RESOLUTION NO. 25-9467

A RESOLUTION OF THE CITY OF SANTA CLARA, CALIFORNIA APPROVING AND ADOPTING AN AMENDMENT TO THE ZONING CODE TO REVISE THE PERMITTED USES UNDER THE PLANNED DEVELOPMENT MASTER COMMUNITY (PD-MC) LAND USE DESIGNATION AND TO ADD A NEW SCHEME C LAND USE SCENARIO TO THE MASTER COMMUNITY PLAN FOR THE RELATED SANTA CLARA PROJECT LOCATED AT 5155 STARS AND STRIPES DRIVE, SANTA CLARA

Addendum to the Santa Clara City Place Environmental Impact Report (SCH #2014072078)
PLN24-00060 (General Plan Amendment, Rezoning, and Development Agreement Amendment)

WHEREAS, on January 31, 2024, Related Santa Clara, LLC ("Developer"), filed a development application to modify the approvals for a mixed-use development project for the approximately 240-acre City-owned site generally located north of Tasman Drive, east of Great America Parkway and San Tomas Aquino Creek, west of Guadalupe River, and south of State Route 237 (APNs: 104-03-043, 104-03-042, 104-03-041, 104-03-036, 104-01-102, 097-01-039, and 097-01-073), most of which was formerly occupied by a landfill, Santa Clara Golf & Tennis Club, Fire Station 10, and is now occupied by a Bicycle-Motocross (BMX) track, the Ameresco Methane Plant, the Eastside retention Basin and vacant lots ("Project Site");

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WHEREAS, on June 28, 2016, the City Council: certified the Santa Clara City Place Environmental Impact Report ("EIR") [SCH #2014072078] and adopted a set of CEQA Findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program ("MMRP") in accordance with the requirements of the California Environmental Quality Act ("CEQA"); adopted a General Plan Amendment changing the Project Site's land use designation to Urban Center/Entertainment District and making corresponding text and figure changes throughout the General Plan; approved a rezoning of the Project Site to the Planned Development - Master Community (PD-MC) Zoning designation governed by the accompanying Master Community Plan ("MCP") for the Related Santa Clara project (the "Approved Project," previously known as "City Place"); and approved a Development Agreement ("DA") and a Disposition and Development Agreement ("DDA") to define the Developer's obligations to develop the Approved Project and define terms for ground leasing the Project Site to the Developer;

WHEREAS, in 2020 and 2021, the City adopted First, Second, and Third Addenda to the 2016 Santa Clara City Place EIR in connection with its approval of the Development Area Plan ("DAP") for Phase 1, the DAP for Phase 2, and the City Place Revised Soil Import and Earthwork Plans Project, respectively (together, the First, Second, and Third Addenda to the 2016 EIR constitute the "Santa Clara City Place EIR");

WHEREAS, the Developer proposes to modify the Approved Project to allow a range of light industrial uses on Parcels 1 and 2 (APN 097-01-073 and 097-01-039) of the Project Site while maintaining the already-approved office, retail, commercial, hotel, and residential uses on Parcels 4 and 5 of the Project Site, and maintaining the park and open space uses already approved on Parcel 3 and throughout the Project Site without modifying the 9.16 million gross square feet of development or overall development intensities already allowed on the Project Site (the "Proposed Project");

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WHEREAS, this Zoning amendment proposes a text amendment to revise the permitted uses under the PD-MC Zoning designation to include a range of light industrial uses as permitted or conditionally permitted uses within that Zoning district and add a new "Scheme C" land use scenario to the MCP, as more particularly described in the attached MCP Scheme C Supplement, which is attached to this Resolution and incorporated by this reference (the "Zoning Amendment");

WHEREAS, the Developer has simultaneously applied to amend the General Plan land use designation applicable to the Project Site to allow for a range of light industrial uses within the Urban Center/Entertainment District ("General Plan Amendment");

WHEREAS, the Developer has also requested to amend its existing Development Agreement ("DA") with the City to incorporate provisions related to the Proposed Project ("DA Amendment"), and City staff have negotiated and recommend the DA Amendment;

WHEREAS, the Developer has also requested to amend its existing DDA with the City, as previously amended, to incorporate provisions related to the Proposed Project ("DDA Amendment"), and City staff have negotiated and recommended the DDA Amendment (the DDA Amendment, together with the General Plan Amendment, Zoning Amendment, and DA Amendment are the "Project Approvals");

WHEREAS, on May 6, 2025, the City Council held a Study Session focused on the Proposed Project, public comments and the Project Approvals;

WHEREAS, in order to ensure that all potential environmental impacts of the Proposed Project were thoroughly analyzed, the City caused a fourth Addendum to the Santa Clara City Place EIR ("Addendum") to be prepared in accordance with CEQA Guidelines Section 15164;

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WHEREAS, on June 11, 2025, the Planning Commission held a duly noticed public hearing, open and closed for public comments, and at the conclusion of which, the Planning Commission unanimously recommended approval of the Zoning Amendment as recommended by staff, with the following modifications: in Chapter 3C.2 of MCP, page 21 of the MCP Scheme C, delete the Small Power Plant Exemption (SPPE) data centers from the list under "Light Industrial Parcels-Parcels 1 and 2 Light Industrial Campus Development Permitted Uses"; revise paragraph four on the same page under conditional uses so it applies to all data centers; and specify that all data centers shall be subject to a Conditional Use Permit process to be approved by the Planning Commission rather than a Minor Use Permit process;

WHEREAS, prior to taking action on this Resolution, the City Council has exercised its independent judgement and reviewed and considered the Santa Clara City Place EIR and the Addendum and concluded that, for the reasons set forth in the Addendum, no further environmental review is required for the modifications to the Approved Project contemplated by the Proposed Project;

WHEREAS, on June 18, 2025, a notice of public hearing the July 8, 2025, City Council Hearing for this item was published in the *Santa Clara Weekly*;

WHEREAS, on June 18, 2025, a notice of public hearing for the July 8, 2025, City Council Hearing for this item was mailed to property owners within a 1,000 foot radius of the Project Site boundaries;

WHEREAS, pursuant to SCCC Section 18.146.020, on June 26, 2025, notice of the City Council Hearing on July 8, 2025, was posted at City Hall, the Central Park Library, the Mission Branch Library, the Northside Branch Library, and on the City's website; and

WHEREAS, on July 8, 2025, the City Council held a duly noticed public hearing to consider the Addendum to the Santa Clara City Place EIR, the MMRP included as Appendix A to the Addendum identifying applicable mitigation measures from the original MMRP, the Project Approvals, and all pertinent information in the record during which the City Council invited and considered any and all verbal and written testimony and evidence offered in favor of and in opposition to the Proposed Project.

NOW THEREFORE, BE IT RESOLVED BY THE CITY OF SANTA CLARA AS FOLLOWS:

1. The City Council hereby finds that the above Recitals are true and correct and by this reference makes them a part hereof.

2. Pursuant to SCCC Sections 18.256.040(a) and 18.256.060 (formerly Sections 18.56.040(a) and 18.56.060, respectively), the City Council hereby finds that the proposed amendments to the PD-MC zoning designation and the MCP are consistent with the General Plan, for the reasons set forth in the General Plan Amendment Resolution;

3. The City Council hereby approves an amendment to Section 18.256.040 (formerly Section 18.56.040) of Chapter 18.256 (Planned Development – Master Community Zoning Districts) of Title 18 (Zoning), subject to the Project Conditions of Approval as attached hereto and incorporated by this reference, as follows:

"**18.256.040 Permitted Uses.**

Certain uses may be specifically permitted or permitted by use permit or may be disallowed from any PD-MC plan in accordance with provisions herein below. The PD-MC approval by the City may also require that specific types of uses be incorporated into the overall plan.

(a) Any residential, commercial, office, light industrial, SPPE data center (as defined in an applicable PD-MC plan), research and development or public uses may be authorized if they are in harmony with other authorized uses and serve to fulfill the function of the planned development while complying with the City's general plan.

(b) Massage establishments, as defined in SCCC 5.40.020(m), subject to SCCC 18.60.230.B.

(c) The following uses may be permitted in this zoning district if they are approved specifically through the zoning entitlement process or approved through a use permit process as specified in Chapter 18.114 SCCC, Conditional and Minor Use Permits:

(1) Auto service or repair;

(2) Drive-through restaurants and services;

(3) Beer and wine or alcoholic beverage service;

(4) Live entertainment and dancing;

(5) Ancillary Data Center (as defined in, and subject to the conditions of, an applicable PD-MC plan);

(6) Non-SPPE Data Center (as defined in, and subject to the conditions of, an applicable PD-MC plan).

(d) The following uses are prohibited, except where specifically authorized in an applicable PD-MC plan adopted by the City Council:

(1) Auto sales;

(2) Appliances and bulk item sales;

(3) Industrial uses and uses involving quantities of hazardous materials that may have potentially significant health consequences;

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

(5) Contractor's yards and other similar uses;

(6) Other uses that, in the opinion of the City Council, are incompatible with the character and nature of the uses provided and approved in the master community plan."

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4. That the City Council hereby approves the amendment to the approved Master Community Plan to add a new Scheme C Supplement for the Related Santa Clara Project, as attached hereto and incorporated herein by this reference, as part of the zoning map of the City.

5. Effective date. This resolution shall become effective at such time as Ordinance No. 2078 approving the DA Amendment becomes effective, and if such Ordinance has not become effective by December 31, 2025, this resolution shall be deemed to be void and of no further force or effect.

I HEREBY CERTIFY THE FOREGOING TO BE A TRUE COPY OF A RESOLUTION PASSED AND ADOPTED BY THE CITY OF SANTA CLARA, CALIFORNIA, AT A REGULAR MEETING THEREOF HELD ON THE 8TH DAY OF JULY, 2025, BY THE FOLLOWING VOTE:

AYES:	COUNCILORS:	Cox, Gonzalez, and Hardy, and Mayor Gillmor
NOES:	COUNCILORS:	Chahal, Jain, and Park
ABSENT:	COUNCILORS:	None
ABSTAINED:	COUNCILORS:	None

ATTEST: _____
NORA PIMENTEL, MMC
ASSISTANT CITY CLERK
CITY OF SANTA CLARA

Attachments incorporated by reference:
1. MCP Scheme C Supplement
2. Conditions of Approval

RELATED SANTA CLARA

MASTER COMMUNITY PLAN SCHEME C SUPPLEMENT

VOLUME 1
MCP AMENDMENT MARCH, 2025

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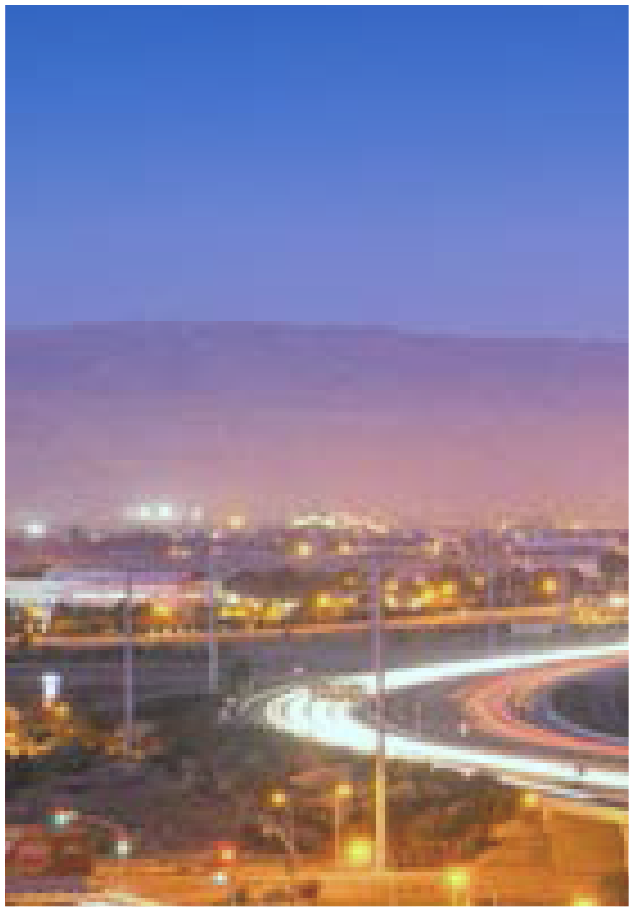
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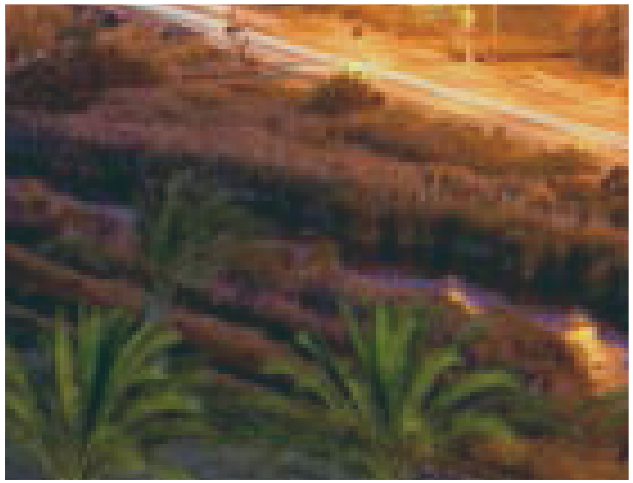
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CHAPTER 1C



INTRODUCTION - SCHEME C VARIANT

1C.1 PROJECT SUMMARY

Related Santa Clara, formerly known as CityPlace Santa Clara, will create a new center of activity for the community of Santa Clara and the greater Silicon Valley region. It will provide significant mixed-use offerings including: retail, office buildings, hotel rooms, and residential dwellings at an urban scale, accessible outdoor spaces, and a light industrial campus to support the economy of Santa Clara.

INTRODUCTION TO THE SCHEME C VARIANT/ HOW TO USE THIS SUPPLEMENT

This Related Santa Clara Master Community Plan Supplement amends the original integrated Master Community Plan, dated April 5, 2017 (the "Original MCP"). The Original MCP was approved by City Council Resolution No. 16-8339 and effectively rezoned the project site as described in the Original MCP. As used herein, the "Scheme C Supplement" shall mean this Scheme C Supplement to the Original MCP and the "Scheme C Variant" shall mean the Scheme C land use program and development standards as set forth in this Scheme C Supplement.

If the Scheme C Variant is implemented, selected Chapters of this Scheme C Variant Supplement shall control development in lieu of the corresponding Chapters of the Original MCP: 1C.1, 2C.3, 4C.1, 4C.2, 4C.3, and 5C.4. For example, Chapter 1C.1 shall control in lieu of Chapter 1.1 of the Original MCP.

If the Original MCP includes a Chapter but the Scheme C Supplement does not include a corresponding Chapter with the same number, then the Original MCP Chapter will continue to apply without modification. For example, the Original MCP contains Chapters 1.2 and Chapters 1.3, but there are no corresponding Chapters 1C.2 or 1C.3 in the Scheme C Variant Supplement, and so the original Chapters 1.2 and 1.3 shall continue to apply to the entire project without modification.

For all other chapters of this Supplement, the terms of the Original MCP shall continue to apply, but this Supplement provides certain refinements to address the revised development proposal. In most cases, those refinements apply to Parcels 1 and 2 only. owever, in certain instances, amendments to the Original MCP that appear in this Scheme C Supplement are intended to apply to both the new development authorized by the Scheme C Supplement on Parcels 1 and 2 and the development on Parcels 3, 4, and 5 described in the Original MCP. This Scheme C Supplement will indicate such amendments with the notation [Applies to Original MCP and Scheme C]. A comprehensive list of amendments to the Original MCP that apply to both the development on Parcels 3, 4 and 5 in the Original MCP and the new proposal for Parcels 1 and 2 in Scheme C are listed in Appendix E of this Scheme C Supplement.

If there is a conflict between the Original MCP and the Scheme C Supplement with respect to implementation and development of the Scheme C Variant, the Scheme C Supplement shall control.

PROJECT DESCRIPTION

Related Santa Clara is envisioned to be an approximately 240-acre urban city development located in the heart of Silicon Valley, in the northern part of the City of Santa Clara. The Scheme C Variant Master Community Plan Amendment ("the Scheme C Variant") proposes an alternative scheme to the CityPlace Santa Clara Master Community Plan ("the Original MCP "). The Scheme C Variant proposes an alternative land use on five large development parcels to be developed in seven development phases plus the City Park (Phase 2A).

The Scheme C Variant land use program (the "Amended Project") will be an alternative development scheme to Scheme A or Scheme B. The DDA requires the Master Developer to make its election to proceed under the Scheme C Variant upon the earlier of (i) executing a Ground Lease for all or any portion of Parcels 1 or 2 for which the City has approved a Development Area Plan (DAP) that relies on the Scheme C Variant densities and land uses; or (ii) executing a Ground Lease for all or any portion of Parcel 4 for which the City has approved a DAP that would cause total development within Parcel 4 to exceed the maximum density (including Development Transfers allowed therein) permitted under Scheme A or Scheme B. The RSC Scheme C land use program could be implemented in lieu of Schemes A and B, and would include the following land uses: 4,517,400 square feet (sf) commercial office; 800,000 sf commercial retail (including food and beverage and entertainment uses); 1,600,000 square feet of light industrial, 700 hotel rooms; 1,680 residential dwelling units; approximately 90 acres of open

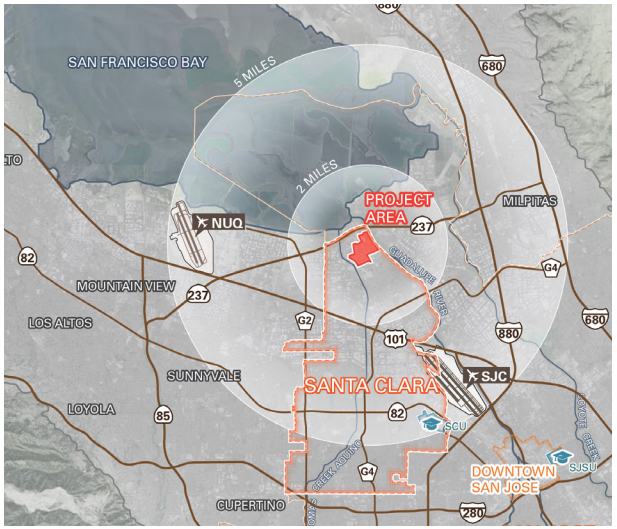


Exhibit 1C–1 (SCHEME C): Regional Vicinity Map

space; and approximately 20,000 parking stalls within structured, podium, and surface parking facilities.

Various features of the planned development outlined in the Original MCP, including an integrated network of open spaces, walkable streetscapes, the construction and reconstruction of substantial infrastructure, including landfill protection systems, environmental remediation as determined necessary, construction of a new road network and construction of necessary wet and dry utilities improvements, will all be retained and adjusted as needed to accommodate the Scheme C Variant land use program. Site access is anticipated to 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 Original MCP.

1C.4 PLAN SUMMARY

Chapter 1.2 (Project Location) and Chapter 1.3 (Community Context) of the Original MCP remain unchanged with respect to the Scheme C Variant. Chapter 1.4 (Plan Summary) remains unchanged with the following refinements. Table 1-1 (MCP Required Content) in the Original MCP is replaced with Table 1C-1 (Scheme C) with respect to the Scheme C Variant as follows:

LEGAL AUTHORITY

Unless expressly specifically stated, references to the City's Zoning Ordinance in this MCP shall mean the Zoning Ordinance in effect on June 28, 2016.

References to the "Updated Zoning Code" when used herein shall mean the Zoning Code update adopted by the City Council with Ordinance 2066 on January 9, 2024, with additional revisions adopted by Ordinance 2070 on August 20, 2024, and and by Ordinance ------ , adopted by the City Council on , 2025.

TABLE 1C–1 (SCHEME C): MASTER COMMUNITY PLAN REQUIRED CONTENT

REQUIRED CONTENT PER SANTA CLARA CITY ZONING CODE - SECTION 18.56.070	APPLICABLE DOCUMENT CHAPTER OR SECTION
(a) A master community summary providing, in narrative form:	
1. A general description of the proposed development	1C.1 PROJECT SUMMARY
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);	3C.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;	3C.2 LAND USE CONCEPT
4. A description of:	
A. Residential neighborhoods;	3C.2 LAND USE CONCEPT
B. Mixed-use neighborhoods;	3C.2 LAND USE CONCEPT
C. Commercial, office and/or research and development uses;	3C.2 LAND USE CONCEPT
D. Open space and parks;	3C.4 OPEN SPACE CONCEPT
E. "Public Buildings"; and	3C.3 MOBILITY CONCEPT
F. Light industrial campus	3C.2 LAND USE CONCEPT
G. Any other proposed uses; and	
5. Financing, if any, for on- and off-site infrastructure improvements.	2C.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;	3C.2 LAND USE CONCEPT (EXHIBIT 3C-3, 3C-4)
2. A public circulation system (including street classifications and cross sections, pedestrian paths and bikeways);	3C.3 MOBILITY CONCEPT (EXHIBITS 3C-5, 3C-6, 3C-7, 3C-8, 3C-9 & 3C-10, 3C-11, 3C-12, 3C-13 & 3C-14)

REQUIRED CONTENT PER SANTA CLARA CITY ZONING CODE - SECTION 18.56.070	APPLICABLE DOCUMENT CHAPTER OR SECTION
3. "Public Buildings";	3C.3 MOBILITY CONCEPT (EXHIBIT 3C-10)
4. Open space and parks; and	3C.4 OPEN SPACE NETWORK (EXHIBIT 3C-15)
5. A preliminary public infrastructure plan (including drainage, sewerage, water, power and telecommunication utilities).	CHAPTER 8C: 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.	Original MCP Exhibit 1-4
(d) Design guidelines and development standards for:	
1. Site Planning.	CHAPTER 4C: PARCEL DEVELOPMENT PLANS, STANDARDS & REQUIREMENTS
A. Site coverage;	TABLES 4C.1 - 4C.5
B. Setbacks;	EXHIBITS 4C.2 - 4C.5
C. Building heights;	EXHIBITS 4C.2 - 4C.5
D. Private outdoor areas, including open space and yards; and	6C.6 PRIVATE OUTDOOR SPACE
E. Parking;	4C.2 - 4C.5
2. Architectural Character.	
A. Style;	CHAPTER 5C: DESIGN GUIDELINES
B. Scale; and	CHAPTER 5C: DESIGN GUIDELINES
C. Building materials;	CHAPTER 5C: DESIGN GUIDELINES
3. Landscaping;	CHAPTER 6C: LANDSCAPE MASTER PLAN

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

**Scheme C permits incidental retail and personal service uses primarily serving employees and customers of the principal light industrial use, not to exceed 10 percent of the floor area of the applicable building or campus. Scheme C also permits incidental office use primarily serving the administrative needs of the principal light industrial use, not to exceed 25 percent of the applicable floor area.*

1C.5 PLAN ORGANIZATION

The Scheme C Variant will follow the same Plan Organization as the Original MCP, with Scheme C Variant Chapters or Sections, as applicable, replacing or supplementing the corresponding Chapters or Sections of the Original MCP, in whole or in part as the context provides.

CHAPTER 1C. 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.

CHAPTER 2C. 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.

CHAPTER 3C. 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.

CHAPTER 4C. PARCEL DEVELOPMENT PLANS, STANDARDS & REQUIREMENTS

This section describes a program framework and the desired character of development for delineated parcels, as well as the associated site development regulations.

CHAPTER 5C. 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.

CHAPTER 6C. 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.

CHAPTER 7C SIGNAGE & LIGHTING GUIDELINES

No change from the Original MCP

CHAPTER 8C. 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.

CHAPTER 9C SUSTAINABILITY

This section includes select revisions to Chapter 9 of the Original MCP to address LEED issues and Energy Use Intensity targets.

APPENDICES

Appendix A (legal description): No change; however, if the final legal description of the Premises under any executed ground lease entered into by the City in accordance with the DDA would result in minor boundary adjustments that add or remove real property from the legal description in Appendix A, this MCP shall be deemed to include such additional real property or exclude such removed real property, as applicable.

Appendix B (Definitions) has been supplemented with additional definitions used in the Scheme C Variant.

Appendix C replaces the Appendix C in the Original MCP and applies to both the Original MCP and the Scheme C Variant

Appendix D (Sanitary Sewer Table).

Appendix E: MCP Amendments that apply to the Original MCP and Scheme C Supplement.

Appendix F (Scheme C Utility Exhibits).





CHAPTER 2C

IMPLEMENTATION SCHEME C VARIANT



2C.1 GENERAL PLAN CONSISTENCY & CEQA COMPLIANCE

The Scheme C Variant is consistent with the City General Plan, including the project site's designation as Urban Center Entertainment District.

GENERAL PLAN CONSISTENCY

The eneral Plan Consistency findings set forth in Section 2.1 of the MCP remain applicable to the overall project. The Scheme C Variant supports the General Plan's Major Strategies set forth in Section 2.1. Additionally, Scheme C is consistent with and supports the Major Strategies in the following ways:

The Scheme C Variant is intended to follow the overall vision outlined in the Original MCP, Planning ref no PLN2014-10554.

The Scheme C Variant supports the General Plan's Major Strategies set forth in Chapter 2.1 of the Original MCP, with the following refinements:. Parcels 1 & 2 will be a light industrial campus that introduces a range of light industrial uses that will generate regional employment, complement the Commercial Office uses in the City Center and further diversify the mixed-use character of the overall development. Comfortable and safe pedestrian and bicycle connections will link the Light Industrial campus to the City Center.

Parcels 4 (City Center) will be further densified with additional Commercial Office space. This further densification will strengthen the overall vision for City Center as a vibrant, walkable, and people-first mixed-use destination.

- *Land Use:* the Scheme C Variant will be consistent with the eneral Plan land use classification of "Urban Center / Entertainment District." The Original MCP classification language is amended to reflect the General Plan Amendments approved by the City Council concurrent with its approval of this Scheme C Supplement. Light Industrial use of Parcels 1 and 2 is consistent with General Plan amendments adopted by the City Council concurrent with approval of this Scheme C Supplement.

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, and a range of light industrial uses, including general service, warehousing, storage, distribution, manufacturing and data centers, 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 served 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, hotel and light industrial uses;

- *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, hotel and light industrial uses.

Accordingly, this classification accommodates a wide variety and mix of commercial and light industrial 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; 7) a range of light industrial uses, including general service, warehousing, storage, distribution and manufacturing, and data centers; and (8) compatible uses of a similar commercial character. Auto-oriented uses such as drive-through restaurants and auto service facilities are not appropriate uses. This is not intended to exclude product showcase venues, including auto showrooms, which shall require a use permit.

With a maximum development area of 9,164,400 gross square feet, the Scheme C Variant has an FAR below 1.0; therefore, the project is categorized as a Low Intensity Urban Center. The Scheme C Variant 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 a range of industrial uses are intended to create a focus for community and commerce.

*'Floor Area Ratio' means the ratio of total building square footage, excluding any building area devoted to parking, to the gross square footage of the site. [Applies to Original MCP and Scheme C]"

THE SCHEME C VARIANT APPROVALS

List of Additional City Discretionary Approvals

In addition to the Full List of Approvals on page 20 of the Original MCP, the following City discretionary approvals are required to implement the Scheme C Variant.

- General Plan Amendment (to permit light industrial uses on Parcels 1 and 2)
- Zoning Ordinance Amendment to PD-MC Zoning (to allow light industrial uses on Parcels 1 and 2)
- MCP Amendment
- Development Agreement Amendment
- Disposition and Development Agreement Amendment
- Tentative/Vesting Tentative Subdivisions Maps

2C.2 THE SCHEME C VARIANT APPROVALS & ADMINISTRATION

The proposed Scheme C Variant development requires City Council approval of an amendment to the Original MCP. 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 the Scheme C Variant to the Original MCP.

There is no change in the Approvals & Administration of the Original MCP.

2C.3 DEVELOPMENT PHASING

The Scheme C Variant will be developed in multiple phases, timing the delivery of commercial retail, office, hotel, residential, and light industrial space to projected market demand and other factors. Construction will begin with either City Center or the light industrial campus to generate activity, revenue, and economic opportunities.

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. 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 concept alternatives for the Scheme C Variant:

Create a Mixed-Use Destination - The Scheme C Variant: The Scheme C Variant would allow project phasing to respond to market conditions. Under the Scheme C Variant, development on Parcels 1 and 2 could proceed before Parcels 4 and 5, but all project phasing would remain subject to the phasing and schedule of performance set forth in the DDA as amended from time to time. Parcels 4 and 5 would be developed as market conditions dictate, and at full build-out would deliver, approximately 7.5 million square feet of commercial retail, office, hotel and residential space to create a vital city center. The intent will be to leverage both parcels' proximity to local and regional attractions, to create a mixed-use destination for the community. 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 - The Scheme C Variant*: The Scheme C Variant permits a light industrial campus to be developed on Parcels 1 and 2 to deliver up to 1.6 million square feet. The intent is to provide a setting that will attract a range of uses that may include general service, warehousing, distribution, and manufacturing, adding jobs and generating economic activity.

CONCEPTUAL PHASING STRATEGY

- It is projected that the project will be constructed in seven phases for the Scheme C Variant in addition to the City Park on Parcel 3 (Phase 2A); however, this phasing strategy is conceptual, and (within the limitations set forth in the Development and Disposition Agreement as amended from time to time) 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 2C-1: the Scheme C Variant Development Phasing Concept. The numbering of the project phases remains unchanged for the Scheme C Variant to maintain consistency with the Original MCP and the DDA phasing plan; however, as described above, development within Parcels 1 and 2 under the Scheme C Variant may proceed prior to development on Parcels 4 or 5.

- *Phase 1:* Under the Scheme C Variant, this phase is expected to develop approximately 1 million square feet of commercial retail, residential, hotel and office space on approximately 15.4 acres, establishing the gateway into the City Center Mixed-Use zone on Parcel 5.

- *Phase 2:* Under the Scheme C Variant, this phase is anticipated to develop approximately 3 million square feet of commercial retail, entertainment, residential, hotel and office space on an estimated 45 acres, establishing the essential core of the City Center Mixed-Use zone on Parcel 4.

- *Phase 2A:* Phase 2A is the City Park that would be developed by the city on Parcel 3, as described in Section 3C.2 (Land Use Distribution & Intensity).

- *Phase 3:* Under the Scheme C Variant, this phase is anticipated to provide additional mixed-use development to the zone, and will develop approximately 18 additional acres on Parcel 4 to complete the City Center Mixed-Use zone. Approximately 1.78 million square feet of retail, office, and residential space is contemplated.

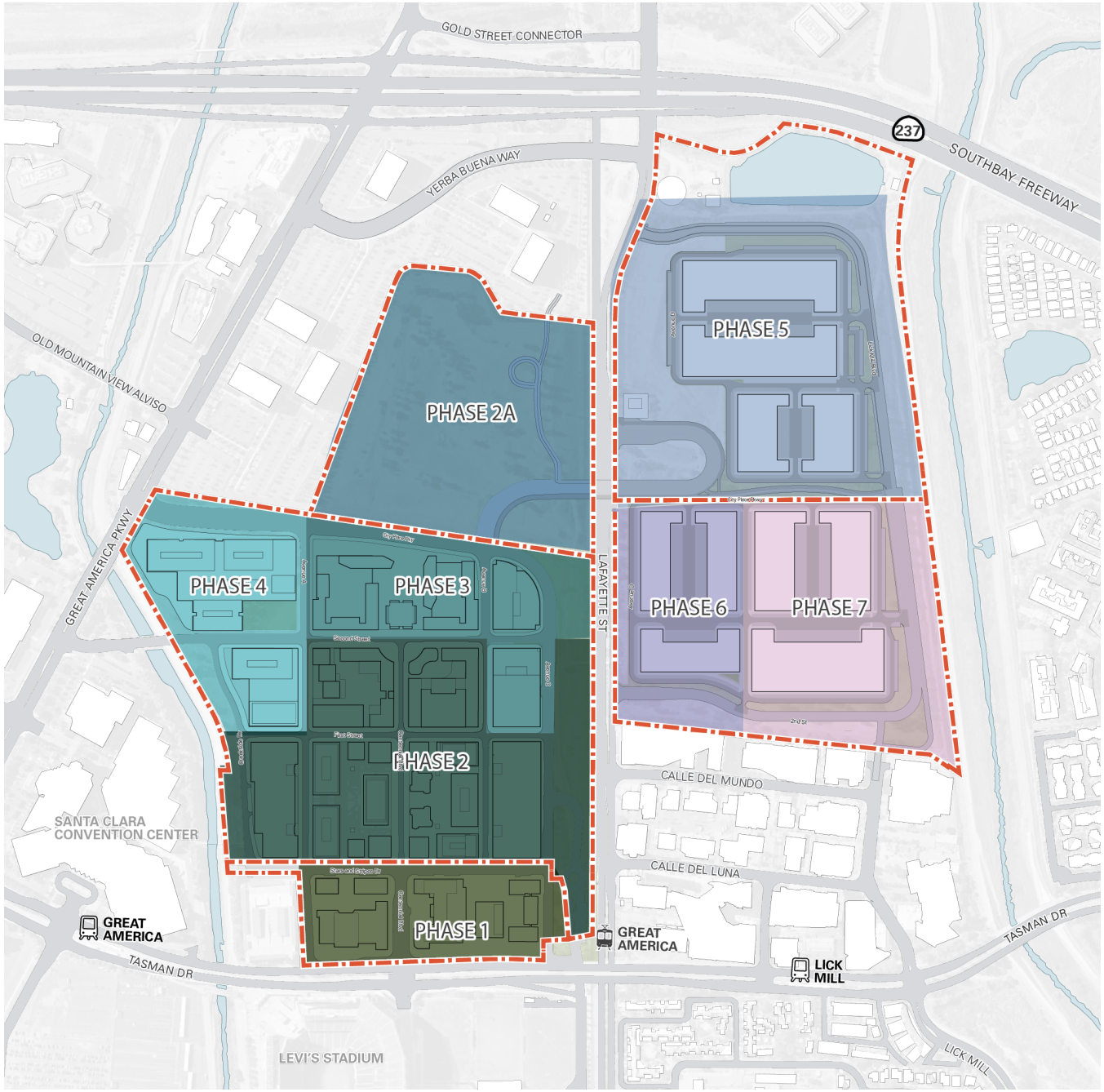
- *Phase 4:* Under the Scheme C Variant, this phase is anticipated to generally correspond to the City Center Northwest Office one, completing development of Parcel 4. Nearly 1.72 million square feet of office space on 16 acres is envisioned.

- *Phase 5:* Under the Scheme C Variant, this phase is anticipated to initiate light industrial campus development on the east side of Lafayette Street. Development of approximately 6 0,000 square feet of office space is anticipated on 49.6 acres on Parcel 1. New access points to the parcels on the east side of Lafayette Street will be constructed with or not later than com-mencement of this Phase.

- *Phase 6:* Under the Scheme C Variant, this phase is anticipated to involve 25.9 acres of development of approximately 360,000 square feet of light industrial space on the west half of Parcel 2.

- *Phase 7:* Under the Scheme C Variant, this phase is anticipated to involve 35 acres of development of

EXHIBIT 2C–1 (SCHEME C): THE SCHEME C VARIANT- DEVELOPMENT PHASING CONCEPT*



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′

*Diagram only for illustrative purpose, subject to change

approximately 550,000 square feet of light industrial space on the east half of Parcel 2.

- *Development Agreement Requirements:* No change from the Original MCP.
- *Development Area Plan Requirements:* No change from the Original MCP except as provided in the revised Appendix C that applies to the Original MCP and Scheme C
- *Development Financing/Implementation* Responsibilities: No change from the Original MCP.

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CHAPTER 3C



MASTER PLAN OVERVIEW
THE SCHEME C VARIANT

3C.1 MASTER PLAN SUMMARY

Vision: Related 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 vibrant and walkable City Center 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 SUMMARY

The Development Character and Development Objectives of the Scheme C Variant are consistent with the Original MCP with the following refinements.

Parcels 1 & 2 will be a light industrial campus that introduces a range of light industrial uses that will generate regional employment, complement the Commercial Office uses in the City Center and further diversify the mixed-use character of the overall development. Comfortable and safe pedestrian and bicycle connections will link the light industrial campus to the City Center.

Parcel 4 (City Center) will be further densified with additional Commercial Office space. This further densification will strengthen the overall vision for City Center as a vibrant, walkable, and people-first mixed-use destination. Under Scheme C, retail, food and beverage and entertainment uses shall be consolidated on the City Center parcels.

EXHIBIT 3C–1 (SCHEME C): ILLUSTRATIVE SITE CONCEPT*



1″ = 800′

0′ 200′ 400′ 800′ 1600′

*Diagram only for illustrative purpose, subject to change

3C.2 LAND USE CONCEPT

The Scheme C Variant land use concept reinforces Related Santa Clara'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 an adjoining light industrial campus that generates new employment opportunities and spurs regional economic activity.

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 development 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 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 and the City Utility Facility parcel 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. 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. On the other hand, high mounding with steep soil embankments reduces the developable site area and ease of accessibility of Parcels 1 and 2. Therefore, Parcels 1 and 2 will be developed as a light industrial campus in the Scheme C Variant.

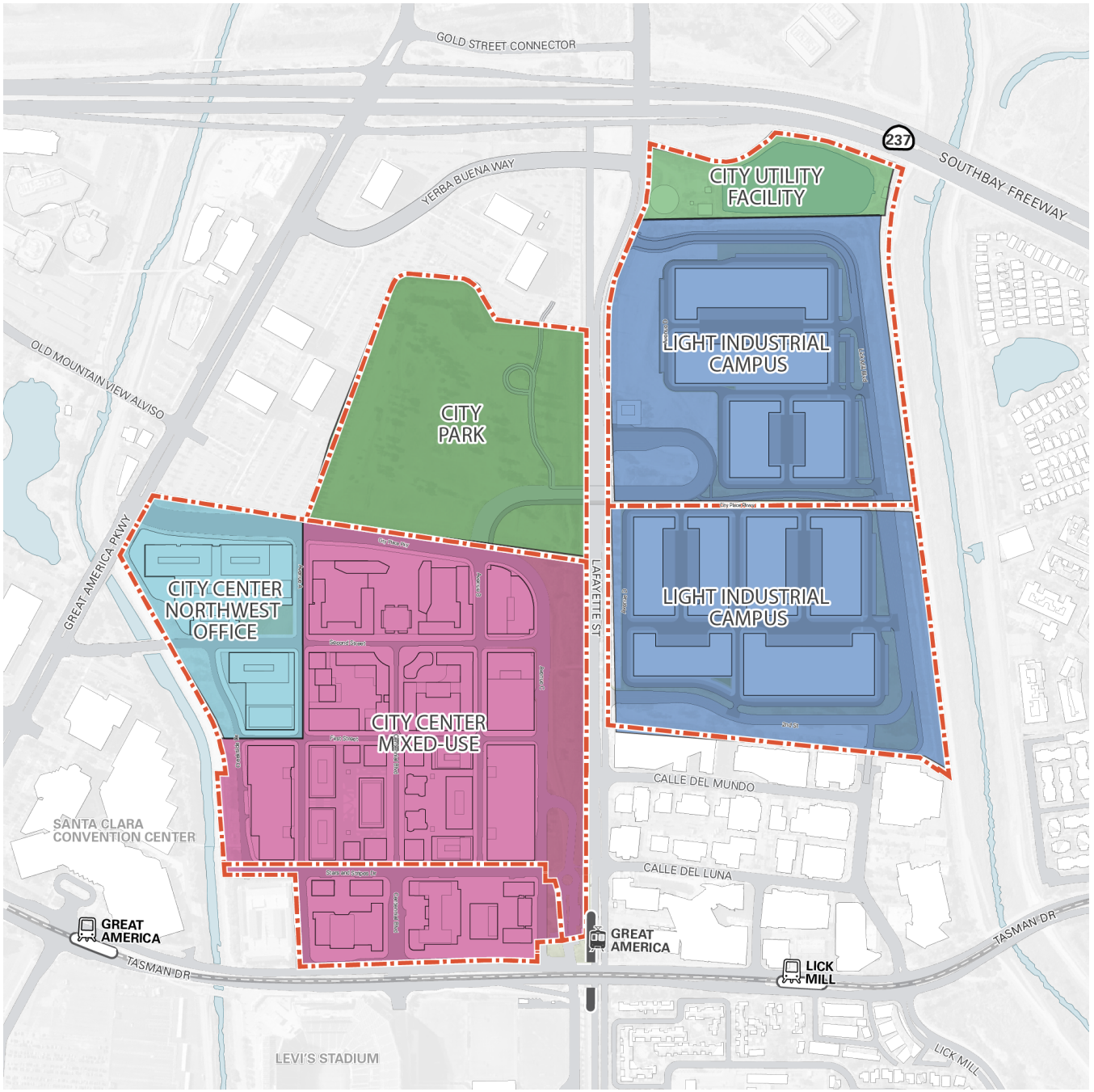
- *Phased Build-Out:* Construction is anticipated to proceed through a series of phases that will respond to market conditions, and may commence with Parcels 4 and 5 as the mixed-use City Center, or Parcels 1 and 2 as the light industrial campus. Total maximum building area (excluding parking facilities) for all par-cels Under the Scheme C Variant is outlined in Table 3C-2. The Scheme C Variant land use assigned to each parcel is described below, while the phasing strategy is elaborated on in Chapter 2C (Implementation). 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.

- *Land Use Flexibility:* Under the Scheme C Variant, Parcels 4 will include additional office space to increase the density and vibrancy of City Center, in lieu of featuring office uses out of City Center. In the Scheme C Variant, Parcels 1 and 2 feature light industrial uses and paths for pedestrian and bicyclist connectivity.

TABLE 3C–1 (SCHEME C): 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."

EXHIBIT 3C–2 (SCHEME C): THE SCHEME C VARIANT - LAND USE DISTRICTS



LEGEND

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

Boundaries
- Site
- Parcel

1″ = 800′

0′ 200′ 400′ 800′ 1600′

*PROGRAM SUMMARY:



* *The Scheme C Variant*

▪ LAND USE AREAS

The Scheme C Variant is designed around several types of land use areas. The land use areas are depicted in Exhibits 3C.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 3C-2 depicts the land use areas for the Scheme C 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 recreational 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, including the northwest portion of Parcel 4 also known as the City Center Northwest Office one. Retail, food and beverage, and entertainment uses are intended to be consolidated within the City Center Mixed-Use district.

- *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.

- *Light industrial campus*: This land use area is primarily intended to accommodate a range of Light Industrial uses, and allows both ancillary office uses and limited commercial services, including retail, food and beverage. Buildings can accommodate a combination of single and multiple users. The light industrial campus designation applies to Parcels 1 and Parcel 2 in the Scheme C Variant.

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 the Scheme C Variant are as follows:

- *Parcel 1 Scheme C Variant (49.6 acres):* Under the Scheme C Variant, entitlement for this parcel totals 690,000 GSF. Designated as light industrial campus, the conceptual land use program emphasizes light industrial uses with ancillary office uses. Limited retail including food and beverage are also 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 C Variant (60.9 acres)*: Under the Scheme C Variant, entitlement for this parcel totals 910,000 GSF. Designated as light industrial campus, the conceptual land use program emphasizes light industrial uses with ancillary office uses. Limited retail including food and beverage are also permissible uses.

- *Parcel 3 Scheme C Variant* (34. 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

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

- *Parcel 4 Scheme C Variant (79.17 acres)*: The Scheme C Variant entitlement for this parcel totals 6,521,269 GSF. Designated as City Center Mixed-Use, the conceptual land use program includes a broad mixture of commercial, office, residential, entertainment, and hotel uses. Food and Beverage and Retail Anchors are also permissible uses.

- *Parcel 5 Scheme C Variant (15.43 acres):* The Scheme C Variant entitlement for this parcel totals 1,043,131 GSF. Designated as City Center Mixed-Use, the conceptual land use program includes office, residential and hotel uses. 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 and 2, and between 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. In addition, any amount of permitted office use within the City Center Mixed-Use District (Parcels 4 and 5) may be swapped out for an equivalent square footage of retail space, subject to approval through the DAP process, or if a DAP has already been approved, then subject to approval through the Architectural Review process.

DEVELOPMENT PROGRAM

A conceptual land use plan and corresponding summary development program is presented in the Conceptual Land Use Plans: Exhibits 3C-3 through 3C-4 with the corresponding land development program yield shown in Table 3C-2: Summary Development Yields in the Scheme C Variant.

PERMITTED, CONDITIONALLY PERMITTED AND PROHIBITED USES

Notwithstanding SCCC Section 18.56.040 (or any comparable section of the Updated Zoning Code), the following uses are permitted, conditionally permitted, or prohibited (as set forth below) under this amendment to the Original MCP, and are identified here geographically by project parcel number. Definitions of these uses are included in new Appendix B of the Scheme C Variant to the extent they differ from the Scheme C Supplement.

- ***Permitted Uses** (identified by the Scheme C Variant parcel):* The following uses are permitted:

  CITY CENTER PARCELS 4 & 5 MIXED-USE URBAN DEVELOPMENT

  No change from the Original MCP.

  CITY PARK - PARCEL 3

  No change from the Original MCP.

  LIGHT INDUSTRIAL PARCELS - PARCELS 1 & 2 LIGHT INDUSTRIAL CAMPUS DEVELOPMENT

  (1) Light Industrial[1][2];

  (2) SPPE Data Centers

  (3) Incidental Retail, Incidental Restaurant, Incidental Office, and Incidental Personal Services.

  (4) Any other incidental and accessory buildings and uses supporting any permitted use, not to exceed 10% of the maximum floor area for each parcel; and

  (5) Public and/or private parks and open space.

  [1] "Light Industrial" is defined in Appendix B. For avoidance of doubt, all other references to 'light industrial' in this Scheme C Supplement other than in this Section on Permitted, Conditionally Permitted and Prohibited Uses and the defined terms in Appendix B shall refer more generally to all uses that are Permitted and Conditionally Permitted Uses within Parcels 1 & 2.

  [2] A maximum of 50% of the building square footage on Parcels 1 and 2 may be refrigerated warehouse space.

