services with cars on-site for use by employees (or others) who use alternative modes to travel to the site but need a car to run an errand, travel to a meeting, etc.;

13) Multi-passenger demand responsive ride services for local employees that are competitive with drive alone including transportation network/ride-sharing services such as Uber Pool, Lyft Line and Chariot on-demand and crowd-sourced bus services, and

14) Yet-to-be developed new services, programs, strategies and emerging technologies.

EXHIBIT 3–19: BICYCLE NETWORK*

Existing Facilities: For current proposed land use, provide the following minimum bicycle facilities at the main entrance or high visible areas:

Scheme A:

- Residential (540,000 SF):180 lockers & 36 bike spaces
- Commercial (1,255,000 SF): 60 lockers & 209 bike spaces
- Office (6,064,400 SF): 758 lockers & 253 bike spaces
- Hotel (300,000 SF): 32 lockers
- Entertainment (180,000 SF): 10 lockers & 48 bike spaces

Scheme B:

- Residential (408,000 SF): 130 lockers & 26 bike spaces
- Commercial (1,799,000 SF): 67 lockers & 300 bike spaces
- Office (3,584,400 SF): 448 lockers & 149 bike spaces
- Hotel (300,000 SF): 32 lockers
- Entertainment (180,000 SF): 10 lockers & 48 bike spaces

**Note: Lockers are Class I Bicycle Lockers, bike spaces are Class II Bicycle Rack Spaces*

LEGEND

Existing Facilities
- Existing Bike Path
- Existing Lane

Proposed Facilities
- Proposed Bike Path (Related)
- Proposed Bike Path (Others)
- Proposed Bike Lane (Off Site)
- Proposed Bike Lane (Others)
- Proposed Shared Bike Route
- Potential Bike Center Locations

Transit
- VTA Light Rail
- Capitol Corridor/ Altamont Commuter Express

Boundaries
- Site
- Parcel

1" = 800'

0' 200' 400' 800' 1600'

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EXHIBIT 3–20: PEDESTRIAN NETWORK*

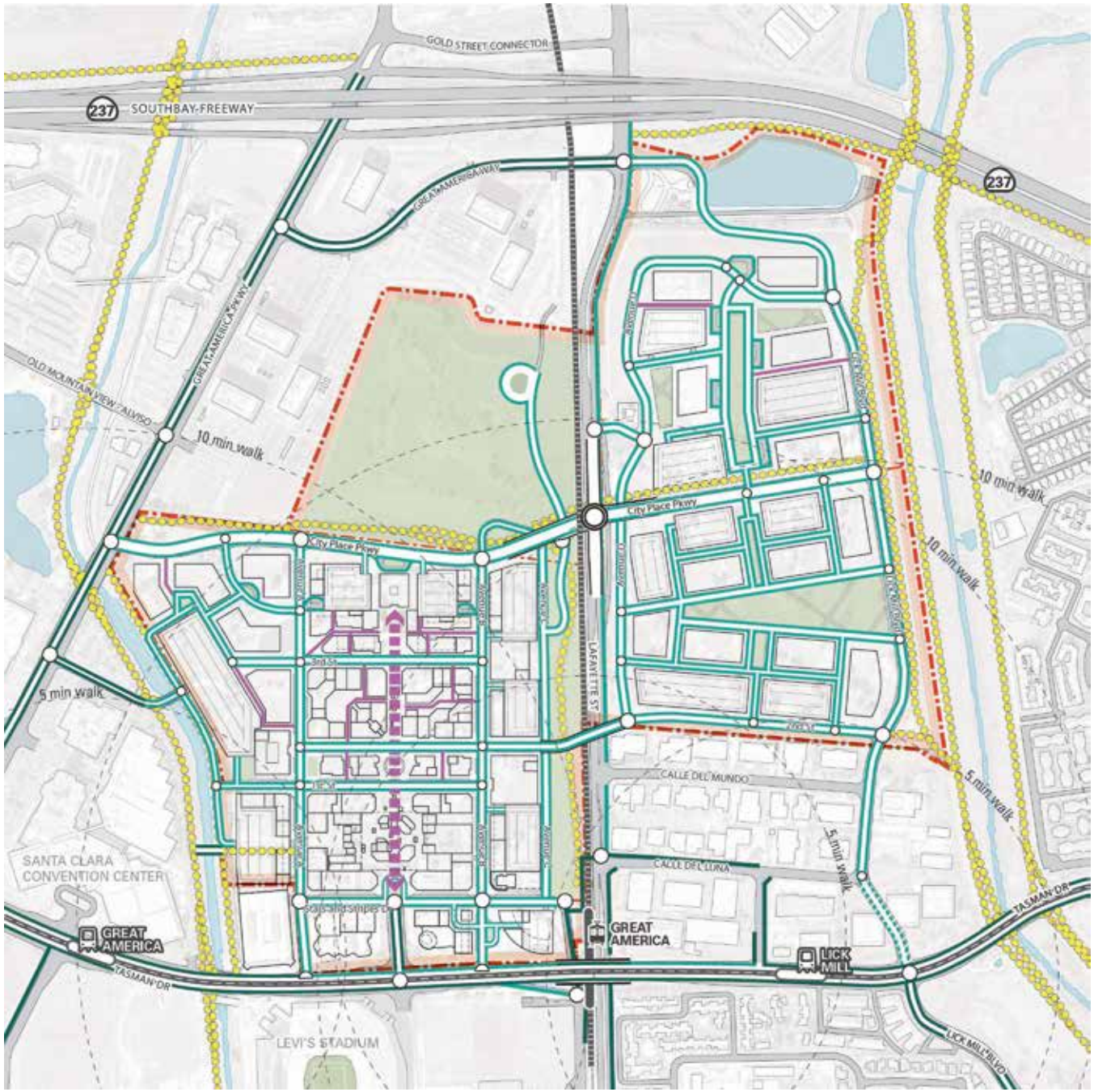
1. Major Pedestrian Linkage

2. Pedestrian Paseo

3. Wide Sidewalks

4. Bike Path

EXHIBIT 3-20: PEDESTRIAN NETWORK CONT.*



LEGEND

Vehicular Circulation
- Major Pedestrian Linkage
- Pedestrian Paseo
- Existing Sidewalk
- Proposed Sidewalk
- Bike Path
- Potential Connection
- Urban Interchange
- Full Intersection
- Right in Right out Intersection

Transit
- VTA Light Rail
- Capitol Corridor/ Altamont Commuter Express

Boundaries
- Site
- Parcel

1" = 800'

0' 200' 400' 800' 1600'

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TABLE 3–5: OPEN SPACE PLAN CONSISTENCY W/ KEY GENERAL PLAN SUSTAINABILITY POLICIES

5.3.4-P12:	Prioritize pedestrian-oriented streetscape and building design in mixed-use development, including features such as wider sidewalks, street furniture, specialty planters, signage, public art, street trees, special paving materials, decorative awnings, enhanced entrances, colors, variety of materials and textures and distinctive building massing and articulation
5.5.2-P9:	Improve pedestrian amenities, including sidewalks and bicycle paths, to promote neighborhood compatibility.
5.9.1-P1:	Develop additional parkland in the City so that it is integrated into neighborhoods and meets the standards for size, amenities and location to serve residents and employees.
5.9.1-P2:	Develop new parks to serve the needs of the surrounding community based on the criteria defined on Table 5.9.1. (defines a neighborhood & a community park)
5.9.1-P5:	Encourage public visibility for all parks, trails and open spaces.
5.9.1-P17:	Foster site design for new development so that building height and massing do not overshadow new parks and plazas.
5.9.1-P18:	Promote recreation facilities in large-scale developments in order to meet a portion of the demand for parks generated by new development.
5.9.1-P20:	Promote the continuation of a parks per population ratio of 2.4 per 1,000 residents and explore the potential to increase the ratio to 3.0, based on the Parks and Recreation Needs Assessment (Parks Master Plan), referenced in Plan Prerequisite 5.1.1-P24.
5.9.1-P21:	Explore options for incorporating an outdoor theater within one of the City's neighborhood parks.

3.4 OPEN SPACE CONCEPT

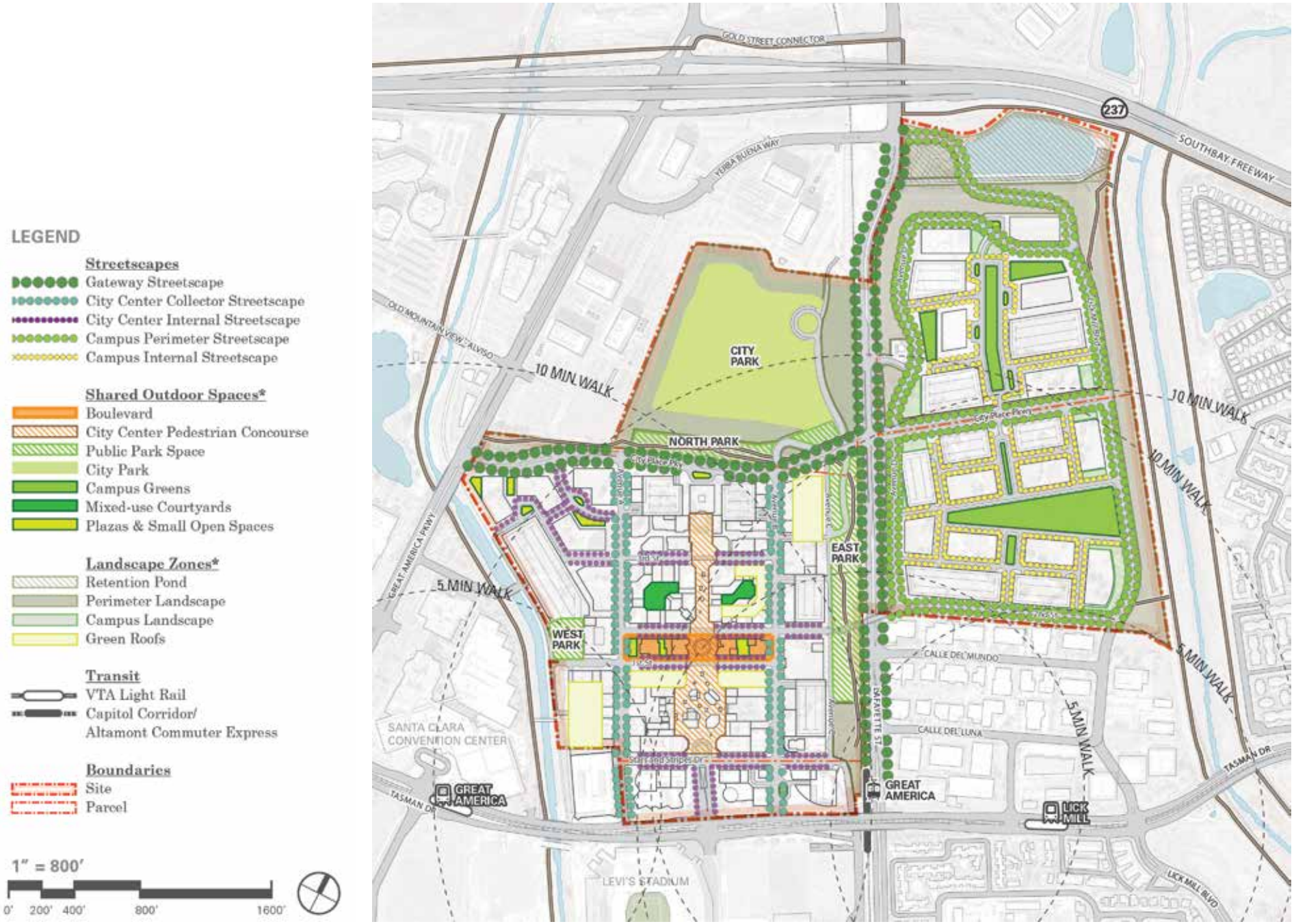
The open space concept describes an integrated network of shared outdoor spaces and sustainable landscapes, highlighted by active plazas, recreational areas, and campus like greens linked through attractive and coherent streetscapes. Collectively, these elements will be essential to creating an engaging public realm and will contribute to CityPlace's identity, functionality, sociability, and visual appeal.

CONCEPT SUMMARY

Distinctive, sustainable open spaces featuring a diversity of inviting and interesting outdoor environments will distinguish the development. This network of open spaces will enhance the visual and experiential quality of place and reinforce the project's identity as a center of mixed-use pedestrian activity. It will also serve a functional role, accommodating the recreational needs and leisure activities of a multiplicity of users, while integrating green infrastructure to achieve sustainable site development. Chapter 6 (Landscape Master Plan) will build on this open space framework, and will elaborate on the landscape design and character of the project.

- *Open Space Network*: The development will incorporate a network of specialized open spaces that will encompass: 1) streetscapes; 2) shared outdoor spaces; and 3) landscape zones. These open spaces will ensure continuity and connection between development parcels and adjacent land uses, offering a continuous sequence of inviting pedestrian spaces, including shaded sidewalks and paths, active and flexible plazas, improved open spaces and restful campus greens. Accordingly, shared outdoor spaces properly scaled to formal and informal gatherings will be integrated into each development parcel. Identified landscape zones will differ in generally covering larger expanses of land, often at the edges of the site, suitable for varied forms of recreation and broad swaths of naturalistic planting. *Exhibit 3-21: Open Space Network* conceptually illustrates the distribution and hierarchy of open spaces across the site.
- *Active Recreation Space:* The project will include organized play areas, including, but not limited to, softball, baseball, and soccer fields, tennis, volleyball and basketball courts, fitness stations, jogging trails, bike paths, picnic areas and various forms of children's play equipment.
- *Distinctive Landscape Setting:* The open space concept will recognize the aesthetic value of the physical setting and its contribution to effective place-making. The objective will is form a lasting favorable impression of the development by creating an appealing outdoor setting, ranging in disposition from highly visible, naturalized landscape edges to heavily-peopled open-air spaces. Of necessity, a more structured urban physical setting will characterize the lively sidewalks and plazas of the mixed-use core, in contrast to a "looser" design for the contemplative environment that typifies the office campuses. Nonetheless, appropriate transitions in character and common design elements will achieve an overall harmony; in particular, the physical setting will communicate the sustainable character of the project, highlighted by a preference for native and adapted plant species.
- *Eco-Sensitive Landscape Design:* Sustainability will be central to the design and function of the open space network, in particular, through dependence on eco-sensitive physical settings that will be fully compatible with the site's landfill protection systems. In particular, the overall physical setting concept will encourage best practices for water conservation, water quality, and Low-Impact Development stormwater drainage and management. Such practices will include reliance on plant species adapted to the local climate, the use of

EXHIBIT 3–21: OPEN SPACE NETWORK*



** Depictions of outdoor spaces and landscape zones are illustrative, particularly in parcels 1 through 3. The retention pond area (while part of the legal parcel) is a City utility facility and not part of the development area or FAR calculations.*

TABLE 3-5 CONT'D: OPEN SPACE PLAN CONSISTENCY W/KEY GENERAL PLAN SUSTAINABILITY POLICIES

5.10.1-P11:	Require use of native plants and wildlife-compatible non-native plants, when feasible, for landscaping on City property.
5.10.4-P1:	Promote water conservation through development standards, building requirements, landscape design guidelines, education, compliance with the State Water Conservation Ordinance, and other applicable City-wide policies and programs.
5.10.4-P3:	Promote water conservation, recycled water use and sufficient water importation to ensure an adequate water supply.
5.9.1-G1:	Ample facilities for physical activities that promote community health.
5.9.1-G2:	Parks, trails, and open space located within a 10-minute walk to residential neighborhoods and employment centers.
5.9.1-G3:	New parks, open space, and recreation provided with new development so that existing facilities are not overburdened.
5.9.1-G4:	Park, trail and open space facilities that are accessible and provide connections to destination points and activity centers within the City.

reclaimed water for irrigation, and the establishment of irrigation regimes that distinguish intensive lawns and gardens from extensive, low maintenance landscape zones. Bio-retention measures such as swales and green roofs shall be integrated to collect, clean, and discharge rainwater where feasible. The landscape's capacity to reduce energy usage should also be exploited, utilizing street trees and potentially green roofs to minimize the heat island effect and reduce heat loads on individual buildings. Chapter 9 (Sustainability Master Plan) goes into greater detail about sustainable practices that are incorporated into the development.

- *People-Oriented Places:* The development's outdoor spaces will be designed to help meet social and recreational demands in a configuration with a mix of commercial and pedestrian activity, placing user safety, comfort and accessibility at a premium. Altogether, the open space network will provide plentiful room and suitable facilities for active and passive recreation and leisure, formal congregation, and informal social interaction. Thus, a balance will be attained between active places and passive spaces. The most dynamic, people-oriented places will comfortably integrate site amenities and furnishings, while accommodating temporary activities and events, foremost of which are the City Center's plazas and use of public and private right-of-way. Moreover, shared outdoor spaces will stress spatial enclosure and close interaction with adjoining buildings and uses.

RESIDENTIAL INDUCED REQUIREMENT FOR DEDICATED PARK AND RECREATIONAL LAND

The Developer will meet the conditions of Santa Clara City Code Chapter 17.35 through the implementation of the following:

1) The Developer will construct and dedicate the park and open space land areas as required by Chapter 17.35 of the City Code at the applicable ratio pursuant to the City's standards. Any deficiency, consistent with Chapter 17.35, will be addressed by fees due in lieu of parkland;

2) The public neighborhood parks shall be operated and maintained by the Developer;

3) CityPlace will also include Mini Parks (less than 1 acre) and the Developer shall operate and maintain responsibility for these parks. Mini Parks will not be credited toward the eligible land devoted to parkland pursuant to SCCC Chapter 17.35;

4) The Developer shall maintain the sloped open space areas and these areas shall not count toward the City's parkland dedication requirement consistent with SCCC Chapter 17.35;

5) The Developer shall construct, own and maintain the private parks and private open spaces. Pursuant to SCCC Chapter 17.35, the Developer may receive a maximum credit of fifty (50) percent of the value of the eligible land devoted to private parks and private open space that is eligible for credit. The calculation of qualified private open space shall not include features required by this MCP, i.e., yards, setbacks and decorative landscape areas, and

6) Per Chapter 17.35, at the time of project approval, the City shall make a final determination as to the land to be dedicated and/or fees to be paid by the Developer. Any in lieu fees imposed under Chapter 17.35 shall be due and payable to the City prior to issuance of a building permit for each dwelling unit. In the event the Developer does not use a building permit for construction of a dwelling unit, the City will refund the fee collected for that dwelling unit at the time of expiration of the building permit.

STREETSCAPES

Streets will be an integral part of the physical and visual landscape, and enhanced streetscapes with distinctive native and drought tolerant landscape treatment minimizing water use and maintenance will be an important feature of the project. Landscaped streetscapes will help establish the project's identity, communicate the roadway hierarchy as illustrated in *Exhibit 3-10: Street Typologies*, and offer a congenial environment for walking and informal socializing. Design strategies will be intended to support these functions, with emphasis on the provision of wide

EXHIBIT 3–22: STREETSCAPE TYPOLOGIES

① *Gateway Streetscape*

② *City Center Collector Streetscape*

③ *City Center Internal Streetscape*

④ *Campus Perimeter Streetscape*

⑤ *Campus Internal Streetscape*

sidewalks, canopy street trees and other sidewalk amenities such as street furniture. Street trees are perhaps the most recognizable streetscape element; at maturity, they will contribute to the visual coherence and spatial definition of the street, serve as a traffic calming measure to reduce travel speeds, and provide a comfortable sense of enclosure, shade, and element of safety. *Exhibit 3-22: Streetscape Typologies* suggests the visual character of the project's streetscapes.

- *Streetscape Amenities:* Good street design prioritizes the physical safety, comfort and convenience of persons on foot. In doing so, it also heightens the social vitality of the place and conveys the public character of its streets. Wide sidewalks will support pedestrian flows with streetscape amenities normally located along the edge of the curb as a physical and perceptual barrier between pedestrians and vehicular traffic. Street trees, planting strips, and sidewalk furniture will be integrated throughout the project; amenities such as pedestrian-scaled light fixtures, benches, planter boxes, and specialty paving will be most abundant where especially intense pedestrian activity is anticipated.

- *Corridor Streetscape:* Arterial streets will exhibit a processional character that will enhance arrival to the project. This will be particularly applicable to the project entrances from Great America Parkway and Tasman Drive; similar treatment is to be applied along UPRR Lafayette Street to the extent allowed by the presence of the rail line and other existing conditions. As entrance corridors, these roadways will incorporate planted medians, a broad planter strip adjacent to each curb, and relatively deep landscape setbacks. Recommended design elements will include special gateway landscape treatment and large shade trees that will provide spatial enclosure and establish a rhythmic procession. Bike lanes and wide sidewalks will be provided to support multi-modal movement. See *Table 6-1: Street Typology Matrix* for all recommended street dimensions.

- *City Center Collector Streetscape*: Although important to vehicular circulation and parking access, the City Center location will require that these streets also serve pedestrians and bicyclists. Wide sidewalks with shady canopy trees will facilitate walkable connections throughout the City Center, while bicycle lanes, on-street parking and planted medians will be incorporated to ensure a balance between travel modes around the periphery of the development parcel.

- *City Center Internal Streetscape:* Characterized by the highest level of amenities, the City Center's internal roadways will place emphasis on the pedestrian experience to create vibrant shopping streets. Wide sidewalks, consistent planting of leafy canopy trees, and street furniture placed at frequent intervals, as well as specialty sidewalk and crosswalk paving, will be among the critical design features. With the introduction of on-street parking, curb bulb-outs, and mid-block crossings, traffic calming will be another important facet of their design. These and other amenities will be coupled with active storefronts to fashion an especially amenable setting for strolling, lingering, meeting, and conversing, as well as outdoor dining. Additionally, street closures for special events may be permitted on private streets without City approval of a Special Permit per SCCC 18.60.030.

- *Campus Perimeter Streetscape:* Although primarily geared toward vehicular access and circulation, the design character of these roadways nonetheless will reinforce the campus feel and support multiple modes of travel. In particular, they will incorporate wide planter strips, expanded sidewalks, and generous landscape setbacks; plantings that mediate between a campus setting and the proposed naturalistic planting along landscape perimeters and embankments and will be provided.

- *Campus Internal Streetscape:* These streets will receive pedestrian priority and will include a high level of streetscape treatment with shade street trees, planter strips and landscape setbacks reinforcing the campus experience. On-street parking, enhanced crosswalks, and other measures such as curb bulb-outs may be incorporated to slow vehicular traffic.

- *Temporary Street Closures:* The City Center Mixed-Use district will contain three private streets: identified in this document as 1st Street, 2nd Street, and 3rd Street. These streets all can have a dual function as open space during special events through the use of temporary street closures and Special Permit approval.

SHARED OUTDOOR SPACES

Key to successful urban place-making, these shared outdoor spaces will serve as a counterpart to the streetscape environment, further enriching the public realm by offering various places to congregate. Comprised of plazas, greens, courtyards, and similar spaces, they will be dimensioned to human occupation and amenable to active or passive use, and therefore, normally conceived as outdoor rooms. *Exhibit 3-23: Shared Outdoor Space Typologies* portrays the visual character of the project's shared outdoor spaces.

- *Boulevard:* Located at the heart of the mixed-use core, the Boulevard will function as CityPlace's primary outdoor gathering space, a focus of commercial activity and a stage for the civic life of the community that will support the retail, dining and entertainment role of the mixed-use core. This will be a multi-functional space suitable for informal socializing, as well as community gatherings, special events, and programmed activities. Therefore, a mostly paved surface that supports flexible use is recommended. Surrounding uses are expected to consist of ground floor retail, dining and entertainment that will activate and further enliven the Boulevard.

- *City Center Pedestrian Concourse:* A highly public place and branch of intense activity, the pedestrian concourse will pass through the core of the City Center and will feed the Boulevard. As such, it will be characterized by a high level of design and amenity, essential to a thriving open air shopping environment. Design elements would include specialty paving, shade features, and outdoor furniture, with accommodations for outdoor dining.

- *Public Neighborhood Park Space:* CityPlace's development program will include the following parks and open space program elements within the City Center area (Phases 1-4) as illustrated in *Exhibit 3-21: Open Space Network:*

  1) City Center East Neighborhood Park A public park along the east side of Parcel 4 that will include:

  • A north-south multi-use trail (biking, jogging, and walking) that incorporates side buffers and amenities that could include landscaping, seating, fitness areas, sports courts, gardens and/or an extended transit station platform (should the train station platform expand northward from its current location). The trail will connect the transit station to the proposed east-west multi-use trail that connects the Guadalupe River and San Tomas Creek trail systems. The width of the multi-use trail and the adjacent buffer areas shall be an average of 30 feet wide.
  • A level or terraced park area that could be programed with sports courts, fitness and/or play area such as a par course, and/or other active recreational uses.
  • The minimum area for this park shall be 1 acre, but the design goal is approximately 3 acres, excluding sloped areas that are not usable, (i.e. not usable for the proposed active recreational purposes).

  2) City Center North Neighborhood Park
  A public park along the north side of Parcel 4 (physically located on the south part of Parcel 3) that will include:

  • An east-west multi-use trail (biking, jogging, and walking) that includes side buffers and amenities that could include landscaping, seating, fitness areas, sports courts, and gardens. This trail comprises a segment of the proposed east-west multi-use trail that connects the Guadalupe River and San Thomas trail systems. The width of the multi-use trail and the adjacent buffer shall average an average of 30 feet.

  • A turfed fitness and/or play area such as a par course, fitness steps, and/or other active recreational uses.

  • The minimum area for this park shall be 1 acre, but the design goal is approximately 2 acres, excluding sloped areas that are not usable, (i.e. not usable for the proposed active recreational purposes)

  3) **City Center West Neighborhood Park** A public park along the west side of Parcel 4 that will include:

  • A children's play area including a physical play structure(s) (type and design age specified at the time of the DAP application).

  • A family picnic area.

- An option for an outdoor gathering or performance area.
- The minimum area for this park shall be one (1) acre.

- *Campus Greens:* One or more centrally located greens will be associated with each development parcel that has been designated as Office Campus. Framed by office buildings, campus greens will provide a convenient place for workers to congregate or relax and may or may not be accessible for public use. Typically, these spaces will possess an intensive landscape character that favors plantings over hardscape, and while a more refined and cultivated appearance will be appropriate, design concepts that maximize drought tolerant landscaping and minimize the lawn's extent shall be considered. Outdoor eating/socializing areas and employee recreation areas may be incorporated.

- *Mixed-Use Courtyards:* A series of well-defined, courtyards scaled to function as outdoor rooms will occupy the urban core. The degree of "publicness" will vary in accordance with the location and accessibility of each space, largely depending on the nature of surrounding buildings and uses, and whether the courtyard is located at-grade or at podium level.

- *Plazas and Small Open Spaces:* Comprised of an assortment of open spaces distributed throughout the development, these spaces will be secondary in function, less formal in purpose and more intimate in scale. Even so, they will maintain a public character, normally offering seating and shade; while they will tend to support passive use, in some instances, programmed activities such as outdoor performances, may still be accommodated.

- *City Park:* Parcel 3 is reserved for a future city park. The City of Santa Clara will develop a process for programming, designing, funding and construction of this park and associated amenities. The 25 acre mesa top is sufficiently large for accommodation of a variety of active and/or passive park uses. The sloped areas surrounding the mesa top will serve as a physical buffer and may be best utilized for native habitat and passive uses like walking trails.

PRIVATE OPEN SPACE

Private open space can be provided with both residential and commercial developments (and may include rooftops), specific details are to be provided with the DAP submissions.

- *Residential:* A limited amount of open space will be dedicated to private spaces associated with the residential uses. Semi-private, communal space will be useful in addressing the social and recreational needs of urban residents, and may include such amenities as a swimming pool, Jacuzzi, barbecue area, children's tot lots / play areas, and other social, recreational fitness, and leisure facilities. Courtyards and rooftop terraces will be the most likely configurations. Private open spaces devoted to Active Recreational Uses will include a minimum of four of the following uses (actual program elements will be included in the DAP applications): (1) landscaped and furnished, park-like quiet areas; (2) recreational community gardens; (3) family picnic areas; (4) game, fitness or sport court areas; (5) accessible swimming pool (minimum size 42' x 75') with adjacent deck; (6) recreation center buildings and grounds.

- *Office:* Depending on the office development typology, some office developments may require the security of a closed campus, which would require that access to interior courtyards would be restricted to authorized employees and guests. In all cases public roads and public bicycle/pedestrian connections between parcels will be preserved.

LANDSCAPE ZONES

The large project site will afford opportunity for the establishment of expansive, character defining landscape zones. Given the overall coverage of these zones, they will be called upon to address a multitude of open space objectives by contributing to a distinctive landscape setting, accommodating various active and passive recreational activities, extending the site's green infrastructure, and communicating a commitment to sustainability. Moreover, attention to water conservation in these zones will be imperative; this will be most noticeably and effectively accomplished through

EXHIBIT 3–23: SHARED OUTDOOR SPACE TYPOLOGIES

① *Boulevard*

② *Pedestrian Concourse*

③ *Public Park Space - Neighborhood Park*

④ *Public Park Space - City Park*

⑤ *Mixed-use Courtyards*

⑥ *Campus Greens*

⑦ *Plazas / Small Open Spaces*

a heavy reliance on native, naturalized and drought resistant plant species. *Exhibit 3-24: Landscape Zone Typologies* is suggestive of the visual character of each of the project's landscape zones.

- *Retention Basin:* The land use concept will set aside as Public Facility / Open Space the approximately 13-acre site located between SR-237 and elevated portion of Parcel 1; the intent is for the City to maintain its use as a retention basin and pump station.

- *Perimeter Landscape:* The soil embankments present a unique design challenge, occupying undevelopable property at the visible perimeters of development parcels. Landscape treatments will emphasize an attractive, naturalized edge that will minimize water use and will transition to the surrounding environment. Landfill side slopes will remain landscaped to minimize erosion and promote stability. Plantings that draw inspiration from native plant communities will be especially encouraged, for example, establishing zones of riparian, coastal prairie, coastal shrubland, and coastal woodland species, depending on aspect, elevation and context of the slope. Specifically, the introduction of riparian plantings along the site's eastern boundary should interact with and enrich the Guadalupe River habitat as well as the site's western boundary and relationship with San Tomas Aquino Creek. These perimeters will also function as a recreational amenity, incorporating "hike and bike" paths and trails that will link into the broader trail network.

- *Campus Landscape:* Because project build-out largely proposes parking structures rather than sizable surface lots, considerable land area is expected to be freed up in the long-term for landscape areas that augment campus greens and further enhance the campus environment. The focus of these spaces will be on providing active and passive recreational use that primarily serves office workers, for example, accommodating sports courts and sports fields, as well as various ornamental gardens. Therefore, a more cultivated appearance will be typical, utilizing native and adapted species as appropriate to harmonize with the perimeter landscape.

- *Green Roofs:* The introduction of green roofs on project buildings not only will provide a unique opportunity to extend the open space network, but also will promote site sustainability as an integral component of the project's green infrastructure. Roofs of commercial/residential buildings and parking structures may support a variety of open space functions, balancing ecological, aesthetic and recreational benefits. Key opportunities will include small-scale urban agriculture, community gardens, and aesthetically pleasing horticultural gardens. Incorporation of renewable energy photovoltaic systems may limit the extent of roofs available for landscaping. Space necessary for mechanical systems and access requirements will also be limiting factors. Among the ecological advantages of green roofs will be a reduction in stormwater runoff through rainwater harvesting, less heat absorption and reduced cooling loads, and the filtering of pollutants.

EXHIBIT 3–24: LANDSCAPE ZONE TYPOLOGIES

① *Perimeter Landscape*

② *Campus Landscape*

③ *Green Roof with Photovoltaics*

3.5 URBAN DESIGN CONCEPT

The urban design concept will emphasize community building and placemaking with the intent of achieving a high design standard throughout CityPlace. Community linkages, urban character, livability and sustainability will be key concepts that support the project's urban design and reinforce the overall vision of creating a new center of activity for Santa Clara and the region. With this in mind, a successful project will be dependent on realizing high quality site planning, architectural and landscape design.

TABLE 3–6: URBAN DESIGN CONCEPT CONSISTENCY W/ KEY GENERAL PLAN SUSTAINABILITY POLICIES

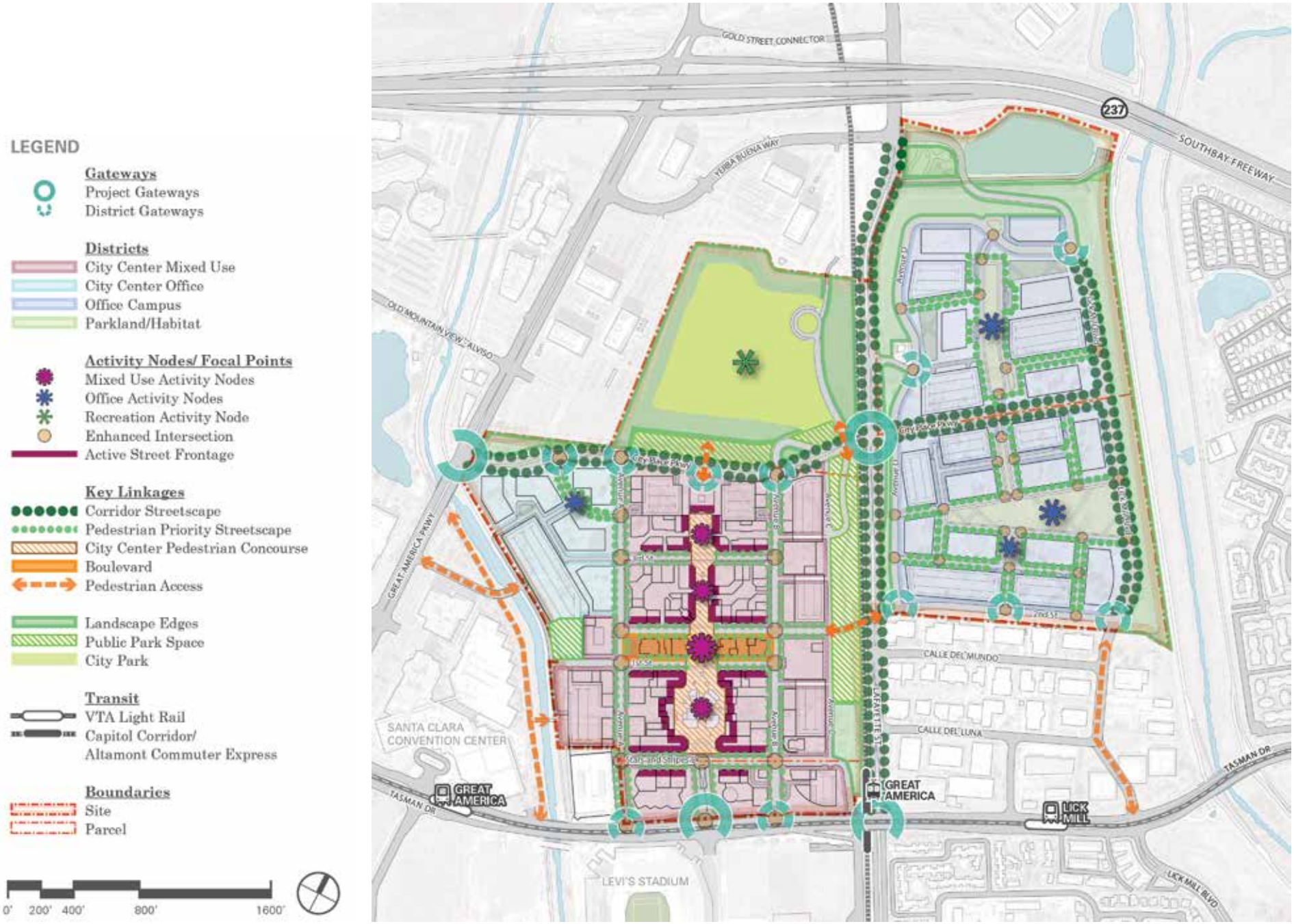
5.3.3-P4:	Promote community events, such as farmers' markets and street festivals within the public right-of-way and on City-owned land, in order to support economic development, business retention, and healthy food options within the City.
5.3.4-P11:	Foster active, pedestrian-oriented uses at ground level, such as retail shops, offices, restaurants with outdoor seating, public plazas or residential units with front stoops, in mixed-use development.
5.8.4-P1:	Provide a comprehensive, integrated bicycle and pedestrian network that is accessible for all community members.
5.8.4-P5:	Design streets to include detached sidewalks with planting strips or wider, attached sidewalks with tree-wells to encourage pedestrian use and safety, as well as to remove barriers and increase accessibility.
5.8.4-P7:	Require new development to provide sidewalks, street trees and lighting on both sides of all streets in accordance with City standards, including new developments in employment areas.
5.9.1-P4:	Provide connections between private and public open space through publicly accessible trails and pathways and by orienting open spaces to public streets.
5.10.3-P2:	Encourage new development to incorporate sustainable building design, site planning and construction, including solar opportunities.

CONCEPT SUMMARY

Working together with the land use, mobility and open space concepts, the urban design concept will establish a clear organizational structure that will bind CityPlace to its surroundings, unify its disparate parts, create an urban core, and provide nodes of activity. In doing so, the project looks to create an identifiable character derived from the active, urban character of its mixed-use core, as well as its function as a sustainable, pedestrian and transit-oriented development.

- *Community Linkages:* Project roadways, pathways, and trails will build visual and physical linkages both externally and internally. The desired external connectivity will be achieved through various off-site circulation improvements and reinforced by the proposed active transportation network that supports multi-modal movement. Internal connectivity will largely be achieved through a gridded network of pedestrian-friendly streets and a centrally located pedestrian concourse within the City Center core. Similarly, a network of local streets that readily accommodate pedestrian travel will be located internal to the office campuses, while various pedestrian access routes will link parcels.
- *Urban Character & Livability:* The proposed mix of uses and walkability will be key aspects in establishing an urban character and livability that will be most prominent in the City Center. More specifically, the density, human-scale and street orientation of buildings in the core will be major contributing factors to CityPlace's urban appeal, activating its sidewalks and comfortably framing its public spaces. Beyond the core, high quality outdoor spaces in the form of campus greens will create an attractive setting while also serving as important nodes of activity for the surrounding offices.
- *Project Identity:* A key component of successful placemaking will be to establish a clear project identity. For CityPlace, this will be accomplished through a variety of interrelated means, encompassing gateways that mark major entrances to the project; a coordinated family of wayfinding signage and environmental graphics; a unified palette of streetscape amenities; and a compelling landscape character. Additional features may include landmark buildings and civic art at strategic locations. These measures will be especially applicable to the City Center core as a major destination, whereas the office campuses will have leeway to create individual characters within the context of the overall project identity.
- *Site Sustainability:* CityPlace will incorporate sustainable design as both an integral and emblematic part of the project. This will be achieved through sustainable site planning, landscape and building design that aims to maximize resource efficiency, promoting economic vitality, and increasing the quality of life for the project's visitors and occupants. Among the more visible sustainable design measures will be the project's transit and pedestrian-oriented site layout; green building practices such as natural ventilation, shading and daylighting; and eco-sensitive landscapes that will stress the use of native and adapted species.

EXHIBIT 3–25: URBAN DESIGN CONCEPT*



** Plan is illustrative and subject to change. The retention pond area (while part of the legal parcel) is a City utility facility and not part of the development area or FAR calculations.*

Station looking north

Boulevard retail

URBAN STRUCTURE

The urban structure of CityPlace may be described according to the following components: 1) Gateways; 2) Linkages; 3) Districts; 4) Activity Nodes and Focal Points; and 5) Edges. Collectively, these elements will organize the project to create a strong visual image, focusing activity on the desired urban core; linking the various parcels physically and visually to create a unified whole; responding to the adjacent land use context and built infrastructure; and working with the existing landforms.

- *Gateways:* Entrance into the project and its various districts will be marked through a series of gateways; these may be expressed through a combination of signage and art, special landscape and lighting treatment, and/or the orientation and massing of buildings. The main project gateways will be located 1) off Great America Parkway at CityPlace Parkway; 2) off Tasman Drive at Centennial Boulevard; and 3) at the crossing of CityPlace Parkway and Lafayette Street. District-scale gateways will be recommended at district entrances via collector streets.

- *Linkages:* These will include important vehicular and pedestrian routes that will connect gateways, activity nodes and focal points, including Parks. The proposed CityPlace Parkway and Lick Mill Boulevard are major vehicular corridors that will be part of the arrival sequence linking the various districts into a unified whole; this will be communicated through streetscape treatment that will include suitably scaled street trees. Pedestrian priority streets will be identified internal to each district, receiving an appropriate level of streetscape amenity, including canopy shade trees, lighting and outdoor furniture; within the City Center core, these streets will form a tight gridded network. Meanwhile, a major pedestrian spine will become the central feature of the core, supporting the highest level of activity and pedestrian flows.

- *Districts:* These will be defined by areas of like character, generally corresponding to parcel delineations and associated land use designations. The City Center Mixed-Use District will have the most urban character and support the most activity, incorporating a mix of uses that encompasses residential, retail, office and hospitality, and are knit together through a network of walkable streets. The City Center Northwest Office District will feature a more urban character than the Office Campus districts located outside of the core. The character of buildings, streetscapes, landscapes and signage will reinforce the character and identity of each district, mindful that each will contribute to the overall project identity.

- *Activity Nodes and Focal Points:* Each district will incorporate one or more activity nodes that will function as primary people gathering places and also will help to orient visitors. For the City Center Mixed-Use District, this will be comprised of a series of focal points along the pedestrian concourse, with the most important node to be located midway along the pedestrian concourse at the heart of the district; here, the adjacent streets may be temporarily closed to support major festivals and events. Within each office campus, a central campus green may serve the function of an activity node. Additionally, certain intersections may also receive special treatment that reflects their relative importance, for example with enhanced pedestrian crossings.

- *Edges:* The landscape edges resulting from the landfill embankments are highly visible and will be important in communicating both the design quality and sustainability of the project. These will primarily rely on native and adapted vegetation to create a visually attractive boundary that requires a minimum of resource inputs, with suitable design transitions to adjacent perimeter roadways and gateways.

MASSING / SPATIAL DEFINITION

CityPlace's buildings will be oriented and massed to reinforce the desired urban character and to establish a positive relationship between buildings and outdoor spaces; this will be key to activating the project's outdoor gathering spaces and to making walkable streets. Particularly in the City Center core, building orientation and massing will establish a consistent street wall along pedestrian priority streets and will define the pedestrian concourse. Additionally, active uses such as retail and food and beverage will be placed along sidewalks and will line the edges of the pedestrian concourse. Within each office campus, buildings will be encouraged to frame and orient to the internal campus greens, thereby creating a collegial atmosphere; other considerations in the placement of office buildings will include solar orientation, and views to and from the buildings.

Multi-story parking structures will be utilized extensively thought the project. For the City Center portions of the project, parking structures should be predominately located at the edges of the pedestrian district with access from perimeter roads, so to divert auto traffic away from pedestrian zones. Where parking structures face pedestrian zones they should incorporate active edges, which may include Commercial Storefronts and/or Public Amenities that enliven pedestrian experience.

EXHIBIT 3–26: CITYPLACE - VIEW LOOKING NORTH

BUILDING TYPOLOGIES

The following imagery is suggestive of an appropriate visual character for the various building types that will comprise CityPlace, including: 1) Office Typologies; 2) Retail / Entertainment Typologies; 3) Hospitality Typologies 4) Residential Typologies; and 5) Parking Typologies. The guidelines associated with each of these typologies are presented in Chapter 5 (Design Guidelines).

OFFICE TYPOLOGIES

office campus

class-A office

office tower

creative office / office loft

RETAIL / ENTERTAINMENT TYPOLOGIES

anchor retail

in-line retail

pad retail

entertainment (cinema/theater)

HOSPITALITY TYPOLOGIES

full service hotel

boutique hotel

RESIDENTIAL TYPOLOGIES

multi-family podium

mid-rise multi-family

high-rise multi-family (12 stories +/-)

service apartments

PARKING TYPOLOGIES

stand-alone magazine

stand-alone magazine (ground floor retail)

wrapped podium

CHAPTER 4

PARCEL DEVELOPMENT PLANS, STANDARDS & REQUIREMENTS

4.1 INTRODUCTION

Design standards are graphic and written principles which are to be incorporated into the design of each development block in the project area. With appropriate flexibility, they will aid in achieving a high level of design excellence.

INTRODUCTION

CityPlace will be conceived as an Urban District. As such, its development should best mimic the tendencies associated with urban growth, promoting both a diversity of building uses and expressions that are characteristic of great urban environments, while retaining unifying urban design characteristics that hold the district together. To accomplish this, emphasis will be placed on promoting the diverse and specific needs of tenants and working to craft sub-districts of synergistic uses, while working to retain the essence of the overall urban design structure. In both the diversity of creating sub districts of unique character and unity of common urban design, the overall image of CityPlace will be supported.

For the City Center, the Block Development Guidelines detailed in this chapter are intended to be used as a tool for City staff to review DAPs. The Guidelines identify planning concepts "in spirit" for the proposed block. Elements such as key frontages and entries, setbacks, general street patterns, and servicing are identified and will guide many valid approaches to development of the block. Other more specific block characteristics such as massing, general disposition of land uses, etc. will evolve as the project design is implemented, and may deviate from the illustrated block characteristics shown. Overall program, density and urban character will be maintained within the development of each parcel; however, specific program elements may move from one block to another to accommodate a variety of anticipated influencing factors, including:

- Changes in use and density, and shifts in program between blocks;
- Regulatory requirements due to landfill conditions;
- Building typology flexibility;
- Key tenant leasing accommodations;
- Districting, retail mix and locational synergies;
- Shifting anchor tenant locations; and
- Redistributing upper floor residential uses or accommodating variety in office typologies.

In such case, guidelines associated with the relocation of uses can be applied to the new locations as appropriate; however they shall be consistent with the MCP. The Guidelines are not intended to inflexibly define specific form and character requirements of the City Center blocks through the life of the project.

Outside of City Center (for the Office Parcels 1, 2, and 4 Northwest) the Block Development Guidelines in this chapter are an example of a typical campus office layout found in many office developments in the vicinity (typically a multi-tenant speculative development approach). Elements such as key frontages, servicing, and parking locations are identified and valid to consider in any proposed block development scheme. However, increasingly important to the current marketplace is the ability to flexibly accommodate new working environment prototypes in response to tenant and market needs. Other approaches might be proposed in the DAP submissions, including new building typologies and campus organizations that can better accommodate a Build-to-Suit situation.

PLANS & DESIGN OBJECTIVES

The goal of the standards is to promote a visually cohesive, pedestrian-oriented, and economically viable urban community. The standards promote a clear and consistent process for parcel development. They do not mandate specific architectural styles or building materials. They do recognize the following:

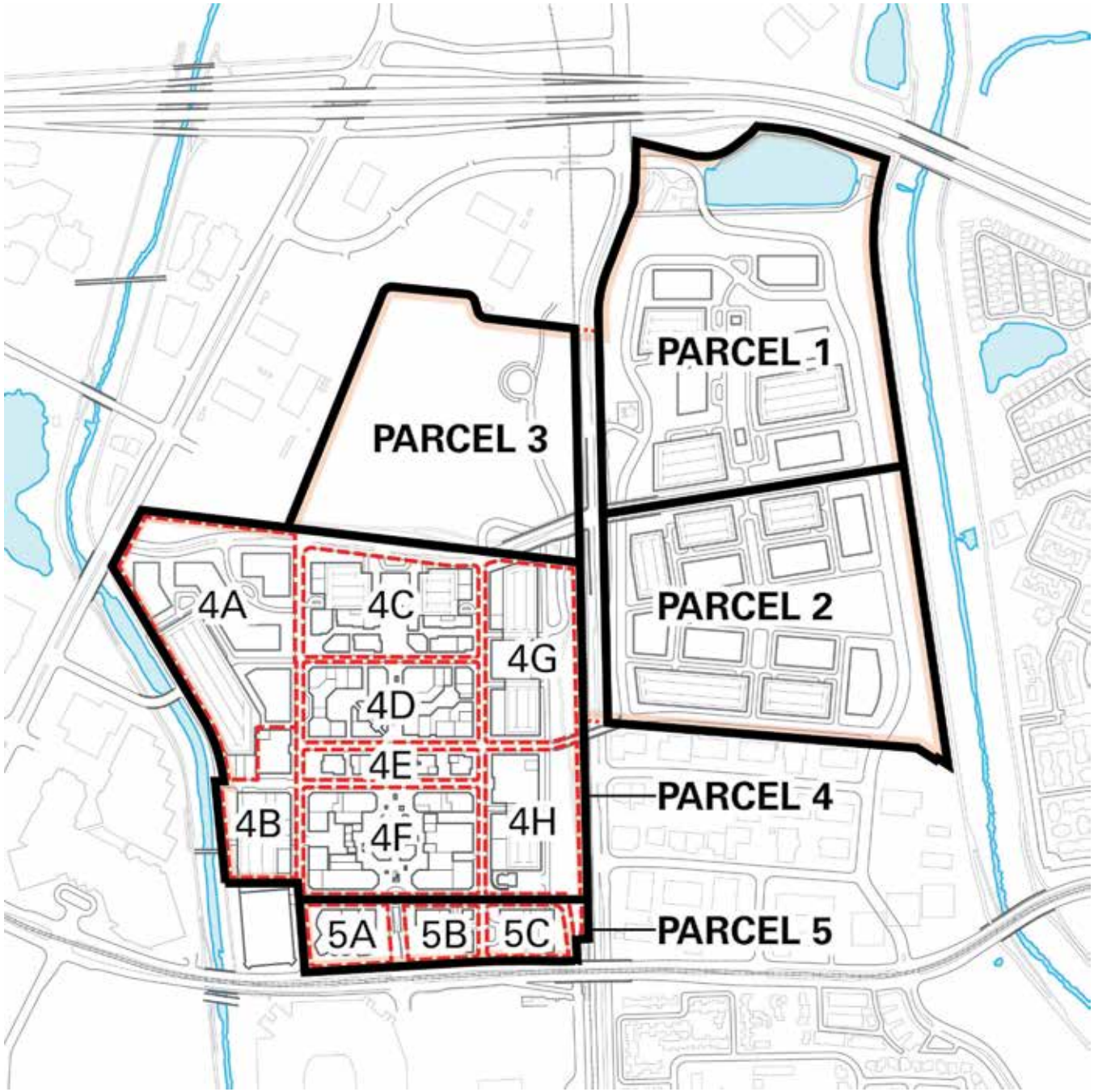
- Provide high quality development;
- Promote a cohesive development pattern, while allowing variety in design and construction;
- Assist designers, City Staff, City Council, and developers in making consistent design choices that reinforce the vision;
- Provide clarity to the design review and approval process; and
- Emphasize pedestrian connectivity through pathways, quiet spaces, and vistas

Each development will be reviewed for compliance with the design standards, according to the Development Area Plan process outlined in Chapter 2 of this document.

DESIGN STANDARD ORGANIZATION

The sequence of future DAP submittals depend on various factors. Therefore, the area addressed by a DAP may correspond to multiple blocks or only a portion of a block as depicted in this chapter. Each block is identified on a key plan so the designer has a logical starting point for design. The standards by block identify allowable buildings, setbacks, active frontages, parking access and other standards. In addition, the objective of the development of the block, its target program, and design objectives are provided in text form. Required design objectives are accompanied by the term “shall”, while design objectives that are recommended are termed as “should” or “are encouraged”. Minimum standards use the term “acceptable” or “allowable” to describe minimum required development performance. The Standards associated with each development parcel outlined in this chapter shall be considered as Requirements when applied to public streets and understood as Recommendations when applied to private streets, except private streets must comply standards related to fire, public safety and sanitation. Public and private street designations are depicted in *Exhibit 3-11*.

EXHIBIT 4–1: PARCEL & BLOCK KEY PLAN*



LEGEND

Boundaries
Site
Parcel
Block

1" = 800'

0' 200' 400' 800' 1600'

** The retention pond area (while part of the legal parcel) is a City utility facility and not part of the development area or FAR calculations.*

4.2 PARCEL 1: OFFICE CAMPUS NE

TABLE 4–1: PARCEL 1 PROGRAM*

PARCEL 1	
Primary Land Use	**Gross Area**
Office	
Office	1,440,000
TOTAL	1,440,000
AREA: 49.6 Acres	FAR: 0.83

Potential Land Use Categories Include:

Retail/F&B *This use may be considered in the form of either standalone kiosk structures and/or as an accessory use.*

Hotel *A potential business-oriented hotel may be considered.*

Site Coverage:

- *35 percent maximum allowable coverage (includes parking structures)*

** The program, plan, and exploded axonometric view depict a potential configuration for illustrative purposes only. The actual program and layout may vary subject to City review and approval.*

KEY

PARCEL CHARACTER

Parcel 1 will have high visibility from Highway 237 to the north, and has the potential to be a signature office campus. It will have the important function of anchoring the northeast portion of the project, and may be developed as either an open tenant office campus, a secure office campus, or as a combination of office campus types. An internal green space is envisioned within the parcel, as well as green buffers and trails surrounding the parcel.

PARCEL DEVELOPMENT DESIGN GUIDELINES

- *Pedestrian Circulation:* Sidewalks are required along all public (City maintained) roads and recommended along private roads (as illustrated in *Exhibit 3-11: Public and Private Streets* and *Exhibit 3-20: Pedestrian Network*).
- *Bicycle Circulation:* Dedicated bike lanes are required around the perimeter loop road. A shared bike route is suggested within the primary road running through the parcel.
- *Active Frontages:* These are suggested within land uses other than parking structures along the interior roads. Potential retail and food and beverage uses should front the interior spine road.
- *Parking Access:* Entries to parking shall only be located off of interior streets and not primary roads. Parking can be either structured or in surface lots.
- *Open Space & Amenities:* A vehicular accessible passive recreation area is suggested in the center of the site, which should focus all the buildings around it within the parcel. A kiosk structure or structures might be provided within the central passive recreation area. An ornamental garden could be located north of the primary road. Active recreation spaces are also located within the parcel and should create connections to the central passive space. Outside of the loop road, land is significantly sloped and can provide picturesque landscape that includes trails, native habitat, etc.
- Setbacks along the perimeter loop road shall be 20' minimum from the curbline.
- *View Corridors:* View corridors should be kept open at both ends of the primary road. In the case of separate buildings, clear views should be maintained through the lobby at ground level.
- *Concealed & Exposed Parking:* Parking structures and / or lots shall be made visually attractive, either by landscaping, visual buffering, siting, artwork, or appropriate screening.
- *Building Heights:* Buildings should be moderate height (roughly three to eight stories), however, to accommodate a range of unique design solutions a maximum building height of 219' above mean sea level (msl) is established consistent with Airport Land Use Commission (ALUC) regulations. Final building mass and height will be subject to City review and approval through the Development Area Plan process.
- *Service Entries:* These shall be located off secondary streets running perpendicular to the perimeter loop road.
- Trash and mechanical equipment shall be screened from view along the public and private street rights-of-way.

EXHIBIT 4–2: PARCEL 1 GROUND FLOOR PLAN*

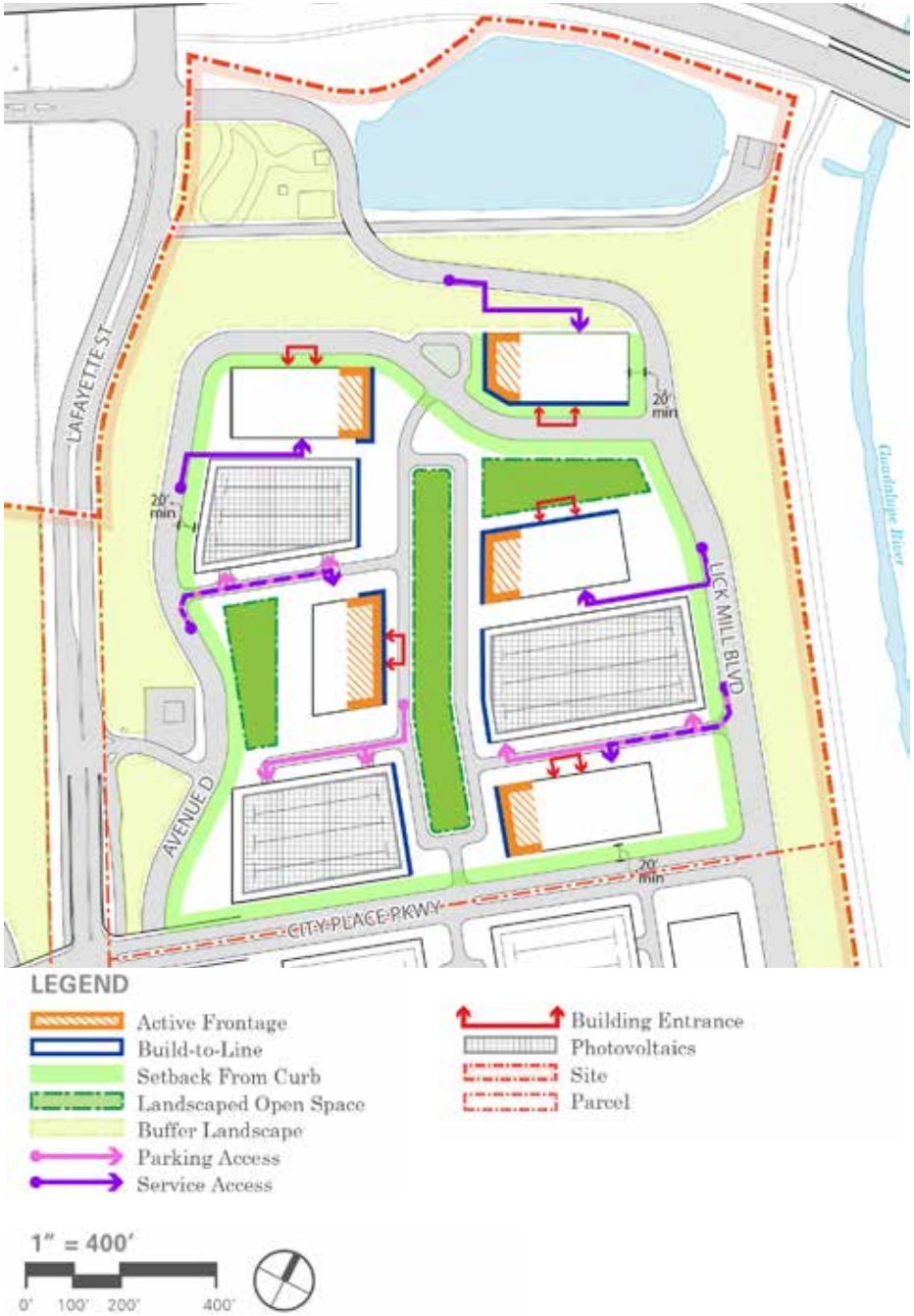
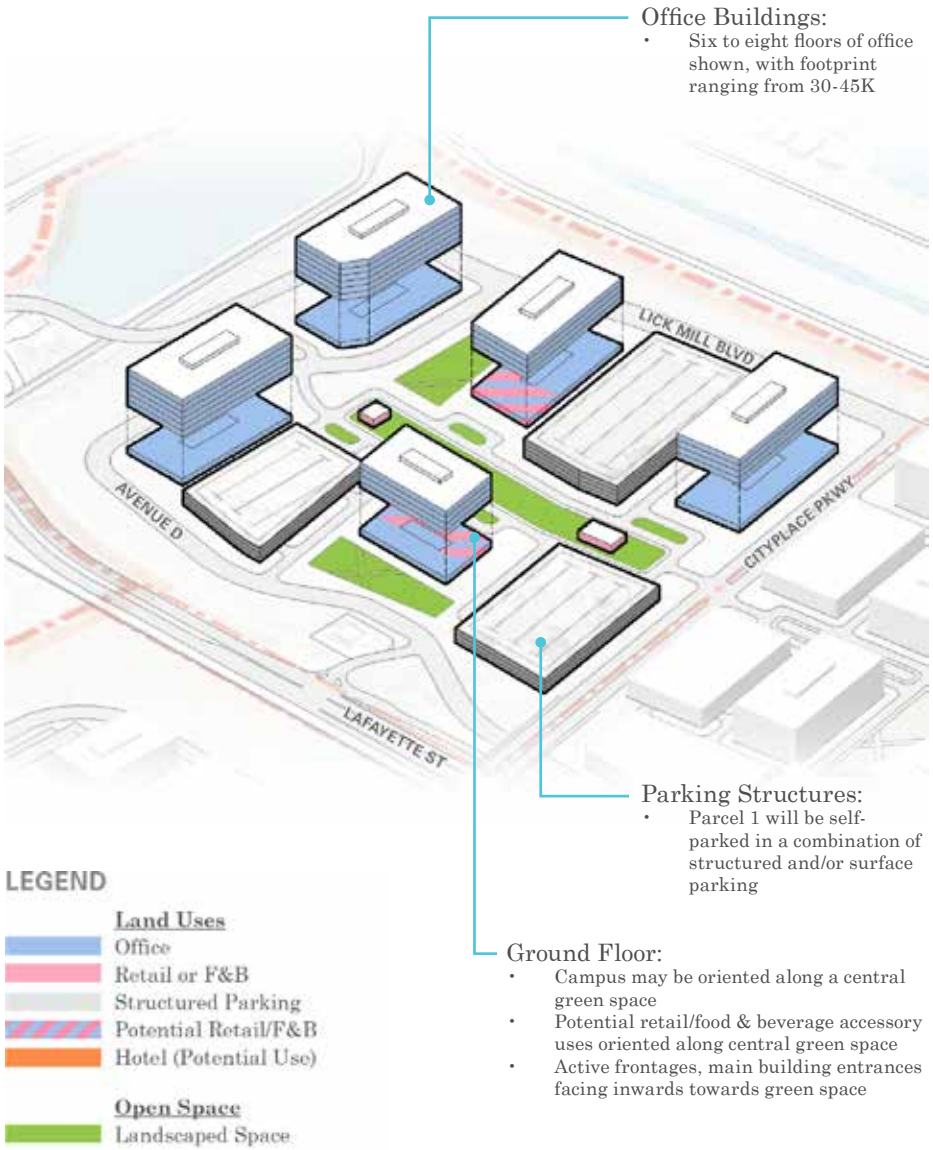


EXHIBIT 4–3: PARCEL 1 EXPLODED AXONOMETRIC VIEW*



** The program, plan, and exploded axonometric view depict a potential configuration for illustrative purposes only. The actual program and layout may vary subject to City review and approval. Accessory uses are not depicted but may replace portions of the elements in the illustrated plan.*

4.3 PARCEL 2 (SCHEME A): OFFICE CAMPUS SE

TABLE 4–2: PARCEL 2 PROGRAM*

PARCEL 2	
Primary Land Use	**Gross Area**
Office	
Office	2,592,000
TOTAL	2,592,000
AREA: 60.9 Acres	FAR: 0.98

Potential Land Use Categories Include:

Retail/F&B *This use may be considered in the form of either standalone kiosk structures and/or as an accessory use.*

Hotel *A potential business-oriented hotel may be considered.*

Site Coverage:

- *35 percent maximum allowable coverage (includes parking structures)*

** The program, plan, and exploded axonometric view depict a potential configuration for illustrative purposes only. The actual program and layout may vary subject to City review and approval.*

KEY

PARCEL CHARACTER

Anchoring the southeastern corner of the site, the Scheme A version of Parcel 2 is envisioned as either a signature open tenant office campus, a secure office campus, or as a combination of office campus types. There will be a green space within the parcel. Office buildings will front the green space, with major entries facing the green. Access is provided from Lick Mill Boulevard, CityPlace Parkway, 2nd Street, Lafayette Street or via transit connections further south.

PARCEL DEVELOPMENT DESIGN GUIDELINES

- *Pedestrian Circulation:* Sidewalks are required along all public (City maintained) roads and recommended along private roads (as illustrated in *Exhibit 3-11: Public and Private Streets* and *Exhibit 3-20: Pedestrian Network*).
- *Bicycle Circulation:* Dedicated bike lanes are required around the perimeter loop road. A shared bike route is suggested along interior roads within the parcel.
- *Active Frontages:* These are suggested within land uses other than parking structures that front the interior open space. Potential retail and food & beverage uses should also front the open space.
- *Parking Access:* Entries to parking are located off secondary streets running perpendicular to the campus loop road. Parking may be either structured or located in surface lots.
- *Open Space & Amenities:* A multifunction recreation area is identified in the center of the site, and will have the potential to focus all the buildings around it within the parcel. A kiosk or similar structure or structures should be provided within the central recreation area, supporting recreation or accommodating retail/food & beverage as an accessory use. Outside of the loop road, land is significantly sloped and can provide a picturesque landscape that includes trails, native habitat, etc.
- Setbacks along the perimeter loop road shall be 20' minimum from the curbline.
- *View Corridors:* View corridors should be kept open at both ends of the primary open space. In the case of separate buildings, clear views should be maintained through the lobby at ground level.
- *Concealed & Exposed Parking:* Parking structures and / or lots shall be made visually attractive, either by landscaping, visual buffering, siting, artwork, or appropriate screening.
- *Building Heights:* Buildings are expected to be moderate height (roughly three to ten stories), and "read" as a campus, however, to accommodate a range of unique design solutions a maximum building height of 219' above msl is established consistent with ALUC regulations. Final building mass and height will be subject to City review and approval through the Development Area Plan process.
- *Service Entries:* These shall be located off secondary streets running perpendicular to the campus loop road.
- Trash and mechanical equipment shall be screened from view along the public and private street rights-of-way.