- ***Conditionally Permitted Uses:*** The following uses are permitted on the condition that they apply for, are granted, and maintain; a conditional use permit pursuant to the Zoning Ordinance (except where the Updated Zoning Code expressly applies).

  CONDITIONAL USES

  Subsections 1) through 4) are amended in its entirety for the Scheme C Variant as follows:

  (1) In the City Center (Parcels 4 and 5): alcoholic beverage service that is not incidental alcoholic beverage service.

  2) In the City Center (Parcels 4 and 5): 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 Parcel 1 & 2, Non-SPPE Data Centers and Ancillary Data Centers, but only if conducted entirely within a completely enclosed building (except for on-site indoor or outdoor power generation facilities serving the Data Center operations) and only after first securing a Minor Use Permit that allows for administrative review with notices mailed out to adjacent properties and a provision for appeal [3][4].

  Subsection 5) of the Original MCP is deleted and replaced by the Other Uses provision at the end of this subsection, which applies to the Original MCP and Scheme C.

*Reflects development program approved by City Council Resolution 20-8825 (DAP 1).

[3] Ancillary Data Centers are limited to 20% of the constructed industrial building square footage on Parcels 1 and 2, and regardless of the number of Ancillary Data Centers located on Parcels 1 and 2, shall be limited to a maximum total collective power draw of nine (9) Megawatts, and shall be subject to availability of power as determined by Silicon Valley Power and such other requirements of Silicon Valley Power, including a written agreement between the City and the project sponsor.

[4] An appeal of Non-SPPE and Ancillary Data Centers shall be heard by the City Council [SCCC otherwise provides for one appeal of a minor use permit to the Planning Commission only.

PROHIBITED USES [Applies to Original MCP and Scheme C]

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 the Scheme A Variant and the Scheme C Variant);

4) Uses involving quantities of hazardous materials that may have potentially significant health consequences (other than hazardous materials used in connection with the Light Industrial and Data Center uses on Parcels 1 and 2, subject to compliance with applicable laws);

5) Contractor's yards and other similar uses, unless accessory to Light Industrial use;

6) Wastewater treatment plants;

7) Confined animal facilities;

8) Composting stations;

(9) Wholesaling, warehousing and storage (indoor and outdoor) other than on Parcels 1 and 2 under the Scheme C variant;

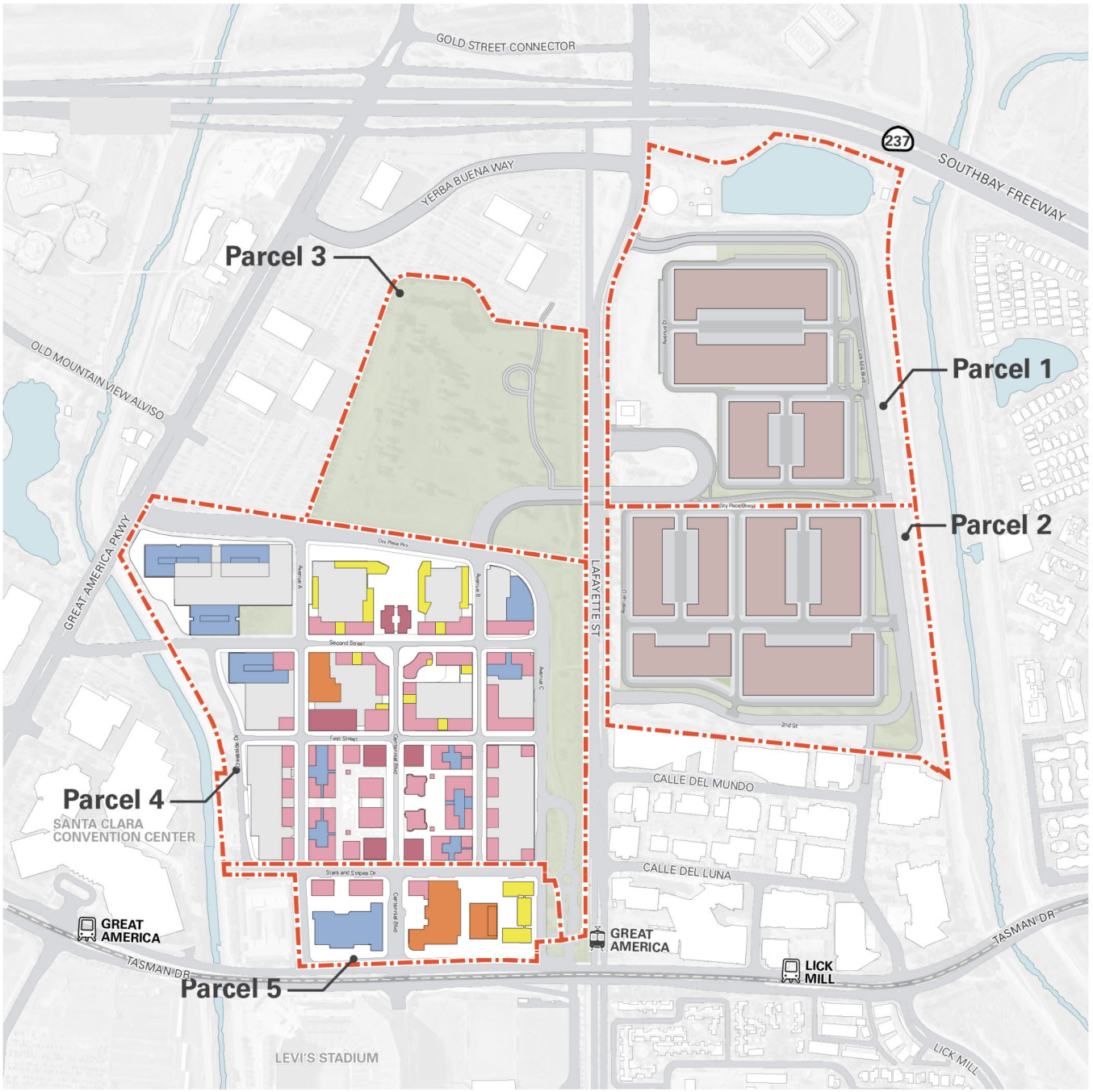
(10) Refineries; and

(11) Chemical manufacturing plants.

OTHER USES [Applies to Original MCP and Scheme C]

Other uses not specifically listed herein may be allowed by the City's Director of Community Development or Planning Commission if approved in accordance with the procedures set forth in Sections 18.04.030 and 18.04.040 of the Updated Zoning Code, as amended, or if approved by the City Council through the Development Area Plan process, so long as the uses are consistent with the intent of the MCP, as amended, and applicable environmental clearance.

EXHIBIT 3C–3 (SCHEME C): CONCEPTUAL LAND USE PLAN GROUND FLOOR



LEGEND

Land Uses

- Residential
- Retail Anchor
- Retail and F & B
- Hotel
- Entertainment
- Office
- Parking
- Light Industrial

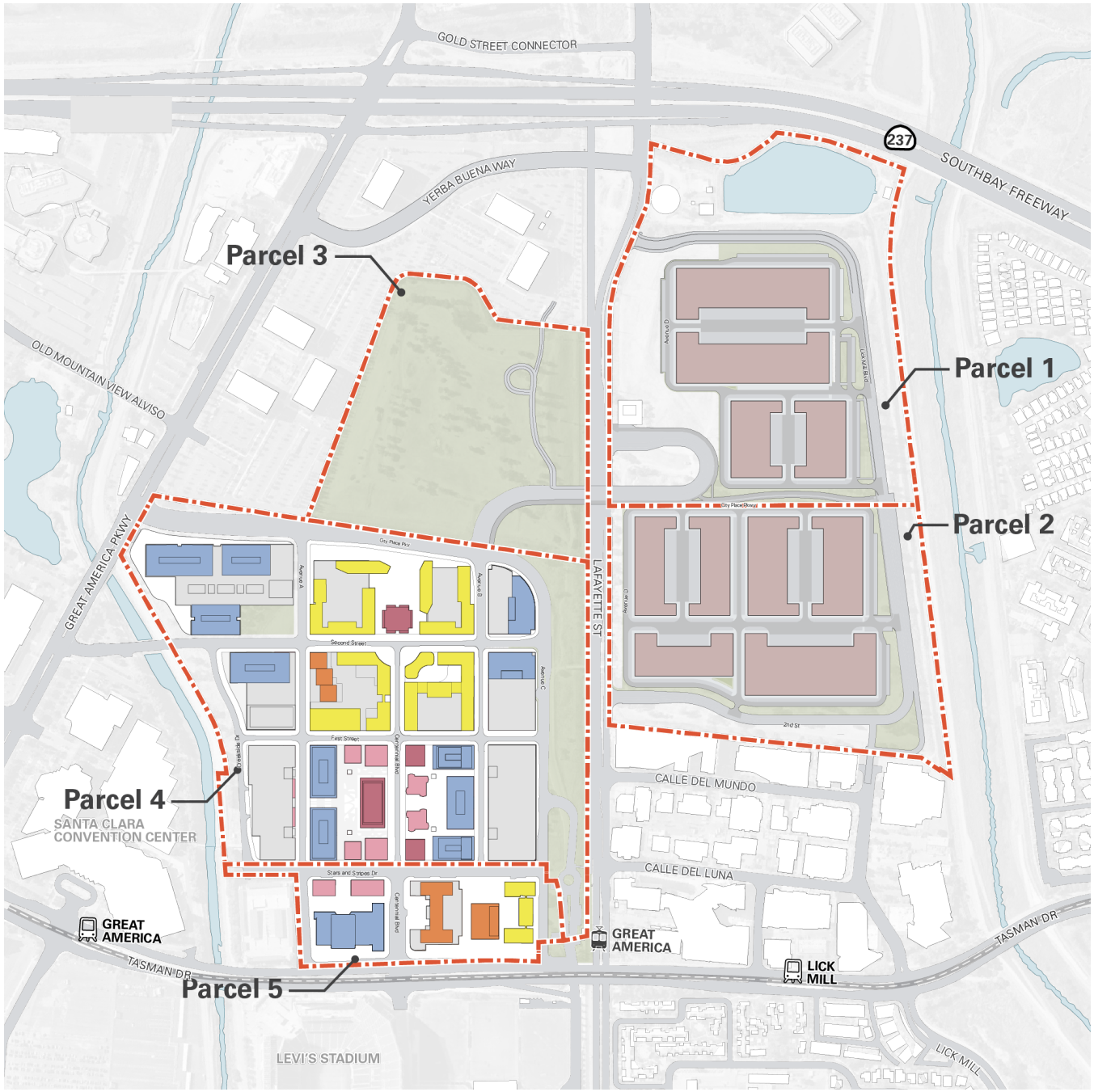
Boundaries

- Site
- Parcel

1″ = 800′

0′ 200′ 400′ 800′ 1600′

EXHIBIT 3C–4 (SCHEME C): CONCEPTUAL LAND USE PLAN PRIMARY USE/UPPER FLOORS



LEGEND

Land Uses
- Residential
- Retail Anchor
- Retail and F & B
- Hotel
- Entertainment
- Office
- Parking
- Light Industrial

Boundaries
- Site
- Parcel

1″ = 800′

0′ 200′ 400′ 800′ 1600′

TABLE 3C–2 (SCHEME C): SUMMARY DEVELOPMENT YIELDS

PARCEL 1 - SCHEME C				
Building Type			***Floors***	***Gross Area***
Light Industrial				
Light Industrial	4-5 buildings 50k-250k footprint	*	1-2	690,000
TOTAL of PARCEL 1				**690,000**
SITE AREA:	**49.6 Acres** (including 12.8 acres city use area)		**FAR:**	**0.43** **

PARCEL 2 - SCHEME C				
Building Type			***Floors***	***Gross Area***
Light Industrial				
Light Industrial	6-8 buildings 50k-250k footprint	*	1-2	910,000
TOTAL of PARCEL 2				**910,000**
SITE AREA:	**60.9 Acres**		**FAR:**	**0.34**

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

PARCEL 4 - SCHEME C				
Building Type			***Floors***	***Gross Area***
Residential				
Residential	(5 buildings, 20-30k footprint)	*	3-17	1,488,399
Hotel				
Hotel	(825sf/key)	*	8-17	180,689
Retail				
Anchors		*	1-3	50,000
F&B		*	1	100,000
Retail		*	1-2	550,000
Entertainment				
Entertainment		*	1-2	50,000
Office				
Office	9-11 buildings 25k-60k footprint	*	3-17	4,102,181
TOTAL of PARCEL 4				**6,521,269**
SITE AREA:	**79.17 Acres**		**FAR:**	**1.89**

PARCEL 5 - SCHEME C ***				
Building Type			***Floors***	***Gross Area***
Residential				
Residential	1 buildings 28-35K footprint	*	10-17	191,601
Hotel				
Hotel	(920sf/key)	*	7-17	386,311
Retail				
F&B		*	1-2	25,000
Retail		*	1	25,000
Office				
Office	1 buildings 42-65K footprint	*	11	415,219
TOTAL of PARCEL 5				**1,043,131**
SITE AREA:	**15.43 Acres**		**FAR:**	**1.55**

PROJECT TOTALS				**9,164,400**
SITE AREA:	**240 Acres**		**FAR:**	**0.93**

* Information provided for illustrative purposes and is not intended to limit possible configurations.

** Excluding 12.8 acre City use area at retention pond.

*** Changes from Original MCP Table 3-2 for Parcel 5 reflect the Parcel 5 development program approved by City Council for DAP 1 (Resolution No. 20-8825)

MINIMUM AND MAXIMUM REQUIREMENTS

Minimum Requirements

No change from the Original MCP.

Maximum Requirements

No change from the Original MCP, with the following refinements.

Office: The maximum amount of office development allowed in the Scheme C Variant is 4,517,400 gross square feet. The maximum areas specified for each parcel below shall not be construed to allow more than a total of 4,517,400 gross square feet in the Scheme C Variant as a whole. Subject to adjustment in accordance with the development transfer provisions described above, the maximum amount of office allowed in each parcel is as follows:

1) The maximum amount of office in Parcel 4 is 4,102,181 gross square feet;

2) The maximum amount of office in Parcel 5 is 415,219 gross square feet.*

Light Industrial Campus Development: The maximum amount of permitted, or conditionally permitted, development uses allowed in the Scheme C Variant is 1,600,000 gross square feet (excludes public and private parks and open space).

* Reflects DAP 1 approved by City Council (Resolution 20-8825).

RELATED SANTA CLARA PARKING SUPPLY RATIOS

No change from the Original MCP, with the following revisions and additions:

1) A set of parking supply rates have been developed and are summarized in Table 3C-3 below, including the Scheme C Variant Light Industrial use. 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 Related Santa Clara.

2) For all of Parcels 1 and 2 in the Scheme C Variant, parking would be provided in a combination of on-street and off street surface parking.

TABLE 3C–3 (SCHEME C): RELATED SANTA CLARA PARKING SUPPLY REQUIREMENTS

Land Use	Related Santa Clara 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
Light Industrial	1 per 1000 sq.ft. ***
R&D	1 per 750 sq.ft. ***

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

***Parking ratios may vary from 0.5-1.5 per 1000 sq. ft. To be determined in DAP process

**In the DAP for the Scheme C, parking minimums may be adjusted upwards or downwards based on project-specific parking needs and analysis, and as may be permitted by applicable state laws.

3C.3 MOBILITY CONCEPT

The mobility concept for the Scheme C Variant will support Related Santa Clara's proposed land use distribution and intensity, and will reinforce the mixed-use, transit-oriented concepts that are fundamental to the land use plan while enabling safe and efficient access to the light industrial campus. It will ensure suitable on-site circulation for both passenger and commercial vehicles, as well as alternative modes.

CONCEPT SUMMARY

No change from the Original MCP.

VEHICULAR CIRCULATION

Exhibit 6C-5 Streetscape Typologies provides street cross-sections depicting typical configurations for each new street typology in the Scheme C Variant. Street Typologies not depicted have no change from the Original MCP document. All street 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 a bridge along Lafayette Street. This roadway will directly feed the collector and local streets serving Parcels 3 and 4. 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:* No change from the Original MCP.
- *Local Streets:* No change from the Original MCP.
- *Light Industrial Perimeter Street:* This street will serve as the backbone of the light industrial campus, providing access from Lafayette Street to Parcels 1 and 2 in the Scheme C Variant. The projected right-of-way measures approximately 50 feet, with a curb-to curb measurement of approximately 34 feet (Refer to Street Section in Chapter 6). These widths will accommodate four vehicular travel lanes and a landscaped setback. There will also be sufficient room for a protected bike route that links the Tasman East area with Parcel 1 and 2, and adjacent sidewalk that will feature street trees.
- *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 3C-6: Public and Private Streets and Exhibit 3C-16: Open Space Network for a conceptual illustration). All other areas will be private facilities; responsibilities for maintenance and operations will be the Developer's.

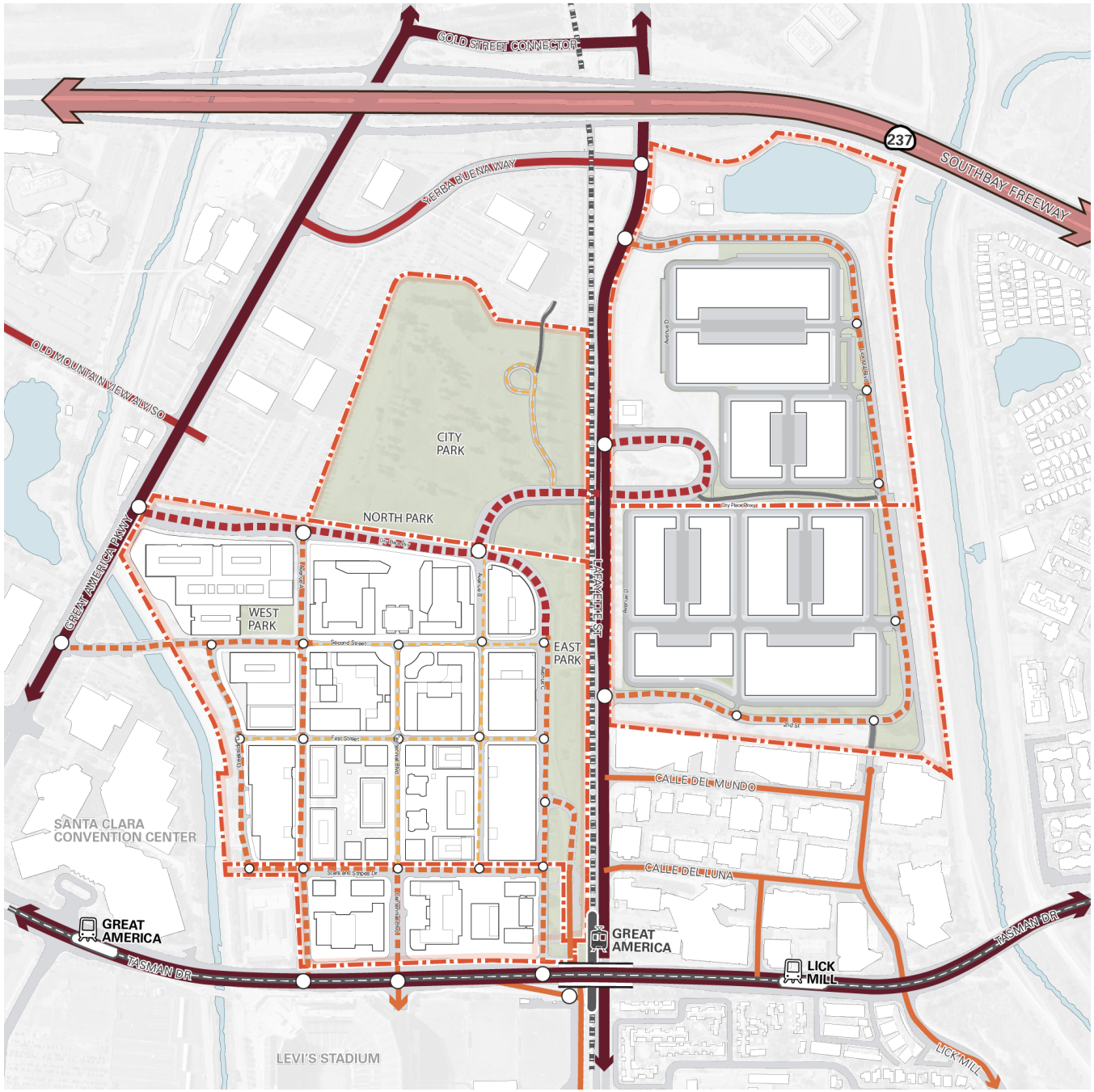
  Preliminary designations for public and private streets have been incorporated into Exhibit 3C-6. Note that the existing city streets, Centennial Boulevard and Stars & Stripes Drive, will be re-built at a higher elevation and Stars & Stripes Drive will be repositioned northward from its current location. The final designation of the public and private streets will be incorporated into the 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.

TABLE 3C–4 (SCHEME C): 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.

EXHIBIT 3C–5 (SCHEME C): STREET NETWORK



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
- Full Intersection

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

Boundaries
- Site
- Parcel

1″ = 800′

0′ 200′ 400′ 800′ 1600′



Minor Arterial



Collector Street



Local Street

Some 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 host 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.

Temporary events and similar temporary outdoor uses in the City Center (Parcels 4 & 5) shall not trigger the requirement for a Special Permit or Temporary Use Permit under the Zoning Ordinance, including under Chapter 18.122 (Temporary Use Permits) of the Updated 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 appli-cable Building and Fire Code requirements, and they must obtain any applicable Police Permits. Other areas (Parcels 1 and 2) shall adhere to the Temporary Use Permit process requirements under Chapter 18.122 of the Updated Zoning Code, as amended, unless such event plans are spelled out in an approved DAP. All ap-plicable Building/Fire Code and Police Permit require-ments will apply.

- *Access Improvements:* No Change from the Original MCP.
- *Fire Access:* No change from the Original MCP.
- *Truck Circulation*: Truck ingress and egress for Parcels 1 and 2 would be limited to internal roads to the north of buildings constructed on Parcel 2 that would connect to Lafayette Street. Trucks would be prohibited from using internal roads south of the proposed buildings on Parcel 2. Final truck routes will be approved with the DAP submittals for Parcels 1 and 2." I think that is preferable to including Figure 6 from the Addendum b/c it is very schematic and won't necessarily track the final roadway plan for each DAP.

PARKING STRATEGY

No change from the Original MCP, with the following addition:

1) Parking Facilities (the Scheme C Variant): Surface parking will be utilized in the Scheme C Variant Parcels 1 and 2 to accommodate parking for light industrial uses. On street and off street parking will be distributed throughout the site with protected sidewalk access to building entries. Exhibit 3C-10: Access & Parking depicts a conceptual plan for the location of parking facilities in the Scheme C Variant.

ALTERNATIVE MODES

No change from the Original MCP, with the following addition:

1) Bicycle Circulation: Exhibit 3C-12: Bicycle Network depicts a conceptual plan for the routing of bicycle facilities, including connections through the Scheme C Variant Parcels 1 and 2.

2) Pedestrian Circulation: Exhibit 3C-13: Pedestrian Network depicts sidewalks that will be incorporated along both sides of on-site roadways (both public and private) and off-street route that will include a protect-ed path through the Scheme C Variant Parcels 1 and 2.

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EXHIBIT 3C–6 (SCHEME C): PUBLIC AND PRIVATE STREETS*

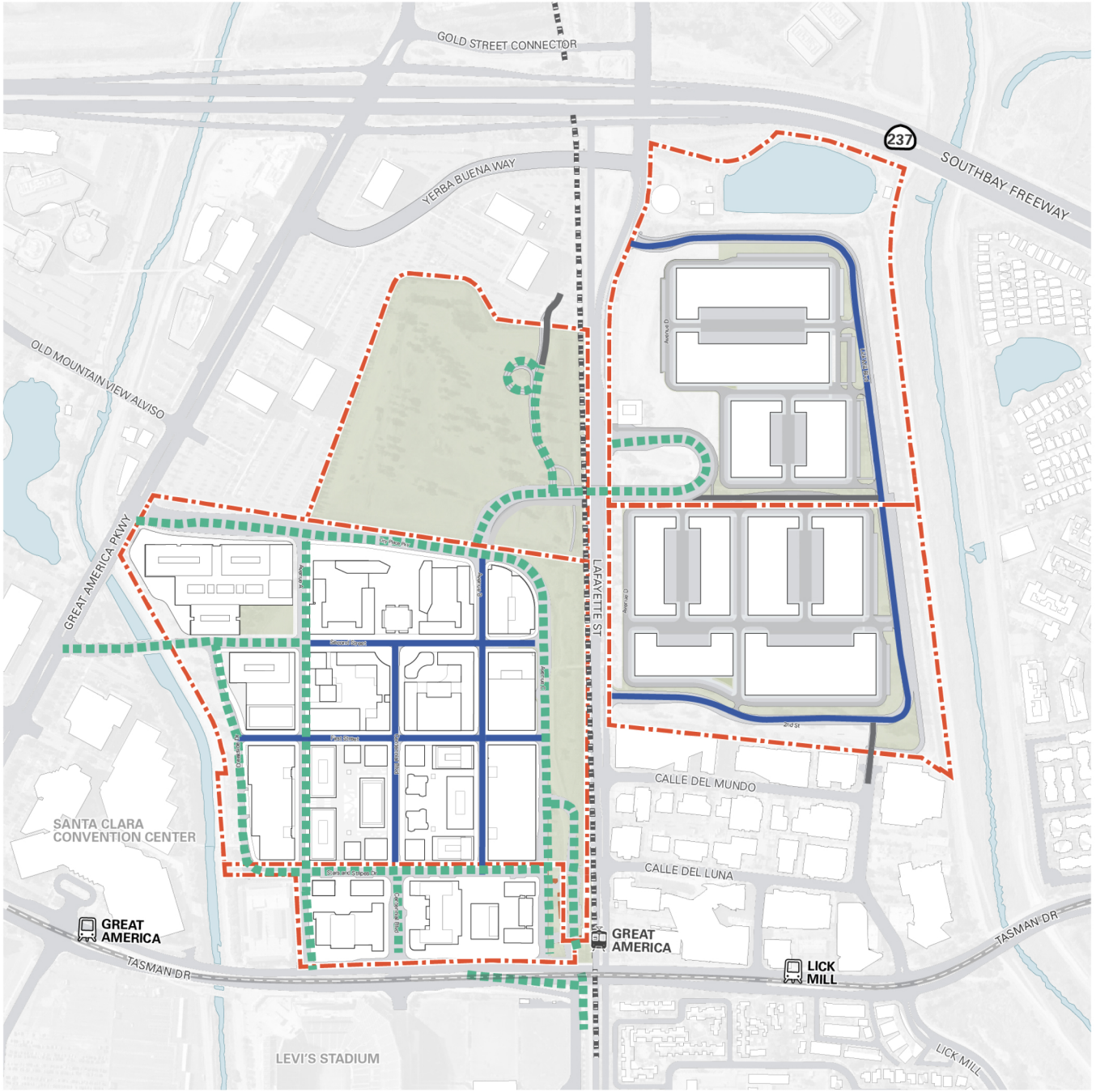
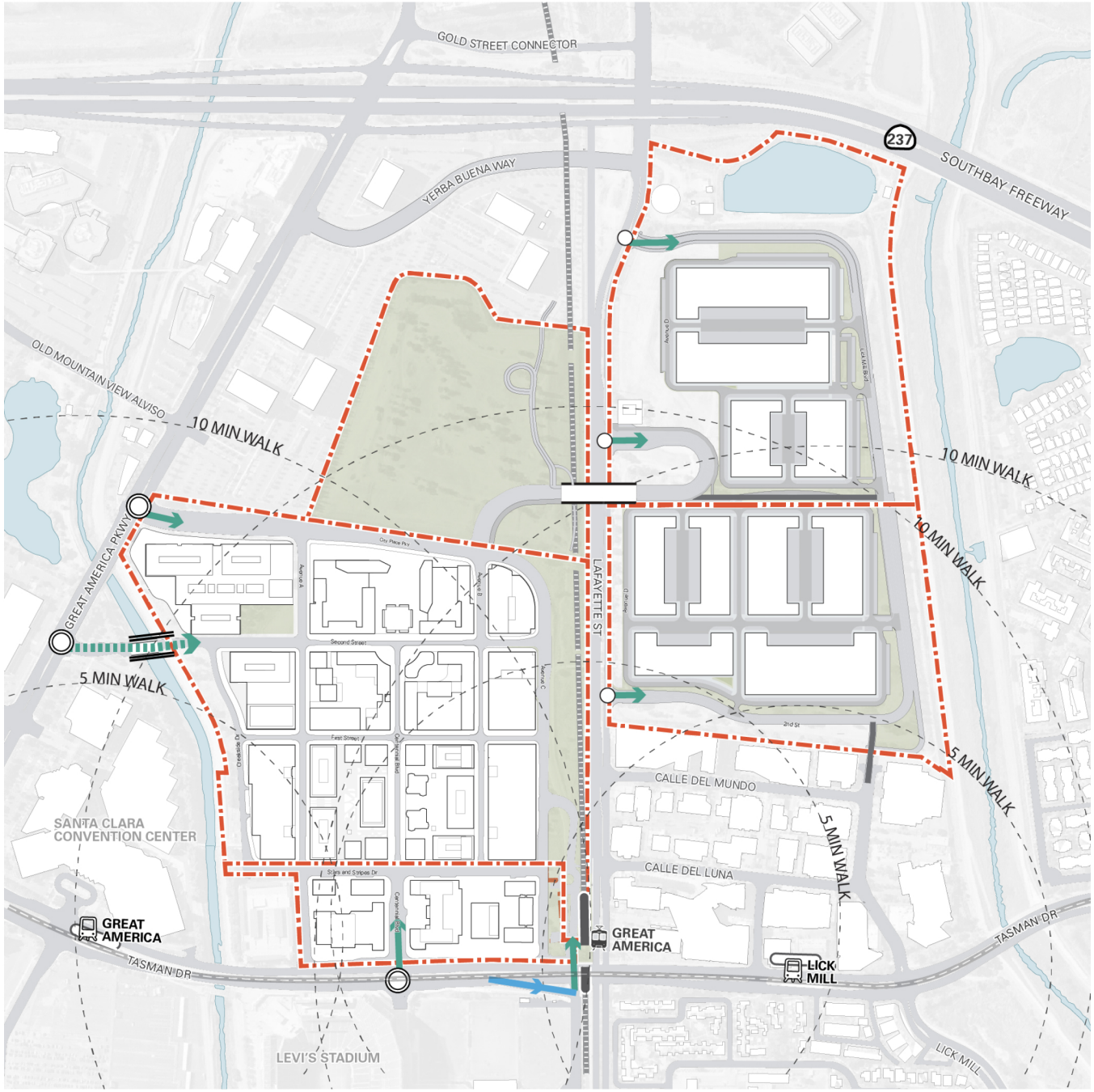


*Diagram only for illustrative purpose, subject to change

EXHIBIT 3C–7 (SCHEME C): ACCESS CIRCULATION IMPROVEMENTS*



LEGEND

Streets
- Access Road
- Off-site Access Road
- Slip Ramp
- Emergency Vehicle Access

Intersections
- Reconfigured Intersection
- New Intersection

Other Improvements
- New Bridge

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

Boundaries
- Site
- Parcel

1″ = 800′

0′ 200′ 400′ 800′ 1600′

*Diagram only for illustrative purpose, subject to change

EXHIBIT 3C–8 (SCHEME C): POTENTIAL BUS CIRCULATION

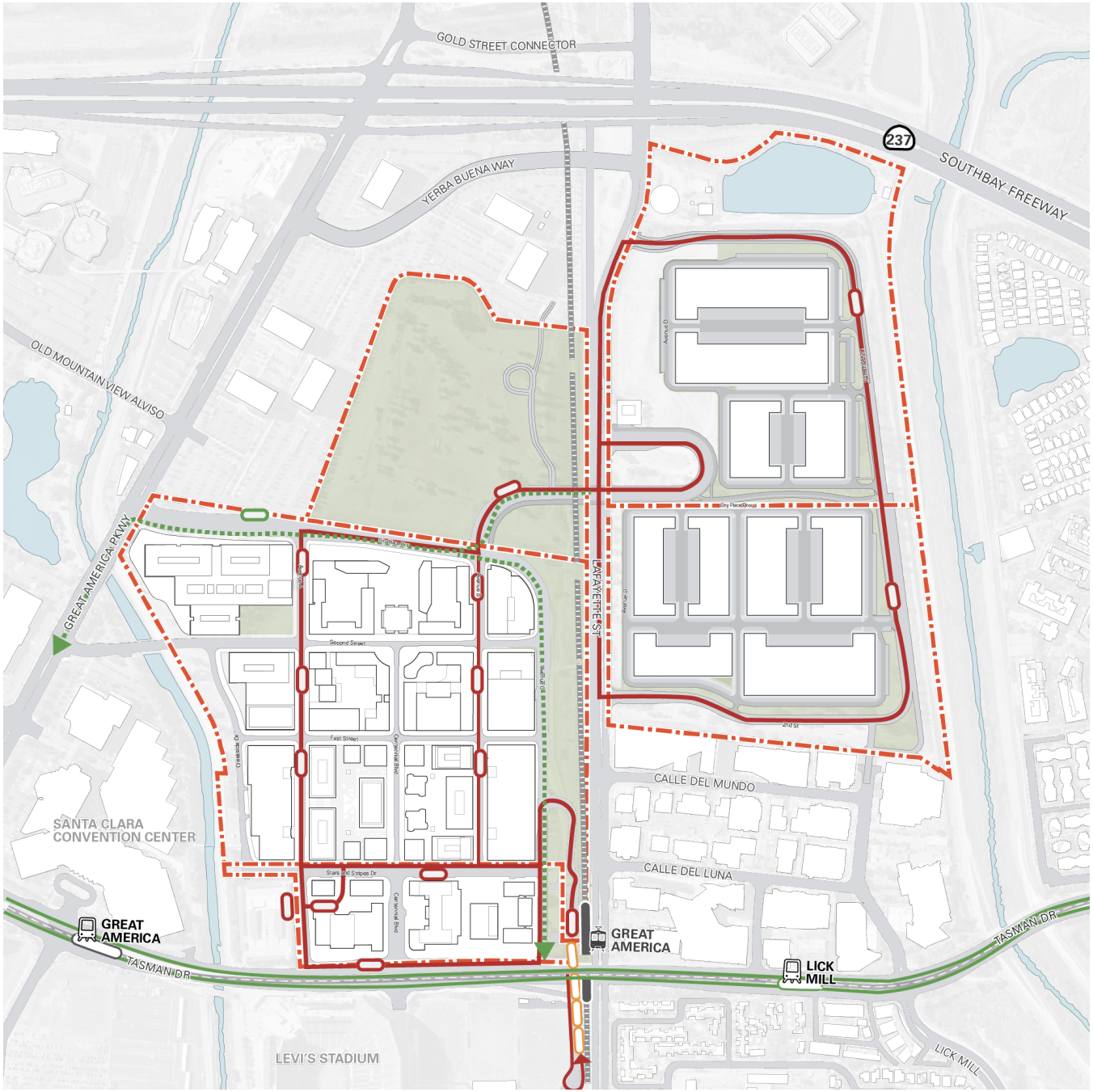
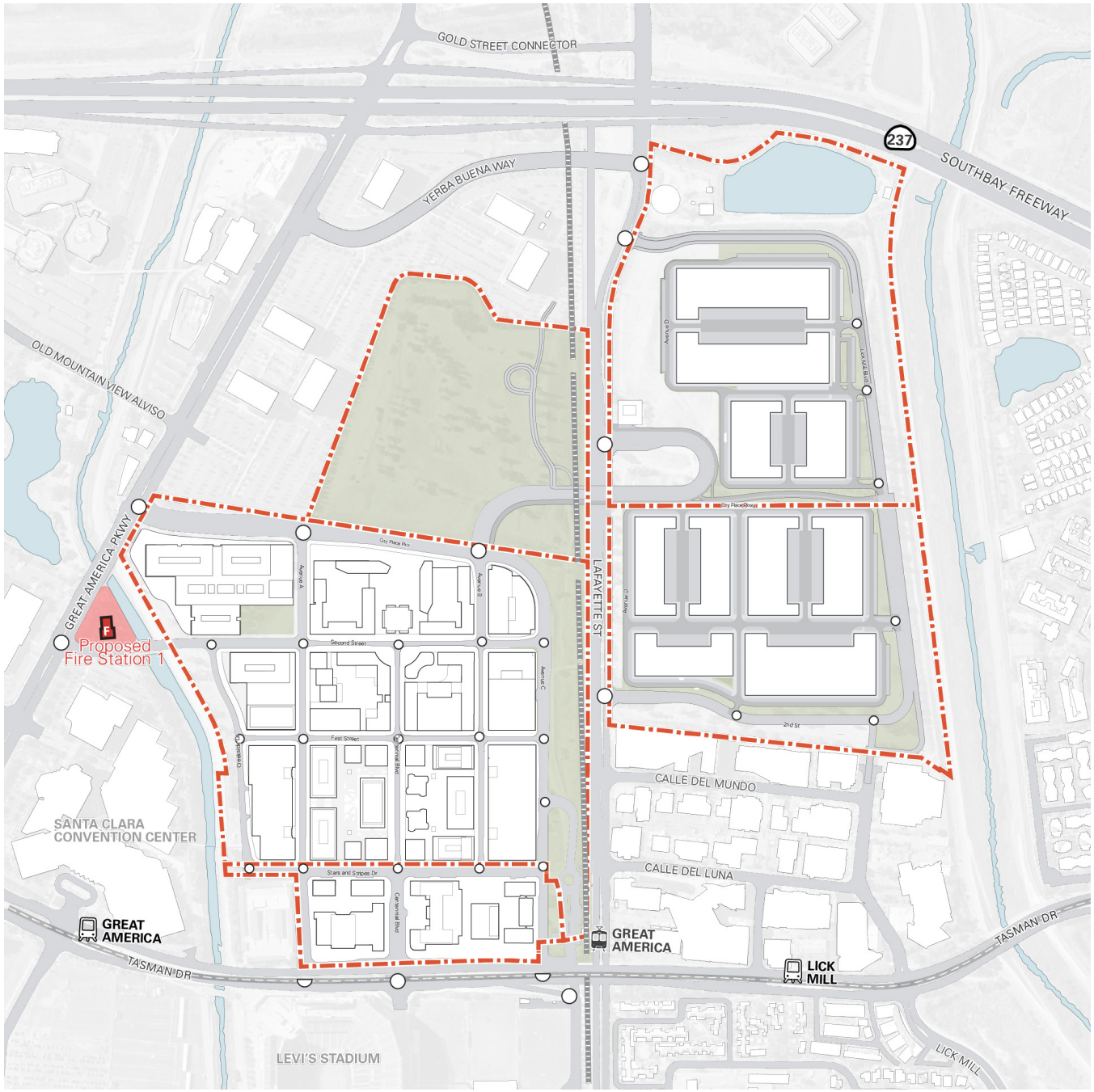


EXHIBIT 3C–9 (SCHEME C): FIRE STATION RELOCATION



LEGEND

Fire Station
- Fire Station*
- Full Intersection
- Right in Right out Intersection

Transit
- VTA Light Rail

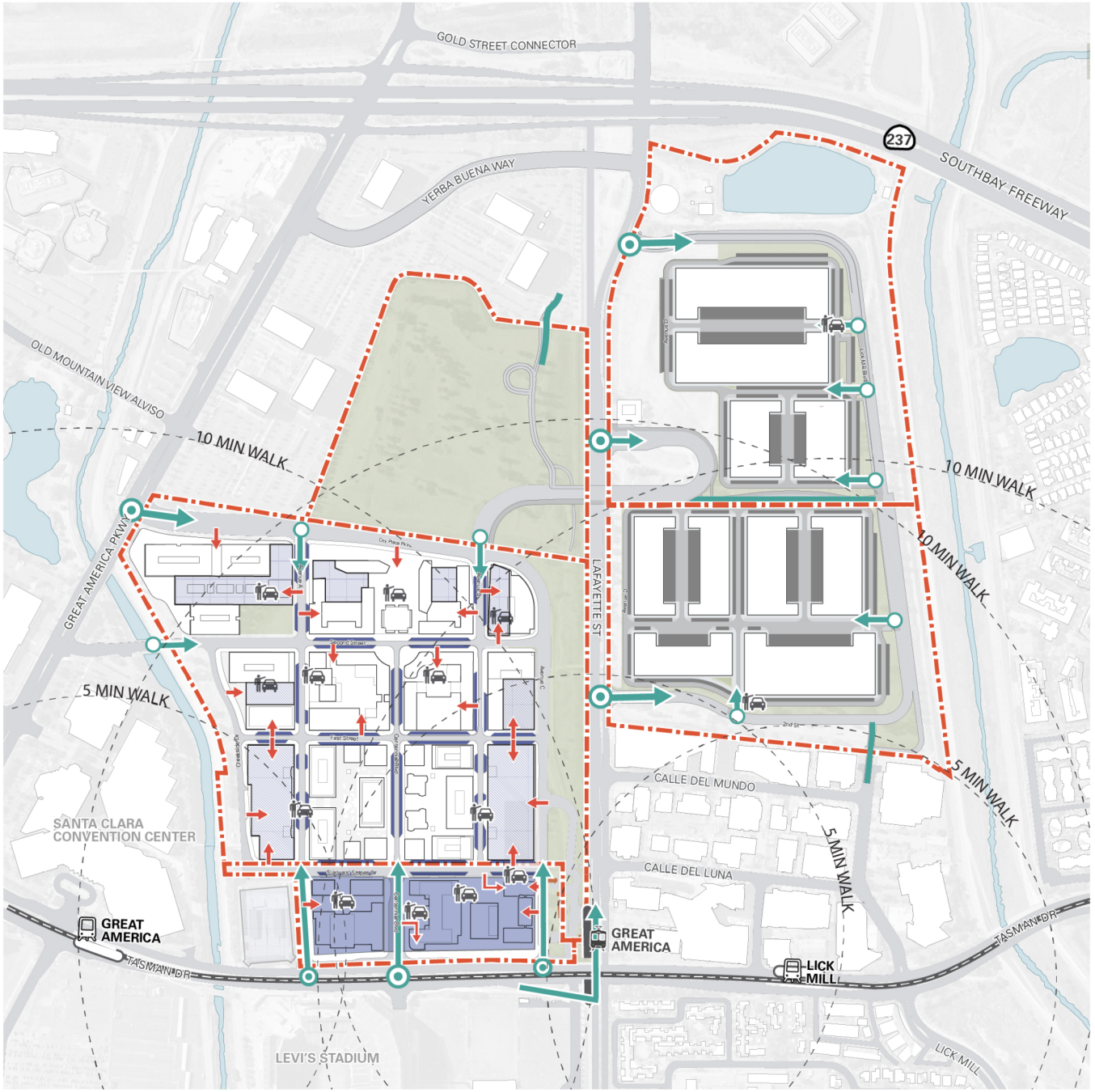
Boundaries
- Site
- Parcel

1″ = 800′

0′ 200′ 400′ 800′ 1600′

**For more information on Fire Station 10, see attachment to RSC Scheme C Supplement*

EXHIBIT 3C–10 (SCHEME C): ACCESS & PARKING*



LEGEND

Site Access
- Access from Major Arterial
- Access from On-Site Roads
- Emergency Vehicle Access

Parking
- Stuctured Parking
- Below Podium Parking
- Surface Parking
- On Street Parking
- Potential Parking Entrance
- Passenger Drop off

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

Boundaries
- Site
- Parcel

1″ = 800′

0′ 200′ 400′ 800′ 1600′

** Further detail on service/refuse vehicle access will be included with DAP submission.*






1. Bike Rental / Bike Storage / E-Bikes



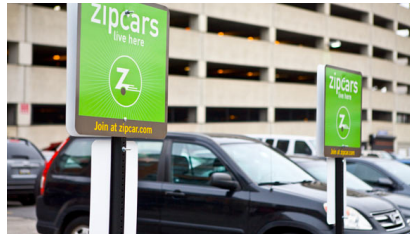


2. Bicycle/Pedestrian Creek Trail





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







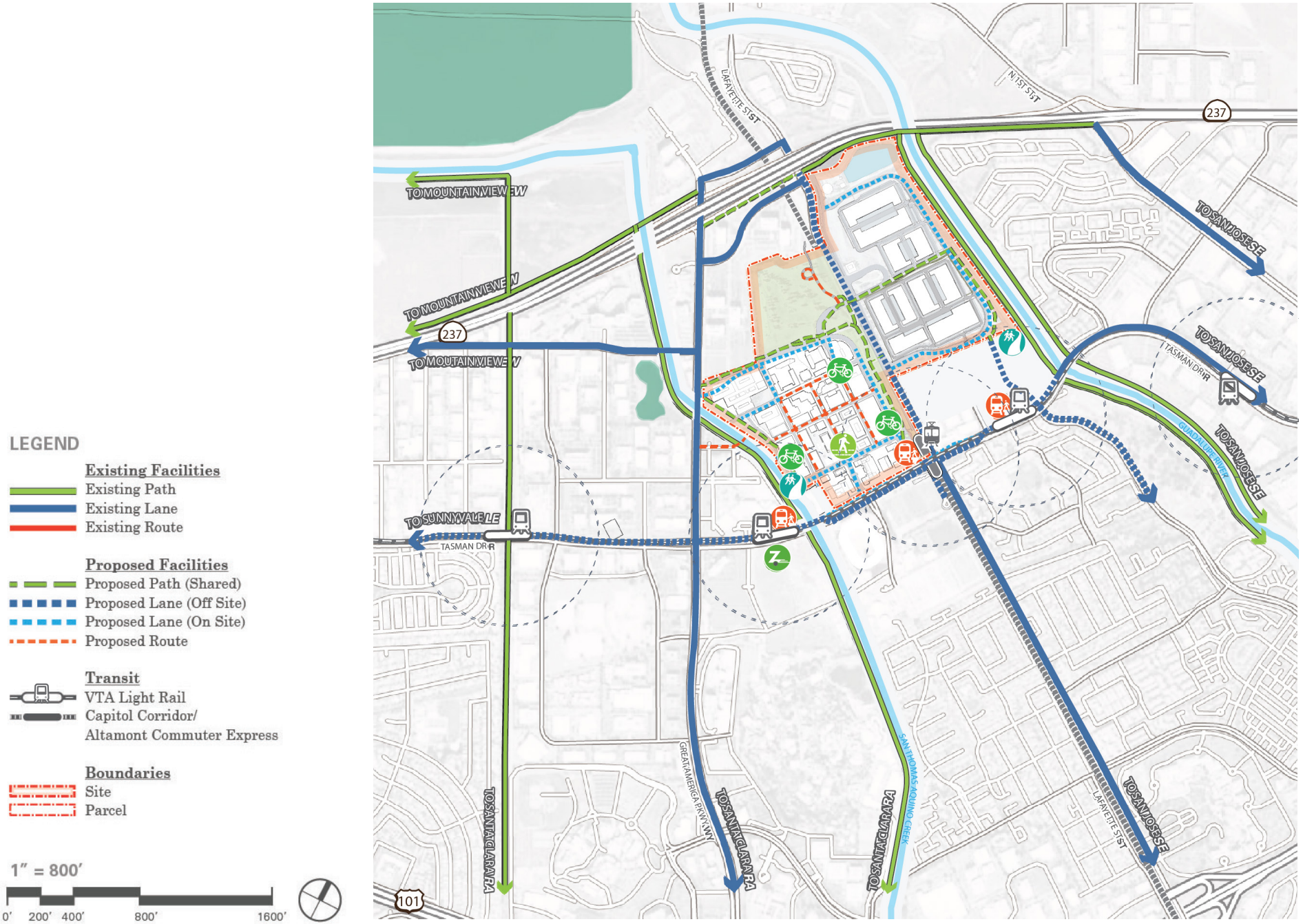
4. ZIPCAR and/or Electric Charging Stations