EXHIBIT 4–4: PARCEL 2 GROUND FLOOR PLAN*

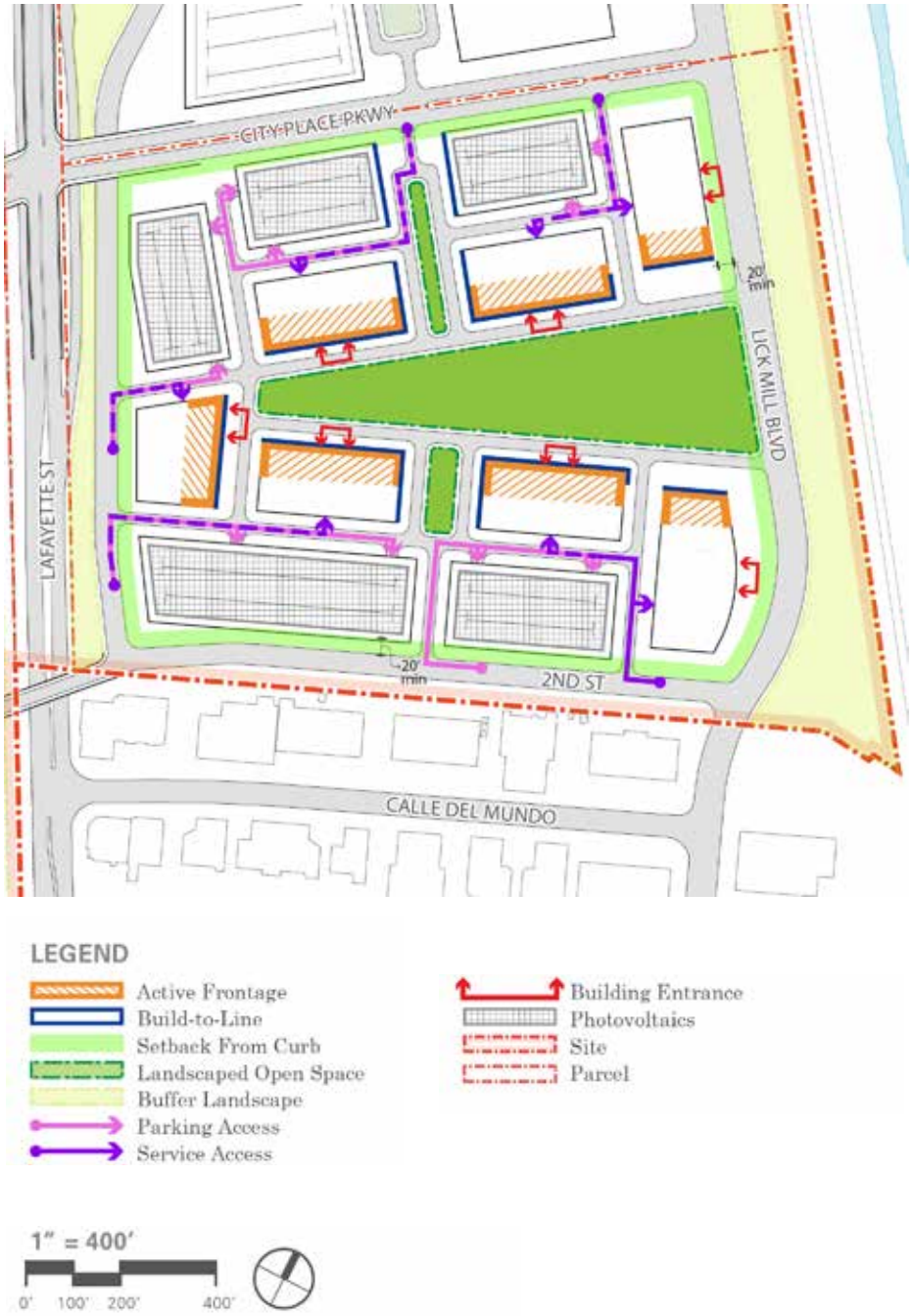
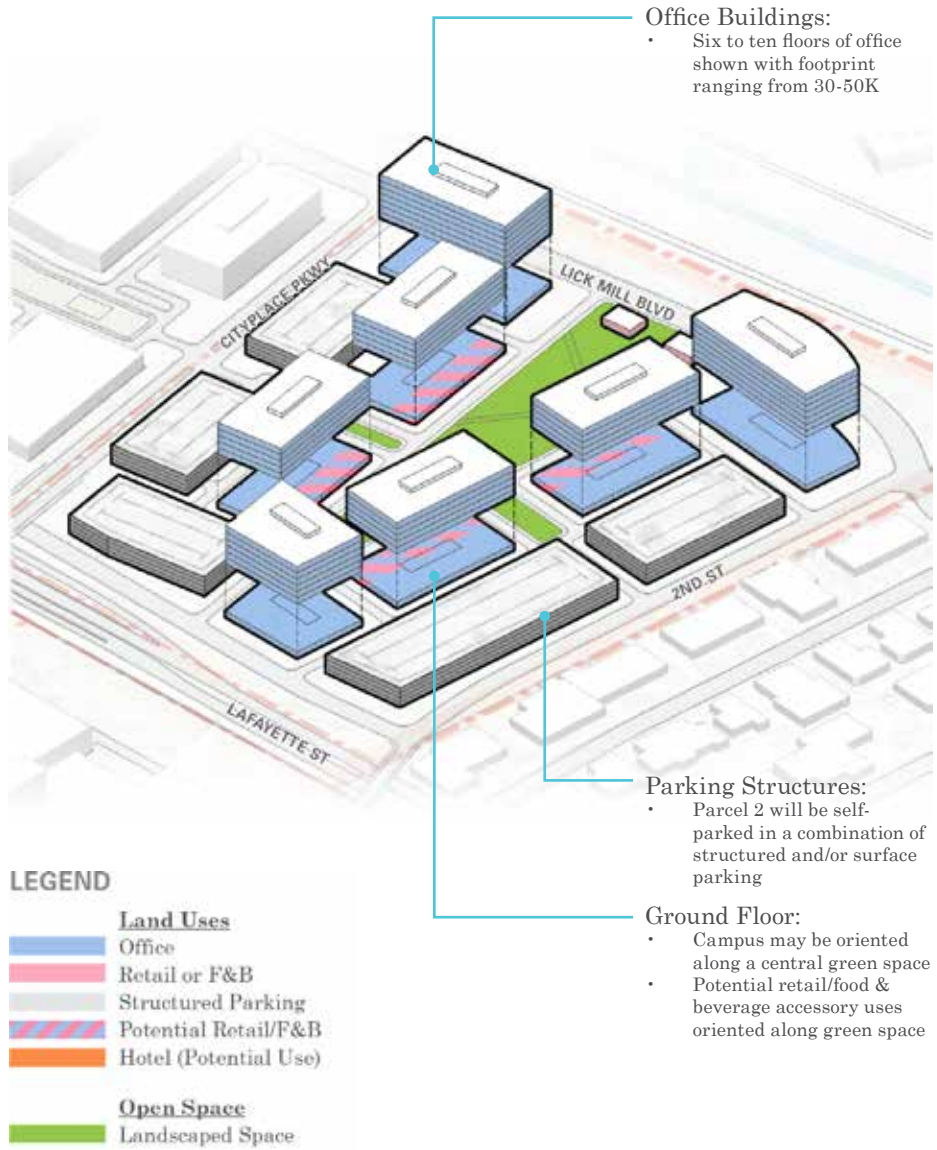


EXHIBIT 4–5: PARCEL 2 EXPLODED AXONOMETRIC VIEW*



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4.4 PARCEL 2 (SCHEME A VARIANT): RETAIL CENTER

TABLE 4–3: PARCEL 2 (SCHEME A VARIANT) PROGRAM*

*PARCEL 2 - SCHEME A VARIANT	
Primary Land Use	**Gross Area**
Office	
Office	423,000
Retail	
Anchors	260,000
Retail	259,000
TOTAL	**942,000**
AREA: 60.9 Acres	FAR: 0.35

Potential Land Use Categories Include:

Hotel — *A potential business-oriented hotel may be considered.*

Entertainment — *Entertainment uses, such as a cinema multiplex, may be considered.*

Site Coverage:

- *35 percent maximum allowable coverage*

** The program, plan, and exploded axonometric view depict a potential configuration for illustrative purposes only. The actual program and layout may vary subject to City review and approval.*

KEY

PARCEL CHARACTER

The Scheme A Variant will be a retail-oriented alternative to the office campus, and is intended to serve as a surface parked retail center with two large anchors and in-line retail, food and beverage, and entertainment. Access will remain similar to the office version of the parcel.

PARCEL DEVELOPMENT DESIGN GUIDELINES

- *Pedestrian Circulation:* Sidewalks are required along all public (City maintained) roads and recommended along private roads (as illustrated in *Exhibit 3-11: Public and Private Streets* and *Exhibit 3-20: Pedestrian Network*).
- *Bicycle Circulation:* Dedicated bike lanes are required around the perimeter loop road. A shared bike route is suggested along interior roads within the parcel.
- *Active Frontages:* These are suggested along primary anchor and in-line retail entries, and along open spaces and retail/food & beverage kiosks.
- *Parking Access:* Entries to parking are required to be located off secondary streets running perpendicular to the loop road. Parking may be either structured or located in surface lots.
- *Open Space & Amenities:* Within the retail center, provision should be made for small landscaped spaces adjacent to active frontages. Outside of the loop road, land is significantly sloped and can provide picturesque landscape that includes trails, native habitat, etc.
- *Build-To Lines & Setbacks:* Build-to lines are suggested along buildings that front open spaces. Setbacks from secondary streets within the retail center shall be 15' minimum from the curbline. Setbacks along the campus loop road shall be 20' minimum from the curbline.
- *View Corridors:* Views should be kept open along the western edge of the parcel, facing the City Center. In the case of separate buildings, clear views should be maintained through the lobby at ground level.
- *Concealed & Exposed Parking:* Parking structures and / or lots shall be made visually attractive, either by landscaping, visual buffering, siting, artwork, or appropriate screening.
- *Building Heights:* Buildings are to be at the low heights expected for a retail center. In the case of an office component, office buildings should be moderate height (roughly four to eight stories), however, to accommodate a range of unique design solutions a maximum building height of 219' above msl is established consistent with ALUC regulations. Final building mass and height will be subject to City review and approval through the Development Area Plan process.
- *Service Entries:* These shall be located off of driveways running perpendicular to the campus loop road. Servicing should take place at the back of the retail center, as identified in the plan diagram.
- Trash and mechanical equipment shall be screened from view along the public and private street rights-of-way.

EXHIBIT 4–6: PARCEL 2 (SCHEME A VARIANT) GROUND FLOOR PLAN*

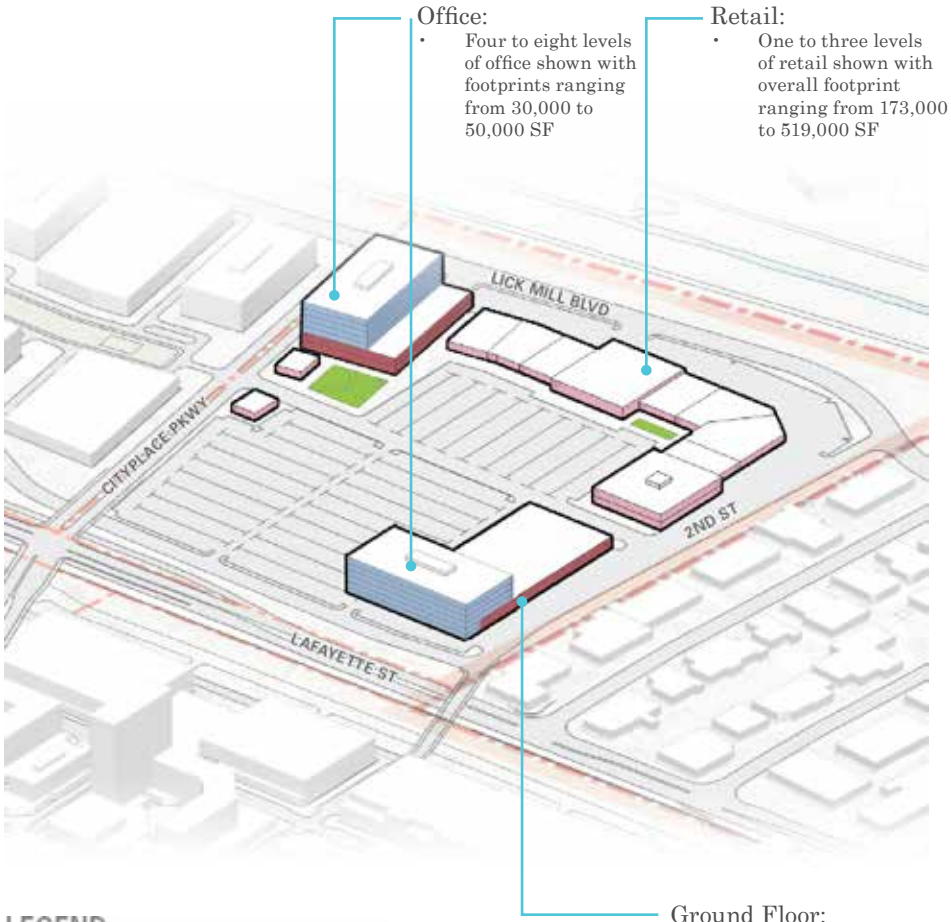
LEGEND

- Active Frontage
- Build-to-Line
- Setback From Curb
- Landscaped Open Space
- Buffer Landscape
- Parking Access
- Service Access
- Building Entrance
- Photovoltaics
- Site
- Parcel

1" = 400'

0' 100' 200' 400'

EXHIBIT 4–7: PARCEL 2 (SCHEME A VARIANT) EXPLODED AXONOMETRIC VIEW*



LEGEND

Land Uses

- Office
- Retail Anchor
- Retail or F&B
- Hotel (Potential Use)
- Entertainment (Potential Use)

Open Space

- Landscaped Open Space

** The program, plan, and exploded axonometric view depict a potential configuration for illustrative purposes only. The actual program and layout may vary subject to City review and approval. Accessory uses are not depicted but may replace portions of the elements in the illustrated plan.*

4.5 PARCEL 2 (SCHEME B): OFFICE CAMPUS SE

TABLE 4–4: PARCEL 2 (SCHEME B) PROGRAM*

*PARCEL 2 - SCHEME B	
Primary Land Use	***Gross Area***
Retail	
Retail	200,000
Office	
Office	2,392,000
TOTAL	**2,592,000**
AREA: 60.9 Acres	FAR: 0.96

Potential Land Use Categories Include:

Hotel *A potential business-oriented hotel may be considered.*

Site Coverage:

- *35 percent maximum allowable coverage (includes parking structures)*

** The program, plan, and exploded axonometric view depict a potential configuration for illustrative purposes only. The actual program and layout may vary subject to City review and approval.*

KEY

PARCEL CHARACTER

Anchoring the southeastern corner of the site, the Scheme B version of Parcel 2 is envisioned as either a signature open tenant office campus, a secure office campus, or as a combination of office campus types. There will be a green space within the parcel. The main difference between this Scheme and Scheme A will be retail buildings and smaller stand-alone food and beverage buildings that will front the green space, with major entries facing the green.

PARCEL DEVELOPMENT DESIGN GUIDELINES

- *Pedestrian Circulation:* Sidewalks are required along all public (City maintained) roads and recommended along private roads (as illustrated in *Exhibit 3-11: Public and Private Streets* and *Exhibit 3-20: Pedestrian Network*).
- *Bicycle Circulation:* Dedicated bike lanes are required around the perimeter loop road. A shared bike route is suggested along interior roads within the parcel.
- *Active Frontages:* These are suggested within land uses other than parking structures that front the interior open space. Retail and food & beverage uses should also front the open space.
- *Parking Access:* Entries to parking are located off secondary streets running perpendicular to the campus loop road. Parking may be either structured or located in surface lots.
- *Open Space & Amenities:* An accessible multifunction recreation area is identified in the center of the site, and could focus all the buildings around it within the parcel. A kiosk structure or structures might be provided within the central recreation area to support recreation or accommodate retail/food & beverage. Outside of the loop road, land is significantly sloped and can provide a picturesque landscape that includes trails, native habitat, etc.
- *Build-To Lines & Setbacks:* Build to lines are suggested to follow the interior open space and also along adjacent streets fronting open spaces. Setbacks along the perimeter loop road should be 20' minimum from the curbline.
- *View Corridors:* View corridors should be kept open at both ends of the primary open space. In the case of separate buildings, clear views should be maintained through the lobby at ground level.
- *Concealed & Exposed Parking:* Parking structures and /or lots shall be made visually attractive, either by landscaping, visual buffering, siting, or appropriate screening.
- *Building Heights:* Buildings are expected to be moderate height (roughly two to nine stories), and "read" as a campus, however, to accommodate a range of unique design solutions a maximum building height of 219' above msl is established consistent with ALUC regulations. Final building mass and height will be subject to City review and approval through the Development Area Plan process.
- *Service Entries:* These shall be located off secondary streets running perpendicular to the campus loop road.
- Trash and mechanical equipment shall be screened from view along the public and private street rights-of-way.

EXHIBIT 4–8: PARCEL 2 (SCHEME B) GROUND FLOOR PLAN*

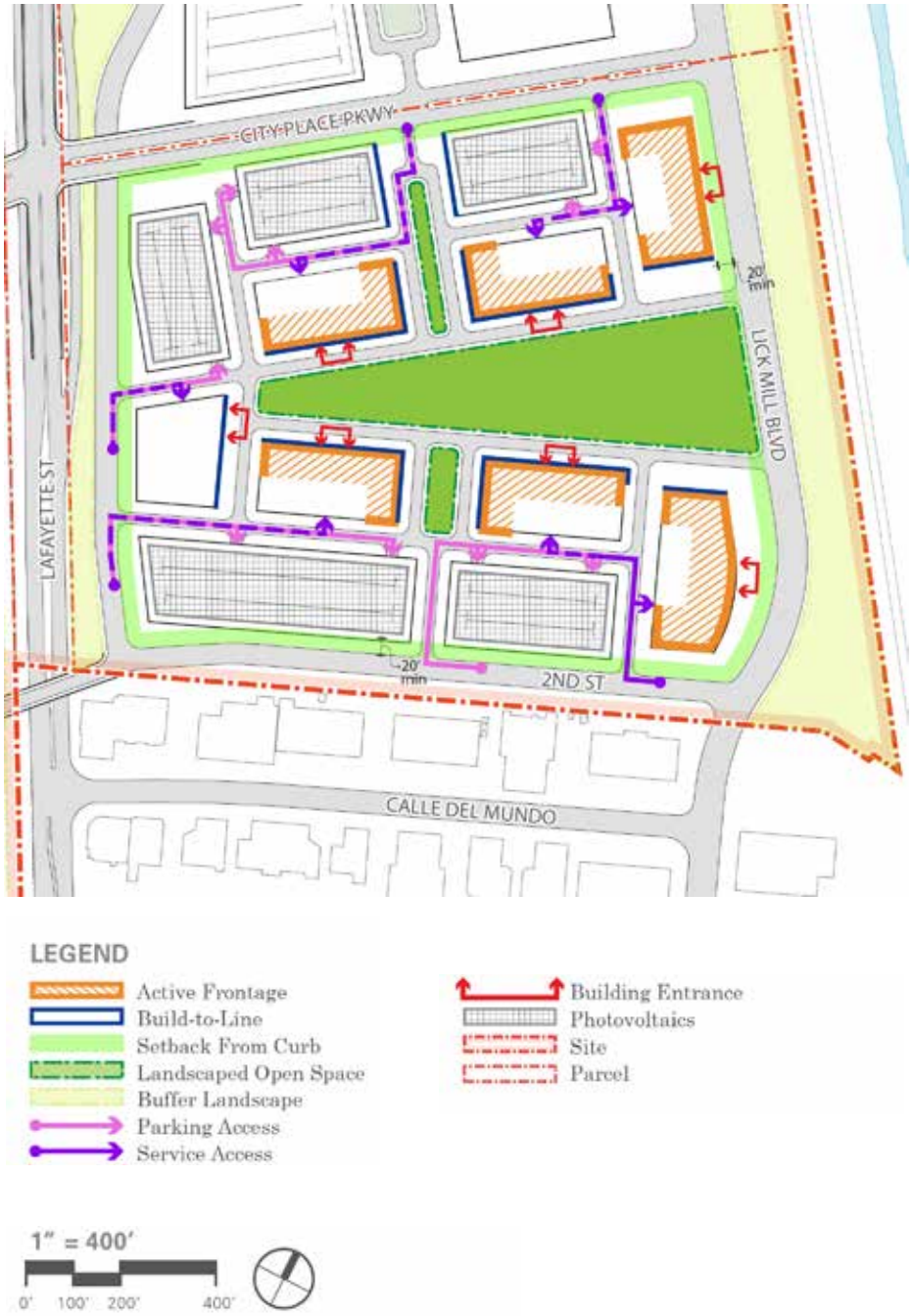
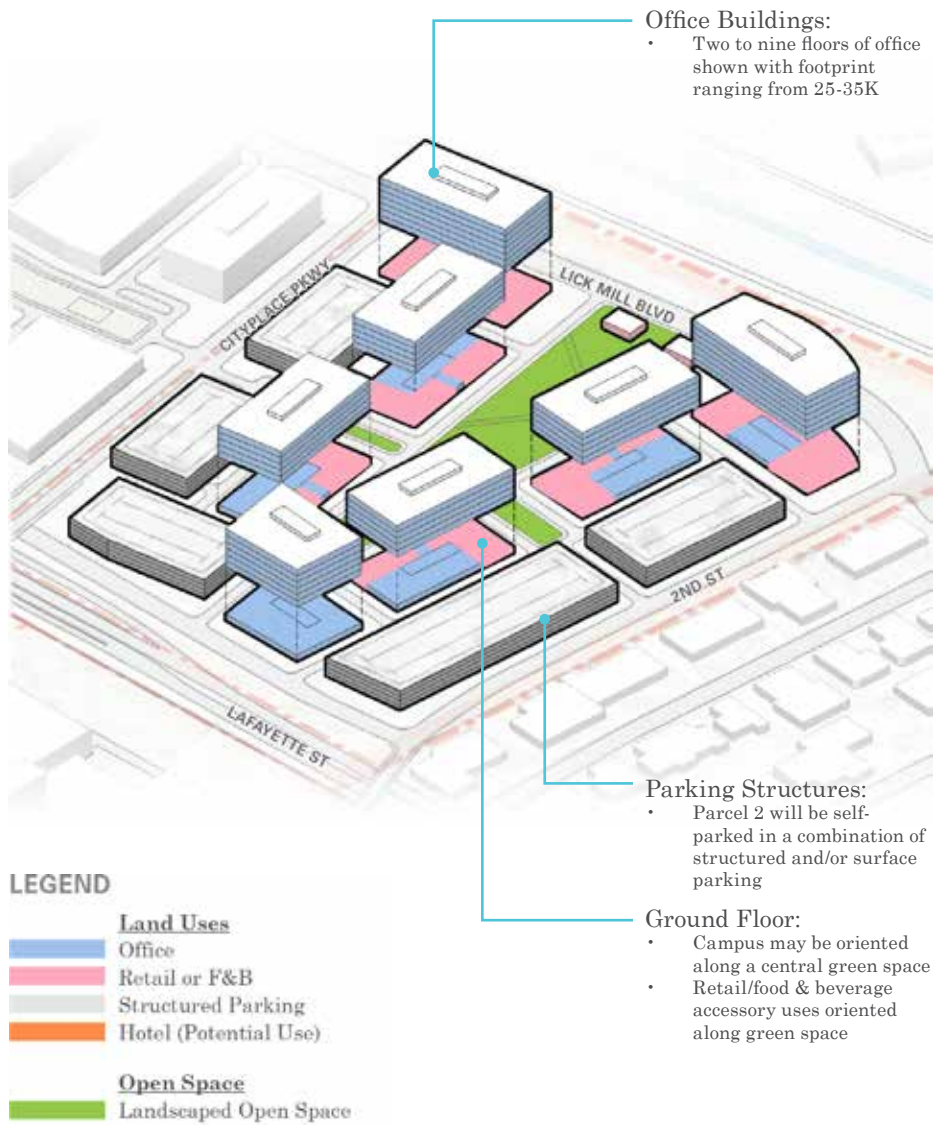


EXHIBIT 4–9: PARCEL 2 (SCHEME B) EXPLODED AXONOMETRIC VIEW*



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4.6 PARCEL 3: CITY PARK

PARCEL CHARACTER

Anchoring the northwestern portion of the project and serving as the northern focus of the City Center pedestrian concourse, this parcel will accommodate a large city park. Its location at the highest position within CityPlace will create opportunities for vistas in all directions, while also becoming the northern visual focus for the City Center pedestrian concourse.

PARCEL DEVELOPMENT

The City of Santa Clara, in consultation with the Master Developer, will develop plans for park, recreation, and open space uses on Parcel 3 that are complementary to, and will not unreasonably interfere with, the City Center development.

- Additional CEQA evaluation may be required prior to the development of the CityPlace Park if the City proposes park development that would: require significant structures; require any intrusion into the landfill refuse layer; or be designed to accommodate major events or activities generating significant levels of traffic.

MASTER DEVELOPER OBLIGATION TO PROVIDE ACCESS TO PARCEL 3 PARK

Parcel 3 is currently accessible via an existing road that extends from a low point at the southeast corner of the parcel and traverses up the eastern landfill embankment to reach the higher areas of this parcel where it joins a cart path utilized by the golf course. This road is primarily utilized by golf course maintenance vehicles and golf carts and does not meet the standards of a city street. A second access road connects Parcel 3 to Great America Way by use of an easement through and along the eastern edge of Santa Clara Gateway's parking lot. This easement is provided for maintenance/emergency access only.

- The Master Developer shall provide an access road meeting City public street standards, in a manner that provides useful access to the upper sections of the parcel from the City Center development. This road will be improved so as to accommodate two lanes of traffic and also include street lighting consistent with the design of street lighting for the City Center development. A turning circle shall be provided to redirect traffic back to the City Center. Any additional infrastructure and park improvements for the City Place Park will be carried out and funded by the City consistant with the DDA.

- The Master Developer may at its option regrade and lower the contours of Parcel 3 prior to the handover of the parcel for park development. Surplus dirt is currently stockpiled on this parcel, which may be required as fill for other parcels of the project. Parcel 3 is currently serviced by a functioning landfill maintenance system that serves the site as presently configured for public golf course use. If this system is disturbed by surplus dirt removal, it will be repaired by the Master Developer. In such case, any disturbed portions of Parcel 3 would be rough graded by the Master Developer to a level pad.

TABLE 4–5: PARCEL 3 PROGRAM*

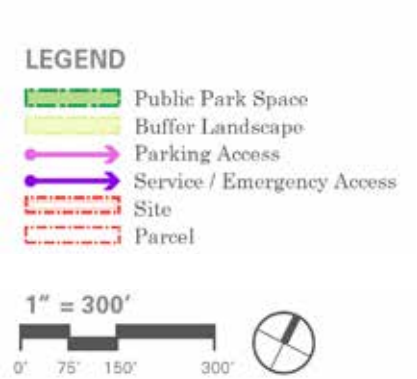
PARCEL 3	
Primary Land Use	**Gross Area**
Park	
City Park/North Park**	TBD
TOTAL	**TBD**
AREA: 34.9 Acres	FAR: 0.00

** The plan, and section view depict a potential configuration for illustrative purposes only. The actual program and layout may vary subject to City review and approval.*

*** North Park program area will be confirmed through the DAP process. Anticipated size is 1 to 2.5 acres of active uses. Remainder of Parcel 3 will go to the City Park.*

KEY

EXHIBIT 4–10: PARCEL 3 SITE PLAN*



Design Standards:

1. ***Lighting:*** Locate pedestrian scaled light fixtures at regular intervals along the sidewalk to match City Center.
2. ***Travel Lanes:*** Provide two travel lanes, one in each direction.
3. ***Additional Standards:*** The development of City Park will be by the City. Additional standards may be developed through the City's process for programming and designing City Park.

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4.7 BLOCK 4A: CITY CENTER NW OFFICE ZONE

TABLE 4–6: BLOCK 4A PROGRAM*

BLOCK 4A	
Primary Land Use	**Gross Area**
Retail	
F&B	10,000
Retail	35,000
Office	
Office	770,000
TOTAL	**815,000**
AREA: 19.4 Acres	FAR: 0.97

Potential Land Use Categories Include:

Retail/F&B *This use may be considered in the form of either standalone kiosk structures and/or as an accessory use.*

Hotel *A potential business-oriented hotel may be considered.*

Residential *Residential may be relocated to this block from block 4D.*

Site Coverage:

- *55 percent maximum allowable coverage (includes parking structures)*

** The program, plan, and exploded axonometric view depict a potential configuration for illustrative purposes only. The actual program and layout may vary subject to City review and approval.*

KEY

BLOCK CHARACTER

As the gateway block at the northwestern boundary of Parcel 4, the site is bounded by Great America Parkway and CityPlace Parkway as well as San Tomas Aquino Creek. It is envisioned as either a signature open tenant office campus, a secure office campus, or as a combination of land uses. Block 4A buildings will share a parking structure along the western boundary of the block that will need to be sensitively buffered.

BLOCK DEVELOPMENT DESIGN GUIDELINES

- *Pedestrian Circulation:* Sidewalks are required along all public (City maintained) roads and recommended along private roads (as illustrated in *Exhibit 3-11: Public and Private Streets* and *Exhibit 3-20: Pedestrian Network*).
- *Bicycle Circulation:* Dedicated bike lanes are required along Avenue A, and off street bike paths are required along CityPlace Parkway and San Tomas Aquino Creek.
- *Active Frontages:* These are suggested along Avenue A. Potential retail and food & beverage uses should also front Avenue A.
- *Parking Access:* Entries to parking shall be located off secondary streets running perpendicular to CityPlace Parkway and Avenue A. Parking may be either structured or located in surface lots.
- *Open Space & Amenities:* Small, distributed mini parks or landscaped areas or a large passive open space are suggested for the center of the block. A kiosk structure or structures may be provided within these spaces. In addition, linear open spaces or landscaped areas are suggested along CityPlace Parkway and Avenue A. A linear open space or buffering is recommended along the frontage of San Tomas Aquino Creek.
- *Public Park:* This block includes a landscaped open space that may become a public park identified as West Park. Depending of the amount of dedicated active park space needed to support residential uses on adjacent uses, this park may accommodate an amphitheater and children's play space for various age groups. The minimum size for this park is one acre (to qualify as residential active open space).
- *Build-To Lines & Setbacks:* Build to lines are suggested to follow the corner of CityPlace Parkway and Avenue A. There shall be a 15' minimum setback from the Avenue A curbline, as well as a 20' minimum setback from the CityPlace Parkway curbline, and the block boundary fronting San Tomas Aquino Creek.
- *Buffers:* A 20' landscape buffer shall be kept open along the western edge of the block, fronting San Tomas Aquino Creek.
- *Concealed & Exposed Parking:* Parking structures and /or lots should be made visually attractive, either by landscaping, visual buffering, siting, artwork, or appropriate screening. Special design attention shall be given to parking structure facade fronting the San Tomas Aquino Creek.
- *Building Heights:* Buildings are expected to be moderate height (roughly three to seven stories) and "read" as a campus, however, to accommodate a range of unique design solutions a maximum building height of 219' above msl is established consistent with ALUC regulations. Final building mass and height will be subject to City review and approval through the Development Area Plan process.
- *Service Entries:* These shall be located off secondary streets or driveways running perpendicular to CityPlace Parkway or Avenue A.
- Trash and mechanical equipment shall be screened from view along the public and private street rights-of-way.

EXHIBIT 4–11: BLOCK 4A GROUND FLOOR PLAN*

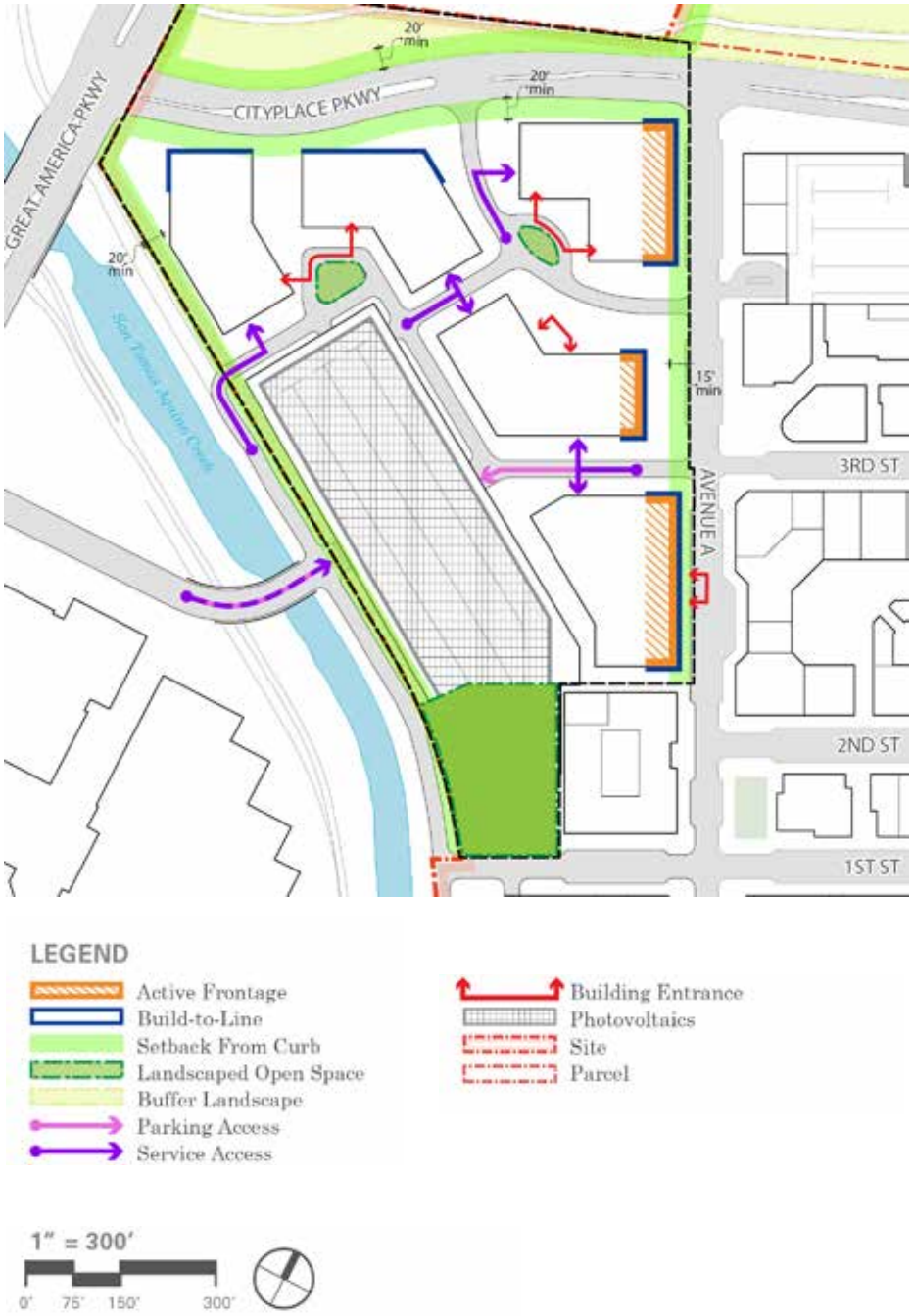
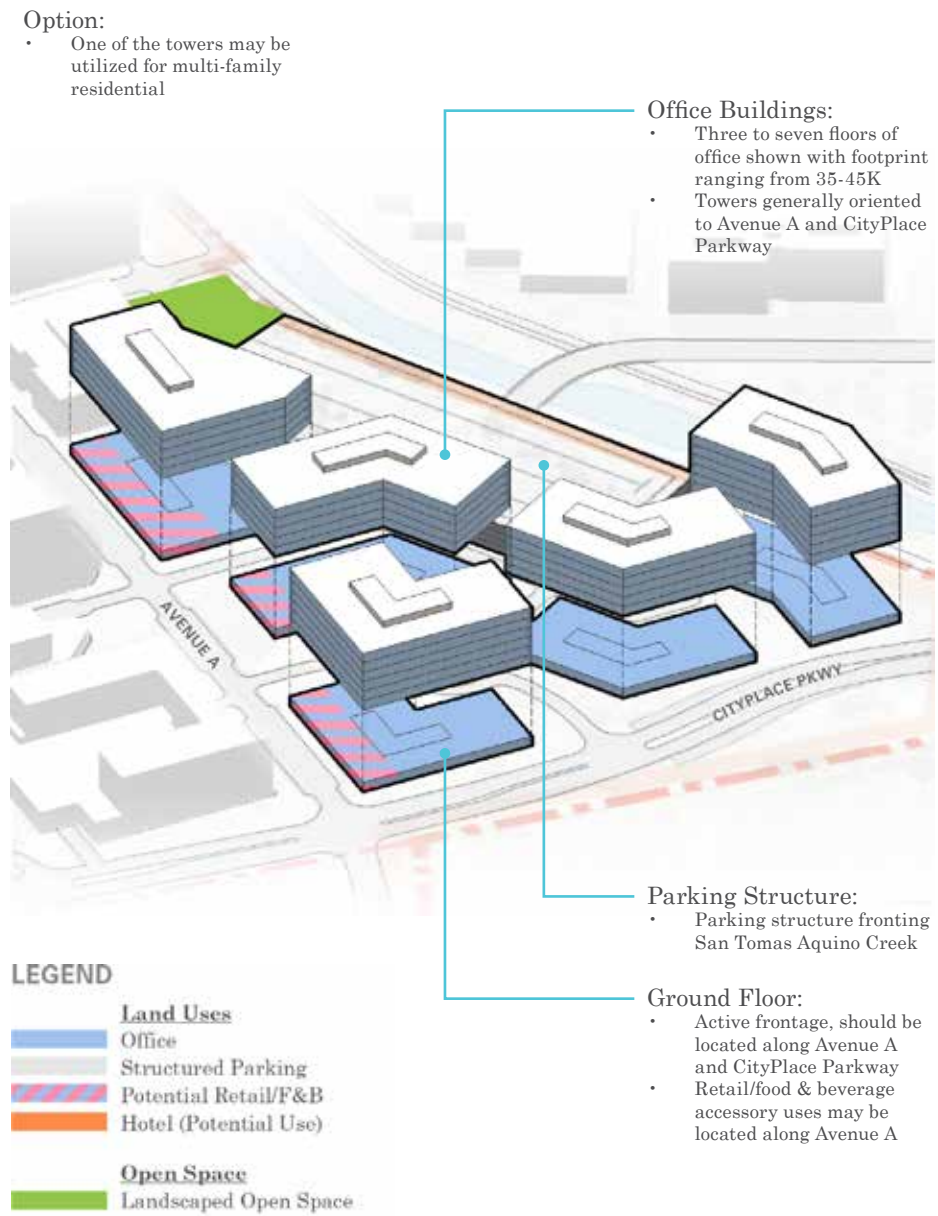


EXHIBIT 4–12: BLOCK 4A EXPLODED AXONOMETRIC VIEW*



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4.8 BLOCK 4B: CITY CENTER WEST

TABLE 4–7: BLOCK 4B PROGRAM*

BLOCK 4B		
Primary Land Use	***Units***	***Gross Area***
Residential		
Residential	240 units	240,000
Retail		
Anchors		86,000
F&B		5,500
Retail		10,500
Office		
Office		150,000
TOTAL		**492,000**
AREA: 6.1 Acres	FAR: 1.89	

Site Coverage:

- *75 percent maximum allowable coverage (includes parking structure)*

** The program, plan, and exploded axonometric view depict a potential configuration for illustrative purposes only. The actual program and layout may vary subject to City review and approval.*

KEY

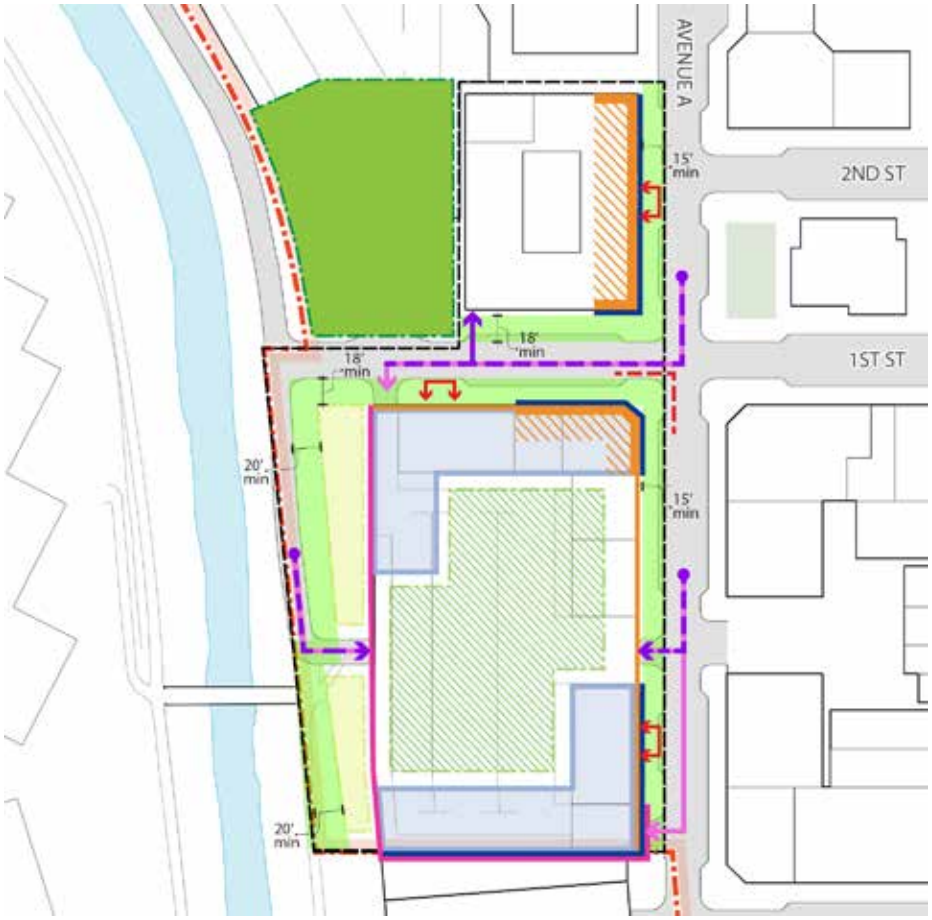
BLOCK CHARACTER

A dense mixed-use block that will act as a western boundary of City Center abutting the San Tomas Aquino Creek and Santa Clara Convention center to the west, the City parking structure to the south, and the core of the City Center to the East. Residential buildings will wrap the block and parking structures.

BLOCK DEVELOPMENT DESIGN GUIDELINES

- *Block Composition:* Bisected by 1st Street, block 4B may be composed of a northern building (retail anchor), and a southern building (podium residential/office with ground floor retail).
- *Pedestrian Circulation:* Sidewalks are required along all public (City maintained) roads and recommended along private roads (as illustrated in *Exhibit 3-11: Public and Private Streets* and *Exhibit 3-20: Pedestrian Network*).
- *Bicycle Circulation:* Dedicated bike lanes are required along Avenue A and 1st Street, and off street bike paths are required along the San Tomas Aquino Creek frontage. A bicycle parking/share facility is recommended within this block.
- *Active Frontages:* These are required along the majority of the 1st Street and Avenue A frontages. .
- *Parking Access:* Parking will be provided internal to the block and may include an attached connection to the City Parking structure to the south. Entries to the podium parking structure are recommended to be located off of Avenue A and 1st Street.
- *Open Space & Amenities:* A generous landscaped open space buffer shall be located along the western edge of the podium building, fronting San Tomas Aquino Creek. The podium building, if developed as residential, should provide an amenity deck to its tenants.
- *Build-To Lines & Setbacks:* Build to lines are suggested to follow the Avenue A frontage of the retail anchor, as well as the corner of Avenue A and 1st Street. There shall be a 15' minimum setback from the Avenue A and 1st Street curblines, as well as a 20' minimum setback from the block boundary or the driveway curbline fronting San Tomas Aquino Creek.
- *View Corridors:* A view corridor should be kept open along the western edge of the block, fronting San Tomas Aquino Creek.
- *Concealed & Exposed Parking:* The podium building should conceal parking structures along its north and east frontages. Parking shall be visually attractive, including landscaping, visual buffering, siting, artwork, or appropriate screening.
- *Building Heights:* The northern anchor is expected to be less than 80' in height. The southern building is expected to be at a moderate height to incorporate a parking structure and wrapped residential/office buildings above, however, to accommodate a range of unique design solutions, a maximum building height of 219' above msl is established consistent with ALUC regulations. Final building mass and height will be subject to City review and approval through the Development Area Plan process.
- *Service Entries:* Service entries for both buildings may be located perpendicular to 1st Street, as shown in the plan. Servicing for the retail anchor may partially or entirely take place within the block 4A parking structure.
- Trash and mechanical equipment shall be screened from view along the public and private street rights-of-way.

EXHIBIT 4–13: BLOCK 4B GROUND FLOOR PLAN*



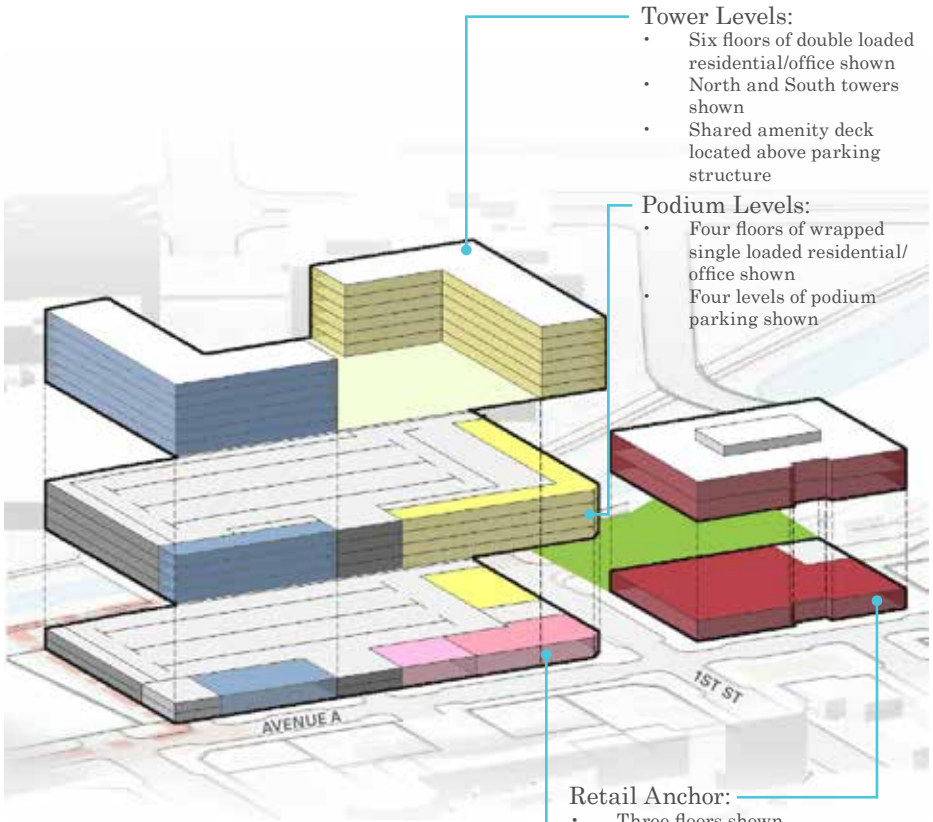
LEGEND

- Active Frontage (primary)
- Active Frontage (secondary)
- Build-to-Line
- Setback From Curb
- Landscaped Open Space
- Buffer Landscape
- Parking Access
- Service Access
- Building Lobby Entrance
- Roof Deck Open Space
- Parking Structure Exposure
- Preferred Podium Location
- Corner Focus
- Site
- Block

1" = 200'

0' 50' 100' 200'

EXHIBIT 4–14: BLOCK 4B EXPLODED AXONOMETRIC VIEW*



Tower Levels:
- Six floors of double loaded residential/office shown
- North and South towers shown
- Shared amenity deck located above parking structure

Podium Levels:
- Four floors of wrapped single loaded residential/ office shown
- Four levels of podium parking shown

Retail Anchor:
- Three floors shown
- Servicing provided in rear of building
- Active ground floor frontage along Avenue A

Ground Floor:
- Active frontage along Avenue A and 1st Street
- Retail and food & beverage at corner
- Two separate residential lobbies
- Two floors of parking; ingress and egress provided on Avenue A and 1st Street

LEGEND

Land Uses
- Residential
- Retail Anchor
- Retail
- Food & Beverage (F&B)
- Structured Parking / Service
- Office

Open Space
- Landscaped Open Space
- Amenity Deck

** The program, plan, and exploded axonometric view depict a potential configuration for illustrative purposes only. The actual program and layout may vary subject to City review and approval. Accessory uses are not depicted but may replace portions of the elements in the illustrated plan.*

4.9 BLOCK 4C: DESIGN DISTRICT

TABLE 4–8: BLOCK 4C PROGRAM*

BLOCK 4C		
Primary Land Use	**Units**	**Gross Area**
Residential		
Residential	800 units	800,000
Retail		
Anchors		60,000
F&B		20,000
Retail		58,000
TOTAL		**938,000**
AREA: 10.6 Acres	FAR: 2.00	

Site Coverage:

- *60 percent maximum allowable coverage (includes parking structures)*

** The program, plan, and exploded axonometric view depict a potential configuration for illustrative purposes only. The actual program and layout may vary subject to City review and approval.*

KEY

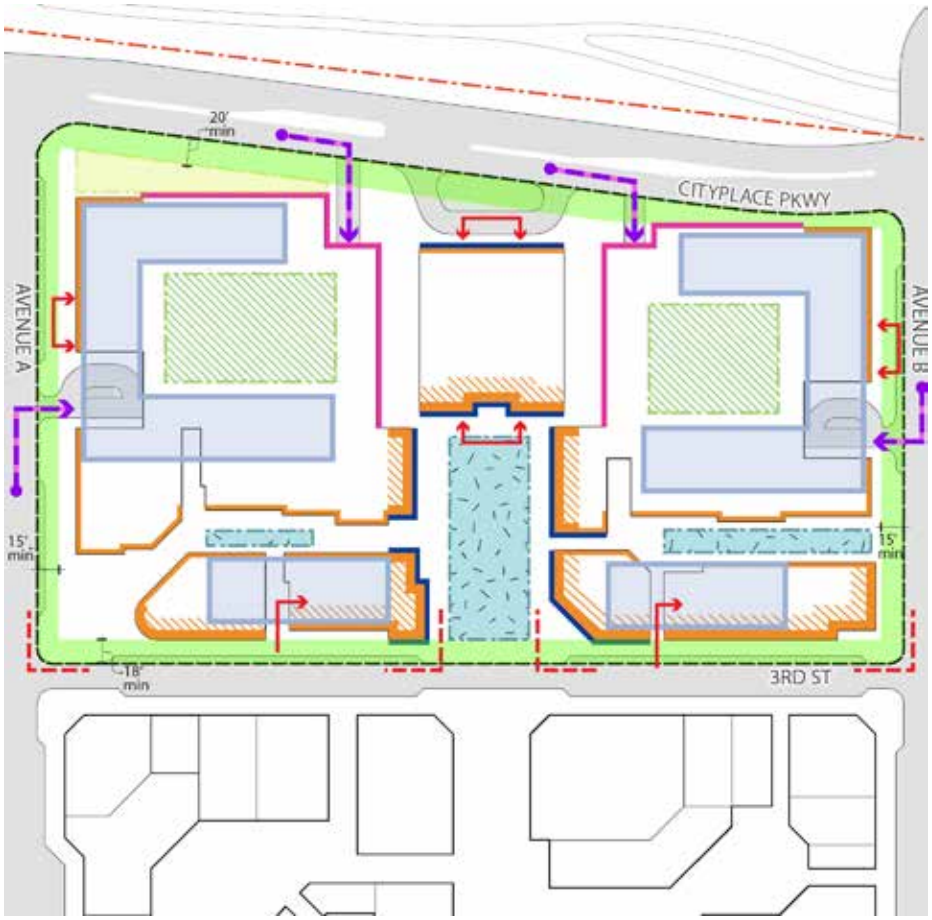
BLOCK CHARACTER

Acting as the northern terminus to the primary north/south commercial axis through the City Center, this block will accommodate a variety of mixed-use including an anchor retailer, ground floor active uses fronting all major streets, and upper story offices and residential towers filling out the perimeter of the block.

BLOCK DEVELOPMENT DESIGN GUIDELINES

- *Block Composition:* The block is intended to be divided into east and west sides, anchored in the center by a retail anchor and a central open space.
- *Pedestrian Circulation:* Sidewalks are required along all public (City maintained) roads and recommended along private roads (as illustrated in *Exhibit 3-11: Public and Private Streets* and *Exhibit 3-20: Pedestrian Network*).
- *Bicycle Circulation:* Dedicated bike lanes are required along Avenue A and CityPlace Parkway and bike routes are required along 3rd Street and Avenue B.
- *Active Frontages:* These are required along the majority of 3rd Street, Avenue A, and Avenue B frontages, as well as within the paseo spaces and the anchor forecourt. Frontages are expected to be most intensively active along the promenade and along 3rd Street.
- *Parking Access:* Parking access shall be provided primarily along CityPlace Parkway, though access to parking may be provided along Avenue A and Avenue B.
- *Open Space & Amenities:* A network of outdoor spaces organizes the internal block with one primary forecourt and two secondary courtyards interconnected with active pedestrian passages. An open space buffer is recommended along CityPlace Parkway. If developed as residential, both podium buildings should provide an amenity deck to its tenants.
- *Build-To Lines & Setbacks:* Build-to lines are suggested to follow the shape of the retail anchor forecourt. There shall be a 15' minimum setback from the Avenue A and Avenue B curblines, and an 18' minimum setback from the 3rd Street curbline. A 20' minimum setback from the CityPlace Parkway curbline is also required.
- *View Corridors:* A view corridor should be oriented north/south, terminating at the retail anchor.
- *Concealed & Exposed Parking:* The podium building should conceal parking structures along its south, east, and west frontages. Measures to conceal parking shall be visually attractive, and may include landscaping, visual buffering, siting, artwork, or appropriate screening.
- *Building Heights:* Podium buildings are expected to be at a moderate height and should incorporate a parking structure with residential or office buildings above, however, to accommodate a range of unique design solutions a maximum building height of 219' above msl is established consistent with ALUC regulations. Retail/food & beverage buildings should be of low height, not to exceed two to three stories, and should consider active retail uses on ground and possibly upper levels. Final building mass and height will be subject to City review and approval through the Development Area Plan process.
- *Service Entries:* Should be located along CityPlace Parkway, as shown in the plan diagram.
- Trash and mechanical equipment shall be screened from view along the public and private street rights-of-way.

EXHIBIT 4–15: BLOCK 4C GROUND FLOOR PLAN*



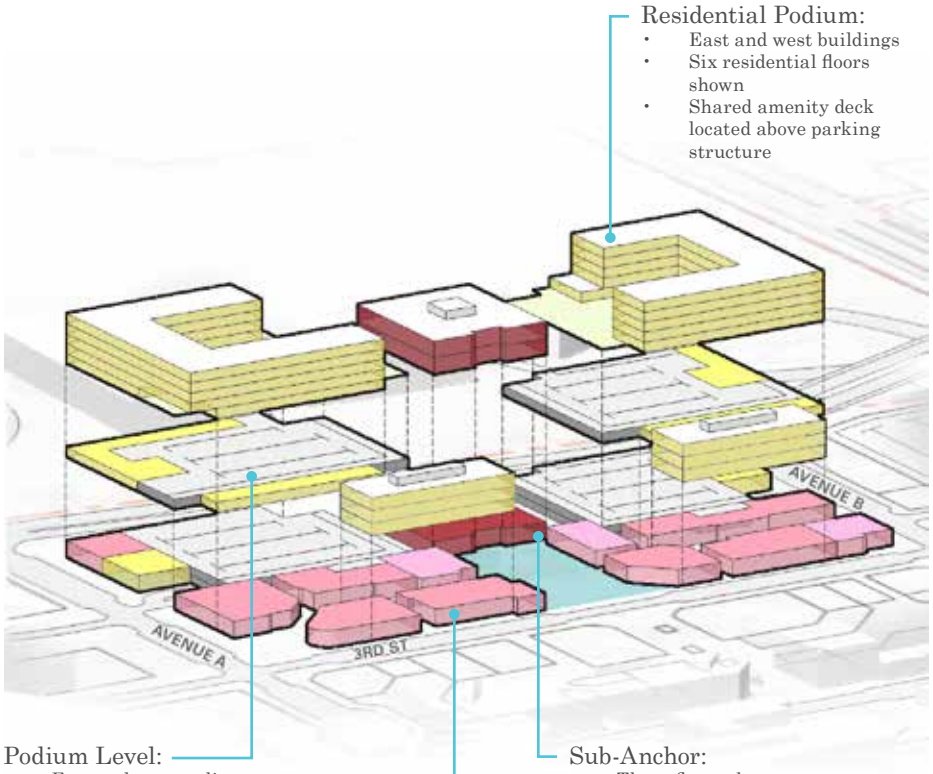
LEGEND

- Active Frontage (primary)
- Active Frontage (secondary)
- Build-to-Line
- Setback From Curb
- Plaza / Paseo
- Buffer Landscape
- Parking Access
- Service Access
- Building Lobby Entrance
- Roof Deck Open Space
- Parking Structure Exposure
- Preferred Podium Location
- Corner Focus
- Site
- Block

1" = 200'

0' 50' 100' 200'

EXHIBIT 4–16: BLOCK 4C EXPLODED AXONOMETRIC VIEW*



Residential Podium:
- East and west buildings
- Six residential floors shown
- Shared amenity deck located above parking structure

Podium Level:
- East and west podiums
- 1 floor of single loaded residential wrapped around parking level shown

Sub-Anchor:
- Three floors shown
- Active ground floor frontage north facing CityPlace Parkway and south facing forecourt

Ground Floor:
- Active frontages along Avenue A, 3rd Street, and Avenue B
- Southern portion features in-line retail facing street and within east and west pedestrian paseos
- Parking structure entrances along CityPlace Parkway
- Residential lobbies along Avenue A and Avenue B

LEGEND

Land Uses
- Residential
- Retail Anchor
- Retail
- Food & Beverage (F&B)
- Structured Parking / Service

Open Space
- Plaza
- Amenity Deck

** The program, plan, and exploded axonometric view depict a potential configuration for illustrative purposes only. The actual program and layout may vary subject to City review and approval. Accessory uses are not depicted but may replace portions of the elements in the illustrated plan.*

4.10 BLOCK 4D: HOTEL & LIVE/ WORK DISTRICTS

TABLE 4–9: BLOCK 4D PROGRAM*

BLOCK 4D		
Primary Land Use	***Units***	***Gross Area***
Residential		
Residential	440 units	440,000
Hotel		
Hotel	300 keys	298,000
Retail		
F&B		48,000
Retail		185,000
TOTAL		**971,000**
PARCEL AREA: 8.6 Acres	FAR: 2.59	

Potential Land Use Categories Include:

Office — *There is potential to reprogram the residential or hotel blocks as creative office over retail, or as an office tower.*

Entertainment — *Entertainment uses, such as a cinema multiplex or smaller venues, may be considered.*

Site Coverage:

- *60 percent maximum allowable coverage*

** The program, plan, and exploded axonometric view depict a potential configuration for illustrative purposes only. The actual program and layout may vary subject to City review and approval.*

KEY

BLOCK CHARACTER

At the core of the City Center, this block will straddle the primary pedestrian promenade running north to south through the City Center. Retail/food & beverage uses will form the block along the ground plane with internal courtyards. The block will include two towers (hotel and residential) on the northern boundary facing 3rd Street.

BLOCK DEVELOPMENT DESIGN GUIDELINES

- *Block Composition:* The block is envisioned to be divided into east and west sides, with a western luxury hotel block and an eastern residential block subject to alternative approaches consistent with the overall intent of the plan.
- *Pedestrian Circulation:* Sidewalks are required along all public (City maintained) roads and recommended along private roads (as illustrated in *Exhibit 3-11: Public and Private Streets* and *Exhibit 3-20: Pedestrian Network*).
- *Bicycle Circulation:* Dedicated bike lanes are required along Avenue A and 2nd Street, and bike routes are required along 3rd Street and Avenue B.
- *Active Frontages:* These are required along the majority of street frontages, as well as within internal courtyards and along the north/south pedestrian promenade. Frontages are expected to be most intensively active along the promenade and along 2nd Street and 3rd Street.
- *Parking Access:* There are no parking structures recommended for Block 4D. Access to parking is shared in adjacent structures. The hotel and residential component may provide limited parking spaces.
- *Open Space & Amenities:* A network of outdoor spaces organizes the block with a primary north/south promenade space and two secondary courtyards interconnected with active pedestrian passages. Both hotel and residential blocks should provide an amenity deck to tenants or guests.
- *Build-To Lines & Setbacks:* Build-to lines are suggested to follow the north/south pedestrian promenade. There shall be a 15' minimum setback from the Avenue A and Avenue B curblines, and an 18' minimum setback from 3rd Street and 2nd Street curblines.
- *View Corridors:* A view corridor should be oriented north/south along the pedestrian promenade.
- *Building Heights:* Proposed towers located on this block shall be no taller than 219' above mean sea level. Podium buildings are expected to be at a moderate height; however, to accommodate a range of unique design solutions a maximum building height of 219' above msl is established consistent with ALUC regulations. Retail/food & beverage buildings should be of low height, not exceed two to three stories, and should contain active retail uses on ground levels and consider them on upper levels. Final building mass and height will be subject to City review and approval through the Development Area Plan process.
- *Service Entries:* Loading docks should be located along 3rd Street. Avenue A and Avenue B may provide locations for valet/drop-off service.
- Trash and mechanical equipment shall be screened from view along the public and private street rights-of-way.

EXHIBIT 4–17: BLOCK 4D GROUND FLOOR PLAN *

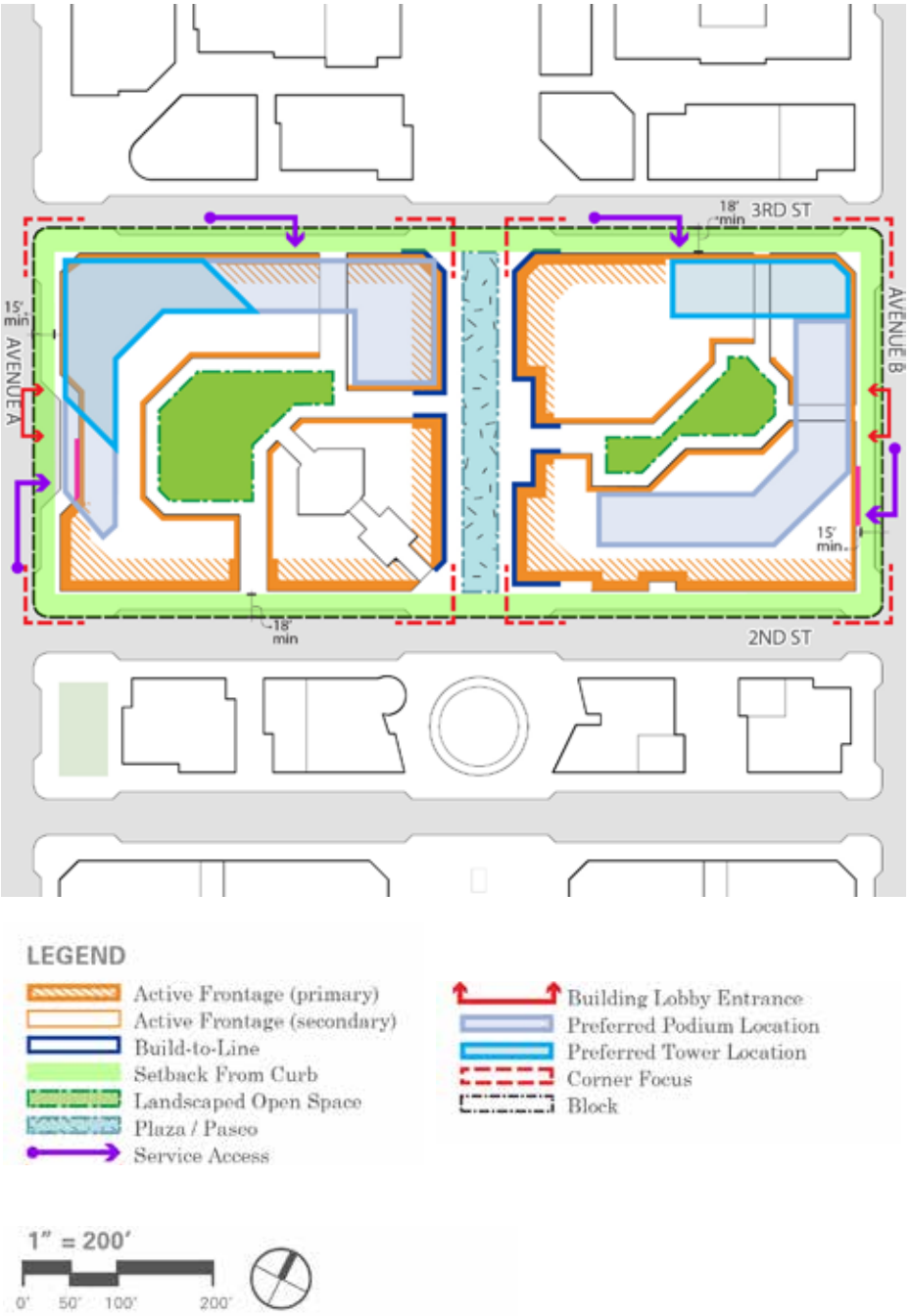
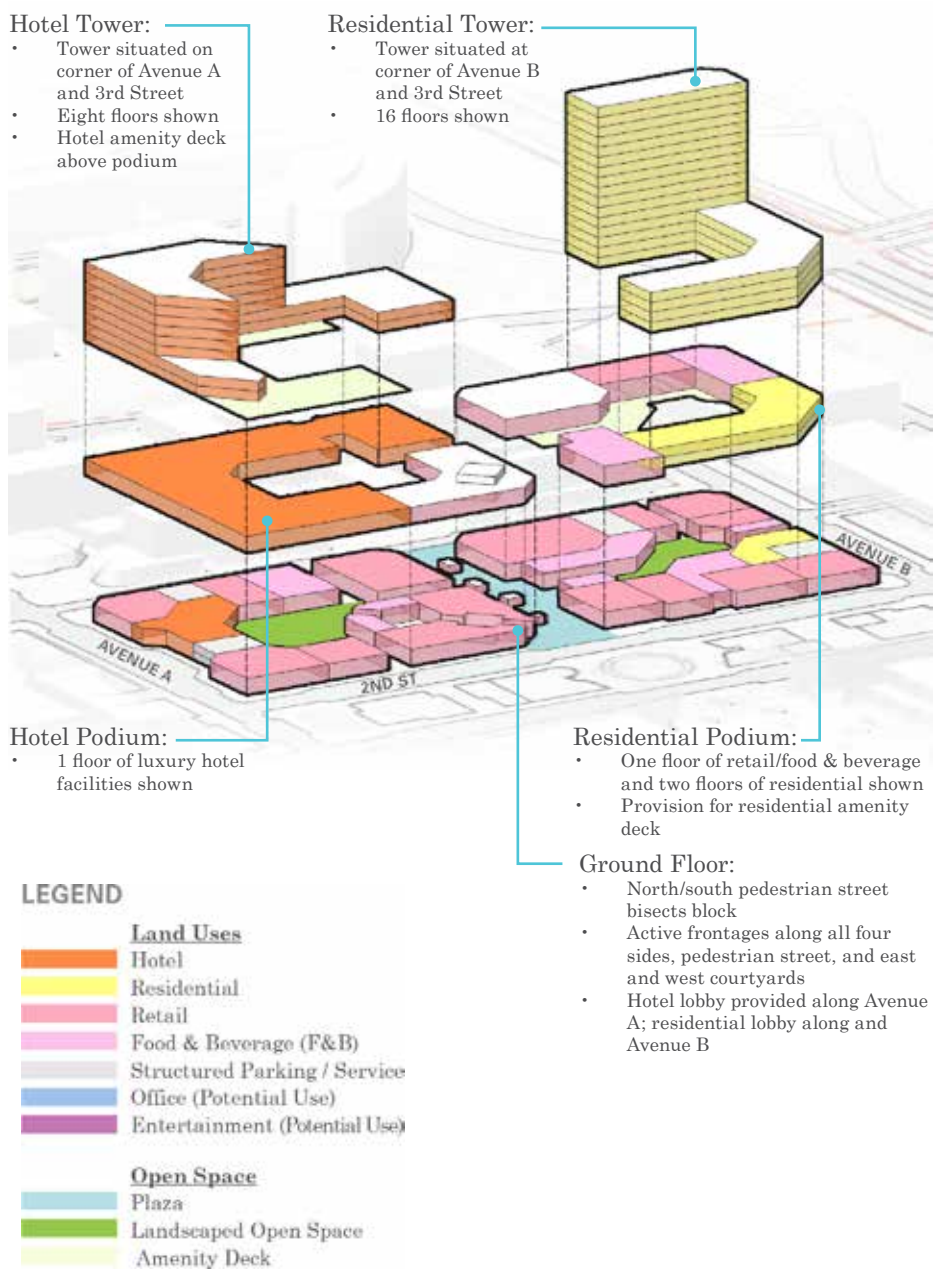


EXHIBIT 4–18: BLOCK 4D EXPLODED AXONOMETRIC VIEW*



** The program, plan, and exploded axonometric view depict a potential configuration for illustrative purposes only. The actual program and layout may vary subject to City review and approval. Accessory uses are not depicted but may replace portions of the elements in the illustrated plan.*

4.11 BLOCK 4E: BOULEVARD

TABLE 4–10: BLOCK 4E PROGRAM*

BLOCK 4E	
Primary Land Use	**Gross Area**
Retail	
F&B	17,000
Retail	44,000
TOTAL	**61,000**
PARCEL AREA: 3.2 Acres	FAR: 0.43

Site Coverage:

- *35 percent maximum allowable coverage*

** The program, plan, and exploded axonometric view depict a potential configuration for illustrative purposes only. The actual program and layout may vary subject to City review and approval.*

KEY

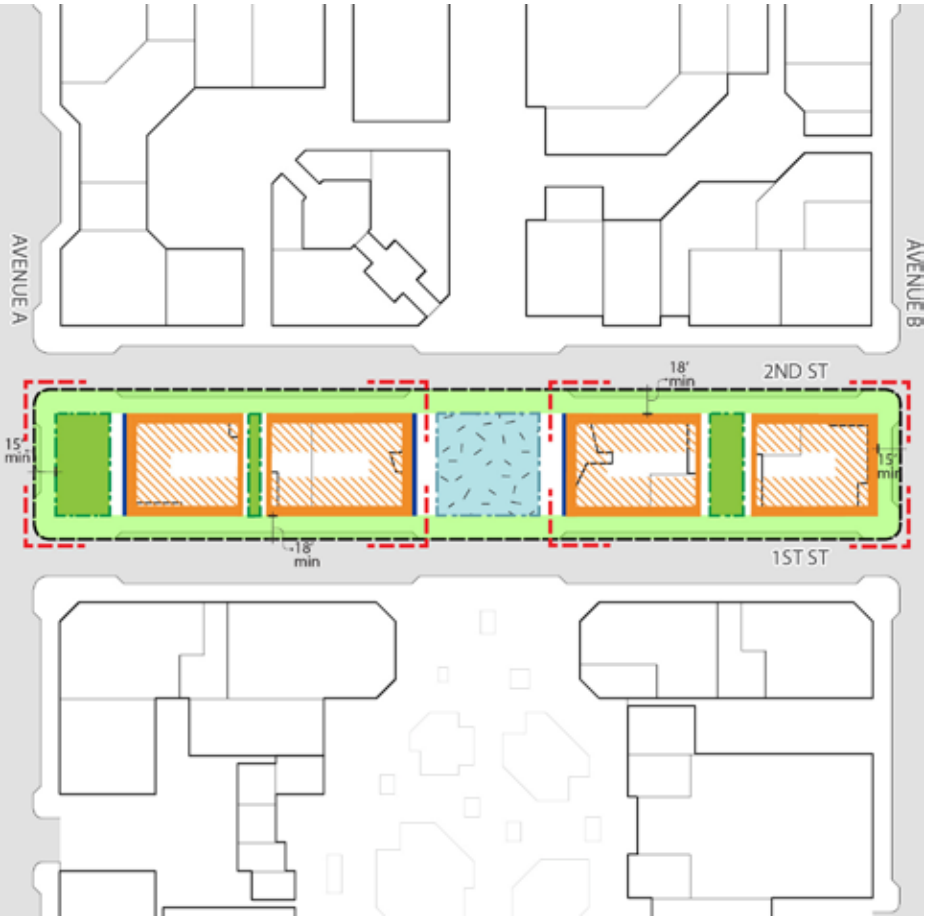
BLOCK CHARACTER

The central activity space of the City Center, this block will include four retail / food & beverage kiosks as well as a central multi-function event plaza, which could incorporate a major landscape component and/or art feature. Each kiosk could include an outdoor seating area.

BLOCK DEVELOPMENT DESIGN GUIDELINES

- *Block Composition:* The block is intended to be divided into east and west sides, each containing two retail/ food & beverage kiosks.
- *Pedestrian Circulation:* Sidewalks are required along all public (City maintained) roads and recommended along private roads (as illustrated in *Exhibit 3-11: Public and Private Streets* and *Exhibit 3-20: Pedestrian Network*).
- *Bicycle Circulation:* Dedicated bike lanes are required along Avenue A and 2nd Street, and bike routes are required along 1st Street and Avenue B.
- *Active Frontages:* These are suggested along all street frontages, as well as within internal courtyards and along the north/south pedestrian promenade. Frontages are expected to be most intensively active along the promenade and along 2nd Street and 3rd Street.
- *Parking Access:* There are no parking structures recommended for Block 4E. Access to parking is shared in adjacent structures.
- *Open Space & Amenities:* A network of outdoor spaces organizes the block with a primary north/south promenade space and a landscaped open space (landscaped and furnished park-like areas) on the western end of the block. The wide sidewalks envisioned for this block should include a variety of linear open space features, as well as outdoor seating, especially in between each kiosk.
- *Build-To Lines & Setbacks:* Build-to lines are suggested to follow the north/south pedestrian promenade, as well fronting the western open space. There shall be a 15' minimum setback from the Avenue A and Avenue B curblines, and an 18' minimum setback from the 2nd Street and 1st Street curblines.
- *View Corridors:* A view corridor should be preserved through the center of the block that orients north/south along the pedestrian promenade.
- *Building Heights:* Retail/food & beverage buildings should not exceed two to three stories, and should consider active retail uses on ground and upper levels. Final building mass and height will be subject to City review and approval through the Development Area Plan process.
- *Service Entries:* Loading docks are not required, and retail and food & beverage uses may be serviced from the surrounding streets.
- Trash and mechanical equipment shall be screened from view along the public and private street rights-of-way.

EXHIBIT 4–19: BLOCK 4E GROUND FLOOR PLAN*



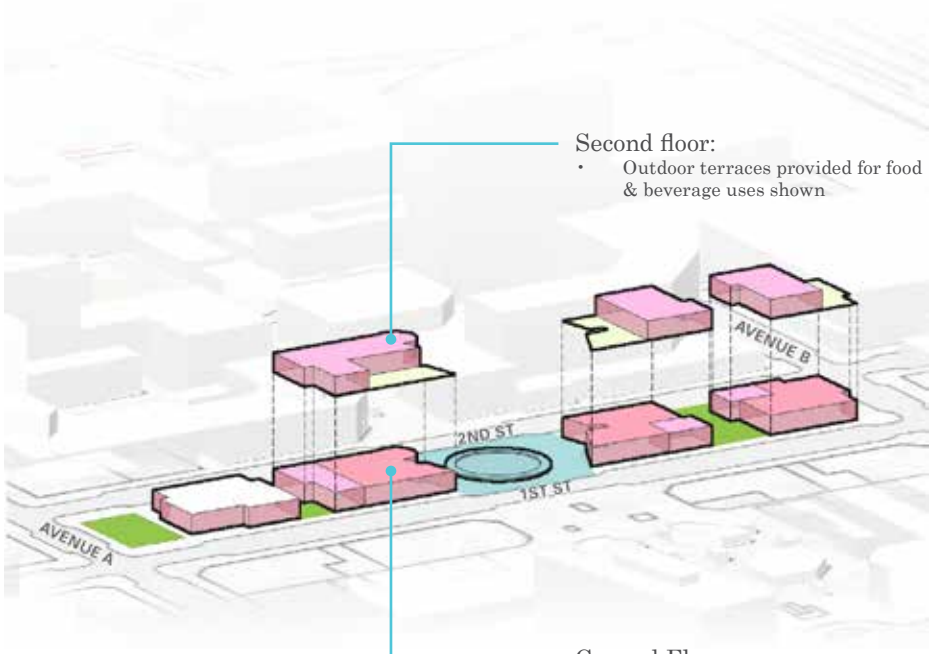
LEGEND

- Active Frontage (primary)
- Active Frontage (secondary)
- Build-to-Line
- Setback From Curb
- Landscaped Open Space
- Plaza / Paseo
- Corner Focus
- Block

1" = 200'

0' 50' 100' 200'

EXHIBIT 4–20: BLOCK 4E EXPLODED AXONOMETRIC VIEW*



Second floor:

- Outdoor terraces provided for food & beverage uses shown

Ground Floor:

- Four retail/food & beverage kiosks shown
- Hardscaped plaza/paseos divide block; landscaped space on west end
- Active frontages along all four sides and along central plaza

LEGEND

Land Uses

- Retail
- Food & Beverage (F&B)
- Structured Parking / Service

Open Space

- Plaza/Paseo
- Landscaped Open Space

** The program, plan, and exploded axonometric view depict a potential configuration for illustrative purposes only. The actual program and layout may vary subject to City review and approval. Accessory uses are not depicted but may replace portions of the elements in the illustrated plan.*

4.12 BLOCK 4F: CITY CENTER STATION DISTRICT

TABLE 4–11: BLOCK 4F PROGRAM*

BLOCK 4F	
Primary Land Use	**Gross Area**
Retail	
F&B	99,500
Retail	301,500
Entertainment	
Entertainment	190,000
Office	
Office	146,000
TOTAL	**737,000**
AREA: 11.5 Acres	FAR: 1.45

Potential Land Use Categories Include:

Retail/F&B *Additional retail may be considered in the form of standalone kiosk structures within the central courtyard.*

Site Coverage:

- *60 percent maximum allowable coverage*

** The program, plan, and exploded axonometric view depict a potential configuration for illustrative purposes only. The actual program and layout may vary subject to City review and approval.*

KEY

BLOCK CHARACTER

Serving as the entertainment core of the City Center, this block will be broken into two distinct halves with a central plaza in between. Terraces and other carefully designed spaces will create a variety of internal gathering areas combined with movable kiosks and seating areas. Ground floor active uses will line all major streets as well as the central internal courtyard. An overhead canopy may be accommodated in the plaza that will provide some protection from the elements, while increasing visual interest.

BLOCK DEVELOPMENT DESIGN GUIDELINES

- *Block Composition:* The block is intended to be divided into east and west sides, with large entertainment venues fronting a potential central covered space.
- *Pedestrian Circulation:* Sidewalks are required along all public (City maintained) roads and recommended along private roads (as illustrated in *Exhibit 3-11: Public and Private Streets* and *Exhibit 3-20: Pedestrian Network*).
- *Bicycle Circulation:* Dedicated bike lanes are required along Avenue A. Bike routes are required along 2nd Street, Stars & Stripes Drive, and Avenue B.
- *Active Frontages:* These are required along the majority of street frontages, as well as within the central courtyard space and along the north/south pedestrian promenade. Frontages are expected to be most intensively active along the promenade and courtyard, and along 1st Street.
- *Parking Access:* There are no parking structures recommended for block 4F. Access to parking is shared in adjacent parking structures. Limited short-term parking may be located within service areas fronting Avenue A and Avenue B. Pedestrian access to the below surface grade parking, located at the southern portion of the block, may be provided.
- *Open Space & Amenities:* The primary north/south promenade space should act as the central organizing element. The promenade should expand into an open court, potentially covered by a canopy and/or canopies. Retail kiosks should complement the courtyard. Retail, food & beverage, or entertainment uses may provide an amenity terrace to their tenants or guests.
- *Build-To Lines & Setbacks:* Build-to lines are suggested to follow the corners framing the north/south pedestrian promenade. There shall be a 15' minimum setback from the Avenue A and Avenue B curblines, and an 18' minimum setback from the 1st Street and Stars & Stripes Drive curblines.
- *View Corridors:* A view corridor should be oriented north/south along the pedestrian promenade.
- *Building Heights:* Podium buildings are expected to be at a moderate height; however, to accommodate a range of unique design solutions a maximum building height of 219' above msl is established consistent with ALUC regulations. Retail/food & beverage buildings should be of low height, not exceed two to three stories, and shall consider active retail uses on ground levels and possibly upper levels. If entertainment uses are placed above retail, the overall height shall not exceed 219' in compliance with ALUC regulations. Final building mass and height will be subject to City review and approval through the Development Area Plan process.
- *Service Entries:* Loading docks should be located mid-block along Avenue A and Avenue B. A central location along Stars & Stripes Drive may provide a drop-off area for taxis, buses, and other services, as shown in the plan diagram.
- Trash and mechanical equipment shall be screened from view along the public and private street r-o-w.

EXHIBIT 4–21: BLOCK 4F GROUND FLOOR PLAN*

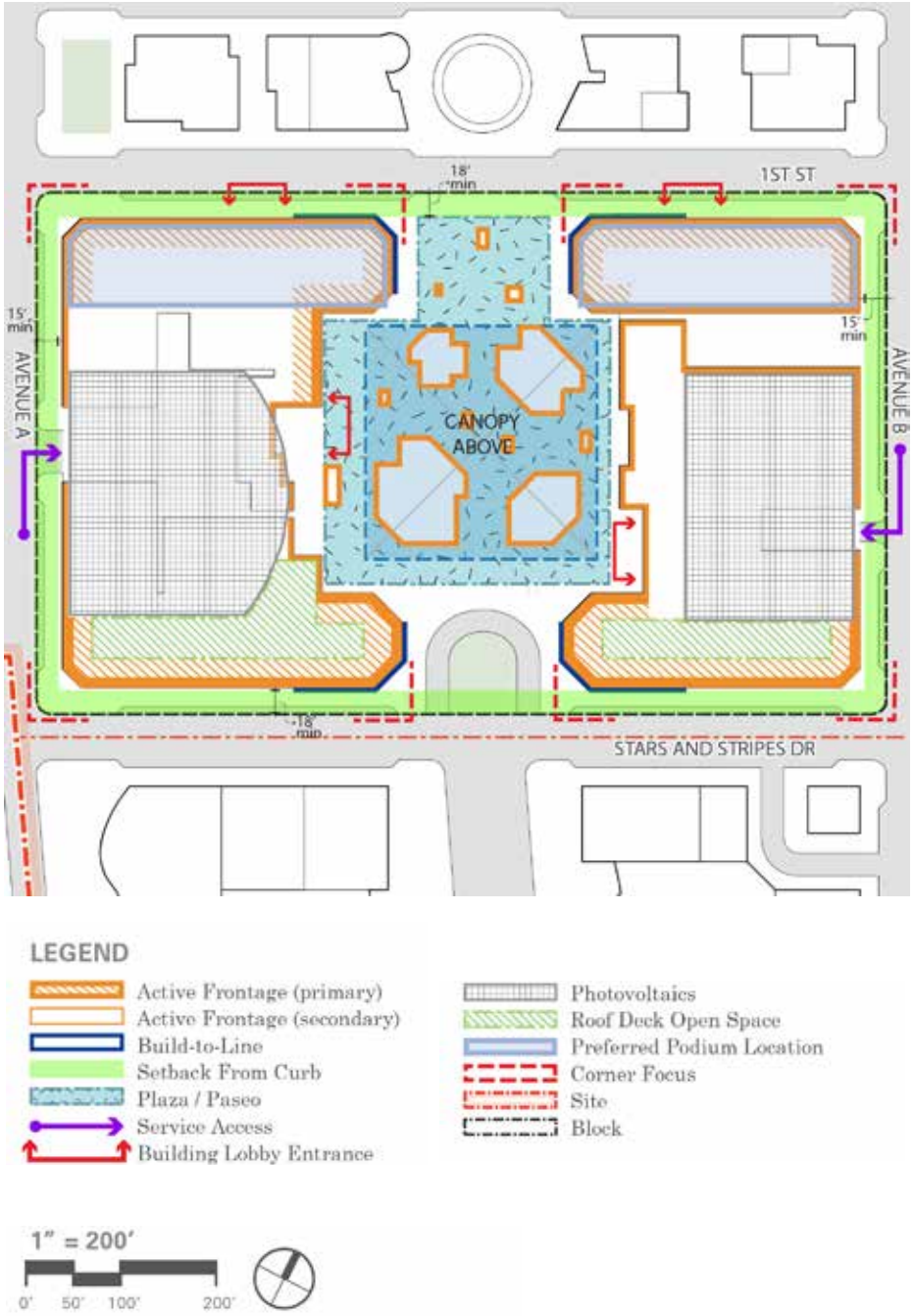
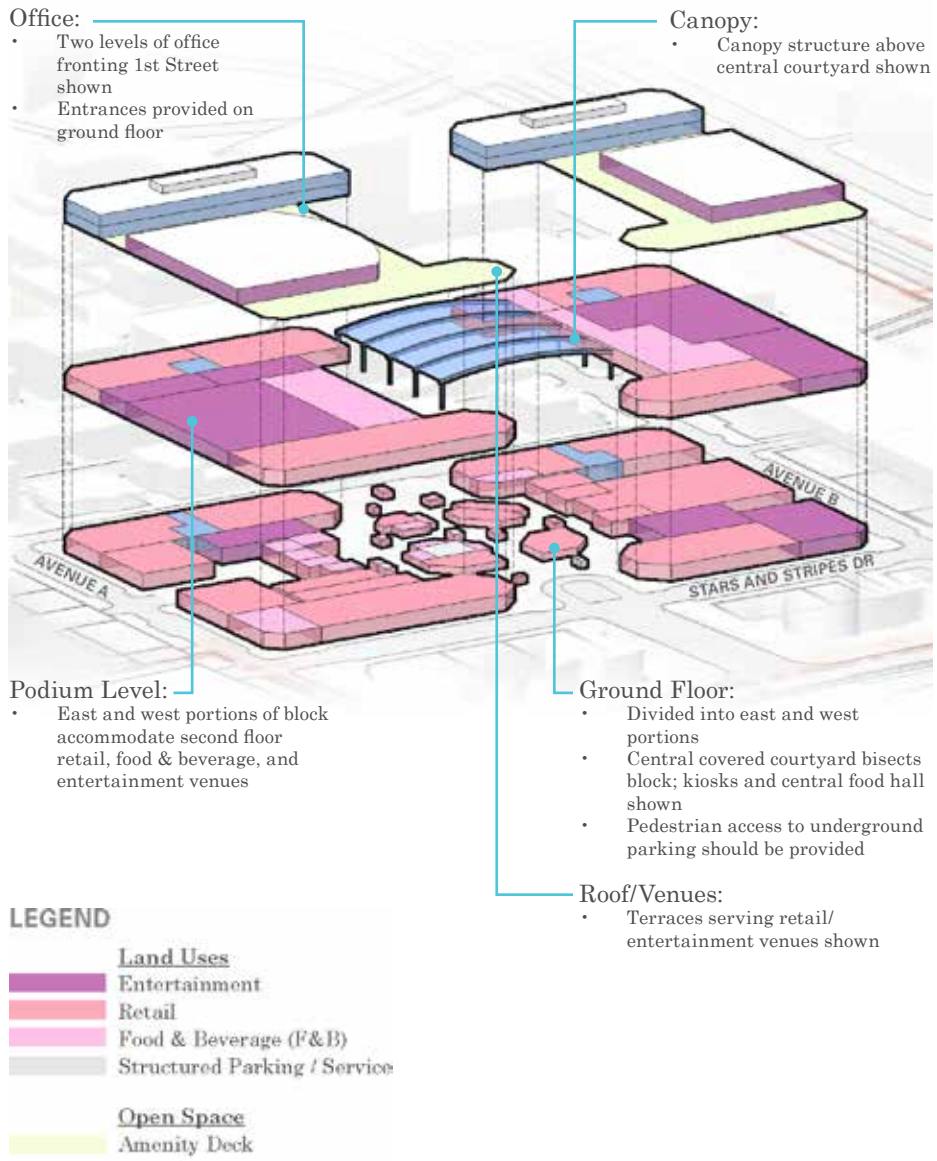


EXHIBIT 4–22: BLOCK 4F EXPLODED AXONOMETRIC VIEW*



** The program, plan, and exploded axonometric view depict a potential configuration for illustrative purposes only. The actual program and layout may vary subject to City review and approval. Accessory uses are not depicted but may replace portions of the elements in the illustrated plan.*

4.13 BLOCK 4G: CITY CENTER EAST

TABLE 4–12: BLOCK 4G PROGRAM*

BLOCK 4G	
Primary Land Use	**Gross Area**
Retail	
Retail Anchor	34,000
Retail	24,000
TOTAL	**58,000**
AREA: 5.3 Acres	FAR: 0.17

Potential Land Use Categories Include:

Residential *A residential podium component may be located above the parking structure.*

Retail/F&B *A market may be considered in-lieu of the retail anchor.*

Site Coverage:

- *75 percent maximum allowable coverage (includes parking structures)*

** The program, plan, and exploded axonometric view depict a potential configuration for illustrative purposes only. The actual program and layout may vary subject to City review and approval.*

KEY

BLOCK CHARACTER

Located along the eastern boundary of the City Center, the block will provide important support uses for the rest of the core, and will include a potential market, supporting retail, and significant parking structures to the north and south.

BLOCK DEVELOPMENT DESIGN GUIDELINES

- *Block Composition:* This block is suggested to be composed of a potential food market, supporting retail, as well as two large parking structures that serves this and adjacent blocks.
- *Pedestrian Circulation:* Sidewalks are required along all public (City maintained) roads and recommended along private roads (as illustrated in *Exhibit 3-11: Public and Private Streets* and *Exhibit 3-20: Pedestrian Network*).
- *Bicycle Circulation:* Dedicated bike lanes are required along 2nd Street and CityPlace Parkway. Bike routes are required along Avenue B and 2nd Street.
- *Active Frontages:* These are proposed along Avenue B and the southwest corner of the block. The frontage of the retail uses may be most intensive in character.
- *Parking Access:* Access to the parking structure is provided from Avenue B and Avenue C.
- *Open Space & Amenities:* A landscape buffer is required as part of the CityPlace Parkway setback and a landscape buffer is suggested along Avenue C. The area between Avenue C and the UP railroad tracks is part of a PG&E utility easement that will be utilized as open space and possibly dedicated as a public park identified as part of East Park in *Exhibit 3-23*, and discussed in Chapters 3.2 and 3.4. The park will accommodate a bike and hike trail and may also support other active uses if this space is utilized for park land dedication required for residential development. Once the CityCenter residential program is confirmed, specific active use accommodation can be determined and shall be described in the DAP submission.
- *Build-To Lines & Setbacks:* Build-to lines are suggested along the market frontage, which terminates 3rd Street. There shall be a 15' minimum setback along the Avenue B curbline, an 18' minimum setback from the 2nd Street curbline, and a 20' minimum setback along the CityPlace Parkway curbline.
- *Building Heights:* Retail anchors are suggested to be no taller than 80', while parking structures should be no taller than 100', however, to accommodate a range of unique design solutions, a maximum building height of 219' above msl is established consistent with ALUC regulations. Final building mass and height will be subject to City review and approval through the Development Area Plan process.
- *Service Entries:* Loading dock entrances should be located along Avenue C, as shown in the plan diagram.
- Trash and mechanical equipment shall be screened from view along the public and private street rights-of-way.

EXHIBIT 4–23: BLOCK 4G GROUND FLOOR PLAN*

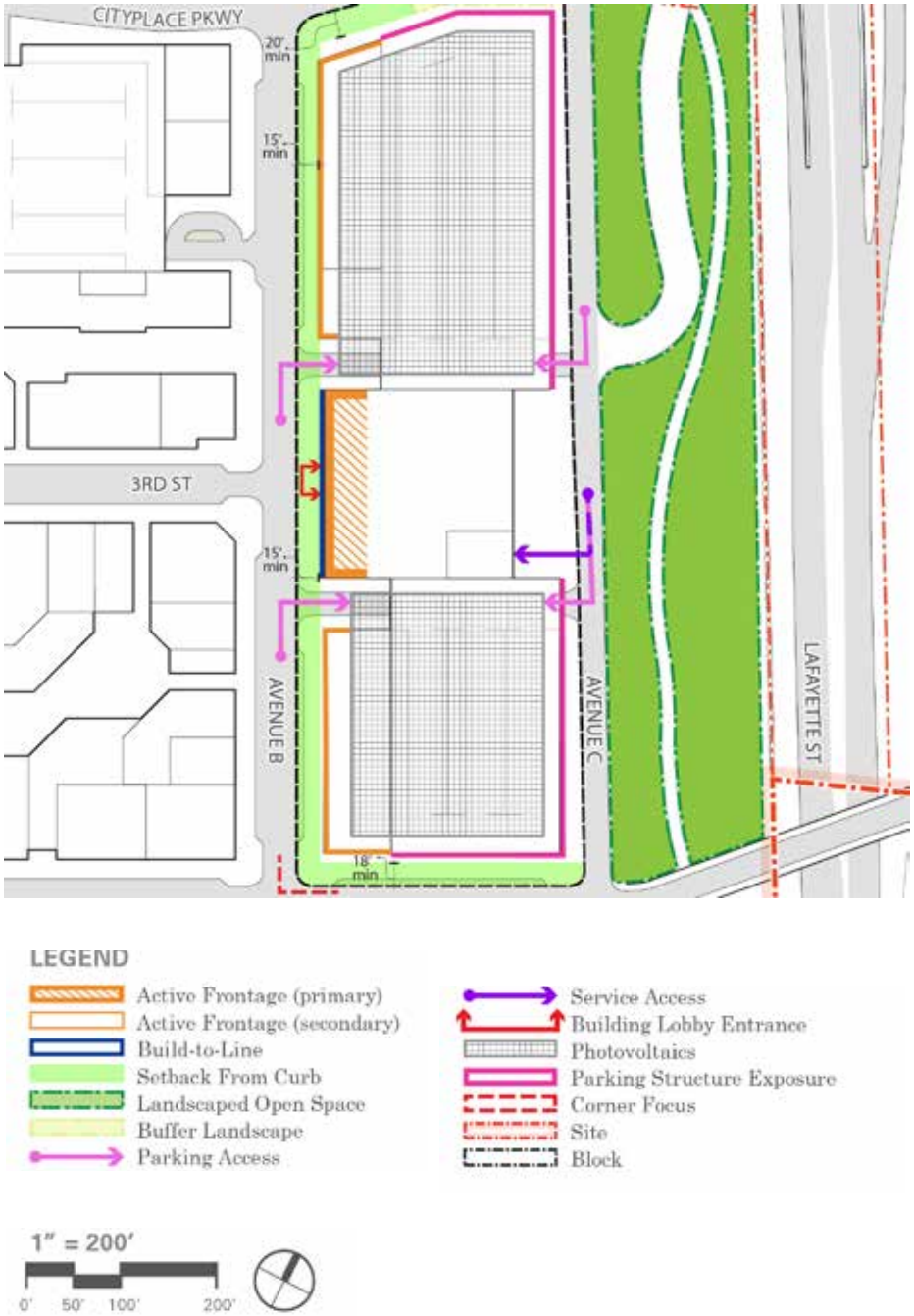
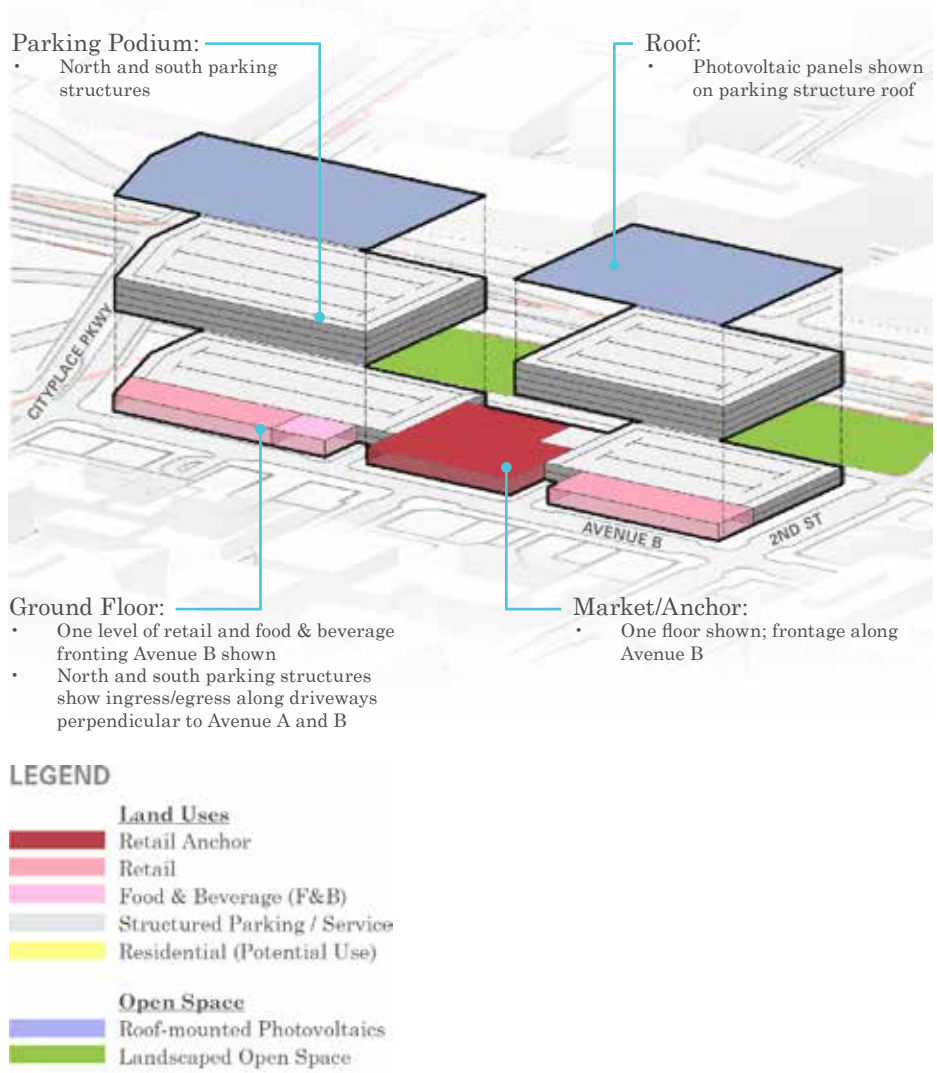


EXHIBIT 4–24: BLOCK 4G EXPLODED AXONOMETRIC VIEW*



** The program, plan, and exploded axonometric view depict a potential configuration for illustrative purposes only. The actual program and layout may vary subject to City review and approval. Accessory uses are not depicted but may replace portions of the elements in the illustrated plan.*

4.14 BLOCK 4H: CITY CENTER SOUTHEAST

TABLE 4–13: BLOCK 4H PROGRAM*

BLOCK 4H	
Primary Land Use	**Gross Area**
Retail	
Anchors	150,000
F&B	25,000
Retail	12,500
TOTAL	**187,500**
AREA: 6.4 Acres	FAR: 0.67

Potential Land Use Categories Include:

Residential *A residential podium component may be located above the parking structure.*

Site Coverage:

- *75 percent maximum allowable coverage (includes parking structures)*

** The program, plan, and exploded axonometric view depict a potential configuration for illustrative purposes only. The actual program and layout may vary subject to City review and approval.*

KEY

BLOCK CHARACTER

This block will include a large retail anchor, supporting in-line retail, and food & beverage. A large parking structure will serve this and surrounding parcels of the City Center. An existing firehouse along the southern boundary may be incorporated into the design of the block.

BLOCK DEVELOPMENT DESIGN GUIDELINES

- *Block Composition:* This block is suggested to be composed of a large retail anchor, supporting food & beverage, as well as a large parking structure that services this and surrounding blocks.
- *Pedestrian Circulation:* Sidewalks are required along all public (City maintained) roads and recommended along private roads (as illustrated in *Exhibit 3-11: Public and Private Streets* and *Exhibit 3-20: Pedestrian Network*).
- *Bicycle Circulation:* Dedicated bike lanes are required along 2nd Street. Bike routes are required along Avenue B and Stars & Stripes Drive. A bicycle parking/share facility is recommended within the parking structure.
- *Active Frontages:* These are required along Avenue B and the northwest corner of the block. The frontage of the retail anchor may be most intensive in character. The continued presence of the fire station may preclude active frontages along the southwest corner of the block and along Stars & Stripes Drive.
- *Parking Access:* Access to the parking structure is provided along Avenue B and Avenue C.
- *Open Space & Amenities:* The retail anchor may choose to provide a terraced open space above ground level. A landscape buffer is suggested along Avenue C. The area between Avenue C and the UPRR tracks is part of a PG&E utility easement that will be utilized as open space and possibly dedicated as a public park identified as part of East Park in *Exhibit 3-23*, and discussed in Chapters 3.2 and 3.4. The park will accommodate a bike and hike trail and may also support other active uses if this space is utilized for park land dedication required for residential development. Once the CityCenter residential program is confirmed, specific active use accommodation can be determined and shall be described in the DAP submission.
- *Build-To Lines & Setbacks:* Build-to lines are suggested along the retail anchor, framing the central Boulevard to the west. There shall be a 15' minimum setback from the Avenue B curbline, and an 18' minimum setback from the 2nd Street and Stars & Stripes Drive curblines.
- *Building Heights:* Retail anchors are suggested to be no taller than 80', while parking structures should be no taller than 100'; however, to accommodate a range of unique design solutions a maximum building height of 219' above msl is established consistent with ALUC regulations. Final building mass and height will be subject to City review and approval through the Development Area Plan process.
- *Service Entries:* Loading dock entrances should be located along Avenue C. Existing entrances to the fire station are located along Stars & Stripes Drive.
- Trash and mechanical equipment shall be screened from view along the public and private street rights-of-way.

EXHIBIT 4–25: BLOCK 4H GROUND FLOOR PLAN*

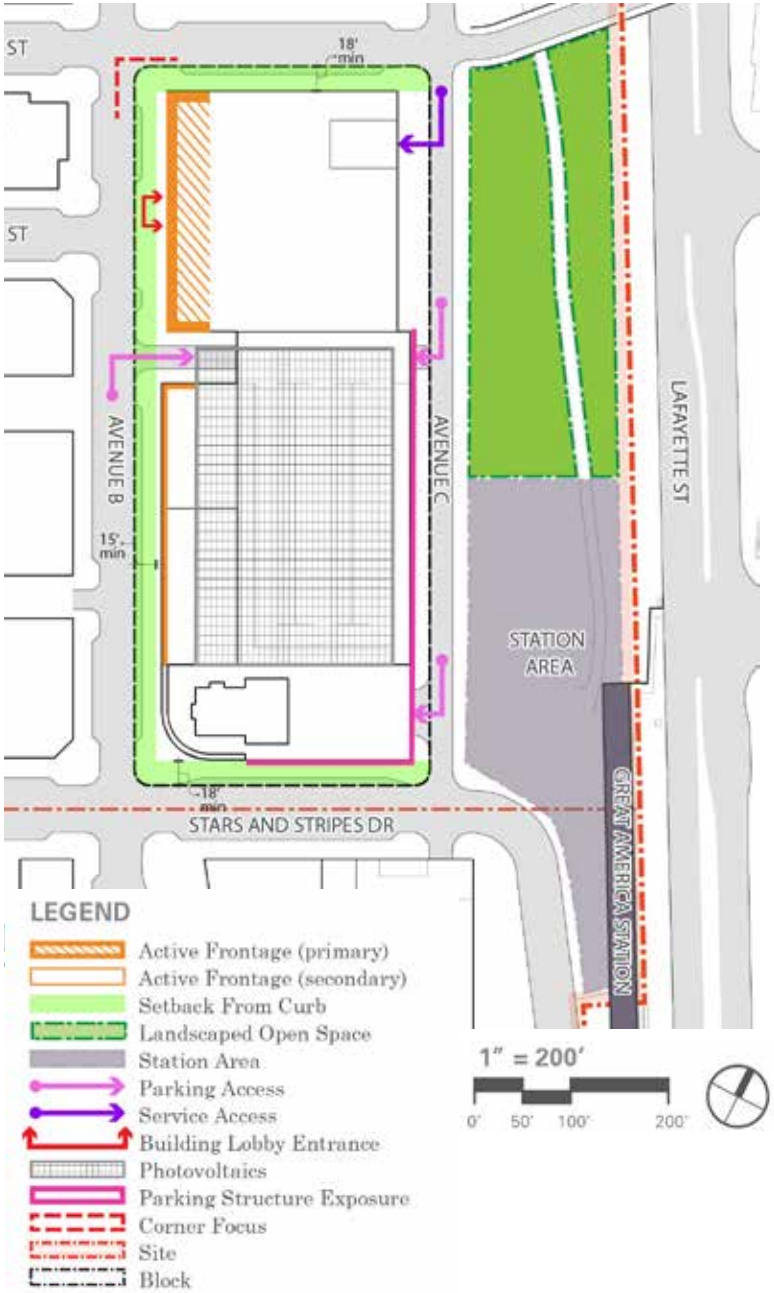
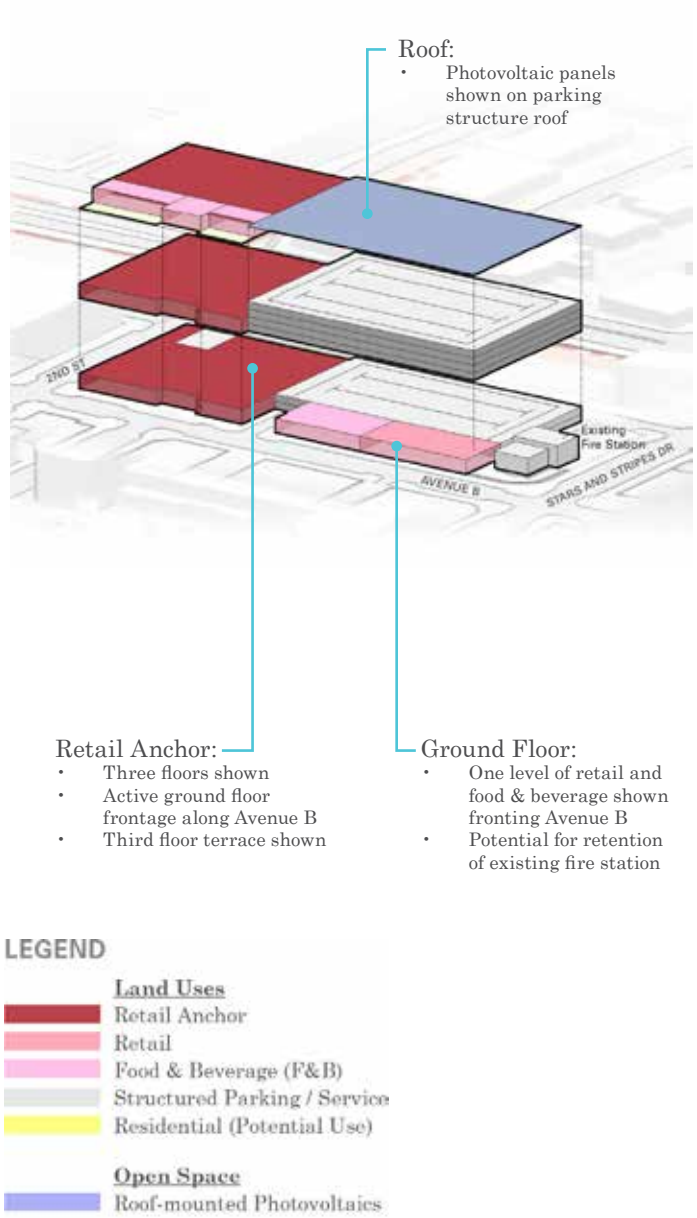


EXHIBIT 4–26: BLOCK 4H EXPLODED AXONOMETRIC VIEW*



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4.15 BLOCK 4H: CITY CENTER SOUTHEAST - STATION AREA

STATION AREA CHARACTER

Two alternative station area plans have been studied which are illustrated on the following page. Located along the eastern boundary of the City Center, the transit station will provide easy access from Santa Clara and the surrounding area.

STATION AREA DESIGN GUIDELINES

- Parcel 4H sits adjacent to the existing Capital Corridor/ ACE Great America Station and shall be integrated with its operations by connecting Stars & Stripes Drive to the existing shuttle bus loading plaza. Stars & Stripes Drive shall ramp up as it leaves the existing station curb frontage at a 5 percent slope to maintain accessibility for users of all abilities and mobility levels.

- With inclusion of the New Tasman Drive/Avenue C Intersection in Variant 2, the relocation of Stars & Stripes Drive and the extension of Avenue C would allow for an enhanced transit plaza with a new vehicle turn around just beyond the northern end of the station, which would provide room for an additional six transit bus loading positions see *Exhibit 4-28*. It is a City objective that improvements will be made to the overall transit station area.

- Further enhancements to Great America Station could be considered as part of a Station Area Master Plan that VTA has proposed. Adapting to the Station Area Project as it progresses through its future design stages, Parcel 4H design should respond to station needs, enhancing the transit and pedestrian/bicycle connectivity to/from the Station.

- The Station Area Project Master Plan may encompass area within the CityPlace development boundary and other City owned properties outside of the existing Station Area. Specific station improvements may also be identified in a separate Deficiency Plan/Multimodal Improvement Plan (MIP), which is identified as a Mitigation Measure in the EIR.

KEY

EXHIBIT 4–27: SCHEME A GREAT AMERICA STATION AREA

EXHIBIT 4–28: SCHEME B GREAT AMERICA STATION AREA

** The program, plan, and exploded axonometric view depict a potential configuration for illustrative purposes only. The actual program and layout may vary subject to City review and approval. Accessory uses are not depicted but may replace portions of the elements in the illustrated plan.*

4.16 BLOCK 5A: GATEWAY OFFICE

TABLE 4–14: BLOCK 5A PROGRAM*

BLOCK 5A	
Primary Land Use	**Gross Area**
Retail	
F&B	9,000
Retail / Product Showcase	32,000
Office	
Office	306,000
TOTAL	**347,000**
AREA: 3.3 Acres	FAR: 2.30

Potential Land Use Categories Include:

Residential *A residential tower may be considered in-lieu of the office tower.*

Hotel *A hotel may be considered in-lieu of the office tower.*

Site Coverage:

- *70 percent maximum allowable coverage*

** The program, plan, and exploded axonometric view depict a potential configuration for illustrative purposes only. The actual program and layout may vary subject to City review and approval.*

*** Within Parcel 5, the dominant land uses on Parcels 5A, 5B an 5C are interchangeable as long as the aggregate areas of Office, Hotel and Residential are respected.*

KEY

BLOCK CHARACTER

Facing Tasman Drive and Levi's Stadium to the south as well as Centennial Boulevard to the east, this block will be a component of the City Center, acting as a gateway, as well as both a vehicular and pedestrian connection into and out of the City Center. A significant potential office tower will front Avenue A, with ground floor retail and food & beverage filling out the majority of the block. Multi-level storefronts acting as product showcases facing Tasman Drive are also appropriate uses. A significant setback is envisioned along Tasman Drive for outdoor dining and augmented landscape elements.

BLOCK DEVELOPMENT DESIGN GUIDELINES

- *Block Composition:* This block is suggested to be composed of a potential office tower block, incorporating multi-level retail and food & beverage. The block is located above a substantial underground parking structure.
- *Pedestrian Circulation:* Sidewalks are required along all public (city maintained) roads and recommended along private roads (as illustrated in *Exhibit 3-11: Public and Private Streets* and *Exhibit 3-20: Pedestrian Network*). Generous pedestrian amenities and provisions for outdoor dining are suggested along Tasman Drive and Centennial Boulevard.
- *Bicycle Circulation:* Dedicated bike lanes are required along Tasman Drive and Avenue A. Bike routes are required along Centennial Boulevard and Stars & Stripes Drive.
- *Active Frontages:* These are required along the majority of Tasman Drive, Centennial Boulevard, and Stars & Stripes Drive. The frontages along Tasman Drive and Centennial Boulevard are expected to be most intensive in character.
- *Parking Access:* Access to the underground parking structures is provided at the Centennial Boulevard median and internal to the block along Stars & Stripes Drive.
- *Open Space & Amenities:* Wide setbacks along Tasman Drive and Centennial Boulevard shall accommodate generous landscaping. Office or retail tenants may provide an amenity deck or terrace above the retail podium.
- *Build-To Lines & Setbacks:* Build-to lines are suggested at the northeast corner of the block, framing the north/south pedestrian axis. There shall be a 20' minimum setback from the Centennial Boulevard curbline and a 30' minimum setback from the Tasman Drive curbline, in order to accommodate high pedestrian flows, significant landscaping, and outdoor dining. In addition, there shall be a 15' minimum setback from the Avenue A curbline, and an 18' minimum setback along the Stars & Stripes Drive curbline.
- *Building Heights:* Proposed towers located on this block have a maximum building height of 219' above msl consistent with ALUC regulations. Final building mass and height will be subject to City review and approval through the Development Area Plan process.
- *Service Entries:* Loading dock entrances should be located along Stars & Stripes Drive, as shown in the plan diagram.
- *Multiple Tenant Signage:* Allow the ability for multiple office tenants to integrate their signage on facades and roof, subject to City review and approval as part of the Development Area Plan process.
- Trash and mechanical equipment shall be screened from view along the public and private street r-o-w.

EXHIBIT 4–29: BLOCK 5A GROUND FLOOR PLAN*

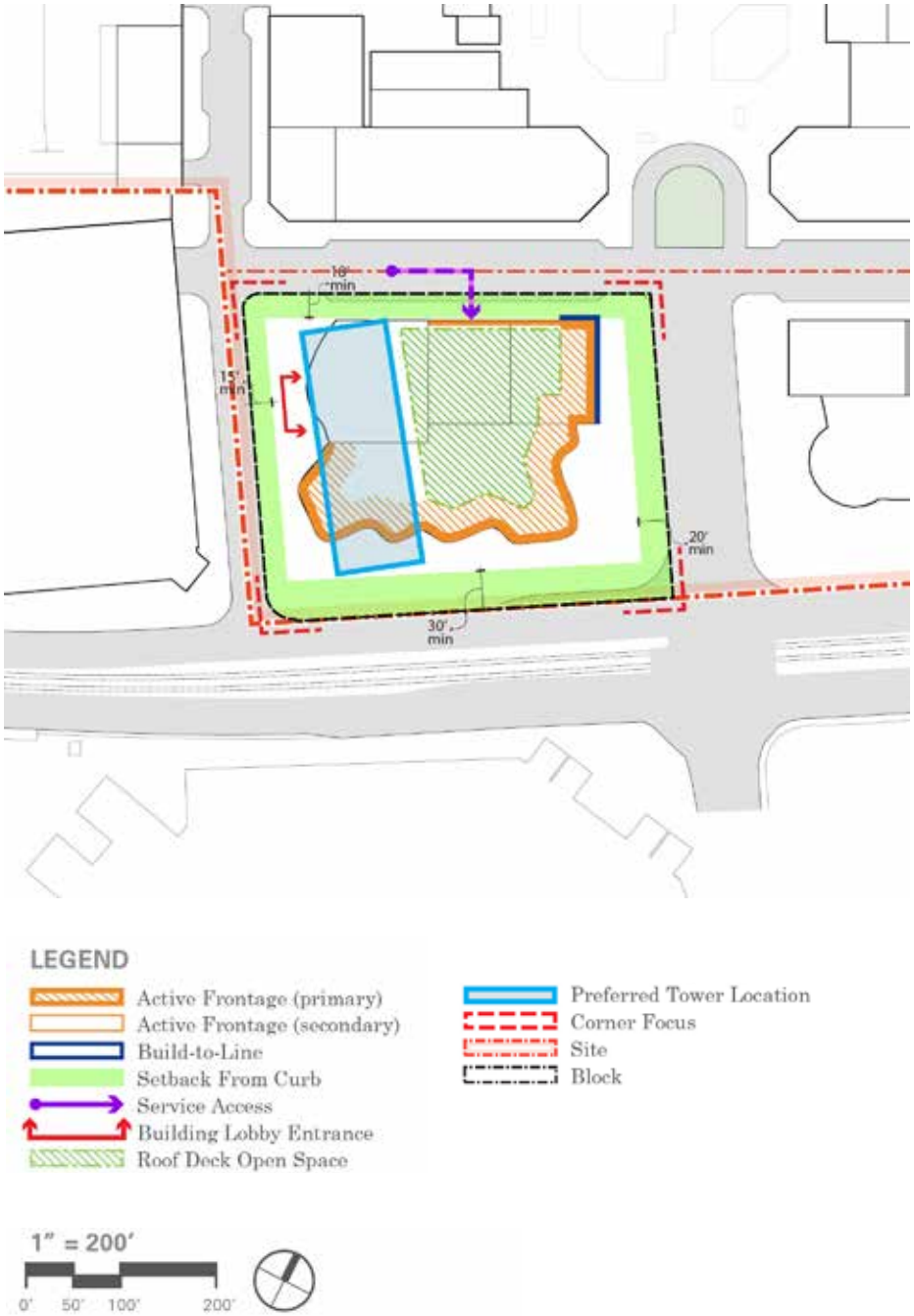
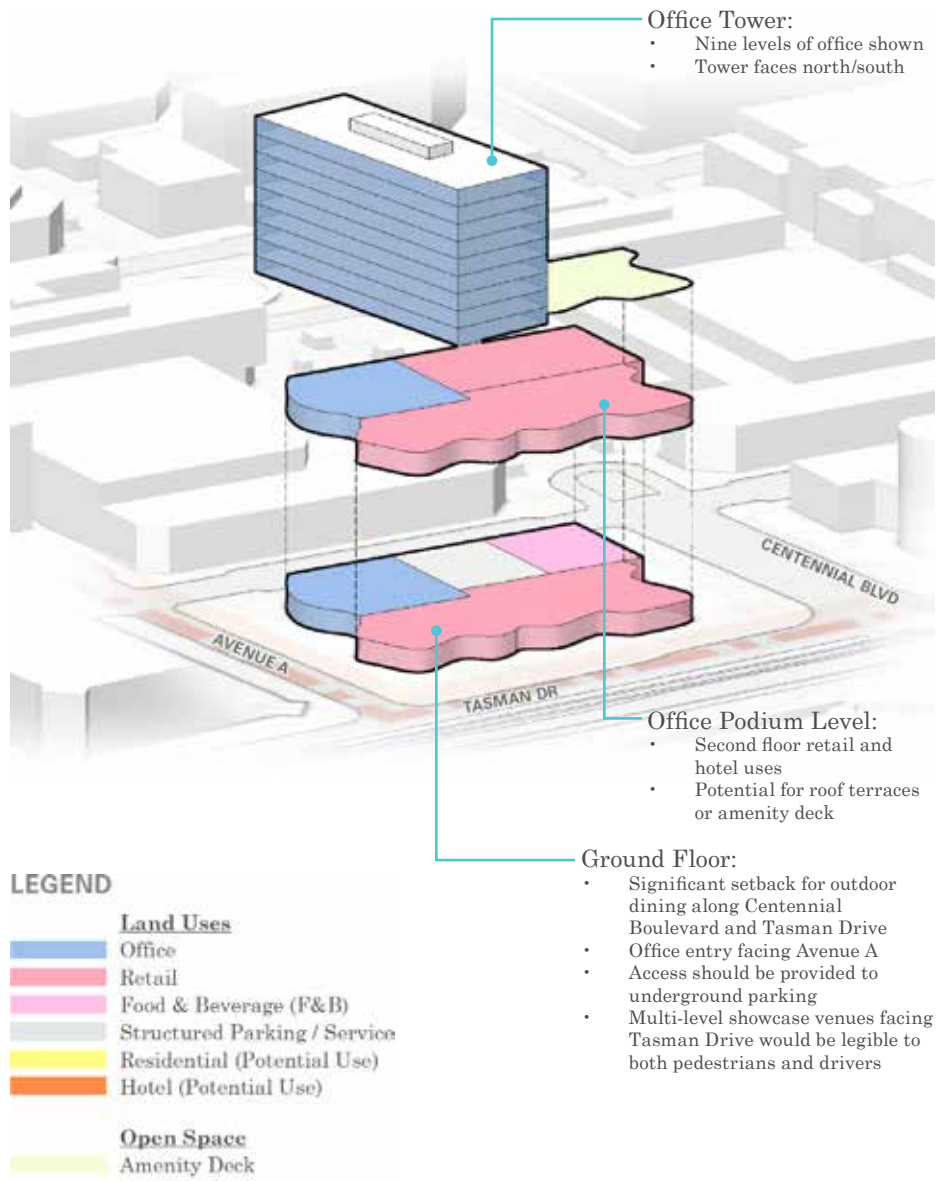


EXHIBIT 4–30: BLOCK 5A EXPLODED AXONOMETRIC VIEW*



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4.17 BLOCK 5B: GATEWAY HOTEL

TABLE 4–15: BLOCK 5B PROGRAM*

BLOCK 5B		
Primary Land Use	**Units**	**Gross Area**
Hotel		
Hotel	400 keys	280,000
Retail		
F&B		9,000
Retail		30,000
TOTAL		**319,000**
AREA: 2.6 Acres	FAR: 2.80	

Potential Land Use Categories Include:

Residential — *A residential tower may be considered in-lieu of the hotel.*

Office — *An office tower may be considered in-lieu of the hotel.*

Product Showcase — *Product showcase venues (including auto showroom) may be considered in-lieu of retail.*

Site Coverage:

- *70 percent maximum allowable coverage*

** The program, plan, and exploded axonometric view depict a potential configuration for illustrative purposes only. The actual program and layout may vary subject to City review and approval.*

*** Within Parcel 5, the dominant land uses on Parcels 5A, 5B an 5C are interchangeable as long as the aggregate areas of Office, Hotel and Residential are respected.*

KEY

BLOCK CHARACTER

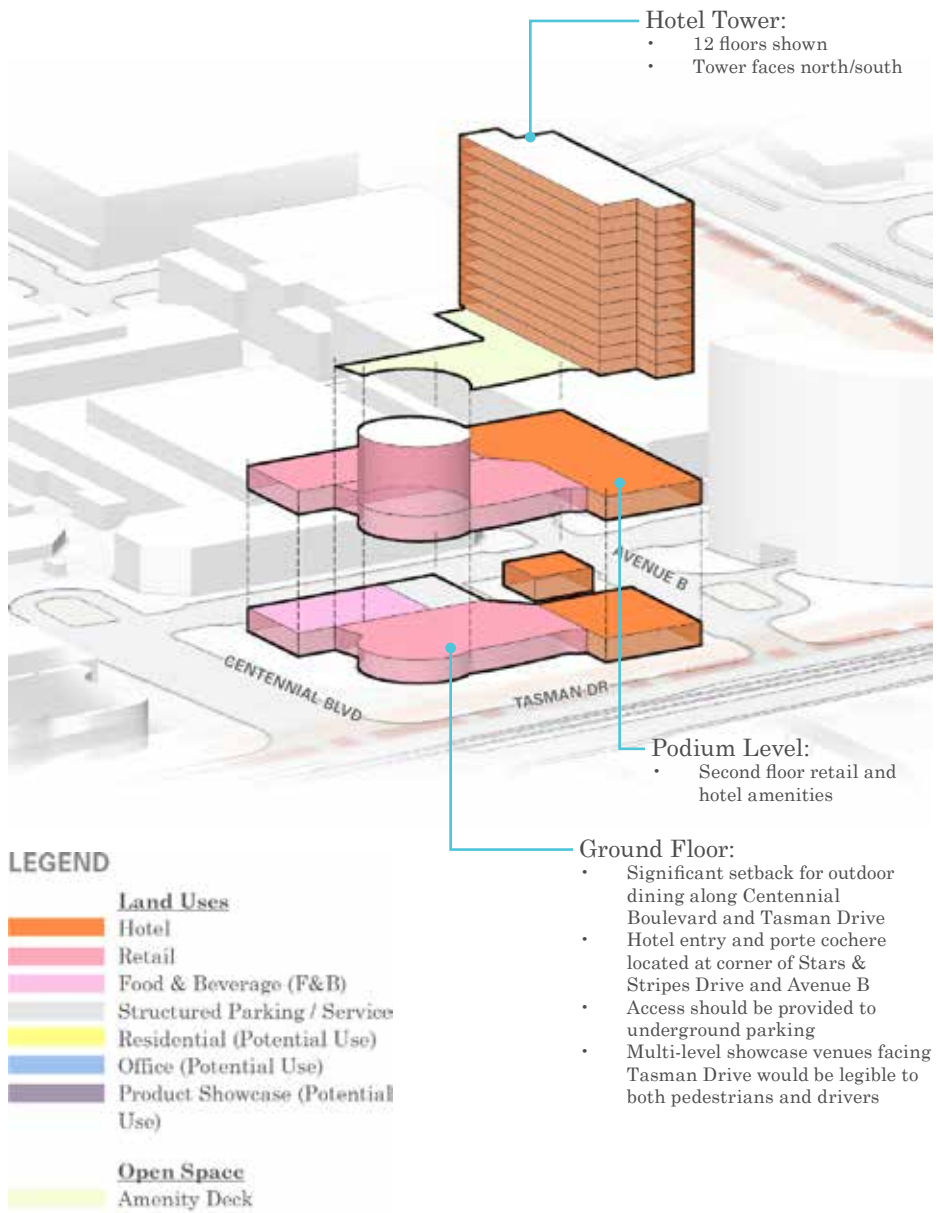
The "bookend" condition to Block 5A, the block will be anchored by a hotel tower along the eastern frontage of Avenue B. A porte-cochere will connect Avenue B to Stars & Stripes Drive, internal to the block. Active uses will line the block, with retail and food & beverage along all major street frontages. Commercial spaces facing Tasman Drive will have major street exposure as well as pedestrian exposure. Multi-level storefronts acting as product showcases facing Tasman Drive are also appropriate uses. A significant setback is envisioned along Tasman Drive and Centennial Boulevard for outdoor dining and augmented landscape elements.

BLOCK DEVELOPMENT DESIGN GUIDELINES

- *Block Composition:* This block is suggested to be composed of a business-oriented hotel, incorporating multi-level in-line retail and food & beverage. The block is located above a substantial underground parking structure.
- *Pedestrian Circulation:* Sidewalks are required along all street frontages. Generous pedestrian amenities and provisions for outdoor dining are suggested along Tasman Drive and Centennial Boulevard.
- *Bicycle Circulation:* Dedicated bike lanes are required along Tasman Drive. Bike routes are required along Centennial Boulevard and Stars & Stripes Drive.
- *Active Frontages:* These are required along Centennial Boulevard, Stars & Stripes Drive and along majority of Tasman Drive frontage. The frontages along Centennial Boulevard and Stars & Stripes are expected to be most intensive in character.
- *Open Space & Amenities:* Wide setbacks along Tasman Drive and Centennial Boulevard shall accommodate generous landscaping. The hotel should provide an amenity deck above the retail podium to its tenants.
- *Build-To Lines & Setbacks:* Build-to lines are suggested at the northwest corner of the block, framing the north/south pedestrian axis. There shall be a 20' minimum setback from the Centennial Boulevard curbline and a 30' minimum setback from the Tasman Drive curbline, in order to accommodate high pedestrian flows, significant landscaping, and outdoor dining. In addition, there should be a 15' minimum setback from the Avenue B curbline, and an 18' minimum setback along the Stars & Stripes Drive curbline.
- *Building Heights:* Proposed towers located on this block have a maximum building height of 219' above msl consistent with ALUC regulations. Final building mass and height will be subject to City review and approval through the Development Area Plan process.
- *Service Entries:* Loading dock entrances should be located along Stars & Stripes Drive. Stars & Stripes Drive and Avenue B may provide locations for hotel valet/drop-off service.
- Trash and mechanical equipment shall be screened from view along the public and private street rights-of-way.

EXHIBIT 4–31: BLOCK 5B GROUND FLOOR PLAN*

EXHIBIT 4–32: BLOCK 5B EXPLODED AXONOMETRIC VIEW*



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4.18 BLOCK 5C: GATEWAY RESIDENTIAL

TABLE 4–16: BLOCK 5C PROGRAM*

BLOCK 5C		
Primary Land Use	**Units**	**Gross Area**
Residential		
Residential	200 units	200,000
Retail		
F&B		7,000
TOTAL		**207,000**
AREA: 2.7 Acres	FAR: 1.70	

Potential Land Use Categories Include:

Retail/F&B	*Additional retail or food and beverage uses may be considered.*
Office	*There is potential to reprogram the residential component as office over retail, or as an office tower.*
Product Showcase	*Product showcase venues (including auto showroom) may be considered.*
Hotel	*A hotel, including extended stay, may be considered in-lieu of the residential tower.*

Site Coverage:

- *70 percent maximum allowable coverage (includes parking structure)*

** The program, plan, and exploded axonometric view depict a potential configuration for illustrative purposes only. The actual program and layout may vary subject to City review and approval.*

*** Within Parcel 5, the dominant land uses on Parcels 5A, 5B an 5C are interchangeable as long as the aggregate areas of Office, Hotel and Residential are respected.*

KEY

BLOCK CHARACTER

The easternmost of the gateway blocks, this block will accommodate an iconic residential tower with active uses along the ground plane including retail and food and beverage facing Tasman Drive, Stars & Stripes Drive, and Avenue B. An amenity deck is identified with views north and east. The residential porte-cochere will be located along Avenue B.

BLOCK DEVELOPMENT DESIGN GUIDELINES

- *Block Composition:* The block is suggested to be a residential tower located above a parking podium, incorporating ground floor retail.
- *Pedestrian Circulation:* Sidewalks are required along all street frontages. Generous pedestrian amenities along Stars & Stripes Drive are suggested, due to the adjacent Great America Light Rail Station.
- *Bicycle Circulation:* Dedicated bike lanes are required along Tasman Drive and the north/south segment of Stars & Stripes Drive. Bike routes are required along the east/west segment of Stars & Stripes Drive.
- *Use:* This block may be developed as serviced apartments associated with the hotel on Block 5B.
- *Active Frontages:* These are suggested along Avenue B and the east/west segment of Stars & Stripes Drive.
- *Parking Access:* The podium parking structure on the block is accessed by the residential porte-cochere along Avenue B and by an entry on one of the other streets.
- *Open Space & Amenities:* No significant ground floor open spaces are suggested, aside from landscaping along the southern edge of the block. The residential component should provide an amenity deck above the parking structure to its tenants.
- *Build-To Lines & Setbacks:* Build-to lines are not recommended for this block. There should be a 15' minimum setback from the Avenue B curbline, and an 18' minimum setback along the Stars & Stripes Drive curbline. There should be a 30' minimum setback from the Tasman Drive curbline, accommodating additional pedestrian amenities and/or landscaping.
- *Concealed & Exposed Parking:* Best efforts shall be made to conceal the podium parking structures along its south and west frontages. Measures to conceal parking shall be visually attractive, and may include landscaping, visual buffering, artwork screening, or similar forms of concealment.
- *Building Heights:* Proposed towers located on this block have a maximum building height of 219' above msl consistent with ALUC regulations. This is suggested to include a parking podium and a tower volume. Final building mass and height will be subject to City review and approval through the Development Area Plan process.
- *Service Entries:* Loading dock entrances should be located along the east/west segment of Stars & Stripes Drive.
- Trash and mechanical equipment shall be screened from view along the public and private street rights-of-way.

EXHIBIT 4–33: BLOCK 5C GROUND FLOOR PLAN*

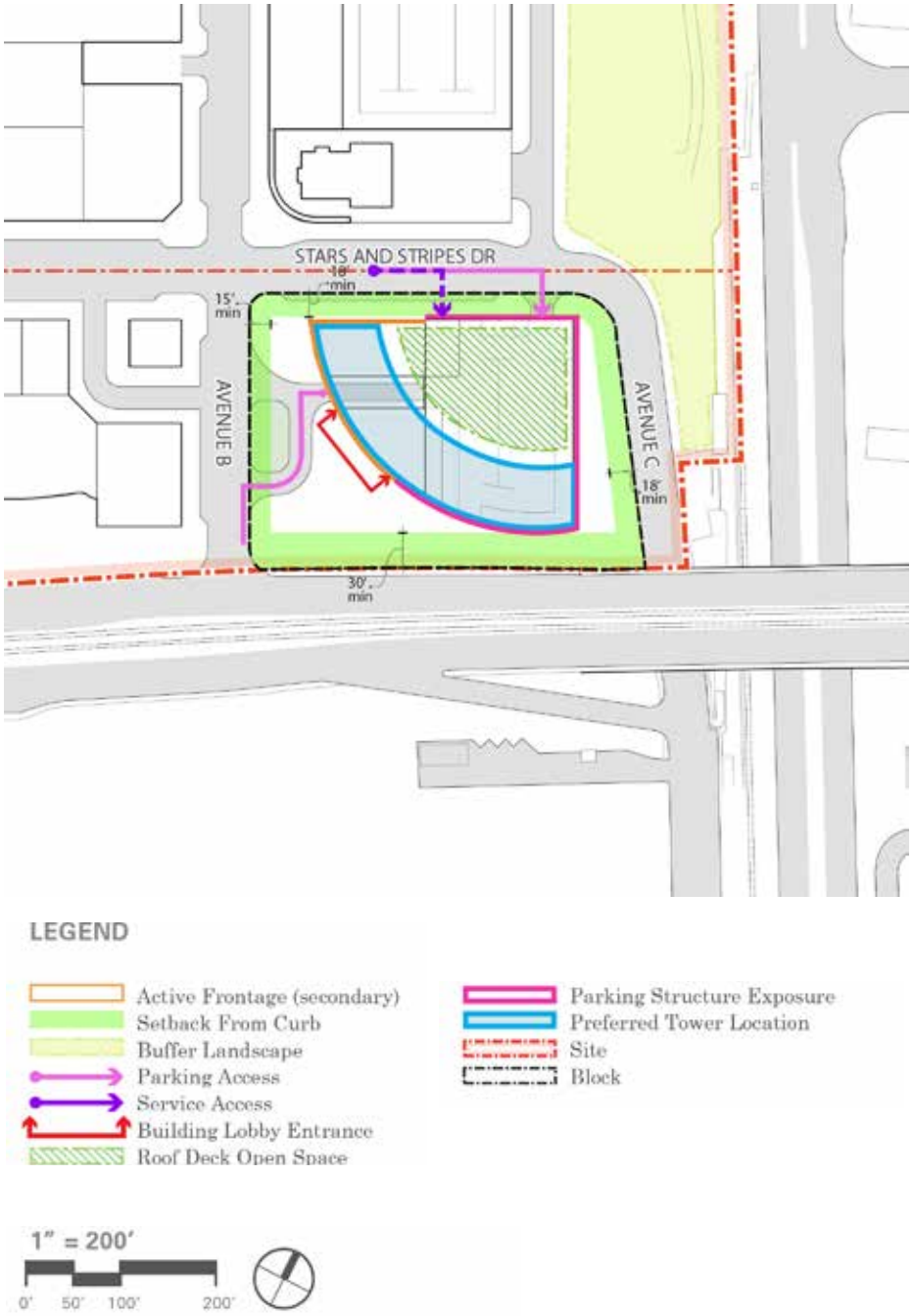
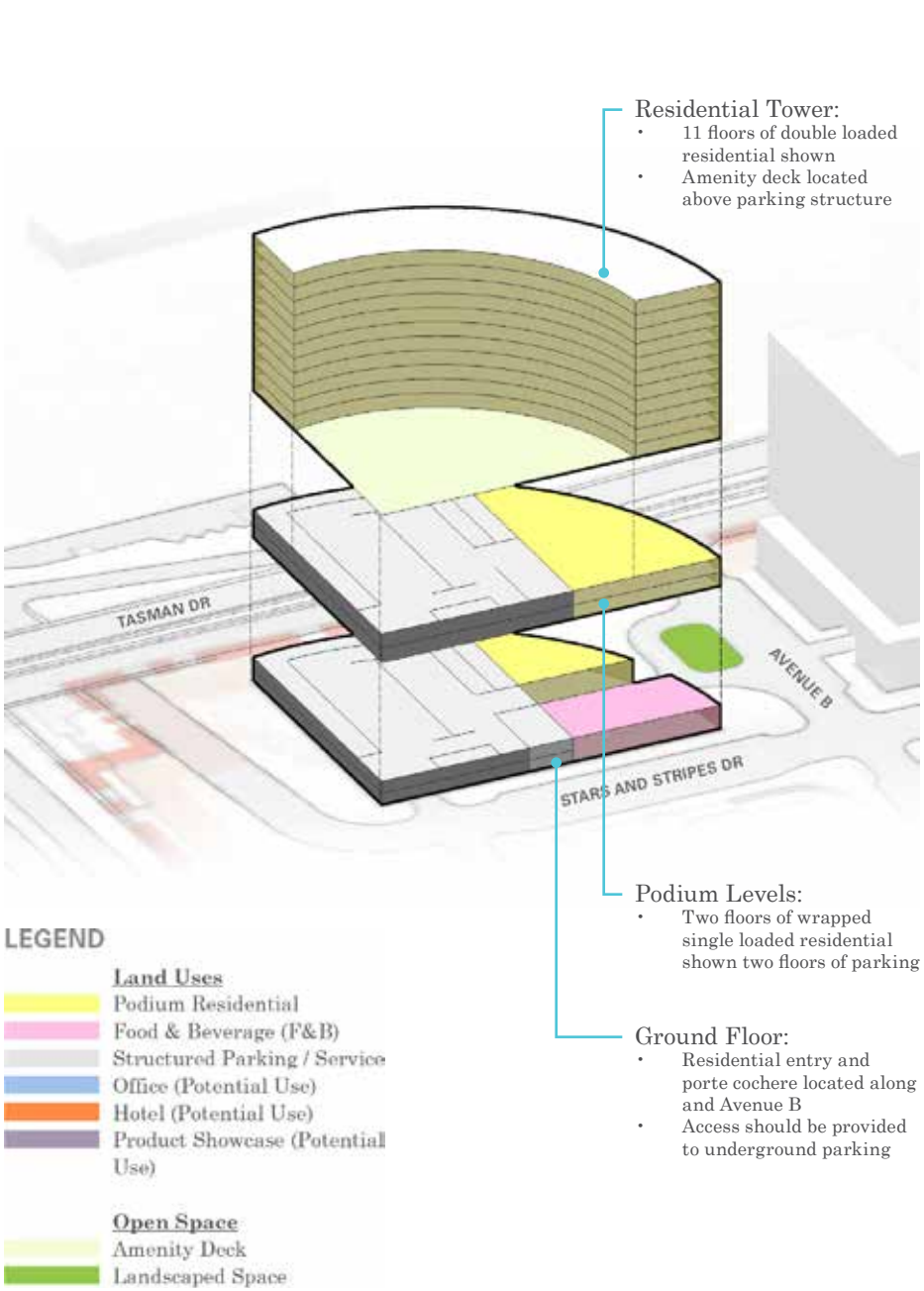


EXHIBIT 4–34: BLOCK 5C EXPLODED AXONOMETRIC VIEW*



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CHAPTER 5

DESIGN GUIDELINES

5.1 DESIGN PRINCIPLES

…informing choices regarding site/hardscape elements, building massing, fenestration, material choices and more.

SITE PLANNING

Building Orientation:

- Locate and mass buildings so as to consistently frame and define outdoor space, including sidewalks, pedestrian walkways and paseos, and public plazas.
- Orient buildings and their entrances to link to key outdoor spaces, including sidewalks, pedestrian walkways and paseos, and public plazas.