5. Pedestrian Paths / Wide Sidewalks

EXHIBIT 3C–11 (SCHEME C): POTENTIAL ACTIVE TRANSPORTATION DIAGRAM*



** 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 3C–12 (SCHEME C): BICYCLE NETWORK



LEGEND

Existing Facilities
- Existing Bike Path
- Existing Bike Path - Class 1 (gravel)
- Existing Bike Path - Class 2

Proposed Facilities
- Proposed Bike Path (Related) - Class 1
- Proposed Bike Path (Related) - Class 2
- Proposed Bike Lane (Related) - Class 3
- Proposed Bike Lane (Others) - Class 3
- Potential Bike Center Locations

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

Boundaries
- Site
- Parcel

* Potential location for a pedestrian/bike connection*

1″ = 800′

0′ 200′ 400′ 800′ 1600′

**Potential location for a pedestrian/bike connection between Parcels 2 and Parcel 4 will be determined through a Developer-funded concept study as provided in the Development Agreement*

EXHIBIT 3C–13 (SCHEME C): PEDESTRIAN NETWORK

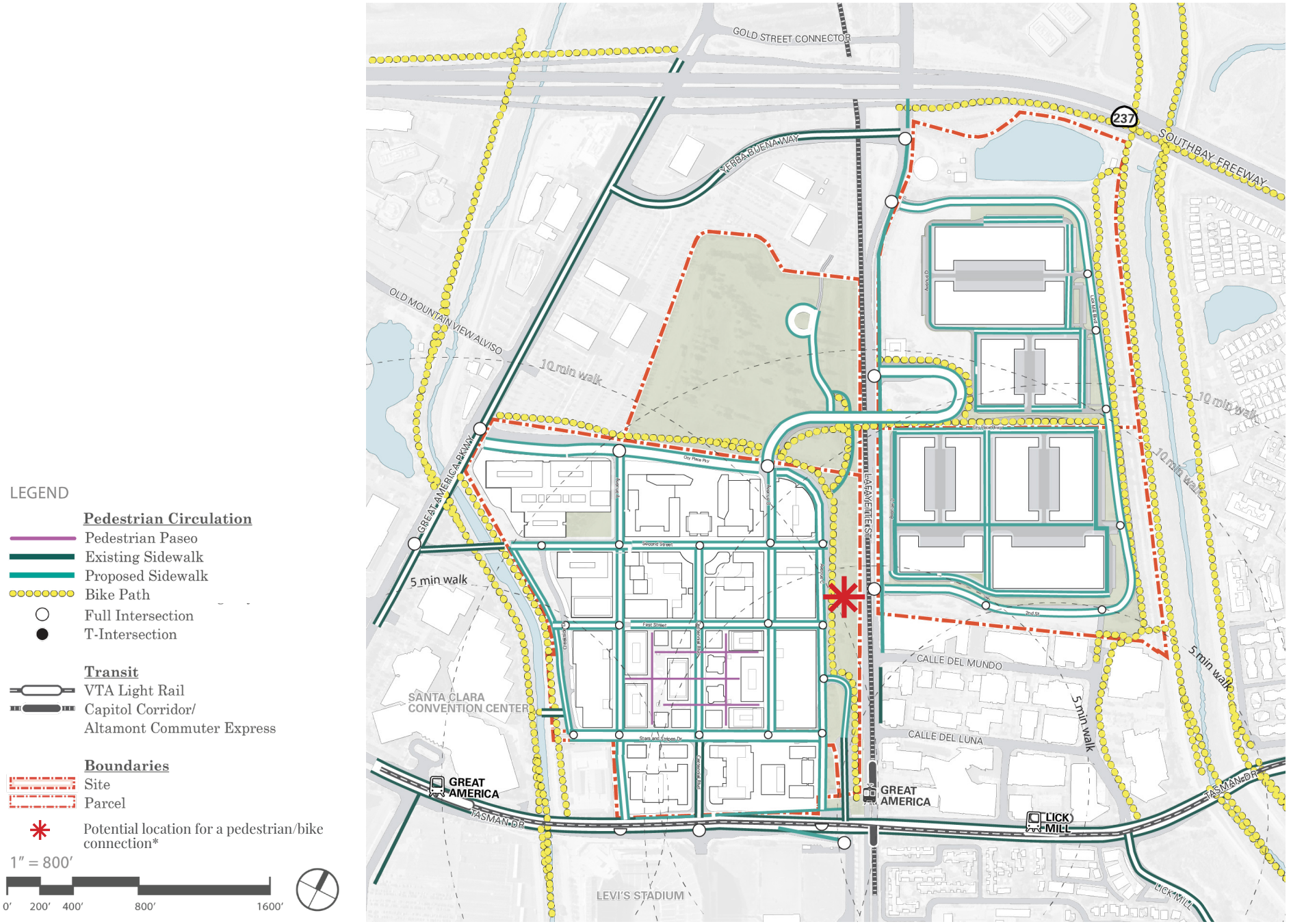


EXHIBIT 3C–14 (SCHEME C): PEDESTRIAN NETWORK





2. Pedestrian Paseo





3. Wide Sidewalks





4. Bike Path

**Potential location for a pedestrian/bike connection between Parcels 2 and Parcel 4 will be determined through a Developer-funded concept study as provided in the Development Agreement*

TABLE 3C–5 (SCHEME C): 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.

3C.4 OPEN SPACE CONCEPT

The open space concept for the Scheme C Variant describes an integrated network of shared outdoor spaces and sustainable landscapes, highlighted by active plazas, recreational areas, and passive landscaping zones linked through attractive and coherent streetscapes. Collectively, these elements will be essential to creating an engaging public realm and will contribute to Related Santa Clara's identity, functionality, sociability, and visual appeal while allowing safe and efficient access to the light industrial campus.

CONCEPT SUMMARY

The Scheme C Variant will include a distinctive, sustainable open space network with a strong visual and experiential quality that reinforces the project's identity as a mixed-use pedestrian-oriented center. Landscape will also serve a functional role, accommodating recreational and leisure activities of users while integrating green infrastructure to achieve sustainable site development. Chapter 6C (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 project will incorporate an network of specialized open spaces including streetscapes, shared outdoor spaces, and landscaped zones to ensure connectivity between parcels and a continuous pedestrian experience. Exhibit 3C-15: Open Space Network in the Scheme C Variant conceptually illustrates the distribution and hierarchy of open spaces across the site. The open space concept will contribute to effective place-making, creating appropriate transitions in character between uses. Open spaces will range from highly visible and naturalized to vibrant and people-oriented parks and plazas that help users feel safe, comfortable, and always within arms reach of amenities. There will be a balance between active and passive spaces and room for temporary activities and events in City Center's bustling heart.
- *Active Recreation Space:* No change from Original MCP.
- *Distinctive Landscape Setting:* No change from Original MCP.
- *Eco-Sensitive Landscape Design:* No change from the Original MCP.
- *People-Oriented Places:* No change from Original MCP.

RESIDENTIAL INDUCED REQUIREMENT FOR DEDICATED PARK AND RECREATIONAL LAND

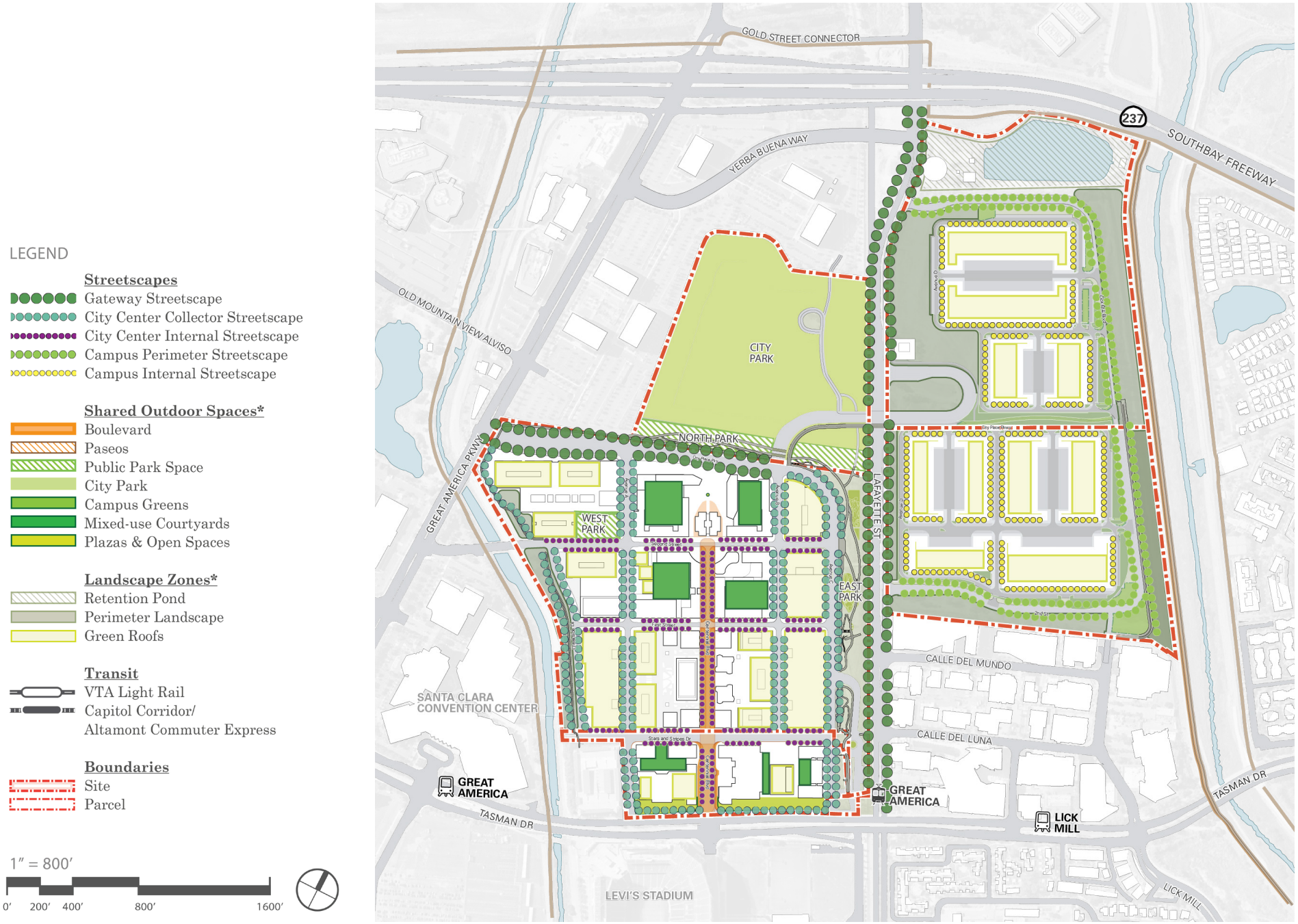
No change from the Original MCP

STREETSCAPES

The Scheme C Variant streetscapes include:

- *Streetscape Amenities:* No change from Original MCP
- *Corridor Streetscape:* No change from Original MCP
- *City Center Collector Streetscape:* No change from Original MCP.
- *City Center Internal Streetscape:* No change from Original MCP.
- *Temporary Street Closures:* No change from Original MCP.
- *Light industrial campus Perimeter Streetscape:* Although primarily geared toward vehicular access and circulation, the

EXHIBIT 3C–15 (SCHEME C): OPEN SPACE NETWORK*



** Diagram only for illustrative purpose, subject to change. Depictions of outdoor spaces and landscape zones are illustrative, particularly in Parcels 1 through 3.*

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.

design character of these roadways nonetheless will support multiple modes of travel and the safety of all users. In particular, they will incorporate protected bike lanes, shaded sidewalks, landscape setbacks and proposed naturalistic planting along landscape perimeters and embankments.

- *Light industrial campus Internal Streetscape:* These streets will be the primary paths of travel for light industrial campus workers to and from work. On-street parking will provide convenient access to building entries, and sidewalks with integrated landscaping elements will accommodate comfortable access. Loading areas will be safely separated from primary pedestrian circulation routes, decreasing conflicts and allowing free movement of commercial vehicles.

SHARED OUTDOOR SPACES

Key to successful urban place-making, shared outdoor spaces will serve as a counterpart to the streetscape environment, enriching the public realm by offering various places to congregate. Outdoor spaces unique to the Scheme C Variant include:

- *Centennial Boulevard:* A highly public place and branch of intense activity, Centennial Boulevard will pass through the core of Related Santa Clara and connect key outdoor gathering spaces while allowing for the passage of vehicles through the site. As such, it will be characterized by a high level of design and amenity with design elements that may include specialty paving, outdoor furniture, and accommodations for outdoor dining.

- *Paseos:* Located at the heart of the mixed-use core, the Paseos will function as the Scheme C Variant 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 Paseos.

PRIVATE OPEN SPACE

No change from Original MCP.

LANDSCAPE ZONES

No change from Original MCP.

EXHIBIT 3C–16 (SCHEME C): STREETSCAPE TYPOLOGIES



① *Gateway Streetscape*



② *City Center Collector Streetscape*



③ *City Center Internal Streetscape*



④ *Light industrial campus Perimeter Streetscape*

LEGEND

Streetscapes

- Gateway Streetscape
- City Center Collector Streetscape
- City Center Internal Streetscape
- Campus Perimeter Streetscape
- Campus Internal Streetscape

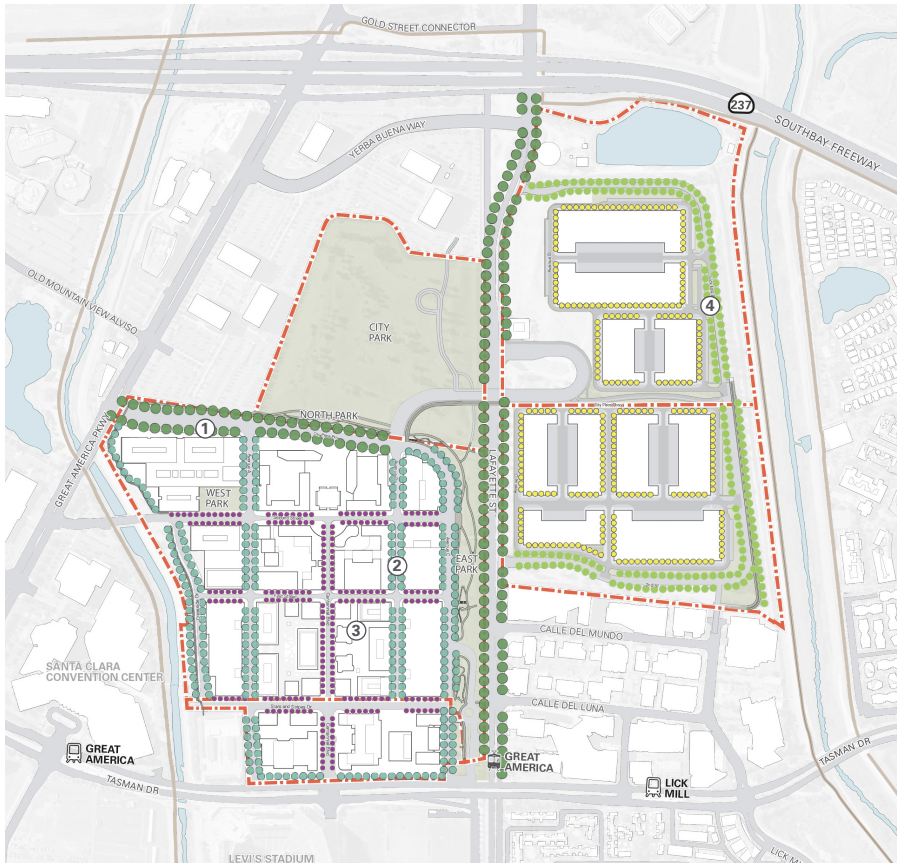


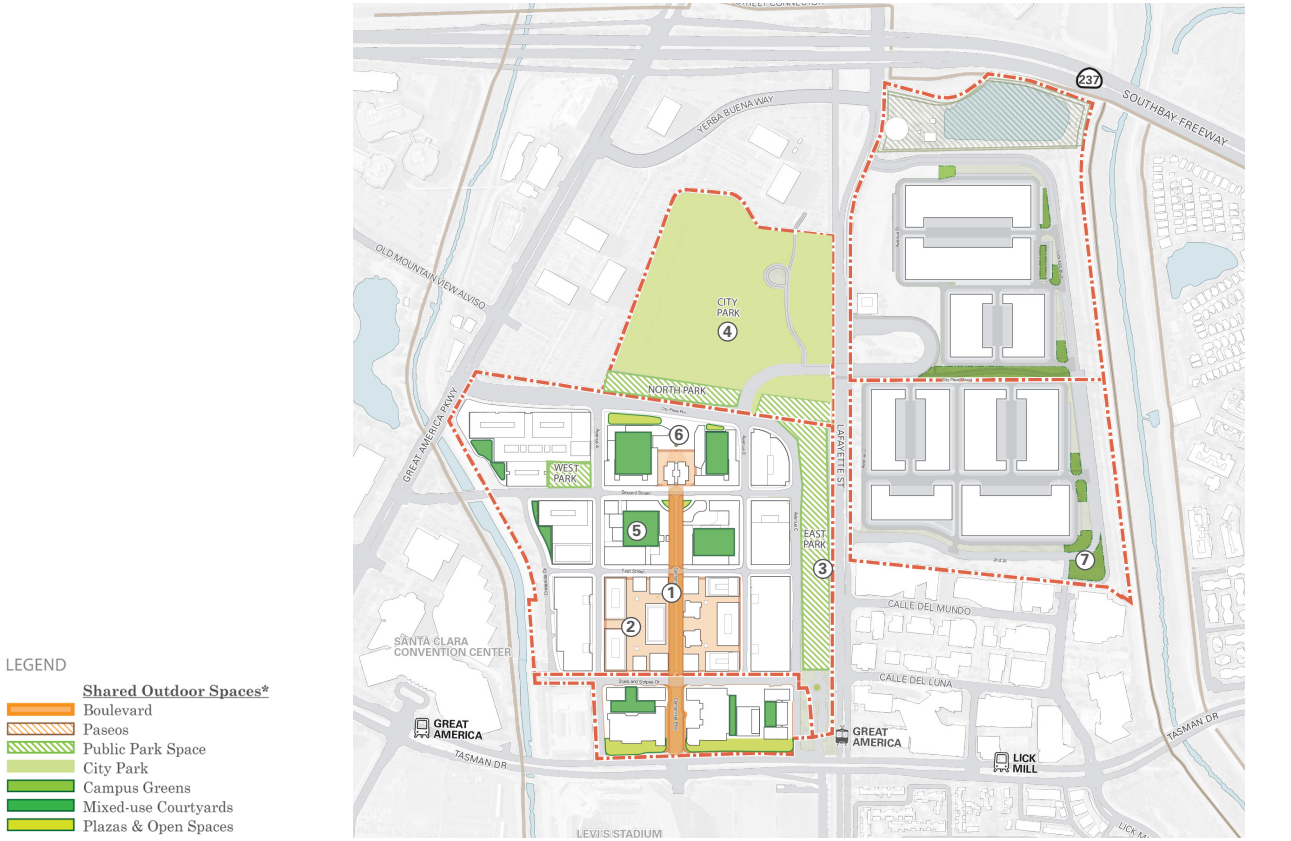
EXHIBIT 3C–17 (SCHEME C): SHARED OUTDOOR SPACE TYPOLOGIES



① *Centennial Boulevard*



② *Paseos*





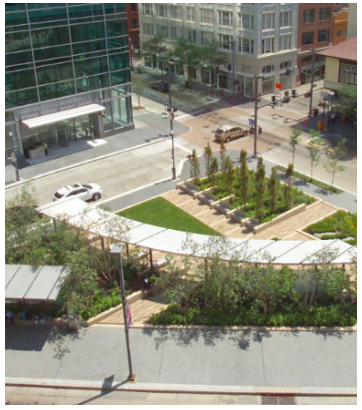
③ *Public Park Space - Neighborhood Park*



④ *Public Park Space - City Park*



⑤ *Podium Courtyards*

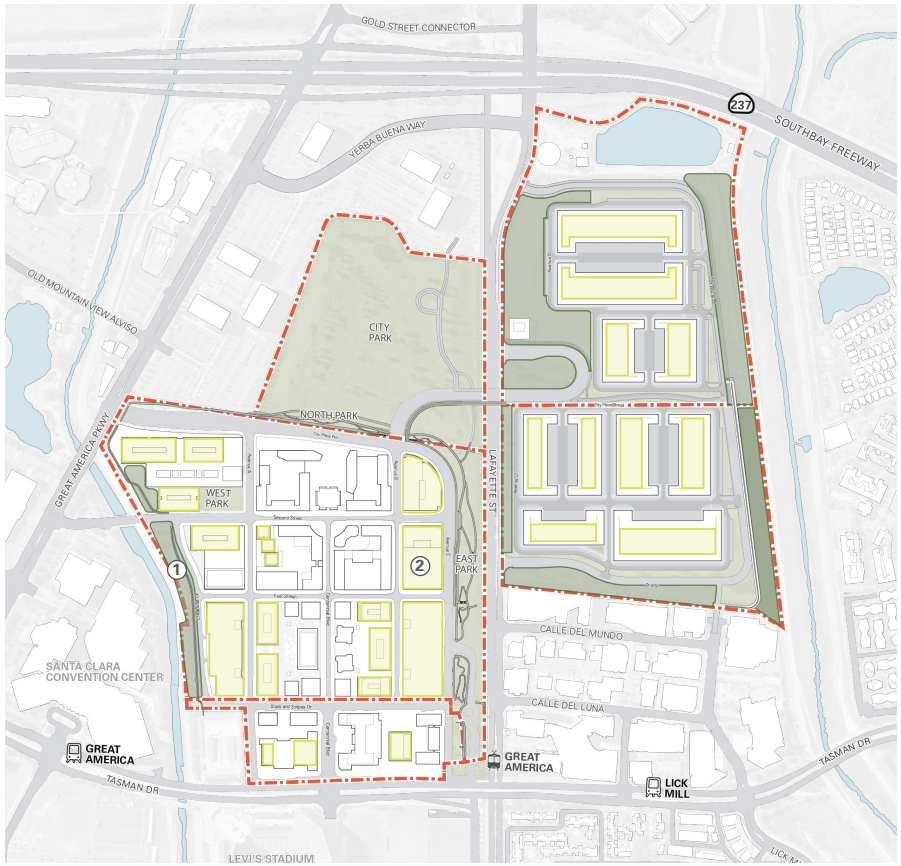


⑥ *Plazas / Small Open Spaces*



⑦ *Light Industrial Campus Greens*

EXHIBIT 3C–18 (SCHEME C): LANDSCAPE ZONE TYPOLOGIES



LEGEND

Landscape Zones*

- Retention Pond
- Perimeter Landscape
- Green Roofs



① *Perimeter Landscape*



② *Green Roof with Photovoltaics*

3C.5 URBAN DESIGN CONCEPT

The urban design concept will emphasize community building and placemaking with the intent of achieving a high design standard throughout Related Santa Clara. 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 3C–6 (SCHEME C): 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

Together with the land use, mobility, and open space concepts, the urban design concept will establish a clear organizational structure to embed Related Santa Clara in its surroundings, create an active urban core, and distinct character areas for office and light industrial uses. It will be a transit-oriented development with well-defined pedestrian and bicycle routes throughout the development that bring the surrounding Santa Clara community to City Center. The urban character of City Center will create a highly livable environment, where active sidewalks, facades, and public open spaces will create a destination for local and regional users. The project will have a distinct identity through gateways marking major project entrances, wayfinding signage orienting users, and a unified streetscape palette defining the public realm. Finally, sustainable design will be integral to Related Santa Clara through sustainable site planning, landscape and building design, and economic vitality to improve the quality of life for project users.

- *Community Linkages:* No change from Original MCP.
- *Urban Character & Livability:* No change from Original MCP.
- *Project Identity:* No change from Original MCP.
- *Site Sustainability:* No change from Original MCP.

URBAN STRUCTURE

No change from the Original MCP, with the following summary:

The urban structure of the Scheme C Variant 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.

MASSING / SPATIAL DEFINITION

Related Santa Clara'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. In the City Center core, building orientation and massing will establish a consistent street wall lined with active uses along pedestrian priority streets and will define Centennial Boulevard. Finally, light industrial buildings in the Scheme C Variant will be oriented to conserve landscape zones, maximize views from nearby buildings, and provide ease of access in and out of the site.

Multi-story parking structures will be utilized throughout 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. here parking structures face pedestrian zones, they should incorporate active edges, which may include Commercial Storefronts and/or Public Amenities that enliven the pedestrian experience.

BUILDING TYPOLOGIES

No change from Original MCP, with the addition of 6) Light Industrial Buildings. The guidelines associated with building typologies are presented in Chapter 5 (Design Guidelines).

EXHIBIT 3C–19 (SCHEME C): URBAN DESIGN CONCEPT*

LEGEND

Gateways
- Project Gateways
- District Gateways

Districts
- City Center Mixed Use
- City Center Office
- Light Industrial Campus
- Parkland/Habitat

Activity Nodes/ Focal Points
- Mixed Use Activity Nodes
- Office Activity Nodes
- Recreation Activity Node
- Light Industrial Nodes
- Enhanced Intersection
- Active Street Frontage
- Tasman Street Frontage**

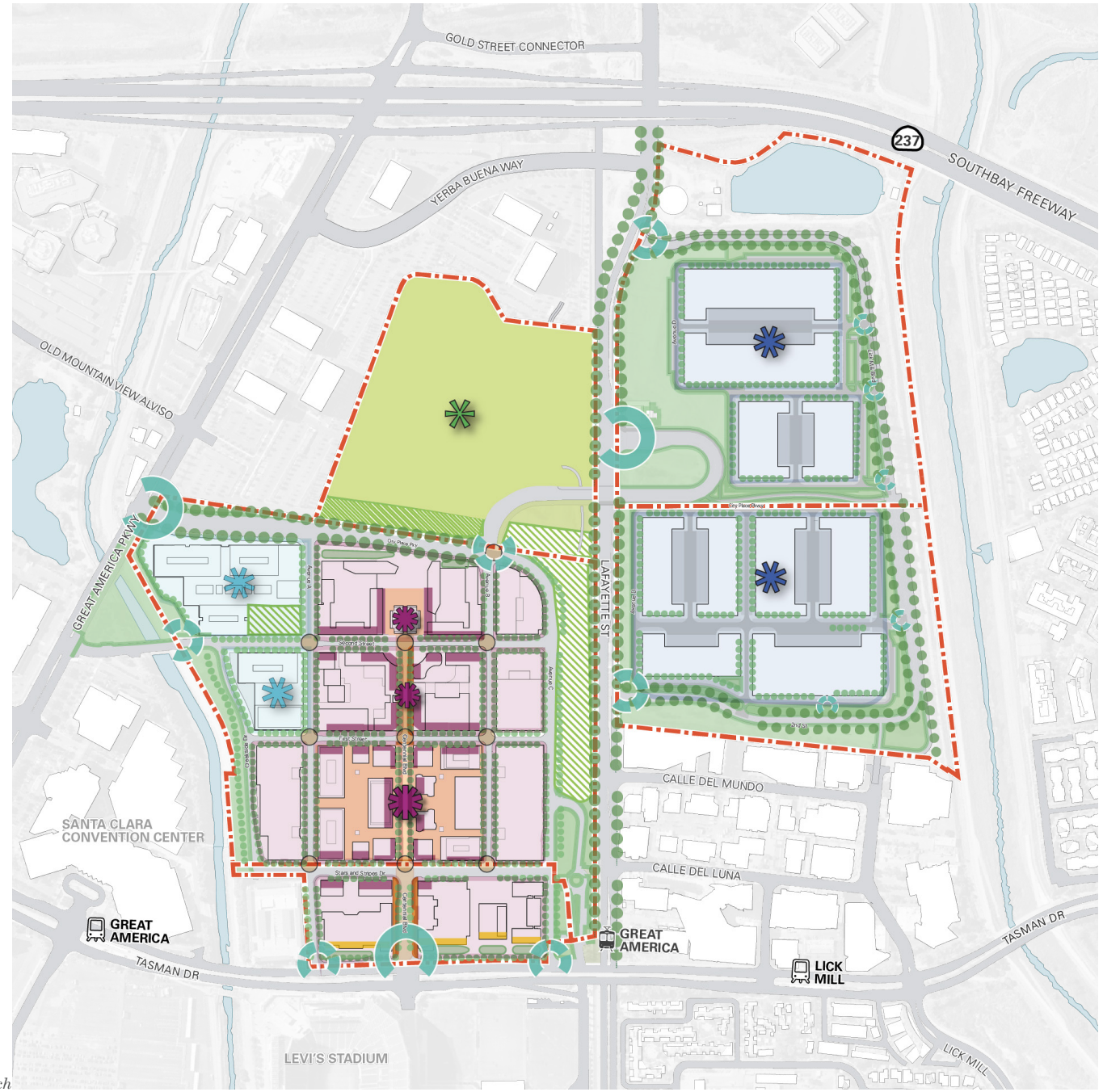
Key Linkages
- Corridor Streetscape
- Pedestrian Priority Streetscape
- Boulevard
- Paseos
- Landscape Edges
- Public Park Space
- City Park

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

Boundaries
- Site
- Parcel

1″ = 800′

0′ 200′ 400′ 800′ 1600′



** Plan is illustrative and subject to change.*
*** Tasman Frontage: See Landscape and Activation Approach*

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CHAPTER 4C



PARCEL DEVELOPMENT PLANS, STANDARDS & REQUIREMENTS SCHEME C VARIANT

4C.1 INTRODUCTION

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

INTRODUCTION

Related Santa Clara 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.

For the City Center, the Parcel 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 parcel. 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 parcel. Other more specific parcel characteristics such as (but not limited to) massing or general disposition of land uses will evolve as the project design is implemented, and may deviate from the illustrated parcel 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 parcel to another to accommodate a variety of anticipated influencing factors, including:

- Changes in use and density, and shifts in program between parcels;
- 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.

[Applies to Original MCP and Scheme C Supplement]: Relocation of uses may occur to accommodate a variety of factors, as described above, so long as the relocated uses are consistent with the overall Parcel Character and Development Design Guidelines.

Outside of City Center (for the light industrial campus Parcels 1, 2, and office Parcel 4 Northwest) the Parcel Development Guidelines in this chapter are an example of a typical light industrial campus for Parcel 1 and 2 and an office layout for Parcel 4 Northwest 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 parcel development scheme. 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:

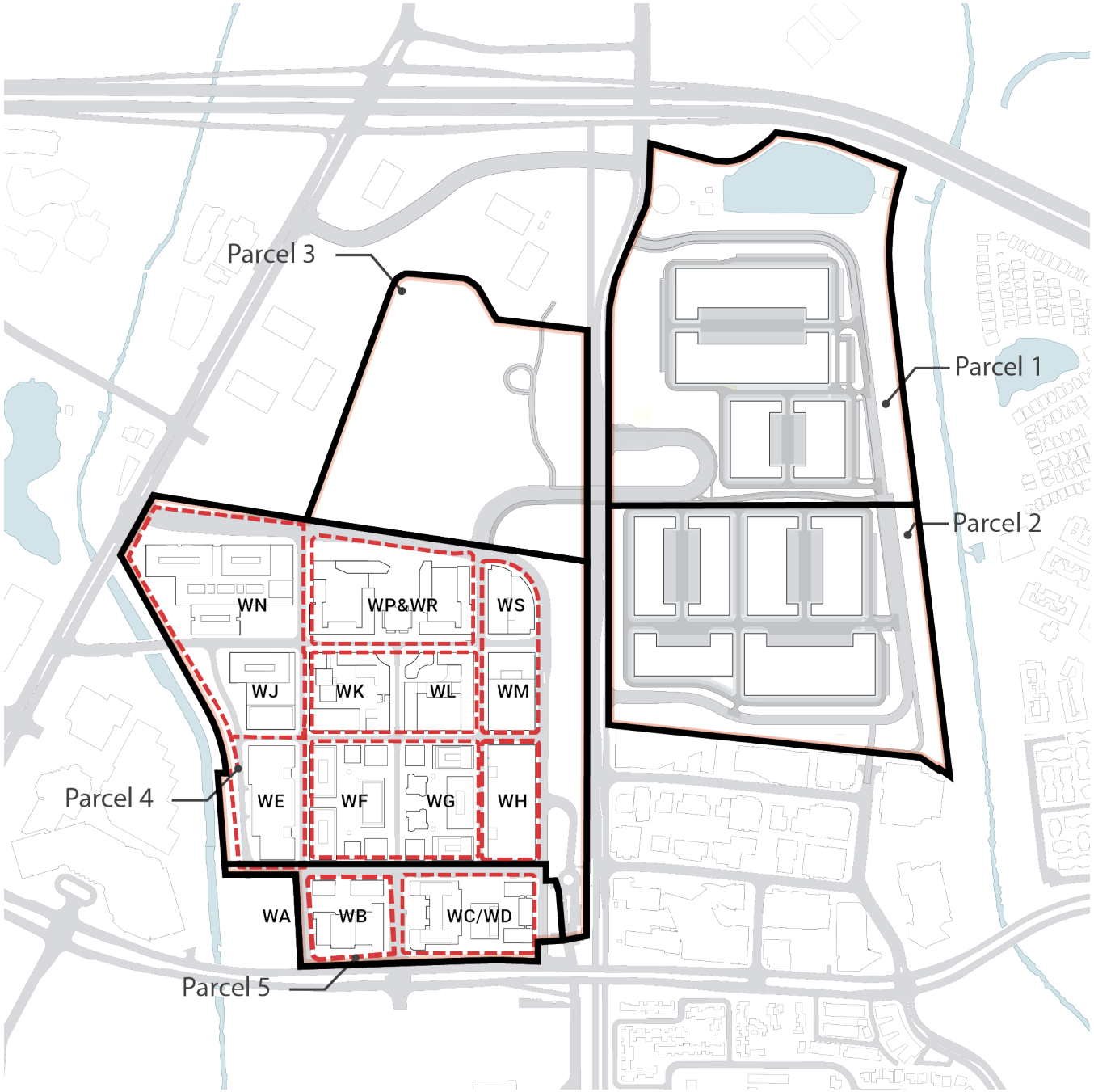
- Provide high quality development;
- Promote a cohesive development pattern, while allowing variety in design and construction;
- Assist designers, City Staff, City Council, and developers in making consistent design choices that reinforce the vision;
- Provide clarity to the design review and approval 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 2C 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 parcels or only a portion of a parcel as depicted in this chapter. Each parcel is identified on a key plan so the designer has a logical starting point for design. The standards by parcel identify allowable buildings, setbacks, active frontages, parking access and other standards. In addition, the objective of the development of the parcel, 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 3C-6*.

EXHIBIT 4C–1 (SCHEME C): PARCEL & BLOCK KEY PLAN*



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.

4C.2 PARCEL 1: LIGHT INDUSTRIAL CAMPUS NE

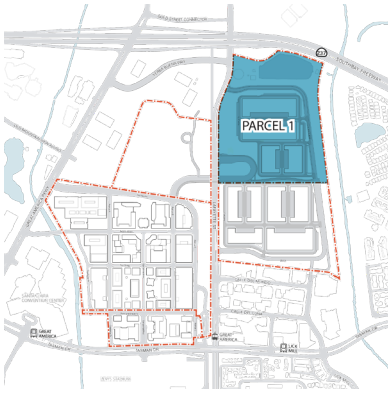
TABLE 4C–1 (SCHEME C): PARCEL 1 PROGRAM*

PARCEL 1 - SCHEME C			
Building Type		*Floors*	*Gross Area*
Light Industrial			
Light Industrial		1-2	690,000
TOTAL of PARCEL 1			690,000
SITE AREA:	49.6 Acres	FAR:	0.43

Site Coverage:

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

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



KEY

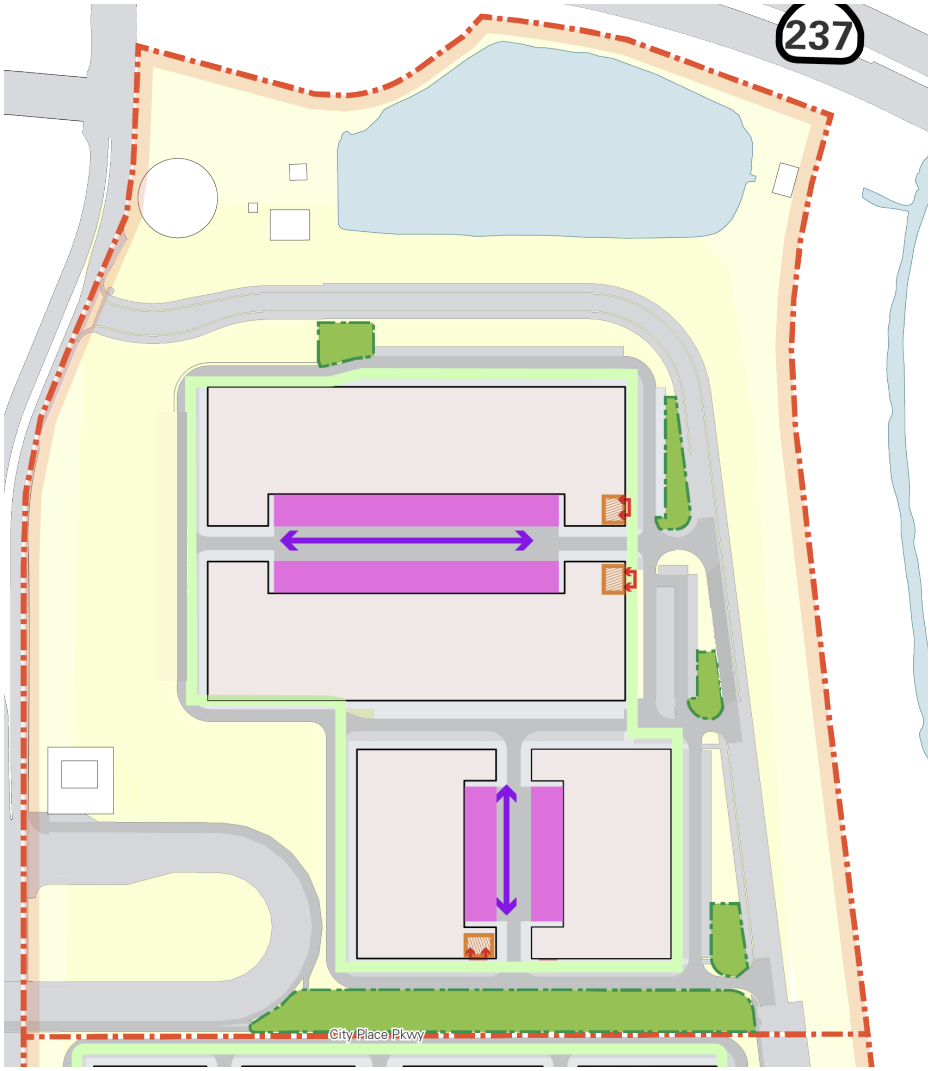
PARCEL CHARACTER

Parcel 1 will have convenient vehicular access from Highway 237 to the north and will be a well-functioning light industrial area. Parcel 1 will be functional, with a network of internal streets and driveways that do not disrupt the vehicular circulation of Parcels 3, 4,or 5. The Scheme C Variant envisions a light industrial area that may be developed for logistics uses, advanced manufacturing, or a combination of these and other light industrial uses. A pathway will connect pedestrians and cyclists traveling between Tasman Drive and City Place Parkway, and landscape buffers will surround the parcel.

PARCEL DEVELOPMENT DESIGN GUIDELINES

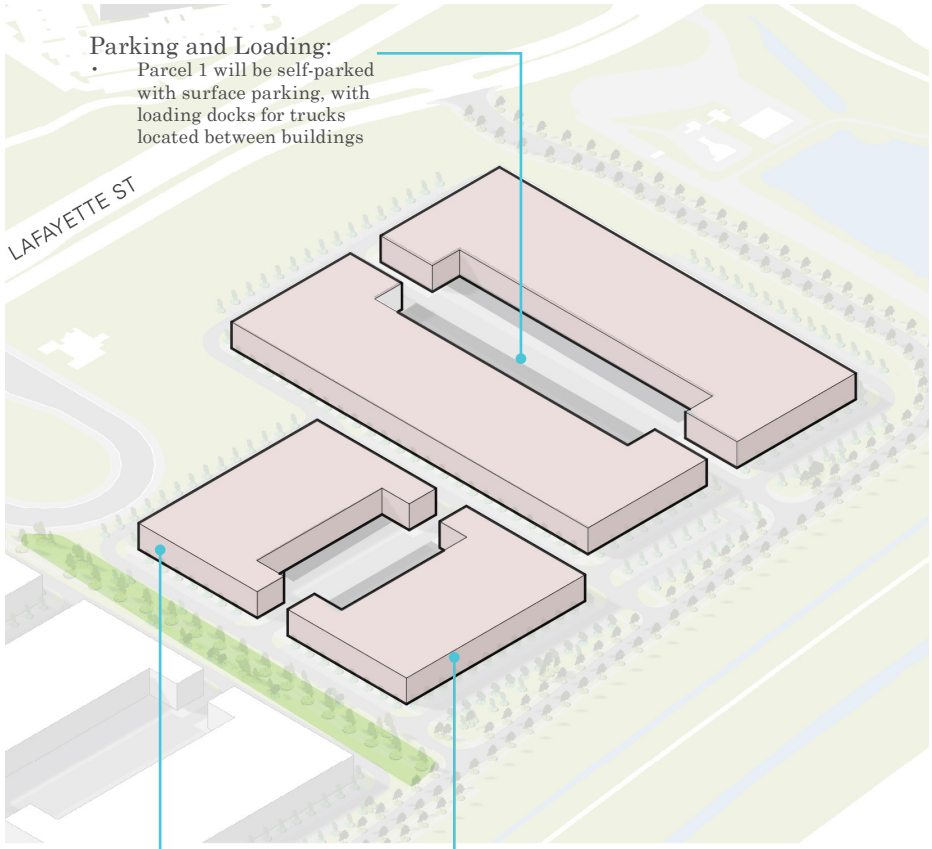
- Provide pedestrian and where possible bike/ped connections to passive recreation areas from existing and new paths and trails to surrounding developments. Pedestrian connections should be ample in width with a minimum of 12 feet in width shade and seating.
- Pedestrian Circulation: Sidewalks are required along all public (City maintained) roads and recommended along private roads (as illustrated in Exhibit 3C-6: Public and Private Streets and Exhibits 3C-13 and 3C:14: Pedestrian Network.
- Bicycle Circulation: A dedicated bike lane is required to connect Tasman East to City Place Parkway. Dedicated bike lanes are required along the light industrial perimeter street.
- Active Frontages: These are suggested at building entries to provide clear and accessible points of entry for employees and visitors.
- Parking Access: Parking is located along private drives that connect at key moments to the light industrial perimeter road. Additional parking may be accommodated on street or in surface parking lots.
- Open Space & Amenities: A passive recreation zone is suggested on the south side of the parcel adjacent to Parcel 2 to allow for pedestrian and bicycle connectivity through the site. Outside of the loop road, the land is significantly sloped and can provide picturesque landscapes that include trails, native habitat, etc.
- Setbacks: Along the perimeter loop road, setbacks shall be 15’ minimum from the curb line.
- 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 one to two high ceiling levels, or 60’). Up to 50% of buildings may reach a height of up to 90’ to accommodate upper-level commercial or light industrial uses. 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: These shall be screened from view along the public and private street rights-of-way.

EXHIBIT 4C–2 (SCHEME C): PARCEL 1 GROUND FLOOR PLAN*



LEGEND

Land Uses
- Active Frontage
- Setback From Curb
- Landscaped Open Space
- Buffer Landscape
- Loading Dock
- Service Access
- Light Industrial
- Building Entrance
- Site
- Parcel



Parking and Loading:
- Parcel 1 will be self-parked with surface parking, with loading docks for trucks located between buildings

Light Industrial Buildings:
- One to two floors of Light Industrial Buildings shown, with footprints ranging from 80-200k

Ground Floor:
- Light Industrial Use, with loading and ancillary commercial or amenity uses.
- Active frontages include primary building entry points.