Parking Facilities:

- Wrap parking garages with retail uses on the ground floor where appropriate, adjacent to pedestrian zones.
- Use compatible landscape treatment to break up the expansiveness of surface parking fields, and reduce parking's visual and environmental impacts.
- Place landscape along the street level or ground level portion of any parking structure to screen or buffer views of that ground level from the public right-of-way.
- Design parking structures to minimize light trespass from headlights of vehicles within.
- Capture rooftops for renewable energy; e.g., photovoltaic panel installations that can shade upper parking decks.

Service and Loading Facilities:

- Locate service, trash, and loading storage areas so that they are not visible from areas with high pedestrian traffic. Strategies may include aggregation of services areas to serve more than one building and locating entrances along streets less frequented by pedestrians.
- Servicing from street curbs or pedestrian concourses is allowed for retail zones, but limited to early morning periods when there is no conflict with pedestrian activity or residential use.
- Screen service, loading, and storage areas with compatible landscape and/or architectural treatment.
- Screen ground level mechanical equipment from view.

ARCHITECTURAL DESIGN

Mass & Scale:

- Employ simple yet varied massing. Elevation breaks should be introduced on buildings with multiple floors.
- Include design features that provide pedestrian scale for lower level(s).
- Consider special treatment at building corners (e.g., distinctive or strong corner massing), especially at gateways and key intersections.

Windows:

- Limit use of highly reflective exterior glazing and/or utilize bird safety treatments, consistent with Ch. 6.8 of this MCP (Bird Safety Guidelines).
- Consider recessed windows to enhance façade depth and add shadow lines.
- Utilize energy efficient glazing or consider use of exterior shading on critical exposures.

Roofs:

- Locate and/or screen rooftop equipment so that it is not visible from adjacent streets or other important pedestrian areas. Rooftop screening should be integral to the building's form (e.g., through the use of raised parapets, louvers, etc.)

Articulation & Fenestration:

- Modulate exterior walls. Blank, unadorned walls are to be avoided especially along streets and areas with pedestrian traffic.
- Establish a clear pattern of fenestration that unifies the building, including well-marked and articulated building and shop entrances.
- Clearly differentiate main building entrances (e.g., entrances to upper floor office or residential) from storefront entrances.

SIGNAGE & LIGHTING DESIGN

Signage:

- Design project signage that is compatible with the overall site design and immediate surroundings in both scale and character, while also developing signage for each development area.
- Use signage to identify the project and reinforce placemaking, as well as to focus and guide both pedestrian and vehicular circulation throughout the project.
- Include directional signs and maps that guide persons on foot to important areas of the project, outdoor gathering areas, transit nodes, parks, trailheads and major tenants.

Lighting:

- Discourage illumination of an entire building or large portions of an entire building.
- Locate and shield architectural lighting to minimize glare on adjacent properties and streets. Intense architectural lighting should be limited to areas with special security needs including the pedestrian concourse and other highly active areas.
- Configure interior lighting to minimize spill onto outdoor areas and to limit unnecessary glare, particularly with parking structures.
- Integrate project signage and lighting. Unobtrusive and attractive external forms of lighting are appropriate for most project sign types, although major gateway signage may incorporate more dramatic lighting displays.

5.2 CITY CENTER MIXED-USE DESIGN GUIDELINES

CITY CENTER MIXED-USE

These guidelines are integral in the building and site planning of a successful urban place. The pedestrian and public realm will be framed by buildings and open spaces, and it will be the arrangement of these in-between spaces that determines the quality of the urban form as a whole. Tenant branding elements should be accommodated on a case by case basis.

SITE PLANNING

Building Siting & Orientation:

Buildings should be sited so that the coordinated relationship between buildings is legible and strong. The positioning of buildings on their parcels should improve pedestrian and driver visibility, ensure pedestrian comfort and human scale, provide connectivity of uses and lend to an overall sense of an orderly district.

Design Guidelines:

- *MU-1:* Orient main building entrances toward the key pedestrian spine / pedestrian concourse. Secondary entrances may be oriented to paseos, parking facilities, and streets.
- *MU-2:* Building facades should respect the street and sidewalk by building out to the property line and forming a strong visual edge along the street frontage, except, that forecourts and set back building corners should be allowed to announce building entrances, welcome pedestrians and allow more expressive building facades, and should be viewed as consistent with the goal of developing a strong street edge.
- *MU-3:* Situate buildings on the site so that they are oriented to maximize daylighting opportunities and collect natural light within interior spaces.
- *MU-4:* Position entries to buildings so that they are easily identifiable from adjoining public rights-of-ways and primary access drives.

Vehicular Circulation & Parking:

On-site circulation and site access should provide for the safe, efficient, convenient, and functional movement of multiple modes of transportation both on and off the site to prevent pedestrian/bicycle/vehicle conflicts. The site planning process should make provision for alternate modes of transportation, including public transit, bicycles and pedestrians.

Design Guidelines:

- *MU-5:* Provide vehicular, pedestrian, and bicycle circulation systems for safe and efficient site utilization.
- *MU-6:* On-site circulation should be coordinated in a manner to minimize vehicle and pedestrian interaction, with a clear and hierarchical order which makes pedestrian routes and development access points visually different from vehicular parking lots, parking structures or service access points.
- *MU-7:* Pave on-site drop-off and vehicular driveways to match the material and pattern of on-site sidewalks and plazas in order to communicate a slow-speed shared pedestrian and vehicular realm.
- *MU-8:* Enhance the intersections of gateways by incorporating wayfinding signs, accent paving, special landscaping and lighting.
- *MU-9:* In the City Center, create compact street sections and utilize traffic calming techniques that reinforce an urban feel, while ensuring adequate accommodation for service vehicles, emergency vehicles and identified bus routes.
- *MU-10:* Provide bicycle lockers and/or racks near building entrances. Disperse bicycle parking facilities throughout the development area located in convenient and visible areas in close proximity to primary entrances. Refer to the bicycle plan *(Exhibit 3-19)* in this document for more information.

Service & Loading Facilities:

Services and loading, including trash disposal areas should be designed and located to adequately provide for commercial, hotel, entertainment, residential and office uses without impacting the visual character of the City Center Mixed-Use district.

Design Guidelines:

- *MU-11:* Screen all mechanical equipment from view along the public and private right-of-way. This includes back flow devices, traffic signal boxes, transformers, meters etc, and may include planting of vegetation to adequately screen equipment.
- *MU-12:* Incorporate storage, trash delivery, and loading areas into the overall building form.

Site Landscape Design:

Landscaping within the City Center Mixed-Use District should be provided to enhance development aesthetics, create a pedestrian friendly environment, provide screening and buffering, enhance connections to the public realm, provide shade, and communicate site organization and hierarchy.

Design Guidelines:

- *MU-13:* Utilize landscaping to add texture and visual interest at the street level. Landscaping should not create a solid visual barrier between the public realm and the building frontage or views into buildings at the ground floor. Visual buffering and filtering of windowless facades from the public right of way is encouraged.
- *MU-14:* Incorporate pedestrian and bicycle connections to the Guadalupe and San Tomas Aquino Creek trails.
- *MU-15:* Encourage the use of drought tolerant, native and adapted plant species.
- *MU-16:* Landscaping may include any practicable combination of shrubs, trees, ground cover, minimal lawns, planter boxes, flowers, or fountains.
- *MU-17:* Utilize landscaped islands and medians to improve the definition of circulation patterns, provide shading for paved areas and beautify streets.
- *MU-18:* Incorporate complete streets with bike lanes, ample and cohesive street furniture, and tree canopy.

ARCHITECTURAL DESIGN

Building Massing & Form:

Building height, massing, and scale should relate to pedestrian scale in the immediate vicinity, and facilitate a hierarchical and varied aesthetic throughout the district. Modulating massing will help to reduce the mass of otherwise large buildings while maintaining visual interest. Massing should also improve site navigation and experience by incorporating landmarks to emphasize key elements such as access and internal uses.

Design Guidelines:

- *MU-19:* Architectural elements such as entries, porticoes, cornices, and awnings should be compatible in scale with the building massing and should not be exaggerated or made to appear as a caricature of a historic architectural style. Reasonable accommodation may be made for store branding elements associated with retail, food and beverage tenants.
- *MU-20:* Multi-story buildings should contain three parts; a base, a midsection, and a top. The different parts should be expressed through varied detailing of the facade and discernible vertical and horizontal offsets should be provided to reduce the visual bulk of the building.
- *MU-21:* Organize massing to emphasize certain parts of the building such as entries, corners, and display areas. Entrances should be identifiable by an accompanying modulation in massing - this may include a portion of the building with a differing building or parapet height (above or below) and/or with a projected or recessed building massing.
- *MU-22:* Ensure that districts are compatible and complementary in scale, massing, style, and/or architectural materials, but retain diversity typically characteristic of the urban idiom.

Roof Forms & Materials:

Rooftops should contribute to the unified appearance of the district. Visually clean rooftops with mechanical and service facilities kept screened, green roofs that are energy efficient, or rooftops with photovoltaics are all viable rooftop options for rooftops in this area.

Landscaping to add texture & visual interest

Identifiable entry massing

Green roof

Modulated roofline with varied setbacks

Architectural canopy provides shade and reduces heat gain

Clear visual division between upper & lower floors

Design Guidelines:

- *MU-23:* Use high albedo roof and paving materials which mitigate the heat-island and embody "cool roof" design practices. Otherwise, employ roof materials and assemblies which utilize or capture stormwater such as "blue roofs" or "green roofs" with drought and heat tolerant plant selections to reduce cooling and heating costs. Rooftop photovoltaic solar panel systems are encouraged, and compatible with green roofs.

- *MU-24:* Roofs should be designed as an integral component of building form, mass, and facade.

- *MU-25:* Integrate varied roof lines through the use of sloping roofs, modulated building heights, setbacks, or innovative architectural solutions.

- *MU-26:* Within a block or district, rooftop materials should be limited in design complexity and in the number of colors; moreover, their material should be specified as an integral and unobtrusive part of a limited palette for the entire building.

- *MU-27:* Locate and/or screen rooftop equipment so that it is not visible from adjacent streets. Rooftop screening should be integral to the building's form (e.g., through the use of raised parapets, louvers, etc.)

Building Articulation & Fenestration:

Articulation and fenestration should communicate clear points of entry and contribute to the overall visual aesthetic and apparent accessibility of each building.

Design Guidelines:

- *MU-28:* Promote pedestrian activity by providing a primary entry that fronts a public right-of-way.

- *MU-29:* Incorporate windows and doors with well-designed trims, recesses and details as character defining features to reflect an architectural style or theme consistent with other facade elements and building architecture.

- *MU-30:* At entrances and openings, include overhead architectural features, such as awnings, canopies, trellises or cornice treatments that provide shade, weather protection, and reduce daytime heat gain, especially on south-facing facades.

Architectural Details:

Enrich the pedestrian and site occupant experience at the street level by providing a ground level facade that relates to a more detailed human scale, that is accessible, and facilitates retail and commercial activity. An active, safe, and enjoyable street environment depends on buildings that connect and interact with the pedestrian realm when they meet the ground.

Design Guidelines:

- *MU-31:* Design storefronts with a focus on window design that creates a visual connection between the interior and exterior.

- *MU-32:* Ensure that commercial ground floor uses provide clear and unobstructed windows (not precluding tree planting), free of reflective coatings and exterior mounted gates and security grills. Ensure that landscaping does not create a barrier between pedestrians and the building frontage, nor views into buildings at the ground floor.

- *MU-33:* Provide shelter from the sun and rain for pedestrians along the public right-of-way where the buildings meet the sidewalk. Extend overhead cover across sidewalks and/or driveways or provide architecturally integrated awnings, arcades, and canopies.

Building Materials & Colors:

These guidelines are intended to ensure the appearance of a high-value, high-quality district that is both cohesive and visually interesting. Basic harmony of architecture shall be developed to promote the quality and attractiveness of the mixed-use environment.

Design Guidelines:

- *MU-34:* A clear visual division between upper and lower floors should be incorporated by changes in materials and colors, or building modulation, and by the use of canopies and awnings.

- *MU-35:* Introduce transparency along sidewalks (with the exception of street trees) and paths, especially in proximity to store entrances; generous storefront window and displays are encouraged.

- *MU-36:* Treat all facades of the building with appropriate level of architectural detail and articulation. Building elevations, whether such elevations function as the front, side, or rear of the building, should be architecturally detailed to avoid the appearance of once being the "back of the building".

- *MU-37:* Minimize the number of colors appearing on a structure's exterior.

- *MU-38:* Exterior materials shall be of natural finish, factory coated, stained, integrally colored, or otherwise suitably treated, avoiding field applied coatings where practical. High gloss finishes should be of limited area only.

- *MU-39:* Large expanses of smooth material should be broken up with expansion joints, reveals or changes in texture and color. Expanses of highly reflective surfaces and mirrored glass walls are strongly discouraged.

- *MU-40:* Storefront windows should be transparent and not be obstructed or coated with any material to preclude visibility within the interior space that is not of a decorative or photographic medium.

Parking Structures:

Parking structures are secondary structures and should only contribute to the pedestrian comfort of the City Center Mixed-Use District, providing the requisite amount of space without overwhelmingly impacting the massing, order, and visual reading of the district.

Design Guidelines:

- *MU-41:* Use landscape features and wall art to screen parking structures. Trees, shrubbery, planter boxes, climbing plants, vines, green walls, or berms can be used to soften views from the public right-of-way and art to create visual interest and detract from use.

- *MU-42:* Design parking structure facades with attractive entrances, varied building materials, or screening to provide visual interest.

- *MU-43:* Laminate or wrap parking facilities with active uses such as retail spaces or conveniences other than parking (such as bicycle lockers or bike-sharing).

SIGNAGE & LIGHTING DESIGN

Site Signage:

Signage packages for each land use area shall be prepared to improve the streetscape experience and uniformly communicate key information without creating visual clutter. Signs shall be designed as a 'family', incorporating similar, compatible materials that reinforce the design and style of the project architecture. Signs will be consistent with the applicable Comprehensive Sign Program approved pursuant to Section 7.1 of this MCP.

Design Guidelines:

- *MU-44:* Include signage at height and of a size that is visible to pedestrians and facilitates access to the building entrance. Allow LED/digital signage in City Center (subject to City review and approval through the DAP process).

- *MU-45:* Signs shall incorporate materials, colors, and designs that are compatible with the associated structures.

- *MU-46:* Window signage is limited to individual tenant name only.

- *MU-47:* Individually cut lettering visible at a distance and made of durable material is encouraged, while small, undifferentiated, and flush lettering with weak coloring is discouraged.

Site Lighting:

Lighting shall be essentially and efficiently used to provide illumination for safety without intruding on adjacent properties, the public right-of-way., or the night sky. Site lighting shall be architecturally compatible and consistent in design between parcels, and shall be consistent with the guidelines of Section 7.8 Bird-safe lighting measures shall be integrated into the design, consistent with Section 6.8 (Bird Safety).

Design Guidelines:

- *MU-48:* Poles and fixtures should be designed to be pedestrian scaled and architecturally compatible with structures and all other lighting fixtures on-site. Lighting within the public realm shall have a theme.

- *MU-49:* Select and locate all lighting fixtures to shield or confine light spread within a site's boundaries.

- *MU-50:* To facilitate security, specify lighting levels that are adequate for visibility, but not overly bright. All building entrances, pedestrian pathways, and parking facilities should be well-illuminated.

- *MU-51:* To the extent consistent with the normal and expected operations of the office, hotel, retail, food/beverage, entertainment and residential uses of the project, take appropriate measures to turn unnecessary lighting off at night, especially during bird migration season (February–May and August–November), including, to the extent feasible, the use of motion sensor lighting, automatic lighting shut-off mechanisms, and installation of downward facing exterior lighting.

Parking garage wrapped with retail

Durable, individually cut letters, with strong color contrast

Pedestrian scaled light fixtures

5.3 CITY CENTER N-W OFFICE DESIGN GUIDELINES

CITY CENTER NORTHWEST OFFICE

The City Center Northwest Office Design Guidelines will be essential in creating a thriving office component for CityPlace. The guidelines will aid in the creation of a cohesive public realm with a clear overall aesthetic. A successful work environment depends widely on its inviting, comfortable, and easily accessible surroundings and buildings.

SITE PLANNING

Building Siting & Orientation:

Buildings within the City Center Northwest Office District may be organized either as an open tenant office park, a secure office campus, or as a combination of multiple uses. These buildings should be sited so that the coordinated relationship between buildings is legible and strong. The positioning of buildings on their parcels should improve pedestrian and driver visibility, ensure pedestrian comfort and human scale, provide connectivity to adjacent uses and lend to an overall sense of an orderly district.

Design Guidelines:

- *CCO-1:* Provide human scaled blocks that allow convenient pedestrian access and connectivity throughout the district.
- *CCO-2:* Locate and mass buildings to consistently frame and define public space. An especially strong relationship between the building and street is encouraged.
- *CCO-3:* Use strong identifiable architectural forms at building corners, especially to mark gateways and key intersections.
- *CCO-4:* Orient main building entrances, lobbies and ground floor auxiliary uses like cafes so that they open onto pedestrian space, including sidewalks, paseos and active areas.

Vehicular, Pedestrian, & Bicycle Circulation:

On-site circulation and access systems should provide for the safe, efficient, convenient, and functional movement of multiple modes of transportation both on and off the site.

Design Guidelines:

- *CCO-5:* Emphasize safe and comfortable pedestrian/bicycle movement throughout the district, whether the district is an open campus or a secure closed campus. Sidewalks and paths should incorporate amenities while connecting important adjacent uses and public spaces.
- *CCO-6:* Introduce traffic calming measures where pedestrian activity will be greatest, including curb bulb-outs, enhanced crosswalks, and on-street parking and landscaping.
- *CCO-7:* Create strong pedestrian connections to neighboring blocks through scaled gateway entry markers, landscaping, lighting, and specialty paving for crosswalks at primary intersections.
- *CCO-8:* Incorporate bicycle facilities (lockers and/or racks) near important building entrances.

Service, Loading Facilities & Mechanical Equipment:

Services and loading including trash disposal and service yards shall be designed and located to adequately provide for their associated developments without impact to the visual character of the City Center Northwest Office District.

Design Guidelines:

- *CCO-9: Locate* service, *loading, and storage facilities (including refuse/recycling areas) away from streets, public spaces, and adjacent sensitive land uses. These facilities should not face public streets, and where they do face public streets, they shall be shielded from public view. .*

- *CCO-10:* Screen ground-level mechanical and electrical equipment and service areas from view. Cohesive architectural treatment is strongly recommended; dense landscape treatment and physical screening may also serve as an effective screen.

- *CCO-11:* Intrusion of service, loading, and storage areas into open spaces, such as landscape buffers and required setbacks, is prohibited.

Site Landscape Design:

Landscaping within the City Center Northwest Office District should be provided to enhance development aesthetics, create a pedestrian friendly environment, and provide an overall enriched and finished landscape look.

Design Guidelines:

- *CCO-12:* Introduce landscape features and plantings that are scaled to surrounding streets, outdoor spaces, and buildings. Include tree canopies.

- *CCO-13:* Use a rich coordinated palette of landscape materials to provide scale, texture, and color.

- *CCO-14:* Utilize hardscape/paving materials that are compatible with their surroundings, and enhance the building and landscape design. In particular, decorative paving may be used to highlight key pedestrian areas, including plazas, intersections, and crosswalks.

- *CCO-15:* Emphasize plants that are adapted to the local climate. Native and drought tolerant plants are preferred.

- *CCO-16:* Landscape all open areas not used for buildings, drives, parking structures, or pedestrian amenities. Landscaping may include any practicable combination of shrubs, trees, ground cover, minimal lawns, planter boxes, flowers, or fountains that reduce dust and other pollutants.

ARCHITECTURAL DESIGN

Building Massing & Form:

Modulating massing will maintain visual interest and help to reduce the apparent mass of office buildings and other potential land uses that may be typical in the City Center Northwest Office District. Massing should also improve site navigation and experience by emphasizing key elements such as access and internal uses.

Design Guidelines:

- *CCO-17:* Accentuate important locations, especially entries through architectural massing.

- *CCO-18:* Create a varied skyline with strong forms (i.e., towers, domes, extruded roof forms and rotundas), especially at corners.

- *CCO-19:* Encourage massing changes and architectural articulation to provide visual interest and texture facing streets and public spaces.

- *CCO-20:* Reinforce a strong corner condition at street intersections.

- *CCO-21:* Define a base, middle, and cap in order to clearly define building form.

- *CCO-22:* Make the ground floor taller than typical upper stories.

Roof Forms & Materials:

Rooftops should contribute to the unified appearance of the development, the energy and efficiency of each building, and the visual cleanliness from higher areas, ground level, and other buildings and roadways. Green roofs that are energy efficient or rooftops with photovoltaics are also welcome in this area.

Design Guidelines:

- *CCO-23:* Express roofs in a visually interesting manner that complements the building. Flat, unarticulated expressions are discouraged. Rooftop photovoltaic solar panel systems are encouraged, and can provide the added benefit of shading for parking structures.

Rich,coordinated landscape adding texture and color

Visually interesting rooftop

Clearly articulated building entrance

Transparent entry offers views into lobby

Neutrally colored quality materials

Vertical garden on parking garage to screen cars

- *CCO-24:* Complement the composition of the building, varying the roof form in accordance with the building's massing.
- *CCO-25:* Locate and/or screen rooftop equipment so that it is not visible from adjacent streets, sidewalks, or open space. Rooftop screening should be integral to the building's form (e.g., through the use of raised parapets, louvers, etc.).

Building Articulation & Fenestration:

Clear marked points of entry, overall visual readability, and perceptible accessibility all become well defined through articulation and fenestration of the building within the City Center Northwest Office District.

Design Guidelines:

- *CCO-26:* Utilize major articulation of the facades at corners and areas around entries.
- *CCO-27:* Use fenestration, as well as changes in wall plane, material, texture, color, etc., to create shadow lines and articulate building walls. Deep wall openings are encouraged.
- *CCO-28:* Introduce three-dimensional interest at the street level. In general, buildings should provide transparent views into their entrance lobbies, and commercial/retail spaces.

Architectural Details:

Architectural details enrich the pedestrian experience especially at the street level where the facade relates at a more human scale that feels familiar and accessible for the pedestrian.

Design Guidelines:

- *CCO-29:* Emphasize architecture that enhances the pedestrian experience by providing street level details and amenities.
- *CCO-30:* Design buildings to be architecturally differentiated from their neighbors yet be complementary to their materials, colors, and scale.
- *CCO-31:* Provide shade along pedestrian paths for comfort through awnings, canopies, etc.

Building Materials & Colors:

Building materials and finish guidelines are intended to ensure the appearance of a high-value, high-quality Office Campus that is both cohesive and visually interesting. Basic harmony of architecture shall be developed to promote the quality and attractiveness of the business environment.

Design Guidelines:

- *CCO-32:* Building exterior materials should be a natural finish, factory coated, stained, colored, or otherwise suitably treated. High gloss finishes should be of limited area only.
- *CCO-33:* Treat all facades of the building with an equal level of architectural detail and articulation.
- *CCO-34:* Choose material and color palettes such that the majority of colors for new buildings are compatible with the materials and colors of adjacent structures.

Parking Structures:

Parking structures offer a great opportunity to implement renewable energy collecting photovoltaic panels (PV) within the City Center Northwest Office District; these elements provide shade and visually show the commitment CityPlace has to sustainability. PV installations are not incompatible with green roofs, which are also encouraged.

Design Guidelines:

- *CCO-35:* Screen cars through measures attached to the exterior of garages, such as latticework, sheer panels, art panels, or the use of vertical gardens.
- *CCO-36:* Encourage structured parking where the height of the parking garage does not significantly exceed the height of the principal buildings that it serves.
- *CCO-37:* Structures should architecturally complement surrounding buildings.
- *CCO-38:* Interior walls and ceilings should be painted a light color to improve illumination.

- *CCO-39:* Parking should appear inconspicuous and visually screened or softened from public streets and adjoining properties by planting of trees and shrubs.

SIGNAGE & LIGHTING DESIGN

Site Signage:

Office building signage shall be an integrated and cohesive part of the building architecture. Signage shall be made of compatible materials that reinforce the design style of the overall district. Signs will be consistent with the applicable Comprehensive Sign Program approved pursuant to Section 7.1 of this MCP.

Design Guidelines:

- *CCO-40:* Provide signage that is compatible with the streetscape, the building materials and overall design aesthetic.
- *CCO-41:* Construct signs of durable, high-quality materials that suggest permanence.
- *CCO-42:* Identity signage should be sufficiently visible from surrounding public streets so that site entrances can be readily identified by both pedestrians and persons in vehicles.
- *CCO-43:* Discourage signage that obscures architectural features, such as vertical piers, trim work, etc.
- *CCO-44:* Multiple Tenant Signage - Allow the ability for multiple office tenants to integrate tenant signage on facades and roof, subject to City Review and approval as part of the DAP process.

Site Lighting:

Lighting shall be efficiently used to provide illumination for the security and safety of workers and visitors without intruding on adjacent properties. Spill will be limited on off-site right-of-ways, and shall be consistent with the guidelines of Section 7.8. Bird-safe lighting measures shall be integrated into the design, consistent with Section 6.8 (Bird Safety).

Design Guidelines:

- *CCO-45:* Select exterior lighting fixtures that are pedestrian scaled and compatible with the architectural design.
- *CCO-46:* Locate and shield architectural lighting to minimize glare on adjacent properties and streets. Intense architectural lighting is discouraged. Limit exterior light spill from interior office lighting and utilize nighttime lighting curfews where appropriate.
- *CCO-47:* Complement the lighting employed for surrounding streetscapes and landscape.
- *CCO-48:* Illuminate all building entries, walkways, steps or ramps along pedestrian routes.
- *CCO-49:* Provide only as much light/illumination as necessary to provide safety and security of the City Center Northwest Office Zone.

Illuminated steps for safe pedestrian movement

5.4 OFFICE CAMPUS DESIGN GUIDELINES

OFFICE CAMPUS

These guidelines will be integral in the building and site planning of a successful work environment. Connectivity between buildings, ample outdoor recreation areas, proper lighting for safe pedestrian travel, outdoor furniture, and landscaping will all help to construct an enjoyable office or light manufacturing campus. These guidelines are intended to be applicable to multiple office typologies including: multi-tenant office parks, a single tenant open corporate campus and a closed (secure) corporate campus. The potential also exists for a dedicated campus that will integrate multiple parcels into a single secured campus of office or light manufacturing.

ALTERNATIVE DEVELOPMENT FRAMEWORK POTENTIAL:

The policy statements and design principles expressed in this section are focused on office campus development consisting primarily of an open campus single or multi-tenant use. It is recognized that numerous other forms of office campus development are being incorporated throughout the region, and are designed to meet the specific operational needs and desires of cutting edge high-tech companies and industries. As site development is anticipated over many years, both the City and the developer desire enough flexibility to incorporate many different campus design configurations that attract a variety of tenants and building typologies. Therefore, specific campus typology and design configuration for each development area will be submitted in each DAP application.

SITE PLANNING

Building Siting & Orientation:

Buildings within Parcels 1, 2 & 3 may be organized either as an open tenant office park, a secure office campus, or as a combination of multiple land uses. Buildings should be sited so that the coordinated relationship between buildings is legible and strong. Arrangement of buildings on their parcels should be designed to improve pedestrian connectivity and driver visibility, ensure pedestrian comfort and human scale, and lend to an overall sense of an orderly district.

Design Guidelines:

- *OC-1:* Situate buildings on-site so they are oriented to maximize daylighting opportunities and optimize natural light within interior work spaces.
- *OC-2:* Explore opportunities to group buildings so as to frame and share active pedestrian and communal outdoor gathering spaces.
- *OC-3:* Building setbacks should be varied to enhance visual interest along the streetscape.
- *OC-4:* Position entries to buildings so that they are easily identifiable from adjoining rights-of-way and primary access drives.

Vehicular, Pedestrian, & Bicycle Circulation:

The on-site circulation and access system should provide for the safe, efficient, convenient, and functional movement of multiple modes of transportation both on and off the site to avoid pedestrian/bicycle/vehicle conflict.

Design Guidelines:

- *OC-5:* Pedestrian linkages shall be provided between the Office Campus District and City Center Mixed-Use District to promote shared use of all districts within the development.
- *OC-6:* Provide plazas at primary building entrances as a means of distinguishing them from secondary and service entries.
- *OC-7:* Provide pedestrian connections from building entries and required exits to walkways that adjoin on-site parking structures and/or surface lots. Where provided, these pedestrian connections should have a different ground material and color to the adjoining surface.

- *OC-8:* Provide bicycle lockers and/or racks near building entrances. Disperse bicycle parking facilities throughout the Campus located in convenient and visible areas in close proximity to primary entrances (see *Exhibit 3-19* for more information).

Service, Loading Facilities & Mechanical Equipment:

Service and loading areas should be designed and located to adequately provide for their associated developments without impact to the visual character of the Campus District.

Design Guidelines:

- *OC-9:* Place loading docks, outside storage, and service areas in areas of low visibility such as at the side or rear of buildings.
- *OC-10:* Locate transformers away from major pedestrian routes and outdoor employee areas.
- *OC-11:* Screen all mechanical equipment from view along the public and private right-of-way. This includes back flow devices, traffic signal boxes, transformers, meters etc., and may include planting of vegetation to adequately screen equipment.
- *OC-12:* Hide trash enclosures within parking garages, lots, or buildings so that they are not visible to passers-by. Screen outdoor standalone trash enclosures using walls consistent with the architectural character of the overall campus, and locate them so that they are out of the line-of-sight from crosswalks or sidewalks.

Site Landscape Design:

Landscaping within the Campus should be provided to enhance the overall aesthetic, create a pedestrian friendly environment, provide screening and buffering where necessary, enhance connections to the public realm, provide shade, and communicate hierarchy.

Design Guidelines:

- *OC-13:* Paving of sidewalks, plazas, and pedestrian surfaces should be differentiated at primary building entries and on-site employee break areas.
- *OC-14:* Incorporate on-site plazas and courtyards. These should be functional, well-defined spaces that reinforce the social life of the employees within the Office Campus District.
- *OC-15:* A variety of planting materials and plant heights should be provided in landscaped areas. Appropriate planting includes: drought tolerant trees, shrubs, groundcovers, and accent plants and flowers of varied heights and textures.
- *OC-16:* Introduce pedestrian and bicycle linkages between open spaces and the various districts.
- *OC-17:* Furnish outdoor employee areas with amenities such as benches, landscaping, and/or recreational areas. These outdoor spaces shall be functional and not appear as leftover spaces.
- *OC-18:* Outdoor seating areas should include permanent shade from trees, structures, trellises, pergolas, or canopies to effectively reduce heat gain and employee discomfort.

ARCHITECTURAL DESIGN

Building Massing & Form:

Building height, massing, and scale should relate to pedestrian scale in the immediate vicinity. In the case of an open tenant office park, a secure office campus, or as a combination of multiple land uses, modulating building massing will help to reduce the apparent mass of otherwise large buildings typical of an primarily office development, while maintaining visual interest.

Design Guidelines:

- *OC-19:* Architectural elements such as entries, porticoes, cornices, and awnings should be compatible in scale with the building massing.
- *OC-20:* Introduce significant vertical and horizontal offsets to reduce visual bulk. Exterior wall planes should be varied in height, depth, and direction.
- *OC-21:* Organize massing to emphasize entries, corners, or working spaces.
- *OC-22:* Ensure that buildings are compatible in scale with existing structures in the immediate vicinity.

Functional, well landscaped, on-site courtyard

Emphasize internal uses through thoughtful building massing

Visually interesting sloping roof form

Incorporates awnings & canopies as part of a harmonious design

Incorporates human-scaled elements (i.e., exterior lights & overhangs)

All facades treated with architectural detail

Roof Forms & Materials:

Rooftops should contribute to the unified appearance of each development, the energy efficiency of each building, and the visual cleanliness from higher areas, ground level, and other buildings and roadways.

Design Guidelines:

- *OC-23:* Integrate varied roof lines through the use of sloping roofs, modulated building heights, setbacks, or innovative architectural solutions.
- *OC-24:* Express roofs in a visually interesting manner that complements the composition of the building and creates added interest to the building profile. Sculptural roof forms are permitted.
- *OC-25:* Use high albedo materials which mitigate the heat island and embody "cool roof" design practices. Employ roof materials and assemblies which utilize or capture stormwater such as "blue roofs" or "green roofs" with drought and heat tolerant plant selections to reduce cooling and heating costs. Rooftop PV solar panel systems are encouraged on all structures.
- *OC-26:* Locate and/or screen rooftop equipment so that it is not visible from adjacent streets, sidewalks, or open space. Rooftop screening should be integral to the building's form (e.g., through the use of raised parapets, louvers, etc.)

Building Articulation & Fenestration:

Articulation and fenestration should communicate clear points of entry and contribute to the overall visual legibility and apparent accessibility of each building.

Design Guidelines:

- *OC-27:* Introduce major and minor projecting features as part of a harmonious design.
- *OC-28:* Promote pedestrian activity by providing a primary entry that fronts a right-of-way or has a framed view from a right-of-way.
- *OC-29:* Modulate exterior walls. Blank unadorned wall surfaces are to be avoided, especially along streets.
- *OC-30:* At entrances, openings, and south facing facades include overhead architectural features, such as awnings, canopies, trellises or cornice treatments that provide shade to reduce daytime heat gain and cooling loads.

Architectural Details:

An active, safe, and enjoyable street environment depends on buildings that connect and interact with the pedestrian realm. Ground floor details in particular play a large role in providing pedestrians with a pleasant urban experience.

Design Guidelines:

- *OC-31:* Provide highly visible and readily identifiable public building entrances. Along with changes in building form, entrances may be expressed through special materials and/or detailing.
- *OC-32:* Introduce elements that establish a comfortable transition between indoors and outdoors, for example, canopies, awnings, trellises or similar features.
- *OC-33:* Ensure that all sides of an office building are highly articulated. Blank or monotonous wall surfaces should be avoided.
- *OC-34:* Incorporate design elements that offer a human dimension, such as frequent entries, landscaping, exterior light fixtures, awnings and overhangs.

Building Materials & Colors:

Building materials and finish guidelines are intended to ensure the appearance of a high-value, high-quality Campus that is both cohesive and visually interesting. Basic harmony of architecture should promote the quality and attractiveness of a working environment.

Design Guidelines:

- *OC-35:* Building exterior materials should be of natural finish, factory coated, stained, integrally colored, or otherwise suitably treated. Use of glossy finishes should be restricted to limited areas. Extensive use of reflective glazing should be avoided.
- *OC-36:* Treat all facades of the building with an equal level of architectural detail and articulation.
- *OC-37:* Choose material and color palettes such that the majority of colors for new buildings are compatible and complementary with the materials and colors of adjacent structures.

Parking Structures:

Parking structures should only contribute to the pedestrian comfort and human scale of the Campus, providing the requisite amount of space without overwhelmingly impacting the massing, order, and visual reading of the area.

Design Guidelines:

- *OC-38:* Landscape features such as trees, shrubbery, planter boxes, climbing plants, vines, green walls, or berms should be placed along the street level or ground level portion of any parking structure to screen or buffer views of that ground level from the public right-of-way.
- *OC-39:* Exterior walls of parking structures should have an open-air design with the first floor (ground level) walls being a maximum of three feet high (except for sheer panels).
- *OC-40:* Include moderately scaled canopy trees within surface parking lots and landscaped parking strips.
- *OC-41:* The design of parking structures should integrate high quality and permanent materials. Automobiles within the parking structure should be screened from view where possible with art walls, cascading landscaping, or other suitable screening.
- *OC-42:* On-site parking structures should not be significantly taller than adjacent buildings.
- *OC-43:* Wayfinding graphics and lighting within and surrounding parking structures should encourage safe and effective pedestrian and vehicular entry and exit movement patterns.
- *OC-44:* Incorporation of photovoltaic panels into parking structure design is encouraged.

SIGNAGE & LIGHTING DESIGN

Site Signage:

Building signage shall improve the streetscape experience and uniformly communicate information without creating visual clutter. Signs shall be designed as a 'family', incorporating similar, compatible materials that reinforce the design style of an overall district or a specific office campus. Signs will be consistent with the applicable Comprehensive Sign Program approved pursuant to Section 7.1 of this MCP.

Design Guidelines:

- *OC-45:* Mark district thresholds with distinctive public signage and/or graphics.
- *OC-46:* Signs should be sufficiently visible from public streets so that site entrances can be readily identified by both pedestrians and persons in vehicles.
- *OC-47:* Utilize signage materials, colors, and designs that are compatible with the associated structures.
- *OC-48:* Individually cut lettering visible at a distance and made of durable material is encouraged.
- *OC-49:* Flashing or moving signs are not permitted.
- *OC-50:* Multiple Tenant Signage - Allow the ability for multiple office tenants to integrate their signage on facades, subject to City Review and approval as part of the DAP process.

Site Lighting:

Site Lighting shall be efficiently used to provide illumination for security and safety without intruding on adjacent properties. Lighting shall be architecturally compatible and consistent in design within parcels or office campuses, and shall be consistent with the guidelines of Section 7.8. Bird-safe lighting measures shall be integrated into the design, consistent with Section 6.8 (Bird Safety).

Design Guidelines:

- *OC-51:* Site lighting should provide consistent levels of illumination, avoiding pockets of very high or low levels of illumination.
- *OC-52:* Provide only as much light/illumination as necessary to provide safety and security of the area.
- *OC-53:* Use ornamental lighting, bollard fixtures, or other low-level elevation fixtures to identify and to highlight pedestrian walkways, plazas, drop-off areas, and pedestrian paths at entrances to office buildings.
- *OC-54:* Illuminate all pedestrian routes, including walkways, steps or ramps.
- *OC-55:* Provide separate, pedestrian scaled lighting for all pedestrian ways through surface parking lots.

Green parking garage screening

Parking structure with rooftop solar panels

Well lit pedestrian walkways

5.5 RETAIL CENTER DESIGN GUIDELINES

RETAIL CENTER

The Retail Center Design Guidelines will be key in the success of CityPlace. Buildings, open spaces, wide sidewalks, and paseos will all aid in the creation of a unique urban retail environment. Designing a cohesive public realm will help in facilitating a quality development as a whole.

SITE PLANNING

Building Siting & Orientation:

The building street relationship should be apparent and strong. Arrangement and orientation of buildings should promote sustainable measures such as optimal direction for use of photovoltaic panels or orientation to minimize heat gain from the sun.

Design Guidelines:

- *RC-1:* Establish a consistent "street wall" with continuous retail frontage. Minor modulations will accommodate recessed shop entrances, "eroded" building corners, etc.
- *RC-2:* Locate and mass buildings so as to consistently frame and define outdoor space, including sidewalks, pedestrian walkways and paseos, and public plazas.
- *RC-3:* Reinforce the edges of on-site open spaces. Building placement should delineate the size and area of the green space.
- *RC-4:* Orient major anchors for heightened visibility from adjacent parcels and from Tasman Drive and Lick Mill Boulevard.

Vehicular, Pedestrian, & Bicycle Circulation:

Site planning should make on-site circulation and parking fields safe, efficient, convenient, and functional while moving multiple modes of transportation seamlessly throughout.

Design Guidelines:

- *RC-5:* Position on-site parking facilities to minimize their visual impact on the street. Where feasible, parking facilities should be located interior to the block.
- *RC-6:* Mask parking structures through design, art, and/or landscaping.
- *RC-7:* Use compatible landscape treatment to break up the expansiveness of parking fields, and reduce parking's visual and environmental impacts.
- *RC-8:* Provide a landscape buffer where a parking field fronts the street. The buffer should have a depth of at least five feet, measured from the rear edge of the sidewalk.
- *RC-9:* Provide bicycle lockers and/or racks near building entrances. Disperse bicycle parking facilities throughout the retail center located in convenient and visible areas in close proximity to primary entrances. Refer to the bicycle plan in this document for more information.

Service & Loading Facilities:

The visual character of the Retail Center should not be impacted by service, trash disposal, loading, and storage facilities. Service areas and facilities should integrate into the design while being positioned, screened and scaled appropriately for an overall high-quality appearance.

Design Guidelines:

- *RC-10:* Locate service, loading and storage areas so that they are not readily visible from the public right-of-way and areas with high pedestrian traffic. In general, these areas should be located behind the building.

- *RC-11:* Screen ground level mechanical and electrical equipment (including meters, back flow devices, transformers etc.) from public view. Cohesive architectural treatment is recommended, although dense landscape may also serve as an effective screen.

- *RC-12:* Screen service, trash disposal, loading, and storage areas with compatible landscape and/or architectural treatment. The intrusion of service, loading and storage areas into open spaces such as landscape buffers and required setbacks is prohibited.

Site Landscape Design:

Landscape within the Retail Center should enhance the development aesthetic, create a pedestrian friendly environment, and aid in creating connections throughout the Retail Center.

Design Guidelines:

- *RC-13:* Enrich outdoor pedestrian areas with decorative paving, overhead cover, outdoor furniture, and pedestrian- scaled lighting. A high level of amenity is desired throughout the Retail Center.

- *RC-14:* Plant canopy trees within off-street parking lots, providing protection from sun and wind, and reducing urban heat island effect.

- *RC-15:* Rely on simple, bold, and easy to maintain landscape planting schemes, typically using native and drought tolerant species.

- *RC-16:* Provide special landscape treatment at major focal points, entryways, and major pedestrian gathering areas. These areas may incorporate water features, specimen trees, accents plantings, landscape lighting, decorative hardscape, etc.

- *RC-17:* Use plantings to: reduce architectural scale, enliven blank or unadorned walls, and screen service facilities.

- *RC-18:* Irrigate all permanently landscaped areas with an underground recycled water irrigation system, operated by an automatic controller. Utilize native and adapted plantings that would not require permanent irrigation systems in appropriate areas.

ARCHITECTURAL DESIGN

Building Massing & Form:

Modulating building mass will help to provide visual interest and aid in site navigation through the emphasis of key elements such as entries.

Design Guidelines:

- *RC-19:* Employ simple, yet varied, massing. Elevation breaks should be introduced on buildings over a single story, and single story buildings with substantial or elongated building walls.

- *RC-20:* Introduce articulated sub-volumes as necessary to provide a transition to an adjacent structure that is smaller in scale.

- *RC-21:* Consider special treatment at building corners and building entrances (e.g., distinctive or strong corner massing), especially at gateways and key intersections.

Roof Forms & Materials:

Rooftops should contribute to the unified appearance of the each district. Visually clean rooftops with mechanical and service facilities kept screened, or rooftops with photovoltaics and/or greenroofs are all viable rooftop options.

Design Guidelines:

- *RC-22:* Complement the composition of the building by varying roof form in accordance with the building's massing.

- *RC-23:* Treat building's roof line in a visually interesting manner. Sculptural roof forms are generally encouraged, while flat roof forms should incorporate a strong and attractively detailed cornice or parapet.

High level of pedestrian amenity

Building massing as special corner treatment

Modulated building massing provides interest

Architectural details provide visual relief

High degree of transparency and high quality materials

High quality signage that is compatible in scale and character with the building facade

- *RC-24:* Locate and/or screen rooftop equipment so that it is not visible from adjacent streets, sidewalks, or open space. Rooftop screening should be integral to the building's form (e.g., through the use of raised parapets, louvers, etc.)

Building Articulation & Fenestration:

Articulation and fenestration of the facade help to create "architecture of mass" that provides deep openings, shadow lines, and details enhanced by the sun.

Design Guidelines:

- *RC-25:* Establish a clear pattern of fenestration that unifies the building, including well marked and articulated building and shop entrances.
- *RC-26:* Modulate exterior walls. Blank, unadorned walls are to be avoided unless screened by landscaping, especially along areas with high levels of pedestrian traffic.
- *RC-27:* Consider recessing windows to create depth and shadow lines.
- *RC-28:* Utilize a high degree of ground floor transparency where appropriate.
- *RC-29:* Storefront windows should be transparent and not be obstructed or coated with any material to preclude visibility within the interior space that is not of a decorative or photographic medium.

Architectural Details:

Details, especially at street level, enrich the pedestrian experience providing eye-level features at a human scale that feel familiar, accessible, and facilitate retail and commercial activity.

Design Guidelines:

- *RC-30:* Introduce architectural details and elements that provide visual relief for example, pilaster, course lines, window heads and sills brackets, cornices, etc.
- *RC-31:* Encourage details that modulate the light and show evidence of artistry and craft.
- *RC-32:* Allow for creativity and individual expression in storefront design, provided that each storefront is compatible with the overall building design.
- *RC-33:* Ensure that architectural features are integral and contribute to a harmonious design. Ornamentation and features that appear tacked-on or are artificially thin are discouraged.
- *RC-34:* Encourage inviting entries and expansive storefront windows with engaging displays that add to the adjacent pedestrian areas.
- *RC-35:* Introduce pedestrian scaled details at street level. Canopies, awnings and overhangs are especially appropriate as climate protection, and at building and shop entrances.
- *RC-36:* Continue design elements and detailing (e.g., trim details, materials) around the entire structure, and especially along elevations that are readily visible to the public.

Building Materials & Colors:

The material and color guidelines are intended to provide a uniform character and complimentary material relationship between buildings, promote the perception of strength and permanence of buildings, while maintaining appropriate variety for design flexibility.

Design Guidelines:

- *RC-37:* Use materials and colors that will enhance a building's visual quality, requiring compatible materials on all sides.
- *RC-38:* Emphasize especially durable and high quality materials at the street level. Materials such as stone, wood, tile, terra-cotta, concrete, metal and glass may be introduced as part of the facade treatment, and to break-up the predominance of a single material such as cement plaster.

- *RC-39:* Choose a color palette that offers visual simplicity and harmony, generally emphasizing light, neutral colors. The use of bright or intense colors should normally be limited to an accent within a carefully balanced color scheme; for example, to help articulate the facade, highlight building features, or add visual interest.

- *RC-40:* Discourage the use of reflective, opaque or highly-tinted glass.

SIGNAGE & LIGHTING DESIGN

Site Signage:

Signage shall add to the pedestrian streetscape experience and uniformly express information without creating visual clutter or confusion. Signs shall be thought of as a "family" and incorporate a similar "language" when it comes to materials and colors, etc. Signs will be consistent with the applicable Comprehensive Sign Program approved pursuant to Section 7.1 of this MCP.

Design Guidelines:

- *RC-41:* Signs shall be consistent with the applicable Comprehensive Sign Program approved pursuant to Section 7.1 of this MCP.

- *RC-42:* Design signs that complement one another rather than compete with one another.

- *RC-43:* Conceive of signs as an integral part of building facade. Tenant signage shall be compatible in scale and character with the building and storefront design. Nonetheless, encourage high quality, innovative and expressive tenant signage.

- *RC-44:* Tenant identification signage shall be appropriately scaled to fit the storefronts, with tenant branding elements reasonably accommodated.

- *RC-45:* Place signs in accordance with facade rhythm, scale and proportion. Signs shall not obscure architectural features such as vertical piers, trim work, ornamental features, etc.

- *RC-46:* Construct signs of high quality and durable materials.

- *RC-47:* Coordinate sign materials and colors with the building and storefront design. In general sign letters and symbols should contrast with background materials to achieve readability.

Site Lighting:

Lighting shall be efficient, effective, and well thought out in its placement. A balance is needed of being mindful of night lighting issues and light pollution while also creating a pleasant and comfortable shopping experience, consistent with the guidelines of Section 7.8. Bird-safe lighting measures shall be integrated into the design, consistent with Section 6.8 (Bird Safety).

Design Guidelines:

- *RC-48:* Limit illumination of an entire building or large portions of an entire building.

- *RC-49:* Select exterior lighting fixtures that are pedestrian scaled and compatible with the architectural design of the structure and/or streetscape aesthetic.

- *RC-50:* Lighting employed for streetscapes, public open spaces, and project signage should form a complementary family of fixtures with a similar aesthetic, emphasizing efficiency and good light control.

- *RC-51:* Limit uplighting throughout the project.

Pedestrian scaled and compatible light fixtures

CHAPTER 6

LANDSCAPE MASTER PLAN

6.1 LANDSCAPE DESIGN CONCEPT

…establishes design principles, guidelines and recommendations for open space improvements throughout CityPlace; it builds on the open space framework and elaborate on the landscape design and character of the project.

CONCEPT OVERVIEW

The landscape design concept will reinforce and expand on the design framework established by the open space plan to more fully describe a distinctive, sustainable landscape featuring a diversity of inviting and interesting outdoor environments. The proposed network of open spaces encompasses: 1) shared outdoor spaces; and 2) landscape zones. Important features of the landscape also include 3) streetscapes; 4) gateways, and 5) enhanced intersections.

This interconnected network of landscapes and open spaces will be integral to the overall master plan. It will enrich the local and regional environment and provide highly desirable amenities for workers, residents, and visitors. Collectively, these multiple and various landscape elements are intended to create an engaging public realm and will contribute to the project's identity, functionality, sociability and visual appeal.

The landscape design concept will be refined as details of the project are worked out through Development Area Plans and related approvals. Nonetheless, it is expected that the essential landscape quality as described in this chapter will be implemented. Landscaping plans will be provided in the manner required by "Development Area Plans – Submittal and Approval Procedures" in Appendix C.

LANDSCAPE DESIGN PRINCIPLES

The following are fundamental design principles that will guide the landscape design concept and to which all future landscape design proposals shall respond. These principles are grouped according to four broader concepts established by the open space plan: 1) open space network; 2) distinctive landscape setting; 3) eco-sensitive landscape design; and 4) user-friendly spaces.

Alviso Marina County Park view at sunset

Open Space Network:

Principle No. 1 - Multi-functional: Integrate a variety of high performance outdoor spaces to create distinct and assorted experiences that address the full range of anticipated users and perform numerous functions. The resulting network of green infrastructure will bring added value to the project, community, and environment.

Principle No. 2 - Physical Connectivity: Ensure that pedestrian and bicycle circulation is continuous, safe and secure, including a network of full service green streets supplemented by trails, paths and paseos. It will be important that on-site pedestrian and bicycle networks provide convenient links to the regional open space system and nearby transit facilities.

Principle No. 3 - Communal Space: Incorporate a range of outdoor spaces encompassing public and semi-public settings that comfortably support formal and informal gatherings and social interaction. Spaces that have potential for public gathering will be essential, and will be anchored by the City Center Boulevard.

Principle No. 4 - Recreational Opportunity: Encourage active and passive recreational facilities that meet the needs of residents, workers and visitors. Facilities are to feature a variety of picturesque and horticultural gardens, as well as trails and paths and multi-functional activity spaces, which may include sports courts, playing fields and par courses where appropriate.

Distinctive Landscape Setting:

Principle No. 5 –Private Open Space: Certain project elements including residential rooftop recreational areas and courtyards, as well as secure areas of closed corporate campuses will be allowed as private open spaces.

Principle No. 6 - Landscape Identity: Employ a cohesive landscape design concept to promote project identity, including a coordinated design palette for the public realm. This principle recognizes that the landscape will be an important aspect of placemaking, encouraging unique or special design qualities and features.

Principle No. 7 - Regional Character: Contribute to the authentic character of the place through the use of regionally appropriate materials, especially native and adapted drought tolerant plant species. To the extent feasible, reliance on locally and regionally sourced materials is encouraged.

Principle No. 8 - Enhanced Public Realm: Establish a high standard of quality for the design of public outdoor spaces, in particular, to make a statement about the public character of the City Center. The public landscape should contribute to a welcoming environment and enhance visual appeal.

Eco-Sensitive Landscape Design:

Principle No. 9 - Low Maintenance & Energy Conservation: Minimize the urban heat island effect, and provide shading and cooling design features for buildings and outdoor spaces. The shading of paved areas will be critical, including the provision of a continuous tree canopy along streets. Choosing drought tolerant native plants, quality street furniture, appropriate tree species, and energy efficient lighting all help to create a low maintenance project.

Principle No. 10 - Water Wise: Minimize resource inputs through efficient use of water resources and a drought tolerant plant scheme. This will be best accomplished through the use of native and climate adapted plant materials that will contribute to long term sustainability, as well as efficient irrigations systems, and use of recycled water for irrigation and water features.

Principle No. 11 - Stormwater Management: Integrate stormwater management into the landscape planting scheme to create a sustainable urban drainage system. Landscape features such as bioswales, rain gardens, and green roofs are recommended to collect, convey and cleanse rainwater and will be incorporated into the project site design for conformance with C3 requirements.

Principle No. 12 - Habitat Enrichment: Introduce native landscape communities and natural systems to create a regenerative and resilient site that reduces maintenance and minimizes water and energy inputs. Habitat enrichment of this kind will increase biodiversity and will create a positive environmental impact.

User Friendly Spaces:

Principle No. 13 - Site Accessibility: Provide a landscape experience that invites and engages the community, first and foremost ensuring ease of access through physical and visual connections both on- and off-site. This principal assumes universal accessibility and compliance with the American with Disabilities Act.

Principle No. 14 - Security & Comfort: Make user safety and comfort a priority, for example, offering appropriate exterior lighting that promotes on-site security and by creating favorable micro-climates that result in extended outdoor use. Additionally, the presence of uses that will activate a public outdoor space should be encouraged.

Principle No. 15 - Spatial Enclosure: Design active public spaces that take on the character of outdoor rooms, especially within the mixed-use City Center. Surrounding buildings and trees should define streets and outdoor spaces, with pleasing transitions between the interior and exterior.

Principle No. 16 - Site Amenities: Contribute to the physical comfort and convenience of on-site users by incorporating landscape design elements such as canopy trees for shade and site furnishings. These features will let people know they are a welcome presence and support the shopping and entertainment experience.

6.2 SUSTAINABLE LANDSCAPE MEASURES

CityPlace's landscapes will support an environmentally sustainable infrastructure that will address efficient use of resources, energy and water conservation, stormwater management, habitat enhancement, and restoration of natural ecological processes. A primary objective will be to minimize the inputs required to sustain a healthy landscape, especially energy and water, while limiting negative impacts on the environment such as pollution and stormwater runoff. Following are ten interrelated measures with supporting design guidelines for achieving a sustainable landscape.

HIGH PERFORMANCE OUTDOOR SPACES

Sustainability Concept: The project will encourage high performing landscapes that simultaneously embrace social, recreational, ecological, and aesthetic values. A driving factor behind the planning and design of the landscape will be the interdependence between aesthetic and recreational outdoor environments and the green infrastructure that will deliver ecological benefits such as stormwater management and energy conservation and production. The emphasis will be on multi-functional, adaptable, and resilient outdoor spaces that are vital to a successful urban environment.

Design Guidelines:

- *SL-1:* Orchestrate outdoor spaces that incorporate integrated storm water BMPs in a manner that contributes to its aesthetic character and flexible use.

ECOLOGICAL HABITAT

Sustainability Concept: The project will create and enhance local and regional habitats through the emulation of plant communities associated with the South Bay region to include coastal wetland, riparian, prairie, shrubland, and woodland zones. Establishment of native plant communities will be especially appropriate along the perimeter of the site, thereby transforming landfill embankments into an aesthetic and ecological amenity. This method of landscape treatment also will present an opportunity to enrich adjacent waterways, introducing constructed wetland and riparian habitats to aid in the bio-filtering of pollutants and will attract wildlife that rely on healthy local ecologies.

Design Guidelines:

- *SL-2:* Set aside areas for the establishment of native plant communities to enhance bio-diversity.

NATIVE & ADAPTED PLANT SPECIES

Sustainability Concept: The project will favor regionally native plants and species adapted to the local climate; these will normally require less care than exotic species and contribute to more ecologically resilient habitats and landscapes. This approach will depend on a heavy reliance on water conserving plants derived from native plant communities, while limiting the use of turf grass and other water intensive landscapes to only the most appropriate areas. See *Exhibit 6-4: Examples of Sustainable Landscape* for examples of

EXHIBIT 6–1: LANDSCAPE FUNCTION*

Public Park Space
- *Courts, Sports Fields*
- *Areas for active play*
- *Typically turf areas*
- *Playgrounds*

Passive Recreation
- *Areas for lingering & relaxation*
- *Typically turf and hardscape*

Picturesque
- *Grasslands, native landscape areas*
- *Colorful wildflowers along slopes*

Ornamental Garden
- *Unique colorful plantings*
- *Mini-Park*
- *Roof gardens*

Working Gardens
- *Recreational community* gardens *,chef's gardens,*
- *Urban rooftop gardens*

Urban Multi-Function
- *Plazas & pedestrian spine*
- *Highly pedestrian area*
- *Typically hardscape*

Urban Leisure
- *Mixed-use courtyards*
- *Amenities areas*
- *Public & Private*

Trails / Paths
- *Multi-use trail for walking, biking, jogging etc.*
- *Native plantings*

City Park
- *Areas for active and passive activities*
- *Pedestrian amenities*
- *Public multi-use*
- *Park program and design features will be determined by a separate public process and is not governed by this MCP.*

** The depiction of landscape infrastructure is illustrative in nature, particularly on parcels 1-3. The retention pond area (while part of the legal parcel) is a City utility facility and not part of the development area or FAR calculations.*

various native/drought tolerant species adapted to the project area that may be included in the design.

Design Guidelines:

- *SL-3:* Select plants suited to the soil and climatic conditions of the site, emphasizing drought tolerant and adapted species that minimize water use.
- *SL-4:* Minimize the use of water intensive landscapes such as turf grass and extensive annual beds, especially within perimeter landscape zones.
- *SL-5:* Use low maintenance varieties of turf grass in locations where turf is necessary or uniquely advantageous. Consider non-turf alternatives such as artificial turf for sports fields.
- *SL-6:* Favor native species and water conserving plants that are also suitable for erosion control along embankments and sloped areas.
- *SL-7:* Install and utilize recycled water irrigation and water saving technology.

EFFICIENT IRRIGATION

Sustainability Concept: The project will support efficient use of water resources by relying on the most sustainable systems and technologies for irrigation. Although limiting the need for irrigation through the use of water conserving plants will be important, high efficiency irrigation systems that employ recycled water, and minimize runoff and evaporation will be installed. Furthermore, it will be necessary to group plants with similar water needs to maximize the effectiveness and reduce water consumption. Irrigation will be a favored end-use for greywater recycling and rainwater harvesting systems.

Design Guidelines:

- *SL-8:* Group plants according to their requirements for sun, water, and soil to promote efficient irrigation, designating areas for lower or higher water use.
- *SL-9:* Install efficient irrigation systems that employ deep or subsurface delivery, low volume and/ or low flow methods and recycled water.
- *SL-10:* Employ automatic irrigation sensors and controllers; for example, utilizing either evapotranspiration or soil moisture sensor data.
- *SL-11:* Eliminate or reduce to a minimum potable water use in the landscape by utilizing alternative sources of irrigation, such as the use of stored rainwater and reclaimed water from utility and on-site sources.

BIO-RETENTION / BIOSWALES:

Sustainability Concept: The project will use best management practices to manage and treat anticipated urban stormwater runoff, involving on-site collection, filtration and reuse. More specifically, the project will employ a system of bioswales, rain gardens, and green roofs and walls to intercept and gradually convey rainwater to water storage basins and adjacent creeks, as well as to feed a system of greywater treatment and reuse. Additional benefits will be derived from the ability of plants to filter runoff and maintain water quality; for example, by removing and degrading contaminants.

Design Guidelines:

- *SL-12:* Install and direct runoff toward designed dry ponds, rain gardens, bioswales and other landscape features that retain water and slow the rate of discharge.
- *SL-13:* Set aside landscape areas to harvest and clean stormwater for reuse in water irrigation and building systems.
- *SL-14:* Incorporate stormwater management into site design, including features that serve multiple functions, for example, bio-retention areas and planters along streets and in lieu of parking islands.

EXHIBIT 6–2: LANDSCAPE INFRASTRUCTURE*

Retention Pond
- *Basin to manage stormwater runoff to prevent flooding and downstream erosion*
- *Artificial lake with vegetation around the perimeter*

Stormwater Catchment
- *The collection, accumulation, treatment or purification, and storing of stormwater for its eventual reuse*

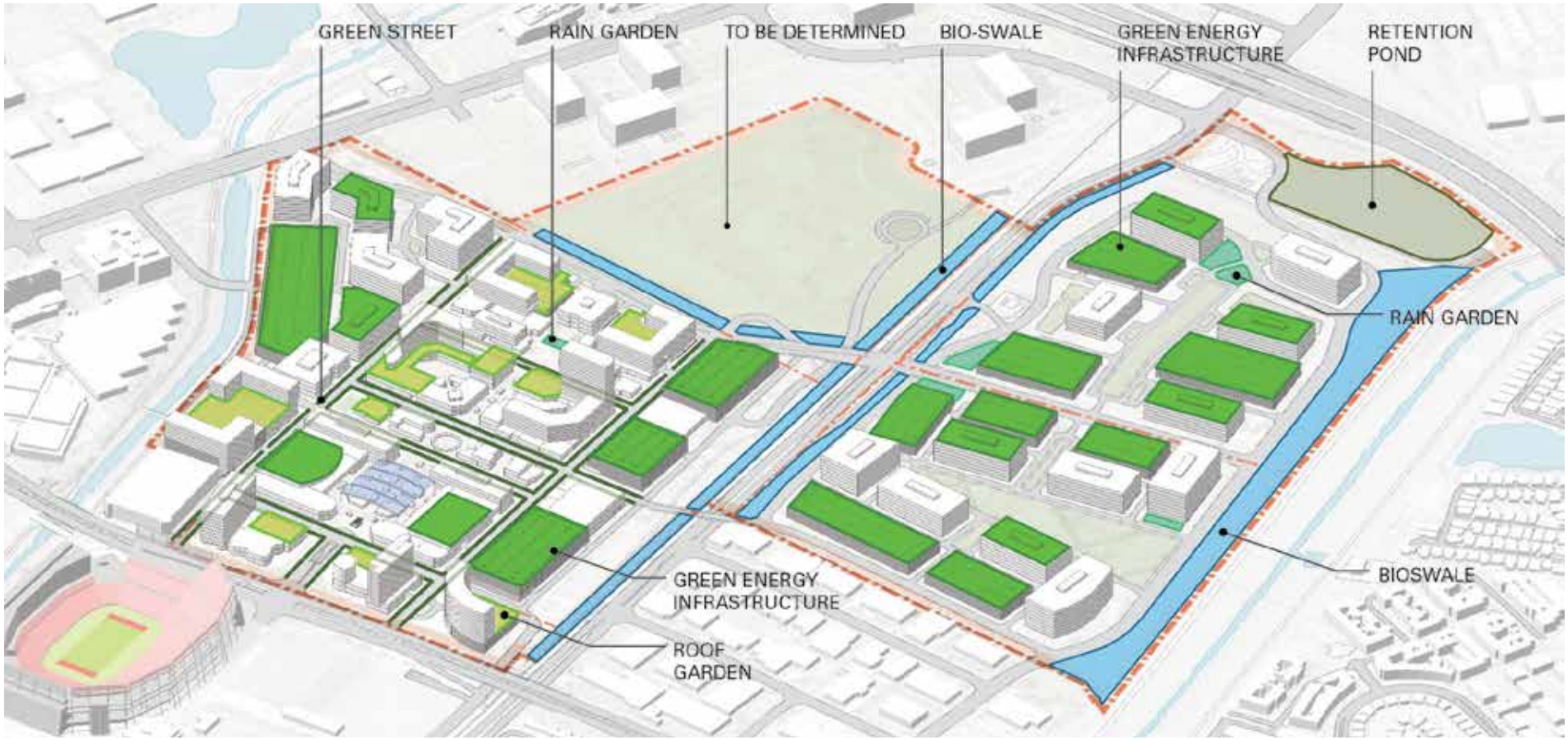
Bioswales
- *Stormwater runoff conveyance system*
- *Removes pollution & silt from runoff*
- *Drainage w/ sloped sides & vegetation*

Green Streets / Bioswales
- *Stormwater runoff conveyance system*
- *Removes pollution & silt from runoff*
- *Drainage w/ sloped sides & vegetation*

Rain Garden
- *Reduce rain runoff by allowing stormwater to soak into the ground*
- *Rain gardens can cut down on the amount of pollution reaching creeks and streams by up to 30 percent*

Roof Garden
- *May provide food, temperature control, hydrological benefits, architectural enhancement, habitats for wildlife, recreational opportunities, and aesthetic benefits and recreational areas for building users*

Green Energy Infrastructure (PV's)
- *Energy from resources which are naturally replenished on a human timescale*
- *Photovoltaic systems employ solar panels suppling usable solar power*



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GREEN STREETS

Sustainability Concept: The project will utilize on-site roadways as a critical component of its green infrastructure. Key aspects of green streets include narrow streets to reduce runoff and the use of landscape within the right-of-way to support natural processes, such as integration of swales and vegetation for bio-retention within curbside planter strips, curb extensions, and sidewalk planters. These design features will take advantage of the opportunity to intercept and treat stormwater close to its source. Permeable pavers will also aid in stormwater runoff. Sidewalk trees with sufficient room to mature will reduce the urban heat island effect, improve air quality, improve site aesthetics, and have the added effect as a traffic calming measure to slow vehicle travel and provide a buffer for safe pedestrian travel. These concepts are wholly compatible with complete streets policies and objectives that support multi-modal movement and walkability.

Design Guidelines:

- *SL-15:* Plant street trees to enhance the urban forest and reduce the heat island effect through evapotranspiration and shade.

- *SL-16:* Design and install planters within the sidewalk area to aid in the management of stormwater runoff.

GREEN ROOFS & GREEN WALLS

Sustainability Concept: The project will integrate green roofs and walls as part of its green infrastructure, delivering numerous sustainable benefits. Their extra thermal mass and evapotranspiration will promote natural cooling to reduce ambient temperatures and will provide insulation and shade that decreases heating and cooling loads on buildings. Additionally, they will have the capacity to retain rainwater, promote bio-filtration, increase biodiversity and support urban agriculture. Use of green screens on parking structures has both an aesthetic function, and the practical advantages of shading and screening. By capturing airborne pollutants and absorbing carbon dioxide emissions from parking structures, green screens also will improve air quality.

Design Guidelines:

- *SL-17:* Allow green roofs for tenant/resident managed small-scale food production, for example, as a residential plot garden, or a showcase "chef's garden" associated with one or more restaurants, and for additional outdoor open space, recreational use or social gathering.

HIKE AND BIKE / NATURE TRAILS

Sustainability Concept: The project will incorporate a trail system designed for safe pedestrian and bicycle use, highlighting the aesthetic and recreational benefits associated with sustainable landscapes. On-site trails with linkages to the regional trail network will be a special opportunity to improve access to natural resources and will support environmental education. For example, trails that run the perimeter of the site among native plant communities and enhanced habitats may be signed with interpretive information.

Design Guidelines:

- *SL-18:* Create hike and bike trails with a minimum of 5' in width for hiking trails and minimum 10' in width for shared trails that include multiple users.

- *SL-19:* Link on-site hike and bike trails into the regional trail network.

- *SL-20:* Incorporate interpretive signage along trails to include information about local and regional history and culture, natural processes and/or ecological principles.

REGULATED MICRO-CLIMATES

Sustainability Concept: The project will utilize the landscape to create comfortable micro-climates, delivering functional outdoor spaces that also will deliver on improved energy efficiency for buildings. Deciduous trees will be especially valued for their ability to regulate access to sun and shade and providing cooling effects on hardscape areas and may be utilized as street trees, as well as solar control for south and southwest facing facades. Other design features that will be utilized to regulate micro-climates and reduce

EXHIBIT 6–3: LANDSCAPE ZONES*

Native Wetland
- *Historically marshes transitioned to coastal grasslands and then to coastal shrub beyond*
- *Creates a nesting & feeding habitat for waterfowl*

Native Riparian Woodlands
- *Grow along stream banks leading to the Bay*
- *Understory growing* b/w woods and marsh

Native Coastal Prairie / Grassland
- *Once grew along the gentle slopes to the Bay*
- *Mix of grasses, wildflowers, and perennials*
- *Typically no trees or shrubs*

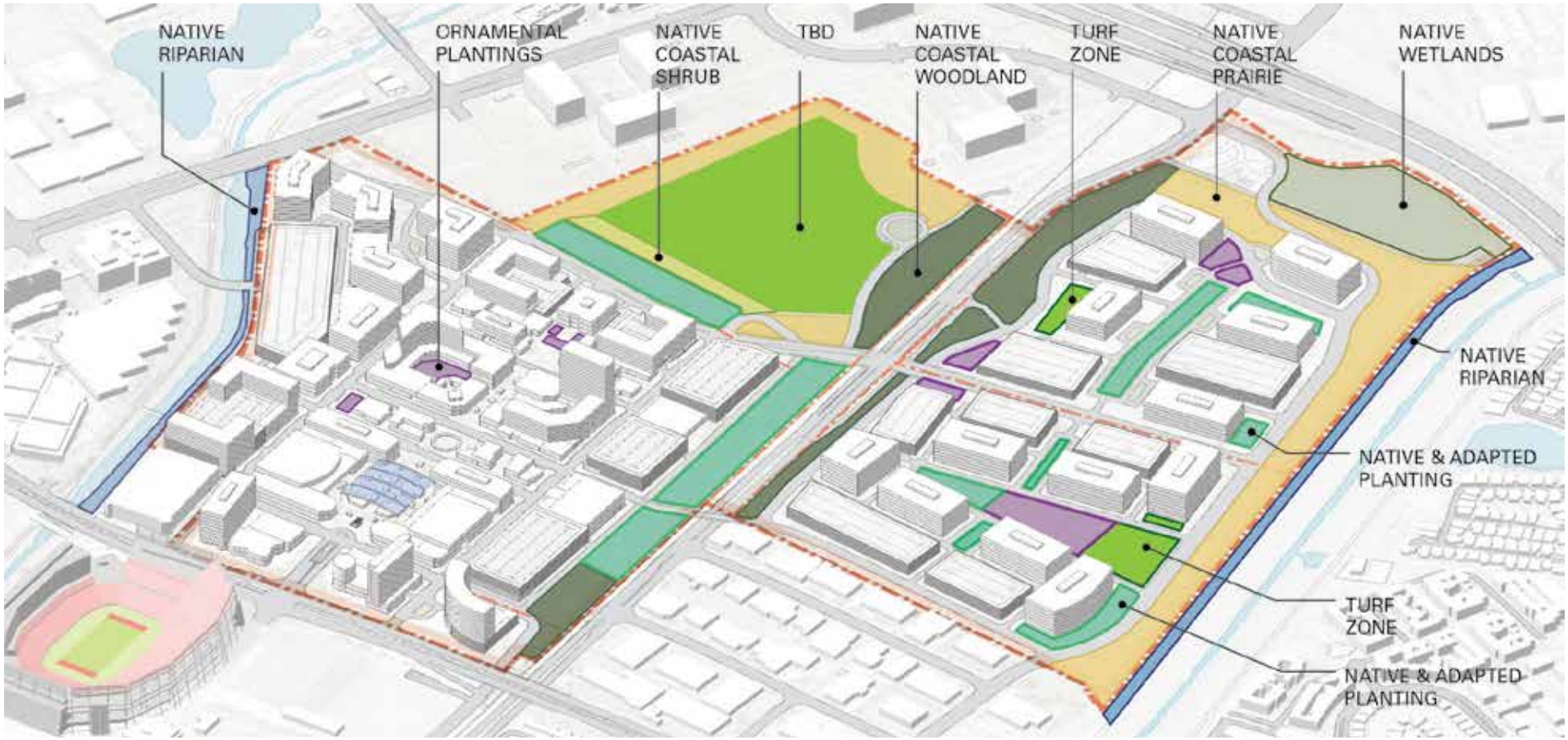
Native Coastal Shrub
- *Low shrubs within grassy open meadows*
- *Adaptable and drought tolerant shrubs*
- *Shrubs range* from *1-5 ft high*

Native Coastal Woodland
- *Often mixes with Coastal Grassland*
- *Generally begins at foot of the hills & moves up*
- *Tree dominated* vegetation
- *Dominated by* coast live oaks

Native & Adapted Plantings
- *Native plants species that are indigenous to this region*
- *Adapted plants are not native and not invasive, but are able to thrive in the local climate and soil conditions.*

Ornamental Plantings
- *Gateway plantings*
- *Colorful/decorative plantings in areas of special interest*

Turf Zone
- *Grassy lawn areas*
- *Passive or active zones*
- *Sports fields or quiet relaxation areas*



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urban heat island effects include roof gardens and vegetated structures (e.g., trellises, green screens), and a reduction in paved areas, especially the area devoted to parking lots.

Design Guidelines:

- *SL-21:* Select and place trees to provide shading of streets, pedestrian walkways, and southwest facing windows of buildings.

- *SL-22:* Use landscape to mitigate the expansiveness of surface parking lots, incorporating canopy trees to reduce the heat island effect.

RENEWABLES INFRASTRUCTURE

Sustainability Concept: The project has the potential to support significant production of renewable energy on-site, primarily by use of photovoltaics on un-programmed rooftops. Other renewable energy sources should also be considered, but primary attention to demand side reductions will be most crucial. Automated Energy Load Management systems, user energy use feedback information and efficient infrastructure systems will promote sustainability through reduced energy use.

Design Guidelines:

- *SL-23:* Integrate on-site renewable energy generation where practical, for example, photovoltaic cells on un-programmed rooftops or shade structures.

- *SL-24:* Employ exterior light fixtures that use efficient technologies like LED,s, dimming capabilities, sensors and curfews, to reduce demand side energy load.

WATER BUDGET

In addition to the previous sustainable landscape measures, each Development Area Plan shall complete a Water Budget Calculation for the landscape component of the project as required per section 24.I Water Budget Calculation from the Water Service and Use Rules and Regulations, Ordinance No.1871, adopted January 11, 2011, or as amended. A water budget shall be completed by a certified professional who is authorized by the State of California to complete a water budget. On-site recovery of rainwater and/or wastewater is encouraged to augment supply of City reclaimed water. Such on-site reclaimed water can be considered as additive (above the calculated water budget) and may be used to support water features and landscape irrigation outside of the budget.

EXHIBIT 6–4: EXAMPLES OF SUSTAINABLE LANDSCAPE

NATIVE WETLAND / MARSH

Typical Wetland Plants:

- Alkali bulrush (*Bolboschoenus maritimus)*
- Red willow *(Salix laevigata)*
- Arroyo willow *(Salix lasiolepis)*
- California bulrush *(Schoenoplectus californicus)*

NATIVE RIPARIAN WOODLANDS

Typical Riparian Woodland Plants:

- Box elders *(Acer negundo)*
- Willows *(Salix laevigata, S. lasiolepis)*
- Bigleaf maple (*Acer macrophyllum)*
- Marsh baccharis *(Baccharis douglasii)*
- California rose *(Rosa californica)*
- California blackberry *(Rubus ursinus)*
- California grape *(Vitis californica)*

COASTAL PRAIRIE / GRASSLAND

Typical Grassland Plants:

- Diego bent grass (*Agrostis pallens)*
- Blue wild rye (*Elymus glaucus)*
- Red fescue (*Festuca rubra)*
- Douglas iris *(Iris douglasiana)*
- Creeping wild rye *(Leymus triticoides)*
- Purple needle grass *(Nassella pulchra)*
- Blue-eyed grass *(Sisyrinchium bellum)*

NATIVE COASTAL SHRUB

Typical Coastal Shrub Plants:

- California sagebrush (*Artemisia californica)*
- Buckwheat (*Eriogonum nudum)*
- Silver bush lupine *(Lupinus albifrons)*
- Sticky monkey flower *(Mimulus aurantiacus)*
- Coffeeberry *(Rhamnus californica)*
- Coyote bush *(Baccharis pilularis var. consanguinea)*

NATIVE COASTAL WOODLAND

Typical Coastal Woodland Plants:

- Buckeye (*Aesculus californica)*
- Western redbud (*Cercis occidentalis)*
- Toyon *(Heteromeles arbutifolia)*
- Coast live oak *(Quercus agrifolia)*
- California blackberry *(Rubus ursinus)*

NATIVE & ADAPTED PLANTINGS

Typical Native & Adapted Plants:

- Rock rose cress *(Arabis blepharophylla)*
- Sandhill sage *(Artemisia pycnocephala)*
- Berkeley sedge *(Carex tumulicola)*
- Beach Aster (*Erigeron glaucus)*
- Pacific Reed Grass *(Calamagrostis nutkaensis)*

NATIVE ORNAMENTAL PLANTINGS

Typical Ornamental Plants:

- Sea pink *(Armeria maritima)*
- Deer grass (*Muhlenbergia rigens)*
- Cape Mendicino Reed Grass (*Calamagrostis foliosa)*
- California fescue *(Festuca californica)*
- Cleveland Sage (*Salvia clevelandii)*

6.3 STREETSCAPE

This section describes the proposed landscape treatment of CityPlace's streets, including roadway, bicycle and pedestrian circulation components. It includes design intent and general design guidelines for the project's streetscapes, with specific recommendations for the various streetscape typologies, augmented by drawings and photo illustrations.

STREETSCAPE DESIGN INTENT

The project's streetscapes are envisioned as a system of landscaped corridors designed to accommodate multiple modes of travel and deliver a pedestrian friendly experience. Moreover, their design should enrich the public realm, achieving spatial enclosure, offering ADA and pedestrian comfort, and providing visual appeal, through the use of such features as wide sidewalks, canopy street trees, and benches for rest and relaxation.

STREETSCAPE GENERAL DESIGN STANDARDS / GUIDELINES

Traffic Calming:

- *SD-1:* Introduce traffic calming measures where pedestrian activity is heaviest, including curb bulb-outs, enhanced crosswalks, park strips or tree wells with canopy tree planting and on-street parking.
- *SD-2:* Use curb extensions (i.e., bulb-outs) at intersections, particularly in combination with on-street parking, to slow vehicular traffic and decrease the crossing distance for non-vehicular traffic (ADA, pedestrians, bicyclists).
- *SD-3:* Encourage on-street parking along local streets, especially in support of short-term customer access and to slow vehicular traffic along these roadways.

Pedestrian Circulation:

The intent is to design streets for safe and comfortable movement on foot.

- *SD-4:* Provide generous sidewalks with sufficient width to accommodate clear pedestrian passage while allowing sufficient room for street trees and other streetscape amenities, as well as commercial activity such as sidewalk dining as appropriate.
- *SD-5:* Offer pedestrian amenities along streets and sidewalks, such as street trees, site furniture, pedestrian lighting, wayfinding signage, special paving, etc.
- *SD-6:* Locate streetscape amenities in a zone adjacent to or near the curb as a physical and psychological barrier to vehicular traffic.
- *SD-7:* Provide additional pedestrian amenities (within the core pedestrian areas of the City Center) such as raised intersections, use of "scramble" interchanges, etc.

Bicycle Circulation:

- *SD-8:* Use off-street bike paths whenever possible within a hierarchy of bicycle accommodations featuring bike trails, bike lanes and shared routes (sharrows), using colored bicycle lanes in conflict areas.
- *SD-9:* Connect to existing bicycle and pedestrian trail network creating linkages that improve the local and regional system.

Street Trees:

- *SD-10:* Plant street trees throughout the project, thereby contributing to the spatial definition and visual appeal of the project's roadways, while providing shade and comfort for pedestrians.

EXHIBIT 6–5: STREETSCAPE TYPOLOGIES*

LEGEND

Streetscape Typology

1. Corridor Streetscape: Lafayette Street
2. Corridor Streetscape: Lick Mill Boulevard Extended
3. Corridor Streetscape: CityPlace Parkway
4. City Center Collector Streetscape: N-S Collector Street 1
5. City Center Collector Streetscape: N-S Collector Street 2
6. City Center Internal Streetscape: E-W Shopping Street 1
7. City Center Internal Streetscape: E-W Shopping Street 2
8. Campus Perimeter Streetscape: Perimeter Street
9. Campus Internal Streetscape: Internal Street 1
10. Campus Internal Streetscape: Internal Street 2
11. Campus Internal Streetscape: Internal Street 3

Vehicular Circulation

- Major Arterial
- Minor Arterial
- Collector Street
- Local Street
- Service Road / Emergency Access

Transit

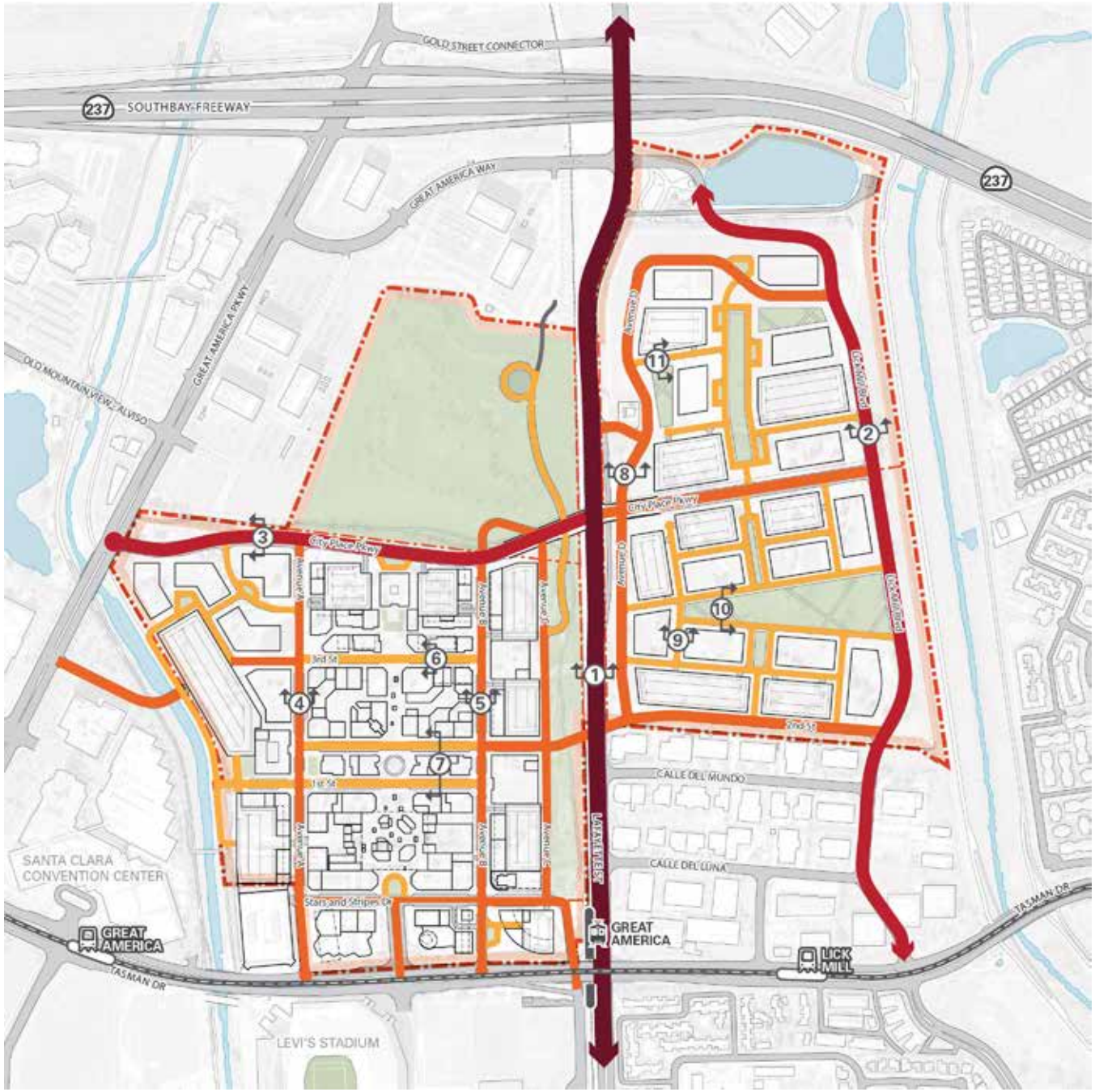
- VTA Light Rail
- Capitol Corridor/ Altamont Commuter Express

Boundaries

- Site
- Parcel

1" = 800'

0' 200' 400' 800' 1600'



** The retention pond area (while part of the legal parcel) is a City utility facility and not part of the development area or FAR calculations.*

- *SD-11:* Determine street tree species, size and spacing based on street hierarchy and function, while maintaining visibility of commercial signage.

- *SD-12:* Select street trees that are disease resistant, hold up to urban conditions, and provide shady canopies at maturity.

Streetscape Amenities:

- *SD-13:* Place street furniture at regular intervals along sidewalks for pedestrian comfort and use in the City Center pedestrian zones; a high level of amenity is especially important where pedestrian activity is most desired.

- *SD-14:* Select a consistent palette of street furniture that enhances project identity and reinforces the hierarchy of streets; durable materials and finishes are advised in each district.

- *SD-15:* Coordinate landscape design with the placement of utilities to avoid interference with streetscape amenities and pedestrian flows.

Sidewalk Activity:

- *SD-16:* Accommodate sidewalk dining along commercial streets where pedestrian activity is most desired; locate outdoor dining to maintain pedestrian flows and ADA accessibility.

Green Streets:

- *SD-17:* Include Low Impact Development (LID) measures to comply with the City Santa Clara stormwater C.3 provision requirements, State Water Resources Control Board (SWRCB) and National Pollutant Discharge Elimination System (NPDES) requirements (see section 8.4 for description).

A comprehensive Servicing and Trash Plan for the City Center will be provided with the first Development Area Plan submission. Reflecting the integrated nature of the City Center planning and operation, this plan should combine/optimize loading/trash locations and orchestrate movements of large vehicles away from pedestrian zones where possible. Curb-side loading may be utilized on private streets and utilize the Pedestrian Concourse during hours with minimum pedestrian activity. Office parcel loading/trash will be addressed in associated DAP submittals.

While referencing the streetscape design criteria for CityPlace here and within Chapter 4: Parcel Development Plans, Standards & Requirements; measures applied to public streets are requirements and measures applied to private streets should be viewed as suggestions. See *Exhibit 3-11: Public and Private Streets.*

STREETSCAPE RECOMMENDATIONS

TABLE 6–1: STREET TYPOLOGY MATRIX

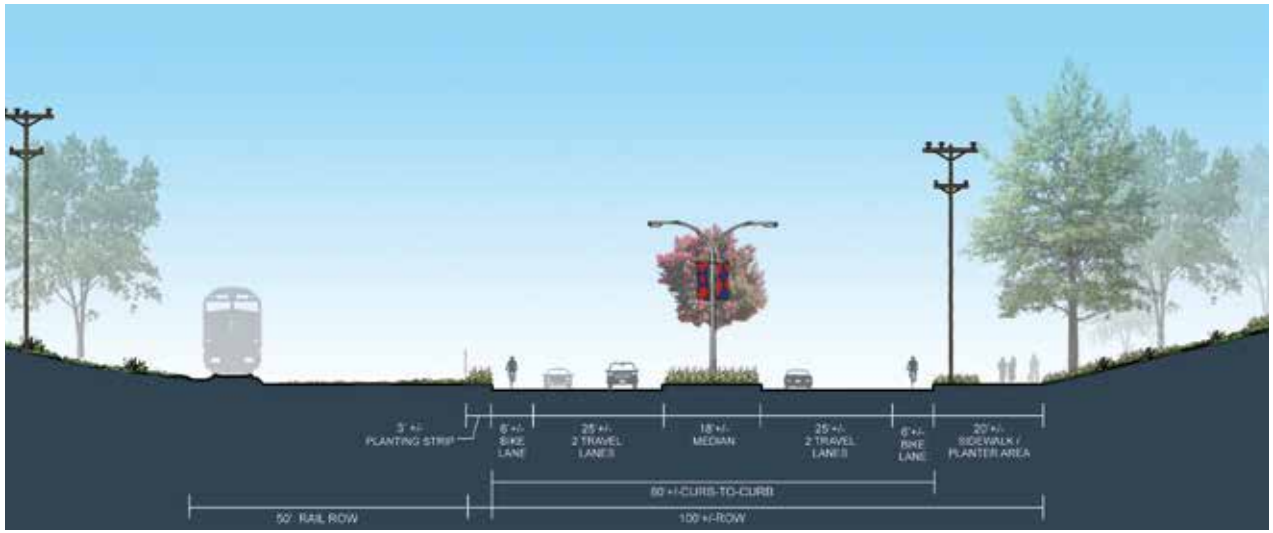
STREET TYPOLOGY		TRAVEL LANES		TURN LANE /MEDIAN		BIKE LANES		ON-STREET PARKING		SIDEWALK & PLANTER STRIP		TOTAL ROW
STREET	DESIGNATION	#	WIDTH	#	WIDTH	#	WIDTH	#	WIDTH	#	WIDTH	
1- Corridor Streetscape: Lafayette Street	Major Arterial	4	12-13*	1	18	2	5-8			1	16′ min, 20′ typ.	92-106
2- Corridor Streetscape: Lick Mill Boulevard Extended	Collector Street	4	11-13*			2	5-8			2	14′ min, 16′ typ.	82-100
3- Corridor Streetscape: CityPlace Parkway	Minor Arterial	4	12-13*	1	10	2	5-8			2	14′ min, 16′ typ.	96-110
4- City Center Collector Streetscape: N-S Collector Street 1	Collector Street	2	11-13*	1	12	2	5-8	2	8	2	12′ min, 15′ typ.	84-100
5- City Center Collector Streetscape: N-S Collector Street 2	Collector Street	2	11-13*	1	12	2	sharrow	2	8	2	12′ min, 15′ typ.	74-84
6- City Center Internal Streetscape: E-W Shopping Street 1	Local Street	2	11-12*			2	sharrow	2	8	2	16′ min, 18′ typ.	70-76
7a- City Center Internal Streetscape: E-W Shopping Street 2	Local Street	2	11-12*			2	sharrow	2	8	2	16′ min, 20′ typ.	70-80
7b- City Center Internal Streetscape: E-W Shopping Street 2	Local Street	2	10.5-12*			2	5-8	2	8	2	16′ min, 20′ typ.	79-96
8- Campus Perimeter Streetscape: Perimeter Street 1	Collector Street	2	10.5-12*	1	10	2	5-8			2	14′ min, 16′ typ.	69-82
9- Campus Internal Streetscape: Internal Street 1	Local Street	2	10.5-12*				sharrow	2	9	2	14′ min, 16′ typ.	67-74
10- Campus Internal Streetscape: Internal Street 2	Local Street	2	10.5-12*							2	14′ min, 16′ typ.	49-56
11- Campus Internal Streetscape: Internal Street 3	Local Street	2	10.5-12*							2	14′ min, 16′ typ.	49-56

**Street widths will be designed to accommodate emergency service vehicles and delivery trucks as appropriate.*

CORRIDOR STREETSCAPE TYPOLOGY

Corridor Streetscape: Lafayette Street*

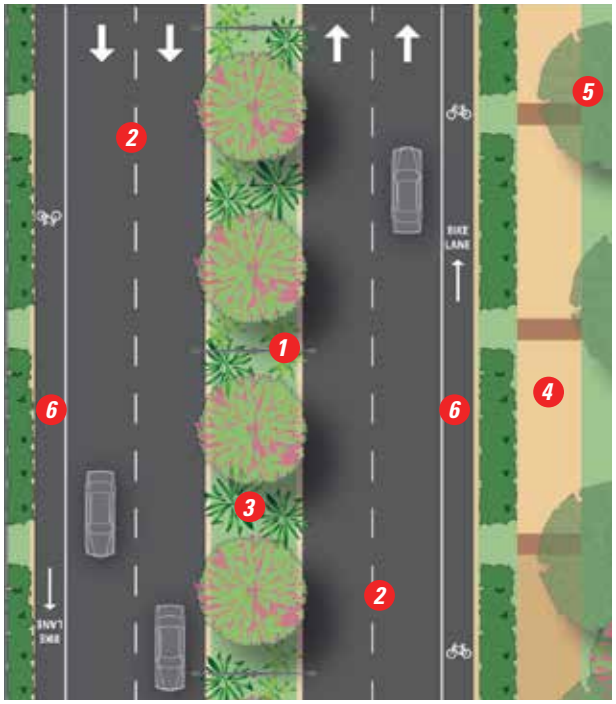
** Section and plan views depict a potential/typical configuration for illustrative purposes only. The actual dimensions and layout may vary subject to City review and approval.*



SECTION

Design Standards:

1. ***Amenities:*** Hang banners on street light poles for local events.
2. ***Travel Lanes:*** Maintain four travel lanes, two in each directions separated by a raised median and multiple left turn lanes where warranted.
3. ***Median:*** Maintain median with drought tolerant planting, adding in small scale flowering trees where lacking.
4. ***Sidewalk:*** Continue existing sidewalk north of Calle Del Mundo incorporating areas for planter strips creating a physical separation between the pedestrian and street traffic where possible.
5. ***Trees:*** Planting of street trees (large canopy) consistent with a parkway aesthetic.
6. ***Bicycle:*** Create two dedicated bicycle lanes; one in each direction. Use buffered bicycle lanes if possible, use colored bicycle lanes in conflict areas.

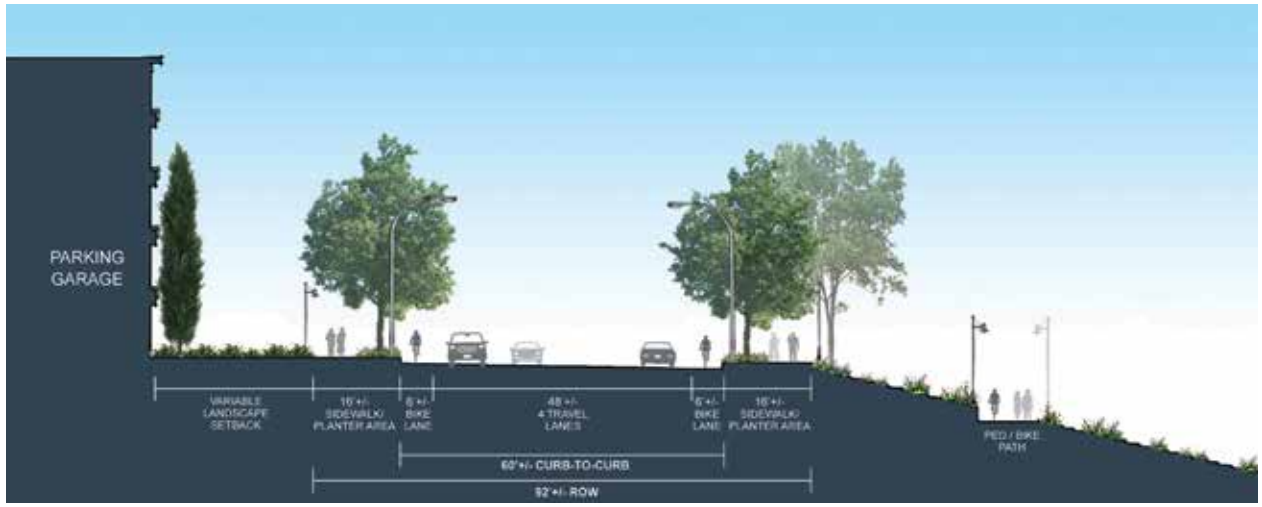


PLAN

KEY

Corridor Streetscape: Lick Mill Boulevard Extended*

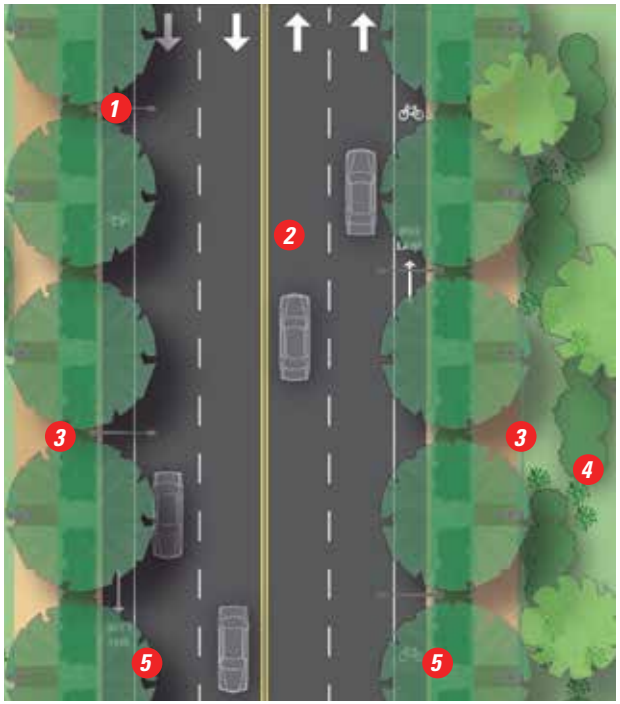
** Section and plan views depict a potential/typical configuration for illustrative purposes only. The actual dimensions and layout may vary subject to City review and approval.*



SECTION

Design Standards:

1. ***Amenities:*** Locate both auto-scaled and pedestrian scaled light fixtures at regular intervals along the sidewalk.
2. ***Travel Lanes:*** Provide four travel lanes, two in each direction.
3. ***Sidewalk:*** Allow for wide sidewalk widths along with areas for planter strips to separate pedestrians from moving traffic if curb parking does not create this buffer. Locate landscape planter strip adjacent to roadway with sidewalk behind landscape buffer.
4. ***Trees:*** Provide large scaled canopy trees to create pleasing rhythm and define the street. Utilize appropriate columnar and broad canopy trees and landscaping to break up large expanses of blanks wall such as parking garages.
5. ***Bicycle:*** Create two dedicated bicycle lanes one in each direction. Use colored bicycle lanes in conflict areas.

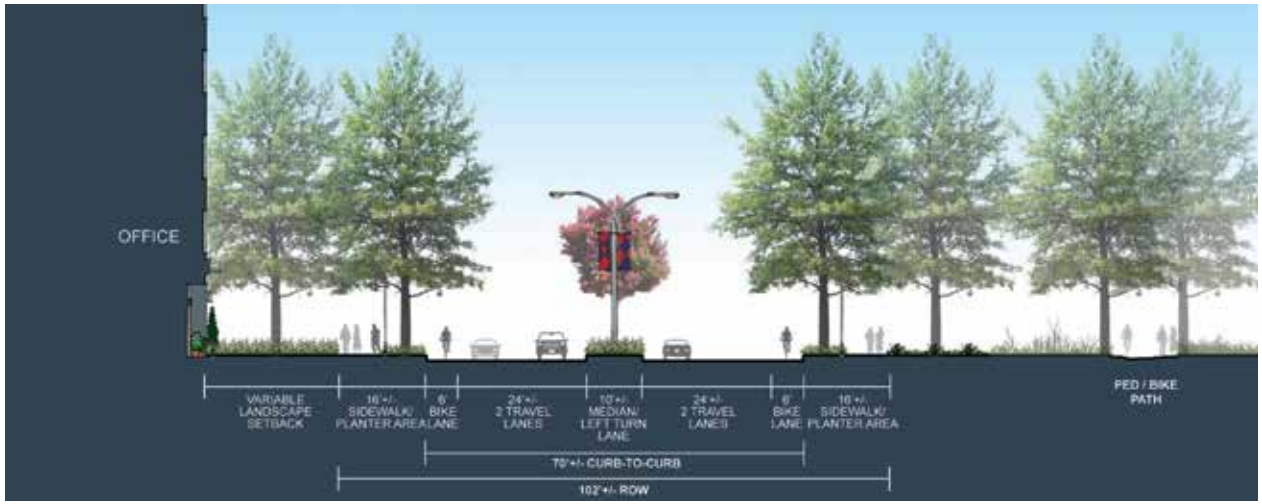


PLAN

KEY

Corridor Streetscape: CityPlace Parkway*

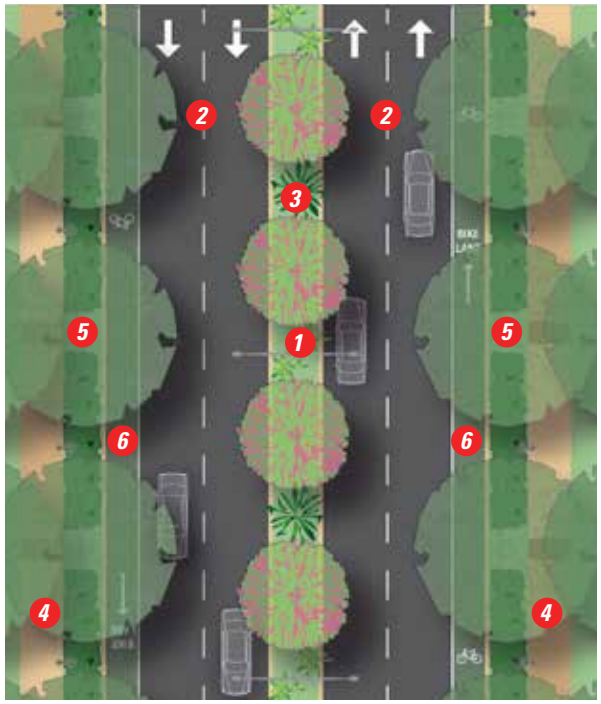
** Section and plan views depict a potential/typical configuration for illustrative purposes only. The actual dimensions and layout may vary subject to City review and approval.*



SECTION

Design Standards:

1. ***Amenities:*** Hang banners on street light poles for local events. Provide pedestrian scaled light fixtures at regular intervals along the sidewalk.
2. ***Travel Lanes:*** Provide four travel lanes, two in each directions separated by a raised landscape median with tree plantings and left turn lanes at intersections.
3. ***Median:*** Introduce small scaled flowering trees for an added pop of color and native drought tolerant landscaping.
4. ***Sidewalk:*** Allow for wide sidewalk widths along with areas for planter strips to separate pedestrians from moving traffic if curb parking does not create this buffer. Locate landscape planter strip adjacent to roadway with sidewalk behind landscape buffer.
5. ***Trees:*** Provide large scale canopy street trees to define the street and create a prominent entry boulevard.
6. ***Bicycle:*** Create two dedicated bicycle lanes one in each direction. Use colored bicycle lanes in conflict areas.

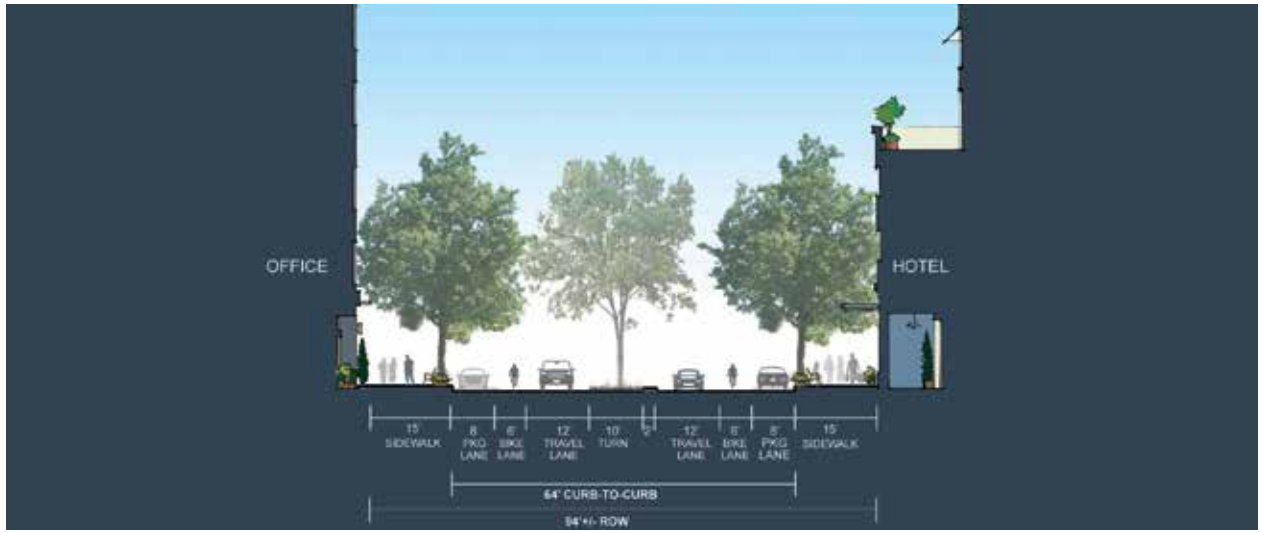


PLAN

KEY

City Center Collector Streetscape: N-S Collector Street 1*

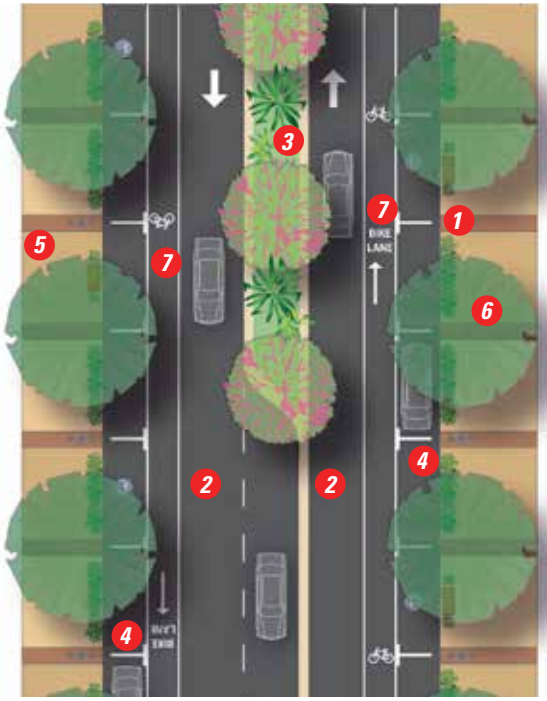
** Section and plan views depict a potential/typical configuration for illustrative purposes only. The actual dimensions and layout may vary subject to City review and approval.*



SECTION

Design Standards:

1. ***Amenities:*** Locate pedestrian scaled light fixtures at regular intervals along the sidewalk. Add planters, street furniture, bicycle racks, and wayfinding signage. Allow outdoor seating areas for restaurants.
2. ***Travel Lanes:*** Provide four travel lanes, two in each direction, and separated by a raised tree landscaped median with left turn lanes at intersections and entrances to parking structures.
3. ***Median:*** Introduce small scaled flowering trees for an added pop of color and native drought tolerant landscaping or xeriscaping.
4. ***Parking Lanes:*** Introduce on-street parallel parking on both sides of the street, interrupted by bulb-outs at intersections and mid-block crosswalks (if needed)
5. ***Sidewalk:*** Allow for wide sidewalk widths and space for large scale planters.
6. ***Trees:*** Provide rhythmic planting of large scale canopy trees creating shade for pedestrians.
7. ***Bicycle:*** Create two dedicated bicycle lanes one in each direction. Use colored bicycle lanes in conflict areas.

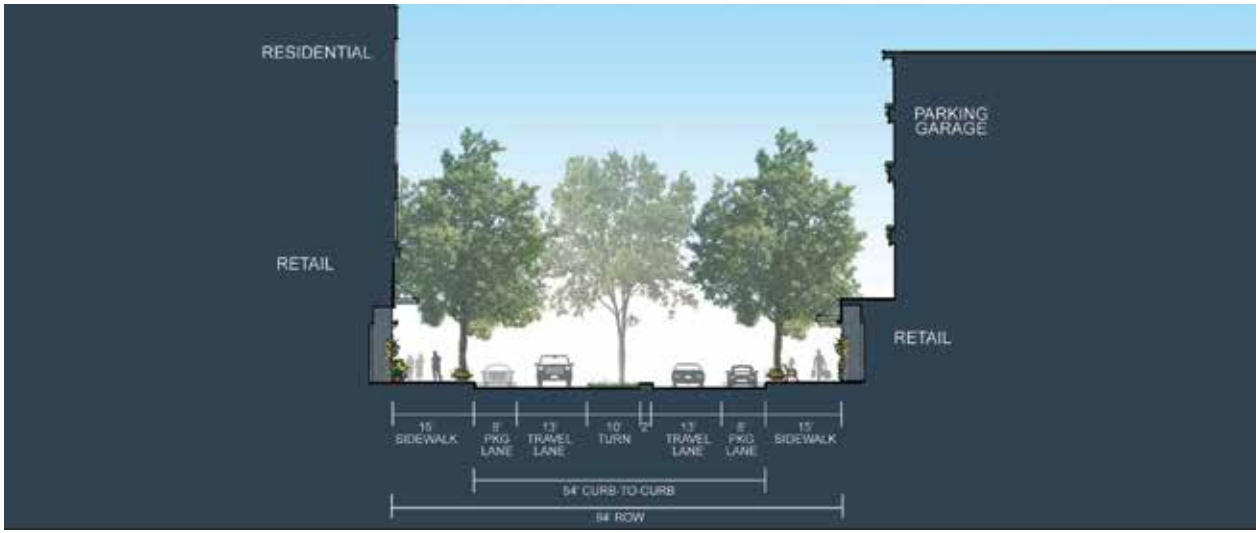


PLAN

KEY

City Center Collector Streetscape: N-S Collector Street 2*

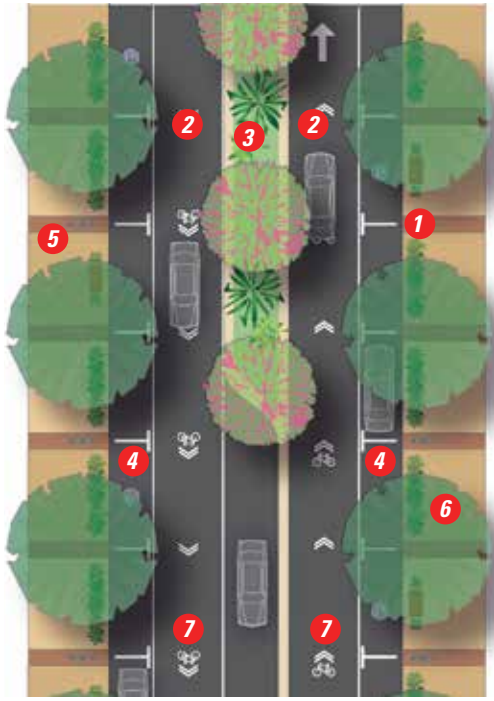
** Section and plan views depict a potential/typical configuration for illustrative purposes only. The actual dimensions and layout may vary subject to City review and approval.*



SECTION

Design Standards:

1. ***Amenities:*** Provide pedestrian scaled light fixtures at regular intervals along the sidewalk. Add planters, street furniture, bicycle racks, and wayfinding signage.
2. ***Travel Lanes:*** Provide two travel lanes, one in each direction separated by a raised tree landscaped median with left turn lanes at intersections and entrances to parking structures.
3. ***Median:*** Introduce small scaled flowering trees for an added pop of color and native drought tolerant landscaping or xeriscaping.
4. ***Parking Lanes:*** Introduce on-street parallel parking on both sides of the street, interrupted by bulb-outs at intersections and mid-block crosswalks.
5. ***Sidewalk:*** Allow for wide sidewalk widths along with areas for large scale planters and benches creating a physical separation between the pedestrian and street traffic.
6. ***Trees:*** Provide rhythmic planting a varied scale of canopy trees adding to pedestrian comfort.
7. ***Bicycle:*** Designate street as a shared bike route (sharrow) using appropriate signage and graphics.



PLAN

KEY

City Center Internal Streetscape: E-W Shopping Street 1*

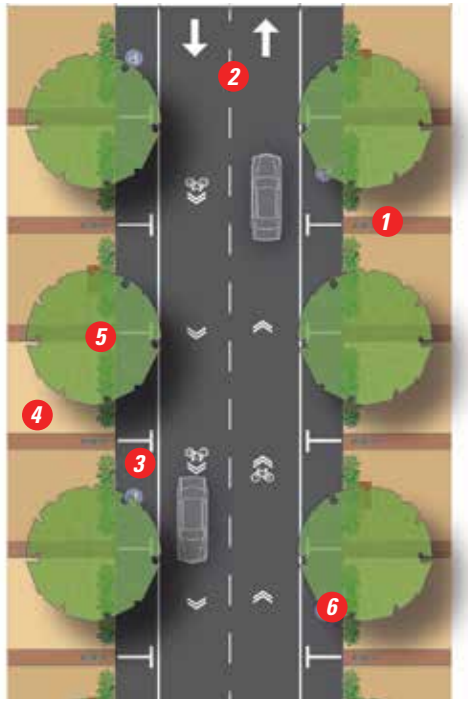
** Section and plan views depict a potential/typical configuration for illustrative purposes only. The actual dimensions and layout may vary subject to City review and approval.*

SECTION

Design Standards:

1. ***Amenities:*** Locate pedestrian scaled light fixtures at regular intervals along the sidewalk. Incorporate Banner Program and/or hang flowering baskets from pedestrian street lights for added interest. Add planters, street furniture, bicycle racks, and wayfinding signage. Allow outdoor seating areas for restaurants.
2. ***Travel Lanes:*** Provide two travel lanes, one in each direction.
3. ***Parking Lanes:*** Introduce on-street parking on both sides of the street, interrupted by bulb-outs at intersections and mid-block crosswalks.
4. ***Sidewalk:*** Provide space for street amenities within sidewalks.
5. ***Trees:*** Provide rhythmic planting of a varied scale of canopy trees creating shade for pedestrians.
6. ***Bicycle:*** Designate street as a shared bike route (sharrow) using appropriate signage and graphics.
7. ***Street Closure:*** Street design should facilitate occasional street closures for special events.

KEY



PLAN

City Center Internal Streetscape: E-W Shopping Street 2*

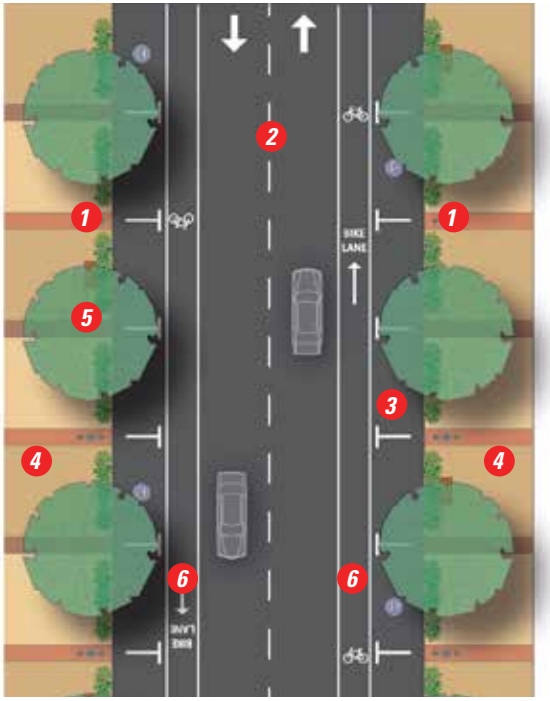
SECTION

** Section and plan views depict a potential/typical configuration for illustrative purposes only. The actual dimensions and layout may vary subject to City review and approval.*

KEY

Design Standards:

1. ***Amenities:*** Locate pedestrian scaled light fixtures at regular intervals along the sidewalk. Hang flowering baskets from pedestrian street lights for added interest. Add planters, street furniture, bicycle racks, and wayfinding signage. Allow outdoor seating areas for restaurants.
2. ***Travel Lanes:*** Provide two travel lanes.
3. ***Parking Lanes:*** Introduce on-street parking on both sides of the street, interrupted by bulb-outs at intersections and mid-block crosswalks.
4. ***Sidewalk:*** Provide space for street amenities within sidewalks.
5. ***Trees:*** Provide rhythmic planting of a varied scale of canopy trees creating shade for pedestrians, but also allowing visibility for retail storefronts.
6. ***Bicycle:*** Create two dedicated bicycle lanes or bike routes, one in each direction. Use colored bicycle lanes in conflict areas.
7. ***Street Closure:*** Street design should facilitate occasional street closures for special events and regular programmed use like farmers markets.



PLAN

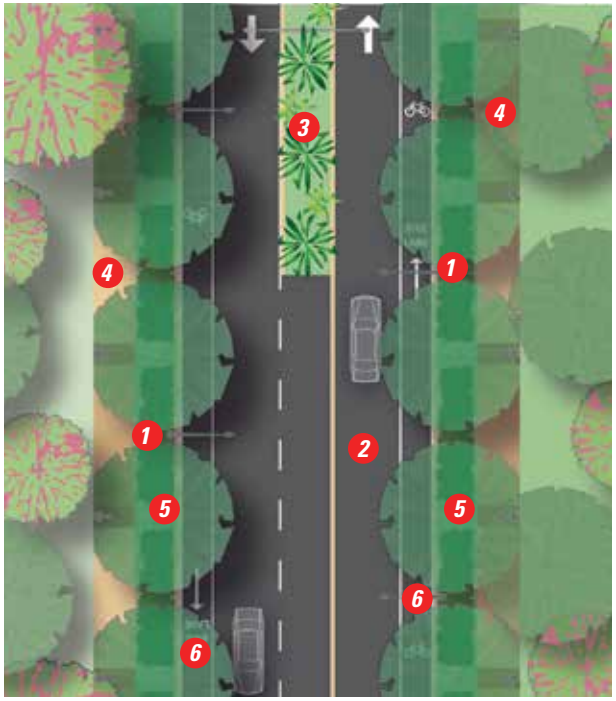
Campus Perimeter Streetscape: Perimeter Street 1*

** Section and plan views depict a potential/typical configuration for illustrative purposes only. The actual dimensions and layout may vary subject to City review and approval.*

SECTION

Design Standards:

1. ***Amenities:*** Locate auto-scaled light fixtures at regular intervals along the sidewalk. Hang banners on auto-scaled light fixtures for local events.
2. ***Travel Lanes:*** Provide two travel lanes, one in each direction, with a center turn lane.
3. ***Median:*** Introduce native drought tolerant landscaping or xeriscaping for a pop of color.
4. ***Sidewalk:*** Allow for wide sidewalk widths along with areas for planter strips to separate pedestrians from moving traffic if curb parking does not create this buffer. Locate landscape planter strip adjacent to roadway with sidewalk behind landscape buffer.
5. ***Trees:*** Provide rhythmic planting of a varied scale of canopy trees creating shade for pedestrians.
6. ***Bicycle:*** Create two dedicated bicycle lanes, one in each direction and/or a dedicated off street adjacent bicycle path. Use only use colored bicycle lanes in conflict areas.



PLAN

KEY

Campus Internal Streetscape: Internal Street 1*

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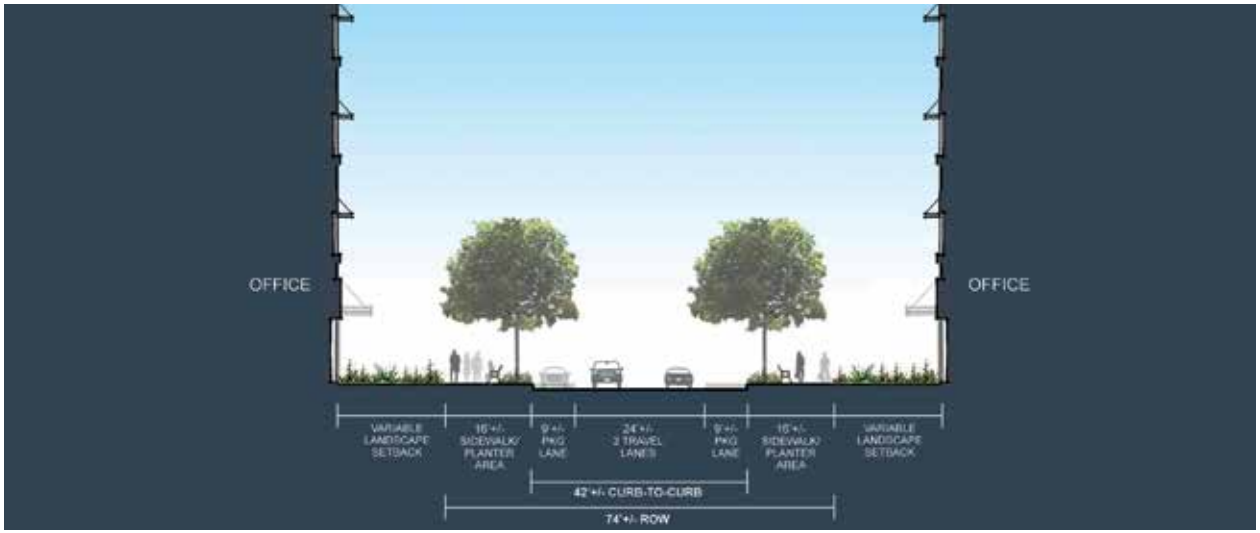
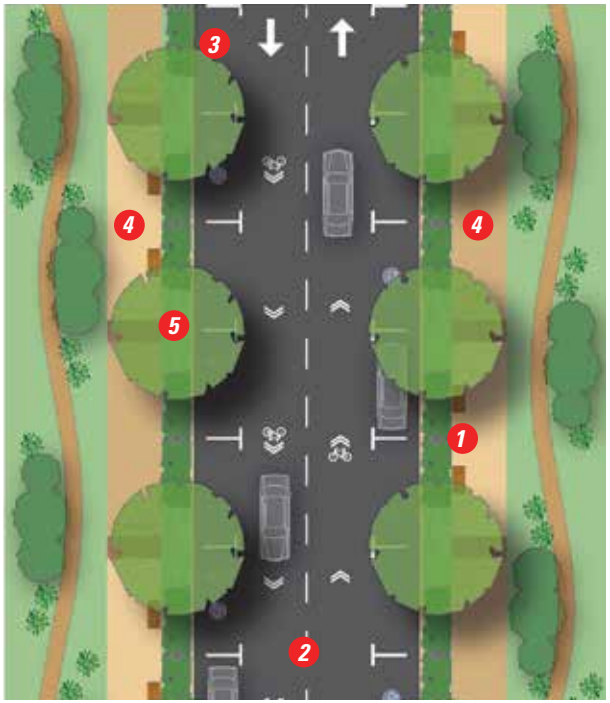


SECTION

Design Standards:

1. ***Amenities:*** Locate pedestrian scaled light fixtures at regular intervals along the sidewalk. Add planters, street furniture, bicycle racks, and wayfinding signage.
2. ***Travel Lanes:*** Provide two travel lanes, one in each direction.
3. ***Parking Lanes:*** Introduce on-street parallel parking on both sides of the street.
4. ***Sidewalk:*** Provide space for street amenities within sidewalks such as benches.
5. ***Trees:*** Provide rhythmic planting of moderately scaled canopy trees creating shade for pedestrians.

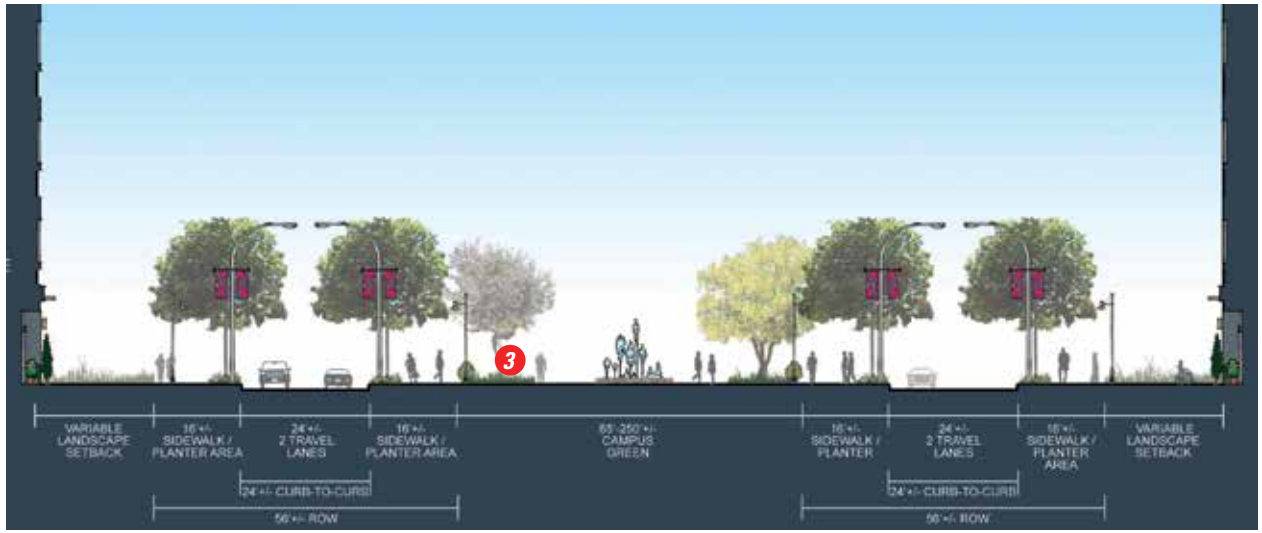


PLAN

KEY

Campus Internal Streetscape: Internal Street 2*

** Section and plan views depict a potential/typical configuration for illustrative purposes only. The actual dimensions and layout may vary subject to City review and approval.*



SECTION

Design Standards:

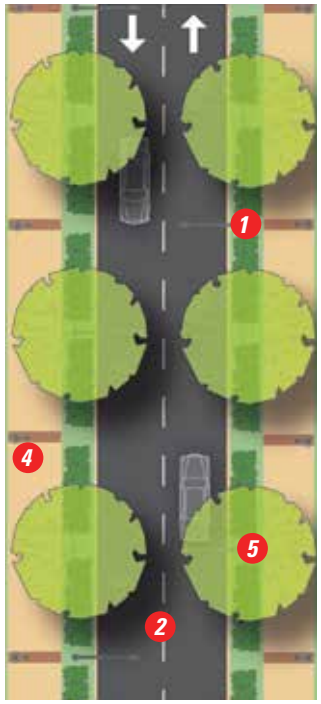
1. ***Amenities:*** Hang banners on street light poles for local events. Provide pedestrian scaled light fixtures at regular intervals along the sidewalk. Add planters, street furniture, bicycle racks, and wayfinding signage.

2. ***Travel Lanes:*** Provide two travel lanes, one in each direction on either side of the campus green.

3. ***Campus Green:*** Introduce small scaled flowering trees for an added pop of color in conjunction with canopy trees, native landscaping, and other special landscape features.

4. ***Sidewalk:*** Allow for wide sidewalk widths along with areas for planter strips to separate pedestrians from moving traffic if curb parking does not create this buffer. Locate landscape planter strip adjacent to roadway with sidewalk behind landscape buffer.

5. ***Trees:*** Provide small to moderately scaled canopy trees to define the street and create a prominent entry boulevard.



PLAN

KEY

Campus Internal Streetscape: Internal Street 3*

** Section and plan views depict a potential/typical configuration for illustrative purposes only. The actual dimensions and layout may vary subject to City review and approval.*

SECTION

Design Standards:

1. ***Amenities:*** Locate pedestrian scaled light fixtures at regular intervals along the sidewalk. Add planters, street furniture, bicycle racks, and wayfinding signage.
2. ***Travel Lanes:*** Provide two travel lanes, one in each direction.
3. ***Sidewalk:*** Provide space for street amenities within sidewalks.
4. ***Trees:*** Provide rhythmic planting of moderately scaled canopy trees creating shade and comfort for pedestrians.

KEY

PLAN

6.4 SHARED OUTDOOR SPACE

This section describes the desired character of CityPlace's shared outdoor spaces, including plazas, greens, courtyards and similar spaces. It includes design intent and general design guidelines for these publicly and communally oriented spaces, with specific outlined features for applicable typologies, augmented by photo illustrations.

SHARED OUTDOOR SPACE DESIGN INTENT

The project's outdoor spaces will range from plazas that support civic engagement and will enhance the public domain to interior courtyards that will serve as an amenity for project residents. Generally located at the core of the project's development parcels and typically presenting a multi-functional urban character, the general intent will be to make shared outdoor space comfortable for human use, public congregation and/or social interaction.

SHARED OUTDOOR SPACE GENERAL DESIGN STANDARDS / GUIDELINES

- *OS 1:* Make outdoor spaces comfortable for human occupation and social interaction, utilizing decorative paving, plants, site furniture, and lighting to shape, embellish and give purpose to these spaces.
- *OS 2:* Use trees to regulate sun and shade, and create a pleasant micro-climate; deciduous canopy trees are generally recommended.
- *OS 3:* Introduce elements that establish a comfortable transition between indoors and outdoors, for example canopies, awnings, trellises, and similar features.
- *OS 4:* Rely on movable seating and planters where flexible use of the space is especially desired.
- *OS 5:* Incorporate art pieces or special landscape features within key outdoor spaces; for example, a sculptural piece may serve as the focal point of a plaza or campus green.
- *OS-6:* Design outdoor spaces with safety in mind, allowing for active surveillance from adjacent buildings or the street.
- *OS-7:* Encourage the presence of uses such as outdoor cafes and vendors in outdoor spaces, to the extent appropriate to that space's character and function.
- *OS-8:* Define and contain outdoor spaces through a combination of building and landscaping. In general, open spaces should take on the character of "outdoor rooms" that complement the streetscape.
- *OS-9:* Establish an immediate physical and visual connection between sidewalks and outdoor rooms, such as plazas and paseos. These spaces should be located at or near the same grade as adjacent sidewalks.
- *OS-10:* Employ a rich, yet coordinated palette of landscape materials and drought tolerant plantings to provide scale, texture, and color. Warm materials and details that are pleasing to the eye should be incorporated.
- *OS-11:* Introduce decorative, pedestrian-scaled fixtures that emit a warm light. Special accent lighting such as landscape lighting, twinkle lights, etc. may also be appropriate.

SHARED OUTDOOR SPACE CHARACTERISTICS

BOULEVARD TYPOLOGY

* Exhibit is conceptual and subject to change.

Boulevard

Summary Description:

- Functions as the heart of the project and is adjacent to restaurants, specialty shops, etc.
- Flexible space serves for both formal and informal gatherings, celebrations, and people watching.
- Quality public space with enhanced amenities.
- Community space for special events such as outdoor movies, concerts, and farmers markets which can expand into private streets by use of temporary closures.
- Special paving, unique lighting features, ornamental along with canopy trees, and decorative plantings and public art promote a festive character and support a community atmosphere.

CITY CENTER PEDESTRIAN CONCOURSE TYPOLOGY

* Exhibit is conceptual and subject to change.

City Center Pedestrian Concourse

Summary Description:

- Heaviest pedestrian traffic is here along with the best access to shopping, food and beverage and entertainment, and highest levels of pedestrian amenity.
- Incorporates shaded “outdoor rooms” that support informal congregations and social interaction -meeting, sitting, conversing, eating etc.
- Includes decorative hardscape features, plantings, water features, and project signage to aid in pedestrian movement through the space.
- Specimen trees, public art, and fountains all aid in creating this animated pedestrian environment.
- Canopies, awnings, trellises etc. augment pedestrian comfort in this active area.
- Design will incorporate adequate clearances to allow emergency vehicles and accommodate off-hour service to internal uses.

PUBLIC PARK SPACE TYPOLOGY

* Exhibit is conceptual and subject to change. Campuses may be open and publicly accessible, may be closed to the public, or may also incorporate other land uses. The open space types depicted do not dictate the building typologies that may be employed. Additionally, the depicted plan representation of the campuses are only illustrative of one possible office typology,

Neighborhood Park Space (East, North & West Parks)

Summary Description:

- Provides active recreation areas for the project.
- Flexible space typically not programmed. Provide space that accommodates a variety of flexible uses.
- Quality public space with enhanced amenities.
- Community spaces include: playfields, jogging trails, par courses, playgrounds etc.

City Park Space

Summary Description:

- The City Park will be programmed and developed by the City of Santa Clara for use as a public park serving the residents of Northern Santa Clara.
- Sufficiently sized to allow accommodations (singularly or in combination) for active recreation, passive recreation, habitat and ecosystem services.
- Programming and design of this City Park to be accomplished in consultation with the Master Developer.
- Quality public spaces with linkages to the City Center and the pedestrian/bike trail network.

CAMPUS GREEN TYPOLOGY

* Exhibit is conceptual and subject to change. Campuses may be open and publicly accessible, may be closed to the public, or may also incorporate other land uses. The open space types depicted do not dictate the building typologies that may be employed. Additionally, the depicted plan representation of the campuses are only illustrative of one possible office typology,

Typical Primary Campus Green

Summary Description:

- Campus greens incorporate grassy areas, canopy trees for shade, and outdoor seating.
- Provides the office campus environment with a comfortable setting to either relax or be active before, during, and after work.
- Outdoor space framed by adjacent office buildings offering the desired effect of enclosure.

Typical Secondary Campus Green

Summary Description:

- Small quiet greens nestled between buildings contributing to a positive work environment by offering places to relax in addition to an attractive outdoor landscape.
- Includes seating areas suitable for rest and relaxation, people watching, or a business lunch.
- Secondary campus greens include small and moderately scaled trees, water features, shade and seating areas.

MIXED-USE COURTYARD TYPOLOGY

* Exhibit is conceptual and subject to change.

Typical Street Level Courtyard

Summary Description:

- Outdoor dining for restaurants and cafes is located along the perimeter of courtyards.
- Includes shaded areas with street furniture for relaxation and people watching.
- Trellises, planters and planter-pots featuring lush plants embellish outdoor courtyards and add to their visual appeal.
- Courtyards create intimate outdoor space that accommodates pedestrian movement while offering a place to rest and relax or enjoy a meal outdoors.

Typical Podium Level Courtyard (Residential Communal Space)

Summary Description:

- Outdoor "living rooms" are created through the use of outdoor furniture groupings and other amenities that will allow people to comfortably occupy the space.
- Adjacent buildings frame courtyards creating desired sense of enclosure.
- Courtyards can include pools and Jacuzzis, lounge chairs, eating and barbecue areas, recreation spaces, garden/green spaces etc.
- Residential courtyards aid in creating a sense of community for residents.
- Landscaping that includes decorative plantings and accent and shade trees.

** If any of these podium or courtyard spaces are intended to qualify as Private Open Space for the purpose of satisfying Residential Parkland Dedication requirements, information shall be provided in the DAP submission identifying how SCCC 17.35.070 "CREDIT FOR PRIVATE OPEN SPACE" requirements will be satisfied.*

PLAZA & PARKLETS TYPOLOGY

* Exhibit is conceptual and subject to change.

Typical Secondary Plaza

Summary Description:

- Introduce both hardscape and softscape features including decorative plantings, specialty paving, seating areas, and some areas of grass for relaxation.
- Adjacent buildings enliven, activate, and/or delineate the plaza edges.
- Pedestrian scaled lighting, benches, trash receptacles, and planters all enhance secondary plaza spaces.

Typical Mini-Park

Summary Description:

- Small distinctive parks with individual character offering shade from the sun and comfortable places to relax or socialize.
- Includes plantings, outdoor furniture, and other site amenities that enhance the space and promote user comfort.
- Focal elements such as specimen trees, fountain or water features, sculpture or other civic art help to enrich the spaces.

6.5 LANDSCAPE ZONES

This section describes the desired character and quality of the landscape zones identified by the Open Space Plan for CityPlace, addressing the project's perimeter and other landscape areas that are key to promoting site sustainability. It includes design intent and general design guidelines for these areas, with specific characteristics for various landscape typologies, augmented by photo illustrations.

LANDSCAPE ZONES DESIGN INTENT

Generally located at the perimeter of parcels, the scale of landscape zones will afford an opportunity to deliver multiple visual, recreational and environmental benefits, while maintaining the integrity of the landfill embankments. Their extent will also make it important to incorporate design strategies that minimize water use.

LANDSCAPE ZONES GENERAL DESIGN STANDARDS / GUIDELINES

- *LZ-1:* Minimize the use of turf grass in identified landscape zones to the extent feasible.
- *LZ-2:* Rely on simple, bold, easy to maintain landscape planting schemes, typically utilizing native and adapted drought tolerant species.
- *LZ-3:* Use reclaimed water for all irrigation needs.
- *LZ-4:* Incorporate pedestrian/bicycle paths within the landscape zones.
- *LZ-5:* Make campus landscape zones comfortable for human occupation and social interaction. Include decorative paving, plants, furniture, trash receptacles and lighting to embellish the space.
- *LZ-6:* Employ a rich, yet coordinated, palette of landscape materials to provide scale, texture, and color.
- *LZ-7:* Incorporate green roofs to absorb rainwater, provide building insulation, and aid in creating a habitat for wildlife.

LANDSCAPE ZONE CHARACTERISTICS
PERIMETER LANDSCAPE TYPOLOGY

* Exhibit is conceptual and subject to change.

Typical Perimeter Landscape 1: Riparian Habitat

Summary Description:

- Vegetated natural habitat found directly adjacent to the Retention Basin, Guadalupe River and the San Tomas Aquino Creek in areas associated with permanent surface water.
- Streamside trees, shrubs and other plants help to purify the streams by removing contaminants, controlling erosion and flooding, increasing available water by maintaining stream banks, and supporting wildlife.
- Willows, deciduous trees, and shrubs occupy this area.

Typical Perimeter Landscape 2: Upland Slopes Habitat

Summary Description:

- Rising above the riparian habitat below is drier upland habitat.
- Upland habitat is the dryer habitat along the slopes of the rivers, but not immediately river adjacent.
- Coyote brush, oaks and many varieties of grass provide cover for the upland slopes habitat.