LEGEND

Land Uses
- Light Industrial

Open Space
- Landscaped Open Space

** The program and plan 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.*

4C.3 PARCEL 2: LIGHT INDUSTRIAL CAMPUS SE

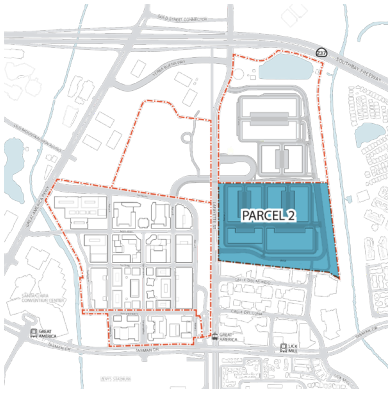
TABLE 4C–2 (SCHEME C): PARCEL 2 PROGRAM*

PARCEL 2 - SCHEME C			
Building Type		*Floors*	*Gross Area*
Light Industrial			
Light Industrial		1-2	910,000
TOTAL of PARCEL 2			910,000
SITE AREA:	60.9 Acres	FAR:	0.34

Site Coverage:

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

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



KEY

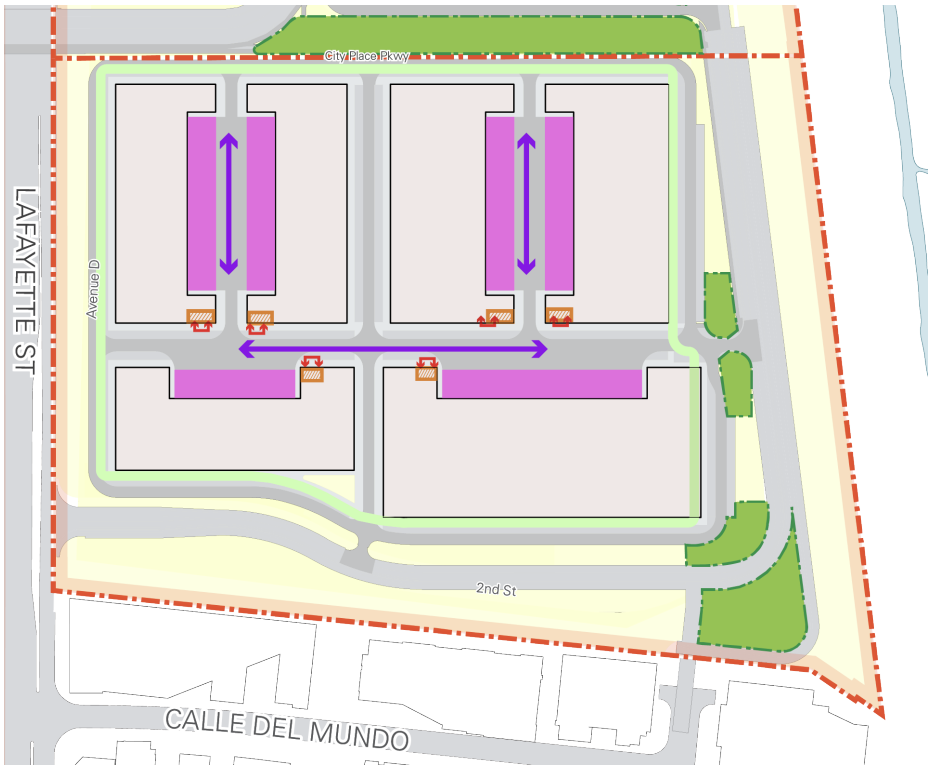
PARCEL CHARACTER

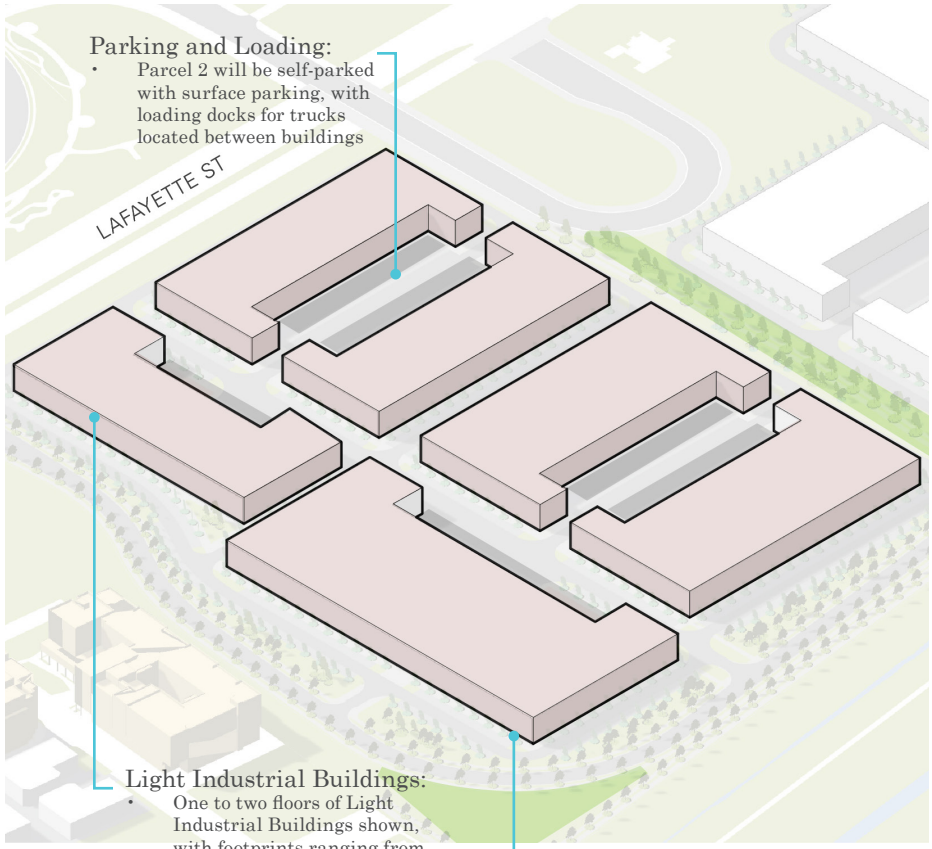
The Scheme C Variant for Parcel 2 is envisioned as a well-positioned and efficient light industrial area. It will be functional, with a network of internal streets and driveways that do not disrupt the vehicular circulation of Parcels 3, 4, or 5. A pathway and emergency vehicle access pathway will connect pedestrians and cyclists traveling between Tasman Drive and City Place Parkway, and landscape buffers will surround the parcel.

PARCEL DEVELOPMENT DESIGN GUIDELINES

- Provide pedestrian and where possible bike/ped connections to passive recreation areas from existing and new paths and trails to surrounding developments. Pedestrian connections should be ample in width with a minimum of 12 feet in width shade and seating.
- Pedestrian Circulation: Sidewalks are required along all public (City maintained) roads and recommended along private roads (as illustrated in Exhibit 3-C6: Public and Private Streets and Exhibits 3C-13 and 3C:14: Pedestrian Network.
- Bicycle Circulation: A dedicated bike lane is required to connect Tasman East to City Place Parkway. Dedicated bike lanes are required along the light industrial perimeter street.
- Active Frontages: These are suggested at building entries to provide clear and accessible points of entry for employees and visitors.
- Parking Access: Parking is located along private drives that connect at key moments to the light industrial perimeter road. Additional parking may be accommodated on street or in surface parking lots.
- Open Space & Amenities: Outside of the loop road, the land is significantly sloped and can provide picturesque landscapes that include trails, native habitat, etc.
- Setbacks: Along the perimeter loop road, setbacks shall be 15' minimum from the curb line.
- 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 one to two high ceiling levels, or 60'). Up to 50% of buildings may reach a height of up to 90' to accommodate upper-level commercial or light industrial uses. 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: These shall be screened from view along the public and private street rights-of-way.

EXHIBIT 4C–3 (SCHEME C): PARCEL 2 GROUND FLOOR PLAN*





LEGEND

- Active Frontage
- Setback From Curb
- Landscaped Open Space
- Buffer Landscape
- Loading Dock
- Service Access

Land Uses

- Light Industrial

- Building Entrance
- Site
- Parcel

LEGEND

Land Uses

- Light Industrial

Open Space

- Landscaped Open Space

** The program and plan 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.*

4C.7-15 PARCEL 4 CITY CENTER

[Contains refinements to Chapters 4.7 through 4.15 of the Original MCP]

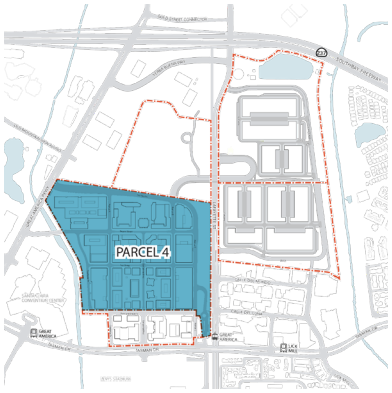
TABLE 4C–3 (SCHEME C): PARCEL 4 PROGRAM*

PARCEL 4 - SCHEME C		
Building Type	***Floors***	***Gross Area***
Residential		
Residential	3-17	1,488,399
Hotel		
Hotel	8-17	180,689
Retail		
Anchors	1-3	50,000
F&B	1	100,000
Retail	1-2	550,000
Entertainment		
Entertainment	1-2	50,000
Office		
Office	3-17	4,102,181
TOTAL of PARCEL 4		**6,521,269**
SITE AREA: 79.17 Acres	**FAR:**	**1.89**

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.*



KEY

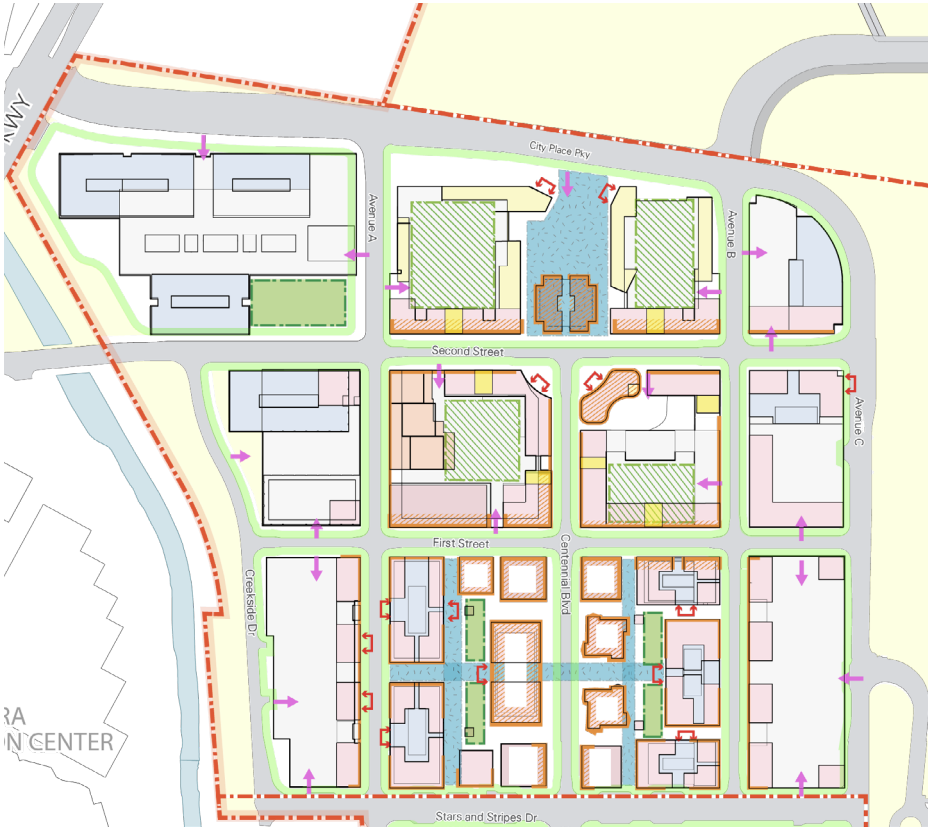
PARCEL CHARACTER

Parcel 4 will accommodate multiple dense mixed-use blocks with a variety of uses from ground floor retail to residential, office, and hotel uses in the Scheme C Variant.

PARCEL DEVELOPMENT DESIGN GUIDELINES

- Parcel Composition: Parcel 4 is envisioned a dense mixed-use area 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 3C-6: Public and Private Streets and Exhibit 3C-13: Pedestrian Network).
- Bicycle Circulation: Dedicated Bike lanes are required on public roads. Bike paths and lanes are required in accordance with Exhibit 3C-12.
- Active Frontages: These are required along the majority of street frontages, as well as within the City Center Paseos. Frontages are expected to be most intensively active along Centennial Blvd between Stars and Stripes Dr. and Second Street, and First Street between Avenue A and Avenue B.
- Parking Access: Entries to parking shall be located off secondary streets. Parking may be either structured or located in surface lots.
- Open Space & Amenities: A network of outdoor spaces organizes the parcel with the primary corridor along Centennial Blvd. and the City Center Paseos. Residential, office, and hotel uses should provide outdoor amenity space for residents, tenants, or guests.
- Build-To Lines & Setbacks: Build-to lines are suggested to follow all streets to create a continuous street wall condition. There shall be a 12'-26' setback from Avenue A, Centennial Blvd, Avenue B, Avenue C, First Street, Second Street, and City Place Parkway curb lines. A minimum sidewalk/planting strip of 12' will be maintained throughout Parcel 4.
- View Corridors: A view corridor should be oriented north/south along the pedestrian promenade.
- Building Heights: Towers are permitted in the City Center blocks of up to approximately 10-12 stories, with a maximum building height consistent with ALUC regulations and Federal Aviation hazard limits pursuant to FAA Federal Aviation Regulations, FAR Part 77 criteria. These height limits remain consistent with applicable General Plan Policy 5.10.5-P30 and General Plan Policy 5.10.5-P33 that require compatibility with the Airport Land Use Compatibility Plan and Federal Aviation Administration Federal Aviation Regulations, FAR Par 77 criteria hazard height limits at San Jose Mineta International Airport, respectively. Podium buildings will be approximately 2-5 stories. Active ground floor uses are encouraged. Above grade parking structures are approximately 7-8 levels. 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 away from primary active frontages. Retail and Food and Beverage uses may be serviced from adjacent streets.
- Trash and Mechanical Equipment: These shall be screened from view along the public and private street rights-of-way.

EXHIBIT 4C–4 (SCHEME C): PARCEL 4 GROUND FLOOR PLAN*



LEGEND

- Active Frontage (primary)
- Active Frontage (secondary)
- Setback From Curb
- Landscaped Open Space
- Plaza / Paseo
- Parking Access
- Building Entrance
- Site
- Parcel
- Block

Land Uses

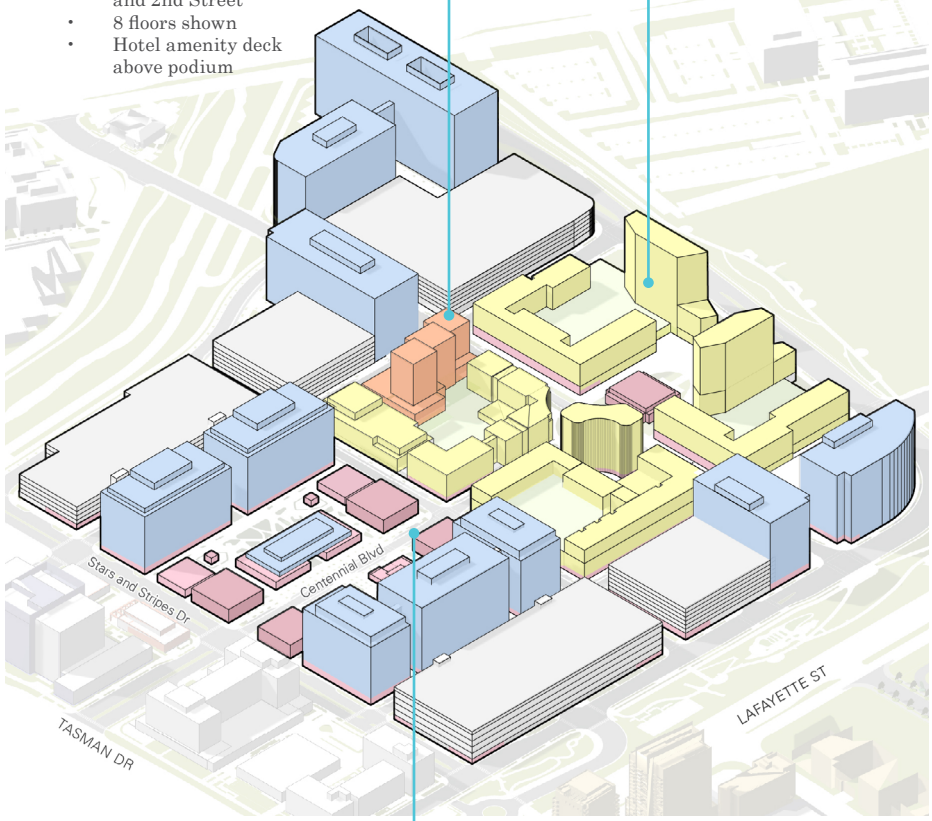
- Hotel
- Residential
- Retail Anchor
- Retail
- Structured Parking / Service
- Office
- Light Industrial

Hotel Tower:

- Tower situated on corner of Avenue A and 2nd Street
- 8 floors shown
- Hotel amenity deck above podium

Residential Tower:

- Tower situated on City Place Parkway



Ground Floor:

- 1-2 levels of Retail/F&B fronting key streets and outdoor plazas

LEGEND

Land Uses

- Hotel
- Residential
- Retail Anchor
- Retail
- Structured Parking / Service
- Office
- Light Industrial

Open Space

- Landscaped Open Space
- Amenity Deck

** The program and plan 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.*

4C.16-15 PARCEL 5 CITY CENTER

[Contains refinements to Chapters 4.16 through 4.18 of the Original MCP]

TABLE 4C–4 (SCHEME C): PARCEL 5 PROGRAM*

PARCEL 5 - SCHEME C		
Building Type	**Floors**	**Gross Area**
Residential		
Residential	10-17	191,601
Hotel		
Hotel	7-17	386,311
Retail		
F&B	1-2	25,000
Retail	1	25,000
Office		
Office	11	415,219
TOTAL of PARCEL 5		**1,043,131**
SITE AREA: 15.43 Acres	FAR:	1.55

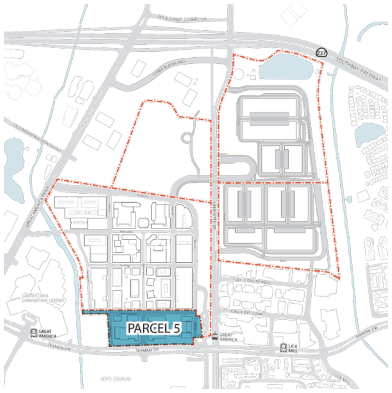
Site Coverage:

- *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.*

**** The development program described in Table 4C-4 reflects the DAP 1 development program approved by the City Council by Resolution No. 20-8825.*



KEY

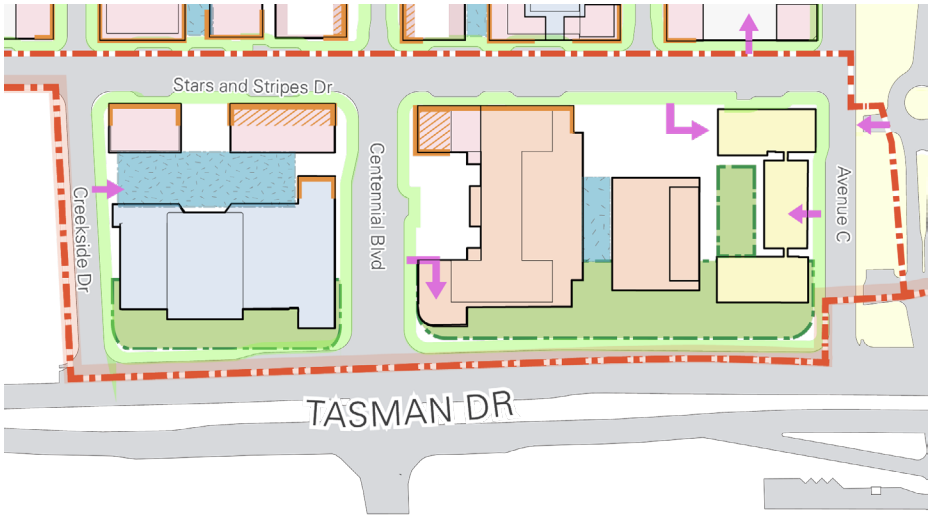
BLOCK CHARACTER

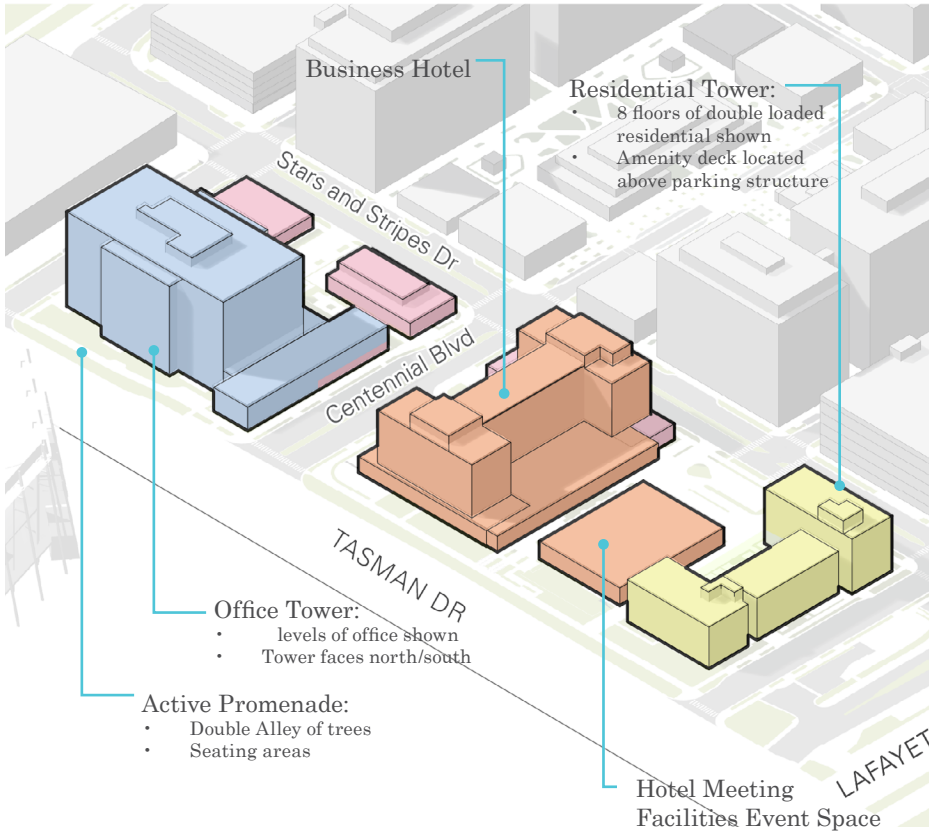
Parcel 5 will be anchored by a series of programs along Tasman Drive, Stars & Stripes Drive, Creekside Drive, Centennial Blvd., and Avenue C. Active uses will line Stars & Stripes Drive, including retail and/or food and beverage uses. Commercial spaces facing Tasman Drive will have strong street and pedestrian-facing frontages. A significant setback is envisioned along Tasman Drive for landscape elements.

PARCEL DEVELOPMENT DESIGN GUIDELINES

- Parcel Composition: Parcel 5 is envisioned to be a mixed-use area composed of a hotel, office and residential uses that incorporate in-line retail and food & beverage.
- Pedestrian Circulation: Sidewalks are required along all Parcel 5 street frontages, as illustrated in Exhibit 3C-6: Public and Private Streets and Exhibit 3C-13: Pedestrian Network.
- Bicycle Circulation: Bicycle Circulation: Dedicated Bike lanes are required on public roads. Bike paths and lanes are required in accordance with Exhibit 3C-12.
- Active Frontages: Active frontages are required along Centennial Boulevard and Stars & Stripes Drive.
- Parking Access: Entries to parking shall be located off secondary streets. Parking may be either structured or located in surface lots.
- Open Space & Amenities: Wide setbacks along Tasman Drive and Centennial Boulevard shall accommodate generous landscaping. Hotel and Residential uses should provide amenity deck space for residents and guests.
- Build-To Lines & Setbacks: Build-to lines are suggested to follow all streets to create a continuous street wall condition. There shall be a 12'-26' setback from Centennial Blvd, Stars & Stripes Dr., Creekside Dr., and Avenue C curblines. Tasman Dr. will include a generous setback for landscaping. A minimum sidewalk/planting strip of 12' will be maintained throughout Parcel 5.
- Building Heights: Towers are permitted in the City Center blocks of up to approximately 10-12 stories, with a maximum building height consistent with ALUC regulations and Federal Aviation hazard limits pursuant to FAA Federal Aviation Regulations, FAR Part 77 criteria. Podium buildings will be approximately 2-5 stories. Active ground floor uses are encouraged. Above-grade parking structures are approximately 7-8 levels. Retail/food & beverage buildings should not exceed two to three stories, 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: Service entries should be located along secondary streets and via the lower level of the parking structure from the east side transit area.
- Trash and Mechanical Equipment: These shall be screened from view along the public and private street rights-of-way.

EXHIBIT 4C–5 (SCHEME C): PARCEL 5 GROUND FLOOR PLAN*





LEGEND

- Active Frontage (primary)
- Active Frontage (secondary)
- Setback From Curb
- Landscaped Open Space
- Plaza / Paseo
- Parking Access

Land Uses

- Hotel
- Residential
- Retail Anchor
- Retail
- Structured Parking / Service
- Office
- Light Industrial

- Building Entrance
- Site
- Parcel
- Block

LEGEND

Land Uses

- Hotel
- Residential
- Retail Anchor
- Retail
- Structured Parking / Service
- Office
- Light Industrial

Open Space

- Landscaped Open Space
- Amenity Deck

** The program and plan 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.*





CHAPTER 5C



DESIGN GUIDELINES - SCHEME C VARIANT

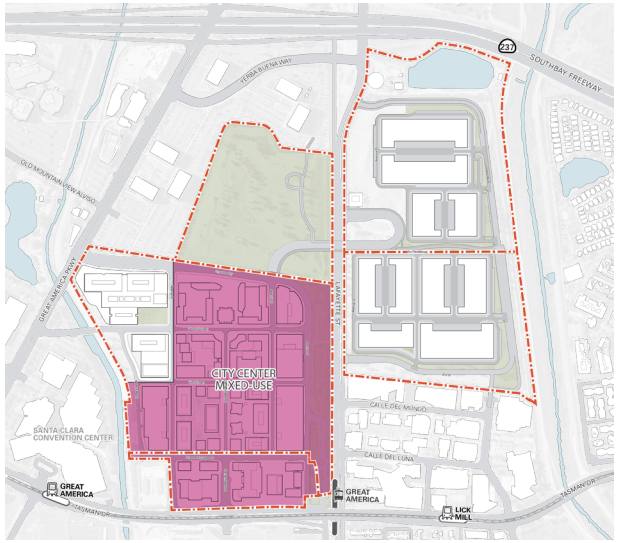
5C.1 DESIGN PRINCIPLES

Design Principles will inform choices regarding site/hardscape elements, building massing, fenestration, material choices and more.

PARCEL DEVELOPMENT DESIGN GUIDELINES

The Design Principles for the Scheme C Variant are consistent with the Original MCP for Site Planning, Architectural Design, and Signage & Lighting Design.

5C.2 CITY CENTER MIXED-USE DESIGN GUIDELINES



CITY CENTER MIXED-USE

These guidelines are integral to the building and site planning of a successful urban place in the Scheme C Variant. 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.

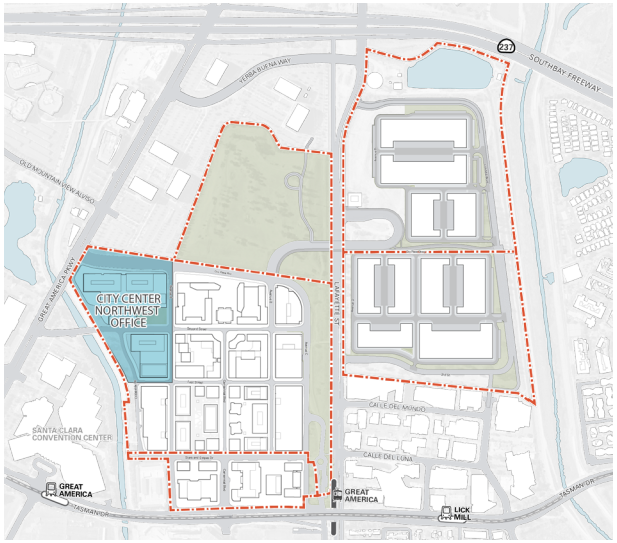
SITE PLANNING

The Design Guidelines for the Scheme C Variant City Center Mixed-use are consistent with the Original MCP. The Scheme C Variant will comply with the Design Guidelines for Building Siting & Orientation, Vehicular Circulation & Parking, Service & Loading, Site Landscape Design, Building Massing & Form, Roof Forms & Materials, Building Articulation & Fenestration, Architectural Details, Building Materials & Colors, Parking Structures, Site Signage, & Site Lighting.

SIGNAGE & LIGHTING DESIGN

Site Signage:

Signage: the Scheme C Variant will comply with the Comprehensive Sign Program approved by City Council on February 9, 2021 for Parcels 4 and 5 (Resolution No. 21-1304) as amended from time to time.



CITY CENTER NORTHWEST OFFICE

5C.3 CITY CENTER NW OFFICE DESIGN GUIDELINES

The Scheme C Variant City Center Northwest Office Design Guidelines will be essential in creating a thriving office component for Related Santa Clara. 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

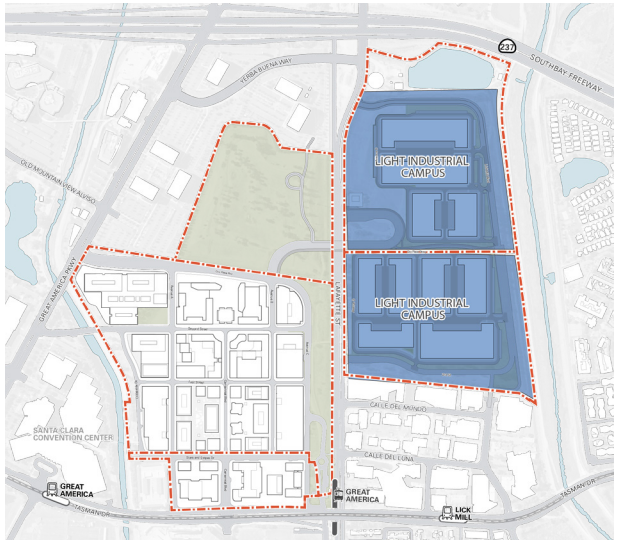
The Design Guidelines for the Scheme C Variant City Center N- Office are consistent with the Original MCP. The Scheme C Variant will comply with the Design Guidelines for Building Siting & Orientation, Vehicular Circulation & Parking, Service & Loading, Site Landscape Design, Building Massing & Form, Roof Forms & Materials, Building Articulation & Fenestration, Architectural Details, Building Materials & Colors, Parking Structures, Site Signage, & Site Lighting.

SIGNAGE & LIGHTING DESIGN

Site Signage:

The Scheme C Variant will comply with the Comprehensive Sign Program approved by City Council on February 9, 2021 for Parcels 4 and 5 (Resolution No. 21-1304) as amended from time to time.

5C.4 LIGHT INDUSTRIAL CAMPUS DESIGN GUIDELINES



OFFICE CAMPUS

These guidelines will be integral in the building and site planning of a successful light industrial campus, involving considerations that balance functionality, efficiency, safety, aesthetics and also flexibility.

SITE PLANNING

Building Siting & Orientation:

Buildings within Parcels 1 and 2 may be organized as an open tenant campus or a secure light industrial campus. Buildings should be sited and arranged for efficient vehicular and loading access, safe pedestrian circulation, and legible building entry points.

- *LIC-1:* Arrange buildings on-site for efficient site access, vehicular circulation, and parking access.
- *LIC-2:* Explore opportunities for flexible layouts to accommodate future expansion or changes in tenant needs. Incorporate features such as high ceilings, large bay doors, and efficient HVAC systems to enhance functionality and worker comfort.
- *LIC-3:* Position entries to buildings so that they are easily identifiable from adjoining rights-of-way, primary access drives, and parking areas.

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:

- *LIC-4:* Designate clear pedestrian and vehicle circulation routes, with appropriate crossings and signage to minimize conflicts.
- *LIC-5:* Plan a centralized vehicular circulation system with well-defined entry and exit points. Primary building entrances should be clearly distinguished from secondary and service and loading entries.
- *LIC-6:* Provide pedestrian connections from building entries and required exits to walkways that adjoin on-site parking lots. Where provided, these pedestrian connections should have a different ground material and color to the adjoining drivable surface.
- *LIC-7:* Provide bicycle racks near building entrances. Disperse bicycle parking facilities throughout the Light industrial campus in convenient and visible areas in close proximity to primary entrances.
- *LIC-8:* Introduce pedestrian and bicycle linkages between the light industrial campus, City Center and Tasman East.
- *LIC-9:* Provide pedestrian and where possible bike/pedestrian connections to passive recreation areas.

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 surrounding context.

Design Guidelines:

- *LIC-10:* Designate dedicated loading and unloading zone strategically away from private drives, pedestrian, bicycle pathways and along service access pathways.

- *LIC-11:* Ensure sufficient space for commercial vehicles to maneuver safely and efficiently, with consideration for overhead clearance and turning radii.
- *LIC-12:* Screen all mechanical equipment from view along the public right-of-way. This includes back flow devices, traffic signal boxes, transformers, meters etc, and may include planting of vegetation to adequately screen equipment.
- *LIC-13*: Separate areas for receiving, staging, and dispatching goods, with efficient access to loading docks and storage areas.
- *LIC-14:* Locate transformers away from major pedestrian routes and outdoor employee areas.
- *LIC-15*: Locate outdoor storage, loading docks and dock seals, semi-truck bays, semi-truck parking on service alleys. If infeasible due to site constraints, angle outdoor storage, loading docks, semi-truck bays, semi-truck parking away from building entries.
- *LIC-16:* Loading docks shall be oriented away from public right of way and residential areas and located at least 500 feet away from residential areas.
- *LIC-17*: here the Light Industrial Uses abut the residential uses provide at least 8-foot-wide zone using evergreen landscaping, fencing, walls or a combination to provide a visual buffer.

Site Landscape Design:

Landscaping within the light industrial campus should be provided to enhance pedestrian and cyclist comfort when coming and going to light industrial buildings. Use vegetation to provide shade, buffer noise, and improve the overall environment for pedestrians, cyclists, and workers.

Design uidelines:

- *LIC-18:* Incorporate landscaping elements such as trees, shrubs, and green spaces to improve light industrial campus user comfort.
- *LIC-19:* Use landscaping to enhance and complement the overall project design. Use landscape to frame building entrances, soften the appearance of structures, define site functions, and buffer adjacent uses.
- *LIC-20:* Use landscaping to screen undesirable views of buildings or equipment.
- *LIC-21:* Introduce pedestrian and bicycle linkages between the Light industrial campus, City Center, and Tasman East.
- *LIC-22:* Provide amenities such as break areas, pedestrian walkways, and recreational spaces to promote employee well-being and productivity.
- *LIC-23:* Design landscaping adjacent to open spaces and trails to screen industrial development and operations while maintaining a sense of openness and visibility to allow for safety and security of users.



① *Provision of open space and break areas*



② *Clear pedestrian and vehicular circulation*



③ *Use landscaping to enhance and complement the design*

ARCHITECTURAL DESIGN

Purpose: Overall design of large-scale warehouse and industrial buildings should have massing, elevations and facades that are well articulated through forms, varying height and materials.

Building Massing & Form:

Building height, massing, and scale should create functional, efficient, and visually appealing buildings that support the needs of light industrial uses without disturbing the overall aesthetic quality of Related Santa Clara.

Design Guidelines:

- *LIC-24:* Create efficient floor plans that minimize wasted space and streamline workflow. Arrange building components such as production areas, storage facilities, offices, and support spaces to optimize operational efficiency and enhance productivity.
- *LIC-25*: Provide significant vertical and horizontal offsets to reduce visual bulk. Exterior wall planes should be varied in height, depth, and direction.
- *LIC-26:* Organize massing to emphasize entries, corners, or working spaces.

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:

- *LIC-27:* Roofline design should be integrated in the overall building form. Use variation in roof plane, height, or material to minimize the overall appearance of the elevation.
- *LIC-28:* Use materials, colors, and forms that complement the site's natural features.
- *LIC-29:* Design buildings with energy-efficient envelopes, insulation, and HVAC systems to minimize energy consumption and operating costs.
- *LIC-30:* Use high albedo materials which mitigate the heat island and embody "cool roof" design practices. Rooftop PV solar panel systems are encouraged on all structures.
- *LIC-31:* 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:

- *LIC-32:* Design building entries so they are clearly defined and distinguishable from the street.
- *LIC-33:* Minimize blank wall planes on street facing elevations through the use of wall plane variation, trim or reveals, entry and window openings, and/or varying materials.
- *LIC-34:* Maximize natural light and ventilation to reduce energy consumption.
- *LIC-35:* Incorporate modular construction techniques and demountable partitions to facilitate future reconfiguration and expansion as required.
- *LIC-36:* Ensure that all sides of buildings visible from the public right-of-way are articulated. Long Blank or continuous monotonous wall surfaces shall be avoided, provide architectural breaks every 50 feet through one or more of the following with a minimum of two incorporated for each facade:
- 1.change of materials
- 2.stepping of the building by a minimum of 2 feet
- 3.adding windows or glass fenestration
- 4.architectural details

Architectural Details:

Integrate architectural elements and building facades to blend in with surroundings.

Design Guidelines:

- *LIC-37:* Incorporate design elements that enhance pedestrian and cyclist comfort such as clear way-finding, landscaping, lighting, and overhangs at building entries.
- *LIC-38:* Use window and door type, proportion, and/or material to complement the overall architectural design of the building.
- *LIC-39:* Place windows on building elevations to allow for natural daylighting and add articulation to the building.

Building Materials & Colors:

Building materials and finish guidelines are intended to ensure the durability and sustainability of a high-quality light industrial campus.

Design Guidelines:

- *LIC-40:* Choose materials with low maintenance requirements and high durability, especially in areas near entrances and ground level.
- *LIC-41:* Select sustainable building materials that are suitable for industrial applications and contribute to environmental stewardship.
- *LIC-42*: Exterior building materials and colors should be selected to reinforce building design and architectural form to achieve consistency throughout the building.
- *LIC-43*: Develop a comprehensive material and color scheme for each parcel that in complementary among buildings.
- *LIC-44:* 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.
- *LIC-45*: Treat all facades of the building with an equal level of architectural detail and articulation.

Parking Structures:

Surface Parking will provide ease of access for light industrial campus users in a mix of on-street and off-street parking.

Design Guidelines:

- *LIC-46:* Strategically locate parking areas near building entrances.
- *LIC-47:* Include moderately scaled canopy trees within surface parking lots and landscaped parking strips.
- *LIC-48:* Design parking areas with efficient layouts, adequate lighting, and clear signage for ease of use.
- *LIC-49:* Allocate dedicated parking spaces and loading zones for service vehicles, delivery trucks, and freight carriers. Designate these areas away from employee parking to minimize conflicts and congestion.

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 the light industrial campus district. Signs will be consistent with the applicable Comprehensive Sign Program approved with the applicable Development Area Plans for Parcels 1 and 2 as required by Chapter 7.1 of the Original MCP pursuant to Section 7C.1 of the Scheme C Variant.

Design Guidelines:

- *LIC-50:* Implement clear wayfinding signage and intuitive circulation paths to facilitate navigation and orientation.
- *LIC-51:* Signs should be sufficiently visible from public streets so that site entrances can be readily identified by both pedestrians and persons in vehicles.
- *LIC-52:* Utilize signage materials, colors, and designs that are compatible with the associated structures.
- *LIC-53:* Individually cut lettering visible at a distance and made of durable material is encouraged.
- *LIC-54:* Flashing or moving signs are not permitted.

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 light industrial campuses and shall be consistent with the guidelines of Section 7.8.

Design Guidelines:

- *LIC-55:* Integrate exterior lighting that is architecturally compatible with building style, materials, and colors.
- *LIC-56:* Site lighting should provide consistent levels of illumination, avoiding pockets of very high or low levels of illumination.
- *LIC-57:* Mount light fixtures at a height appropriate to the setting and project design. For example, use lower mounting heights for settings adjacent to sensitive land uses.
- *LIC-58:* Provide only as much light/illumination as necessary to provide safety and security of the area.
- *LIC-59:* Illuminate all pedestrian routes, including walkways, steps or ramps.
- *LIC-60:* All exterior lighting shall be designed and constructed with cutoff and full shielded fixtures that direct light downward and into the interior of the property and away from adjacent roads and properties.

SUBSTATIONS

- *LIC-61:* Any proposed substation shall be located at least 500 feet away from residential development and shall not be located along Lafayette Street.
- *LIC-62:* Any proposed Substation shall be subject to screening requirements to the satisfaction of the Director of Community Development.



⑤ *Use Materials with low maintenance and high durability*



⑤ *Change in building materials and change in structure height*



③ *Varied patterns, texture and colors*

DATA CENTER DESIGN GUIDELINES:

In addition to the Light Industrial Campus Design Guidelines listed above, due to the unique operation of Data Centers, any proposed Data Centers shall conform to the following additional design guidelines to ensure compatibility with its surrounding.

Building Siting and Orientation

Intent: Reduce the perceived scale of buildings by visually breaking down the large massing typical of industrial and warehouse buildings. Promote architectural variation through building articulation, massing, and the variation of roof lines to provide visual interest.

Design Guidelines:

- *LIC-63*: Building Siting and Orientation along major public corridors and residential developments should allow for significant height variation to create architectural gestures in order to provide variety and modulation in facade and massing.
- *LIC-64:* Building facades and landscaping along public right of way shall be front facing with well-articulated architecture, however the entrances may be located elsewhere.

Building Siting and Orientation

- LIC-65: Design shall differentiate building facades every 50 feet through one or more of the following design elements with a minimum of four incorporated for each facade:
- 1.a minimum of four-foot change in structure height
- 2.a minimum of two-foot step-backs or recesses
- 3.adding windows or glass fenestration
- 4.change in building material with a minimum of three different building materials
- 5.use of varied pattern, texture, color, and
- 6.variation with use of accent materials.

Structural Noise Reduction Measures:

- LIC-66: All data centers are required to provide structure noise reduction measures for any exterior cooling fans or mechanical equipment, such as baffles or acoustic louvers, so that the noise levels satisfy the noise ordinance.



③ *Windows and glass fenestration*



⑤ *Incorporate landscaping along public right of way*



④ *Building Facade differentiation every 50 feet*

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CHAPTER 6C

LANDSCAPE MASTER PLAN - SCHEME C VARIANT



6C.1 LANDSCAPE DESIGN & SUSTAINABILITY CONCEPT

The Scheme C Variant will establish design principles, guidelines and recommendations for open space improvements throughout Related Santa Clara. It builds on the open space framework and elaborate on the landscape design and character of the project. For Scheme C, the Original MCP Chapters for Landscape Design (6.1) and Sustainable Landscape Measures (6.2) have been combined and except to the extent the Scheme C Supplement measures conflict with the Original MCP, the Original MCP provisions apply equally to Scheme C.

CONCEPT OVERVIEW

The Scheme C Variant 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. There has been a slight reconfiguration of buildings layout, but this Chapter follows the overall Original MCP approach and concept. 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.

The Scheme C Variant Implementation Process, Landscape Design Principles, Sustainability Concept, and Design Guidelines are consistent with the Original MCP . The landscape design for the Scheme C Variant aims to create climatically functional, ecologically sustainable, and aesthetically pleasing open spaces for the Related Santa Clara development.