CAMPUS LANDSCAPE TYPOLOGY

* Exhibit is conceptual and subject to change. Campuses may be open and publicly accessible, may be closed to the public, or may also incorporate other land uses. The landscape types depicted do not dictate the building typologies that may be employed. Additionally, the depicted plan representation of the campuses are only illustrative of one possible office typology,

Typical Campus Landscape 1: Campus Garden

Summary Description:

- Campus gardens offer quiet retreats for employees or a comfortable spot to enjoy lunch with colleagues.
- Shade, comfortable seating, and decorative planting create a pleasant outdoor environment for employees and visitors to enjoy.
- Adjacent office buildings frame campus gardens, creating intimate outdoor spaces that accommodate pedestrian movement while offering a place for rest and relaxation.

Typical Campus Landscape 2: Campus Greenfield

Summary Description:

- Campus greenfield areas offer outdoor spaces for multiple purposes. These areas offer space to take a break outdoors, catch up with a colleague or leisurely enjoy a picnic lunch.
- Includes seating areas suitable for rest and relaxation, or a working lunch.
- Greenfields include decorative planting, native and adapted species, and grass areas.

Typical Campus Landscape 3: Campus Recreation

Summary Description:

- Tennis courts, basketball courts, and other recreational courts and/or fields add to the office campus environment, giving employees healthy lifestyle choices close and convenient to the workplace.
- Offering easily accessible ways for employees to exercise will improve their health and well-being.
- Office recreation courts/fields offer an attractive perk to employees, improving a company's ability to recruit and retain workers.

GREEN ROOF TYPOLOGY

* Exhibit is conceptual and subject to change.

Typical Green Roof 1: Agricultural Garden

Summary Description:

- Agricultural green roof gardens offer the opportunity for locally grown food production, co-ops, community gardens etc. in the form of chef's gardens or divided garden plots associated with the residential units.
- Green roof agricultural gardens help to reach the principles of smart growth and positively affect the urban environment by increasing amenity and green space while aiding in stormwater control, energy-saving insulation for the building, and even a boost in the efficiency of rooftop solar panels.
- Green roofs utilized for an urban agriculture project can reduce the community's urban footprint through adding to the local food system.
- Agricultural green roof gardens can serve as a source of community empowerment, give increased feelings of self-reliance, and improve levels of nutrition.

Typical Green Roof 2: Horticultural Garden

Summary Description:

- Green roofs serve several purposes for buildings at CityPlace, such as absorbing rainwater and providing insulation, while providing a more aesthetically pleasing landscape, and helping to lower urban air temperatures and mitigate the heat island effect.
- Green roof gardens have positive impacts on community and psychological well-being of their inhabitants through visual and environmental diversity.
- Horticulture gardens beautify the built environment, increase investment opportunity, and provide a shared community experience.

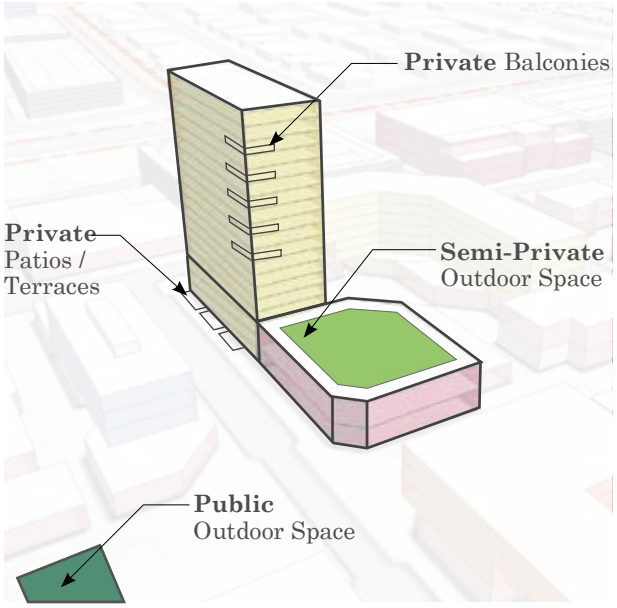
6.6 PRIVATE OUTDOOR SPACE

This section discusses the desired character of CityPlace's private and semi-private outdoor spaces. It includes general design intent and general design guidelines, as well as photo illustrations to convey the key ideas.

PRIVATE OUTDOOR SPACE DESIGN INTENT

The project's private outdoor spaces will range from private residential balconies and terraces to interior courtyards and semi- private outdoor living spaces that will serve as extensions of indoor amenities for residents to enjoy. Generally located at the core of the project's development parcels, the general intent will be to make private outdoor space comfortable for human occupation, easily accessible for residents, and private in that they create a sense of personal space and seclusion when desired.

Balconies and terraces are often used to provide private open spaces for residential buildings, however, their exposure to wind can make them unusable, and in some cases it may be more appropriate for apartments at the upper levels of buildings to be provided with semi-private gardens or public open space at ground or roof-top levels of the building.



PRIVATE OUTDOOR SPACE GENERAL DESIGN STANDARDS / GUIDELINES

- *POS-1:* Make outdoor spaces comfortable for human occupation and social interaction, utilizing decorative paving, plants, site furniture, and lighting to shape, embellish and give purpose to these spaces.
- *POS-2:* Create spaces that are usable in a range of weather condition at various times of the year.
- *POS-3:* Introduce elements that establish a comfortable transition between indoors and outdoors, for example canopies, awnings, trellises, and similar features.
- *POS-4:* Integrate balconies, terraces and roof gardens with the overall building form and facade composition.
- *POS-5:* Orient towards views and sunlight and away from noise or unsightly views.
- *POS-6:* Balconies should be sufficient size to accommodate outdoor seating.
- *POS-7:* Define and contain outdoor space through a combination of building and landscape. In general, open spaces should take on the character of "outdoor rooms" that complement the streetscape.
- *POS-8:* Establish an immediate physical and visual connection between balconies and terraces and the building's interior.
- *POS-9:* Employ a rich, yet coordinated, palette of landscape materials and drought tolerant plantings that is pleasing to the eye, to provide scale, texture, and color.
- *POS-10:* Private outdoor spaces generally should provide for appropriate recreation and entertainment uses while preserving privacy and allowing views to the outside.
- *POS-11:* Design private outdoor spaces that can be well maintained.
- *POS-12:* Consider that roof spaces may be good locations for open space as they provide access to sun not always available at lower levels.

PRIVATE OUTDOOR SPACE CHARACTERISTICS

OUTDOOR SPACE - SEMI-PRIVATE

Semi-private outdoor spaces should be easily accessible and extensions of indoor amenity / community rooms.

Summary Description:

- Opportunity to create interesting patterns to be viewed from above.
- Variety of spaces from semi-private to larger gathering spaces.
- May include decorative planting, native and adapted species, and grass areas.
- An easily accessible and usable space.
- May incorporate movable seating and planters where flexible use of the space is desired in common private spaces

OUTDOOR SPACE - PRIVATE

Incorporate private outdoor living spaces for each home in the form of patios or balconies.

Patios & Terraces:

- Patios are screened by vegetation or walls for privacy; where a patio faces a street, it could also be slightly elevated.
- Includes space large enough to accommodate outdoor dining.

Balconies:

- Accommodates walls or landscaping as barriers for privacy between neighboring units.
- Includes space large enough to accommodate outdoor dining.

6.7 GATEWAYS & ENHANCED INTERSECTION DESIGN

This section describes the desired character of project and district gateways, as well as enhanced intersections at major pedestrian crossings. It includes design intent and general design guidelines for these landscape elements, with specific outlined characteristics for key typologies, augmented by photo illustrations.

GATEWAYS & ENHANCED INTERSECTIONS DESIGN INTENT

Gateways will deserve special treatment as they are critical in providing the first impression of the project for visitors. Distinctive landscape design and entry monumentation will signal entrance into the project and its districts, and set the standard for quality design. On the other hand, intersections that will feature substantial pedestrian activity should be regarded as public space suitable for design enhancements, including special crosswalk treatment and "bulb-outs" that also promote pedestrian safety and traffic calming.

GATEWAYS & ENHANCED INTERSECTIONS DESIGN STANDARDS / GUIDELINES

- *GD-1:* Demarcate gateways with distinctive landscape treatment that establishes a precedent for high quality design in the public realm, including special hardscape, planting and lighting.
- *GD-2:* Ensure that project identity signage and environmental graphics are fully integrated with the gateway landscape design.
- *GD-3:* Explore opportunities to integrate works of art, potentially featuring designs that handle the project signage as an art piece.
- *GD-4:* Emphasize bold project signage with unique, sculptural and/or highly graphic treatment at major gateways.
- *GD-5:* Use decorative paving to highlight major gateways, especially to demarcate pedestrian accessible areas, i.e., visitor orientation and experience.
- *GD-6:* Rely on adjacent buildings to reinforce major gateways. Architectural emphasis at major gateway locations is strongly encouraged, including strong corner massing or other architectural features that create a distinct building profile.
- *EI-1:* Demarcate intersections that are anticipated to receive heavy pedestrian use, for example, through the use of decorative paving to delineate crosswalks.
- *EI-2:* Encourage the use of "bulb-outs" at key pedestrian intersections, providing a comfortable area for pedestrians to wait and congregate, and permitting a high level of streetscape amenity.
- *EI-3:* Incorporate abundant streetscape amenities, such as street trees, benches, pedestrian-scaled light fixtures, planters, and project signage, especially at heavily trafficked intersections.
- *EI-4:* Consider ramping down to a "curb-less" condition at street corners along private streets to ease pedestrian crossing, especially within the City Center.

GATEWAYS & ENHANCED INTERSECTION CHARACTERISTICS

GATEWAY TYPOLOGY

* Exhibit is conceptual and subject to change.

LEGEND

Gateways
Project Gateway
District Gateway- Typical Office
District Gateway- Typical City Center

Project Gateway: Great America Gateway, Centennial Gateway, Urban Interchange

Summary Description:

- Bold graphics and/or sculptural art pieces establish a precedent for high quality design applicable to the streetscapes and public spaces throughout CityPlace.
- Identifiable planting schemes using ornamental trees, shrubs, and groundcover augment the visual impact of the project gateways.
- Decorative paving and light fixtures highlight major gateways and demarcate pedestrian accessible areas, and are compatible with the overall design of each gateway.

District Gateway: Typical Office Campus Gateway

Summary Description:

- Distinctive entry feature that announces the office campus, whether it be open and publicly accessible, or closed to the public. It may be an architectural, landscape or signage element.
- Adjacent office buildings reinforce the office campus gateway with architectural emphasis such as corner massing on buildings.
- Bold project signage with unique, sculptural and/or highly graphic treatment. Integrating properly scaled artwork at campus gateways heightens the visual impact of gateways.

District Gateway: Typical City Center Gateway

Summary Description:

- City Center Gateways are main entries into the core of the project, and are of utmost importance as they provide the first impression of the project for visitors.
- Special signage, landscape and hardscape treatment, and building massing all combine to create a memorable point of arrival and distinctive project identity.
- Graphics and/or art pieces establish a precedent for high quality design applicable to streetscapes and public spaces throughout CityPlace.

ENHANCED INTERSECTION TYPOLOGY

* Exhibit is conceptual and subject to change.

LEGEND

- Gateways
- Major Intersection
- Minor Intersection

Enhanced Intersection: Major Intersection

Summary Description:

- Major street intersections are important spaces where pedestrians tend to congregate, requiring a special high quality aesthetic.
- Enhancements such as curb bulb-outs and cross-walks treated with decorative paving improve the aesthetic quality of the streetscape, calm vehicular traffic, and improve safety and comfort for pedestrians.
- Abundant streetscape amenities such as street trees, pedestrian scaled light fixtures, planters, and wayfinding signage.
- Benches, trash receptacles, and planters at heavily trafficked intersections reflect the overall high quality design at CityPlace, while aiding in the comfort of those traveling by foot and bicycle.

Enhanced Intersection: Minor Intersection

Summary Description:

- Specialty paving enhances street intersections and demarcates crosswalk making them safer for pedestrians by calming vehicular traffic.
- "Curb-less" corner conditions along private streets ease pedestrian crossing with ramping down to the street level rather than a large step down at curbs.
- Integrally colored and textured concrete or other decorative treatments help to designate minor intersections as important outdoor areas.

6.8 BIRD SAFETY

This section briefly discusses bird safety and its relation to the built environment. Bird safe design is an important design aspect to will be incorporated within the project site.

BIRD SAFETY

Each Development Area Plan (DAP) approved by the City shall include a set of specific standards for minimizing hazards to birds, to be implemented by the developer. The development of the specific bird safety standards for each DAP shall be tailored to the specific potential hazards to birds in that development area, taking into account the specific locations, types and heights of buildings, lighting, and landscaping. In addition, the DAP shall require enhanced protective measures for buildings within 300 feet of the retention pond, the Guadalupe River, and San Tomas Aquino Creek, such as siting buildings in relation to existing landscape features to reduce conflicts with existing features that may serve as attractive bird habitat; minimizing the reflection of existing vegetation on building facades; or using soil berms, furniture, landscaping, or architectural features to prevent reflection of water in glazed building facades.

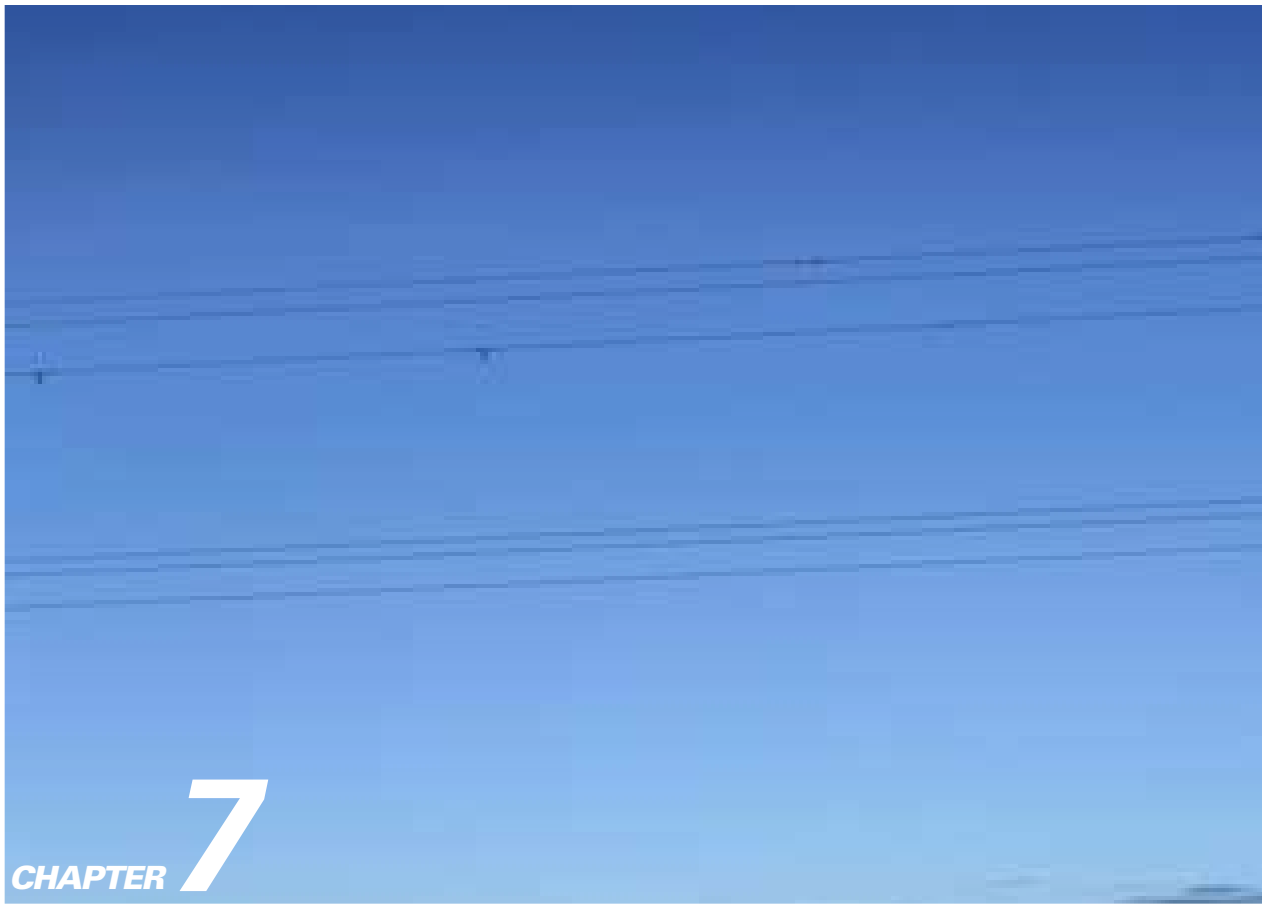
The specific bird safety standards in each DAP shall be based on the following bird-friendly building principles, to the extent applicable to the particular development area:

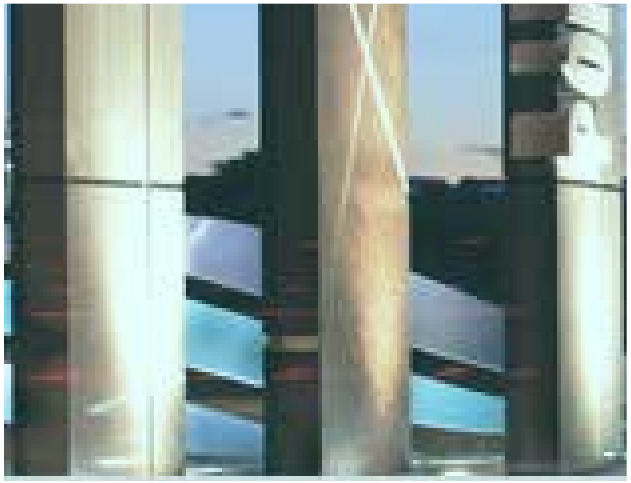
- Reduce mirrors and large areas of transparent or reflective glass.
- Avoid transparent glass skyways, walkways, or entryways, free-standing glass walls, and minimize transparent building corners, or utilize glazing treatments to mitigate the hazard.
- Minimize funneling of open space toward a building façade.
- Strategically place landscaping to reduce reflection and views of foliage inside or through glass.
- Reduce potential light and glare by requiring low-profile, low-intensity lighting directed downward, and requiring shielded fixtures for outdoor lighting.
- To the extent consistent with the normal and expected operations of the uses planned for the particular development area, take appropriate measures to avoid use of unnecessary lighting at night, especially during bird migration season (February–May and August–November) through the installation of motion-sensor lighting, automatic light shut-off mechanisms, downward-facing exterior light fixtures, or other effective measures to the extent possible feasible.
- The specific bird safety standards shall also provide for a monitoring program, and placing signs around the buildings with phone numbers to authorized bird conservation organizations.

Bird-safe windows through art application at the University of Waterloo

Perforated copper screen keeps birds from colliding with the windows

Acid-etched glass for bird safe design





CHAPTER 7

SIGNAGE & LIGHTING GUIDELINES

7.1 SIGNAGE CONCEPT PLAN

This Signage Concept Plan provides an overview of general concepts, principles, and guidelines that will be applied with respect to signage and lighting within the CityPlace Project area. The provisions of this section supersede the existing City Signage Code Regulations in the Zoning Ordinance. A "Comprehensive Sign Program" will be provided as part of the Development Area Plan (DAP) process.

COMPREHENSIVE SIGN PROGRAMS

A Comprehensive Sign Program for the City Center (Parcels 4 and 5) shall be submitted for approval by the City Council in conjunction with the submission for approval of the first Development Area Plan for any portion of the City Center, and separate Comprehensive Sign Programs shall be submitted for approval in conjunction with the approval of the Development Area Plans for each of Parcels 1 and 2. Notwithstanding the provisions of SCCC 18.80 SIGNAGE REGULATIONS, the City Signage Code regulations do not apply to the CityPlace Project, including but not limited to the provisions of Sections 18.80.050 related to height limitations, 18.80.090 related to design and location, 18.80.200 related to limitations on total sign area in residential, professional, office, and public building zoning districts and 18.80.220 related to Outdoor Advertising.

By adopting this MCP, the City Council finds that creating a specific, limited exception to the limitations on outdoor advertising (billboards) for outdoor advertising in City Center that faces inward into City Center or faces toward Levi's Stadium on Tasman Drive pursuant to a Comprehensive Signage Program approved by the City Council will facilitate the City's objective to establish a vibrant mixed-use, urban core, creating a pedestrian friendly "live, work, and play" environment that will function as a well-defined center for the Santa Clara community. The City Council further finds that creating this specific limited exception does not weaken the direct link between the City's objectives and its general prohibition of new billboards, and will not denigrate the City's interests in reducing visual clutter and blight to the appearance of the City, and in promoting traffic safety and reducing traffic hazards.

The Comprehensive Sign Programs shall include City Center-specific standards for all signage, including specifying the types of signs allowed, establishing specific limitations on sign height and total sign area, specifying the number and location of signs, as well as establishing specifications for sign characteristics including illumination, electronic imagery, and seasonal and temporary signage. Comprehensive Sign Programs may allow for outdoor advertising (billboards) only in the City Center (Parcels 4 and 5), and outdoor advertising must face inward into the City Center, except outdoor advertising may face outward toward Levi's Stadium on Tasman Drive.

CONCEPT OVERVIEW

Signs in general should be designed to help ensure quality and clarity of message. Well-designed and coordinated signage is both a business and cultural asset to the City. The signage concepts included herein are intended to illustrate methods in which signs can be suitably designed, constructed, and placed within CityPlace. This Signage Design Concept Plan provides good examples of signs and methodologies that meet the City's expectations to attract high quality businesses and institutions. The Comprehensive Sign Programs will be broken into four major categories: 1) Project Signage: includes wayfinding and district wide project identity, major and minor gateways, street signs, parking, vehicular and pedestrian directional signage types, etc.; 2) Tenant Signage: identifies particular businesses and institutions within the project area, including freestanding, building mounted, and storefront signage types.; 3) Sponsorship and Advertising: includes use of interactive technologies and animated signage, light and sound towers, rooftop signage, naming rights, and sponsorship "zones" within the project area, and 4) Public Artwork: includes sculptures, light installations, interactive pieces, sight specific furniture, events, site pageantry/banners, and other pieces seen as part of the cultural infrastructure of the project.

SIGNAGE ILLUMINATION

All signs within the City Center Mixed-Use district may be illuminated by either internal or external means. Methods of signage illumination may include, but not be limited to: electric lamps, such as neon tubes; fiber optic; LEDs; cathode ray tubes exposed directly to view; shielded downward spot lights and wall wash fixtures. All illuminated signs shall be designed, located or screened so as to limit direct light sources onto any residential units that are located within the project area and roadways internal and external to the project.

SIGNAGE DESIGN PRINCIPLES intended to create functional, attractive signage incorporating a uniformly high level of design.

Principle No. 1: Coordinated Project Signage: Use coordinated signage to promote CityPlace identity. Signage based on a consistent unified design motif will add to a cohesive consistent look at CityPlace.

Principle No. 2 - Complementary Tenant Signage: Integrate tenant signage with the site design, building architecture and design theme of the district. Ensure signage is compatible in scale and character with the building and storefront.

Principle No. 3 - Wayfinding System: Wayfinding serves to orient visitors and offers a sense of familiarity to returning customers. Wayfinding will create a superior level of comfort for visitor orientation.

Principle No. 4 - High-Quality Signage: High quality signage materials will offer an elevated aesthetic for tenants but also should reflect the overall high quality of design at CityPlace.

Principle No. 5 - Legible Signage: Create signs that present a clear and simple message. Concise signage with few words tends to convey the best message.

Principle No. 6 - Durable Signage: Construct signs of durable, high quality materials that withstand weathering. Durable signage will create a feeling of permanence throughout CityPlace

Principle No. 7 - Civic Art Potential: Civic art will provide the opportunity to enrich the environment. Civic art may be used to highlight special locations such as gateways and public plazas, or to enrich architectural and landscape details.

7.2 PROJECT SIGNAGE

Project signage will enhance project identity at CityPlace and create a cohesive graphic family of signs for getting around CityPlace. Project signage will include project identity signage, transportation and traffic control signage, parking access and availability, and wayfinding signage.

PROJECT SIGNAGE DESIGN INTENT

Project and district identifiers will include highly visible gateway markers. In addition to advertising the project and/or its districts, these signs should enhance project identity and establish a welcoming point of arrival. Wayfinding signs will be especially useful in orienting first-time visitors, while offering a sense of familiarity to returning customers. All signage is expected to make a positive contribution to the public realm.

PROJECT SIGNAGE DESIGN STANDARDS / GUIDELINES

- *PS-1:* Implement signs that make a positive contribution to the general appearance of the street or pedestrian corridor in which they are located.
- *PS-2:* Use project signage and environmental graphics to assist wayfinding and reinforce project identity.
- *PS-3:* Create a "family" of signage that creates a graphic continuity throughout the project. In the City Center, districting concepts may require individualized district signage "families".
- *PS-4:* Provide vehicular directionals consistent with City requirements that guide motorists to important destinations on-site, including major attractions, parks and parking facilities.
- *PS-5:* Include directional signs and maps that guide persons on foot and bicycle to important public services and facilities, parks, outdoor gathering areas, and major tenants.
- *PS-6:* Encourage high quality, imaginative, and innovative signage.
- *PS-7:* Employ a unified motif for each of the City Center Mixed-Use districts. A separate motif is possible for the office campus, although a degree of compatibility should be maintained.
- *PS-8:* Select signage colors that contribute to legibility and design integrity. Too many colors used thoughtlessly can confuse the reader and negate the sign's message.
- *PS-9:* Use signage materials that are compatible with the surrounding environment.
- *PS-10:* Project signage should be brief with a succinct message. The fewer the words the more effective the sign.
- *PS-11:* Avoid signage in corner/driveway sight clearance areas.

PROJECT SIGNAGE CHARACTERISTICS

PROJECT IDENTITY TYPOLOGY

Major Gateway Signage

Summary Description:

- Gateway signage clearly identifies the project at vehicular points of entry and provides information (or place identification).
- Signs are scaled to their surroundings and in accordance with their function as primarily vehicular-oriented project identifiers.
- Gateway signage coordinates with other gateway design elements, including landscape, hardscape, light displays and art.
- Signage enhances the project and establishes the overall character of the signage program.
- Gateway signage is generally limited to the name of project and its corresponding logo.
- Signs are constructed of high quality and durable materials that are weather and vandal resistant.

Minor Gateway Signage

Summary Description:

- Minor gateway signage identifies important project features, districts within the project or, in the case of office campuses, corporate identity.
- Minor gateway signage is smaller in scale than major gateway signage and placed at secondary points of entry or subdistrict entries.
- Signage enhances the project and/or district identity and establishes the overall character of the signage program.
- Minor gateway signage emphasizes bold, highly legible graphic design providing information to vehicles, pedestrians, and cyclists.
- Signs are constructed of high quality and durable materials that are weather and vandal resistant.

TRANSPORTATION / TRAFFIC CONTROL TYPOLOGY

Street Name (Private)*

Summary Description:

- Signs and typefaces are kept simple to augment readability for users.
- Light letters on a darker background work best for both day and night time use.
- Contrast of colors is especially important to the functionality and legibility of street name signage.

* Subject to City approval.

Parking Identity & Regulation

Summary Description:

- Signage is strategically placed to guide visitors toward their preferred destination.
- Parking identity signage engages users with bold, highly graphic signage design.
- Highly legible lettering is used to ensure clear and concise direction for vehicular traffic within parking garages. Typefaces are made simple to ensure user readability.
- Incorporate real time parking status information.

DIRECTIONAL / WAYFINDING TYPOLOGY

Vehicular Directional

Summary Description:

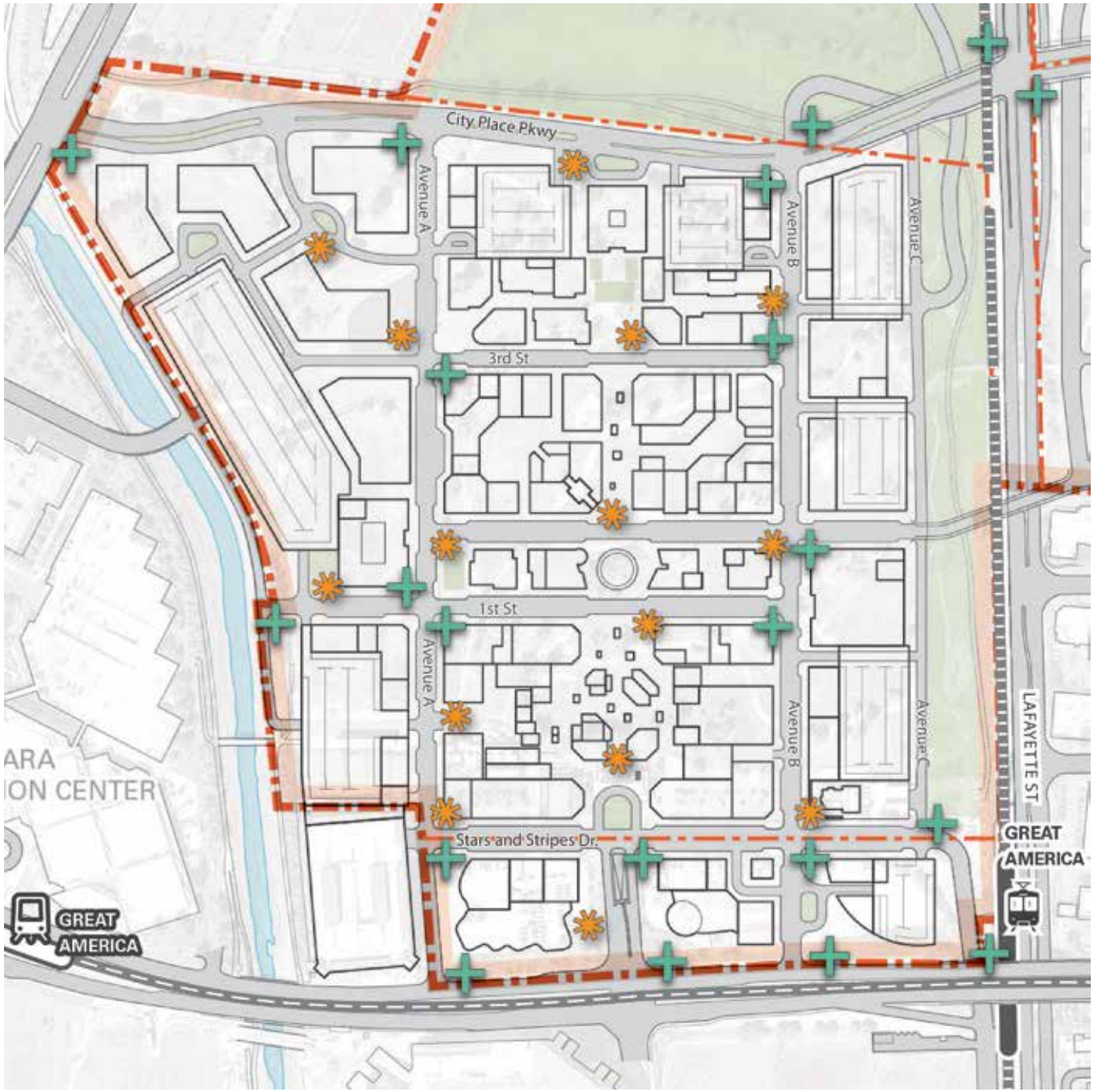
- Directionals are located at or near project entrances and key intersections, and other locations that will serve to guide motorists to their destination. Signs direct motorists toward parking, and major destinations and attractions, including the larger tenants.
- Vehicular directionals are freestanding or mounted on light poles, and scaled to their surroundings for a comfortable read by slow moving vehicles and cyclists.
- Materials for vehicular directionals are similar to those making up other project signage and compatible with the overall signage program.
- Signs are visually attractive with highly legible text and graphics.

Pedestrian Directional

Summary Description:

- Directionals are located along major pedestrian circulation routes and other locations that will serve to guide the pedestrians toward public and/or guest services and amenities.
- Pedestrian directionals maintain pedestrian flows and sight lines.
- Signs are scaled to their surroundings for a comfortable read by persons-on-foot and bicycle.
- Directionals enhance project identity and maintain compatibility with the overall signage program at CityPlace.
- Signs are created from high quality and durable materials that are weather and vandal resistant.

EXHIBIT 7–1: VEHICULAR & PEDESTRIAN DIRECTIONALS - PARCELS 4 & 5*



LEGEND

Directional/Wayfinding
- Vehicular Directional
- Pedestrian Directional

Transit
- VTA Light Rail
- Capitol Corridor/ Altamont Commuter Express

Boundaries
- Site
- Parcel

1" = 400'

0' 100' 200' 400' 800'

** Exhibit is conceptual and subject to change.*

Wayfinding Directory

Summary Description:

- Directories are located within or near major pedestrian gathering spaces and key intersections subject to heavy pedestrian flow.
- Wayfinding directories present essential information needed to navigate the project.
- Directories are made from high quality durable materials, as these elements are exposed to the weather and will receive an especially high degree of contact with the public.
- Wayfinding directories and maps may also locate points of interests and essential services provided off-site.
- Information is presented in a clear and highly graphic manner, and locates project tenants, major destinations, and public and/or guest services.

Information Kiosk

Summary Description:

- Kiosks are situated to maintain pedestrian flows and preserve sight lines.
- Information kiosks present visitors with the essential information needed to navigate the project. Information is clear and highly graphic.
- Kiosks can also function as "community boards" that advertise upcoming events.

EXHIBIT 7–2: WAYFINDING DIRECTORIES & INFORMATION KIOSKS - PARCELS 4 & 5*

LEGEND

Informational Wayfinding
Wayfinding Directory
Information Kiosk

Transit
VTA Light Rail
Capitol Corridor/
Altamont Commuter Express

Boundaries
Site
Parcel

1" = 400'
0' 100' 200' 400' 800'

** Exhibit is conceptual and subject to change.*

7.3 TENANT SIGNAGE

Tenant signage quality will be measured through its compatibility with the building architecture, its level of integration with the storefront design, and the ability to clearly communicate.

TENANT SIGNAGE DESIGN INTENT

High quality, innovative, and expressive tenant signage will create a cohesive look and feel at CityPlace. A tenant's primary signage will consist of the name of the business and/or logo depicted on a wall sign, and will be designed to comfortably fit the building and storefront. Signage should reflect the character of the tenant and services provided, while clear and legible to passing pedestrian, bicycle and automotive traffic.

TENANT SIGNAGE DESIGN - STANDARDS

• TS-1 Locate and design tenant identity signs to complement the building architecture and storefront design.

• TS-2: Restrict tenant identification signs to the business name and/or simple logo.

• TS-3: Ensure that window signage and graphics augment and minimally obscure display areas, limiting such signage to 10-15 percent of the window area and preferably placed in the lower third of the window.

• TS-4: Office buildings and associated parking structures facing major roadways are allowed to have ID signage near the top of their buildings that is sufficiently scaled to be readable from adjacent arterial roads and freeway. Signage is limited to the corporate entity name and/or logo, and/or the name of a company that has purchased naming rights. There shall be only one sign per exposure, positioned to provide wayfinding clues for vehicles approaching from arterial roads.

• TS-5: Allow the ability for multiple office tenants to integrate their signage on facades and roof, subject to City review and approval as part of the DAP process.

TENANT SIGNAGE DESIGN - GUIDELINES

• TS-6 Use bold typefaces that are easy-to-read; for example letter and words should be spaced for heightened legibility. Crowding or excessive spacing of letter and words is generally discouraged, as are overly intricate type faces and symbols.

• TS-7: Tenant wall signs should be located on flat, unadorned surfaces. This is generally a panel or band above the storefront entrance, although alternative locations may be considered.

• TS-8: Coordinate sign placement with the arrangement of bays, windows, and other architectural features.

• TS-9: The overall size, materials and graphic composition of a tenant sign should be coordinated with architectural character of the project district and storefront design. Tenant signage will follow guidelines illustrated in the "Project Criteria" (part of the tenant lease). These criteria will vary in keeping with the character established for the various districts and will be detailed in the Development Area Plans that will be submitted for City approval.

• *TS-10: Encourage pedestrian-scaled projecting signs (overhead mounted, projecting blade signs, etc.) along pedestrian sidewalks and pathways.*

TENANT SIGNAGE CHARACTERISTICS

Free-Standing Signage

Summary Description:

- Freestanding signage (signage affixed to the ground or connected to supports affixed to ground, and not affixed to a building) includes architectural details, quality materials, and colors of the associated buildings.
- Signage incorporates extremely durable sign materials that withstand exposure to the elements.
- Freestanding signage should be easily and comfortably read by both pedestrians and by vehicular traffic.

Building-Mounted Signage

Summary Description:

- Building-mounted signs are conceived as an integral part of the building façade, placed in accordance with façade rhythm, scale and proportion.
- Signs do not obscure architectural features such as vertical piers, trimwork, ornamental features, etc.

Storefront Signage

Summary Description:

- Storefront signage is integrated with the design of the building, coordinating with the architectural details and color scheme of the building.
- Storefront signs are placed to establish rhythm, scale, and proportion.
- Signs are considerate of nearby residential uses and have little or no impact on adjacent residential uses.

Supergraphic / Building Integrated Signage

Summary Description:

- Supergraphics are integrated with the building architecture, coordinating with the overall design.
- Large-scale painted or applied decorative art in bold colors and typically in geometric or typographic designs.
- May be permanent or temporary and used over walls or windows to create an illusion of expanded or altered space.

7.4 SPONSORSHIP & ADVERTISING

Sponsorship and advertising will enhance the identity of the City Center and create an active core with a unique vibe at CityPlace, thereby serving the City's objective to create a vibrant mixed-use, urban core, creating a pedestrian friendly "live, work, and play" environment that will function as a well-defined center for the Santa Clara community.

SPONSORSHIP & ADVERTISING SIGNAGE DESIGN INTENT

The types of sponsorship and advertising signs used at CityPlace are based on levels of animation, and hours of operation. The proposed sponsorship and advertising signs will advertise businesses within CityPlace, or special events happening within the site. Buildings and plazas may be named after companies or individuals who have purchased naming rights. The signage may also include digital displays, reader boards and other graphics that may enhance the functions held within the City Center.

SPONSORSHIP & ADVERTISING SIGNAGE DESIGN STANDARDS / GUIDELINES

- *SA-1:* Increase contrast for a visual advantage. More contrast between foreground text and background color is appropriate.
- *SA-2:* Locate and design signs to complement the building architecture and storefront design.
- *SA-3:* Locate animated signs on flat, unadorned surfaces. This is generally a panel or band above the storefront entrance, although alternative locations may be considered.
- *SA-4:* Design digital signs as clean, simple, attractive, appropriate and brief messages.
- *SA-5:* Coordinate signage placement with the arrangement of bays, windows, and other architectural features.
- *SA-6:* Keep message content brief, include thoughtful design placement.
- *SA-7:* Ensure that signage and interactive technologies augment and minimally obscure display areas of storefronts.
- *SA-8:* Use multiple image slides as a series in order to communicate a subject.
- *SA-9:* Enhance communication by ensuring that each element (typography, color and image) has the intrinsic attributes that make it clear and legible.
- *SA-10:* Limit the number of words used for copy on each sign face.
- *SA-11:* Use color as a design element to clarify communication and create visual impact. A good strategy for digital signage is to use high-contrast color combinations but to avoid garish combinations.
- *SA-12:* Outdoor advertising must face inward into the City Center, except outdoor advertising may face outward toward Levi's Stadium on Tasman Drive.

SPONSORSHIP & ADVERTISING SIGNAGE CHARACTERISTICS

Animated Signage / Interactive Technologies

Summary Description:

- Signage contains images, parts or illumination which flash, change, move, stream, scroll, blink or otherwise incorporate motion.
- Signage incorporates extremely durable sign materials that withstand exposure to the elements.
- Animated signage shall be located internal to the project to avoid distraction and safety hazards to passing cars on roadways.
- Interactive technologies can include areas subject to projected images containing GOes Before Optics (GOBO) technology.
- Signs do not obscure architectural features such as vertical piers, trimwork, ornamental features, etc.
- Signage should be integrated into the design of buildings and spaces.

Light & Sound

Summary Description:

- Freestanding multi-sided structures may consist of animated and/or non-animated signs.
- Animated signs shall be allowed only in the City Center (Parcels 4 and 5) facing the interior of the development only, and shall not be visible from roadways, except they may face Levi's Stadium on Tasman Drive, outside the City Center.
- Includes architectural details, quality materials, and relates spatially to its surroundings.
- Light and sound towers are conceived as an integral part of the outdoor space, placed in accordance with façade rhythm, scale and proportion.
- Appropriate locations within the City Center to be determined as part of the Signage Master Plan.
- Sound shall be subject to and comply with SCCC9.10.040.

Rooftop Signage

Summary Description:

- Rooftop signs identifying a structure are an important sponsorship opportunity for purchasers of naming rights.
- Signs that are applied or placed upon the roof surface, usually not visible from any adjacent public right-of-way.
- Signage is integrated with the design of the building, coordinating with the architectural details and color scheme of the building.
- Signs are considerate of nearby residential uses and have little or no impact on adjacent residential uses.

7.5 PUBLIC ART

Public art at CityPlace will offer a great opportunity to further enrich the environment. Art pieces may be used to highlight special locations such as gateways and public plazas, or simply enrich architectural and landscape details.

PUBLIC ART DESIGN INTENT

Public art will enhance the visual environment making a more memorable place, enhance wayfinding, reinforce the overall image and project identity, and even function as a conceptual link to disparate parts of the project. It is important to consider how the selected art form might serve as a local landmark, delineate outdoor space, add richness to the landscape, or create an expression of local history and culture through creative artwork. Suitable art forms range from sculptural art pieces that enliven a public plaza to artisan crafted details.

PUBLIC ART DESIGN GUIDELINES

- *CA-1:* Use civic art to highlight special locations, such as gateways, focal intersections, and important pedestrian gathering areas.
- *CA-2:* Incorporate art pieces that celebrate Santa Clara and the Silicon Valley's history and culture.
- *CA-3:* Allow for a broad range of expression, media and materials, while ensuring that the scale, material, form and content are appropriate to the immediate surroundings.
- *CA-4:* Make works of art visually and where appropriate physically accessible, generally encouraging a high degree of interaction with the art piece.
- *CA-5:* Explore opportunities to integrate artisan crafted landscape and building details.
- *CA-6:* Design permanent art pieces of durable, exterior grade materials, with consideration given to structural and surface integrity, assuring protection against vandalism, weathering, and excessive maintenance and repair.
- *CA-7:* Allow for temporary art pieces in addition to permanent works of art, potentially accommodating new or different modes of expression including banner programs.

PUBLIC ART DESIGN RECOMMENDATIONS

- *Custom Identity:* Explore opportunities to tastefully incorporate a project logo or similar graphic element as decorative sidewalk plaques or integral to on-site furnishing and landscape features, such as benches, trash receptacles, tree grates, etc.
- *Site Pageantry/Banners:* Colorful banner signs applied to light poles or building facades may advertise CityPlace and local events, and are especially appropriate for gateways and streets with retail frontages, where they will contribute to a festive environment. Banners are not intended for the display of tenant identity.

COMMUNITY ART TYPOLOGY

LEGEND

Community Art
CA-6: Permanent Art Pieces
CA-7: Temp/Changing Installations & Banner Programs

1. Sculptural Art

2. Light Art Installations

3.Intereactive Art

4. Public Art/Furniture

7.6 OUTDOOR LIGHTING

This section defines light pollution and how it relates to the CityPlace project. It assigns lighting character zones to the project site, offers general outdoor lighting guidelines, and reinforces the commitment CityPlace has to preserving the night sky.

WHAT IS LIGHT POLLUTION?

Light pollution is misdirected or obtrusive artificial light that is used in excess, usually in an outdoor environment. In recent years, in many parts of the globe, star filled nights have disappeared and have been replaced with a yellow haze due to excessive use of outdoor lighting. Artificial light pollution not only degrades the star-filled night sky, diminishing our connection with nature, but also disrupts ecosystems, interrupts birds migratory patterns (as discussed in the Bird Safety section), limits astronomical research, affects human circadian rhythms, and wastes abundant amounts of energy and of course money.

MODEL LIGHTING ORDINANCE

The IDA (International Dark-Sky Association) is a recognized authority on light pollution. The IDA and the IES (Illuminating Engineering Society) together have compiled a guide for environmentally responsible outdoor lighting for use in North America. Communities can take the Model Lighting Ordinance (MLO) adopt it and adapt it to their specific needs. Though Santa Clara has no ordinance in place to address outdoor lighting, the project is mindful of the concerns and lighting solutions set forth in the MLO. The MLO recommends limits for the amount of light in five different zones of lighting intensity, ranging from LZ0-LZ4. The California Energy Commission has designated CityPlace and the surrounding areas as LZ3, a moderately high ambient lighting zone. This area requires moderate lighting levels, given that this is what users are adapted to in the surrounding areas. The MLO also makes use of the "BUG" rating system (Backlight-Uplight-Glare), as a classification of outdoor lighting fixtures to ensure that only well-shielded fixtures meeting these standards are used. CityPlace recognizes these tools and will use them to aid in creating an outdoor lighting environment that is mindful of light pollution and sensitive to these concerns and the environment.

OUTDOOR LIGHTING DESIGN INTENT

The project's outdoor spaces range in size, location, and vary greatly in use, though all sidewalks, pedestrian areas, and parking areas shall meet minimum safety standards. The City Center Mixed-Use District (with retail emphasis) will have heavy pedestrian activity well into the evening, while the Office Campus pedestrian traffic will significantly diminish after office hours. An important aspect of outdoor lighting, as noted by the California Energy Commission, is to base the lighting power that is allowed on the brightness of surrounding conditions. The project's neighbor to the south, Levi's Stadium, establishes appropriate illumination levels for the intensity of pedestrian activity that occurs along Tasman Drive. That general character of illumination will carry through to the City Center Mixed-Use District along Tasman Drive and into the core of the district. Existing illumination characteristics at other project boundary conditions vary considerably, and project lighting levels will adjust to be compatible with their established character.

The various uses and hours of operation within the project site also require various lighting types and intensities. Due to the unique nature and topography of the site with sloped landscape borders on nearly all sides, the possibility of light trespass outside of the project boundary is nearly eliminated. The general intent at CityPlace is to make the outdoor environment safe and comfortable for pedestrians while being mindful of concerns pertaining to light pollution and only lighting what is necessary when it is necessary.

The general intentions for the use of artificial outdoor lighting includes the following:

- Allow reasonable uses of outdoor lighting for safety and enjoyment at night while preserving the ambiance of the night.
- Limit the degradation of the nighttime environment and the night sky.
- Minimize glare and obtrusive lighting by limiting outdoor lighting that is misdirected, excessive, or unnecessary.
- Conserve energy and resources employing LED lighting to the greatest extent possible.
- Help protect the natural environment from the damaging effects of night lighting.

PRACTICAL CONSIDERATIONS

Some common practices for outdoor lighting at CityPlace that should be considered include the following:

- Light only what needs to be lit when it needs to be lit. One only needs the right amount of light, in the right place, at the right time to ensure safety.
- Shield parking structure fixtures especially when structures front adjacent uses.
- Promote downward facing lighting, and consider shorter light standards to light ground level and avoid light loss to night sky.
- Focus on lighting sidewalks, not roadways.
- Employ motion sensor controlled lighting when appropriate to dim or turn off fixtures not required to meet code safety lighting levels.
- Incorporate curfews (i.e. turn lights off or dim automatically) after a certain hour when businesses close or traffic is minimal.
- Promote lighting that performs well under the "BUG" (Backlight-Uplight-Glare) rating system to limit light trespass and promote efficient use of exterior lighting.
- To the extent consistent with the normal and expected operations of the office, hotel, retail, food/beverage, entertainment and residential uses of the project, take appropriate measures to turn unnecessary lighting off at night, especially during bird migration season (February–May and August–November), including, to the extent feasible, the use of motion sensor lighting, automatic lighting shut-off mechanisms, and installation of downward facing exterior lighting.

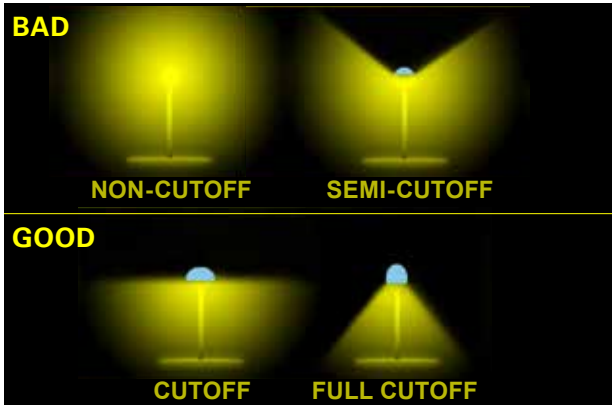
OUTDOOR LIGHTING CHARACTER ZONES

Lighting character zones as seen in the illustration will be established to allow for flexibility and customization of outdoor lighting within the diverse areas of the project site. Zones will range from low lighting within more natural landscape areas to environments with high activity levels and moderate lighting where pedestrians and a vibrant well-lit environment will be priority. Each lighting character zone has its recommendations for lighting best suited to that part of the project site.

Zone A: Low Lighting Natural Zone

Zone A, the low lighting natural zone generally contains open spaces in more passive areas with little pedestrian activity. Lighting in these areas may adversely affect flora and fauna and have an unfavorable affect on the character of the area, but is necessary in small quantities and lower intensities. These areas typically have limited nighttime activity. Most of the areas within this zone are perimeter landscape areas that require little lighting with the exception of some low ambient landscape lighting to build on the project character.

- Lighting may be used for safety and convenience but not necessarily continuously.
- After curfew most lighting should be extinguished or reduced significantly.
- Uplighting in this area should be very limited, if any.
- Use the lowest lighting levels possible in this zone, and shield fixtures to direct light downward.



Examples of good and bad fixture types

Satellite view of global light pollution

Effects of light pollution in nearly the same spot years later

Zone B: Moderate Activity Lighting Zone

Zone B, the moderate activity lighting zone tends to be occupied by commercial and/or office with limited evening activities. On-site recreation fields and outdoor uses that require more moderate levels of lighting are also prevalent in this zone. These areas will be for modest nighttime uses and lighting requirements, and will not require an overabundance of lighting, especially as the activity levels in these areas will be most intense during daylight hours.

- Outdoor lighting is used for safety and convenience.
- Office uses will minimize light spill and trespass from interior lighting through shades and/or curfew shut off times for interior lighting.
- Implement down lighting for building facades and landscape within this zone when practical.
- Parking structures within this zone should have shielded lighting.
- After curfew some lighting should be extinguished or reduced as activity levels decline.

Zone C: Moderate-High Activity Lighting Zone

Zone C, the moderate-high activity lighting zone will include a large portion of the City Center Mixed-Use District which will contain restaurants, shopping, entertainment, residential and office uses. Moderately high lighting levels will be necessary for proper retail functioning, and the creation of a dynamic mixed-use environment. Zone C will function as a transition zone between the moderate zone and the high activity zone, and will extend use of exterior lighting later in the evening to accommodate commercial activity and safety needs.

- Lighting is needed for safety, convenience, character and is uniform and/or continuous.
- Tree up lighting in this area is allowed in a limited amount.
- Animated signage is discouraged but may be considered on a case by case basis subject to City approval
- Curfew may be later in these areas and lighting can be reduced as activity levels decline.
- Parking structures within this zone should employ shielded exterior lighting.

Zone D: High Activity Lighting Zone

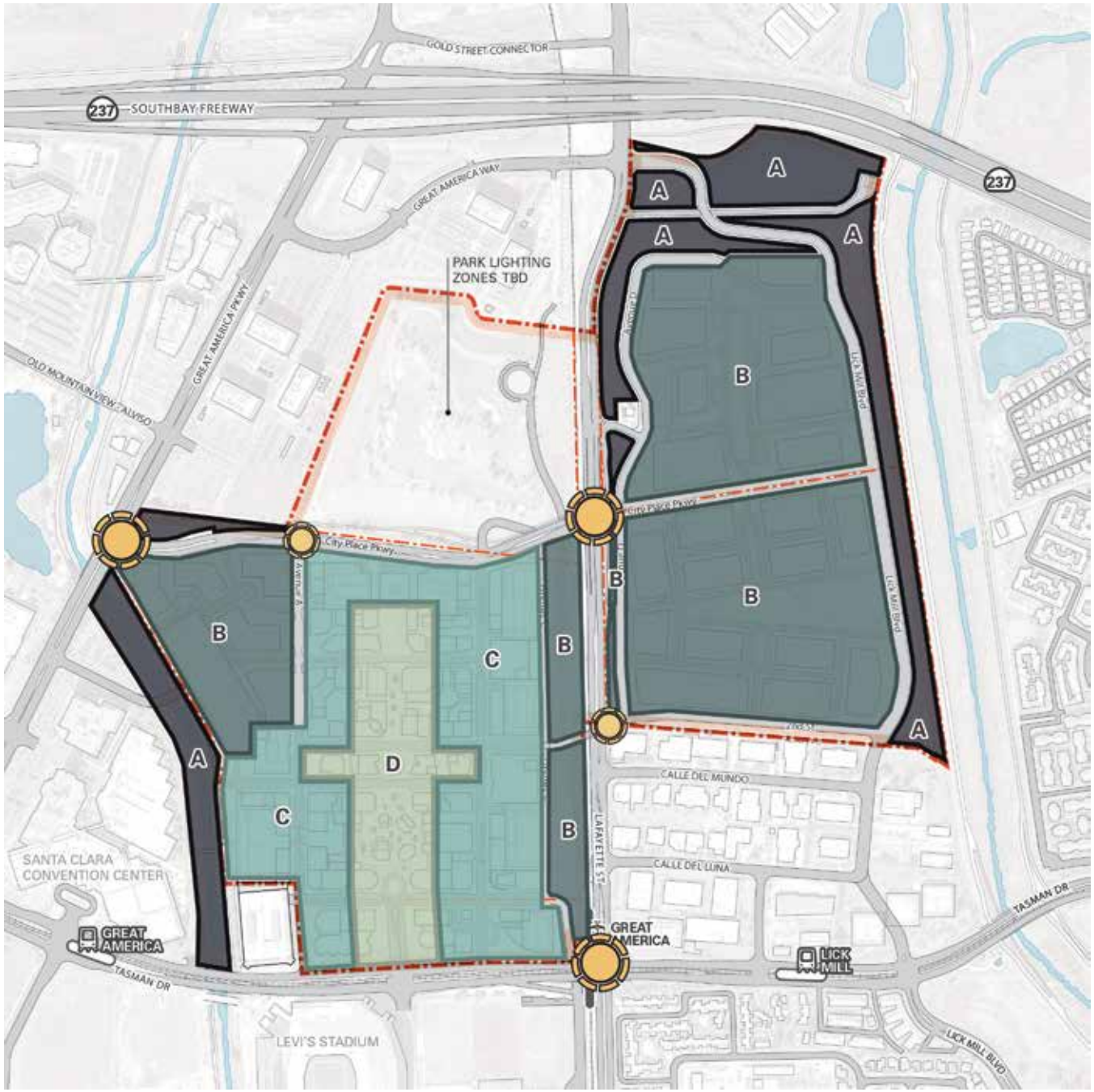
Zone D, the high activity lighting zone will be for the vibrant pedestrian spine located within the core of the City Center Mixed-Use District. This area will have the highest lighting levels throughout the project due to its mixed-use pedestrian environment, as well as the fact that this area will be a continuation of the elevated levels of pedestrian activity and lighting originating at the adjacent Levi's Stadium. High ambient lighting levels in this area will be critical to a safe, vibrant, and lively retail environment.

- Curfew is later in this area and lighting can be reduced as activity levels decline.
- Limited animated signage is allowed within this area, subject to City approval.
- Tower-mounted or building-mounted, aerial lighting that faces downward into the interior of this area or faces Levi's stadium on Tasman Drive is allowed for special occasions throughout the year.
- Tree uplighting in this area is allowed in a limited amount.
- Lighting is necessary for safety, convenience, character, and is uniform and/or continuous.

Gateways

All project gateways, regardless of the lighting character zone they fall within, will all have increased lighting levels. These main entryways serve to announce the project, and as such will require additional landscape, signage, and specialty lighting. Limited up lighting should be allowed in these unique gateways to the project. Increased lighting levels will be necessary to offer the appropriate impact upon arrival and sense of entry into this unique project.

EXHIBIT 7–3: OUTDOOR LIGHTING CHARACTER ZONES*

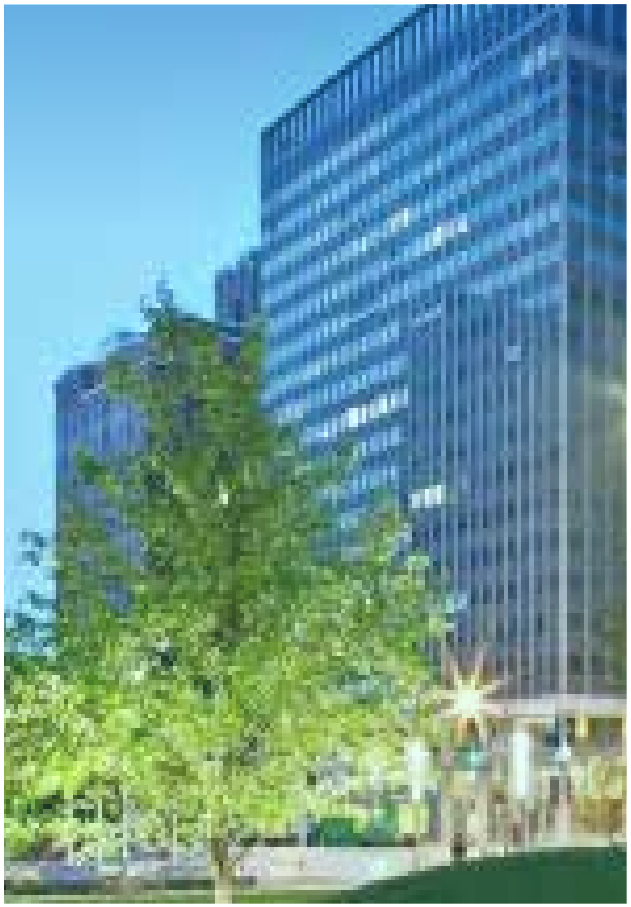


LEGEND

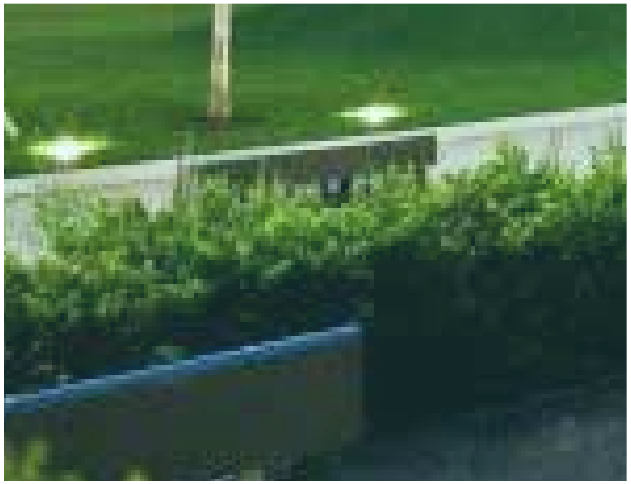
- A: Low Lighting Natural Area
- B: Moderate Activity Lighting Area
- C: Moderate-High Activity Lighting Area
- D: High Activity Lighting Area
- Major Gateway Special Lighting
- Secondary Gateway Special Lighting
- Site
- Parcel

0' 200' 400' 800' 1600'

** Exhibit is conceptual and subject to change. The retention pond area (while part of the legal parcel) is a City utility facility and not part of the development area or FAR calculations.*



CHAPTER 8



INFRASTRUCTURE OVERVIEW

8.1 INTRODUCTION

CityPlace will require new construction and reconstruction of substantial infrastructure. This infrastructure plan will provide overall guidance for the design and construction of infrastructure to support development of the project. It addresses both on-site and off-site roadway and utility infrastructure, and other related improvements.

OVERVIEW

This chapter presents a general description, layout, and preliminary standards and criteria for the project's infrastructure, including streets, domestic and fire water, recycled water, wastewater, storm water drainage and management, and other infrastructure as appropriate, coordinated with the landfill operation and maintenance systems. The entitlement and approval processes, including the review and approval of development area plans, will entail further design and development of the project's infrastructure. Final design of the infrastructure shall be consistent with this chapter, as well as the "Preliminary Infrastructure Master Plan" (prepared by Langan Treadwell Rollo, dated July 22, 2016), which contains additional specifications and details, including supporting figures and plans.

PROPERTY ACQUISITION, DEDICATION & EASEMENTS CONCEPT

The mapping, dedication and acceptance of streets and other infrastructure improvements will occur through the subdivision map process in accordance with the City's subdivision code and regulations. The majority of infrastructure described in this plan shall be constructed within the public right-of-way or dedicated easements to provide for access and maintenance of infrastructure facilities. Private roads may also be developed with private infrastructure and/or public infrastructure in dedicated easements. The eventual project layout within the project boundaries will ultimately determine the entity that owns, operates and maintains each infrastructure element.

INFRASTRUCTURE MASTER PLAN AND TECHNICAL MEMORANDA

Each infrastructure element is more fully described in the Infrastructure Master Plan (IMP) and the technical memoranda appended to the IMP. These documents identify key design criteria and provide more detailed layouts of each infrastructure system. Each utility will be constructed according to the provisions of relevant City Standard Plans and Specifications per the City's standard design criteria, standard details, Rules and Regulations and specifications, except where deviations are expressly specified in the IMP and except where specifically approved by the City, and in accordance with the timing set forth in the Sensitivity Analysis prepared for each Development Area Plan.

CONFORMANCE WITH EIR AND ENTITLEMENTS

With the development of the design and associated documentation, consistency will be maintained with project mitigation measures required by the EIR and other entitlement documents. Compliance with project mitigation measures shall be the responsibility of the developer until acceptance of the infrastructure by the respective Agency or the City.

INFRASTRUCTURE PHASING

As each of the Project phases described in Section 2.3 above are built, the onsite infrastructure (e.g., road network, and wet and dry utility installations) necessary to support the development of the phase would be constructed in the portion of the site where the phase is being developed. In some cases, it will be necessary to construct infrastructure in portions of the site where future phases would be developed to connect to existing infrastructure and provide a path that would serve the phase under development, as reflected in the MMRP. Site earthwork may require moving existing fill material between parcels, as well as phasing the earthwork to accommodate the landfill operation systems reconstruction. The Post Closure Land Use Plan (PCLUP) and Post Closure Maintenance Plan documents the requirements for the landfill systems as part of the project.

8.2 SITE CONSTRAINTS

This section briefly describes the existing infrastructure pertaining to the project site. This includes landfill systems, rail infrastructure, stormwater drainage systems and more.

OVERVIEW

The site is proximate to a significant amount of existing infrastructure. The City owned and operated systems include sanitary sewer, stormwater drainage, water (domestic and fire), recycled water and landfill operation systems (gas extraction, leachate collection and monitoring) within and adjacent to the site. Utility providers and infrastructure owners with facilities near the site include Silicon Valley Power (SVP), Comcast, AT&T, Santa Clara Valley Water District (SCVWD), Pacific Gas & Electric (PG&E), Union Pacific Railroad (UPRR), Ameresco and Valley Transportation Authority (VTA).

EXISTING INFRASTRUCTURE

Each infrastructure system is briefly described below and as appropriate discussed in greater detail within the ensuing sections of this chapter.

- *Stormwater Drainage System* includes gravity underground conveyance piping, surface drainage channels, retention basin and two pump stations that discharge stormwater runoff to the east to the Guadalupe River and to the west to San Tomas Aquino Creek.
- *SCVWD and the San Francisco Hetch Hetchy system.*
- *Recycled Water Distribution System* is a source of water available to the City for irrigation and other purposes via the San Jose/Santa Clara Water Pollution Control Plant's South Bay Recycled Water facility.
- *Potable Water System.*
- *Wastewater (Sanitary Sewer) System* includes pump stations and both force and gravity sewers that convey sewage to the existing San Jose/Santa Clara Regional Wastewater Facility (Water Pollution Control Plant) located northeast of the site, adjacent to the San Francisco Bay.
- *Landfill Operation Systems* within Parcels 1, 2, 3 and 4 include a landfill gas extraction system and leachate collection system. The landfill gas is extracted via a system of vertical wells and horizontal pipes, and the gas is conveyed to a landfill gas-to-energy system operated by Ameresco, a private company under contract with the City. The leachate collection system (within Parcel 1 and Parcel 3 only) includes a central sump, laterals, risers and pump that discharge to the City sanitary sewer. Additionally, a groundwater monitoring well system and a landfill gas monitoring probe network are present at the site.
- *Rail Infrastructure:* The UPRR infrastructure includes a single track within a 50-ft right-of-way between the west side of Lafayette Street and the east sides of Parcel 3 and 4. There is an existing Station, Santa Clara – Great America Station to the east of Parcel 5 accessible via Stars & Stripes Drive. Additionally, the VTA operates a light rail on Tasman Drive south of Parcel 5, with stations located east and west of the project site.
- *Flood Control Infrastructure:* The SCVWD is responsible for the existing levees along the entire west side of Parcel 4 along Sam Tomas Aquino Creek and the entire east side of Parcel 1 and Parcel 2 along the Guadalupe River.
- *Electric & Telecommunications Systems:* The SVP electric system is Santa Clara's municipal electric utility, including both overhead and underground facilities. PG&E facilities include high-voltage overhead electric and buried gas services; AT&T and Comcast telecommunications are located in underground facilities.
- *Topology:* Existing topology characteristics are illustrated in *Exhibit 1-4: Site Boundaries & Topography.*

8.3 GEOTECHNICAL AND ENVIRONMENTAL CONSIDERATIONS

This section describes significant environmental considerations, most importantly, those having to do with the existing landfill.

OVERVIEW

Structural improvements developed on landfills must comply with specific construction standards set forth in the California Code of Regulations (CCR), Title 27, §21190. Planning documents, design, and construction of these improvements will need to be submitted as part of the Post-Closure Land Use Plan, Closure Plan and Post-Closure Maintenance Plan, and associated regulatory submittals to the County Local Enforcement Agency (LEA), CalRecycle, and the Regional Water Quality Control Board. Title 27 requires that post-closure construction on the site maintain the integrity of the landfill, including any existing final cover, drainage and erosion control systems, and gas monitoring and control systems. Modifications to these systems must be designed to be protective of public health and safety and the environment. Other post-closure land use requirements will include monitoring and ventilating landfill gases beneath proposed buildings and installing improvements designed to keep moisture from penetrating into the landfill materials.

LANDFILL SUMMARY DESCRIPTION

The closed former landfill was the result of several episodes of filling on the separate parcels. The landfill on Parcel 4 operated between the 1960s and 1970s; landfill operations at the other parcels took place from the late 1970s through early 1990s. Current research indicates that the lower portion of refuse was placed by excavating slots (drag technique) into the native soil and backfilling the slots with refuse. The topography indicates that soil embankments were constructed around the waste units and that refuse continued to be placed, which created large mounds above current street elevations. On the basis of the available subsurface information, the refuse on Parcels 1 and 3 ranges from about 40-ft to 80-ft thick; and on Parcels 2 and 4, the thickness of refuse ranges from about 20-to 50-ft. The area of the refuse is approximately 136 acres within the four Parcels. The refuse is underlain by alluvial deposits consisting predominately of clay and sandy clay layers with occasional interbedded layers of sand and silt. Groundwater table elevations are generally in or within 10-ft of the bottom portion of the waste unit based on data from the groundwater monitoring program, and from groundwater levels observed in recently drilled borings.

8.4 SITE GRADING & STORMWATER MANAGEMENT

This section briefly describes site grading, the important impacts the landfill has on grading, as well as stormwater management.

SITE GRADING

The existing site topography varies significantly, with low elevations near sea level and high elevations above 65 feet North American Vertical Datum of 1988 (NAVD 88). This large range in elevation is a result of the placement of the underlying refuse discussed in Section 8.3 above. In order to accommodate the planned development, significant earth moving will be required to provide for safe and accessible access to the proposed facilities on each of the five parcels.

Due to the underlying refuse and the on-going settlement, the final site grading design will be a complex exercise. It is preferable to avoid cutting into the refuse for reasons such as cost, air quality, and health and safety. Additionally, because the refuse has very low compressive strength, adding fill to the site will surcharge the weak refuse and potentially result in additional settlement. These constraints combined with the need to respect the continuity and integrity of the landfill cap (clay soil layer) result in strict grading criteria and the development of detailed methods that will focus on minimizing the disturbance required to grade the site. As the site grading plan is developed and site improvements plans are prepared, interaction with the City and Local Enforcement Agency (LEA) will be required. The Grading and Site Access Technical Memorandum attached to the IMP shows a preliminary grading scheme for the project which includes general pad elevations and access road grading for the development.