Alviso Marina County Park view at sunset

EXHIBIT 6C–1 (SCHEME C): LANDSCAPE FUNCTION*



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



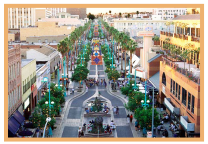
Passive Recreation
- *Areas for lingering & relaxation*
- *Typically turf and hardscape*



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



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



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



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



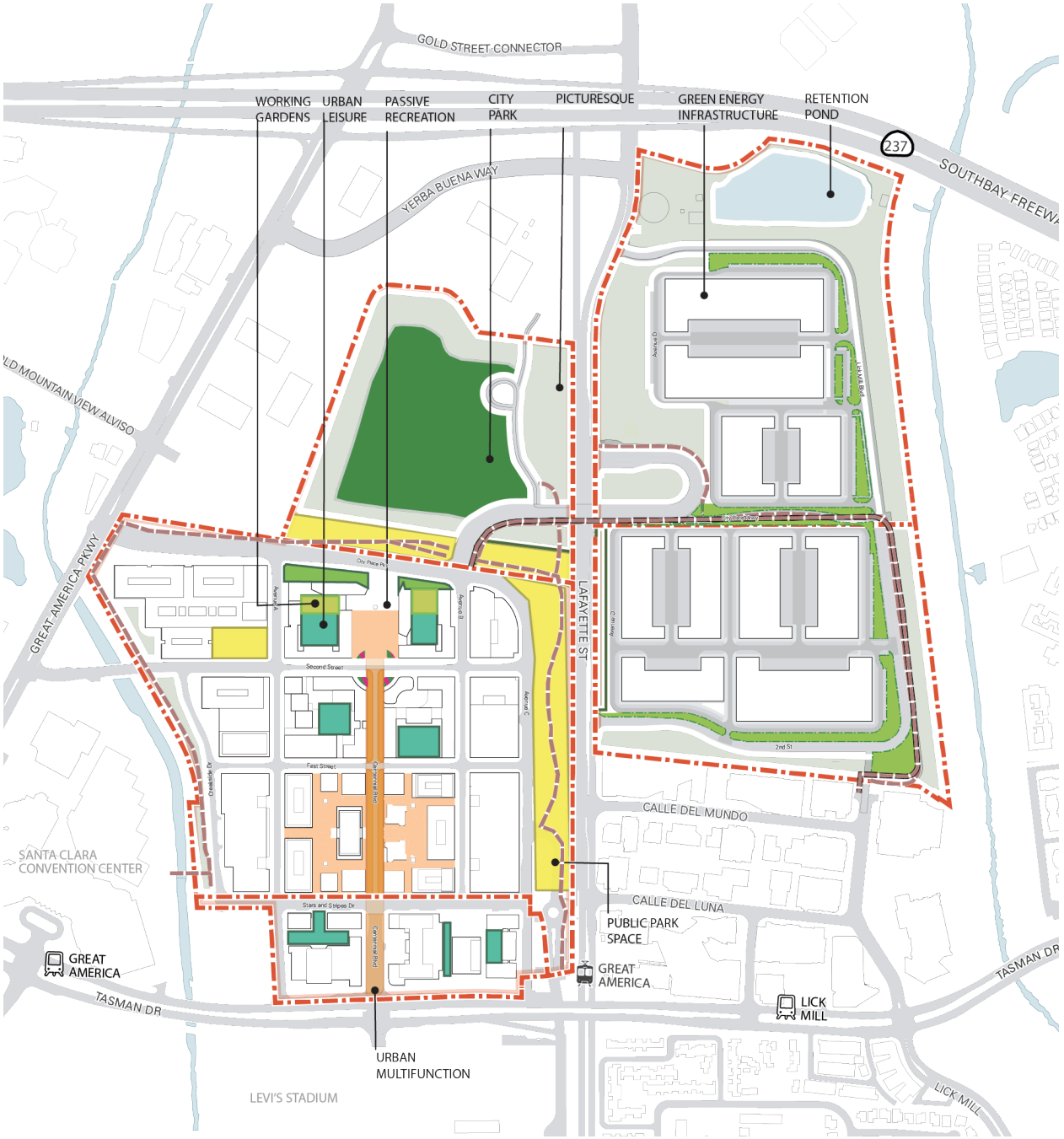
Urban Leisure
- *Mixed-use courtyards*
- *Amenities areas*
- *Public & Private*



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



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



** The depiction of landscape infrastructure illustrative in 5, will follow Tasman Frontage Design Approval*

EXHIBIT 6C–2 (SCHEME C): LANDSCAPE INFRASTRUCTURE*



Retention Pond

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



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*



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*



** 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.*

EXHIBIT 6C–3 (SCHEME C): 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*

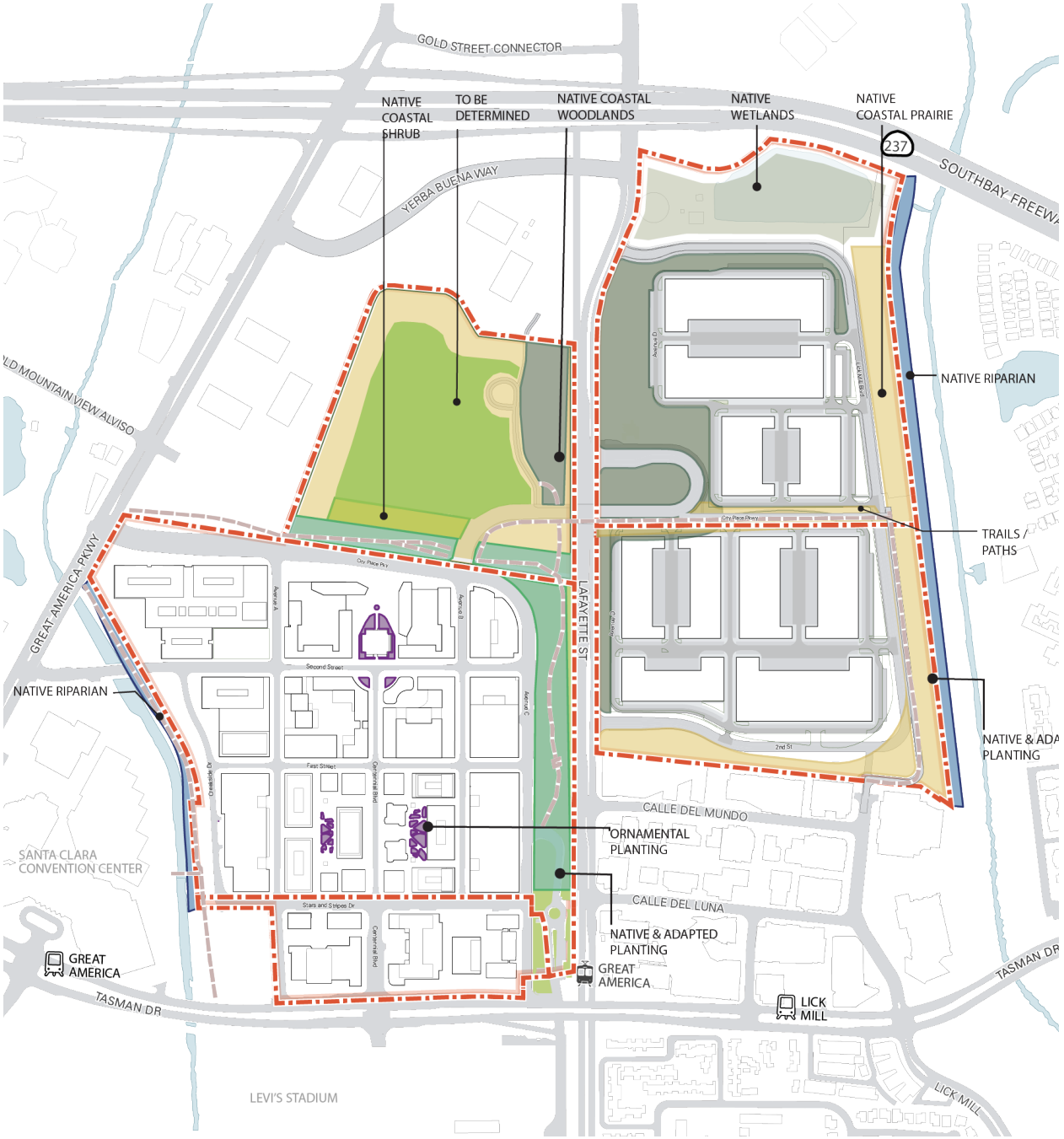
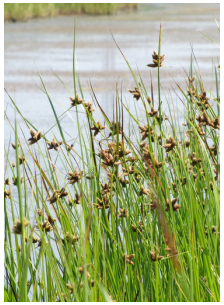


EXHIBIT 6C–4 (SCHEME C): EXAMPLES OF SUSTAINABLE LANDSCAPE

NATIVE WETLAND / MARSH




Typical Wetland Plants:

- Alkali bulrush (*Bolboschoenus maritimus)*
- Red willow *(Salix laevigata)*
- Arroyo willow *(Salix lasiolepis)*
- California bulrush *(Schoenoplectus californicus)*

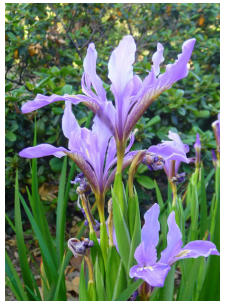
NATIVE RIPARIAN WOODLANDS




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

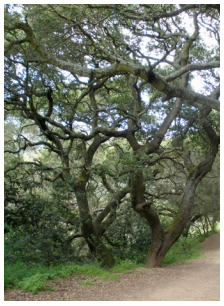



Typical Coastal Shrub Plants:

- 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)*

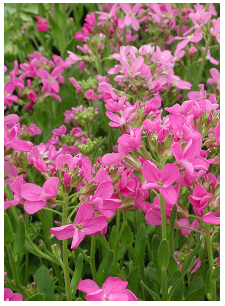
NATIVE COASTAL WOODLAND




Typical Coastal Woodland Plants:

- Buckeye (*Aesculus californica)*
- Western redbud (*Cercis occidentalis)*
- Toyon *(Heteromeles arbutifolia)*
- Coast live oak *(Quercus agrifolia)*
- California blackberry *(Rubus ursinus)*

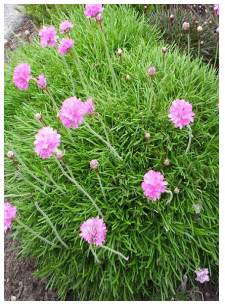
NATIVE & ADAPTED PLANTINGS




Typical Native & Adapted Plants:

- Rock rose cress *(Arabis blepharophylla)*
- Sandhill sage *(Artemisia pycnocephala)*
- Berkeley sedge *(Carex tumulicola)*
- Beach Aster (*Erigeron glaucus)*
- Pacific Reed rass *(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)*

6C.3 STREETSCAPE

This section describes the proposed landscape treatment of the Scheme C Variant 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 Scheme C Variant Streetscape Design Intent and General Design Standards / Guidelines shall be those within the Original MCP, with the following refinements.

EXHIBIT 6C–5 (SCHEME C): STREETSCAPE TYPOLOGIES*

LEGEND

Streetscape Typology

- 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 Light Industrial Campus Perimeter Streetscape: Perimeter Street 1
- ⑨ CityPlace Collector Bridge: E-W Bridge*

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
- Full Intersection

Transit

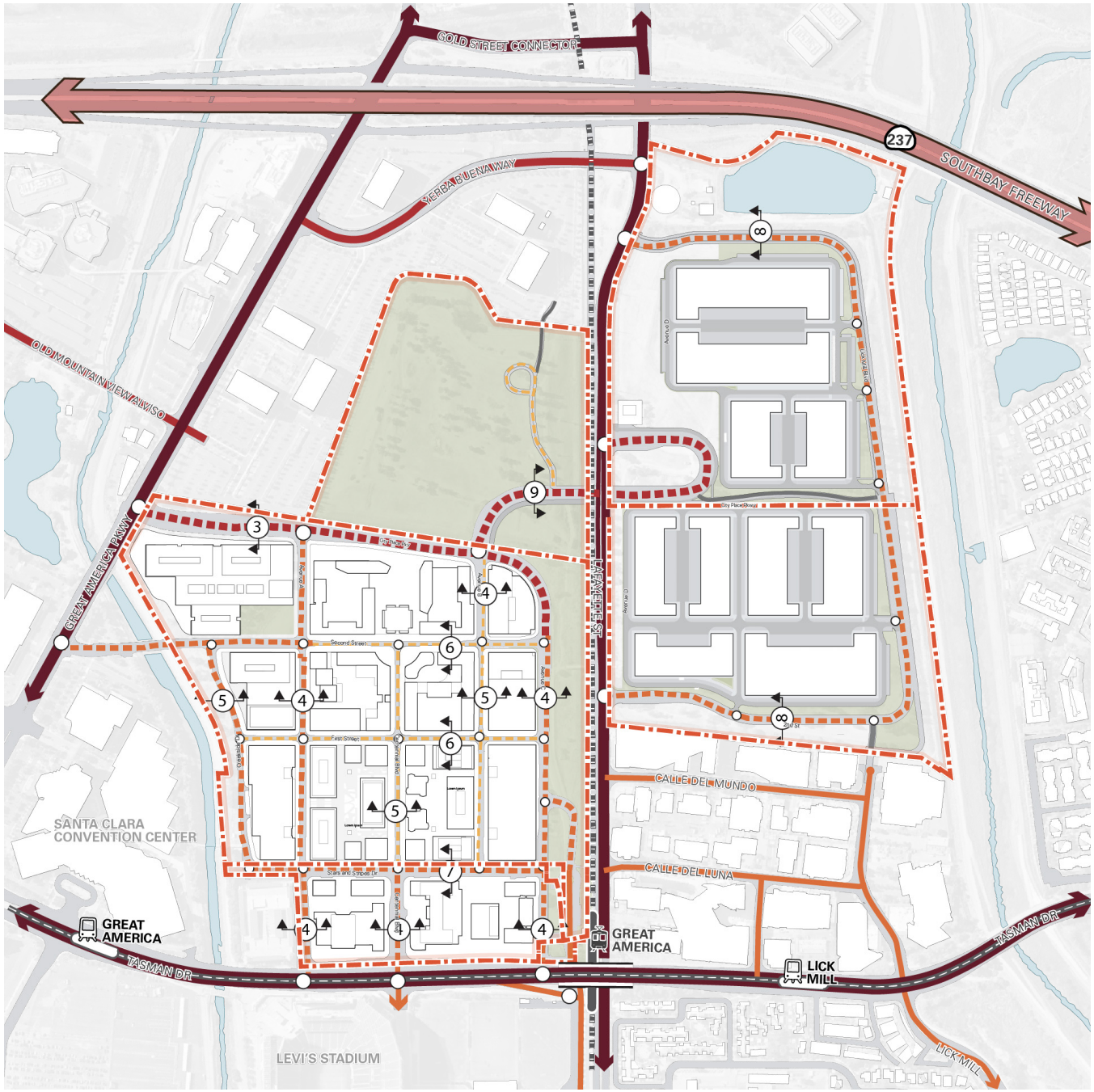
- VTA Light Rail
- Capitol Corridor/ Altamont Commuter Express

Boundaries

- Site
- Parcel

1″ = 800′

0′ 200′ 400′ 800′ 1600′



City Park Access Road street type to be confirmed when park usage is confirmed.

STREETSCAPE RECOMMENDATIONS

TABLE 6C–1 (SCHEME C): 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	
3- Corridor Streetscape: CityPlace Parkway	Minor Arterial	4	12-13*	1	12	2	5-8			2	14' min, 20' typ.	102
4- City Center Collector Streetscape: N-S Collector Street 1	Collector Street	2	11-13*	1	12	2	5-8			2	12' min, 15' typ.	76
5- City Center Collector Streetscape: N-S Collector Street 2	Collector Street	2	11-13*			2	sharrow	2	8	2	12' min, 17' typ.	76
6- City Center Internal Streetscape: E-W Shopping Street 1	Local Street	2	11-13*			2	sharrow	2	8	2	16' min, 26' typ.	94
7- City Center Internal Streetscape: E-W Shopping Street 2	Local Street	2	11-13*			2	sharrow	2	8	2	16' min, 20' typ.	76
8- Light Industrial Perimeter Streetscape: Perimeter Street 1	Collector Street	2	11-13**			2	5-8			1	12' min, 15' typ.	50
9- City Place Collector Bridge: E-W Collector Bridge	Collector Street	4	11-13*			2	5-8			2	12' min,15'typ.	80

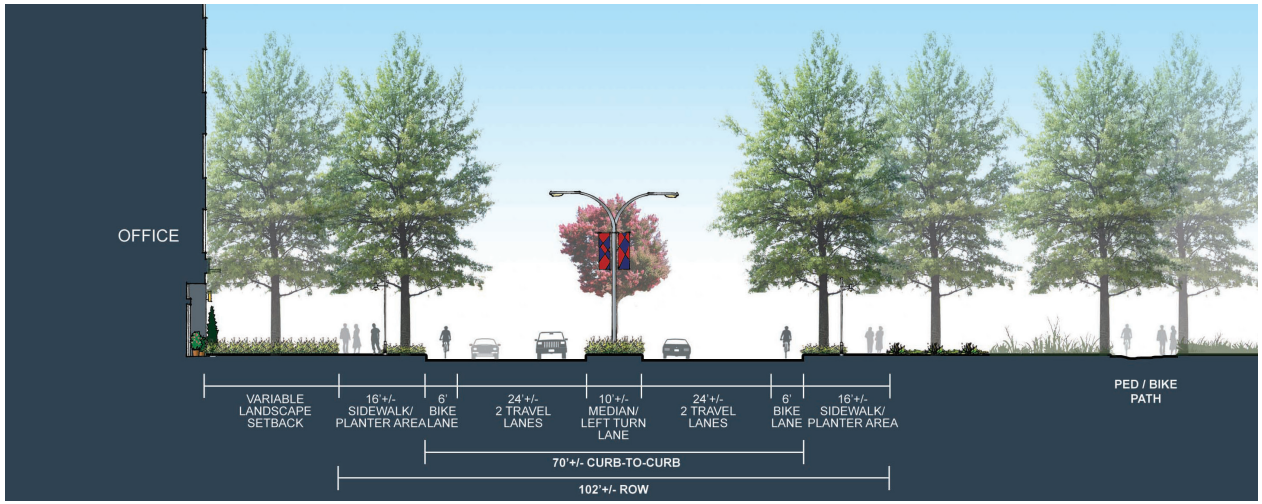
**Street widths will be designed to accommodate emergency service vehicles and delivery trucks as appropriate.*

**City Center street types remain as per original MCP, changes will be updated through the DAP process.*

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Corridor Streetscape: CityPlace Parkway*

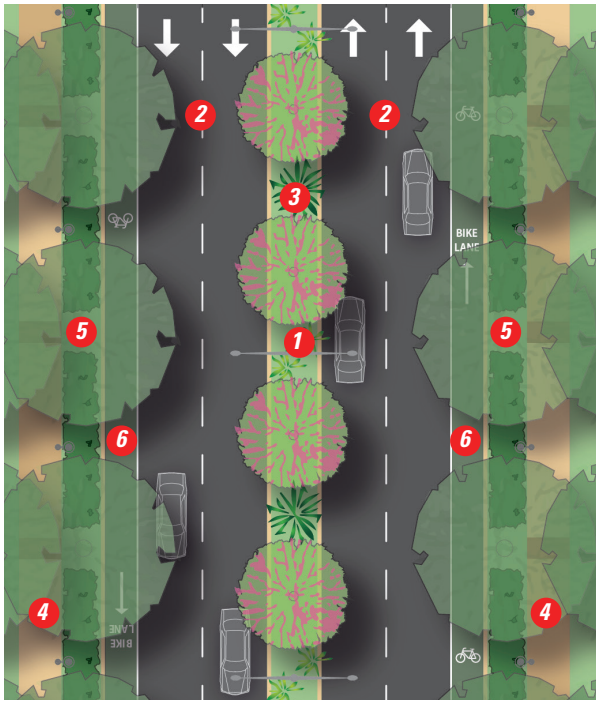
** Section and plan views depict a potential/typical configuration for illustrative purposes only. The actual dimensions and layout may vary subject to City review and approval.*



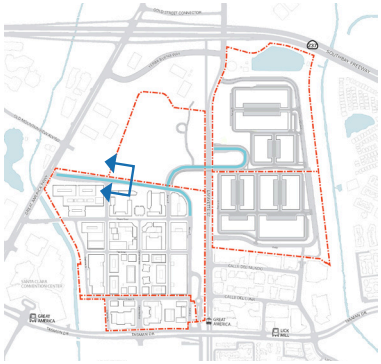
SECTION

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.



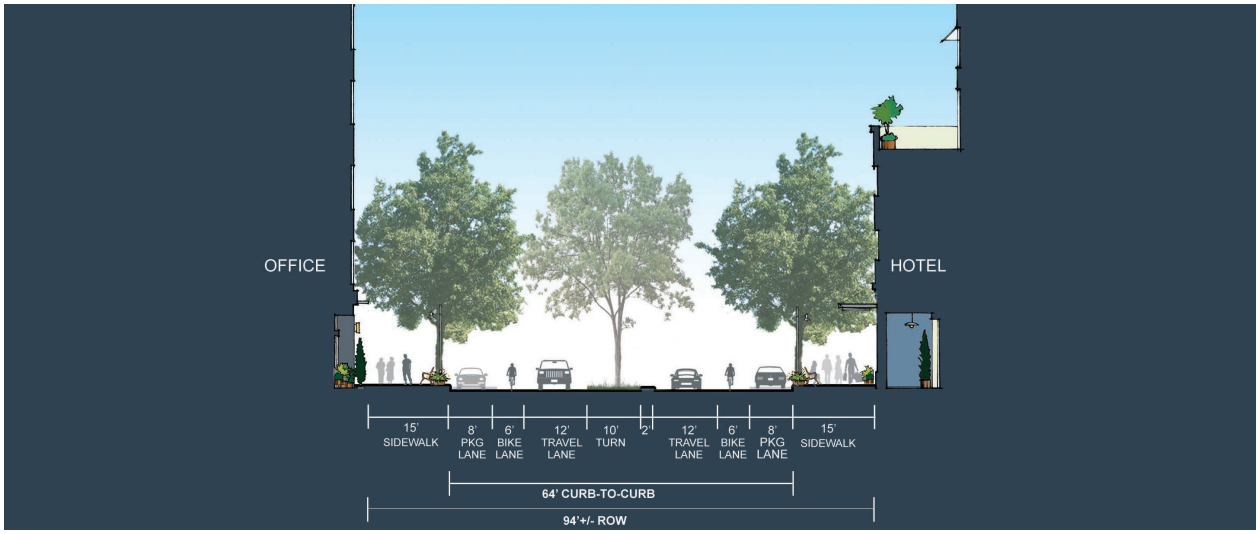
PLAN



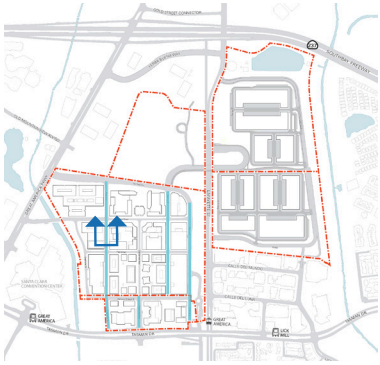
KEY

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.*



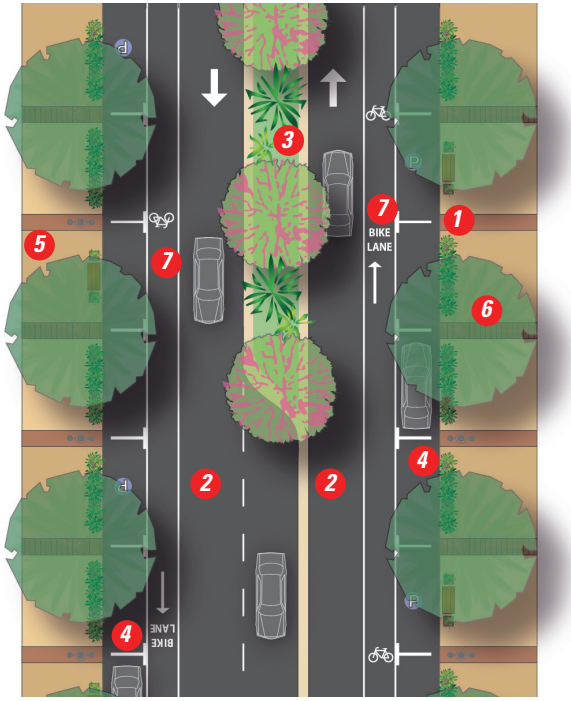
SECTION



KEY

Design Standards:

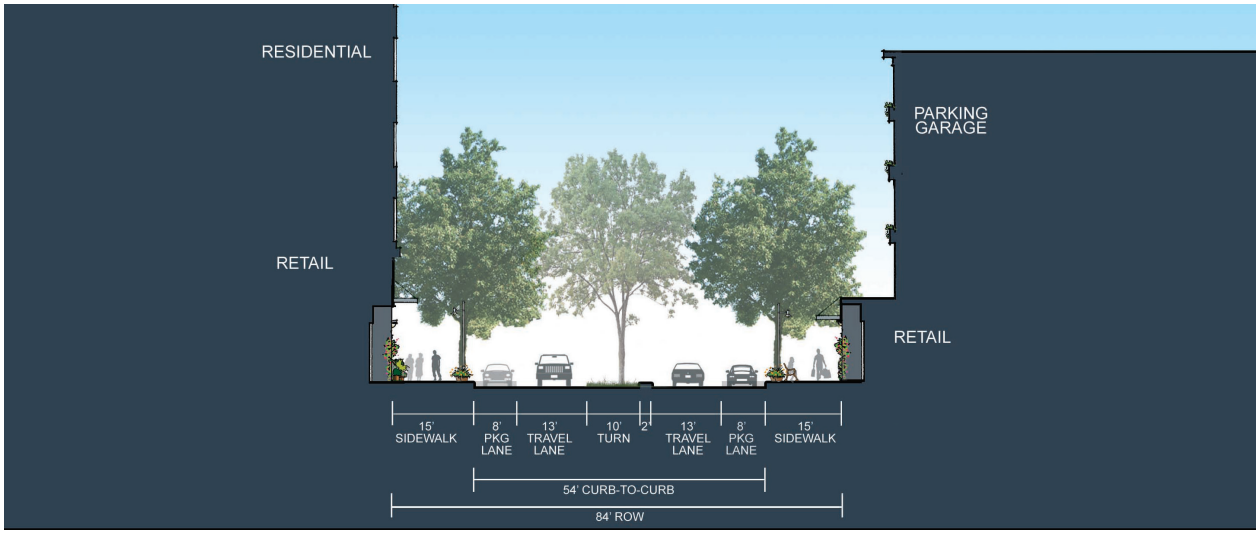
1. ***Amenities:*** Locate pedestrian scaled light fixtures at regular intervals along the sidewalk. Add planters, street furniture, bicycle racks, and wayfinding signage. Allow outdoor seating areas for restaurants.
2. ***Travel Lanes:*** Provide four travel lanes, two in each direction, and separated 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.



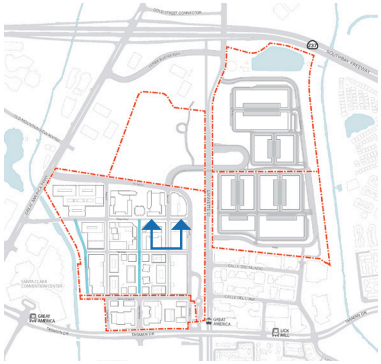
PLAN

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.*



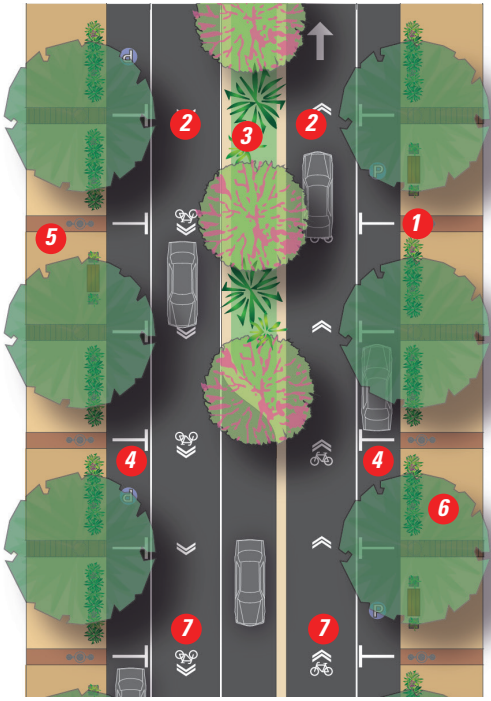
SECTION



KEY

Design Standards:

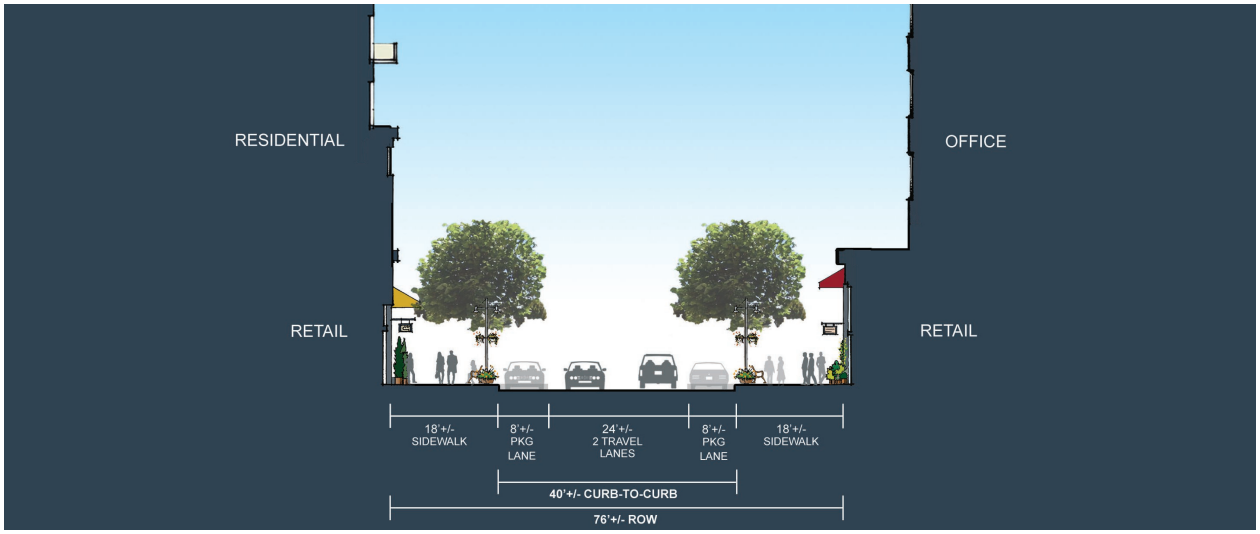
1. ***Amenities:*** Provide pedestrian scaled light fixtures at regular intervals along the sidewalk. Add planters, street furniture, bicycle racks, and wayfinding signage.
2. ***Travel Lanes:*** Provide two travel lanes, one in each direction separated by a raised tree landscaped median with left turn 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

City Center Internal Streetscape: E-W Shopping Street 1*

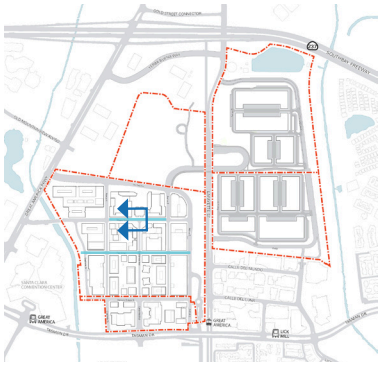
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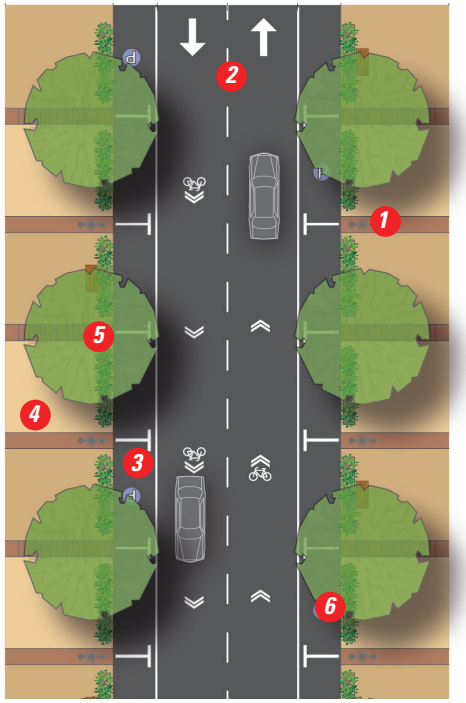
SECTION

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



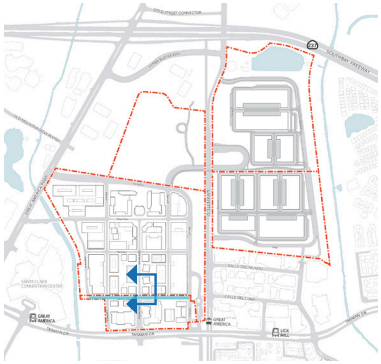
PLAN

City Center Internal Streetscape: E-W Shopping Street 2*



SECTION

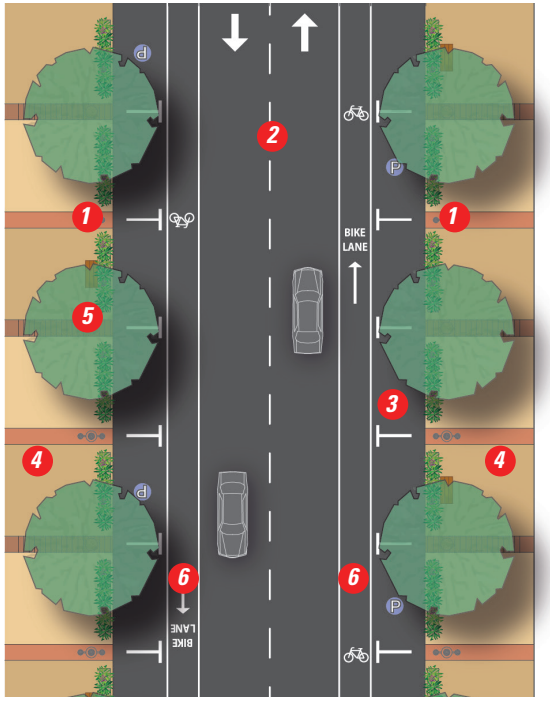
** Section and plan views depict a potential/typical configuration for illustrative purposes only. The actual dimensions and layout may vary subject to City review and approval.*



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Design Standards:

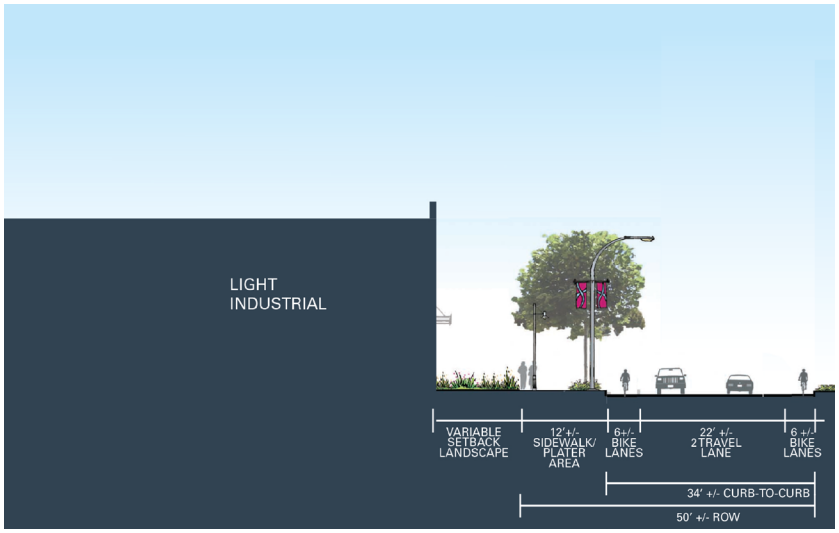
1. ***Amenities:*** Locate pedestrian scaled light fixtures at regular intervals along the sidewalk. Hang flowering baskets from pedestrian street lights for added interest. Add planters, street furniture, bicycle racks, and wayfinding signage. Allow outdoor seating areas for restaurants.
2. ***Travel 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

Light Industrial Campus Perimeter Streetscape: Perimeter Street 1

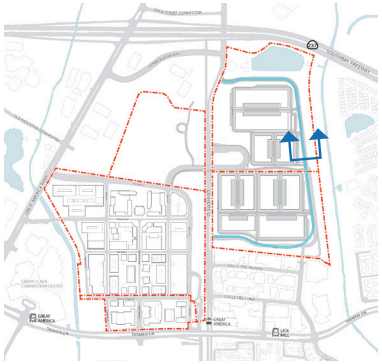
** Section and plan views depict a potential/typical configuration for illustrative purposes only. The actual dimensions and layout may vary subject to City review and approval.*



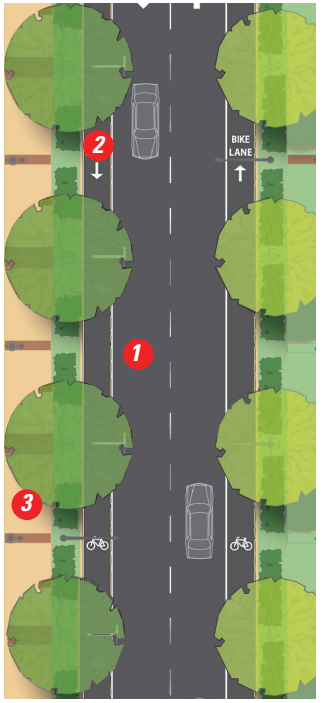
SECTION

Design Standards:

1. ***Travel Lanes:*** Provide two travel lanes, one in each direction.
2. ***Bicycle:*** Create a dedicated bike lane.
3. ***Sidewalk:*** Allow for comfortable sidewalk widths along with areas for planter strips to separate pedestrians from moving traffic. Locate landscape planter strip adjacent to roadway with sidewalk behind landscape buffer.



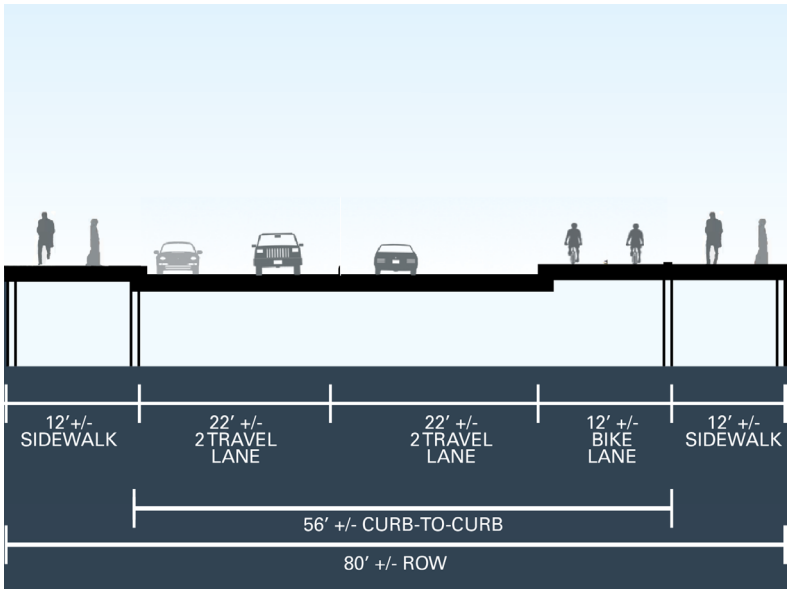
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PLAN

City Place Collector Bridge: E-W Collector Bridge

** 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.*



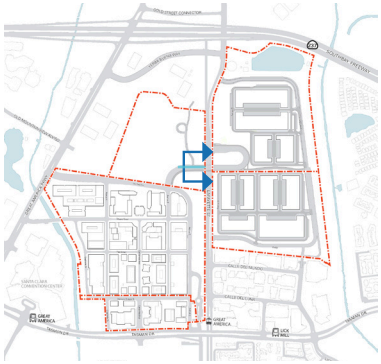
SECTION

** 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.*

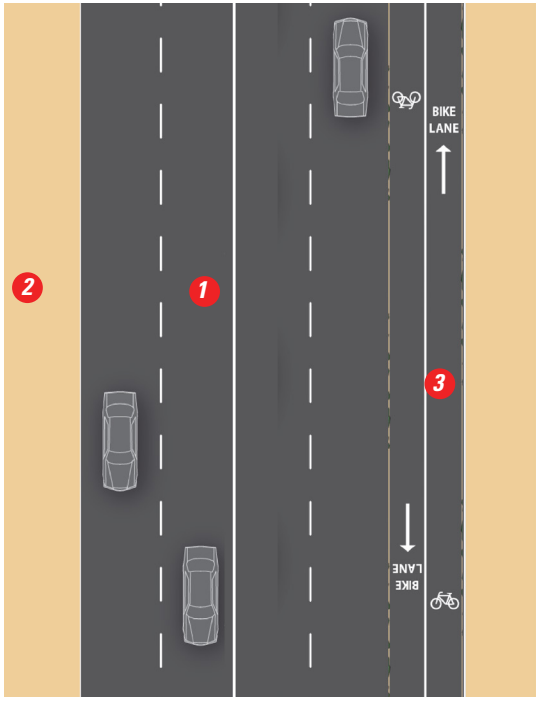
SECTION

Design Standards:

1. ***Travel Lanes:*** Maintain four travel lanes, two in each directions.
2. ***Sidewalk:*** Sidewalks on both sides for physical separation between the pedestrian and street traffic.
3. ***Bicycle:*** Create a dedicated class I bike lane



KEY



PLAN

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6C.4 SHARED OUTDOOR SPACE

This section describes the desired character of the Scheme C Variant 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.

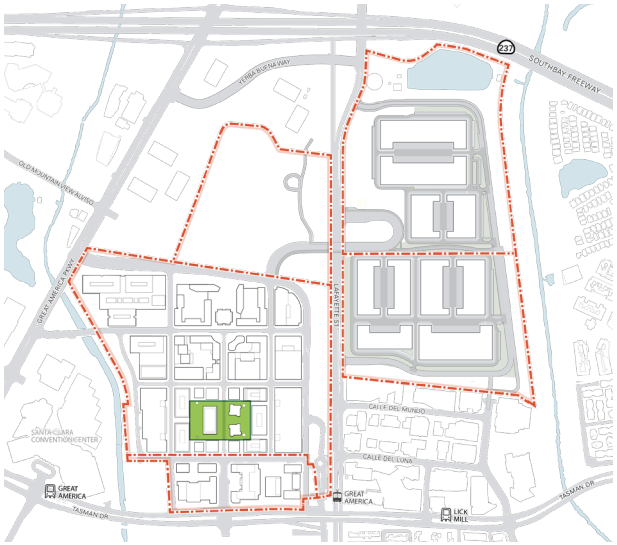
SHARED OUTDOOR SPACE DESIGN INTENT

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 social interaction.

Shared Outdoor Spaces in the Scheme C Variant shall be those within the Original MCP, with the following refinements. All shared outdoor space general design standards/guidelines remain in effect.

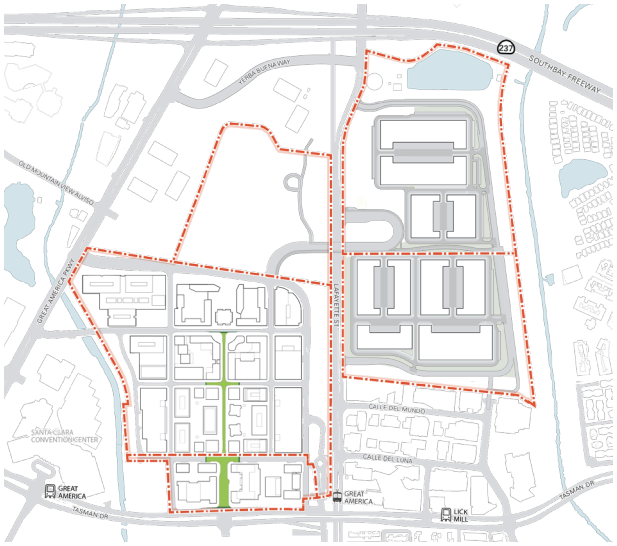
SHARED OUTDOOR SPACE CHARACTERISTICS

CITY CENTER PASEOS TYPOLOGY



* Exhibit is conceptual and subject to change.

CENTENNIAL BOULEVARD TYPOLOGY



* Exhibit is conceptual and subject to change.

City Center Pedestrian Paseos

Replaces Original MCP Boulevard Typology

Summary Description:

- Functions as the heart of the project and is adjacent to restaurants, specialty shops, and similar.
- 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.





Centennial Boulevard Typology

Replaces Original MCP City Center Pedestrian Concourse Typology.

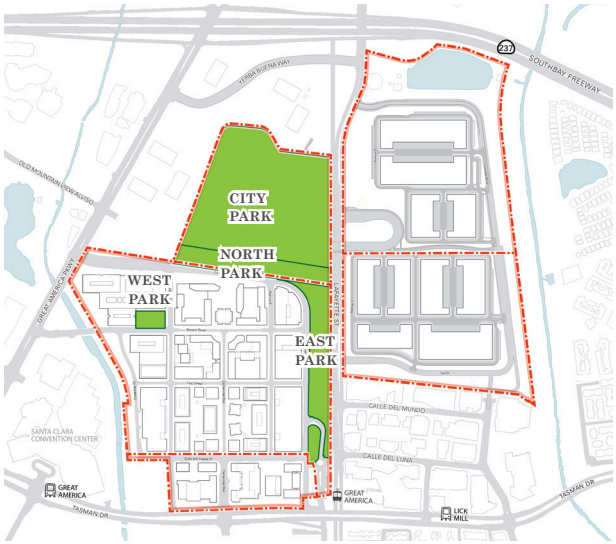
Summary Description:

- Centennial Boulevard is designed to be an active, pedestrian-first, center. There will be high pedestrian traffic, slow vehicular traffic, and 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-first environment.
- Canopies, awnings, trellises etc. augment pedestrian comfort in this active area.
- Design will incorporate adequate streetscapes for pedestrian safety while allowing access by passenger vehicles, emergency vehicles, and off-hour service to retail uses.





PUBLIC PARK SPACE TYPOLOGY



* Exhibit is conceptual and subject to change. The open space types depicted do not dictate the building typologies that may be employed.

Neighborhood Park Space (East, North & West Parks)

Summary Description:

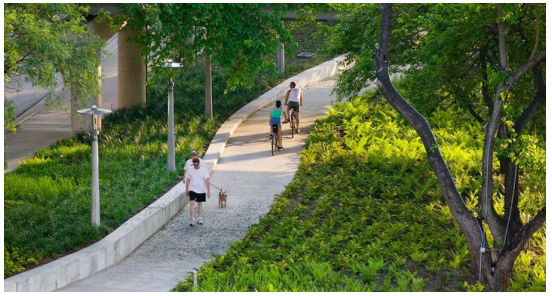
- No change from the Original MCP



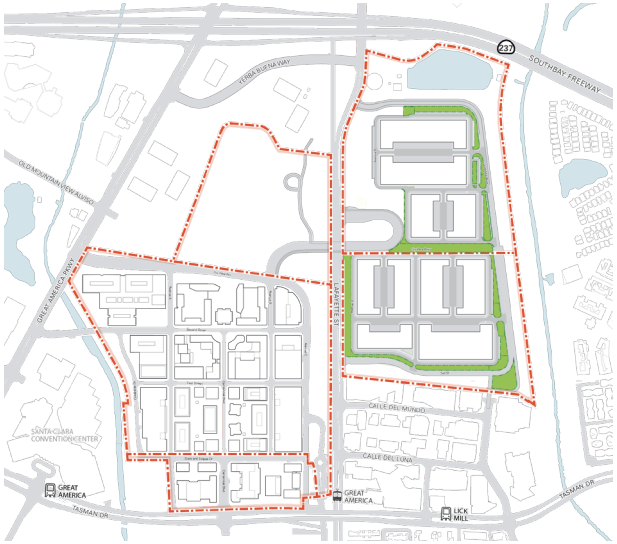
City Park Space

Summary Description:

- No change from the Original MCP



PUBLIC PARK SPACE TYPOLOGY



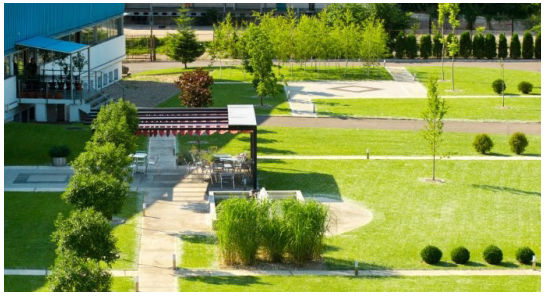
* Exhibit is conceptual and subject to change.

Campus Green Typology

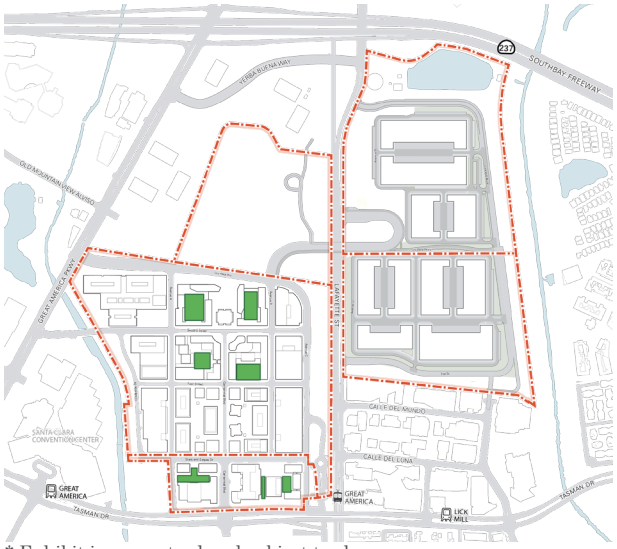
Summary Description:

- 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 lunch.





MIXED-USE COURTYARD TYPOLOGY



* Exhibit is conceptual and subject to change.

Typical Street Level Courtyard

Summary Description:

- No change from the Original MCP



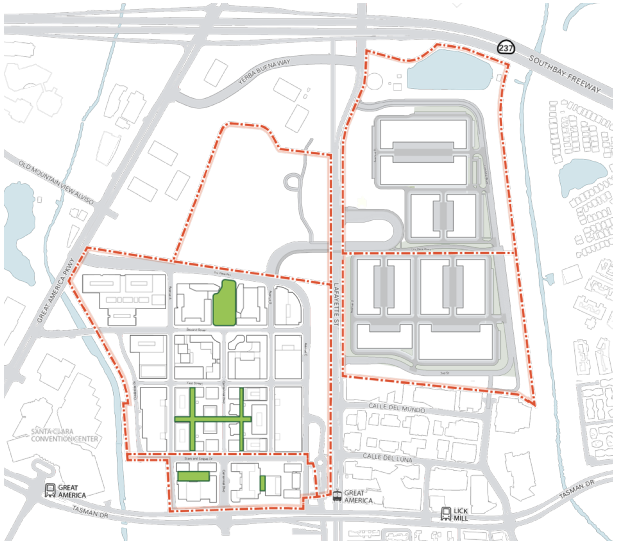
Typical Podium Level Courtyard

Summary Description:

- No change from the Original MCP



PLAZA & PARKLETS TYPOLOGY



* Exhibit is conceptual and subject to change.

Typical Secondary Plaza

Summary Description:

- No change from the Original MCP



Typical Mini-Park

Summary Description:

- No change from the Original MCP



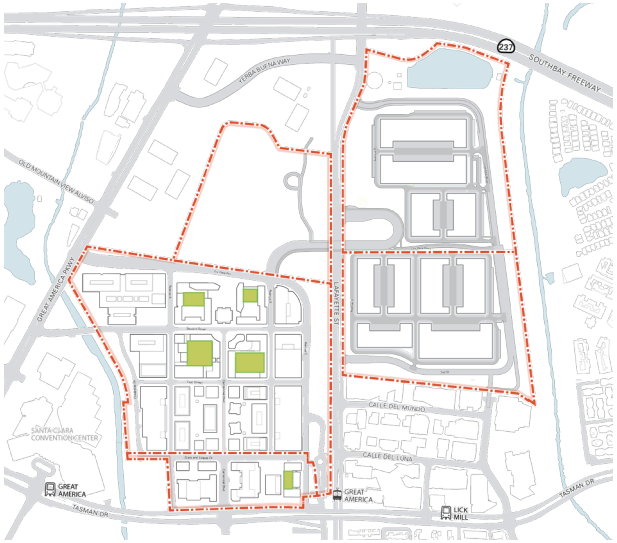
6C.5 LANDSCAPE ZONES

This section describes the desired character and quality of the landscape zones identified by the Open Space Plan for the Scheme C Variant 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

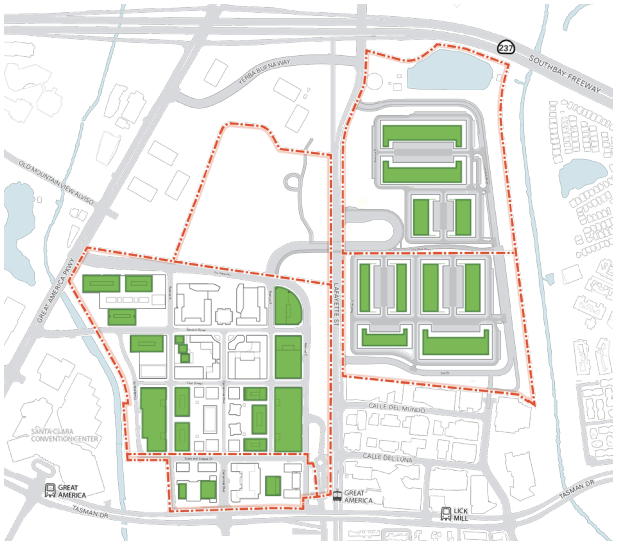
Landscape Zones in the Scheme C Variant shall be those within the Original MCP, with the following refinements. All Landscape ones general design standards/guidelines remain in effect.

GREEN ROOF TYPOLOGY



* Exhibit is conceptual and subject to change.

GREEN ENERGY INFRASTRUCTURE TYPOLOGY



* Exhibit is conceptual and subject to change.

Typical Green Roof 1: Horticultural Garden and Agricultural Garden

Summary Description:

- Green roofs serve several purposes for buildings at Related Santa Clara, 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.
- Agricultural green roof gardens help to reach the principles of smart growth and positively effect 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.





Typical Green Roof 2: Green Energy Infrastructure (PV's)

Summary Description:

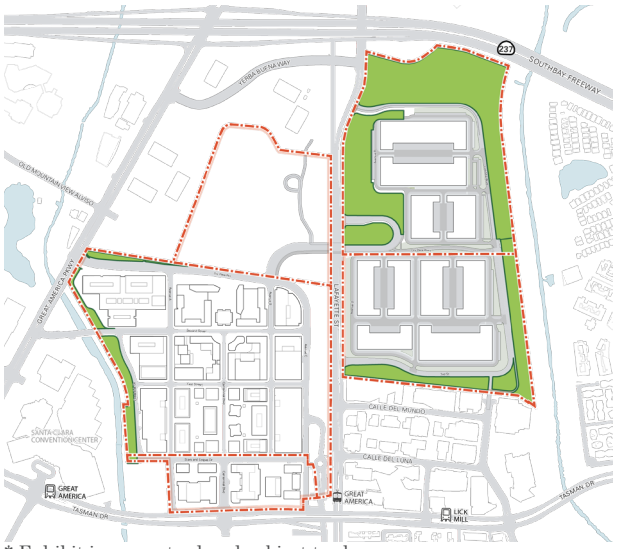
- Green Energy infrastructure in roofs such as photovoltaics, serve several purposes for buildings at Related Santa Clara, such generating renewable electricity from sunlight
- Green energy infrastructure reduces environmental impact by utilizing clean, renewable energy sources.
- Green energy infrastructure on roofs is to promote sustainability, reduce environmental impact, enhance energy security, and provide economic and social benefits to individuals, businesses, and communities.
- Buildings rooftops will include 15% photovoltaics, per CA Title 24.





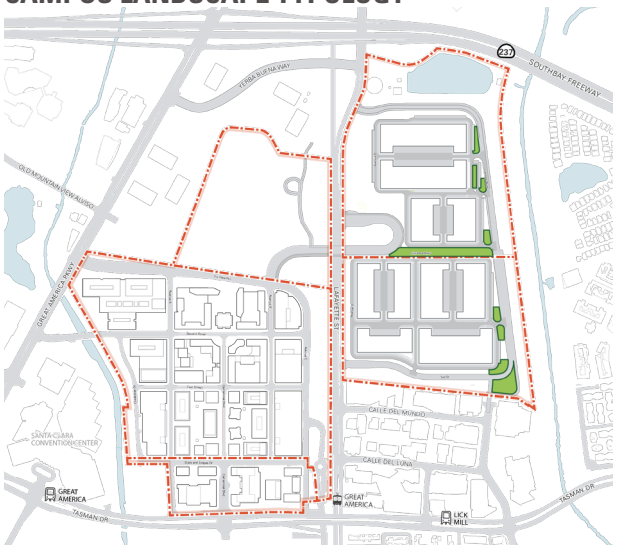
LANDSCAPE ZONE CHARACTERISTICS

PERIMETER LANDSCAPE TYPOLOGY



* Exhibit is conceptual and subject to change.

CAMPUS LANDSCAPE TYPOLOGY



* Exhibit is conceptual and subject to change.

Typical Perimeter Landscape 1: Riparian Habitat

Summary Description:

- No change from the Original MCP



Typical Perimeter Landscape 2: Upland Slopes Habitat

Summary Description:

- No change from the Original MCP



Typical Campus Landscape:

Summary Description:

- Campus Landscape areas include passive recreation spaces for employee break areas.
- Shade, seating, and planting create a pleasant outdoor environment for employees to enjoy.





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6C.7 GATEWAYS & ENHANCED INTERSECTION DESIGN

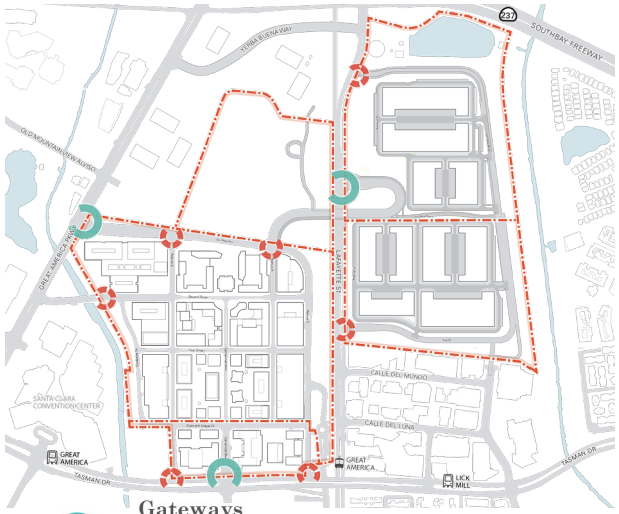
This section describes the desired character of the Scheme C Variant and district gateways, as well as enhanced intersections at major pedestrian crossings. It includes design intent and general design guidelines for these landscape elements, with specific outlined characteristics for key typologies, augmented by photo illustrations.

GATEWAYS & ENHANCED INTERSECTIONS DESIGN INTENT

The Scheme C Variant Gateways & Enhanced Intersection Design / Guidelines shall be those within the Original MCP with the following refinements.

GATEWAYS & ENHANCED INTERSECTION CHARACTERISTICS

GATEWAY TYPOLOGY



Gateways
Project Gateway
District Gateway

Project Gateway: Great America Gateway, Centennial Gateway, Typical City Center Gateway

Summary Description:

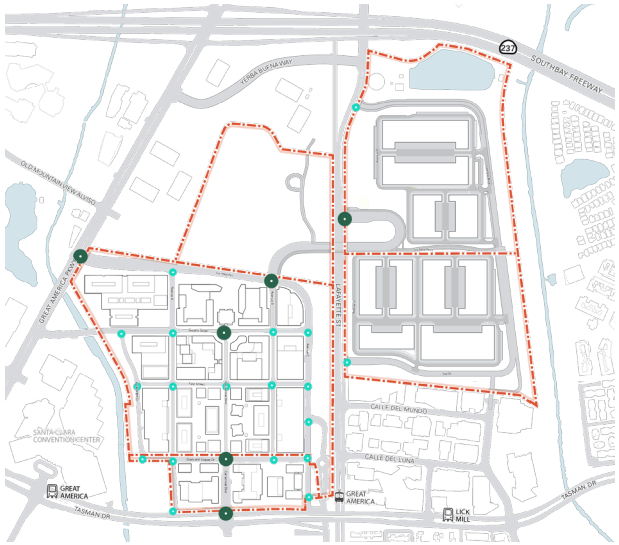
- No change from the Original MCP

District Gateway: Typical Light industrial campus Gateway

Summary Description:

- Distinctive entry feature that announces the Light industrial campus, whether it be open and publicly accessible, or closed to the public. It may be an architectural, landscape or signage element.

ENHANCED INTERSECTION TYPOLOGY



Gateways
Major Intersection
Minor Intersection

Enhanced Intersection: Major and Minor Intersection

Summary Description:

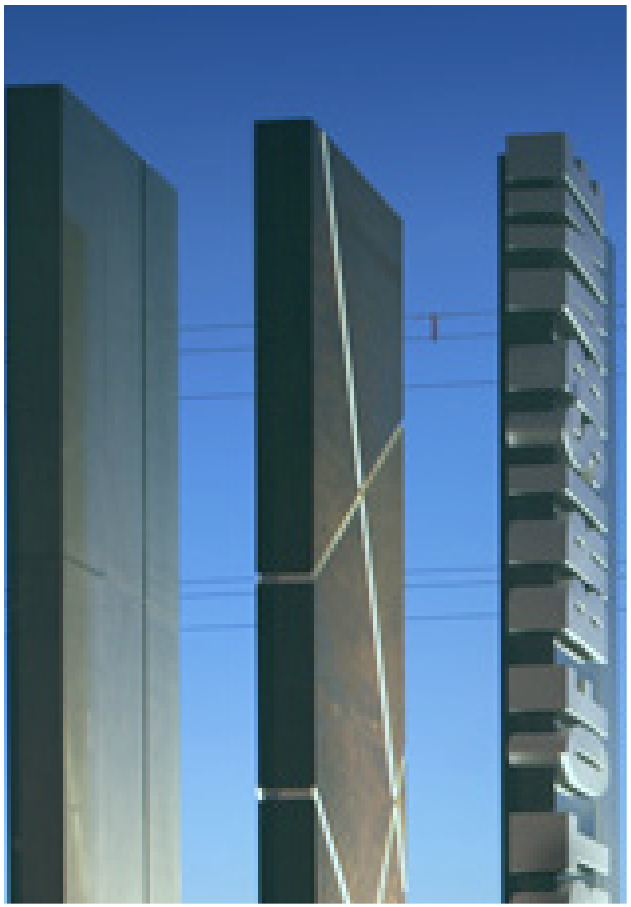
- No change from the Original MCP





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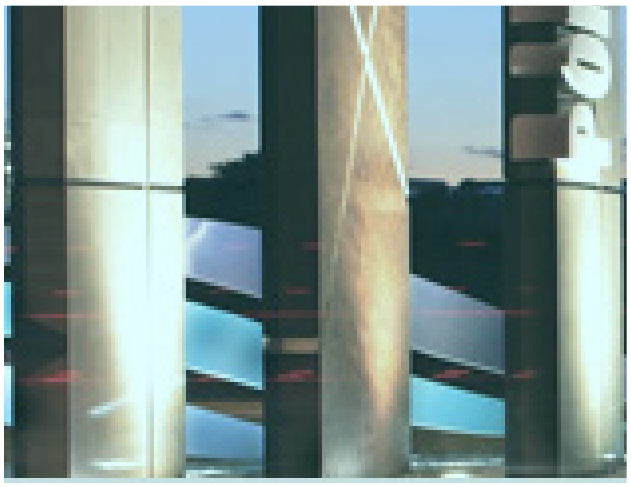
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CHAPTER 7C

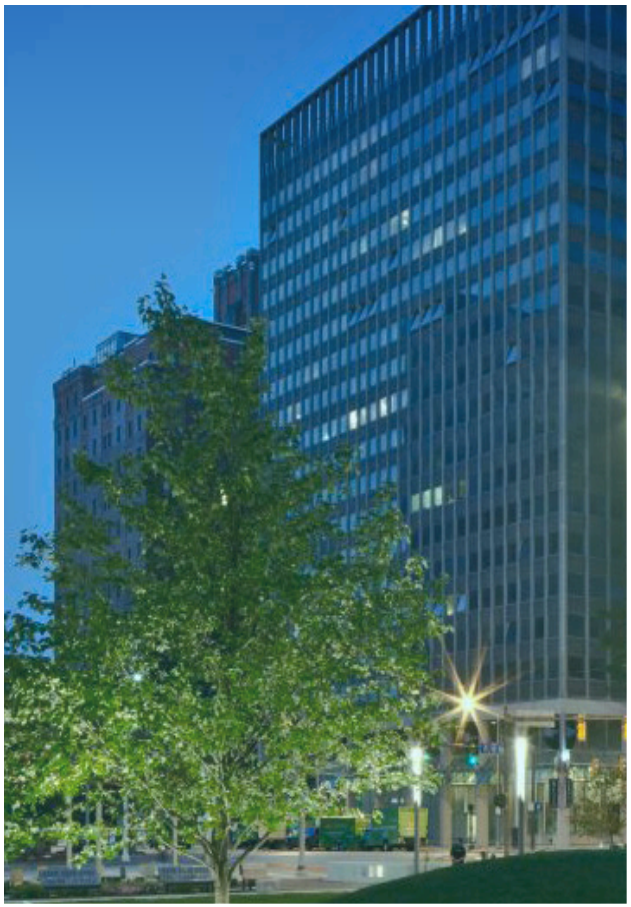
SIGNAGE & LIGHTING GUIDELINES SCHEME C VARIANT



7C.1 SIGNAGE CONCEPT PLAN

No change from Original MCP Chapter 7 (Signage Concept Plan)

**Signage & Lighting Master Plan: Parcels 4 and 5 of the Scheme C Variant will comply with the Comprehensive Sign Program approved by City Council on February 9, 2021 (Resolution No. 21-1304).*





CHAPTER 8C



INFRASTRUCTURE OVERVIEW - SCHEME C VARIANT

8C.1 INTRODUCTION

Related Santa Clara will require new construction and reconstruction of substantial infrastructure. The infrastructure in the Original MCP and the updates to the plan resulting from the incorporation of the Scheme C Variant provides overall guidance for the design and construction of infrastructure to support the development of the project. The Scheme C Variant does not impact the Original MCP narratives for project overview, property acquisition, dedication and easements concept, infrastructure master plan and technical memorandum, conformance with EIR and entitlements and infrastructure phasing within Section 8C.1.

OVERVIEW

The Scheme C Variant is consistent with the Original MCP narrative provided in Section 8.1.

8C.2 SITE CONSTRAINTS

This section briefly describes the existing infrastructure pertaining to the project site. This includes landfill systems, rail infrastructure, storm-water drainage systems and more.

OVERVIEW

The Scheme C Variant is consistent with the Original MCP narrative provided in Section 8.2.

8C.3 GEOTECHNICAL AND ENVIRONMENTAL CONSIDERATIONS

This section describes significant environmental considerations, most importantly, those having to do with the existing landfill.

OVERVIEW

The Scheme C Variant is consistent with the Original MCP narrative provided in Section 8.3.

8C.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 Scheme C Variant is consistent with the Original MCP narrative for Site Grading provided in Section 8.4. A preliminary grading scheme based on the Scheme C site plan is included in Appendix F. The preliminary grading scheme will be revised during the Development Area Plan (DAP)/ Schematic Design process for each phase following additional verification of the landfill cap profile.

STORMWATER MANAGEMENT

The Scheme C Variant is consistent with the Original MCP narrative for Stormwater Management provided in Section 8.4.

A Stormwater Management Report inclusive of detailed hydrologic and hydraulics calculations, analysis and conclusions will be prepared to document the preliminary and final design of the stormwater management and storm drain system for each DAP.

8C.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

This section is consistent with the Original MCP.

SITE ACCESS

This section is consistent with the Original MCP.

STREETS & INTERSECTIONS

The Scheme C Variant is consistent with the Original MCP narrative for Project Access provided in Section 8.5, with the following adjustments: - The "Urban Interchange" at Lafayette Street is eliminated from this variant. - Access between Parcel 4 and Lafayette Street is provided by an intersection at Lafayette, bridge over Lafayette Street and the UPRR.- There is no direct vehicle access between Parcel 1 and Parcel 4. - Access to Parcel 1 or Parcel 2 is from 2 new intersections on Lafayette and a perimeter loop road. Preliminary access for the Scheme C Variant is illustrated in Exhibit 3C-8B, and preliminary Public and Private Street designations are depicted in Exhibit 3C-6: Public and Private Streets. An updated access summary for each parcel under the Scheme C Variant is as follows:

Parcel 1

- One access point from Lafayette Street with a minimum of two entrance and exit lanes.
- *A "T"* intersection is introduced on Lafayette Street to allow a "Jug Handle" type access approach bridging over Lafayette Street and connecting Lafayette Street to Parcels 4 and 5.
- Internal loop road with connection point to Parcel 2 located along shared parcel line with a minimum one lane in each direction.

Parcel 2

- One access point from Lafayette Street.
- Internal loop road with connection point to Parcel 1 located along shared parcel line with a minimum one lane in each direction.

Parcel 3 (Consistent with Original MCP)

- One connection point to Parcel 4 with service and emergency access via an existing easement through the Centennial Gateway parking lot to the north.

Parcel 4

- A new bridge over the UPRR providing access to Lafayette Street in each direction.
- *A "T"* intersection is introduced on Lafayette Street to allow a "Jug Handle" type access approach bridging over Lafayette Street and connecting Lafayette Street to Parcels 4 and 5.
- Main access point from Great America Parkway just north of Great America Parkway/San Tomas Aquino Creek crossing.
- Supplemental access point from Great America Parkway through the existing convention center property via a new bridge over the San Tomas Aquino Creek or access through the Northwest Office Park.
- Five access points including Centennial Boulevard, Creekside Dr, Avenue A, Avenue B and Avenue C.

Parcel 5 (Consistent with Original MCP)

- 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 the Tasman Drive (east-bound) slip ramp to lower Stars & Stripes Drive or Great America Station Transit Plaza, which will also provide access to the below podium parking garage.

Conceptual improvements to the access point at Great America Parkway are consistent with the Original MCP.

8C.6 STORMWATER DRAINAGE

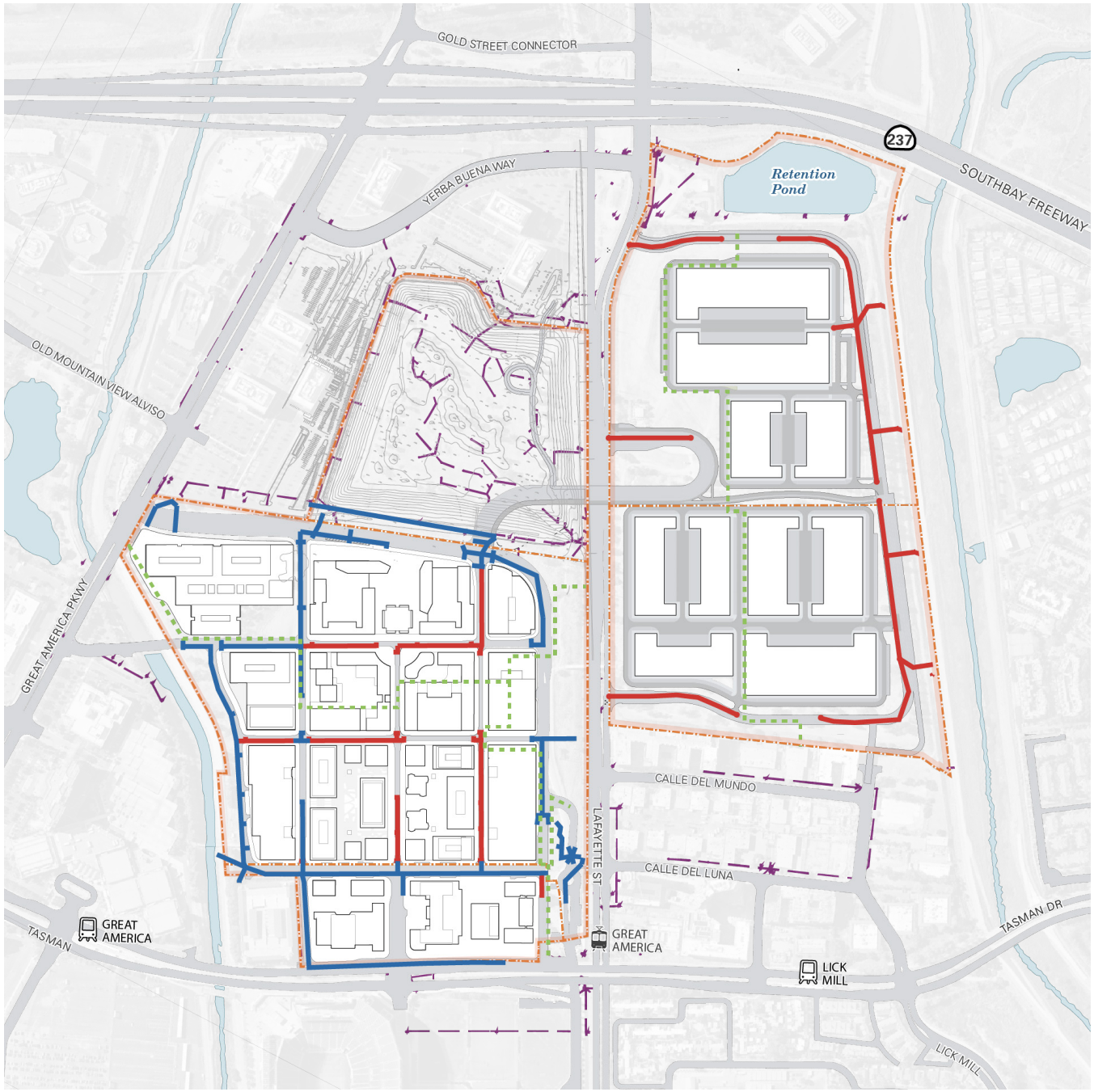
This section briefly describes stormwater drainage, including current systems and proposed future infrastructure.

OVERVIEW

The Scheme C Variant is consistent with the Original MCP narrative for Stormwater Drainage provided in Section 8.6. An updated preliminary conceptual storm drain layout based on the Scheme C site plan is shown in Exhibit 8C-1.

The preliminary system layout concept will be revisited during the DAP/schematic design process for each Phase.

EXHIBIT 8C–1 (SCHEME C): STORM DRAIN



Note: Utility design is conceptual. System layout and delineation of public/ private utilities to be revisited during DAP/Schematic Design Phase.

LEGEND

Storm Water

- Existing Infrastructure
- Proposed Private Infrastructure
- Tributary Areas
- Proposed Public Infrastructure

Boundaries

- Site
- Parcel

8C.7 POTABLE WATER

This section briefly describes potable water systems, including current and proposed future infrastructure, in addition to estimated future water demands for the Scheme C Variant.

EXISTING SYSTEM

This section is consistent with the Original MCP .

PROPOSED INFRASTRUCTURE

The Scheme C Variant is consistent with the Original MCP narrative for Potable Water provided in Section 8.7, except as follows:

The overall water demand for the Scheme C Variant is less than the Original MCP Scheme A and B estimates. Table 8C-1 below modifies Table 8-3: Estimated ater Demand from the Original MCP to include the Scheme C Variant.

An updated preliminary conceptual potable water system layout based on the Scheme C site plan is shown in Exhibit 8C-2.

The preliminary system layout concept will be revisited during the DAP/schematic design process for each Phase.

Additionally a DDW approved O&M plan is needed prior to the construction of any on-site water system, including private water systems. City standards that govern development shall be those current/approved at the time of DAP approval and all water utilities shall be designed to comply with the City's design criteria and standards.

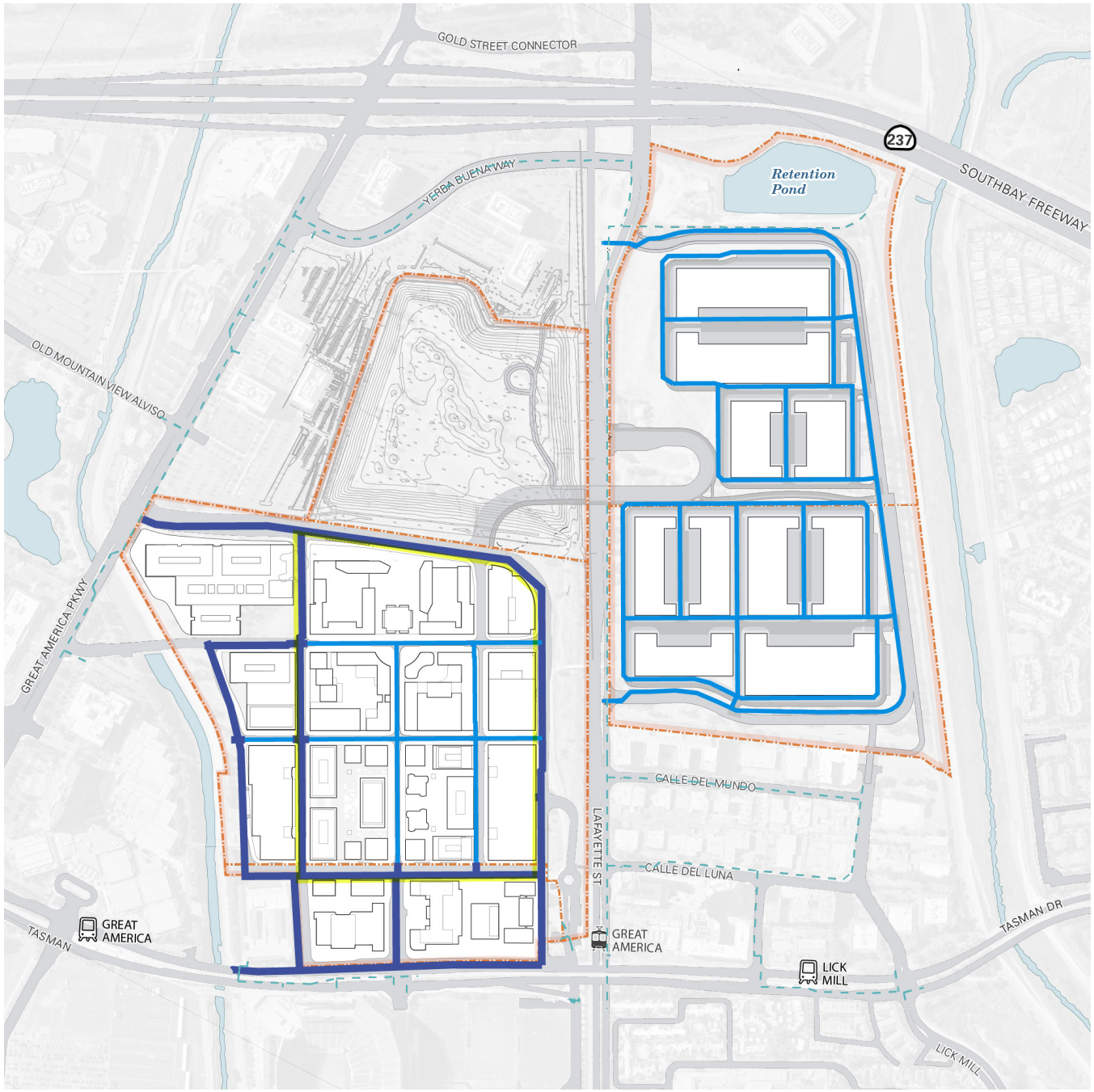
The current O&M Plan will be updated as required during the DAP/schematic design process for each phase.

A WSA may be required at any point in the development of this project if the project deviates from the approved MCP land uses or previously approved WSA, as determined by the City and in accordance with the applicable regulations.

TABLE 8C–1 (SCHEME C): ESTIMATED WATER DEMAND

Parcel	Potential Development Area (gsf)	Water Demand (gpd) Scheme A	Water Demand (gpd) Scheme B	Potential Development Area (gsf)	Water Demand(gpd) the Scheme C Variant
1	1,440,000	211,680	211,680	690,000	88,200
2	2,592,000	381,024	381,024	910,000	113,400
3	0	TBD	TBD	0	TBD
4	4,259,400	1,000,619	727,727	6,521,269	890,545
5	873,000	255,310	255,310	1,043,131	167,183
Total	9,164,400	1,848,633	1,575,741	9,164,400	1,259,328

EXHIBIT 8C–2 (SCHEME C): POTABLE WATER



Note: Utility design is conceptual. System layout and delineation of public/ private utilities to be revisited during DAP/Schematic Design Phase.

LEGEND

Potable Water
- Existing Infrastructure
- Proposed Private Infrastructure
- Proposed Public Infrastructure
- Potential frontages for master meters for parcel 4.

Boundaries
- Site
- Parcel

0′ 200′ 400′ 800′ 1600′

8C.8 RECYCLED WATER (PROPOSED INFRASTRUCTURE)

This section discusses recycled water as it relates to the Scheme C Variant, including existing and proposed infrastructure.

EXISTING DISTRIBUTION

This section is consistent with the Original MCP .

PROPOSED INFRASTRUCTURE

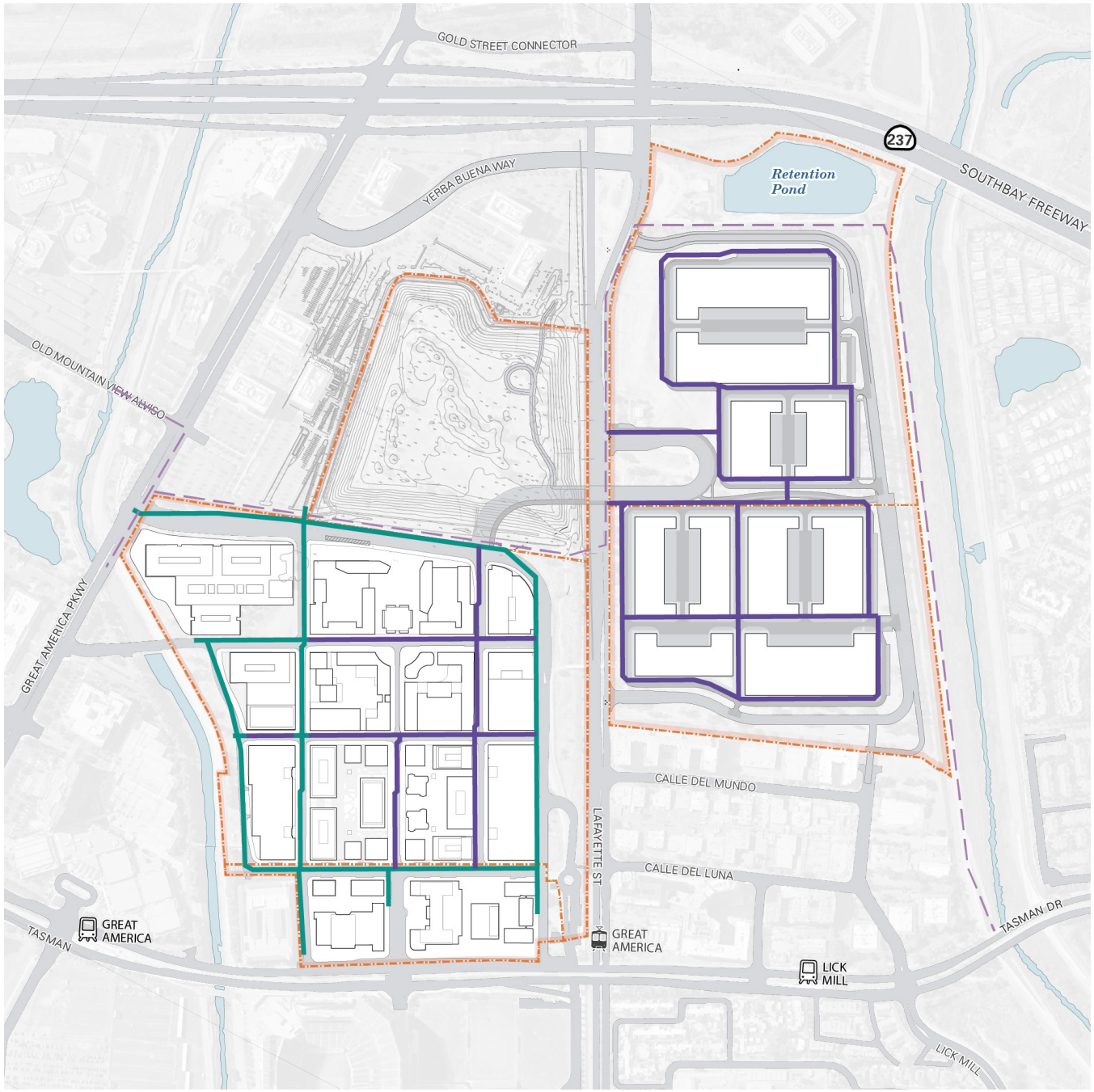
The Scheme C Variant is consistent with the Original MCP narrative for Potable Water provided in Section 8.8, with the following modified use requirement:

Pursuant to Chapter 13.15, Water, Article IV. Regulation of Recycled Water Service and Use, of the Municipal Code, the project is required to use recycled water for all non-potable uses including irrigation, dual-plumbing, cooling and other industrial uses, where recycled water is made available and where provided for by Recycled Water regulations.

South Bay Water Recycling and Division of Drinking Water approval will be obtained for all on-site recycled water systems.

An updated preliminary conceptual recycled water system layout based on the Scheme C site plan is shown in Exhibit 8C-3. The preliminary system layout concept will be revisited during the DAP/schematic design process for each Phase.

EXHIBIT 8C–3 (SCHEME C): RECYCLED WATER



Note: Utility design is conceptual. System layout and delineation of public/ private utilities to be revisited during DAP/Schematic Design Phase.

LEGEND

Recycled Water
- Existing Infrastructure
- Proposed Private Infrastructure
- Proposed Public Infrastructure

Boundaries
- Site
- Parcel

0′ 200′ 400′ 800′ 1600′

8C.9 WASTEWATER (PROPOSED INFRASTRUCTURE)

This section briefly describes wastewater systems, including current and proposed future infrastructure, in addition to estimated future sewage generation for the Scheme C Variant

EXISTING SYSTEM

This section is consistent with the Original MCP.

PROPOSED INFRASTRUCTURE

The Scheme C Variant is consistent with the Original MCP narrative for Wastewater Water provided in Section 8.9, except as follows: The overall sewer generation estimate for the Scheme C Variant is less than the Original MCP Scheme A and B estimates. Table 8C-2 below modifies Table 8-4: Estimated Sewage Generation from the Original MCP to include the Scheme C Variant.

The attached Appendix D: Sewer Load Estimates for Scheme C Variant development provides a block-by-block estimate for sewage generation and identifies the probable loading manhole. An updated preliminary conceptual sanitary sewer system layout based on the Scheme C site plan is shown in Exhibit 8C-4. The majority of the proposed Parcel 4 sewer system is currently planned to connect to the City system at a new manhole between existing Manholes S103-11 and S103-13 shown in Exhibit 8C-4 (Scheme C). The proposed Parcel 5 and a portion of the Parcel 4 sewer system is currently planned to connect to the City system at Manhole S104-38. The proposed Parcel 1 and 2 sanitary sewer system will connect to the existing sewer in Lafayette Street at multiple locations. The current manholes identified are Manhole S114-13 for Parcel 1 and S104-28 for Parcel 2. A third connection may be required to the Lafayette Street sewer near existing Manhole S104-17. The preliminary system layout concept will be revisited during the DAP/schematic design process for each Phase.

Scheme C sewer discharge data was submitted to the city and evaluated for impacts to the existing sanitary sewer trunk system. Based on the model report by the City's consultant dated July 31, 2024, no capacity improvement is needed to serve the proposed development under Scheme C. If distribution of use types, system layout, or tributary areas change during the DAP/schematic design process such that discharge to any proposed connection point increases beyond the current value, the impact to the existing trunk system will be re-evaluated at that time.

The system will be designed to comply with the City's design criteria and standards, including system depth and material selection. Any required design exceptions will be reviewed and approved as part of the DAP/schematic design process.

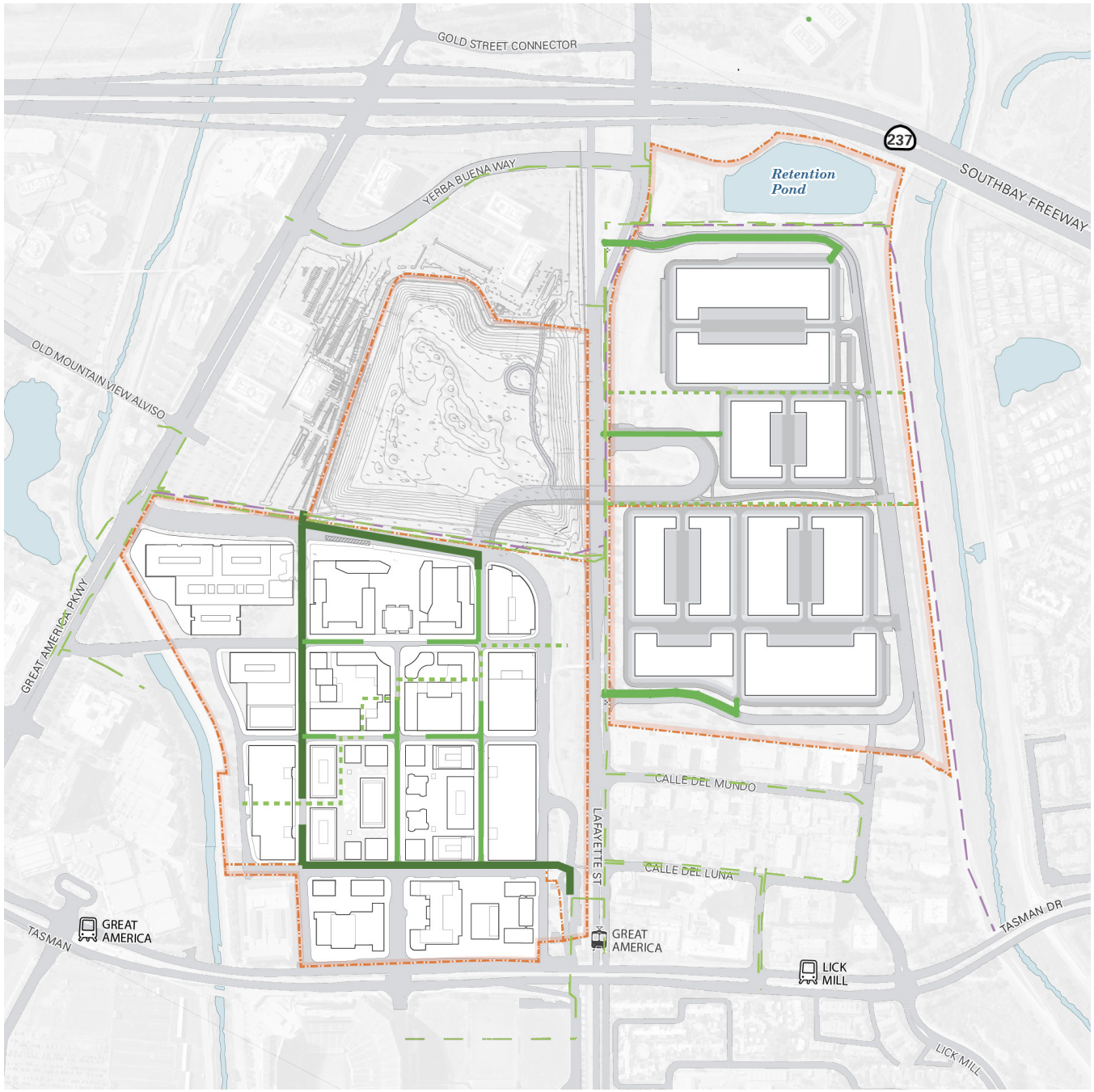
**1 Unit flow factors taken from the 04/29/2024 Sanitary Sewer Table Capacity Evaluation for Proposed Related (City Place) Development*

**2 Sewage generation for Parcel 3, designated as open space, is expected to be nominal.*

TABLE 8C–2 (SCHEME C): ESTIMATED SEWAGE GENERATION

Parcel	Potential Development Area(gsf)	Sewage Generation[1] (gpd) Scheme A	Sewage Generation[1] (gpd) Scheme B	Potential Development Area (gsf)	Sewage Generation[1] (gpd) the Scheme C Variant
1	1,440,000	201,600	201,600	690,000	84,000
2	2,592,000	362,800	362,800	910,000	108,000
3	0	TBD[2]	TBD[2]	0	TBD[2]
4	4,259,400	941,506	691,341	6,521,269	848,138
5	873,000	243,152	243,152	1,043,131	148,822
Total	9,164,400	1,749,058	1,498,893	9,164,400	1,188,960

EXHIBIT 8C–4 (SCHEME C): SANITARY SEWER



Note: Utility design is conceptual. System layout and delineation of public/ private utilities to be revisited during DAP/Schematic Design Phase.