Finished grading elevations will be set following verification of landfill cap profile and cut/fill calculations associated with establishing the various development pads. At property lines, stormwater drainage patterns will be maintained so to not increase flow and adjacent grades will be maintained at the existing Tasman Parking Structure.

STORMWATER MANAGEMENT

Site drainage is also complicated by the underlying refuse. The addition of water to the refuse can result in the production of toxic leachate, and can also contribute to settlement by further surcharging the already weak refuse. Due to these factors, infiltration of stormwater runoff is not feasible on the majority of the site. This non-infiltration based design will be discussed with the City, LEA, Regional Water Quality Control Board and Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) to ensure that mechanisms are in-place to exclude the site from any stormwater infiltration requirements.

Because the project will construct or replace more than 10,000 square feet of impervious surface area on the project site, the project must comply with the City of Santa Clara Stormwater C.3 provision requirements and the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) permit. In order to meet C.3 and NPDES requirements, the project will include low impact development (LID) measures to reduce runoff pollutant loads including bio-retention (with underdrain), flow-through planters, tree wells with media filter, infiltration trenches (with underdrain), landscaped open space (landscaped and furnished park-like areas), catch basin filters, green roofs, rainwater harvesting and on-site re-use and green streets

(bioretention / permeable pavements with underdrain). The proposed treatment facilities will be numerically sized in accordance with City requirements to ensure that they will have sufficient capacity to treat the requisite volume of stormwater runoff entering the storm drainage system. Full trash capture devices, as well as other source control measures, will also be included. In addition, the project will be required to record a Stormwater Treatment Measures Inspection and Maintenance Agreement to ensure continued maintenance and performance of the post-construction measures.

Both the San Tomas Aquino Creek and Guadalupe River are contained within FEMA certified levees adjacent to the site. As such, no increase in the 100 year flood elevation as a result of the development will be permitted without recertifying the levees. The on-site stormwater management and treatment features for each parcel will be dynamically modeled during final design, including buildings, parking garages, site, landscape, etc. The results of the modeling will be used to compare the proposed "permanent" storm-water peak flows and volumes for the project with the existing peak flows and show compliance with the jurisdictional regulations. A separate Stormwater Management Report inclusive of detailed hydrologic and hydraulics calculations, analysis and conclusions will be prepared to document the final design of the stormwater management and storm drain system and to obtain the requisite approvals.

TABLE 8–1: EARTHWORK ESTIMATES

Parcel	Total Earthwork (CY)
1	410,000
2	220,000
3	250,000*
4	500,000
5	350,000

** Assuming parcel 3 is graded to provide fill for use on other parcels. Otherwise earthwork will be less, depending on the City's park development plans.*

** Specific compliance will be addressed in the DAP.*

8.5 PROJECT ACCESS

This section discusses project access both regionally and locally, and offers a detailed description of project access points broken down by parcel.

OVERVIEW

The site is currently serviced by two existing freeways. US Route 101 is an eight lane divided freeway running north-south up the Peninsula, along the west side of the San Francisco Bay. It is a major commuter route providing access from San Francisco to South San Jose. US 101 passes to the south of the development site and is accessed by traveling on Great America Parkway or Lafayette Street and Montague Expressway. State Route 237 is a six lane divided highway running east-west from Milpitas to Mountain View, connecting the east and west sides of the Silicon Valley. SR 237 passes to the north of the site, with access from Lafayette Street and the Gold Street Connector or Great America Parkway. Currently there are no plans to expand either US 101 or SR 237.

Local access to the project is provided by three arterial streets. Great America Parkway is a north-south six lane divided major arterial to the west side of the development. There is a short frontage along Parcel 4, measuring approximately 350 feet. Great America Parkway provides primary access to US 101 and SR 237. Tasman Drive is an east-west six lane divided arterial to the south of the project and includes a center-running VTA owned and operated light rail. Lafayette Street is a north-south four lane arterial between the east and west side parcels of the development and includes the UPRR right-of-way along its west side. Lafayette Street provides access to US 101 by way of Montague Expressway and SR 237 by way of the Gold Street Connector. Great America Parkway and Tasman Drive are currently developed with no apparent opportunities for expansion. Lafayette Street has limited opportunity for expansion on the east side and no opportunity for west expansion.

It is a development goal to make CityPlace both bike and pedestrian friendly. Currently, north-south bicycle access to the site is provided by dedicated bicycle trails along San Tomas Aquino Creek to the west of the site and the Guadalupe River Trail. There are also on-street bike lanes along Great America Parkway, as well as bike lanes on Lafayette Street that extend to Calle de Luna just to the south of the development. Bike access to the project in the east-west direction is more limited. Bike lanes currently exist on Tasman Drive, but terminate near Lick Mill Boulevard east of the site. To the west, there are on-street bike lanes along Old Mountain View-Alviso Road, which provide access to residential neighborhoods in northern Sunnyvale.

The following is intended to briefly summarize the current conditions and address how these conditions and the planned development impact infrastructure planning for the project, as analyzed in the EIR.

Timing of off-site infrastructure is addressed in the MMRP. On-site improvements will be addressed at the time of DAP submittals.

SITE ACCESS

Site access points and variant options are illustrated in Exhibits: 3-12, 3-13 and 3-14. The two access points currently serving the existing City owned Tasman Parking Structure will be maintained by creation of a new access point connecting to the relocated Stars & Stripes Drive north of the building (replacing the current lower level second access); the existing lower entrance may connect to the CityPlace below podium parking planned for the Tasman Blocks (Parcel 5).

STREETS & INTERSECTIONS

A new on-site street network comprised of both public and private streets, and improvements to some of the off-site roadways and intersections outside of the project boundary will be constructed. Based upon the current concept plan and transportation analysis, the parcel access summary is as follows:

The street and intersection improvements for site access will require a detailed engineering evaluation with respect to lane configuration, dimensions, signalization, etc. (access variants illustrated in *Exhibits 3-13* and *3-14*). The following summarizes the current planning for the existing, new and modified intersections for the project. Additional design information is provided in the Grading and Site Access Technical Memorandum attached to the IMP. Public and Private Street designations are depicted in *Exhibit 3-11: Public and Private Streets*, which documents preliminary concepts developed with the City of Santa Clara Department of Public Works.

Parcel 1

- One access point from Lafayette Street with a minimum of two entrance and three exit lanes.
- A new "Urban Interchange" which involves raising a portion of Lafayette Street and a new bridge over the UPRR providing access to Parcels 1, 2 and 4 with two entrance and three exit lanes, including bypass lanes for through traffic on Lafayette Street in each direction.
- As an alternate to the "Urban Interchange"; "T" intersections may be introduced on Lafayette Street in two locations to allow "Jug Handle" type access approaches, with bridges over Lafayette Street connecting the eastern and western parcels. One access point from the north at Great America Way.
- Multiple connection points to Parcel 2 located along shared parcel line with a minimum one lane in each direction.

Parcel 2

- One access point from Lafayette Street with a minimum of two entrance and three exit lanes.
- A new "Urban Interchange" which involves raising Lafayette Street and a new bridge over the UP Railroad providing access to Parcels 1, 2 and 4 with two entrance and three exit lanes, including bypass lanes for through traffic on Lafayette Street in each direction.
- As an alternate to the "Urban Interchange"; "T" intersections may be introduced on Lafayette Street in two locations to allow "Jug Handle" type access approaches, with bridges over Lafayette Street connecting the eastern and western parcels.
- One access point from the south via the Lick Mill Boulevard extension.
- One connection to Parcel 4 via a new bridge over Lafayette Street.
- Multiple connection points to Parcel 1 located along shared parcel line with a minimum one lane in each direction.

Parcel 3

- One connection point to Parcel 4 with a minimum two lanes in each direction, with service and emergency access via an existing easement through the Centennial Gateway parking lot to the north..

Parcel 4

- A new "Urban Interchange" which involves raising a portion of Lafayette Street and a new bridge over the UPRR providing access to Parcels 1, 2 and 4 with two entrances and three exit lanes, including bypass lanes for through traffic on Lafayette Street in each direction.
- As an alternate to the "Urban Interchange"; "T" intersections may be introduced on Lafayette Street in two locations to allow "Jug Handle" type access approaches, with bridges over Lafayette Street connecting the eastern and western parcels. One access point from Great America Parkway just north of Great America

TABLE 8–2: ACCESS SUMMARY

Parcel	No. of Access Lanes In	No. of Access Lanes Out
1	4	4
2	4	4
3	1	1
4	9	10
5	4	4

Parkway/San Tomas Aquino Creek crossing with a minimum two entrance and three exit lanes.

- Supplemental access point from Great America Parkway through the existing convention center property via a new bridge over the San Tomas Aquino Creek or via access through the Santa Clara Gateway office park.

- Three access points from Stars & Stripes Drive via Avenue A, Avenue B and Avenue C with a minimum three entrance and three exit lanes.

Parcel 5

- Main access from the Tasman Drive / Centennial Boulevard intersection to Stars & Stripes Drive and site.

- Supplemental right-in/right-out access to Tasman Drive via new Avenue A and Avenue C. With VTA concurrence on crossing of tracks, outbound left turns to westbound Tasman Drive may be incorporated from Avenue C.

- Supplemental access from a new Tasman Drive (eastbound) slip ramp to lower Stars & Stripes Drive or Great America Station Transit Plaza, which will also provide access to the below podium parking garage.

The Lafayette Street "Urban Interchange" has numerous design and regulatory permitting challenges. There are overhead PG&E transmission lines on both sides of Lafayette Street and overhead SVP electric on the east side of Lafayette Street. The interchange will have to provide the proper clearances (or necessary relocation or undergrounding) from these utilities. It will also have to meet minimum vertical clearance requirements above the UPRR on the west side of Lafayette Street and obtain PG&E approval for encroachment through the existing easement.

The access point at Great America Parkway will be the marquee entrance to the development, and will be designed to set the atmosphere for the entire development. However, there are challenges in the layout and design of this access point. As proposed, the access road from Lafayette Street to Great America Parkway follows the northern parcel line for Parcel 4, which meets Great America Parkway at a skew. Per the Caltrans Highway Design Manual, Section 403.3, the minimum interior angle must be 75°, which will affect the approach of the access road. Because the Parcel 4 frontage on Great America Parkway is limited, the location of the access point is relatively fixed. This location is approximately 200-ft from the existing bridge crossing San Tomas Aquino Creek, which means that any improvements to Great America Parkway must conform to the existing bridge. There is also a potential sight distance issue as the intersection is approached from the south due to the existing vertical curve on the San Tomas Aquino bridge structure. Approximately 550-ft north of the access point is the intersection of Great America Parkway and Old Mountain View-Alviso Road. The Grading and Site Access Technical Memorandum attached to the IMP shows the concept site access locations for each Parcel.

8.6 STORMWATER DRAINAGE

This section briefly describes stormwater drainage, including current systems and proposed future infrastructure.

OVERVIEW

The San Tomas Aquino Creek watershed covers an area of approximately 45 square miles. San Tomas Creek originates in the forested foothills of the Santa Cruz Mountains flowing in a northern direction through the cities of Campbell and Santa Clara, into the Guadalupe Slough, and finally into the Lower South San Francisco Bay. The major tributaries to San Tomas Aquino Creek include Saratoga, Wildcat, Smith and Vasona Creeks. Most of the San Tomas Aquino watershed is developed as single and multi-family residential neighborhoods, with additional areas developed for commercial and industrial uses. The majority of the San Tomas Aquino Creek channel has been modified and lined with concrete (from the Smith Creek confluence in the upper reaches downstream to Highway 101).

The Guadalupe River watershed covers an area of approximately 171 square miles. The headwaters drain from the eastern Santa Cruz Mountains near the summit of Loma Prieta in heavily forested unincorporated county land with pockets of low-density residential developments. The Guadalupe River actually begins on the Valley floor at the confluence of Alamitos Creek and Guadalupe Creek, just downstream of Coleman Road in San Jose. From there it flows north, approximately 14 miles until it reaches the Lower South San Francisco Bay via the Alviso Slough. The upper watershed is characterized by heavily forested areas with pockets of scattered residential areas. Residential density gradually increases to high density on the valley floor. Commercial development is focused along major surface streets. Industrial developments are located closer to the Bay, primarily downstream of the El Camino Real crossing. Six major reservoirs exist in the watershed: Calero Reservoir on Calero Creek, Guadalupe Reservoir on Guadalupe Creek, Almaden Reservoir on Alamitos Creek, Vasona Reservoir, Lexington Reservoir, and Lake Elsman on Los Gatos Creek.

The climate of the City of Santa Clara is characterized as dry-summer subtropical (often referred to as Mediterranean), with cool wet winters and relatively warmer dry summers. The mean annual precipitation in the vicinity of Santa Clara is approximately 15 inches (95 percent of which falls between October and April) per the 2007 Santa Clara County Drainage Manual (SCCDM). This value is typical of Santa Clara County east of the coastal range. It is important to note that the site can be subject to a wide range of annual precipitation.

Due to the nature of the existing topography and drainage infrastructure, the five parcels along with the tributary off-site areas have been divided into four distinct sub-watersheds: San Tomas, East Basin, Eastside Channel and Basin Direct. Each watershed, the existing stormwater drainage system, and the proposed infrastructure improvements are described in detail in the Stormwater Technical Memorandum, attached to the IMP.

EXISTING SYSTEMS

The existing City owned and operated drainage system includes pump stations, retention basins, open drainage channels, underground conveyance piping and appurtenant drainage structures. The on-site drainage system is made up of an intricate corrugated poly-pipe network and inlet structures. The off-site drainage systems that convey the stormwater runoff from the project to the discharge locations are shown on the City's Storm Drain System Information Maps.

Parcel 1, 2, 3 and about 45 percent of Parcel 4 are tributary to the Guadalupe River. The stormwater runoff from these parcels is collected in the Eastside Retention Basin, which has a surface area of approximately 5.3 acres and had a 1972 design storage capacity (retention volume) of 30 acre/feet, and discharged to the Guadalupe River via the Eastside Pump Station. The basin also collects runoff from off-site areas to the south and west of the site. The Basin and Pump Station are operated and maintained by the City. The remainder of Parcel 4 and Parcel 5 are tributary to the San Tomas Aquino Creek. The surface water runoff is discharged to the Creek via two existing gravity outfalls (12 inch diameter) and the Golf Course Club House Storm Drain Pump Station and outfall (30 inch diameter).

The Eastside Pump Station, originally constructed in 1973, was last upgraded in 2005 and has a design capacity of 50,000 gallons per minute (gpm). There are approximately 524 acres of the City tributary that flows to this pump station, which includes about 180 acres (34 percent of watershed) from the project. The City prepared a Hydrologic Investigation for the Eastside Pump Station Report in 2000. This Report concluded that the existing pumps had sufficient capacity to prevent the 100-year runoff from ponding in Lafayette Street. However, future pump upgrades were identified as a possibility under worst case scenario conditions.

The Eastside Drainage Channel was constructed in 1971. The City prepared an Initial Study in 2010 for the Eastside Retention Basin Drainage Swale Vegetation Clearing Project. The project proposed to clear vegetation within the drainage channel and establish a recurring maintenance program for these drainage facilities. Reportedly, the construction project was not initiated.

The Golf Course Pump Station was originally constructed in 1987 and has a design capacity of 11,100 gpm. There is approximately 65.8 acres tributary to this pump station including about 43.6 acres from Parcel 4 (66 percent of area), all 8.0 acres of Parcel 5 and 14.2 acres from the public right-of-way including Stars & Stripes Drive, Tasman Drive and the City parking garage. The system utilizes the depressed area on Parcel 4 within the golf course driving range for detention and includes submersible pumps and an outfall to the San Tomas Aquino Creek.

PROPOSED INFRASTRUCTURE

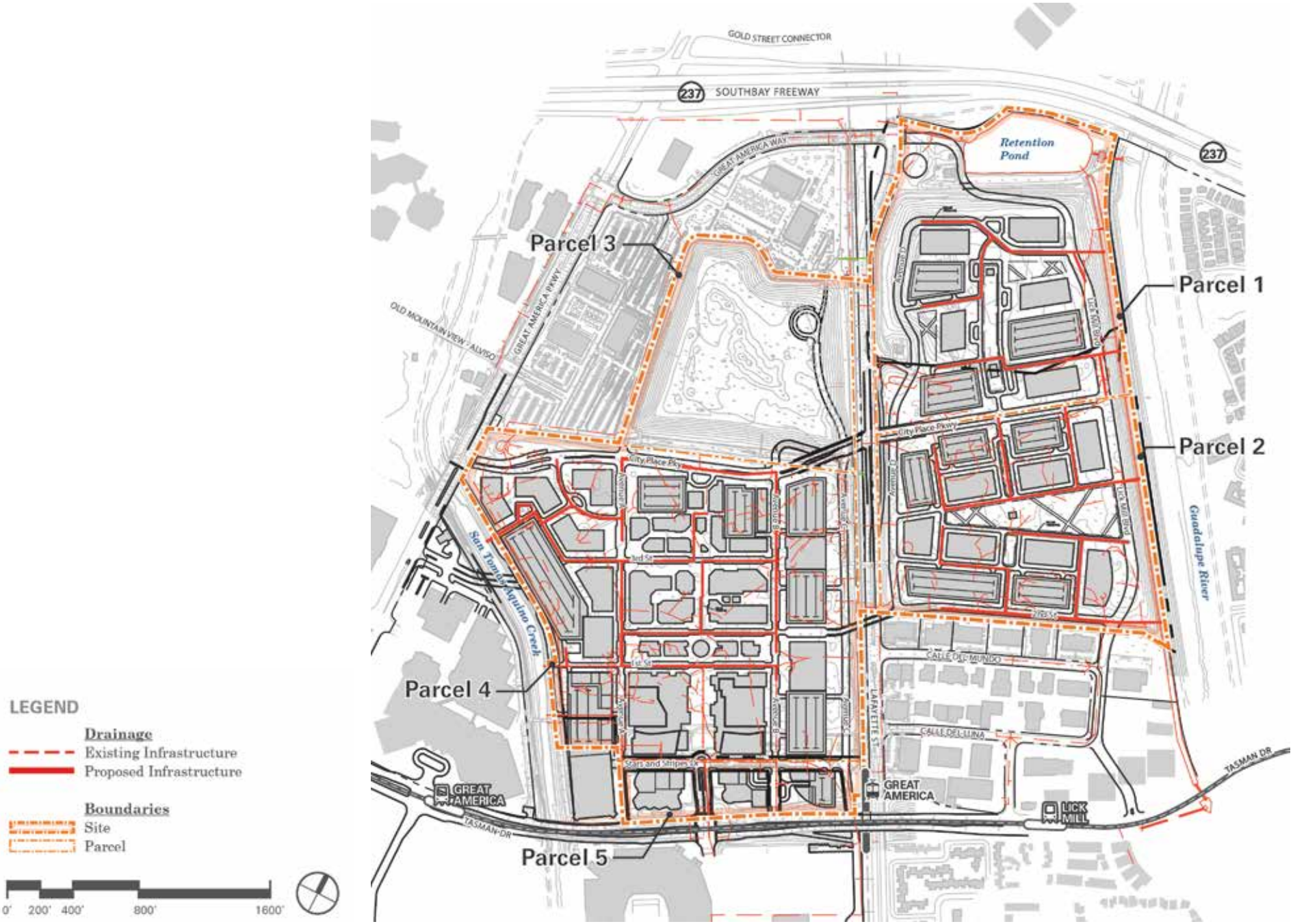
The storm drainage system for the project will be an underground gravity network of pipes, catch basin, manholes, water quality treatment measures and other appurtenances (as illustrated in *Exhibit 8-1: Storm Drain*). The building drainage will be via internal systems piped directly to the storm drains. A complete storm drain study for the 10-year and 100-year storm events prior to grading permit issuance will be prepared and submitted for review and approval by the City. For final design, the public underground piped storm drain conveyance system will be capable of conveying the 10-year peak runoff as well as safely convey the 100-year event peak flows from the site via a combination of the piped system and surface conveyance. Public streets shall be designed such that the 100-year event flow remains within the roadway limits and not extend into private property.

The stormwater runoff from Parcels 1, 2 and 3 will discharge to the Eastside Retention Basin and be pumped to the Guadalupe River via the existing Eastside Pump Station. From Parcels 1 and 2, there will be multiple new outfalls from the site to the existing Eastside Drainage Channel. Minor modifications will be required to accommodate the new outfalls into the existing Eastside Drainage Channel. From Parcel 3, the existing drainage infrastructure located north of the parcel and west of the UPRR will be utilized. An option to utilize the existing infrastructure to the west of the parcel in the adjacent Gateway property may also be explored. The preliminary evaluation identified that a portion of the existing off-site system may need to be upsized to accommodate Parcel 3, depending on the City's development plans for the City Park. However, these upgrades may not be required if enough of the stormwater on Parcel 3 is collected and re-used or routed to the existing drainage area between Parcel 3 and 4.

The stormwater runoff from Parcel 4 and Parcel 5 will discharge to the San Tomas Aquino Creek via three new stormwater outfalls. The invert of the outfalls will be set above the bottom of the Creek at a final elevation to be coordinated with the SCVWD to ensure the location is above sediment levels within the Creek. The Golf Course Pump Station will need to be modified,or based on the final design may be abandoned and removed, as the project will collect and convey stormwater runoff at higher elevations obviating the need for pumping.

As previously stated, the goal for the final stormwater management design will be to reduce the proposed peak flows to existing peak flow levels through the incorporation of sustainable stormwater measures. During final design, the extent of stormwater management measures such as low-impact development (LID), stormwater treatment best management practices (BMPs), rainfall harvesting and re-use within the project will be determined, and the potential off-site improvements will need to be further studied.

EXHIBIT 8–1: STORM DRAIN



8.7 POTABLE WATER

This section briefly describes potable water systems, including current and proposed future infrastructure, in addition to estimated future water demands for CityPlace.

EXISTING SYSTEM

The water system in the City of Santa Clara is operated and maintained by the City of Santa Clara Water and Sewer Utility. This system is supplied with potable water from three main sources; the Santa Clara Valley Water District (the "SCVWD"), the San Francisco Public Utility Commission (the "SFPUC Hetch Hetchy"), and 27 groundwater wells operated by the Water and Sewer Utility. The potable water supply is augmented with recycled water from South Bay Water Recycling. This recycled water is not permitted for potable use, but it can be used for irrigation, toilet flushing and approved industrial uses.

The existing domestic water system near the site is provided on the City of Santa Clara Water Base Maps W93 – W115. There is a network of water mains around all four sides of Parcels 3, 4 and 5. This network is also located along the west and south sides of the Parcels 1 and 2.

PROPOSED INFRASTRUCTURE

Parcels 1 and 2 will be served by the existing water main in Lafayette Street. Parcel 3 will be served by the same water main in Lafayette Street, a stubbed main beneath the UPRR tracks to the east of Parcel 3. Parcels 4 and 5 will be served by the existing water mains in Great America Parkway, Stars & Stripes Drive, Centennial Boulevard and Tasman Drive.

Each site will include a combined domestic and fire water system "looped" network with a minimum two points of connection to the existing system. The Water Technical Memorandum attached to the IMP shows a preliminary layout of the water system, including possible connection points. Due to the height of some proposed buildings, it may be necessary to include booster pumps in the looped system to maintain water pressure for fire flows. Location of these pumps either within or external to the buildings will be evaluated. Connections to the public system will be provided by the City of Santa Clara Water Utility. Each connection to the existing public water system will require a meter and backflow preventer to keep water from flowing from the project back into the public system.

California Code of Regulations, 22CCR§64572.(f) states that new water mains shall not be installed within 100-ft of the nearest edge of any sanitary landfill, wastewater disposal pond, etc. The City is seeking a waiver from this requirement. Specific water utility materials, methods of construction, locations of appurtenances such as valves, meters, backflow devices, etc. must be addressed and approved by the City. Some sections of the water system on Parcel 4 may need to be private due to the inclusion of the structural platform and site design features.

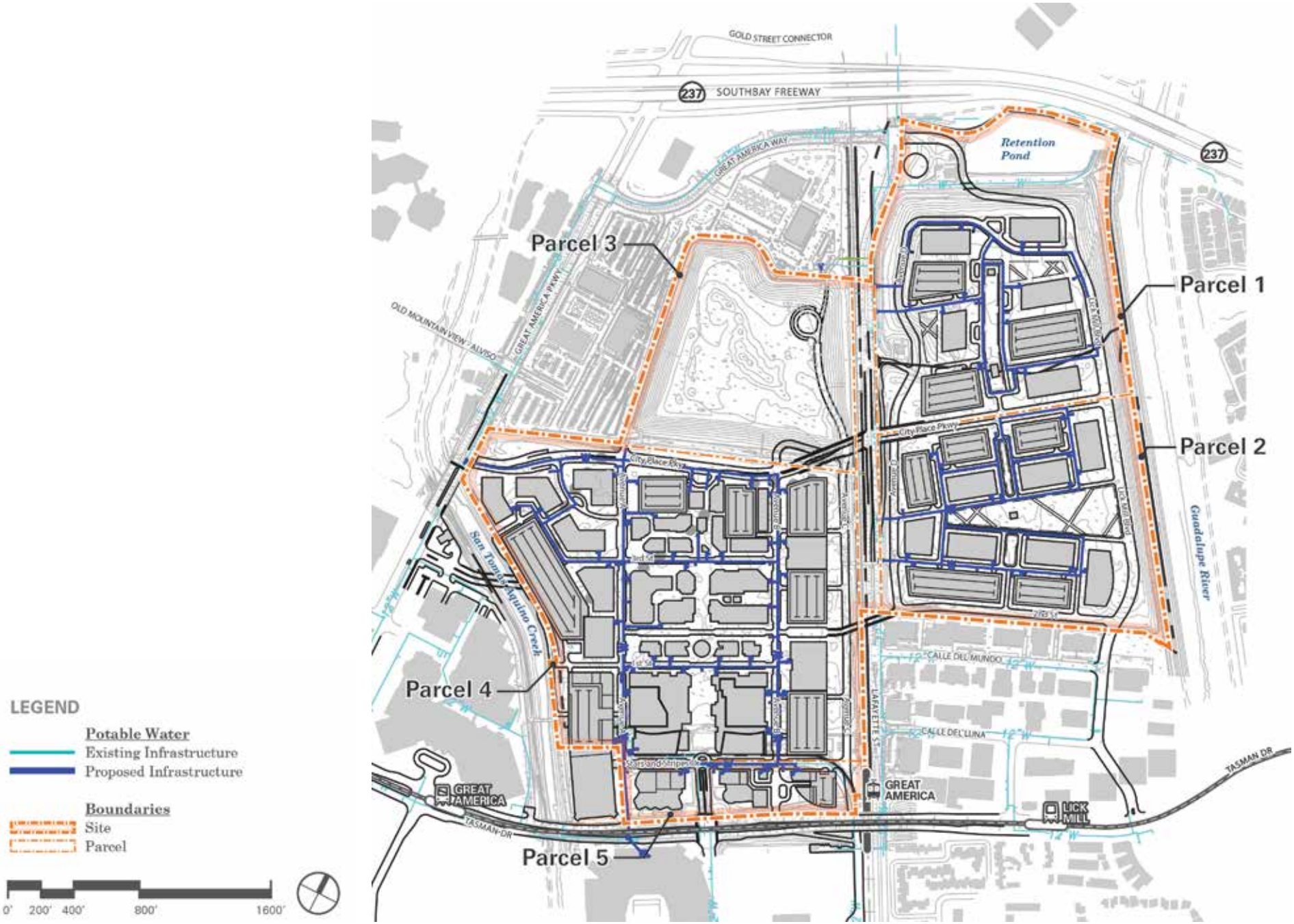
Based upon the current concept plan, the estimated water demand per Parcel is as shown in *Table 8-3: Estimated Water Demand*. As the design is finalized, these estimates will be refined and used to design a system which meets the needs and phasing of the project. Additional design information is provided in the Water Technical Memorandum attached to the IMP. Should the Development Area Plans demonstrate a substantial increase in water demand beyond that evaluated under the Water Supply Assessment in the Environmental Impact Report for the project, a new Water Supply Assessment may be required

Implementation of the water system as currently designed will likely require some off-site improvements to the existing utility systems. The connection point to the northeast of Parcel 3 is a stubbed asbestos cement water main that was installed in 1970 and later abandoned. It

TABLE 8–3: ESTIMATED WATER DEMAND

Parcel	Potential Development Area (gsf)	Water Demand(gpd) Scheme A	Water Demand(gpd) Scheme B
1	1,440,000	211,680	211,680
2	2,592,000	381,024	381,024
3	0	TBD	TBD
4	4,259,400	1,000,619	727,727
5	873,000	255,310	255,310

EXHIBIT 8–2: POTABLE WATER



may not be in an acceptable condition to serve the project. Also, a considerable amount of fill may be added to Stars & Stripes Drive. Previous City studies indicate that this will require the existing utilities in Stars & Stripes to be raised. The City also noted approximately 2,000-ft of domestic water mains that may need to be upsized. Specifically, these include the 8-inch asbestos cement main in Great America Parkway, the 8-inch asbestos cement main in Lafayette Street, and parts of the loop in Calle de Luna and Calle del Mundo. An extension of the existing water main in Tasman Drive may also be necessary. More study will be required to determine if these sections or others will need to be upsized to meet the water demand of the project, and will occur with each DAP.

City standards that govern development shall be those current/approved at the time of DAP approval. All water utilities shall be designed to comply with the City's design criteria and standards.

Per City Water Department the following water utility horizontal clearances are required:

- 12" of vertical clearance at water service crossing with other utilities
- 10' of horizontal clearances between water and sanitary sewer utilities
- 8' of horizontal clearances between water and storm drain utilities
- 5' of horizontal clearances between fire and other water utilities
- 5' of horizontal clearances between water and gas utilities

8.8 RECYCLED WATER

This section discusses recycled water as it relates to CityPlace, including existing and proposed infrastructure.

EXISTING DISTRIBUTION

The existing recycled water distribution system near the site is provided on the City of Santa Clara Water Base Maps RCW93 – RCW115. There is a network of recycled water mains along the north, east and west sides of Parcel 1, the east and south side of Parcel 2, and between Parcel 3 and Parcel 4.

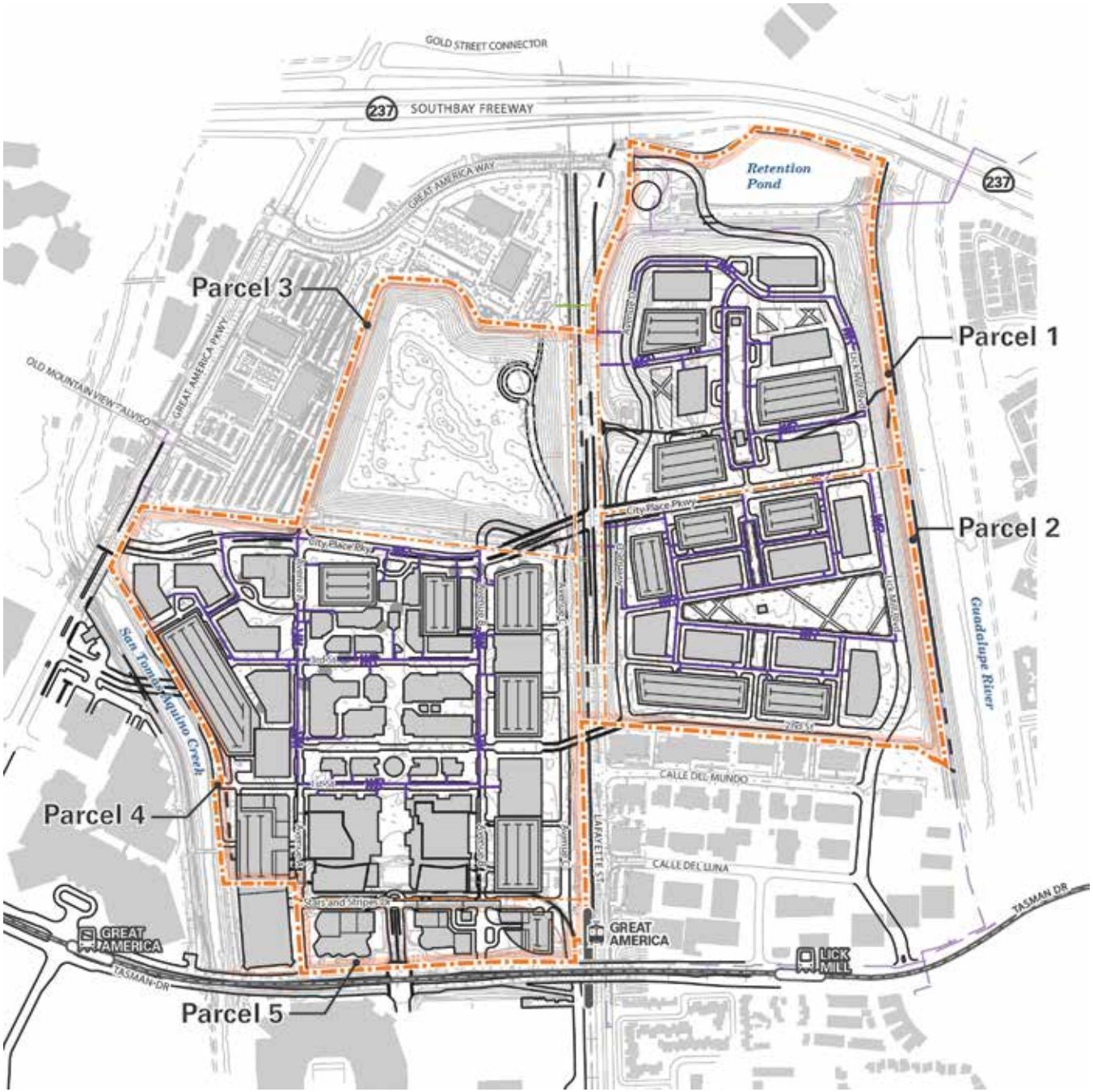
Recycled water is supplied to the site from the South Bay Water Recycling Program. It is conveyed from the plant to the northeast corner of Parcel 1 by a 16-inch plastic pipe. This pipe travels beneath State Route 237 then crosses the Guadalupe River. On the west bank of the Guadalupe River the recycled water main splits. One 12-inch Yelomine (plastic) pipe is located along the east side of Parcel 1 and Parcel 2 until it reaches Tasman Drive. It then turns west and mixes with a 30-inch steel recycled water main located along Tasman Drive before crossing this main and continuing in Lick Mill Road. The second branch of the recycled water system is a 16-inch plastic main along the north side of Parcel 1. At Lafayette Street it turns to the south and travels approximately 1,500-ft, passing through a reducer to become a 12-inch plastic pipe. At the boundary between Parcel 3 and Parcel 4 the main turns west and travels through a 30-ft wide Recycled Water and Sanitary Sewer easement to Great America Parkway. At Great America Parkway, the main turns north before continuing west along Old Mountain View – Alviso Road. The City of Santa Clara Water Utility estimates pressure in the recycled water system to be between 80 and 90 psi in the vicinity of the site.

PROPOSED INFRASTRUCTURE

The recycled water system for each parcel will have two points of connection to maintain recycled water service. For both Parcels 1 and 2, the recycled water distribution will include one point of connection to the existing recycled water main in Lafayette Street and one point of connection to the recycled water main along the eastern edge of Parcels 1 and 2. For Parcels 3 and 4, the recycled water distribution will include two points of connection to the existing recycled water main located in the easement between Parcel 3 and Parcel 4. Parcel 5 will connect to the new infrastructure in Parcel 4.

As the design of the project progresses, the use of recycled water will be evaluated. The recycled water system can be used to supply non-potable water for different uses such as irrigation, HVAC equipment (cooling tower make-up), and toilet flushing. As these systems are designed, the entire water balance (domestic source, recycled source, reuse source) can be developed. Each connection for each use will require a separate meter as well as City and State approval via an independent recycled water permitting process. Additional design information is provided in the Water Technical Memorandum, attached to the IMP.

EXHIBIT 8–3: RECYCLED WATER



LEGEND

Recycled Water

Existing Infrastructure

WR-XX"HDPE Proposed Infrastructure

Boundaries

Site

Parcel

0' 200' 400' 800' 1600'

8.9 WASTEWATER

This section briefly describes wastewater systems, including current and proposed future infrastructure, in addition to estimated future sewage generation for CityPlace.

EXISTING SYSTEM

The existing wastewater collection system for the City of Santa Clara includes a series of gravity trunk sewers, pump stations and sanitary force mains. The system conveys the wastewater to the existing San Jose/Santa Clara Regional Wastewater Facility (RWF) located approximately 2 miles northeast of the site. The site is located at the downstream end of the piped collection system. From Great America Parkway on the west side of the project, two main sewers are located between Parcel 3 and Parcel 4. The northernmost gravity trunk sewer is a 33-inch Reinforced Concrete Pipe (RCP), and the southernmost is a 42-inch RCP. Within Lafayette Street there is a 36-inch gravity trunk sewer. These three sewers join in Lafayette Street into two 42-inch RCP's and continue north in Lafayette Street between Parcels 1 and 3. At the northern edge of Parcel 1, these sewers turn to the northeast, following the Parcel 1 boundary to the existing diversion structure which diverts the flow to both the existing Rabello Pump Station and the Northside Pump Station. There is a 12-inch sewer in Stars & Stripes Drive, which connects to the 36-inch sewer in Lafayette Street.

The gravity sewer that bypasses the Rabello Pump Station continues beneath the Guadalupe River and California State Highway 237, where it flows to the Northside Pump Station. From the Northside Pump Station, the wastewater is pumped and conveyed in a force main to the RWF. The Rabello Pump Station will pump wastewater to the RWF through a secondary force main, which follows the alignment of the Northside Pump Station gravity sewer and its force main once crossing beneath the Guadalupe River and Highway 237.

The current pump station operation includes the Rabello and Northside Pump Stations working in parallel to pump the wastewater to the RWF. The maximum capacity of this system, referred to as the Firm Capacity, is defined as the maximum capacity of the combined pump stations with the largest pump for each pump station out of commission. This builds some redundancy into the system, allowing it to function even if one of the pumps for each pump station is out of service. The Northside Pump Station has four pumps running in parallel to pump effluent, and the Rabello Pump Station has eight pumps running in parallel. Currently, the City of Santa Clara estimates the Firm Capacity of these two stations to be 41.0 million gallons per day (mgd). Per RMC's Sanitary Sewer Capacity Evaluation for the project dated 6 August 2015, the peak wet weather flow (PWWF) results predicated by the model are 43.0 mgd without the project and 44.8 mgd with the project.

PROPOSED INFRASTRUCTURE

Based upon the current concept plan, the estimated sewage generation per parcel is as follows:

TABLE 8–4: ESTIMATED SEWAGE GENERATION

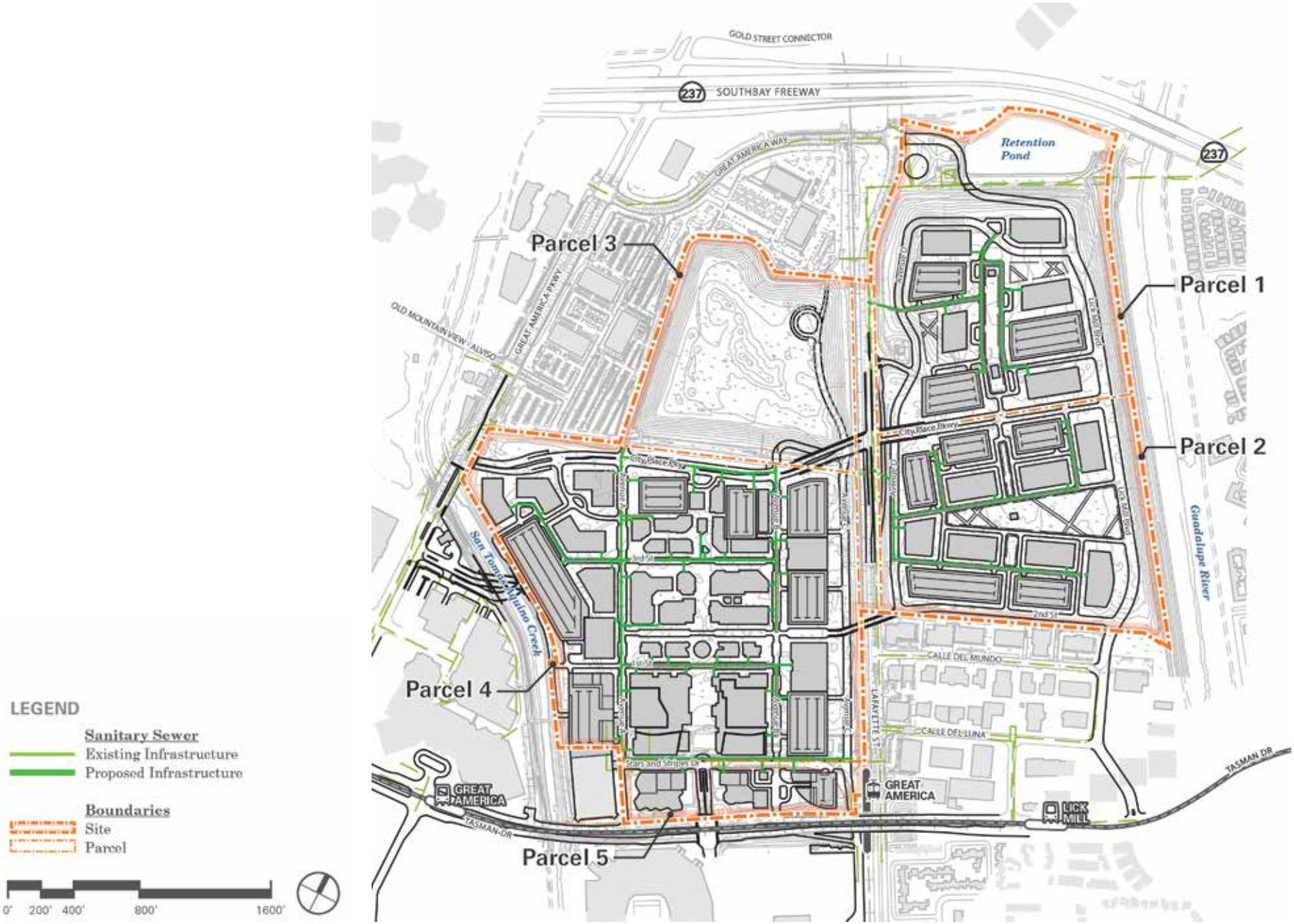
Parcel	Potential Development Area (gsf)	Sewage Generation (gpd)
1	1,440,000	201,600
2	2,592,000	362,800
3	TBD*	TBD*
4	4,259,400	941,506
5	873,000	243,152

*Restroom & concessions within the park will contribute minimally to generation amounts (TBD).

The proposed sanitary sewer system for the project will connect to the existing City gravity trunk sewers between Parcels 3 and 4, in Lafayette Street and in Stars & Stripes Drive. The preliminary locations for the points of connection and for the routing of the sewers within in development parcel are provided in the Sanitary Sewer Technical Memorandum, attached to the IMP. The preliminary design includes multiple gravity sanitary sewer systems with laterals, mains, manholes and cleanouts designed per City standards. The pipes will have the capacity to convey the total peak wet weather flow at a minimum velocity of 2 feet per second when flowing half full and no more than 75 percent full. Parcels 1 and 2 will connect to the westernmost existing 42-inch sewer in Lafayette Street, and Parcels 3 and 4 will connect to the existing 42-inch sewer located between Parcels 3 and 4. Parcel 5 will connect to the Stars & Stripes Drive system. The Stars & Stripes Drive system will need to be completely replaced to accommodate the proposed below grade parking structures. The systems are proposed as a looped system to provide redundancy as required by the City.

As the design is finalized, these estimates will be refined and used to design a system which meets the needs and phasing of the project. A detailed hydraulic analysis of the sewer system shall be performed to confirm the findings in the RMC Technical Memoranda, as well as to evaluate the timing for upgrades to the Rabello and North Side Pump Stations.

EXHIBIT 8–4: SANITARY SEWER



8.10 FIRE STATION

An existing City of Santa Clara Fire Station No: 10 is currently located on the development site and may continue to operate at this location or be relocated to an agreed location concurrent with a future project phase as outlined in the DDA.

OVERVIEW

The current fire station location is at the intersection of Stars & Stripes Drive and the proposed Avenue B, as depicted in *Exhibit 3-16: Fire Station Relocation*. The fire station may be retained in its current position during initial development phases or permanently. Two possible relocation options are proposed both situating the fire station along Great America Parkway. Other accommodations (temporary and/or permanent) shall be agreed upon through consultation with the Fire Chief. Further details regarding Fire Department access and coordination with the Fire Chief on emergency service requirements will be provided with each DAP submittal or other documentation associated with each design development.

8.11 ELECTRIC, GAS AND TELECOMMUNICATIONS

This section describes the existing and proposed systems for electric, gas and telecommunications at CityPlace.

ELECTRICAL DISTRIBUTION SYSTEM

Pacific Gas and Electric (PG&E) provides gas and electrical services to the vast majority of Northern California. However, some cities have historically provided their own municipal electric company. Such is the case for the City of Santa Clara whose municipal electric company is referred to as Silicon Valley Power (SVP). SVP provides electric utility power to all residences and commercial businesses in the City of Santa Clara. Since the City is surrounded by PG&E territory, there are locations within Santa Clara where PG&E owned electric transmission systems exist, within appropriate right-of-ways. PG&E transmission systems traverse all four parcels.

Existing System

PG&E maps indicate that two separate PG&E 115kV overhead transmission pole lines run "north-south" along the westerly side of Lafayette Street. There is a 175-ft wide easement within Parcels 5, 4 and 3 for these transmission lines. Additionally, a PG&E overhead transmission pole line runs "north-south" along the east side of Lafayette Street. These pole lines are in dedicated rights-of-way, which typically forbid structures of any kind.

SVP's electric distribution maps indicate that an existing 12kV underground distribution line provides service to existing commercial buildings along Stars & Stripes Drive. There is an existing 12kV overhead line running north-south under the PG&E transmission pole line on the easterly side of Lafayette Street that branches easterly to serve the residential development southeast of the proposed new development. There also is an existing 230kV underground transmission line (part of the Northern Receiving Station system) in Lafayette Street. This underground line is in the west side of Lafayette Street from Tasman Drive to the southern edge of Parcel 2. The 230kV line turns east, crossing Lafayette Street, continuing along the toe of the southern slope in Parcel 2 then turns north continuing along the toe of the eastern slope in Parcel 2 and Parcel 1. At the northern limit of Parcel 1, just south of the Eastside Retention Basin, the line turns east and traverses under the Guadalupe River. Lastly, SVP underground electric 12kV feeder-lines exist along Great America Parkway, adjacent to Parcel 4, and along the Guadalupe River adjacent to Parcel 2. Discussions with SVP indicate that all of the existing underground and overhead distribution lines in the immediate vicinity of the new development are fully utilized and could not be extended to serve the new development.

Proposed Infrastructure

It is common for parking lots to intrude into PG&E easement areas. When that occurs, care must be taken to avoid placement of parking lot lights and trees within the easement. PG&E would need to be consulted to obtain approval for any development (i.e. grading/landscape plans) planned within the easement areas. Additionally, site improvements would be designed to avoid conflict with existing transmission line steel support poles. It is conceivable, however, that PG&E would allow a support pole to be adjusted to be "taller" or moved "tangentially" along the north-south corridor to eliminate a conflict with proposed grading or utility improvements. Moving poles perpendicularly to the north-south route should be

avoided because it is impractical to add the necessary "down-guys" and provide the additional easements, to consider off-setting the transmission pole line.

SVP has confirmed that to provide electrical service to the new development, new circuits will need to be installed and extended from the existing "Northern Receiving Substation" located south of Levi's stadium. Specifically, it is expected that four new 600A, 12kV feeder lines will be needed to serve Parcels 4 and 5.

Two more feeder lines will be required for Parcel 2, and one for each of Parcels 1 and 3, for a total of eight new feeders.

The feeder lines will be installed as part of a multi-circuit conduit bank of up to four 5 inch primary conduits. Accordingly, it is expected that two new trench routes, each typically 36 inch x 60 inch, will need to be extended approximately 1,800-ft from the substation to the south end of the new development, although further study is needed to determine the appropriate routing of the new feeder-lines throughout the development.

SVP manholes would be needed, typically spaced no more than 500-ft apart, to facilitate cable pulling and to allow the installation of pad mount switches and transformers. Further study is needed to determine the number and locations of manholes, switches and transformers that would be required to serve the new development and will occur with the submission of each DAP.

The applicant will be responsible for trenching and installing all new SVP conduits and substructures. SVP does not utilize sub-surface equipment. All switches and transformers will be pad-mounted and locations will need to be coordinated with SVP during the design stages.

Streetlights will be part of the project on all new streets. For new streets that are to be dedicated as public streets, SVP will provide public streetlights (e.g. electroliers) as part of their electric service. If the streets are to be "private", the applicant would be required to bear the cost of providing City approved street lights.

SVP has recently announced that "fiber services" are being offered to schools and residential developments. The extent and locations of SVP "fiber" services for each of the four development parcels will need to be coordinated with SVP during the design stages.

NATURAL GAS DISTRIBUTION SYSTEM

Existing System

PG&E will be the service provider for natural gas to the development. PG&E's maps indicate that an existing 24-inch high-pressure gas transmission main is located north-south along Lafayette Street. Specifically, the gas main is along the west side of Lafayette Street from the south, northward, until it reaches the midpoint of Parcel 4, then it crosses to the east side and traverses northward along the east-side of Lafayette Street along the entire frontage of Parcels 1 and 2. Any street improvements to Lafayette Street (i.e. road widening, road overlay) will need to be reviewed by PG&E to ensure the integrity to their gas facilities would be maintained.

PG&E's gas distribution maps also indicate that 2-inch and 1¼-inch distribution gas mains exist along Stars & Stripes Drive. Also a 4-inch gas main is located north-south along the east side of Lafayette Street, and a second 4-inch main is located along the east side of Great America Parkway adjacent to Parcel 4.

Proposed Infrastructure

It is feasible that the 4-inch existing gas mains in the vicinity could be extended into the new development to provide gas service, assuming standard "commercial gas loads" are needed. If any "campus boiler/steam" type systems or "bloom box generators" are being considered, specific studies will be required for PG&E planning to evaluate. Gas facilities along Stars & Stripes Drive could be utilized to serve only the two nearby proposed buildings, but may need to be relocated if Stars & Stripes Drive is reconfigured.

Extending the gas service from the 4-inch gas main from Lafayette Street into Parcels 4 and 5 would require crossing the UPRR right-of-way. This crossing, if necessary, will require railroad permits and a "jack and bore" crossing. As an alternative, it is feasible that a gas sleeve could be incorporated into any new bridge structures that may span the rail right-of-way and Lafayette Street.

If the total expected gas loads of the new development are sufficiently large, PG&E may require the installation of a new gas regulator station to serve the development. The proximity of the high-pressure transmission line provides the capacity to provide service to a gas regulator station should one be required. A new gas regulator station would take approximately three years for PG&E to plan, design, and build.

PG&E gas mains would typically be extended in a trench joint with SVP electric facilities. SVP trenches are typically minimum 36 inches wide and often 48 inches wide when accommodating all four utilities. This is because SVP requires 12 inch horizontal separation from gas, telephone/catv facilities, rather than "vertical" separation, which is more common PG&E requirement.

The applicant is responsible for all trenching and has the option to install gas facilities and to be credited by PG&E for the estimated cost of the installation. It is recommended that gas meters be located outside of proposed new buildings, either in an alcove, or perhaps adjacent to landscape walls. PG&E clearances and truck access to gas meters would need to be provided. PG&E does allow gas meters to be located in "gas rooms", but the requirements are strict (E.G. forced air ventilation system, gas detection, explosion proof fixtures, etc.), and the process typically delays the PG&E approval process significantly (6 to 12 months additional).

TELECOMMUNICATION SERVICE

Existing System

AT&T service maps indicate that limited AT&T facilities exist along Stars & Stripes Drive. It does appear, however, that significant AT&T facilities exist on a north-south "wood pole line" along the east side of Lafayette Street.

Comcast service maps indicate that facilities exist along Stars & Stripes Drive, and it appears that significant Comcast facilities exist on a north-south "wood pole line" along the east side of Lafayette Street.

Proposed Infrastructure

AT&T will provide service to one Minimum Point of Entry (MPOE) for up to one building on each non-contiguous property. AT&T will serve multiple buildings on one property, but the applicant will be billed for the estimated cost of the additional AT&T services. The applicant is responsible for trenching and installation of AT&T conduits.

It is typical for developers to discuss the possible extension of "fiber services" with AT&T. If desired, a utility consultant would work with AT&T's engineering department to discuss the need for fiber pads if fiber service is ultimately to be provided to the project.

Conduits for new Comcast service would typically be installed by Comcast contractors in an "open trench" provided by the developer. Number and sizes of conduits would be based on the types of services desired for the development program.

It would be necessary for AT&T and Comcast to cross the UPRR right-of-way to serve Parcels 4 and 5. This crossing would require railroad permits and a "jack and bore" crossing (the same jack and bore pits that would be needed for gas facilities could be used for these services, however, separate conduit/sleeves would be required to provide separation). As an alternative, it is feasible that the conduits could be incorporated into any new bridge structures that may span the rail right-of-way and Lafayette Street.

8.12 ADDITIONAL FACTORS

This section briefly describes additional infrastructure elements such as interstitial spaces, settlement vaults, structural slabs, and utility trenching.

LANDFILL INFRASTRUCTURE

The development of the site will impact the current configuration of portions of the landfill operations monitoring, collection and removal systems. Initial assumptions for abandonment and replacement or maintenance of the above systems include the following:

- Protection and maintenance of groundwater monitoring wells and groundwater piezometers;
- Monitoring existing leachate collection and removal system during site development;
- Abandonment and replacement of the landfill gas collection and removal system including the landfill gas monitoring probes.

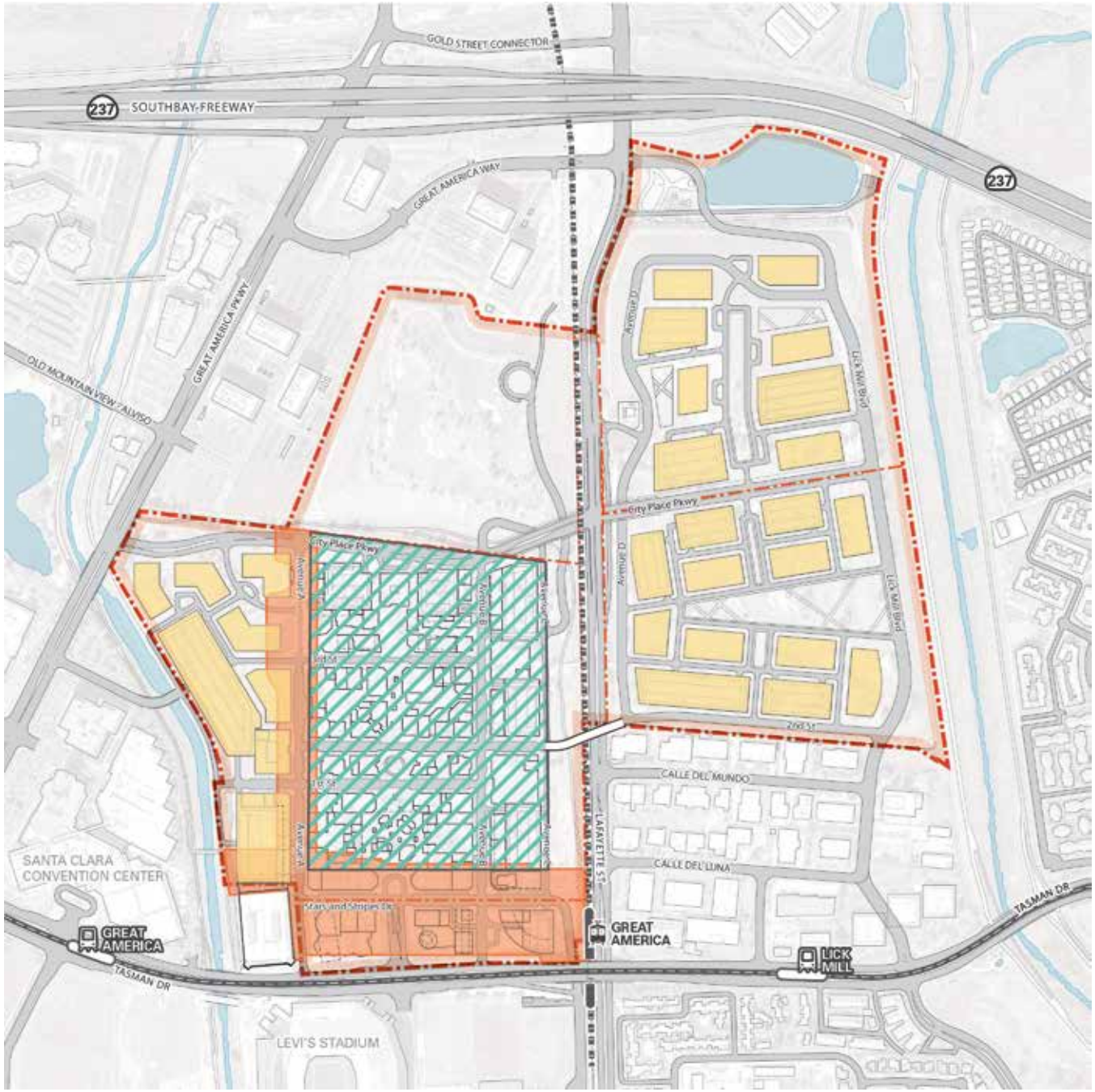
The design of specific landfill infrastructure components including the Landfill Gas Extraction System Re-Design, Landfill Gas Mitigation System at Building Pads and Landfill Monitoring Features will require further design coordination. Infrastructure modifications will be done in accordance with applicable laws and regulations, with review and input from the regulatory agencies that administer compliance including the Santa Clara County Department of Environmental Health Local Enforcement Agency (LEA), the California Department of Resources, Recycling, and Recovery (CalRecycle), the San Francisco Bay Regional Water Quality Control Board (RWQCB), the Bay Area Air Quality Management District (BAAQMD), and the City of Santa Clara Planning Department.

NON-STANDARD DESIGN ELEMENTS

Some of the non-standard design elements that may be incorporated into the site design to address the landfill issues for the project include interstitial spaces, settlement slabs, settlement vaults/flexible connections, special utility trenching for landfill cap disruption and refuse handling and considerations for landfill gas. Typical utility/roadway corridor sections have been prepared for several variations of roadways, streetscape amenities and the multiple utilities that will be located within each street (sewer, storm drain, domestic/fire water, recycled water, gas, joint trench, automated waste collection, landfill gas extraction system), and are provided in the applicable technical memoranda. The following briefly discusses some of the non-standard elements that will be incorporated into the final design of the system.

- *Interstitial Spaces:* Beneath the buildings within the City Center portion of the project and other select office buildings, there will be an interstitial space. The current design assumes a 4-ft to 5-ft high interstitial space, which will allow the building utility laterals to be accessible from within the building first floor space without disrupting the landfill systems.
- *Settlement Vaults/Flexible Connections:* At locations where differential settlement is expected, settlement vaults and/or flexible connections will be included in the design. These direct buried vault structures will either enclose a flexible connection (such as a Flex-Tend device) or be located adjacent to a building structure to allow for a piped configuration within the vault to settle. There are two conditions that will need to be addressed: 1) transition from structure to direct bury support over refuse; and 2) transition from direct bury to direct bury over refuse.
- *Structural Slabs:* Within City Center, the majority of the infrastructure systems will be constructed on a structural slab supported on deep foundations. The slabs will support the roadways between the proposed City Center buildings and have been designed to minimize disruption to the landfill cap and refuse. The gravity utility systems have a direct impact on the depth of the structural slab relative to street grade, and will require deeper utility corridors in the slab, which may impact/disrupt the landfill cover and refuse.
- *Utility Trenching for Landfill Cap Disruption:* Utility corridors, which may or may not be within a roadway, may need a sub-grade improvement program to reduce total and differential settlements. Utility trenching that penetrates the landfill cap will require excavating and disposing of all the material encountered below the cap. The exposed trench will be lined with a polyethylene liner to re-establish the cap and the trench will be backfilled with clean import backfill. This will allow for the future maintenance of the utility without encountering landfill material and impacting the cap.

EXHIBIT 8–5: FOUNDATION SYSTEMS*



LEGEND

Foundation Types

- Continuous Podium Supported on Piles Through Refuse
- No Refuse Below (Conventional Foundations)
- Individual Structures Supported on Piles Through Refuse

Transit

- VTA Light Rail
- Capitol Corridor/ Altamont Commuter Express

Boundaries

- Site
- Parcel

1" = 800'

0' 200' 400' 800' 1600'

** The retention pond area (while part of the legal parcel) is a City utility facility and not part of the development area or FAR calculations.*

EXHIBIT 8–6: LANDFILL BOUNDARY*

LEGEND

Landfill
Landfill Boundary

Transit
VTA Light Rail
Capitol Corridor/
Altamont Commuter Express

Boundaries
Site
Parcel

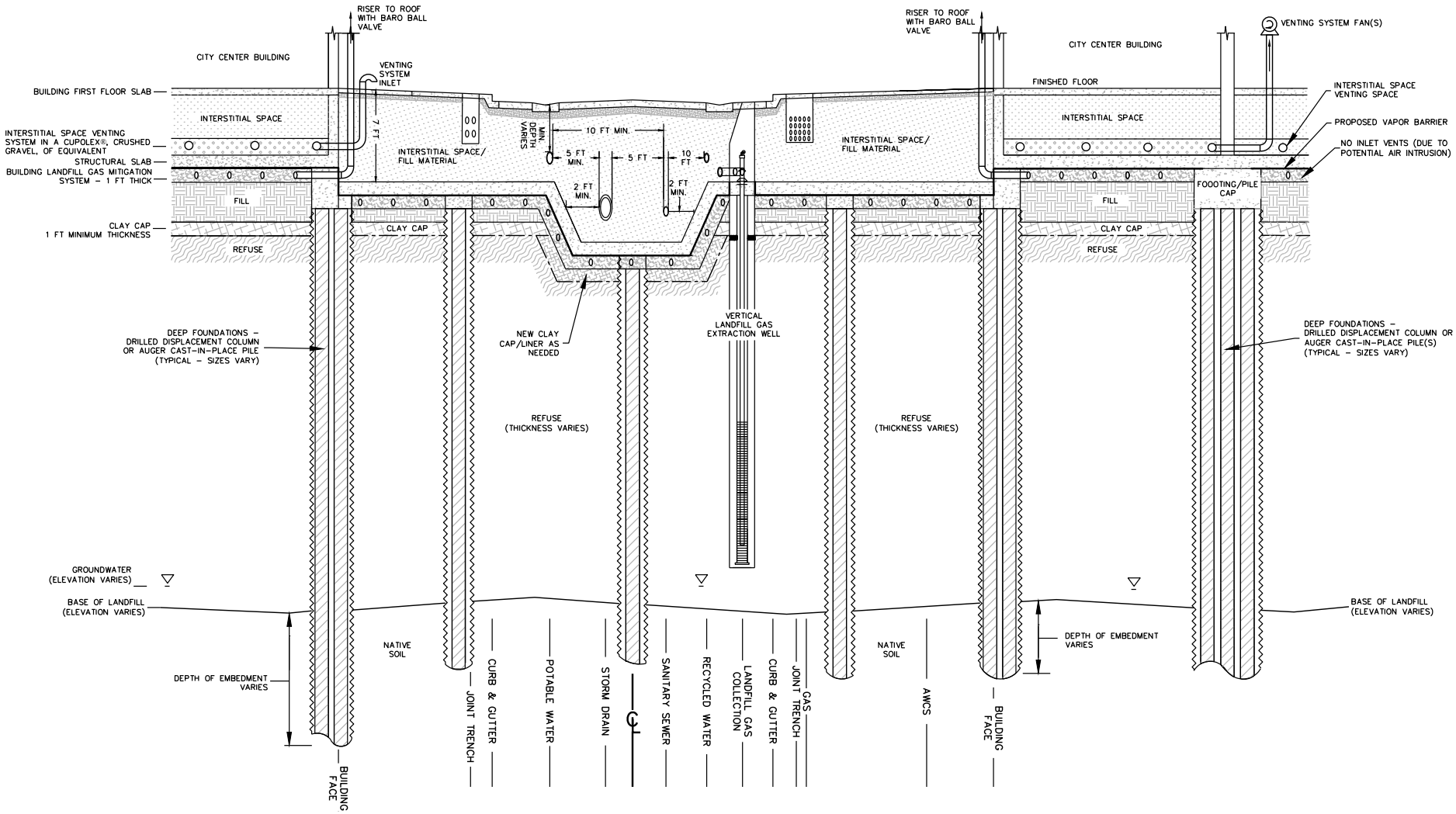
1" = 800'

0' 200' 400' 800' 1600'

** The retention pond area (while part of the legal parcel) is a City utility facility and not part of the development area or FAR calculations.*

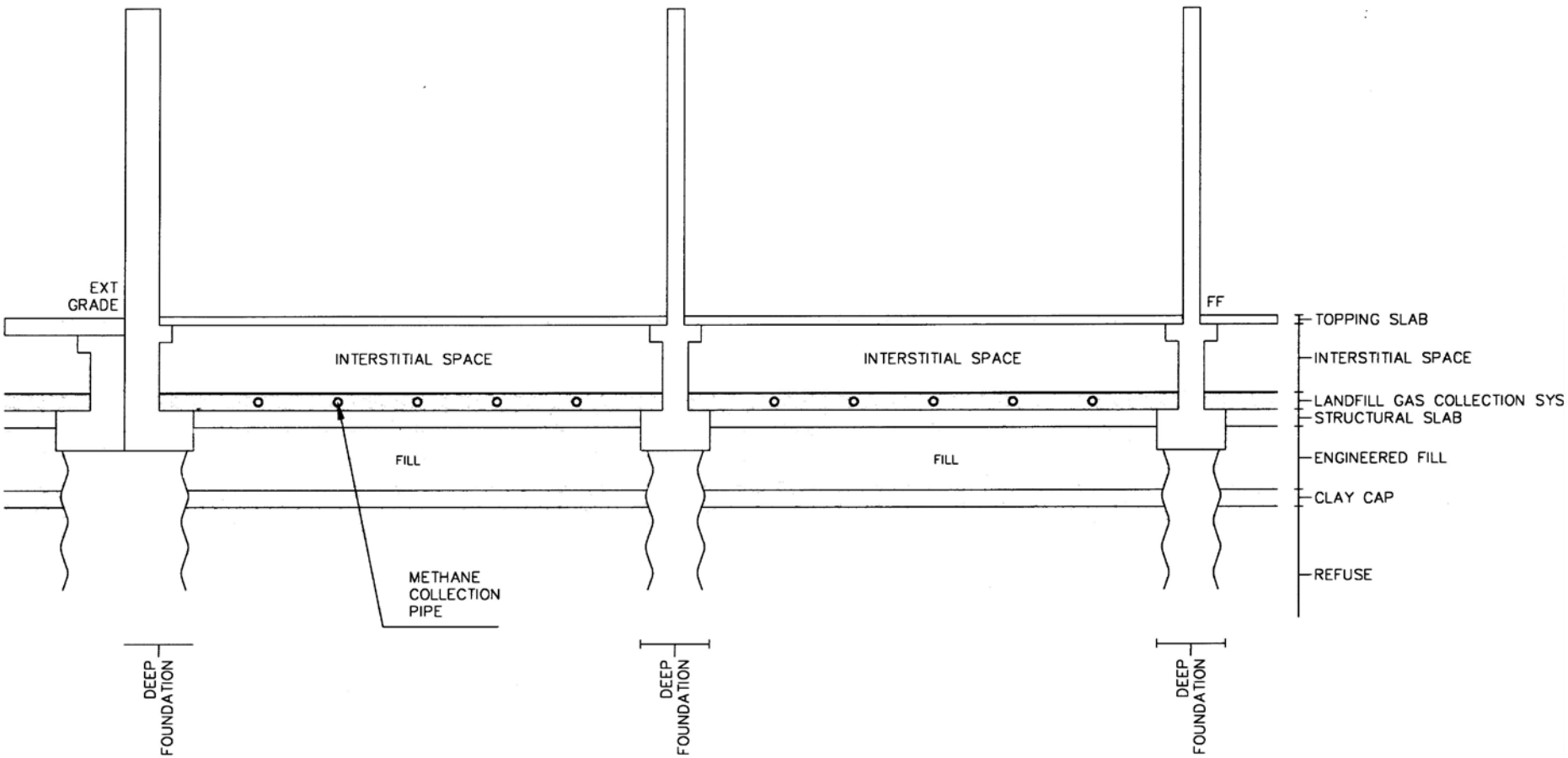
EXHIBIT 8–7: CONCEPTUAL FOUNDATION CONDITIONS - STREET SECTION (PARCEL 4 SETTLEMENT SLAB SECTION)

(See the Infrastructure Master Plan for landfill gas venting and other details.)