LEGEND

Sanitary Sewer
- Existing Infrastructure
- Proposed Private Infrastructure
- Proposed Public Infrastructure
- Tributary Areas

Boundaries
- Site
- Parcel

0′ 200′ 400′ 800′ 1600′

8C.10 FIRE STATION

[Applies to Original MCP and Scheme C Variant]

A previously located station on site was demolished and another existing station was upgraded and expanded to temporarily to accommodate fire safety operations. A new fire station will be built, in accordance with requirements in the DDA.

OVERVIEW

A previously located station on site was demolished and another existing station was upgraded and expanded to temporarily to accommodate fire safety operations, as depicted in Exhibit 3C-9: Fire Station Relocation. A new fire station will be built in accordance with requirements in the DDA on the proposed site depicted in Exhibit 3C-9 to be approved by the City Council. 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.

8C.11 ELECTRIC, GAS AND TELECOMMUNICATIONS

This section describes the existing and proposed systems for electric, gas and telecommunications at Related Santa Clara.

ELECTRICAL DISTRIBUTION SYSTEM

The Scheme C Variant does not have an impact on the electric, gas and telecommunication systems as they relate to the existing and proposed infrastructure as summarized in Section 8.11 of the Original MCP.

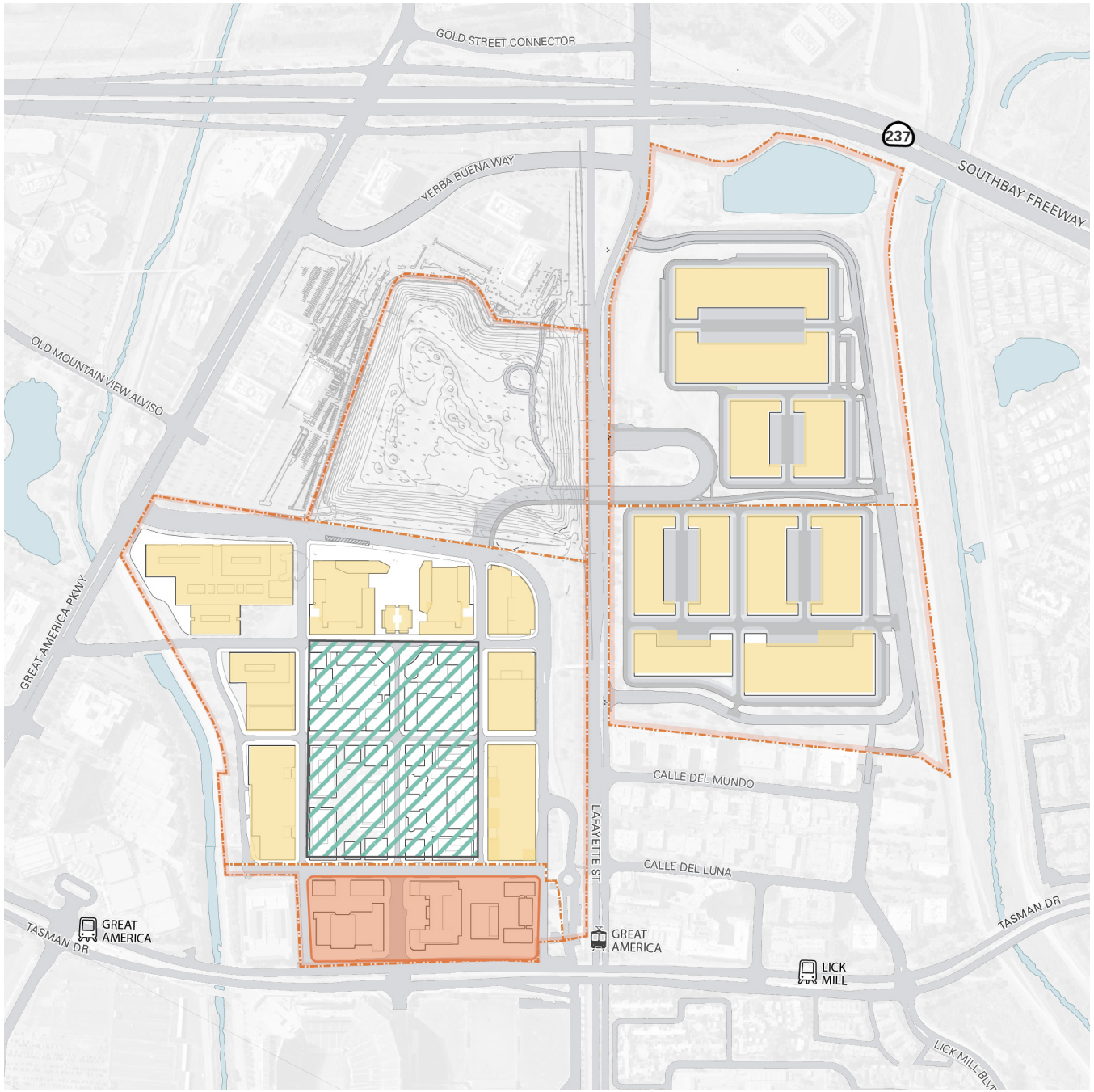
8C.12 ADDITIONAL FACTORS

This section briefly describes additional infrastructure elements such as interstitial spaces, settlement vaults, structural slabs, and utility trenching.

ADDITIONAL FACTORS

The additional factors presented and described in the Original MCP are not impacted by the addition of the Scheme C Variant. The landfill infrastructure, non-standard design elements and foundation systems summarized and depicted in Section 8.12 of the Original MCP are still relevant. The Scheme C Variant may include warehouse type buildings inclusive of dock high buildings. The foundation systems for these building will include pile foundations, the interstitial space, settlement vaults, flexible connections and utility trenching/corridors elements consistent with the descriptions noted in the Original MCP.

EXHIBIT 8C–5 (SCHEME C): 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

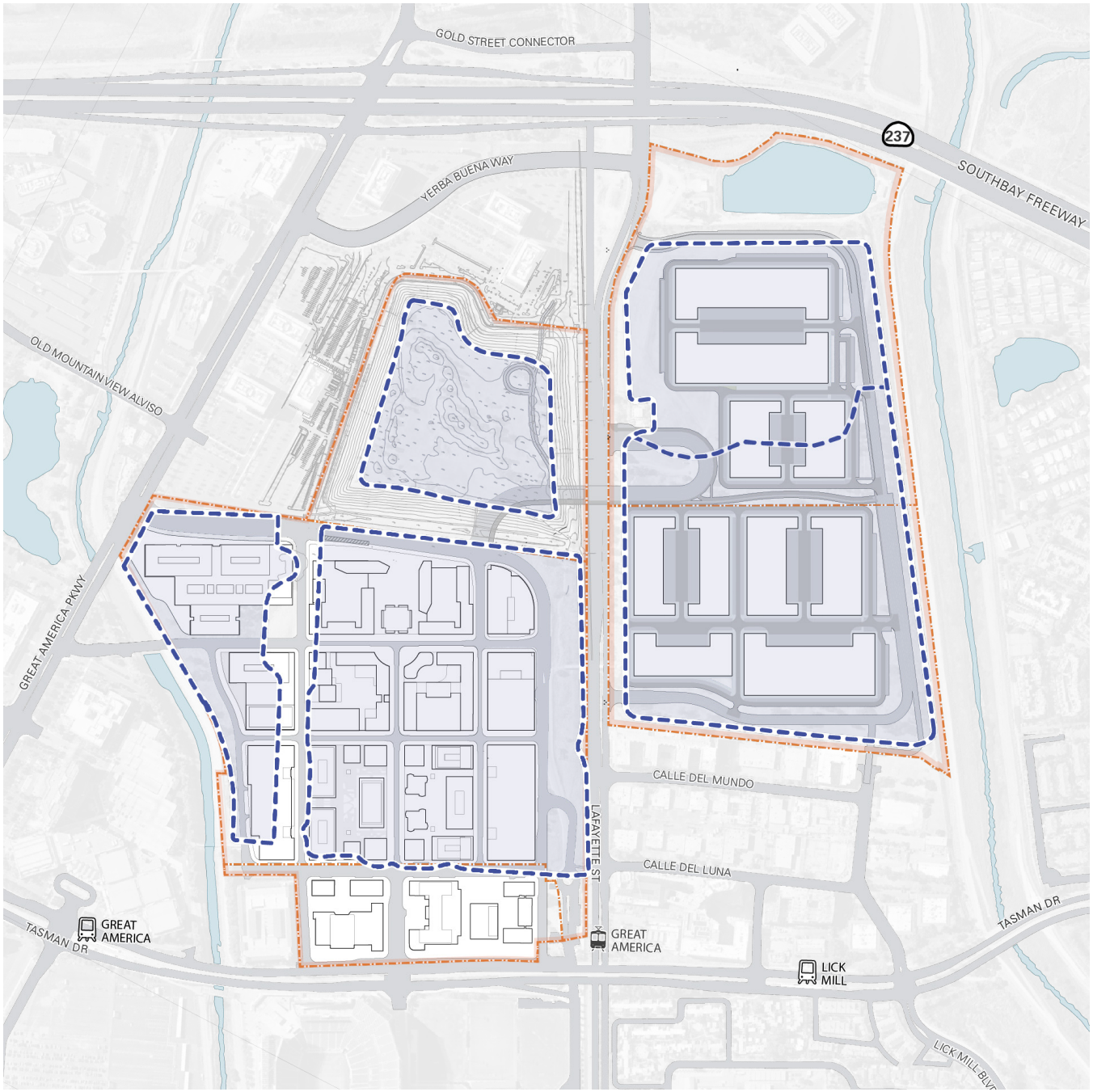
- Site
- Parcel

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 8C–6 (SCHEME C): 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.*

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CHAPTER 9C



SUSTAINABILITY SCHEME C VARIANT

9C. SUSTAINABILITY

No change from Original MCP Chapter 9 (Sustainability) except for the following that applies to the Original MCP and Scheme C

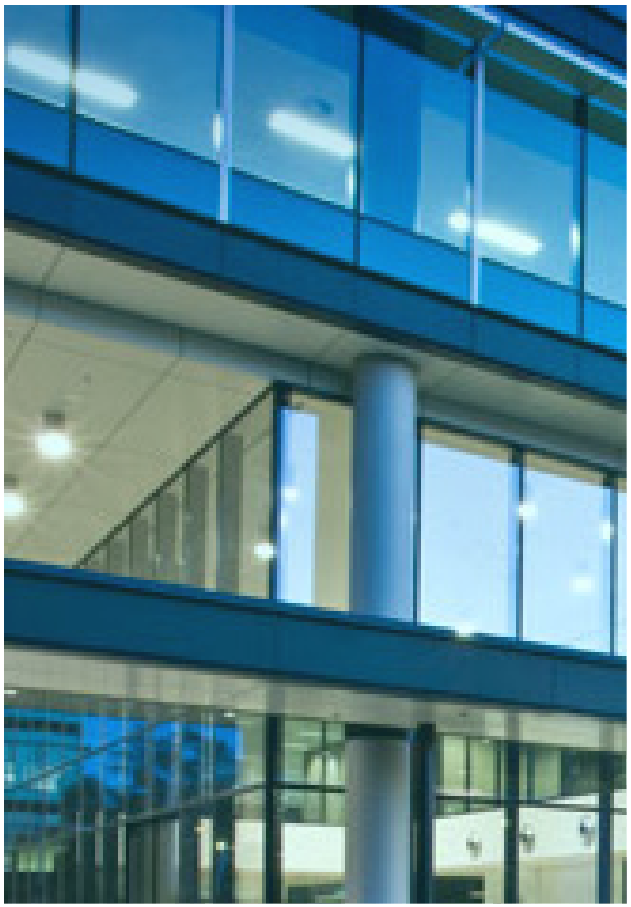
[Applies to Original MCP and Scheme C]

- The project developer will pursue Leadership in Energy and Environmental Design (LEED) for Neighborhood Development (LEED-ND) v200 certification for the proposed City Center, and will pursue, or construct in a manner to achieve the equivalent of,

  (i) LEED 2009 Gold for the proposed commercial buildings outside of the City Center (including the light industrial buildings on Parcels 1 and 2) and

  (ii) LEED v2009 Silver for the proposed residential buildings. The 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, and should incorporate the following measures from the 2010 BAAQMD Clean Air Plan, as feasible: Green Buildings (BL1). Decarbonize Buildings (BL2), and Urban Heat Island Mitigation (BL4).

- The Project will achieve an Energy Use Intensity ("EUI") target of 61.50 thousand British thermal units (kBtu) per square foot (sf) per year (yr) for office uses within the Project site."







APPENDICES SCHEME C VARIANT

APPENDIX A: LEGAL SITE DESCRIPTION

No change; however, if the final legal description of the Premises under any executed ground lease entered into by the City in accordance with the DDA would result in minor boundary adjustments that add or remove real property from the legal description in Appendix A, this MCP shall be deemed to include such additional real property or exclude such removed real property, as applicable.

APPENDIX B: DEFINITIONS OF USES

No change from Original MCP with the following refinements for the Scheme C Variant Appendix B (Definition of uses).

"Data Center" means a facility that is very limited in the number of on-site staff and contains a large number of networked computer servers typically used by businesses and organizations for the remote storage, and distribution of large amounts of data.

"Data Center, Ancillary" means a facility of networked computer servers for private use by an industrial user, and subordinate and accessory to the primary use.

"Floor Area Ratio" or "FAR" means the ratio of total building square footage, excluding any building area devoted to parking, to the gross square footage of the site. [Applies to Original MCP and Scheme C]

"Freight/Truck Terminal and Warehouse" means facilities that handle goods for local or worldwide freight, courier, local messenger, and postal services by truck or rail. This includes fulfillment centers and parcel sorting centers, which provide storage and distribution of e-commerce products to consumers or end-users, either directly or through a Parcel Hub.

"Incidental Office" means office use located within a Light Industrial building or as part of a Light Industrial complex which is primarily intended to serve the administrative needs of the Light Industrial uses occurring within the building or complex, but which does not exceed 25 percent of the floor area of the applicable building, or in the case of a Light Industrial complex, 25 percent of the floor area of the complex.

"Light Industrial" means any of the following uses:

(i) Plants and facilities for the assembly, compounding, manufacture, packaging, processing, repairing, or treatment of equipment, materials, merchandise, pharmaceuticals, electronics, or other products 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;

(ii) 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;

(iii) Incidental retail sales of industrial products or products manufactured on-site if adequate on-site customer parking is provided, display and sales occur only within a permanent building, and the industrial character of the property is maintained;

(iv) Commercial storage and wholesale distribution warehouses, including Freight/Truck Terminal and Warehouse, and Wholesaling, Distribution and Logistics;

(v) Accessory outdoor storage, contractor's yards, outdoor parking for motor vehicles use, or indoor or outdoor power generation facilities dedicated to serving any of the foregoing Light Industrial uses.

"Non-SPPE Data Center" means a Data Center that is not an Ancillary Data Center or an SPPE Data Center.

"Parcel Hub" means a "last mile" facility or similar establishment for the processing and/or re-distribution of parcels or products within a localized region.

"SPPE Data Center" means a Data Center for which the California Energy Commission, acting as the "lead agency" under Public Resources Code Section 25519(c), has issued a Small Power Plant Exemption pursuant to Cal. Public Resources Code Section 25541 (as those Code sections may be amended or replaced from time to time) and that meets the following requirement: (a) the development, operation and use of the SPPE Data Center must comply with all applicable mitigation measures approved by the California Energy Commission in connection with its issuance of the Small Power Plant Exemption and adopted by the City.

"Wholesaling, Distribution, and Logistics" means indoor storage and sale of goods to other firms for resale; storage of goods for transfer to retail outlets of the same firm; or storage and sale of materials and supplies used in production or operations. Wholesalers are primarily engaged in business-to-business sales but may sell to individual consumers through mail or internet orders. Facilities normally operate from a warehouse or office having little or no display of merchandise and are not designed to solicit walk-in traffic.

APPENDIX C: DEVELOPMENT AREA PLANS AND ARCHITECTURAL REVIEW DESIGN SUBMITTAL AND APPROVAL PROCEDURES

The body of Appendix C is modified in its entirety as follows:

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 FRAMEWORKS

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"). At any time that there is not a person designated to fill the Priority Process Manager role, the City's Community Development Director (or his or her designee) shall serve as the Priority Process Manager for purposes of these DAP Procedures. he 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 re- view 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 Reviews

Commission and City Council, as applicable and as desired by City

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.s.

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.

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. 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

mate- rials, 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, 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 twenty (20) 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 written 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 incomplete items 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 incomplete items are identified, Developer shall promptly correct any such incomplete items 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 incomplete items 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 twenty (20) 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 to begin the technical analysis and consistency review of the Complete Application. 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 timeline 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 co- ordinate with key staff to review each Complete Application as expeditiously as reasonably possible

and to provide any comments on the submittal within thirty-five (35) 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-five (35) business days after the date the DAP Application is Complete, the Priority Project Manager shall either (i) provide Developer with a summary of City written comments on the DAP Application, reasonably compiled and edited as necessary for clarity and consistency, and any other written comments by other Governmental Entities and community organizations consulted by the City, or (ii) determine that the Complete Application is consistent with the MCP and therefore cleared without further revisions, in which case, it shall promptly notify Developer and submit the item for consideration by the Planning Commission pursuant to Section 2.7.2.4. If the Priority Project Manager provides Developer with comments as to incomplete or inconsistent items under the foregoing clause (i), the Priority Project Manager may also 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, and Developer shall resubmit the Complete Application consistent with such comments and agreements addressed (the "Complete Application Resubmittal"). City shall re-review the Complete Application Resubmittal pursuant to the same process applicable to the initial review of the Complete Application and provide final clearance or comments to Developer, except that (i) the time for final clearance or submittal of final comments to Developer shall be shortened to twenty (20) business days from the date of the Complete Application Resubmittal; and (ii) the scope of the City's review and comment shall be limited to the responsiveness of the Complete Application Resubmittal to the City's previous written comments except that the City may also comment on information presented for the first time in the Complete Application Resubmittal. For avoidance of doubt and except as provided in the prior sentence, the City shall not disapprove a Complete Application Resubmittal by reason of Developer's failure to address new issues or provide additional materials that were not previously raised or requested in the City's review of prior DAP Application submittals. .

2.7.2.4 Planning Commission Recommendation.

As promptly as reasonably feasible after the Complete Application has been cleared by the City or the City has submitted final comments to Developer on the Complete Application Resubmittal under Section 2.7.2.3 (as such period may be extended by the mutual agreement of the parties to resolve outstanding issues), the Director shall submit to the Planning Commission the Complete Application or the Complete Application resubmittal and a written staff report (which may contain a staff recommendation) concerning the DAP Application. The Planning Commission shall schedule a public hearing on the DAP Application and make a recommendation to the City Council no later than the date that is forty (40) business days after the Complete Application has been cleared or, in the case of a Complete Application Resubmittal, forty (40) business days after the City has provided comments to Developer on the Complete Application Resubmittal under Section 2.7.2.3 (as such period may be extended by the mutual agreement of the parties to resolve outstanding issues). 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 after the Complete Application has been cleared by the City or the City has submitted final comments to Developer on the Complete Application Resubmittal under Section 2.7.2.3 (as such period may be extended by the mutual agreement of the parties to resolve outstanding issues), the Director shall submit to the Planning Commission the Complete Application or the Complete Application resubmittal and a written staff report (which may contain a staff recommendation) concerning the DAP Application. The Planning Commission shall schedule a public hearing on the DAP Application and make a recommendation to the City Council no later than the date that is forty (40) business days after the Complete Application has been cleared or, in the case of a Complete Application Resubmittal, forty (40) business days after the City has provided comments to Developer on the Complete Application Resubmittal under Section 2.7.2.3 (as such period may be extended by the mutual agreement of the parties to resolve outstanding issues). 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.

2.7.2.6 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

2.7.2.8 Special Conditions for DAP Applications with SPPE Data Centers [Scheme C Variant Only

Notwithstanding anything to the contrary herein, any DAP Application or amendment thereto that includes a SPPE Data Center as a proposed or potential use shall be conditioned upon all of the following, as applicable: (i) issuance by the California Energy Commission of a Small Power Plant Exemption pursuant to Cal. Public Resources Code Section 25541; (ii) a requirement that the development, operation and use of the SPPE Data Center comply with all applicable mitigation measures approved by the CEC in connection with its issuance of the SPPE and adopted by the City; and (iii) evidence that prior to operation, the applicant for the proposed SPPE Data Center has (a) in the case of a SPPE Data Center with no onsite generation (exclusive of onsite backup power), secured a commitment from Silicon Valley Power for electric service for the entire proposed load of the SPPE Data Center in the form of approvals and agreements as required by Silicon Valley Power; (b) in the case of a SPPE Data Center with onsite generation (exclusive of onsite backup power) partially serving its load, secured a commitment from Silicon Valley Power for electric service for the proposed load not supported by the onsite generation in the form of approvals and agreements as required by Silicon Valley Power; or (c) in case of a SPPE Data Center with onsite generation (exclusive of onsite backup power) fully serving its load, obtained any approvals or agreements required by Silicon Valley Power. There is no guarantee that SVP will provide (a) electric service for any proposed load nor (b) back up electric service in the event the SPPE Data Center will be fully or partially supported by onsite generation. Notwithstanding anything to the contrary herein, any DAP Application or amendment thereto that includes an SPPE Data Centers as a proposed or potential use shall be conditioned upon all of the following, as applicable: (i) issuance by the California Energy Commission of a Small Power Plant Exemption pursuant to Cal. Public Resources Code Section 25541; (ii) a requirement that the development, operation and use of the SPPE Data Center comply with all applicable mitigation measures approved by the CEC in connection with its issuance of the SPPE and adopted by the City; and (iii) evidence, reasonably satisfactory to the City, that prior to operation, the applicant for the proposed SPPE Data Center has either secured a commitment for power serving the applicable Data Center from Silicon Valley Power or has shown that the facilities will generate their own power.

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 herein- above 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 thirty (30) 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.

3.3.4 Special Conditions for Architectural Review of SPPE Data Centers [Scheme C Variant Only]

Notwithstanding anything to the contrary herein, no SPPE Data Center is permitted without Architectural Review approval (which shall undergo review subject to Section 2.7.2.3) and [1] any Architectural Review Application or amendment thereto that includes a SPPE Data Center not previously approved under Section 2.7.2.8 as part of a DAP Application shall be conditioned upon all of the following, as applicable: (i) issuance by the California Energy Commission of a Small Power Plant Exemption pursuant to Cal. Public Resources Code Section 25541; (ii) a requirement that the development, operation and use of the SPPE Data Center comply with all applicable mitigation measures approved by the CEC in connection with its issuance of the SPPE and adopted by the City; and (iii) evidence that prior to operation, the applicant for the proposed SPPE Data Center has (a) in the case of a SPPE Data Center with no onsite generation (exclusive of onsite backup power), secured a commitment from Silicon Valley Power for electric service for the entire proposed load of the SPPE Data Center in the form of approvals and agreements as required by Silicon Valley Power; (b) in the case of a SPPE Data Center with onsite generation (exclusive of onsite backup power) partially serving its load, secured a commitment from Silicon Valley Power for electric service for the proposed load not supported by the onsite generation in the form of approvals and agreements as required by Silicon Valley Power; or (c) in case of a SPPE Data Center with onsite generation (exclusive of onsite backup power) fully serving its load, obtained

any approvals or agreements required by Silicon Valley Power. There is no guarantee that SVP will provide (a) electric service for any proposed load nor (b) back up electric service in the event the SPPE Data Center will be fully or partially supported by onsite generation.

3.3.5 Special Conditions for Architectural Review of Non-SPPE Data Centers and Substations [Scheme C Variant Only]

Notwithstanding anything to the contrary herein, no Non-SPPE Data Center or Substation is permitted without Architectural Review approval (which shall undergo review subject to Section 2.7.2.3) and [1] any Architectural Review Application or amendment thereto that includes a Non-SPPE Data Center not previously approved under Section 2.7.2.8 as part of a DAP Application shall be conditioned upon all of the following, as applicable: evidence that prior to operation, the applicant for the proposed Non-SPPE Data Center has (a) in the case of a Non-SPPE Data Center with no onsite generation (exclusive of onsite backup power), secured a commitment from Silicon Valley Power for electric service for the entire proposed load of the Non-SPPE Data Center in the form of approvals and agreements as required by Silicon Valley Power; (b) in the case of a Non-SPPE Data Center with onsite generation (exclusive of onsite backup power) partially serving its load, secured a commitment from Silicon Valley Power for electric service for the proposed load not supported by the onsite generation in the form of approvals and agreements as required by Silicon Valley Power; or (c) in case of a Non-SPPE Data Center with onsite generation (exclusive of onsite backup power) fully serving its load, obtained any approvals or agreements required by Silicon Valley Power. There is no guarantee that SVP will provide (a) electric service for any proposed load nor (b) back up electric service in the event the Non-SPPE Data Center will be fully or partially supported by onsite generation

3.3 REVIEW OF ARCHITECTURAL MATERIALS.

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

No change from the Original MCP except for the addition of the following definitions:

"Non-SPPE Data Center" means a Data Center that is not an Ancillary Data Center or an SPPE Data Center.

"SPPE Data Center" means a Data Center for which the California Energy Commission, acting as the "lead agency" under Public Resources Code Section 25519(c), has issued a Small Power Plant Exemption pursuant to Cal. Public Resources Code Section 25541 (as those Code sections may be amended or replaced from time to time) and that meets the following requirement: (a) the development, operation and use of the SPPE Data Center must comply with all applicable mitigation measures approved by the California Energy Commission in connection with its issuance of the Small Power Plant Exemption and adopted by the City.

EXHIBIT 2

Documents to be Submitted for DAP Applications

No change from the Original MCP except for the following:

1.3. Site Plan

1.3.7: Indication of proposed truck routes associated with light industrial uses on Parcels 1 and 2 that are proposed to be implemented through appropriate signage, intersection design and City enforcement.

1.9. Infrastructure Plans and Documents

[Applies to Original MCP and Scheme C]

1.9.1 Roadways and utilities within roadways, including identifying public and private ownership of roads and utilities.

APPENDIX D: SANITARY SEWER TABLE

Table 3: Sewer Load Estimates for Related Santa Clara Development Scheme C Variant

Parcel	Block	Plot	Probable Loading Manhole	Land Use	Gross Square Footage	Unit Flow Factor (gpd/sf)	Est. Non-Residential Flow (gpd)	Residential Units/Hotel Keys	Unit Flow Factor (gpd/unit or gpd/key)	Est. Residential Flow (gpd)	Total Non-Residential Flow (mgd)	Total Residential Flow (mgd)	Total Flow (mgd)
1	-		S114-13	Light Industrial	690,000	0.12	82,800	-	-	0	0.083	0.000	0.082800
2	-		S104-28/104-17	Light Industrial	910,000	0.12	109,200	-	-	0	0.109	0.000	0.109200
3	-		TBD	TBD	-		-	-		-	-	-	-
4	WE	E	S103-11	Retail	17,800	0.1	1,780	-	-	0	0.002	0.000	0.002
	WF	G	S103-11	Office	370,000	0.1	37,000	-	-	0	0.037	0.000	0.037
	WF	G	S103-11	Retail	25,000	0.1	2,500	-	-	0	0.003	0.000	0.003
	WJ	M	S103-11	Office	475,000	0.1	47,500	-	-	0	0.048	0.000	0.048
	WJ	M	S103-11	Retail	21,600	0.1	2,160	-	-	0	0.002	0.000	0.002
	WK	B	S103-11	Retail	75,000	0.1	7,500	-	-	0	0.008	0.000	0.008
	WK	B	S103-11	Hotel	180,689	-	0	220	100	22,000	0.000	0.022	0.022
	WL	C	S103-11	Retail	20,000	0.1	2,000	-	-	0	0.002	0.000	0.002
	WL	C	S103-11	Residential	120,000	-	0	120	154	18,480	0.000	0.018	0.018
	WN	N	S103-11	Office	1,225,000	0.1	122,500	-	-	0	0.123	0.000	0.123
	WN	N	S103-11	Retail	3,900	0.1	390	-	-	0	0.000	0.000	0.000
	WP&WR	A	S103-11	Retail	73,100	0.1	7,310	-	-	0	0.007	0.000	0.007
	WP&WR	A	S103-11	Residential	932,261	-	0	927	154	142,758	0.000	0.143	0.143
	WS	D	S103-11	Office	383,000	0.1	38,300	-	-	0	0.038	0.000	0.038
	WS	D	S103-11	Retail	16,600	0.1	1,660	-	-	0	0.002	0.000	0.002
				Parcel 4 Subtotal - Discharge to North (S103-11)	3,938,950		270,600	1,267		183,238	0.271	0.183	0.454
4	WD	H	S104-38	Entertainment	25,000	0.48	12,000	-	-	0	0.012	0.000	0.012
	WE	E	S104-38	Retail	8,000	0.1	800	-	-	0	0.001	0.000	0.001
	WF	G	S104-38	Office	368,912	0.1	36,891	-	-	0	0.037	0.000	0.037
	WF	G	S104-38	Retail	75,000	0.1	7,500	-	-	0	0.008	0.000	0.008
	WF	G	S104-38	F&B	50,000	1.04	52,000	-	-	0	0.052	0.000	0.052
	WF	G	S104-38	Entertainment	25,000	0.48	12,000	-	-	0	0.012	0.000	0.012
	WG	H	S104-38	Office	942,269	0.1	94,227	-	-	0	0.094	0.000	0.094
	WG	H	S104-38	Retail	81,000	0.1	8,100	-	-	0	0.008	0.000	0.008
	WG	H	S104-38	F&B	50,000	1.04	52,000	-	-	0	0.052	0.000	0.052
	WH	K	S104-38	Retail	41,000	0.1	4,100	-	-	0	0.004	0.000	0.004
	WK	B	S104-38	Retail	60,000	0.1	6,000	-	-	0	0.006	0.000	0.006
	WK	B	S104-38	Residential	201,135	-	0	200	154	30,800	0.000	0.031	0.031
	WL	C	S104-38	Retail	40,000	0.1	4,000	-	-	0	0.004	0.000	0.004
	WL	C	S104-38	Residential	235,003	-	0	233	154	35,882	0.000	0.036	0.036
	WM	J	S104-38	Office	338,000	0.1	33,800	-	-	0	0.034	0.000	0.034
	WM	J	S104-38	Retail	42,000	0.1	4,200	-	-	0	0.004	0.000	0.004
				Parcel 4 Subtotal - Discharge to South (S104-38)	2,582,319		327,618	433		66,682	0.328	0.067	0.394
				Parcel 4 Total	6,521,269		598,218	1,700		249,920	0.598	0.250	0.848
5	WB	O	S104-38	Office	415,219	0.1	41,522	-	-	0	0.042	0.000	0.042
	WB	O	S104-38	Retail	25,000	0.1	2,500	-	-	0	0.003	0.000	0.003
	WB	O	S104-38	F&B	15,000	1.04	15,600	-	-	0	0.016	0.000	0.016
	WC	P	S104-38	F&B	10,000	1.04	10,400	-	-	0	0.010	0.000	0.010
	WC	P	S104-38	Hotel	386,311	-	0	480	100	48,000	0.000	0.048	0.048
	WD	Q	S104-38	Residential	191,601	-	0	200	154	30,800	0.000	0.031	0.031
				Parcel 5 Total	1,043,131		70,022	680		78,800	0.070	0.079	0.149
				TOTAL	**9,164,400**		**860,240**	**2,380**		**328,720**	**0.860**	**0.329**	**1.189**
				Total Parcel 4 + 5 Discharge to North (S103-11)	3,938,950		270,600	1,267		183,238	0.271	0.183	0.454
				Total Parcel 4 + 5 Discharge to South (S104-38)	3,625,450		397,640	1,113		145,482	0.398	0.145	0.543

Notes: 1. Land use and gross square footage for Scheme C as provided by Related Santa Clara.

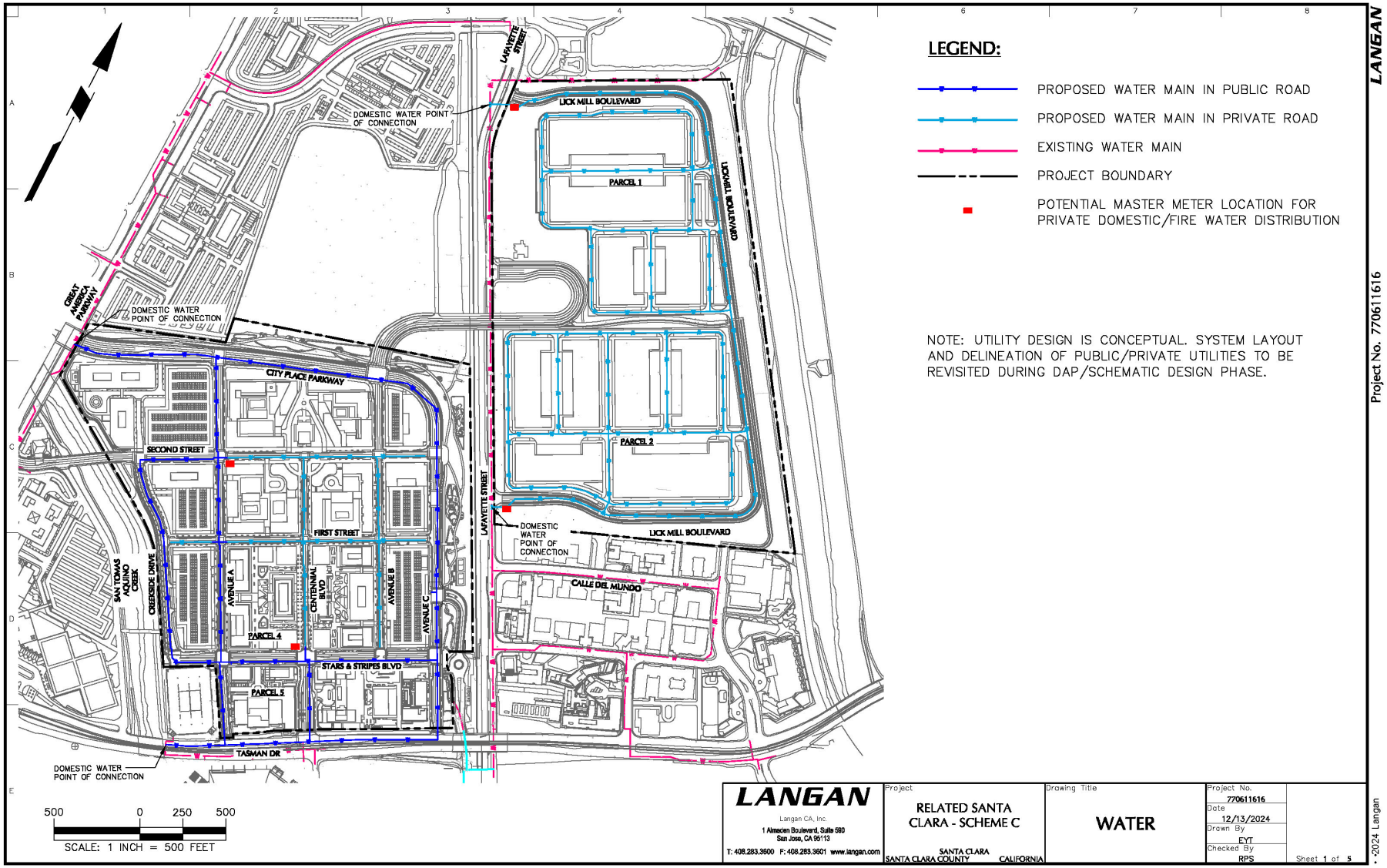
2. Unit flow factors taken from April 23, 2020 Sanitary Sewer Capacity Evaluation for Proposed Related (City Place) Development.

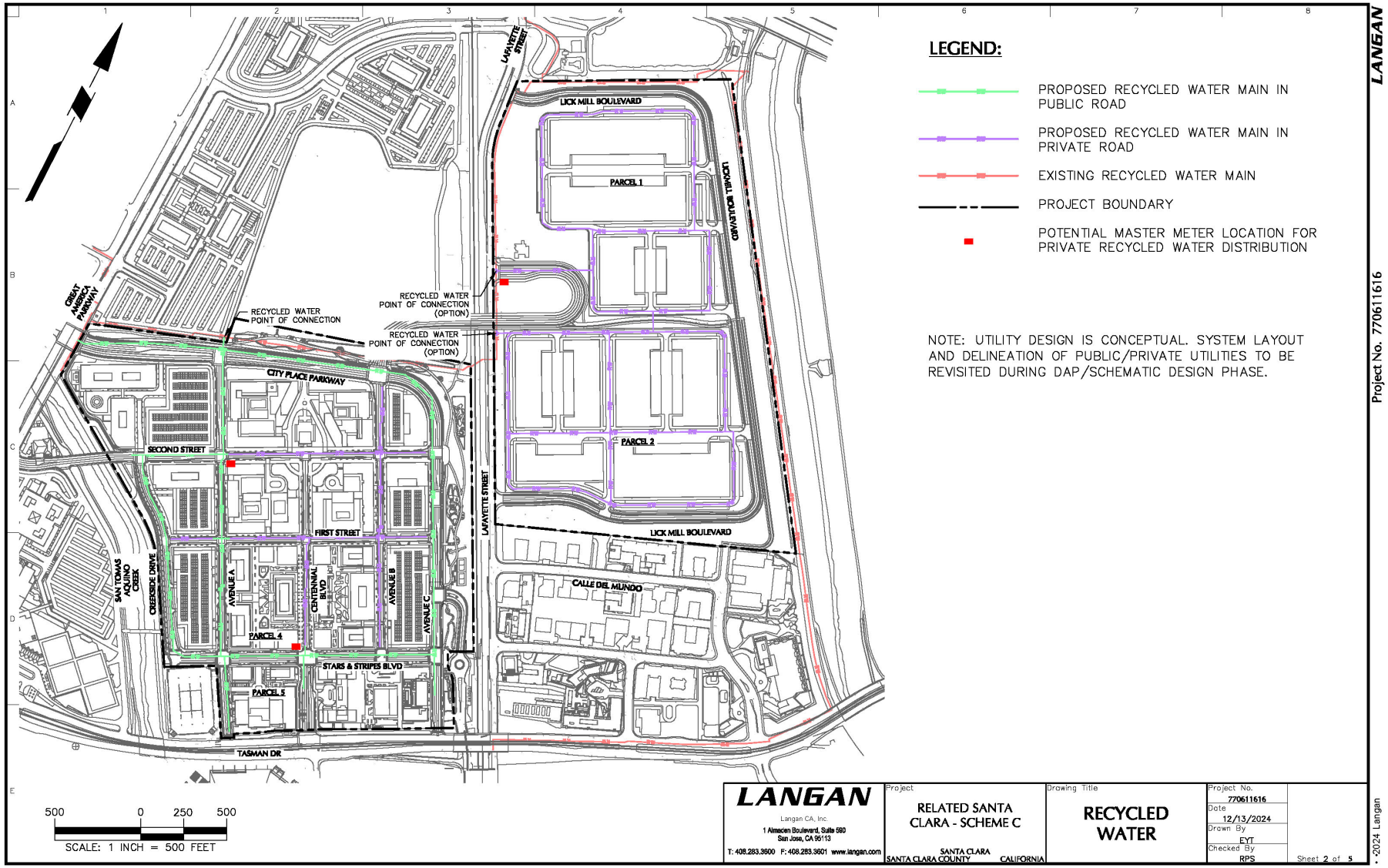
LANGAN

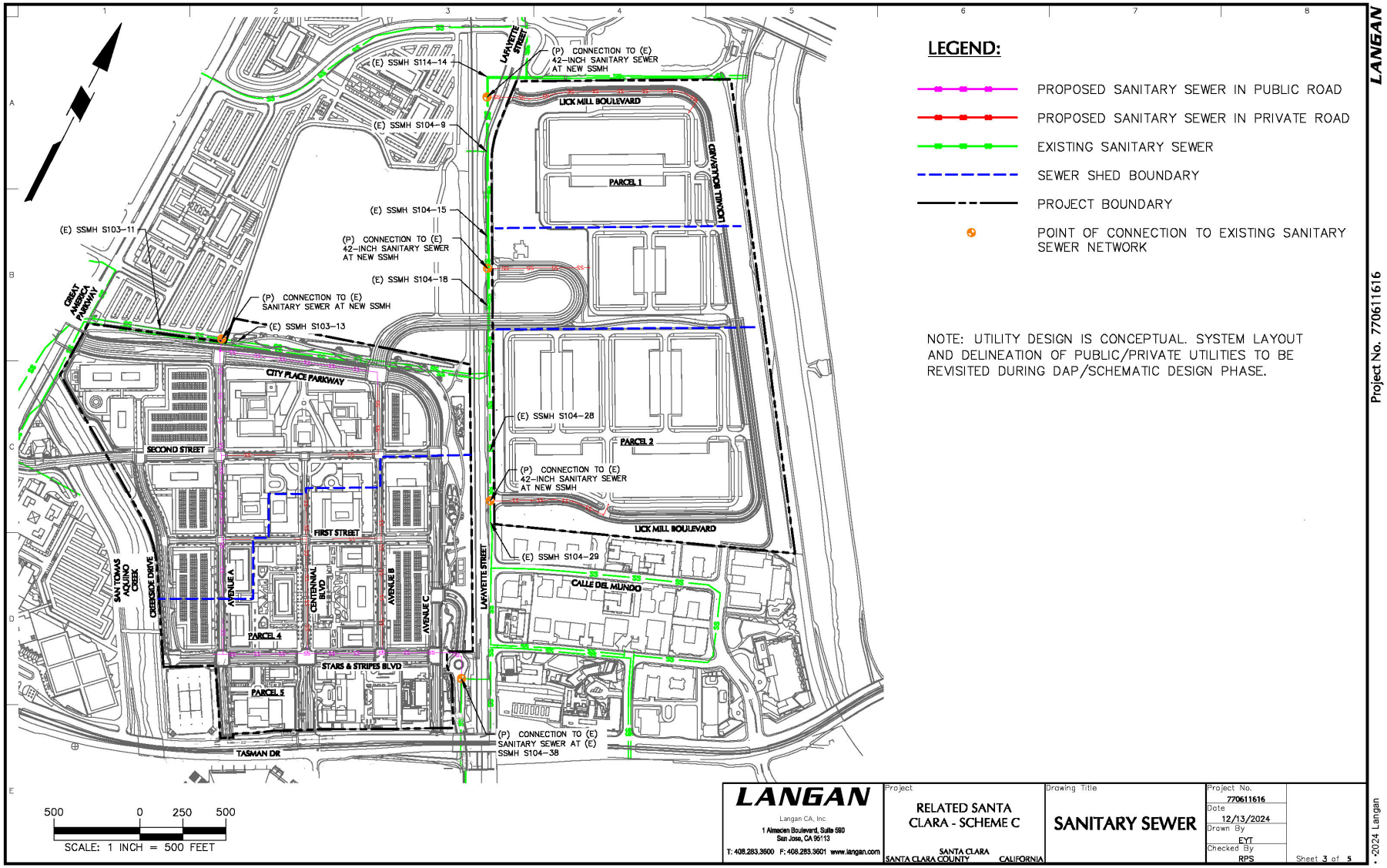
APPENDIX E: MCP AMENDMENTS THAT APPLY TO THE ORIGINAL MCP AND SCHEME C SUPPLEMENT

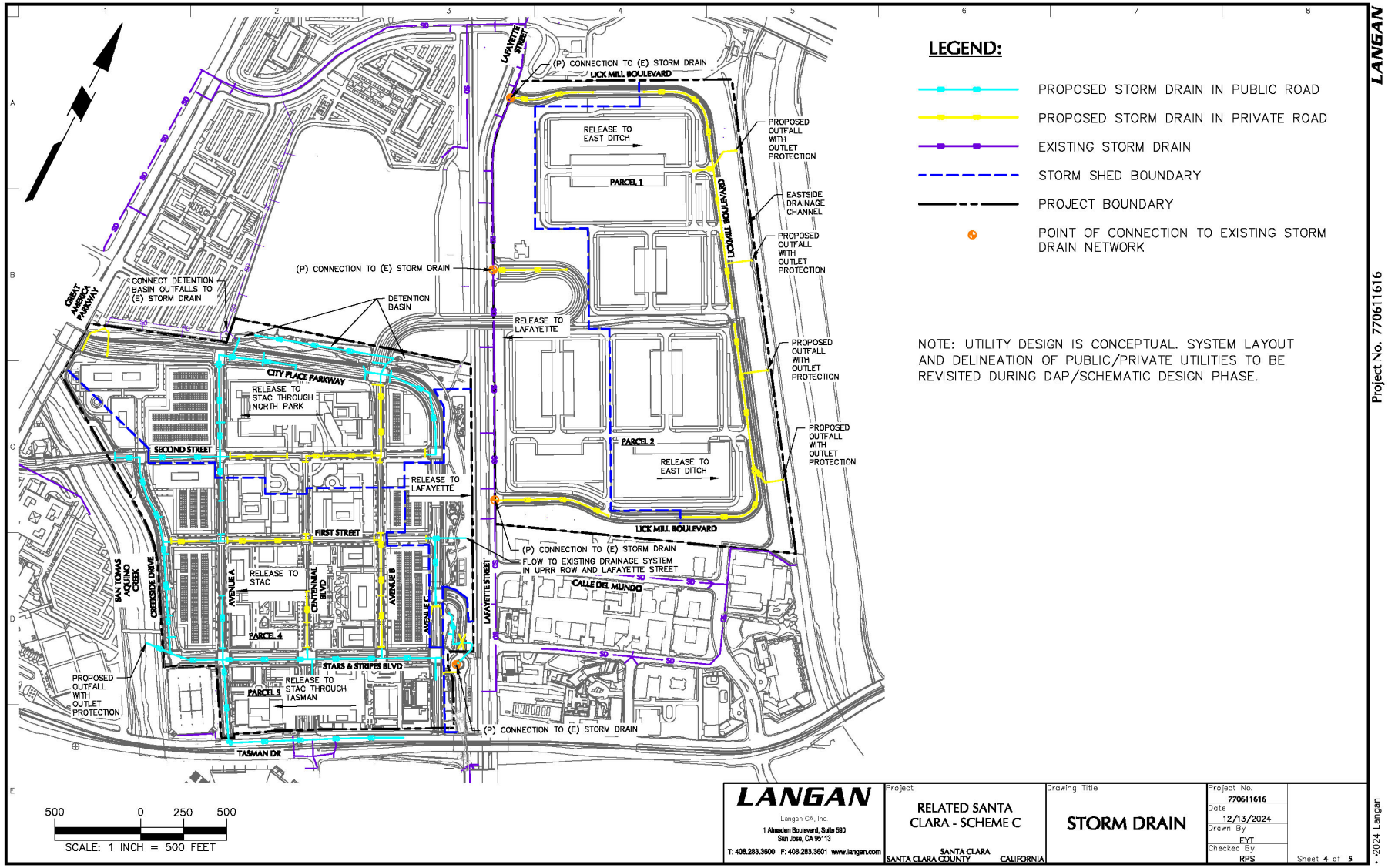
MCP Section and Scheme C Section	Topic	Amendment

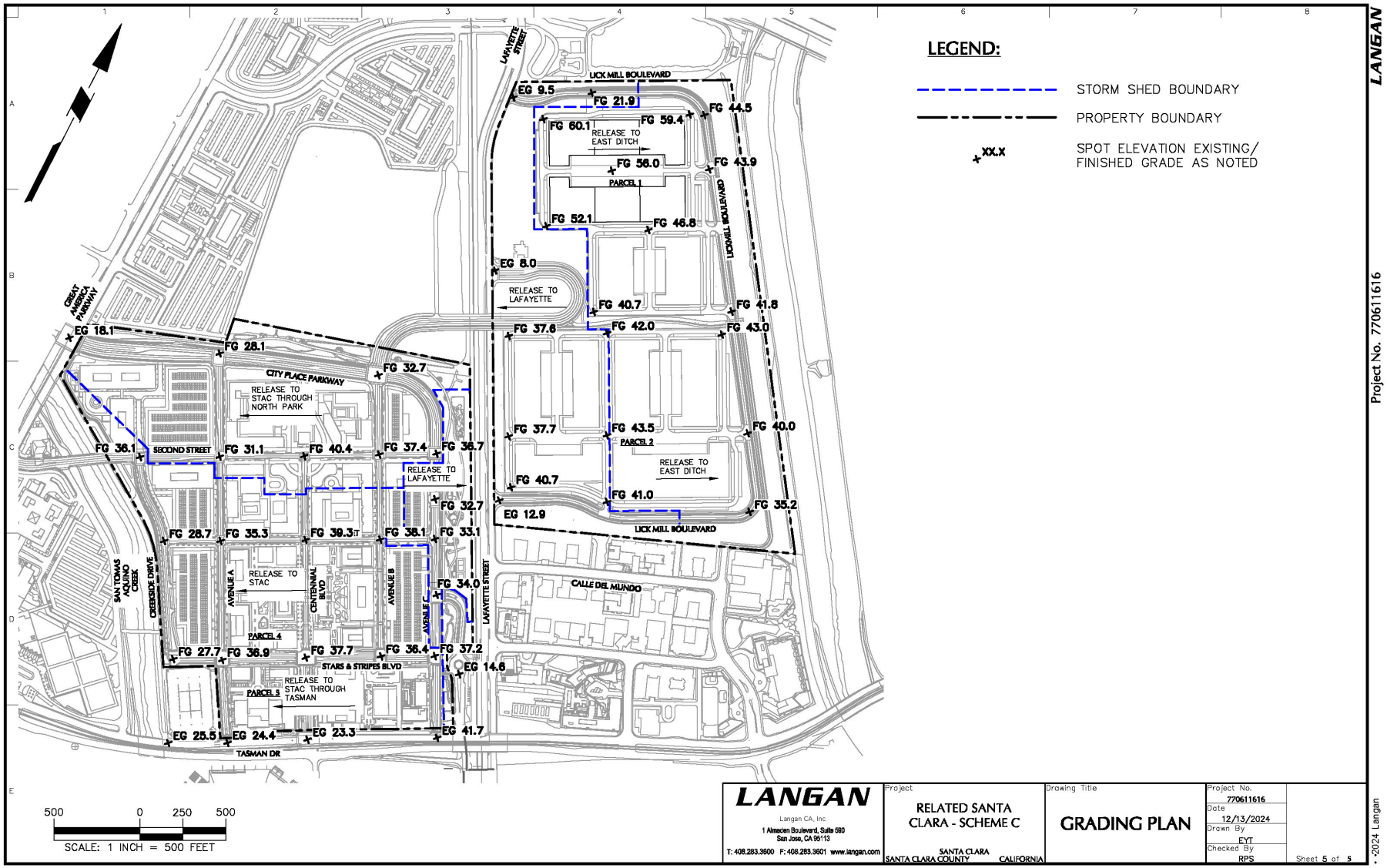
APPENDIX F: SCHEME C UTILITY EXHIBITS




LEGEND:
PROPOSED RECYCLED WATER MAIN IN PUBLIC ROAD
PROPOSED RECYCLED WATER MAIN IN PRIVATE ROAD
EXISTING RECYCLED WATER MAIN
PROJECT BOUNDARY
POTENTIAL MASTER METER LOCATION FOR PRIVATE RECYCLED WATER DISTRIBUTION
NOTE: UTILITY DESIGN IS CONCEPTUAL. SYSTEM LAYOUT AND DELINEATION OF PUBLIC/PRIVATE UTILITIES TO BE REVISITED DURING DAP/SCHEMATIC DESIGN PHASE.
LICK MILL BOULEVARD
LAFAYETTE STREET
LICKMILL BOULEVARD
PARCEL 1
PARCEL 2
PARCEL 4
PARCEL 5
GREAT AMERICA PARKWAY
RECYCLED WATER POINT OF CONNECTION
RECYCLED WATER POINT OF CONNECTION (OPTION)
RECYCLED WATER POINT OF CONNECTION (OPTION)
CITY PLACE PARKWAY
SECOND STREET
FIRST STREET
LAFAYETTE STREET
LICK MILL BOULEVARD
CALLE DEL MUNDO
SAN TOMAS AQUINO CREEK
CREEKSIDE DRIVE
AVENUE A
CENTENNIAL BLVD
AVENUE B
AVENUE C
STARS & STRIPES BLVD
TASMAN DR
500 0 250 500
SCALE: 1 INCH = 500 FEET
LANGAN
Langan CA, Inc.
1 Almaden Boulevard, Suite 580
San Jose, CA 95113
T: 408.283.3600 F: 408.283.3601 www.langan.com
Project
RELATED SANTA CLARA - SCHEME C
SANTA CLARA
SANTA CLARA COUNTY CALIFORNIA
Drawing Title
RECYCLED WATER
Project No. 770611616
Date 12/13/2024
Drawn By EYT
Checked By RPS
Sheet 2 of 5
Project No. 770611616
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LEGEND:
PROPOSED SANITARY SEWER IN PUBLIC ROAD
PROPOSED SANITARY SEWER IN PRIVATE ROAD
EXISTING SANITARY SEWER
SEWER SHED BOUNDARY
PROJECT BOUNDARY
POINT OF CONNECTION TO EXISTING SANITARY SEWER NETWORK
NOTE: UTILITY DESIGN IS CONCEPTUAL. SYSTEM LAYOUT AND DELINEATION OF PUBLIC/PRIVATE UTILITIES TO BE REVISITED DURING DAP/SCHEMATIC DESIGN PHASE.
(E) SSMH S114-14
(P) CONNECTION TO (E) 42-INCH SANITARY SEWER AT NEW SSMH
(E) SSMH S104-9
(E) SSMH S104-15
(P) CONNECTION TO (E) 42-INCH SANITARY SEWER AT NEW SSMH
(E) SSMH S104-18
(P) CONNECTION TO (E) SANITARY SEWER AT NEW SSMH
(E) SSMH S103-13
(E) SSMH S103-11
(E) SSMH S104-28
(P) CONNECTION TO (E) 42-INCH SANITARY SEWER AT NEW SSMH
(E) SSMH S104-29
(P) CONNECTION TO (E) SANITARY SEWER AT (E) SSMH S104-38
LICK MILL BOULEVARD
GIBRALTAR TOWER
PARCEL 1
PARCEL 2
PARCEL 4
PARCEL 5
CITY PLACE PARKWAY
SECOND STREET
FIRST STREET
STARS & STRIPES BLVD
CALLE DEL MUNDO
TASMAN DR
LAFAYETTE STREET
GREAT AMERICA PARKWAY
CREEKSIDE DRIVE
SAN TOMAS AQUINO CREEK
AVENUE A
CENTENNIAL BLVD
AVENUE B
AVENUE C
500 0 250 500
SCALE: 1 INCH = 500 FEET
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Project
RELATED SANTA CLARA - SCHEME C
SANTA CLARA
SANTA CLARA COUNTY CALIFORNIA
Drawing Title
SANITARY SEWER
Project No. 770611616
Date 12/13/2024
Drawn By EYT
Checked By RPS
Sheet 3 of 5
Project No. 770611616
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LEGEND:
PROPOSED STORM DRAIN IN PUBLIC ROAD
PROPOSED STORM DRAIN IN PRIVATE ROAD
EXISTING STORM DRAIN
STORM SHED BOUNDARY
PROJECT BOUNDARY
POINT OF CONNECTION TO EXISTING STORM DRAIN NETWORK
NOTE: UTILITY DESIGN IS CONCEPTUAL. SYSTEM LAYOUT AND DELINEATION OF PUBLIC/PRIVATE UTILITIES TO BE REVISITED DURING DAP/SCHEMATIC DESIGN PHASE.
(P) CONNECTION TO (E) STORM DRAIN
LICK MILL BOULEVARD
RELEASE TO EAST DITCH
PARCEL 1
PROPOSED OUTFALL WITH OUTLET PROTECTION
EASTSIDE DRAINAGE CHANNEL
CONNECT DETENTION BASIN OUTFALLS TO (E) STORM DRAIN
DETENTION BASIN
RELEASE TO LAFAYETTE
CITY PLACE PARKWAY
RELEASE TO STAC THROUGH NORTH PARK
SECOND STREET
PARCEL 2
FIRST STREET
FLOW TO EXISTING DRAINAGE SYSTEM IN UPRR ROW AND LAFAYETTE STREET
CALLE DEL MUNDO
RELEASE TO STAC
PARCEL 4
STARS & STRIPES BLVD
RELEASE TO STAC THROUGH TASMAN
PARCEL 3
TASMAN DR
GREAT AMERICA PARKWAY
LAFAYETTE STREET
OBERSIDE DRIVE
SAN TOMAS AQUINO CREEK
AVENUE A
CENTENNIAL BLVD
AVENUE B
AVENUE C
500 0 250 500
SCALE: 1 INCH = 500 FEET
LANGAN
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1 Almaden Boulevard, Suite 580
San Jose, CA 95113
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Project
RELATED SANTA CLARA - SCHEME C
SANTA CLARA
SANTA CLARA COUNTY CALIFORNIA
Drawing Title
STORM DRAIN
Project No. 770611616
Date 12/13/2024
Drawn By EYT
Checked By RPS
Sheet 4 of 5
Project No. 770611616
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LEGEND:
STORM SHED BOUNDARY
PROPERTY BOUNDARY
XX.X
SPOT ELEVATION EXISTING/ FINISHED GRADE AS NOTED
LICK MILL BOULEVARD
LAFAYETTE STREET
GREAT AMERICA PARKWAY
CITY PLACE PARKWAY
SECOND STREET
CENTENNIAL BLVD
AVENUE A
AVENUE B
AVENUE C
STARS & STRIPES BLVD
TASMAN DR
CALLE DEL MUNDO
CREEKSIDE DRIVE
SAN TOMAS AQUINO CREEK
CONVENTION TOWER
PARCEL 1
PARCEL 2
PARCEL 3
PARCEL 4
RELEASE TO EAST DITCH
RELEASE TO LAFAYETTE
RELEASE TO STAC THROUGH NORTH PARK
RELEASE TO STAC
RELEASE TO STAC THROUGH TASMAN
SCALE: 1 INCH = 500 FEET
LANGAN
Langan CA, Inc.
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San Jose, CA 95113
T: 408.283.3600 F: 408.283.3601 www.langan.com
Project
RELATED SANTA CLARA - SCHEME C
SANTA CLARA
SANTA CLARA COUNTY CALIFORNIA
Drawing Title
GRADING PLAN
Project No. 770611616
Date 12/13/2024
Drawn By EYT
Checked By RPS
Sheet 5 of 5
Project No. 770611616
• 2024 Langan

City of Santa Clara
The Center of What's Possible

CONDITIONS OF APPROVAL

PLN24-00060 5155 Stars and Stripes Boulevard
APNs: 097-01-069, 097-01-039, 104-01-102, 104-03-036, 104-03-037, 104- 03-038 and 104-03-039

Project Description: General Plan Text Amendment, Zoning Code Text Amendment and Amendment to the Master Community Plan for the Related Santa Clara Project (formerly referred to as "City Place") to Introduce a Scheme C Land Use Scenario.

In addition to complying with all applicable codes, regulations, ordinances and resolutions, the following conditions of approval shall be applied to the Master Community Plan Scheme C Supplement (MCP). The conditions of approval and obligations cited herein may be altered as necessary and additional specific detailed conditions may be added by the Executive Project Clearance Committee (Exec PCC) to accommodate the specific development Phases provided for in individual Development Area Plans (DAPs) called for under the provisions of the Master Community Plan (MCP). Detailed requirements and conditions specific to any DAP will be applied to the Council's consideration of that DAP approval.

References herein to the term *Parcels* shall be consistent with those five identified in Exhibit 1-4 of the MCP. References herein to the term *Phases* shall be consistent with those six or seven identified in Exhibit 2C-1 or 2-2 of the MCP, as appropriate.

GENERAL

1. Prior to submitting a DAP application, the Master Developer shall submit and secure approval from the Community Development Director of an integrated MCP for Schemes A and B (if the Master Developer will pursue Schemes A or B) or an integrated MCP for Scheme C (if the Master Developer will pursue Scheme C). The integrated MCP shall include only those elements applicable to Schemes A and B or Scheme C, as applicable, and shall also include any changes incorporated into the MCP in accordance with Council approvals. The Master Developer may elect to submit both an integrated MCP for Schemes A and B and an integrated MCP for Scheme C.
   (a)

2. All development, construction and uses shall comply with all applicable codes, regulations, ordinances and resolutions that are not otherwise altered by the specific development entitlements for the project.

3. If relocation of an existing public facility becomes necessary due to a conflict with the Developer's new improvements, then the cost of said relocation shall be borne by the Developer.

4. The project shall comply with the conditions set forth in the Development Agreement and Development and Disposition Agreement in effect between the City of Santa Clara and Related, Santa Clara, LLC.
5. The project shall comply with the mitigation measures included within the Mitigation Monitoring or Reporting Program for the Project, each of which is hereby imposed as a condition of approval.
6. Provide filtration systems for on-site residences and daycare centers as necessary to reduce operational cancer risks and exposure to particulate matter 2.5 microns in diameter or less

(PM2.5). This measure only applies to on-site residences and daycare centers. The Project Developer shall implement the following measures, as necessary, to reduce cancer risks to a level less than BAAQMD project-level thresholds:

(a) Revised Health Risk Assessment (HRA): The Project Developer may choose to reassess the potential on-site cancer risk and PM2.5 concentrations to be experienced by on-site residential receptors and on-site daycare centers later in the design Phase, but prior to occupancy, and to prepare a revised HRA using updated receptor location information and more detailed assessment of risks associated with existing and project operational sources, and submit to the City for review. If the revised HRA demonstrates, to the satisfaction of the City, that the cancer risk and exposure to PM2.5 for all potentially exposed on-site receptors will be less than BAAMQD project-level thresholds, then no additional measures are necessary. If the revised HRA demonstrates, to the satisfaction of the City, that the cancer risk or exposure to PM2.5 for on-site sensitive receptors will be less than presented in the EIR but still over the BAAMQD threshold, then the control effort may be less.

(b) Install filtration systems on ventilation and recirculation systems. Filtration systems shall be installed on ventilation and recirculation systems within on-site residences and the heating, cooling, and ventilation systems that serve daycare centers that are exposed to risks above BAAQMD thresholds due to individual existing sources. All filters must be rated MERV 13 or higher. The Project Developer shall submit a plan for installation and maintenance of all filters in accordance with the manufacturer's recommendations to the City prior to approval of the first building permits.

7. Prepare and implement a noise control plan to reduce interior noise at sensitive land uses. The Project Developer shall conduct a design-level acoustic study that identifies exterior noise levels for residential and commercial uses on the project site. This study shall take into account existing, project, and reasonably foreseeable future noise sources (such as proposed increases in passenger rail service along the Lafayette Street corridor). Where this study finds that the exterior noise level would exceed the residential compatibility standard of 55 dBA Ldn or the commercial incompatibility standard of 65 dBA Ldn, the Project Developer shall prepare a design-level operational noise control plan to provide acceptable interior noise levels. This plan shall identify all project features and treatments that will be implemented to ensure that the project is in compliance with the interior noise standards listed in the City's General Plan and City Code as well as the standards specified for new construction within the Comprehensive Land Use Plan (CLUP) for Mineta San Jose International Airport (SJC). The study and plan shall be developed by an acoustical design professional. Design features and treatments will be identified to ensure that interior noise levels at new proposed uses are in compliance with the noise standards. The report shall be submitted to the City for review and approval prior to the issuance of building permits for the project. Depending on the noise exposure for a particular site, such treatments may include, but are not limited to, those listed below, as recommended by the acoustical design professional.

   (a) Construction of enclosures around noise-generating mechanical equipment at commercial uses.
   (b) Use of setbacks from noise sources to maximum attenuation of noise over distance.
   (c) Installation of noise-reducing treatments in new buildings, including:
      - High-performance, sound-rated double-glazed windows,
      - Sound-rated doors,
      - Sound-rated exterior wall construction,

- Special acoustical details for vents,
- Acoustical caulking at all exterior facade penetrations,
- Sound-rated roof and ceiling constructions, and
- Adequate mechanical ventilation so that windows and doors may be kept closed at the discretion of the building occupants to control environmental noise intrusion.

8. Prepare and implement a vibration control plan to reduce vibration from the Union Pacific Railroad (UPRR) for sensitive land uses. The Project Developer shall prepare a design-level operational vibration control plan that identifies all project features and treatments that would be implemented to ensure that the project is in compliance with the vibration standards recommended by the Federal Transportation Administration (FTA) relative to railway operational vibration associated with UPRR operations. The plan shall be prepared when new uses would be located within the following screening distances, as recommended by FTA (FTA 2006):
   a. Category 1: Buildings where vibration would interfere with interior operations (600 feet).
   b. Category 2: Residences and buildings where people normally sleep (200 feet).
   c. Category 3: Institutional land uses with primarily daytime use (120 feet).
   The plan shall take into account current and future expected passenger and freight rail service levels adjacent to the project site. The plan shall be developed by an acoustical design professional and shall include a detailed investigation of ground-borne train vibration that considers site-specific train vibration source and propagation conditions and the actual building designs. The design features and treatments shall be identified to ensure that vibration levels at new proposed uses are in compliance with FTA standards. The report shall be submitted to the City for review and approval prior to the issuance of building permits for the project. Depending on the vibration exposure for a particular site, such treatments may include, but are not limited to, those listed below, as recommended by the acoustical design professional.
   d. Increased setbacks of noise-sensitive uses from the train track.
   e. Foundation isolation systems to reduce the transmission of vibration into buildings with noise-sensitive uses that are near the tracks.

9. Incorporate flood warnings for access roads for areas vulnerable to flooding. The Project Developer and the City shall coordinate to provide flood warnings for new and existing roadways that provide access to the site and are vulnerable to 100-year flood levels. The Project Developer shall review the City's flood warning and emergency response plan and submit a brief plan for the project that is consistent with the City's plan. The plan shall be submitted to the City's Emergency Services Coordinator in the City's Fire Department for review and approval. The specific frequency of expected flooding on-site access roads shall be determined by the Project Developer and reviewed by the City. Flood warnings may be temporary or permanent, depending on the frequency of expected flooding, as determined by the City. Information about alternative access/egress routes, based on flooding potential and other factors, shall also be provided by the Project Developer to the City's Emergency Services Coordinator in the City's Fire Department for review and approval. If other flood improvements are implemented that remove the flooding risk at the site access roads, then this condition of approval shall no longer be required.

ENGINEERING

E1. Developer is responsible for cost of relocation or modification of any public facility necessary to accommodate subject development, unless the cost of relocation or modification of a utility is the

responsibility of a franchisee under a franchise agreement. Planned changes to existing facilities shall be included with and described in proposed infrastructure plans required at the time of DAPs.

E2. Following approval of Tentative Maps and/or Vesting Tentative Maps by Council, the Developer shall file Final Maps for approval and recordation to the satisfaction of the Director of Public Works prior to the issuance of any certificate of occupancy for any building within the DAP.

E3. Infrastructure plans that are submitted with the DAP application shall address infrastructure needs for the entire phase where the DAP infrastructure needs must rely on, may be affected by, or may affect any future phase(s) of development. The submitted DAP infrastructure plans in that case shall provide not less than conceptual plans for or a description of the design of the infrastructure in the future phase(s), to the satisfaction of the Director of Public Works. Plans shall be prepared by a Registered Civil Engineer and approved by the City Engineer prior to approval and recordation of Final Map and/or issuance of building permits.

E4. The Sanitary sewer (SS) laterals from Parcel 1 and Parcel 2 shall connect to the westernmost 42" SS main in Lafayette Street. The SS laterals from Parcel 3 and Parcel 4 shall connect to the 42" SS main running between the two parcels from Great America Parkway to Lafayette Street. Parcel 5 shall be connected to the 12" SS main in Stars and Stripes Drive. The City shall determine available SS capacity for each main as of the time of project entitlements, including each DAP or DAP Amendment, and the Developer shall construct facility improvements to accommodate the maximum MCP development. The Developer may be reimbursed for design and construction costs above its fair share costs.

E5. Execute Covenant(s) Running with the Land to assume maintenance responsibility for non-standard street improvements within public rights-of-way prior to the City's acceptance of said improvements. Non-standard street improvements include, but are not limited to, curb return type driveway(s).

E6. Obtain site clearance through the Engineering Department prior to issuance of building pe1mits. Site clearance will require payment of applicable development fees prior to issuance of the building permit. Other requirements may be identified for compliance during the site clearance process.

TRAFFIC

TR1. If the Lick Mill Boulevard extension north of Tasman Drive is constructed as a 4-lane minor arterial road before the Developer implements the proposed Scheme C development, the Developer shall modify Lick Mill Boulevard from a 4-lane minor arterial road to a 2-lane collector street, in accordance with the street design guidelines specified in the Tasman East Specific Plan. The anticipated changes would involve lane reconfigurations to reduce travel lanes, potential improvements at the northern terminus of Lick Mill Boulevard, the addition of on-street parking, and the implementation of traffic-calming features within the existing public rights-of-way.

ELECTRIC

EL1. DAP infrastructure plans and documents that address the electrical distribution system shall specify on-site private electric facilities and off-site public electric facilities to address the needs of the particular DAP and, conceptually, the needs of the overall phase which contains that DAP. To the extent that development of any particular DAP or phase may affect service to other phases, a conceptual plan or description of those needs shall be included in the application.

EL2. On-site infrastructure is the Developer's responsibility. The Developer shall install the substructures required to meet Silicon Valley Power (SVP) design requirements. SVP will install

all cable and equipment facilities. The Developer will pay for any and all costs associated with installation of these facilities.

EL3. Developer shall provide the City easements and all rights of way for electric facilities and access for all facilities located on private streets or within structure boundaries.

EL4. The Developer entered into the Esperança Substation Agreement (the "Existing Substation Agreement") with the City of Santa Clara, dated December 3, 2019. Under the Existing Substation Agreement, up to 27 MVA of electrical capacity ("Available Capacity") is allocated for the Developer's use from Esperança Substation in connection with the project described therein. In addition, SVP and Developer are in discussions to amend the Existing Substation Agreement to among other things increase the Available Capacity by an additional 6.5MVA, which amendment will be subject to both City Council approval and such other SVP requirements including but not limited to Conditions of Approval EL.6 through EL.10 (the "Pending Amendment"). If the Developer requires electrical capacity or modifies the development after approval of the Pending Amendment, a further amendment to the Existing Substation Agreement and/or a new substation agreement will be necessary to accommodate such additional capacity or project modifications. In such instances, Conditions of Approval EL 6 through EL 10, along with any other conditions reasonably required by Silicon Valley Power (SVP), shall apply.

EL 5. SVP is currently conducting a distribution system impact system study (In Progress SIS). Developer submitted an application for the In Progress SIS in October 2024. This In Progress SIS does not include (and will not include) any data center loads in Parcels 1 and 2.

EL 6. If Developer modifies the project described in the In Progress SIS or requires capacity above the Available Capacity, additional requirements will be required based on SVP's evaluation of the modified development and its estimated load. In such case, the Developer shall submit an updated project description to SVP with such additional information as SVP may require. If SVP determines a new or amended system impact report is required based on the new project description or request for additional capacity, Developer shall submit an application for a new or amended system impact study (either distribution and transmission, or both) or other study as required, enter into a deposit agreement as required by SVP, and pay for the cost of these studies.

EL 7. In connection with EL 6, if the modified development's estimated load exceeds 13.5 MVA for any parcel (or such lower amount as may be determined by SVP), SVP will require a transmission system impact study which will assess the following:

a. System capacity of SVP's electric transmission system to serve the proposed load.
b. System capacity of PG&E's electric transmission system to serve proposed load.
    i. This is determined by studies performed by the California Independent System Operator (CAISO) in its yearly Transmission Planning Process (TPP).
    ii. Any mitigation measures identified, and/or construction schedules required by PG&E to the Developer's proposed load ramp. Any PG&E identified mitigations and/or construction schedules are not controlled by SVP nor is SVP responsible for any delays caused by these project schedules. Cost, if applicable, shall be borne solely by Developer.
c. Determine if developer's load ramp can be accommodated

EL.8 In connection with EL. 6, if SVP determines sufficient electric capacity is available for modified development or request for additional capacity under a system impact study (either distribution and transmission, or both) or such other study required by SVP, Developer shall secure an amendment to the Existing Substation Agreement (which would include the Pending Amendment) and, for any such requests after the Pending Amendment, a subsequent amendment and/or a new substation agreement,

in either case, on terms and conditions required by Silicon Valley Power in order to secure interim electric capacity and electric capacity for the modified development. Such amendment to the Existing Substation Agreement and/or new agreement shall contain the amount of allocated capacity and load ramp. The Developer will fully fund the design and construction of electric infrastructure improvements required by SVP in connection with the development.

EL.9 If SVP determines no electric capacity is available for Developer's request for additional capacity, no additional electric capacity shall be provided by SVP. If SVP determines that the modified development (or request for additional capacity) must be studied in the CAISO Transmission Planning Process (TPP), the Developer shall pay the CAISO System Impact Study Fee and any other CAISO fees and costs

EL.10 Pre-Design Work - If applicable, the Developer shall enter into a deposit agreement (in a form required by SVP) with the City, outlining the Developer's funding obligations for pre-design work related to the substation and/or distribution or transmission infrastructure necessary to support the development or any modifications thereto. Developer shall be responsible for the cost of the ampacity and grounding study (performed by SVP) for their Developer's distribution system incorporated into the pedestal design of the development. The requirements from the ampacity and grounding study shall be incorporated in the slab and pier construction on the parcels with landfill.

EL.11 The Development shall not encroach on SVP's Underground 230kV Line trench such that it is accessible with an 18' drivable surface over its entire alignment. Areas around manholes will require additional space. Any proposed development encroachments or changes (including, but not limited to, new electrical equipment, substructures, new streets, changes in grading and cover, landscaping and bioretention) will require additional analysis by SVP to ensure the capacity rating of the 230 kV line is not negatively impacted.

EL.12 These approvals do not grant Developer's project any electric power for its project.

Conditions E13 through E37 shall apply at the detailed design level unless SVP alters or waives any requirement in writing.

EL.13 **Utility Plan -** Electric Utility Infrastructure must be included in Civil Composite Drawings (C4) with horizontal profiles showing clearances.

a. Show existing infrastructure and easements.
b. Show new proposed infrastructure and easements per markups that will be provided once a utility plan is submitted.
c. Show all the trees.
d. Show all the electrical rooms for each building.

EL.14 **Initial Information:** Developer shall provide a site plan showing all existing utilities, structures, easements, and trees. Developer shall also include a detailed panel schedule showing all current and proposed electric loads.

EL.15 **Work Drawing:** Developer shall have a work drawing created for the site by either an SVP estimator or through the design process. All SVP standards and clearance requirements must be met, or variance approvals must be granted by SVP. The Developers' work drawing shall include but is not limited to: SVP substructure for primary, low voltage, streetlight, and fiber facilities. SVP facilities may extend off-site to the nearest utility connection point to tie in with existing infrastructure as deemed necessary by SVP.

EL.16 **Encroachment Permit:** Prior to issuance of Building Permits, the Developer shall submit an encroachment permit application with an ***approved*** SVP Developers Work Drawing for construction of electric utilities that comply with the latest edition of SVP Standards and Rules and Regulations, Electric Notes, and Electric Standard Details and Specifications

EL.17 **Applicants Switchgear:** Development's main switchgear with SVP meters must meet EUSERC standards and be approved by SVP's meter shop prior to ordering. Switchgear for 12KV gear must have batteries sized for 4 hours of operation, no capacitive tripping, and 2 sets of relays, CTs, & PTs for each main. All double ended switchgear with a tie breaker must include a kirk-key interlock scheme and an SVP provided warning label for the operation of the main tiebreaker.

EL.18 **AMI/Fiber Building Requirements:** All projects implementing high rise metering and multi-floor infrastructure requirements shall meet the requirements outlined in UG 0250 & FO1901.

EL.19 **Easements**: Prior to the City's issuance of Building or Grading Permits, the Developer shall provide a dedicated underground electric utility easement (U.G.E.E) around the electric onsite facilities. The electric utility easement shall be a minimum of 10 feet wide around conduit and 5' minimum around equipment and vault/manhole pads. Additionally, the Developer shall submit plans defining existing easements so SVP can verify if there are any conflicts with new proposed easements or improvements. The Developer shall grant to the City, without cost, all easements and/or rights of way necessary for serving the development and for the installation of utilities (Santa Clara City Code chapter 17.15.110).

EL.20 **Coordination Study:** For any services taken at 12KV, a coordination study will need to be conducted by the Developer prior to energizing the service for the development.

EL.21 **Developer Switchgear:** Developer's switchgear will be inspected on site by SVP to ensure compliance with approved switchgear drawings. Electric meters and main disconnects shall be installed per Silicon Valley Power Standard MS-G7, Rev. 2.

EL.22 **Electric Facilities:** Prior to the City's issuance of occupancy, the Developer shall construct all electric utilities per the approved SVP Developers Work Drawing. SVP will inspect all electric utility installations and all other improvements encroaching on electric facilities.

EL.23 **Municipal Fees:** Prior to electric service energization, all applicable fees per the City of Santa Clara's Municipal Fee Schedule at time of energization shall be paid by the Developer.

EL.24 **Costs & Expenses:** Unless expressly stated otherwise or covered by a fee to be paid by the Developer, Developer shall be responsible for all costs and expenses associated with fulfilling these conditions of approval.

EL.25 **Access:** SVP will require 24-hour unobstructed access to all SVP equipment which includes: manholes, transformers, vaults, switches, meters, indoor electrical rooms with SVP owned equipment etc.

EL.26 **SVP Rules and Regulations:** Developer shall comply with all applicable SVP rules, regulations, standards, guidelines, and requirements, as may be amended from time to time.

EL.27 **SVP Equipment Clearances:**

a. **Access Doors:** Ten (10) foot minimum clearance in front of equipment access doors.
b. **Pad Sides:** Five (5) foot minimum clearance from pad on sides without access doors.
c. **Truck Access:** Eighteen (18) foot minimum width on one side of the equipment pad for truck access.
d. **Barrier pipes:** (on sides accessible to vehicles)
    i. Thirty (30) inches from equipment sides.
    ii. Forty-Eight (48) inches in front of access doors. (use removable bollards)

EL.28 **SVP Conduit Clearances:**

a. **Longitudinal**: Five (5) foot minimum between new conduits/piping and existing/proposed SVP conduits.
b. **Vertical**: Twelve (12) inch minimum between new conduit/pipes perpendicular to existing SVP conduits.
c. **Poles/Posts**: Three (3) foot six (6) inches clearance required from poles (electrolier, guy stub, service clearance, self-supporting steel, and light poles), except for riser conduits. This is reduced to a three (3) foot minimum for posts (signposts, barrier pipes, bollards, fence posts, and other similar posts).
d. **Longitudinal**: Five (5) foot minimum between new conduits/piping and existing/proposed SVP conduits
e. **Vertical**: Twelve (12) inch minimum between new conduit/pipes perpendicular to existing SVP conduits
f. **Poles/Posts**: Three (3) foot six (6) inches clearance required from poles (electrolier, guy stub, service clearance, self-supporting steel, and light poles), except for riser conduits. This is reduced to a three (3) foot minimum for posts (signposts, barrier pipes, bollards, fence posts, and other similar posts).

EL.29 **SVP Vault/Manhole Clearances:**

a. **Conduits:** Five (5) foot minimum to tree root barrier or other subsurface wall or structure.
b. **Equipment:** Five (5) foot minimum to tree root barrier. The tree canopy drip line cannot be over the SVP equipment.
c. **Subsurface Facilities:** Five (5) foot minimum to any electric department facilities. Any existing trees in conflict will have to be removed.
d. **Easements:** No trees shall be planted in SVP's U.G.E.E or P.U.E's.

EL.30 **Transformer & Switch Placement:** these devices and pads may only be located outdoors. Clearances to buildings are defined in UG1225. All projects are to assume mineral oil fluid, unless otherwise approved by SVP.

EL.31 **SVP Standards.** Developer shall comply with the following SVP standards (as may be amended or supplemented).

a. UG1000 - Installation of Underground Substructures by Developers
b. UG1250 – Encroachment Permit Clearances from Electric Facilities
c. UG0339 – Remote Switch Pad
d. OH1230 – Tree Clearances from Overhead Electric Lines
e. SD1235 – Tree Planting Requirements Near Underground Electric Facilities
f. UG1225 – Pad mounted Equipment Clearances and Protection
g. UG0250 – High Density Residential Metering Requirements
h. FO-1901 – Fiber Optic Splicing and Testing Methods
i. SVP Rules and Regulations – Latest Edition

EL.32 **SVP Standards, Miscellaneous:**

a. In the case of podium-style construction, all SVP facilities and conduit systems must be located on solid ground (aka "real dirt") and cannot be supported on parking garage ceilings or placed on top of structures.
b. No splice boxes are allowed between the SVP utility connection point and the Developer's main switch board.
c. SVP does not utilize any sub-surface (below grade) devices in its system. This includes transformers, switches, etc.

EL.33 **Meter Locations:**

a. All interior meter rooms at ground level are to have direct, outside access through only ONE door. Interior electric rooms must be enclosed in a dedicated electric room and cannot be in an open warehouse or office space.

EL.34 **Underground Service Entrance**

a. (277/480V Service or Lower) Underground service entrance conduits and conductors shall be "privately" owned, maintained, and installed per City Building Inspection Division Codes to the SVP defined utility connection point.
b. (12KV Service) SVP terminates cable on the Developer owned switchgear.
c. No cross-parcel distribution is allowed. SVP service points must be within the parcels that they serve.

EL.35 **Code Sections:**

a. The Developer shall provide and install electric facilities per Santa Clara City Code chapter **17.15.210.**
b. Installation of underground facilities shall be in accordance with City of Santa Clara Electric Department standard UG-1000, latest version, and Santa Clara City Code chapter **17.15.050.**
c. The Developer shall perform, in accordance with current City standards and specifications, all trenching, backfill, resurfacing, landscaping, conduit, junction boxes, vaults, street light foundations, equipment pads and subsurface housings required for power distribution, street lighting, and signal communication systems, as required by the City in the development of frontage and on-site property. Upon completion of improvements satisfactory to the City, the Developer will dedicate the improvement to the City subject to City's acceptance of the work. The Developer shall further install at its cost the service facilities, consisting of service wires, cables, conductors, and associated equipment necessary to connect Developer to SVP's electric grid. After completion of the facilities installed by the Developer, the City shall furnish and install all cable, switches, street lighting poles, luminaries, transformers, meters, and other equipment that it deems necessary for the betterment of the system per Santa Clara City Code chapter **17.15.210 (2).**

EL.36 **Existing Facilities:**

a. All existing SVP facilities, onsite or offsite, are to remain unless specifically addressed by SVP personnel in a separate document. It is the Developer's responsibility to maintain all clearances from equipment and easements. Developer should not assume that SVP will be removing any existing facilities without detailed design drawings from SVP indicating potential removals. Simply indicating that SVP facilities are to be removed or relocated on conceptual plans does not imply that this action has been approved by SVP.
b. Any relocation of existing electric facilities shall be at Developer's expense.

EL.37 **Generators:** Non-Utility Generator equipment shall not operate in parallel with the electric utility, unless approved and reviewed by the Electric Engineering Division. All switching operations shall be "Open-Transition-Mode", unless specifically authorized by SVP Electric Engineering Division. A Generating Facility Interconnection Application must be submitted with building permit plans. The review process may take several months depending on size and type of generator. No interconnection of a generation facility with SVP is allowed without written authorization from the SVP Electric Engineering Division.

WATER

WI. Each DAP submittal shall indicate all service connections and facilities for potable and recycled water and sanitary sewer facilities to serve the development area. To the extent necessary, plans shall include conceptual plans to serve the remainder of the Phase or future Phases that will rely on these facilities, to the satisfaction of the Director of the Water and Sewer Utilities.

W2. Prior to issuance of Building Permits, the Developer shall submit plans for water service to each individual building parcel, site and/or building to be connected to a public main in the public right-of-way to the satisfaction of the Director of Water & Sewer Utilities. Additionally, different types of water use (domestic, irrigation, fire) shall be served by separate water services.

Plans shall also indicate locations of proposed fire hydrants.

FIRE DEPARTMENT

FD1. When in the opinion of the fire code official, a new structure obstructs emergency radio communications to existing buildings or to any other locations, the Developer shall resolve the deficiency to the satisfaction of the Fire Department, which may include requirements to provide and install radio retransmission equipment necessary to restore communications capabilities. Any required equipment shall be located in a space or area within a new structure approved by the Fire Department.

FD2. Each DAP application shall include proposed access routes for emergency service vehicles. Plans may be required to include the entire Phase in which the DAP is included and may necessitate conceptual plans for access through or to future Phases to the extent that may be necessary to the satisfaction of the Fire Chief.

FD3. Construction and final development in each Phase and DAP shall comply with applicable fire standards, codes, and policies, including emergency access requirements.

FD4. The Developer shall provide a replacement Fire Station in accordance with the Disposition and Development Agreement.

POLICE

PD1. The Developer shall include, for each building, design specifications that meet the City of Santa Clara's guidelines established for radio signal penetration, as detailed in the Communications Department's Public Safety Radio System Building Penetration Guidelines. The intended use of telecommunications sites/equipment shall be clearly and accurately stated in the building documentation. The signal, of whatever nature, of any communications facility or system, shall in no way whatsoever interfere with or affect any police communication or police communication system.

PARKS AND RECREATION

PRl. The Developer shall comply with the City's Park and Recreational Land Ordinance (SCCC Ch. 17.35), subject to conformance with and as otherwise satisfied by the provisions of the MCP, Development Agreement and Disposition and Development Agreement, to the satisfaction of the City Manager.

STREET DEPARTMENT

STl. Submit copies of complete landscape and automatic irrigation plans for all public rights-of-way for review and comment by City staff. The Developer is to supply and install City street trees per the

MCP and City specifications. Spacing, specie, and sizes of street trees shall be subject to approval of the City Arborist.

ST2. Special Urban Runoff Stormwater Pollution Prevention requirements apply. Provide the Street Department with information to evaluate proposed stormwater pollution prevention improvements for each Phase.

ST3. Developer shall comply with City Development Guidelines for Solid Waste Services in each Phase, as specified by development type.

PLANNING AND BUILDING INSPECTION

Pl. DAP applications for partial Phases as described in the MCP may be required to include conceptual plans and information for areas outside of the DAP boundaries that address site access for the provision of safety and service by City forces, as well as related utility facilities, and schematic or concept plans addressing such items as open space and parks that may be constructed in future Phases on abutting sites.

P2. Tentative Subdivision Map, Vesting Tentative Subdivision Map and/or Parcel Map applications consistent with the intent and obligations of the MCP, Development Agreement and Disposition and Development Agreement, and consistent with any parcel(s) indicated in the submission of the DAP, shall be approved by City Council prior to issuance of building permits for development within any Phase, Sub Phase or DAP within the area of that map application. Maps shall define development sites and provide for the dedication or disposition of public streets, utilities and parks/open space, to the satisfaction of the City.

P3. The Developer will be required to prepare acoustical analyses and implement noise insulation features in building construction as required by the Mitigation Monitoring and Reporting Program.

P4. The Developer shall be required to incorporate within the residential tenant lease agreements notification of the occurrence of aircraft traffic noise over the project site.

P5. The Developer shall convey an avigation easement to the City of San Jose on behalf of the San Jose International Airport.

P6. Obtain required permits and inspections from the Building Official and comply with the conditions thereof, based upon approved DAPs. Submittal of plans shall be consistent with a predetermined address numbering scheme based upon Phases identified in the MCP, to the satisfaction of the Building Official.

P7. The Developer shall file a Notice of Intent (NOI) with the State Water Resources Control Board prior to issuance of any permit for grading or construction in accordance with an approved DAP, or as otherwise permitted or required under the obligations and rights of the Disposition and Development Agreement. A copy of the NOI shall be sent to the City Building Inspection Division. A stormwater pollution prevention plan is also required with the NOI.

P8. Along with the submission of the first DAP within any Phase, a landscape and lighting concept plan for that Phase shall be provided and agreed upon by the Developer and the City. Landscaping and lighting concepts shall address public areas and street frontage areas, as well as open space and park areas within the Phase.

P9. The Developer shall employ green building standards and materials in the site design and construction of structures within each DAP, designed to meet USGBC LEED standards for new construction, in accordance with the approved MCP.

Pl 0. The project will be required to comply with the City's Urban Runoff Pollution Prevention Program, including best management practice measures for construction and post-construction activity, including reducing runoff to public storm drain facilities from rooftops and paved surfaces.

P11. Prior to the issuance of a grading or building permit, the Developer shall provide the Streets Division of Public Works third-party certification that the stormwater control plan meets applicable C.3 requirements, along with an Operations and Maintenance Agreement approved by the City for post-construction maintenance of C.3 devices/measures. Each DAP phase shall meet its C.3 requirements on its own merit. If a banking system is to be created to achieve compliance for the entire project's full implementation, the applicant shall first create area treatment surplus (credit) during the earlier DAP phase(s) to be used by subsequent project phase(s).

P12. Trees removed shall be replaced at a ratio of two new trees for every one removed tree. Any trees not replaced at the 2:1 ratio shall be subject to in-lieu payments consistent with City policy. The developer shall be responsible for maintaining a master accounting of all tree removals, tree replacements, and in-lieu fee payments and shall provide such information with each DAP submittal and upon the City's request.

P13. The Developer shall prepare a Construction Management Plan (CMP) for review and approval prior to the issuance of initial grading or building permits for development within any Phase, Sub Phase or DAP. To the extent that information is known, a CMP may address some or all construction within the DAP or Phase, such that a CMP may not be required for each permit as called for in the adopted Mitigation Monitoring or Reporting Program.

P14. Construction activity not confined within an enclosed building shall be limited to the hours of 7:00 a.m. to 6:00 p.m. weekdays and 8:00 a.m. to 6:00 p.m. Saturdays for construction within 300 feet of a residential use. Construction activity shall not be allowed on Sundays or recognized State and Federal holidays.

P15. The Comprehensive Sign Program required by the MCP for Parcels 4 and 5 shall be considered and approved or conditionally approved by the City Council before the issuance of the first building permit (for buildings excluding below grade Tasman garage) for development undertaken pursuant to the DAP for Phase 1 or Phase 2. The Comprehensive Sign Program required by the MCP for Parcels 1 and 2 shall be submitted with the initial DAP submission for Parcel 1 or 2, whichever is submitted first, and shall be considered concurrently with and approved or conditionally approved as a part of the applicable DAP by the City Council.

P16. During pre-construction activities, in addition to the presence of a qualified archeologist, a Native American representative shall be present to undertake cultural sensitivity training.

P17. During the ground disturbing activities, if human remains are found, in addition to the archeological monitor, a local Native American representative shall be present to supervise the subsequent steps.

KEY:
G = General
P = Planning Division
BD = Building Division
H = Housing & Community Services Division
F = Fire Department
PR = Parks & Recreation Department
PD = Police Department
E = Engineering Division
Streets Division (Landscape, Solid Waste, and Stormwater)

L = Landscape
SW = Solid Waste
ST = Stormwater
SVP = Silicon Valley Power
W = Water & Sewer Department

ACKNOWLEDGEMENT AND ACCEPTANCE OF CONDITIONS OF APPROVAL

Permittee/Property Owner

The undersigned agrees to each condition of approval and acknowledges and hereby agrees to use the project property on the terms and conditions set forth in this permit.

Signature: _____

Printed Name: _____

Relationship to Property: _____

Date: _____

Pursuant to Santa Clara City Code 18.128.100, the applicant shall return this document to the Department, properly signed and dated, within 30-days following the date of the Acknowledgement.