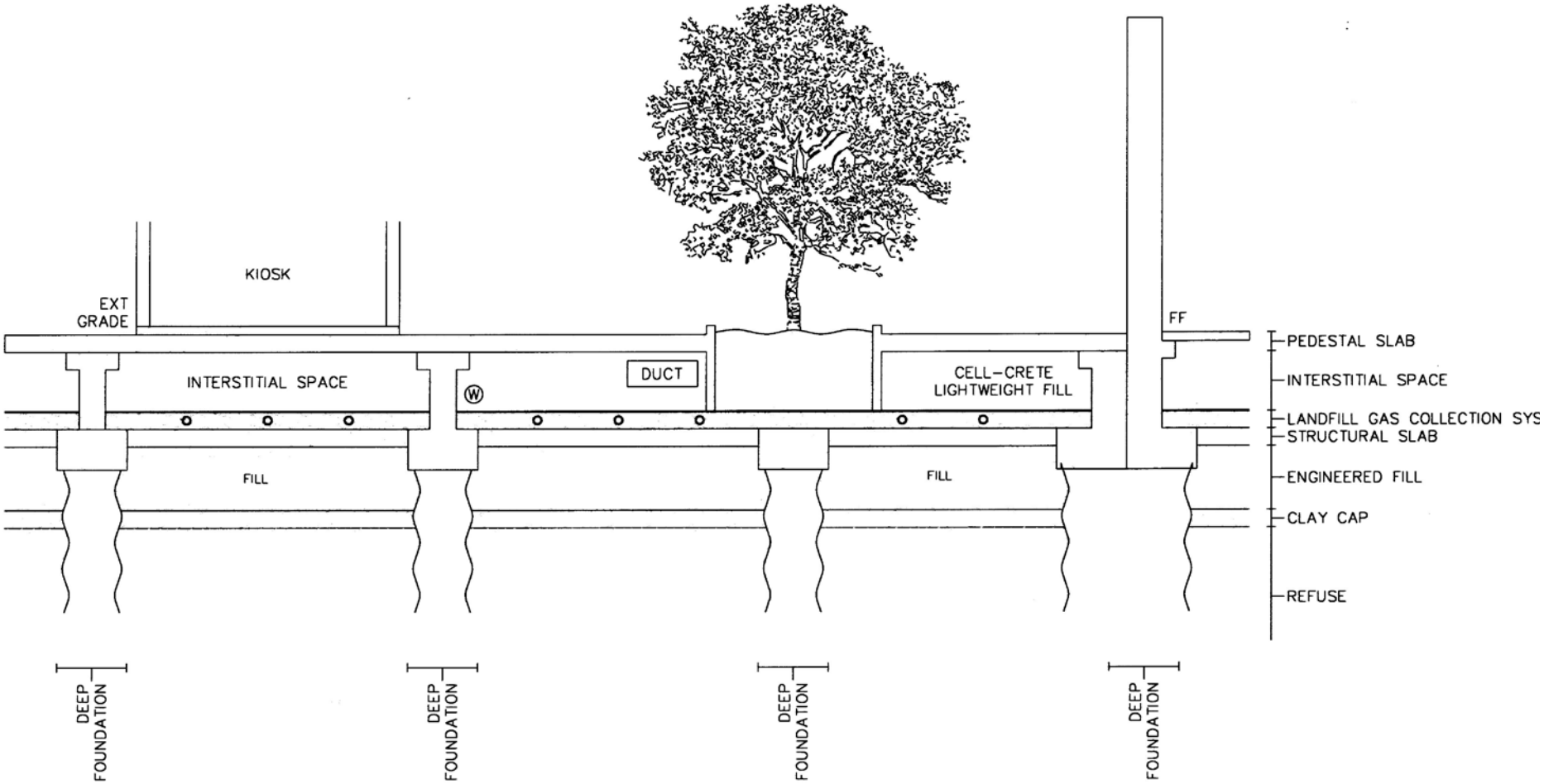
* Not to a scale

EXHIBIT 8–8: CONCEPTUAL FOUNDATION CONDITIONS - BUILDING (RETAIL, OFFICE & HOTEL) SECTION



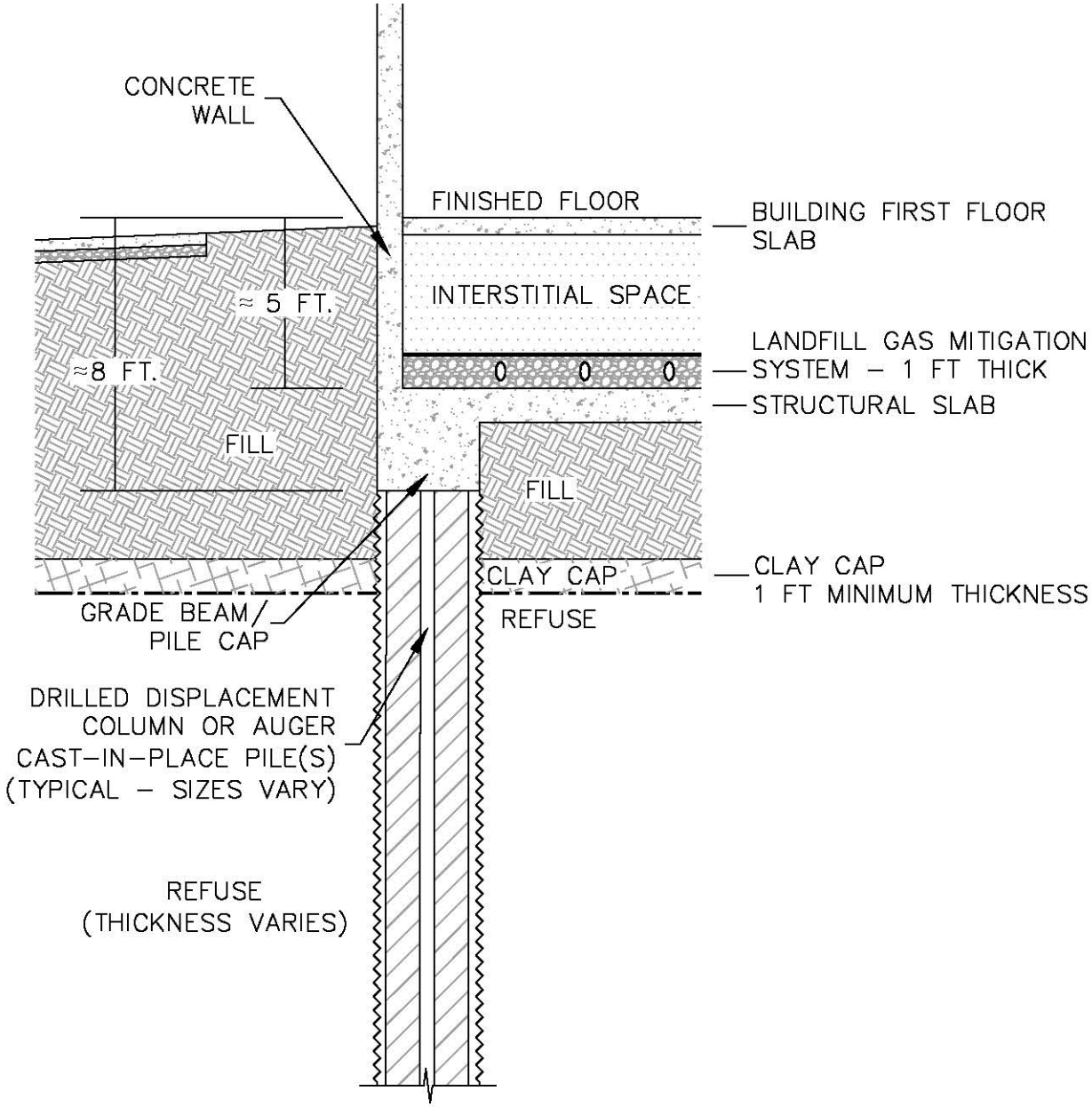
* Not to a scale

EXHIBIT 8–9: CONCEPTUAL FOUNDATION CONDITIONS - PLAZA SECTION



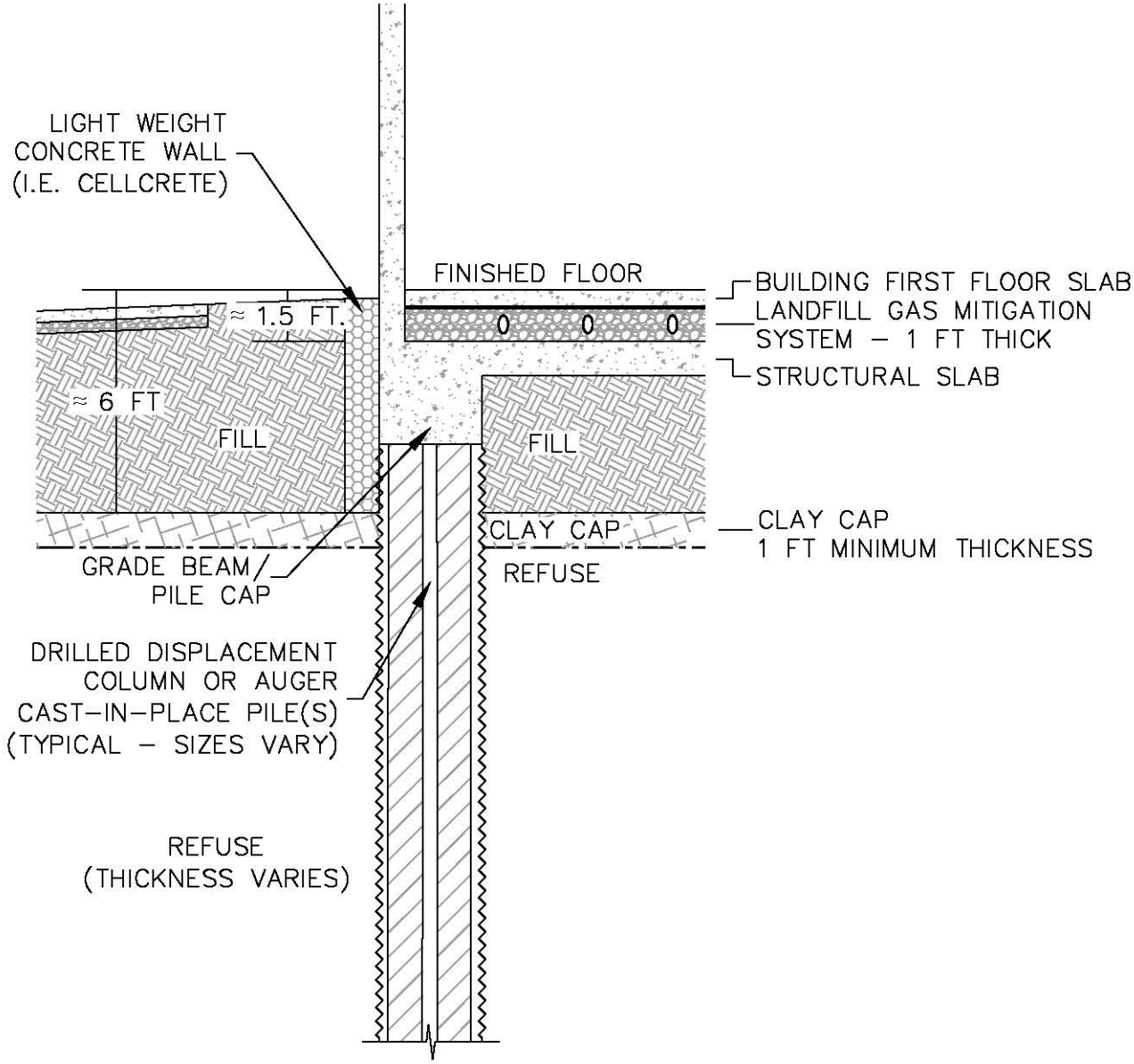
* Not to a scale

EXHIBIT 8–10: FOUNDATION CONDITIONS - BUILDING EDGE WITH WALL



* Not to a scale

EXHIBIT 8–11: FOUNDATION CONDITIONS - BUILDING EDGE WITH LIGHT WEIGHT CONCRETE WALL



* Not to a scale

CHAPTER 9

SUSTAINABILITY

9.1 INTRODUCTION

The International Living Future Institute has put forth the notion of a "Living Community" and has set in place a challenge: "to create the foundation for a sustainable future in the fabric of our communities". CityPlace presents an excellent opportunity to put this sentiment into action.

INTRODUCTION

Integration of sustainable features into building projects is often challenged because the optimum implementation scale for a certain technology exceeds the scale of the project. Synergies can exist for efficiency optimization through sharing of resources, but projects need to be of sufficient scale, diversity of use and have the organizational structure needed to manage the resource exchange.

As conceived, CityPlace will function at an urban scale, with a diversity of uses typically found in City or neighborhood scaled urban environments. Integration of the various design elements and implementing systems at the optimum scale will be key to achieving the most important sustainability objectives. The public-private nature of this development will also assist with opening up new avenues for planning and infrastructure optimization.

CityPlace's greatest sustainability advantage stems from inherently sustainable mixed-use programming choices and location decisions, which work together to form the critical mass necessary for creation of a new community focus. By grouping jobs, residences, shopping, entertainment and services near transit and other non-auto based mobility modes, CityPlace offers a more walkable, bikeable, transit-accessible alternative to customary development in Silicon Valley, a paradigm which encourages inherently reduced carbon lifestyles and employment opportunities.

Transportation accounts for nearly half of emissions in the region and reducing transportation demand by optimizing use of established public transit nodes is a key support strategy. Accommodating job and housing growth while meeting community obligations under AB32 and SB375 climate change goals is a challenge for Santa Clara and the region. Offering opportunities for a Live, Work, Play environment that supports connectivity without the necessity of an automobile is the strategy upon which CityPlace is conceived.

Mixed-Use and Transit Connected Sustainable Communities are built through the following combination of elements:

1. **Compact Development** – CityPlace is targeting a density of development of 1.0 FAR (Urban Zones generally fall in a range of 0.5 to 1.5 FAR) and incorporates a mix of uses and services that will support active walkable streets, facilitating lifestyle choices that do not necessarily rely on a car.

2. **Pedestrian Orientation** – CityPlace is anchored by the City Center, the pedestrian centric mixed-use urban retail and entertainment core that connects transit options to community supporting urban activity, featuring active streets with strong linkages to significant office and residential options.

3. **Transportation Alternatives** – As an alternative to typical suburban development, CityPlace will offer a full complement of live, work, play opportunities in a "park once" urban experience, supported by a full complement of multi-mode transportation options. This model will help Santa Clara to accommodate ongoing regional growth in a less impactful manner by creating local options for jobs, shopping and entertainment; facilitating connections to neighboring public facilities; and supporting existing transit/bike/trail infrastructure.

4. **Energy and Resource Efficiency** – CityPlace recognizes the impacts of construction and long term operation by focusing on optimization of water conservation/reuse, energy conservation, renewable energy production, waste minimization and resource recovery.

5. **Community and Economic Benefits of Sustainability Measures** – Accommodating a diverse mix of uses will attract a diverse population of workers, residents, shoppers and recreation seekers interested in an auto-optional urban experience. This new community will become an attractive landmark for the broader community and offer a full range of accommodation for the resident population of apartment dwellers and office workers. Substantial economic benefits will accrue to the City, County, schools, and transit from the sales taxes and fees associated with this new development.

CityPlace is committed to implementing "Best In Class" sustainability concepts, benchmarked by the goals for water, energy, waste and performance metrics outlined in 9.2, 9.3 and 9.4.

9.2 WATER

This section briefly describes project goals and strategies along with potential concepts related to water use reduction both indoors and outdoors at CityPlace.

PROJECT GOALS

- **Indoor water use reduction:** Reduce water use from City baseline by 10 percent.
- **Outdoor water use reduction:** Reduce water use from City baseline by 20 percent.
- **Manage 100 percent of storm water on-site.**
- **Limit utilization of municipal potable water** by utilization of rain/stormwater and/or other sources of reclaimed water for all non-potable water needs (to the fullest extent practical).

WATER REDUCTION STRATEGIES MAY INCLUDE:

- Use of WaterSense low and ultralow-flow fixtures including but not limited to: faucets, water closets and urinals.
- Planting the site with a combination of very low, low, medium and high planting hydrozones (which can include both native and drought tolerant plantings), and use of reclaimed water for supplemental irrigation.
- Efficient irrigation utilizing best available technologies and practices.
- Water saving multi-stage cooling towers utilizing advanced water treatment and reclaimed water.
- Implementation of dual-plumbing in buildings and purple pipe irrigation systems, to facilitate use of reclaimed water.

Purple pipe irrigation system

ADDITIONAL CONCEPTS FOR FURTHER WATER REDUCTIONS THAT MAY BE CONSIDERED INCLUDE:

- Supplying the indoor flushing demands with recycled water.
- Supplying cooling tower demands using recycled water.
- Ground source heat rejection (using underground water loops) to reduce cooling tower use (lowering water consumption).
- Reuse stormwater for non-potable uses where possible.

9.3 ENERGY

This section generally explains project goals and strategies for energy reduction.

PROJECT GOALS

The project would include a range of energy-use efficiencies, including:

- The project developer will pursue Leadership in Energy and Environmental Design (LEED) for Neighborhood Development (LEED-ND) v2009 certification for the proposed City Center, LEED v2009 Gold for the proposed commercial buildings outside of the City Center, and LEED v2009 Silver for the proposed residential buildings. This LEED program includes strategies that optimize the energy performance and environmental and health benefits for the buildings and their inhabitants. Energy reduction strategies should include building scale energy efficiency measures for building envelope, HVAC, and lighting.
- The Project's energy efficiency shall be 15 percent better than the base case energy model developed pursuant to the 2013 Title 24 requirements or shall meet the Title 24 requirements that are applicable at the time of issuance of the building permits for individual phases, whichever is more stringent.
- The project will include on-site self-generation using photovoltaics (PV) to meet a minimum of 15 percent of the overall project's electricity demand.
- The project shall obtain renewable energy electricity corresponding to 50 percent of on-site electricity demand by 2030, through a combination of on-site solar, purchase of renewable energy or other measures. This requirement may be phased in as follows: 2020–15%, 2025 –29%, 2030 –50%).
- The project will also incorporate features to reduce per capita water use, such as low-flow fixtures as well as and native and drought-resistant plants, which would reduce indoor water demand by 10 percent and outdoor water demand by 20 percent, with a corresponding reduction in water pumping electricity demand.
- The project is a mixed-use project that is located near existing transit lines, which would reduce vehicle trips and associated fuel consumption compared to average development. In addition, the project use of newer off-road construction equipment that is generally more fuel efficient than older equipment, which will result in lower carbon emissions.
- The project will require the use of alternative fuels for 30 percent of construction diesel equipment.
- The project will implement a series of measures that will reduce energy consumption derived from the City's Climate Action Plan, including: installing electrical outlets for electrical landscaping equipment (which is less polluting than fossil-fuel landscaping equipment); installing electric vehicle (EV) charging stations and preferential parking (EVs are more energy efficient than fossil-fueled vehicles); and planting of shade trees and pavement treatments for uncovered parking (which reduces the urban heat island effect and thus reduces energy demand for building air conditioning).

Rooftop Photovoltaics

9.4 WASTE

This section briefly describes project goals and strategies for waste reduction at CityPlace. Also included are additional concepts for further waste reduction potential.

PROJECT GOALS

- **Construction and Demolition Waste diversion rate:** It is expected that 100 percent of the demolition materials will be recycled or reused during all phases except on portions of Parcels 4 & 5 where demolition of existing buildings, concrete retaining walls, paving, concrete, and other materials is required; in which case at least 50 percent of nonhazardous construction and demolition debris material will be diverted from landfills.

- **Operational Waste Diversion Rate:** The project will comply with the mandatory requirements of the Santa Clara Commercial and Residential Recycling Programs to help the City meet its waste diversion goals. As well as the City ordinances that regulate single-use carryout bags, expanded polystyrene foam food service ware, and composting. Solid waste reduction strategies that will be implemented as part of the project and include optimization of an organic waste collection system to support operations at Mission Trail Waste Systems, grease collection/recycling for off-site biofuel conversion, and triple-chute waste collection in proposed residential and hotel buildings.

OPERATIONAL WASTE REDUCTION STRATEGIES MAY INCLUDE:

- Wet Organic Waste Reduction/Collection Program (optimized to allow resource recovery).
- Purchasing policy recommendations (preferred purchasing guidelines for cleaning products and consumables used in the maintenance of common areas and policy recommendations for tenants) and container/bag programs for retail/food and beverage/entertainment facilities.
- Grease collection/recycling for offsite biofuel conversion.
- Triple-chute waste collection in high-rise residential buildings, plus a wet organic material collection system for hotel, restaurant and residential uses.

ADDITIONAL CONCEPTS FOR FURTHER WASTE REDUCTIONS THAT MAY BE CONSIDERED INCLUDE:

- Vacuum waste collection system in the City Center to centralize collection and improve efficiency of waste removal operations.

Wet organic waste collection

EXHIBIT 9–1: CITYPLACE - VIEW LOOKING SOUTHEAST

APPENDICES

APPENDIX A: LEGAL SITE DESCRIPTION

LEGAL DESCRIPTION

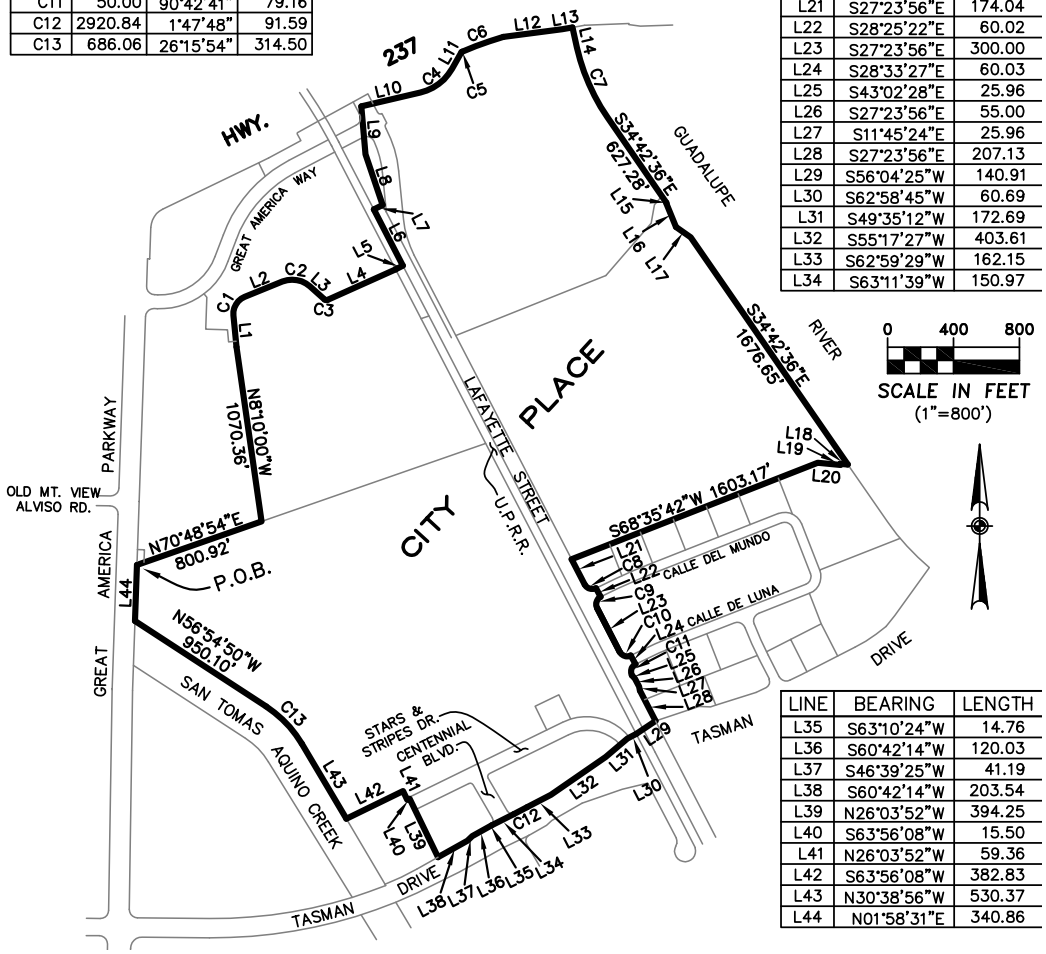
The adjoining *Exhibit 10-1:Plat Map* constitutes a legal site description of the project area.

EXHIBIT 10-1: PLAT MAP

CURVE TABLE			
CURVE	RADIUS	DELTA	LENGTH
C1	109.99	73°36'48"	141.32
C2	159.99	63°38'58"	177.73
C3	16.00	65°46'18"	18.37
C4	300.00	47°19'56"	247.83
C5	987.00	0°21'48"	6.26
C6	1987.00	7°36'13"	263.69
C7	1204.94	22°10'15"	466.25
C8	50.00	89°23'52"	78.01
C9	50.00	90°37'37"	79.08
C10	50.00	89°19'14"	77.94
C11	50.00	90°42'41"	79.16
C12	2920.84	1°47'48"	91.59
C13	686.06	26°15'54"	314.50

LINE TABLE		
LINE	BEARING	LENGTH
L1	N05°35'14"W	191.73
L2	N68°01'34"E	247.17
L3	S48°19'28"E	120.04
L4	N65°54'14"E	452.69
L5	N62°36'04"E	50.00
L6	N27°23'56"W	383.89
L7	N62°36'04"E	60.00
L8	N18°41'34"W	324.57
L9	N04°49'01"W	291.65
L10	N76°46'00"E	367.73

LINE TABLE		
LINE	BEARING	LENGTH
L11	N29°26'04"E	115.92
L12	N82°36'47"E	359.94
L13	N79°54'20"E	63.77
L14	S12°32'21"E	124.61
L15	S38°48'48"W	2.93
L16	S22°11'12"E	158.39
L17	S54°41'12"E	108.85
L18	N84°23'47"W	47.65
L19	S23°19'21"E	7.40
L20	N84°25'47"W	139.94
L21	S27°23'56"E	174.04
L22	S28°25'22"E	60.02
L23	S27°23'56"E	300.00
L24	S28°33'27"E	60.03
L25	S43°02'28"E	25.96
L26	S27°23'56"E	55.00
L27	S11°45'24"E	25.96
L28	S27°23'56"E	207.13
L29	S56°04'25"W	140.91
L30	S62°58'45"W	60.69
L31	S49°35'12"W	172.69
L32	S55°17'27"W	403.61
L33	S62°59'29"W	162.15
L34	S63°11'39"W	150.97



LINE	BEARING	LENGTH
L35	S63°10'24"W	14.76
L36	S60°42'14"W	120.03
L37	S46°39'25"W	41.19
L38	S60°42'14"W	203.54
L39	N26°03'52"W	394.25
L40	S63°56'08"W	15.50
L41	N26°03'52"W	59.36
L42	S63°56'08"W	382.83
L43	N30°38'56"W	530.37
L44	N01°58'31"E	340.86

APPENDIX B: DEFINITIONS OF USES

"Anchor" means one or retail outlets in a shopping center that have the largest amount of square footage and are fundamental to the center's market positioning strategy.

"Bona fide public eating place" means a restaurant or hotel which is regularly and in a bona fide manner used and kept open for the serving of meals to guests for compensation and which has suitable kitchen facilities connected therewith, containing conveniences for cooking an assortment of foods which may be required for ordinary meals, the kitchen of which must be kept in a sanitary condition with the proper amount of refrigeration for keeping of food on said premises and must comply with all the regulations of the local department of health. For purposes of this definition, "meals" means the usual assortment of foods commonly ordered at various hours of the day; the service of such food and victuals only as sandwiches or salads shall not be deemed a compliance with this requirement. For purposes of this definition, "guests" shall mean persons who, during the hours when meals are regularly served therein, come to a bona fide public eating place for the purpose of obtaining, and actually order and obtain at such time, in good faith, a meal therein. Nothing in this definition, however, shall be construed to require that any food be sold or purchased with any beverage.

"Dwelling" means a building or portion thereof, but not including a vessel or boat, house trailer or mobile home, designed or used exclusively for residential occupancy, including one-family dwelling units, two-family dwelling units, and multiple-family units, but not including hotels.

"Dwelling unit" means a room or group of rooms including living, sleeping, eating, cooking, and sanitation facilities, constituting a separate and independent housekeeping unit, occupied or intended for residential occupancy on a nontransient basis and having not more than one kitchen.

"Entertainment" means performance and recreational uses including amphitheaters, arenas, auditoriums or other similar facilities; museums; art galleries; live theaters; movie theaters; live entertainment; cabarets; comedy clubs; dance clubs; sports bars; billiards; bowling alleys; electronic/game arcades; family entertainment centers; ice and in-line skating rinks; and similar uses or enterprises which are oriented, marketed and intended for tourists, visitors and/or recreational consumers.

"Food and beverage (F&B)" means restaurants, including establishments that only serve beverages, and markets.

"General office" means administrative facilities, corporate office campuses (including campuses closed to the public), banks, financial and general business offices, nurseries and preschools, studios and instructional facilities such as dance studio, music studio, or similar establishment teaching a specific subject as distinguished from a school (not to include industrial training such as welding or automotive repair involving the use of tools and materials appropriate to an industrial use area).

"Hotel" means an establishment consisting of one building or a group of attached or detached buildings containing lodging accommodations a majority of which are designed for use by transients, travelers or temporary guests. Facilities provided may include

maid services, laundering of linen used on premises, telephone and secretarial or desk service, food and beverage service to guest rooms, meeting and banquet rooms, restaurants, incidental entertainment, meeting rooms, incidental retail, incidental alcoholic beverage service, incidental personal services, and other incidental services and facilities.

"Incidental alcoholic beverage service" means the service of beer, wine, liquor or other alcoholic beverages at a bona fide public eating place.

"Incidental light manufacturing/research and development" means light manufacturing/research and development included in an office building or corporate campus in which the primary activity is not light manufacturing, which does not exceed 25 percent of the floor area of the office building or corporate campus.

"Incidental live music or dancing" means the performance of live music, or dancing by customers to live or recorded music at a bona fide public eating place.

"Incidental personal services" means an establishment providing personal services inside or adjacent to an office building or office complex or hotel primarily intended to serve employees and customers of the office building or hotel, not to exceed 10 percent of the floor area of the office building or hotel.

"Incidental restaurant" means a restaurant inside or adjacent to an office building or office complex primarily intended to serve employees of and visitors to the office building or office complex, not exceeding 10 percent of the floor area of the office building or office complex.

"Incidental retail" means a retail establishment inside or adjacent to an office building or office complex or hotel primarily intended to serve employees and customers of the office building or hotel or office complex, not exceeding 10 percent of the floor area of the office building or office complex.

"Light manufacturing/research and development" means facilities for the assembly, compounding, manufacture, packaging, processing, repairing, or treatment of equipment, materials, merchandise, or products, including research laboratories within an enclosed building, that are not objectionable or detrimental to adjacent properties because of signing, noise, smoke, odor, dust, noxious gases, vibrations, glare, heat, fire hazards, or industrial wastes emanating from the property.

"Market" or "Food Market means a retail store (often identified as a grocery store) that primarily sells food for consumption off-site or on-site, including non-perishable food that is packaged in cans, bottles and boxes, and may also have fresh produce, butchers, delis, and bakeries, and operate under a single proprietor or have multiple vendors.

"Multi-family residential" means multiple dwellings**.**

"Multiple dwelling" means three or more dwelling units forming an apartment, townhouse, condominium, court, or group complex.

"Office" (as used in the Table 3-2 and the "Minimum and Maximum Requirements" set forth in Section 3.2) means general office, professional office, and personal services

"Personal services" means barber and beauty shops, nail salons, fitness centers and spas (which may include the provision of therapeutic massages), laundry and dry cleaning services, and similar establishments providing on-site personal care services.

"Professional office" means architect, attorney, chiropractor, professional engineer, drafting office, collection agency, dentist, doctor, insurance office, private detective, real estate agency, social worker, or similar use.

"Product showcase venues" means a retail establishment primarily intended to display examples of products, including automobiles.

"Residential" means dwellings.

"Residential unit" means a dwelling unit**.**

"Restaurant" means a public eating or drinking establishment, including service of food or beverages over-the-counter or with table service, and including establishments with outdoor seating or that provide on-site banquet services, and including bona fide eating places.

"Retail" means any enterprise or establishment involving the on-site transaction or transfer of merchandise to the general public, including but not limited to advertising products as available to the public, and over the counter sales, including product showcase venues, markets and pharmacies.

APPENDIX C: DEVELOPMENT AREA PLANS - SUBMITTAL & APPROVAL PROCEDURES

DEVELOPMENT AREA PLANS AND ARCHITECTURAL REVIEW

SUBMITTAL AND APPROVAL PROCEDURES

1. LEGAL FRAMEWORK
2. DAP APPLICATION REVIEW PROCESS
   - 2.1 Summary of Review Process.
   - 2.2 Priority Project; Priority Project Manager
   - 2.3 Summary of Developer and City Roles in the DAP Process
   - 2.4 Subdivision Map Review
   - 2.5 Other Governmental Entity Approvals
   - 2.6 Review Periods.
   - 2.7 Development Area Plan Approvals
     - 2.8.1 Application Process
     - 2.8.2 Review by City
3. ARCHITECTURAL REVIEW
   - 3.1 WHEN ARCHITECTURAL REVIEW IS NOT REQUIRED.
   - 3.2 WHEN ARCHITECTURAL REVIEW IS REQUIRED.
   - 3.3 REVIEW OF ARCHITECTURAL MATERIALS
     - 3.3.1 City Review - Initial
     - 3.3.2 City Review – Action on Complete Architectural Review Application
     - 3.3.3 Amendments to Architectural Review Application Approvals
4. GOVERNMENT REQUIRED PROVISIONS, CHANGES

Exhibit 1 Definitions

Exhibit 2 Documents to be Submitted for DAP Applications

CITYPLACE SANTA CLARA MASTER COMMUNITY PLAN

DEVELOPMENT AREA PLANS AND ARCHITECTURAL REVIEW DESIGN SUBMITTAL AND APPROVAL PROCEDURES

These Development Area Plans and Architectural Review Submittal and Approval Procedures (collectively, the "DAP Procedures") implement and are part of the CityPlace Santa Clara Master Community Plan (the "MCP") and are included as Appendix C thereto. As used herein, certain capitalized terms are defined in Exhibit 1 (Definitions).

1. LEGAL FRAMEWORK

Concurrently with the City's adoption of the MCP and these DAP Procedures, the City has approved the Transaction Documents for the development of the Project Site, including the DDA. These DAP Procedures set forth the procedures for submitting, reviewing, and approving Development Area Plan ("DAP") applications (each, a "DAP Application") and Architectural Review applications (each, an "Architectural Review Application") for the Project Site and are intended to supersede in its entirety the submittal and approval procedures set forth in the City's Zoning Code Section 18.56.080 through 18.56.110, inclusive during the term of the DDA and for the terms of each applicable Ground Lease. The City shall, in accordance with the Development Agreement and the DDA, review each DAP Application and Architectural Review Application to ensure that it conforms to and is consistent with the Development Requirements. The review and approval process set forth in Section 2 of these DAP Procedures relates to the DAP Application process for each Phase or Partial Phase of development under the DDA and compliance with various obligations under the DDA connected with such Phase or Partial Phase. The architectural review procedures for submitting, reviewing and approving Architectural Review Applications for Buildings in the Project Site are set forth in Section 3 of these DAP Procedures. The City and any Developer of the Project Site under the Development Agreement and DDA must comply with these DAP Procedures.

2. DAP APPLICATION REVIEW PROCESS

2.1 Summary of Review Process.

In order to approve a DAP Application, the City Council shall find that the proposed development conforms to the Development Requirements applicable to the subject Phase or Partial Phase. DAP Application submittal requirements are set forth in Exhibit 2 attached hereto, but generally include overall site plans, vicinity plans, illustrative concept plans for Infrastructure and other matters specified in the DDA. The City Council must approve the DAP Application as a condition precedent to Take Down of the applicable Phase or Partial Phase under the DDA.

2.2 Priority Project; Priority Project Manager

The development of the project contemplated under the DDA and the MCP (the "Project") is a priority to the City. As contemplated under and in accordance with the Development Agreement, the City shall designate a priority project manager (the "Priority Project Manager"), who may be a City employee or a third party. The Priority Project Manager shall serve as the single point of contact for the receipt, distribution and processing of DAP Applications and Architectural Review Applications, as well as for coordinating the timely and efficient review and approval by City staff and outside consultants of all other development applications (such as infrastructure and building permits). The Priority Project Manager shall report directly to the City Manager and shall be responsible for coordinating City's review of applications hereunder with the Director of Community Development (the "Director") and the heads of the other applicable City Departments reviewing DAP Applications or their designees (together with the Director and City Manager, the "Executive Project Clearance Committee" or "Executive PCC").

The Priority Project Manager shall be charged with the timely and efficient processing of applications in accordance with the time frames set forth in these DAP Procedures, including the following: (i) coordinating pre-submittal conferences with the applicant and making applicable staff experts available for review and comment; (ii) convening the Executive PCC and key department staff having expertise to review the completeness of the applications and to generate substantive comments on complete applications; (iii) preparing and transmitting to the Developer City comments on each application that are clear, concise and consistent with each other and with the Development Requirements and MCP; and (iv) coordinating with the Developer as necessary to address City comments and to observe the time periods for review and approval set forth herein.

2.3 Summary of Developer and City Roles in the DAP Process

Developer shall submit all DAP Applications to the Priority Project Manager in accordance with these DAP Procedures and will work with the Priority Project Manager to obtain City input in the formulation of a DAP Application in advance of the required submission of the DAP Application. The Priority Project Manager shall coordinate with the Executive PCC and applicable City Staff for scheduling of such requested meetings and consultation.

Once received, the Priority Project Manager shall distribute the DAP Applications to the Executive PCC members, each of whom will in turn distribute the DAP Applications to key staff and third-party consultants within their respective departments. Each City Department shall assign key technical experts to the Project to maintain consistency and continuity of application reviews throughout the Project to the extent feasible. The Priority Project Manager shall coordinate with the Executive PCC, City Staff and any third-party consultants that any of the foregoing parties require (including third-party consultants identified and engaged by or through the Priority Project Manager) to review all DAP Application submittals for completeness and shall evaluate complete DAP Applications for consistency with the Development Requirements and all Applicable Regulations. Executive PCC members shall provide any comments related to the applicable City Department's jurisdiction to the Priority Project Manager within the time required by these DAP Procedures.

Whenever Approval or any other action is required by the Planning Commission or City Council, the Priority Project Manager shall submit such matter to the Planning Commission and/or City Council in accordance with the time required by these DAP Procedures and the time required for notice of public hearings. With regard to any public hearings and presentations relating to the Project, Developer shall cooperate with, prepare materials for, and participate in presentations to the Planning Commission and City Council, as applicable and as desired by City

2.4 Subdivision Map Review

The review and approval of DAP Applications are in addition to and do not waive the requirements for approval of tentative, final and/or parcel maps under the Subdivision Map Act and the City's Municipal Code related to Subdivisions (Development Code, Chapter 17.05). The City's consideration and approval or disapproval of Developer's applications for such maps shall be done in accordance with the procedures set forth in the City's Development Code.

2.5 Other Governmental Approvals

Nothing contained in these DAP Procedures is intended to eliminate or alter the process or approval requirements set forth under applicable provisions of state or federal law or the regulations of other Governmental Entities, as applicable, with respect to any development at the Project Site.

Any applicable Santa Clara Police Department permits, either currently required or required at any point in the future, shall be obtained prior to

initiation of applicable uses, such as massage, alcohol, event, entertainment, etc.

2.6 Review Periods.

2.6.1.1 Calculation of Days.

All review periods specified in these DAP Procedures shall refer to business days and not calendar days unless expressly stated otherwise. All review periods shall commence on the business day immediately following the day of submission.

2.6.1.2 Extensions for CEQA.

Notwithstanding anything to the contrary herein, any review periods specified herein shall be extended to accommodate subsequent or supplemental environmental review to the extent required under the California Environmental Quality Act.

2.6.1.3 Relationship to Schedule of Performance Under the DDA.

The DDA requires the Developer to comply with certain obligations in accordance with the Schedule of Performance. The DDA provides that the Schedule of Performance shall be automatically extended under certain circumstances to account for delays caused by the City's failure to comply with its times for review and approval under these DAP Procedures and to allow Developer to respond to certain matters as contemplated under Sections 2.7.2.6(ii) and 3.3.2(d) hereunder.

2.7 Development Area Plan Approvals

Developer shall submit DAP Applications for ultimate consideration and approval by the City Council as set forth in the DDA and this Section 2.7. The purpose of the DAP approval is for the City to confirm that the DAP Application conforms to and is consistent with the MCP and applicable Development Requirements and for Developer to obtain approval by the City of the additional information included in a DAP Application that has not been previously reviewed or approved by the City. Subject to consistency with the MCP and Development Requirements, there shall be no minimum acreage requirement for property that is subject to the DAP Application.

2.7.1 Application Process

2.7.1.1 Pre-Submission Conference

Prior to submitting a DAP Application, Developer may, at its election, submit to the Priority Project Manager drafts of the materially important submittals of the type listed for DAP Applications in Exhibit 2 and any other data as Developer shall so desire concerning the applicable Phase or Partial Phase. Upon receipt of such pre-submission materials, the Priority Project Manager shall coordinate with Executive PCC members and/or identify technical experts among the City Staff that will be charged with review the DAP Application. Within twelve (12) business days after receipt of such pre-submission materials, Developer, the Priority Project Manager and applicable City Staff and/or members of the Executive PCC identified by the Priority Project Manager shall hold at least one pre-submission conference at a mutually agreeable time, during which such City Staff shall preview their key issues and concerns with respect to their review of the DAP Application and provide preliminary feedback on the pre-submission materials. Developer may submit information and materials iteratively, and Developer and the Priority Project Manager may agree to hold such additional pre-submission conferences as they may deem useful or appropriate.

2.7.1.2 Submission

Developer shall submit a DAP Application to the Priority Project Manager (12 copies for City review and any additional copies requested by the Priority Project Manager to the extent needed for review by third-party consultants), together with any applicable fees. Unless a more limited submission is otherwise approved by the Director, all DAP Applications shall include all of the documents and

materials described for DAP Applications in Exhibit 2. The Priority Project Manager shall distribute a copy of the DAP Application to the Executive PCC and any third-party consultants identified by Priority Project Manager as soon as possible upon receipt.

2.7.2 Review by City

2.7.2.1 City Review - Initial

The Executive PCC shall coordinate with their key staff the review of each DAP Application as expeditiously as reasonably possible for conformance with the Development Requirements and MCP and report to the Priority Project Manager. Within fifteen (15) business days following receipt of a DAP Application, the Priority Project Manager, following consultation with the Executive PCC, shall (i) compile, edit as necessary for consistency, and distribute to Developer all comments received from City Staff, through the Executive PCC, to date with respect to the DAP Application and (ii) notify Developer in writing of either:

(a) any deficiencies in the DAP Application and requests for additional information or materials that are reasonably necessary in order to process the DAP Application under these DAP Procedures and are consistent with the type of documents listed in Exhibit 2 for DAP Applications, such that the DAP Application is not a Complete Application; or

(b) a determination that the DAP Application is a Complete Application, accompanied by a set of preliminary comments on the DAP Application compiled by the Priority Project Manager.

If deficiencies are identified, Developer shall promptly correct any such deficiencies and provide any such requested information and materials, following receipt of which the Priority Project Manager shall have fifteen (15) business days to notify Developer in writing whether deficiencies persist or the DAP Application is a Complete Application consistent with this Section 2.7.2.1. If the Priority Project Manager does not so advise Developer within such fifteen (15) business-day period, Developer may submit a subsequent request for determination of completeness to the Priority Project Manager and the City Attorney by certified mail, which request shall be labeled prominently: "Second Request: Application Deemed Complete Matter." If City fails to respond to the subsequent request within fifteen (15) business days, then the DAP Application shall be deemed a Complete Application and all time periods for City review shall run from the date of such deemed completeness. Notwithstanding the foregoing, a determination that a DAP Application is deemed a Complete Application shall not prevent the Priority Project Manager from requesting such additional materials as the Priority Project Manager determines are reasonably necessary for the City's review of the DAP Application in accordance with these DAP Procedures.

2.7.2.2 City Department Review – Complete DAP Application

As soon as practicable but in no event more than three (3) business days after the determination that a DAP Application is a Complete Application or within three (3) business days after the date that such DAP Application is deemed a Complete Application, the Priority Project Manager shall submit such Complete Application, or applicable portions thereof, to the Executive PCC for distribution to the applicable City Departments, any other Governmental Entities consulted by the City, and any third-party consultants identified by Priority Project Manager or Executive PCC members. From time to time after the initial application submittal, the Priority Project Manager may request additional copies of complete or partial plan sets for distribution to reviewing entities noted above that represent additional reviewing parties. Developer shall submit such additional plan sets within three (3) business days from request, with any additional days beyond such three (3) business day period being added on a business day for business day basis to the review time line in Section 2.7.2.3. Each Executive PCC member will coordinate review by key

technical staff within its respective department for consistency with the Development Requirements and Applicable Regulations.

2.7.2.3 City Review - Complete DAP Application

Each member of the Executive PCC will coordinate with key staff to review each Complete Application as expeditiously as reasonably possible and to provide any comments on the submittal within twenty-two (22) business days of their receipt of the submittal. The Priority Project Manager shall convene one or more meetings of the Executive PCC to receive comments generated from this review process and to resolve conflicts to the extent necessary. As promptly as reasonably feasible, but in no event later than thirty-two (32) business days after the date the DAP Application is Complete, the Priority Project Manager shall provide Developer with a summary of City comments on the DAP Application, reasonably compiled and edited as necessary for clarity and consistency, and any other comments by other Governmental Entities and community organizations consulted by the City. The City comments provided by the Priority Project Manager may include requests for additional information or changes to a Complete Application that do not conflict with the Development Requirements. If changes are proposed, then the Developer, the Priority Project Manager and other City Staff as the Priority Project Manager requests shall promptly meet and confer in good faith to reach agreement on any such changes, provided, however, that in no event shall the total time from the date of a Complete Application to submittal of a staff recommendation to the Planning Commission exceed sixty (60) business days, unless otherwise agreed to by Developer and the Priority Project Manager, provided, however, that if the Priority Project Manager reasonably requests additional materials from Developer in connection with its review of the Complete Application and Developer does not furnish such materials within five (5) business days, such sixty (60) business-day period shall be extended on a business-day-for-business-day basis until the date on which Developer furnishes such materials.

2.7.2.4 Planning Commission Recommendation

As promptly as reasonably feasible, but in no event later than the expiration of the sixty (60) business-day period specified above (as may be extended as set forth above), the Director shall submit to the Planning Commission the Complete Application and a written staff report (which may contain a staff recommendation) concerning the DAP Application. The Planning Commission may hear the DAP Application and make a recommendation to the City Council within twenty-two (22) business days after the submittal date. The scope of the Planning Commission's review and recommendation shall be limited to the DAP approval standard set forth in Section 2.7.2.6 .

Consideration of DAP Applications by the Planning Commission shall include notification to surrounding property owners and neighbors pursuant to SCCC Section 18.112.060.

2.7.2.5 City Council Approval

As promptly as reasonably feasible following the earlier to occur of (i) the Planning Commission's hearing and/or recommendation or (ii) the expiration of the twenty-two (22) business-day period for review under Section 2.7.2.4 without Planning Commission hearing and/or recommendation, the Director shall submit the Complete Application to the City Clerk for review and consideration by the City Council at a public meeting held within twenty-two (22) business days after such Complete Application is submitted, unless Developer consents to an extension of such period (including continuances). At the public meeting, the City Council shall approve, approve with conditions, or deny the DAP Application.

Consideration of DAP Applications by the City Council shall include notification to surrounding

property owners and neighbors pursuant to SCCC Section 18.112.060.

2.7.2.6 City Review - Approval Standard

In order for the City Council to approve or conditionally approve a DAP Application, the City Council, in its reasonable discretion, must find that (1) the DAP Application conforms to and is consistent with the applicable Development Requirements and the MCP, (2) the Infrastructure that Developer proposes to construct in connection with the applicable Phase or Partial Phase that is the subject of the DAP Application is sufficient to serve the proposed development on the subject property, and (3) the proposed shared outdoor space provided for the applicable Phase or Partial Phase in accordance with the MCP is reasonable and appropriate to the proposed level of development. In its consideration of the DAP Application, the City Council may alter or supersede previously imposed conditions of approval (whether related to the MCP, a prior DAP, or otherwise) so long as they are consistent with the foregoing standards of approval and acceptable to Developer .

(i) If a DAP Application is disapproved by the City Council, then the City Council shall, at the public hearing during which the DAP Application is being considered, state the basis for the disapproval. The Council shall, at its discretion, memorialize the findings for the disapproval in a resolution at that same meeting, or at a subsequent meeting, or direct the Director to summarize the findings in writing after the hearing. Following any disapproval of a DAP Application, Developer may within sixty-five (65) business days following receipt by Developer of such resolution or summary (subject to such extensions as may be approved by the Director) make changes to and resubmit the DAP Application. Promptly following the City's receipt of a revised DAP Application, the Priority Project Manager shall submit such revised DAP Application in accordance with the procedure set forth in this Section 2.7.2.

2.7.2.7 Amendments to DAP Approvals

Developer may apply to the City for an amendment to a DAP approval in accordance with the standards and procedures for a DAP Application. All proposed amendments shall be subject to review and consideration by the Director, unless he or she determines that the proposed amendment is material. The Director shall have reasonable discretion in determining whether or not an amendment is material, provided, however, that in no event shall an amendment be considered material if it increases or decreases by no more than ten percent any of the numerical standards set forth in the MCP, including, without limitation, standards related to any of the following: Site Coverage, Maximum Building Heights (subject to compliance with applicable FAA regulations), Setbacks, Vehicle/Parking/Servicing Access, Pedestrian/Bicycle Accommodations, Active Street Frontages and Open Space and Amenities (collectively, the "MCP Standards"). Conversely, an amendment shall be considered material if it (i) increases any of the numerical MCP Standards by more than twenty-five percent or (ii) reduces the proposed number of parking spaces by more than twenty-five percent below the applicable supply ratios specified in the MCP. If the Director determines that the amendment is material, he or she shall submit the proposed amendment for City review and approval in accordance with the standards and procedures set forth in Sections 2.7.2.2 through 2.7.2.6.

3. ARCHITECTURAL REVIEW

3.1 WHEN ARCHITECTURAL REVIEW IS NOT REQUIRED.

Notwithstanding SCCC 18.76.020 (Architectural review process), no review by the City's Architectural Committee or under Section 3.3 below shall be required for the issuance of any approvals or Building Permits for any Building within the Project Site if the approved DAP Application included, at Developer's option, all of the materials listed in Exhibit 2, Section 1.8 ("Architectural Materials") with respect to that

particular Building. In such case, the provisions of Sections 3.2 and 3.3 below shall not apply. If the DAP Application did not include a complete submission of the Architectural Materials, this Section 3.1 shall not apply and the DAP Application shall undergo architectural review in accordance with Section 3.2.

3.2 WHEN ARCHITECTURAL REVIEW IS REQUIRED.

Except as otherwise provided in Section 3.1 above, no Building Permit for any Building within the Project Site shall be issued, and no structure or building shall be constructed or used in any case hereinabove mentioned unless Architectural Materials have been approved by the Director (or the City Council, upon appeal) and no appeal or review is pending and the time to appeal has expired. In the event of an appeal by Developer or Others Affected, or action to review is taken by the City Council, no such permit shall be granted until the matter has been finally acted upon and final approval has been received. All buildings, structures, and grounds shall be in accordance with the plans and drawings as finally approved. Notwithstanding the foregoing, signage shall be reviewed and approved by the Director or his or her designee, in accordance with the Master Sign Program established for each Phase.

3.3 REVIEW OF ARCHITECTURAL MATERIALS

3.3.1 City Review - Initial

The Priority Project Manager shall process each Architectural Review Application as expeditiously as reasonably feasible using the same procedures described for a DAP Application for a Phase or Partial Phase in Section 2.7.2.1, including but not limited to the "deemed completeness" concept described therein. An Architectural Review Application shall not be deemed a Complete Application for purposes of the review periods set forth below until the Priority Project Manager notifies Developer in writing that it is a Complete Application and the review periods shall commence on the date of such notification.

3.3.2 City Review – Action on Complete Architectural Review Application

(a) The Director shall render a decision on any Architectural Review Application within twenty-eight (28) business days following the determination that such Architectural Review Application is a Complete Application, except where the Developer consents to an extension of time.

(b) The authority for approval of any Architectural Review Application in accordance with the provisions of this Section 3 is imposed upon the Director (and his or her designees), and the action thereon by the Director shall be final and conclusive, except in the event of an appeal and referral as hereinafter provided.

(c) The Director (or his or her designee) shall review each Architectural Review Application and shall approve such application in writing if the Director determines, in the Director's reasonable discretion, that the Architectural Materials conform to and are consistent with the applicable design requirements and standards of the MCP and the Development Requirements. In the event Developer or Others Affected are not satisfied with the decision of the Director, he or she may within five (5) business days after such decision appeal in writing to the City Council in accordance with the procedures set forth in SCCC 18.108.060.

(d) If an Architectural Review Application is disapproved by the Director, the Director shall state the basis for the disapproval, which basis shall be summarized in writing by the Director and delivered to Developer within twelve (12) business days of the decision date. Following any disapproval of an Architectural Review Application, Developer may make changes to and resubmit the Architectural Review Application at any time. A revised Architectural Review Application that is deemed a

Complete Application shall be processed in accordance with the procedure set forth in this Section 3.3.2.

3.3.3 Amendments to Architectural Review Application Approvals

Developer may apply to the City for an amendment to an approved Architectural Review Application in accordance with the same standards and procedures for review of an Architectural Review Application set forth in this Section 3.3.

4. GOVERNMENT REQUIRED PROVISIONS, CHANGES

Where a change in a Complete Application is required by a City Department or other Governmental Entity where such City Department or Governmental Entity has authority to require such change pursuant to either applicable state or federal law or, in the case of City Departments, pursuant to the Development Agreement, the City and the Developer acknowledge and agree that: (i) they will meet and confer and make every reasonable effort to respond to such requirement in a manner that is consistent with the Development Requirements, MCP and applicable State and federal law and (ii) the City will not deny its Approval of any change that is required to comply with applicable state or federal law or the requirements of City Departments and Governmental Entities so long as such change does not conflict with the Development Requirements.

EXHIBIT 1

Definitions

"**Additional Initial Buildings**" means, in addition to the Minimum Initial Buildings, an additional 200,000 square feet of office, retail and/or residential Buildings in Phase 1, and an additional 230,000 square feet of office, retail and/or residential Buildings in Phase 2, as more particularly described in the DDA.

"**Additional Retail Buildings**" means an aggregate of one million five hundred thousand (1,500,000) square feet of retail, within Phases 2 and 3, as more particularly described in the DDA.

"**Architectural Materials**" as defined in Section 3.1.

"**Applicable Regulations**" as defined in the Development Agreement.

"**Architectural Review Application**" as defined in Section 1.

"**Building Permit**" means a building permit issued by Building Inspection Division pursuant to the City's Building Code.

"Buildings" means each physical structure located within a Phase that is intended for human occupancy or the conduct of a business, including but not limited to hotels, retail and office space, parking structures and apartments.

"**City**" as defined in the Preamble.

"**City Departments**" mean all City departments having permitting or review authority over the Project Site.

"**City Staff**" means employees of the City or other City staff or outside consultants retained and authorized by the City to review and/or approve Applications under these DAP Procedures on behalf of the City.

"**Complete Application**" means, with respect to a DAP Application or an Architectural Review Application, the submission of all documents and materials in such detail as is required under the DDA and these DAP Procedures for such Application.

"**DAP**" as defined in Section 1.

"**DAP Application**" as defined in Section 1.

"**DAP Procedures**" as defined in the Preamble.

"**DDA**" means that certain Disposition and Development Agreement by and between the City and Master Developer.

"**Developer**" means the Master Developer or applicable Phase Developer submitting a DAP Application.

"**Development Agreement**" as defined in the Preamble.

"**Development Requirements**" means (i) the Project Approvals, (ii) the Transaction Documents and (iii) the documents approved under these DAP Procedures, as they may be amended from time to time.

"**Executive Project Clearance Committee**" or "**Executive PCC**" as defined in Section 2.2.

"**Governmental Entity**" means all federal, state, local and/or regional governmental and quasi-governmental bodies and authorities other than the City, including departments, agencies, boards and councils, and any political subdivision, public corporation, district or other political or public entity or department thereof having or exercising jurisdiction over City, Developer or the Project or the Project Site, or such portions thereof as the context indicates.

"**Ground Lease**" means a ground lease between City and the applicable Phase Developer.

"**Infrastructure**" means those items identified in the Infrastructure Master Plan including open space improvements (such as park improvements and restrooms), streets and transportation improvements, sewer and storm drainage systems, water systems, traffic signal systems, dry utilities and other improvements any of which are to be constructed in or for the benefit of the applicable real property or any other matters described in the Infrastructure Master Plan. Infrastructure does not include Buildings.

"**Major Department Store**" means a department store of 100,000 gross square feet or larger with middle to high price points in terms of caliber of merchandise.

"**Master Developer**" means Related Santa Clara, LLC, a Delaware limited liability company.

"**MCP**" as defined in the Preamble.

"**Minimum Initial Buildings**" means (i) not less than 600,000 square feet of office, hotel and/or retail Buildings in Phase 1, which shall include a minimum of a 300-key (or larger) hotel other than an extended stay hotel and 50,000 square feet of retail uses; and (ii) not less than 750,000 square feet of Buildings in Phases 2 and 3 combined, consisting of (x) 500,000 square feet of Retail, (y) 200,000 square feet of office and/or a 300-key (or larger) hotel, and (z) not less than two hundred (200) residential units in the aggregate in Phases 1 and 2, as more particularly described in the DDA.

"**Minimum Retail Buildings**" means (i) not less than 50,000 square feet of retail Buildings in Phase 1 and (ii) not less than 750,000 square feet of retail Buildings in the aggregate in Phases 2 and 3, as more particularly described in the DDA.

"**Others Affected**" are anyone with a property interest in land located within 1,000 feet (but outside the boundaries of the MCP) of the site for which architectural review is approved. These entities may appeal an Architectural Review approval.

"**Outside Date**" means the last date by which a particular obligation may be satisfied, as such date is set forth in the Schedule of Performance.

"**Partial Phase**" means a proposal to develop less than all of the land within the boundaries of a particular Phase.

"**Phase**" means, individually or collectively as the context requires, each parcel or parcels designated as a Phase of development by Master Developer from time to time under the DDA.

"**Phase Developer**" means the tenant under a Ground Lease for a particular Phase.

"**Planning Department**" means the Planning Department of the City, or any successor public agency designated by or under law.

"**Priority Project Manager**" as defined in Section 2.2.

"**Project**" as defined in Section 2.2.

"**Project Approvals**" means, collectively, the following actions taken by the City following certification of the Environmental Impact Report for the City Place Project:

i. adoption of a Resolution rezoning the Property as PD-MC and adopting the MCP and Infrastructure Master Plan;

ii. adoption of amendments to the General Plan, including a new General Plan land use classification of Urban Center/Entertainment District; an amendment to the Climate Action Plan setting forth vehicle trip reduction targets for the new classification; and an amendment revising city-wide limitations on office development ;

iii. adoption of a Resolution approving the DDA; and

iv. adoption of an Ordinance approving the Development Agreement.

"**Project MMRP**" means the Mitigation Monitoring and Reporting Program for the City Place Project, attached as an exhibit to the DDA.

"**Project Site**" means the property that is the subject of the CityPlace Santa Clara Master Community Plan.

"**Schedule of Performance**" means the schedule of performance attached as an exhibit to the DDA, as such schedule of performance may be updated, amended or extended by any delay in accordance with the DDA.

"**Take Down**" means the City and Master Developer or a Phase Developer designated by Master Developer entering into a Ground Lease for the parcels within a particular Phase.

"**Transaction Documents**" means the (1) DDA, (2) the Development Agreement, (3) Ground Leases and related conveyance agreements governing the development of the Project Site in accordance with the DDA, and (4) other necessary transaction documents for the conveyance, management and redevelopment of the Property.

EXHIBIT 2

Documents to be Submitted for DAP Applications

During each stage of the project design review process set forth in these DAP Procedures, the Director and the Developer may mutually approve changes to the type and scope of documents set forth in these DAP Procedures for a particular Application, in order to ensure consistency with standards and guidelines in the Development Requirements.

Subject to consistency with the MCP and Development Requirements, there shall be no minimum acreage requirement for property that is subject to the DAP Application. The Development Area Plan application shall include the following information, subject to the satisfaction of the Director:

1.1. Written Narrative of Compliance with MCP

A written statement regarding: (a) the proposed land use program, including the total dwelling units, if any, in the plan by type (such as multi-family and the like), the square footage of nonresidential uses and a parking calculation of required and proposed spaces by use, and opportunities for shared parking; (b) how the DAP conforms with the MCP; (c) a summary of material conditions that must be satisfied under the DDA in connection with the applicable Phase; (d) a description of the Infrastructure that will be provided in connection with the applicable Phase or Partial Phase by reason of geographic adjacencies or need to serve the Phase or Partial Phase; and (e) contextual information about the area surrounding the Site, if requested by the Director.

1.2. Data Charts

Each submittal shall include the following data charts:

1.2.1. Program of uses and approximate aggregate square footage of such uses, including open space, including indication of whether such uses are permitted or conditional;

1.2.2. Estimated Phase aggregate development in relation to the total allowable building program;

1.2.3. Anticipated building heights;

1.2.4. A parking data table;

1.2.5. Status of overall development build-out for previous Phases, if any;

1.3. Site Plan

The Site Plan will pertain to the total area of development and improvement included in the Phase. A Site Plan or Plans as needed (at a scale of l" = 100') should conceptually indicate:

1.3.1. Location of potential uses;

1.3.2. Phase blocks, parcel boundaries and dimensions to the extent reasonably known or anticipated;

1.3.3. Location of public property (i.e., sites that will either not be conveyed via Ground Lease to Developer, or will be conveyed to Developer and conveyed back to City upon Completion of applicable Infrastructure);

1.3.4. Generalized lot coverage, floor area ratio, and conceptual diagrams of massing, height and bulk of future buildings illustrated in neighborhood-wide plans, sections and three dimensional figures.

1.3.5. Planned public and private shared outdoor open space, within and surrounding the proposed Phase; and

1.3.6. Diagram of proposed roads and sidewalks separating blocks, and, to the extent known, mid-block alleys and pedestrian and bicycle connections and pathways;

1.4. **Development Obligations**

The following materials as required under the DDA:

1.4.1. In connection with the Phase 1 DAP, the location, construction schedule and Architectural Materials Documents for the Temporary Station Site (DDA, Section 5.3.1);

1.4.2. In connection with the DAP for such Phase, the location and square footages of: the Minimum Initial Buildings within Phase 1 or Phase 2, as applicable, the Minimum Retail Buildings within Phase 1, 2 or 3, as applicable (DDA Section 5.3.2 and 5.3.4), and a minimum of 200 residential units within Phase 1, 2 or 3, as applicable;

1.4.3. In connection with the DAP for such Phase, the proposed location and square footages of the Additional Initial Buildings that could be satisfied under the best efforts standard of the DDA within Phase 1 or 2, as applicable (DDA Section 5.3.3);

1.4.4. In connection with the DAP for such Phase, the proposed location and square footages of the Additional Retail Buildings that could be satisfied under the best efforts standard of the DDA within Phase 2 or 3, as applicable (DDA Section 5.3.5).

1.4.5. For all obligations that can be satisfied among two or more Phases (i.e., the Minimum Retail Buildings, the best efforts requirements for the Additional Retail Buildings, and the best efforts requirements for Major Department Stores), the DAP for Phase 2 shall indicate whether or not each of the Additional Retail Buildings will be included in Phase 2, or if part of such Development Obligation will be deferred to Phase 3. (DDA Section 5.4.1).

1.4.6. In connection with the DAP for such Phase, the proposed location and square footages of the Major Department Stores that could be satisfied under the best efforts standard of the DDA within Phase 1, 2 or 3, as applicable (DDA Section 5.3.6);

1.4.7. The DAP for Phase 3 shall indicate how any of the Additional Initial Buildings, Additional Minimum Buildings or Major Department Stores that may be allocated to City Center Phase 3 will be met within Phase 3, to the extent that such City Center Buildings have not been previously satisfied by the inclusion of Improvements within the DAPs for Phases 1 and/or 2, as applicable. (DDA 5.4.2).

1.4.8. A summary of the uses and square footages of Minimum Initial Buildings, Minimum Retail Buildings, Additional Initial Buildings, Additional Retail Buildings and Major Department Stores that have been constructed to date, the proposed square footages of such categories of buildings to be constructed under the proposed DAP Application and the remaining balance to be constructed in future Phases. (Phases 1-3 only).

1.4.9. A Parking Management Plan to be updated with each DAP Application in accordance with DDA Section 5.5 that will show how at least 3,000 parking spaces will be accommodated on the entire Project Site including City-controlled property that has not yet been Taken-Down to serve non-NFL events at Levi's Stadium on a non-reserved basis.

1.5. Signage Plan

The DAP Application for Phase 1 will include comprehensive signage standards for all of Phases 1, 2 and 3. The first DAP Application submitted for each successive Phase after Phases 1, 2 and 3 will include comprehensive signage standards for the entire applicable Phase.

1.6. Tentative Subdivision Map

A tentative subdivision map or vesting tentative map that includes the property within the development area plan area.

1.7. Topography

A map showing the existing topography of the district at one-foot contour intervals, if required by the Director.

1.8. Architectural Materials

At Developer's option and to the extent known, the following Architectural Materials:

1.8.1. Preliminary elevations of all proposed structures drawn to scale. The purpose of such drawings is to indicate the building heights, materials, fenestration, colors, and the general appearance of the existing and/or proposed structures consistent with the MCP design standards and guidelines;

1.8.2. A proposed plot plan for the applicable Building site showing the existing and/or proposed buildings (indicating maximum and minimum distances between buildings, between building and property or building site boundaries, percentage of building coverage and percentage of landscaping, if applicable), paving and areas to be landscaped;

1.8.3. A parking and/or loading plan drawn to scale;

1.8.4. Preliminary floor plans of the proposed structures;

1.8.5. Preliminary landscaping plan;

1.8.6. Fencing, trash disposal and recycling storage areas;

1.8.7. Preliminary stormwater treatment plan; and

If Developer does not submit the foregoing Architectural Materials, then the provisions of Sections 3.2 and 3.3 of the DAP Procedures shall apply.

1.9. Infrastructure Plans and Documents

Illustrative concept plans for Infrastructure shall be submitted for both transportation systems and utilities within the Phase and shall correspond to any Improvements to be provided with the applicable tentative subdivision map.

1.9.1. Roadways, including identifying proposed public and private ownership.

1.9.2. Transit.

1.9.3. Pedestrian routes and improvements, including identifying proposed public and private ownership.

1.9.4. Bicycle lanes and improvements.

1.10. Open Space

Conceptual drawings and data charts showing acreages and uses for all proposed open spaces within the Phase, including an analysis of compliance with the SCCC Chapter 17.35 (Parks and Recreational Land). The City Center North Neighborhood Park (on Parcel 3) is included with Phase 2A for which no DAP application will be submitted. Therefore, if the Phase 3 DAP Application (or the Phase 2 DAP Application if required for compliance with Chapter 17.35 of the Code) does not include the relevant information required under this Section 1.101 pertaining to the City Center North Neighborhood Park, the Developer shall include the proposed terms for an agreement regarding the timing and procedures for approval and development of the City Center North Neighborhood Park, which agreement shall be a condition of approval to the applicable DAP Application.

1.11. Project MMRP

A report describing the substance and timing of compliance with the applicable Mitigation Measures from the Project MMRP to be completed during the Phase.

1.12. Retail Plan

For any DAP Application that includes retail components, Developer shall submit a retail plan for informational purposes that includes the sizes and types of retail that will be targeted during that Phase.

1.13. Traffic Analysis

A traffic report prepared by a qualified third-party traffic consultant analyzing the projected vehicle trips and trip reduction measures for the Phase consistent with the requirements of the MMRP and Development Agreement.

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