RESOLUTION NO. 24-9398

A RESOLUTION OF THE CITY OF SANTA CLARA, CALIFORNIA, APPROVING A REZONING FROM HIGH-INTENSITY OFFICE/RESEARCH AND DEVELOPMENT (HO-RD) TO PLANNED DEVELOPMENT (PD) TO ALLOW A MIXED-USE DEVELOPMENT, OPTION B, LOCATED AT 4995 PATRICK HENRY DRIVE AND 3005 DEMOCRACY WAY, SANTA CLARA

PLN2018-13400 (Rezone)

WHEREAS, on October 17, 2017, Kylli, Inc., through its wholly-owned subsidiary Innovation Commons Owner, LLC ("Owner") made an application for a General Plan Amendment ("GPA") in connection with the redevelopment of a 48.6-acre site generally bounded by Tasman Drive, Patrick Henry Drive, Old Ironsides Drive, and the SFPUC Hetchy Hetchy Right of Way (APNs: 104-04-150, 104-04-142, 104-04-143, 104-04-151, 104-04-112, 104-04-113, 104-04-065, 104-04-111, 104-04-064), which is currently developed with four light industrial buildings and a parking lot ("Project Site");

WHEREAS, the Owner subsequently applied for a Planned Development ("PD") Rezoning to redevelop the 48.6 acre site with up to 4,913,000 gross square feet of new development, including up to 1,800 units (approximately 1.8 million square feet of residential uses), up to 3 million square feet of office/research-and-development ("R&D"), approximately 100,000 square feet of retail, and approximately 10,000 square feet of childcare facilities; a Vesting Tentative Subdivision Map to subdivide the property into five lots with up to three parcels for future parkland dedication and potential residential and commercial condominium purposes and to vacate Democracy Way; and a Development Agreement (collectively, along with the GPA, the "Project"), as shown on the Exhibit "PD Development Plans," attached hereto and incorporated herein by this reference;

WHEREAS, a rezone of the property to PD is required to allow creative development standards for site and building design, that are not otherwise allowed in standard zoning districts, to construct the proposed mixed-use development;

//

WHEREAS, in conformance with CEQA, the Environmental Impact Report ("EIR") prepared for the Project was noticed and circulated for a 45-day public review period from November 17, 2023 to January 2, 2024;

WHEREAS, in addition to the Project, the EIR studied the Reduced Office/Increased Housing Alternative, which assumed the development of 800 multi-family housing units in Area C (for a total of up to 2,600 housing units for the entire Project) instead of approximately 789,000 gsf of office/R&D space, but otherwise maintained all other land use and developments assumptions of the Project;

WHEREAS, the City prepared a Final Environmental Impact Report ("FEIR"), including Attachment 3 to the FEIR analyzing the Office/R&D – Residential Flex option for the Planned Development zoning, which would permit development of up to 800 additional residential units in Area C (for a total of 2,600 units for the Project), or a mix of residential and office/R&D uses in Area C, with a corresponding reduction in square footage of office/R&D uses and a proportional increase in deed-restricted affordable residential units in Area C ("Revised Project"), as shown in Exhibit "PD Development Plans: Revised Project" to Resolution No. 24-9398;

WHEREAS, on November 6, 2024, the Planning Commission conducted a duly noticed public hearing to consider the proposed rezone, at the conclusion of which, the Planning Commission voted to recommend approval to the City Council;

WHEREAS, on November 7, 2024, notices of the November 19, 2024 public hearing were mailed to all property owners within one quarter-mile of the Project Site, according to the most recent assessor's roll;

WHEREAS, on November 6, 2024, notice of the November 19, 2024 public hearing was published in the *Santa Clara Weekly*, a newspaper of general circulation for the City; and

//

//

//

WHEREAS, on November 19, 2024, the City Council held a public hearing to consider the proposed rezoning and related applications, at which time all interested persons were given an opportunity to provide testimony and the Council considered the information presented in the Staff Report, and all verbal and written evidence.

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

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

2. That the City Council hereby rezones the Project Site from High-Intensity Office/Research and Development ("HO-RD") to Planned Development ("PD") to allow the development of the Revised Project, as shown on the attached PD Development Plans for the Revised Project and conditioned as specified in the attached Conditions of Rezoning Approval, incorporated herein by this reference.

3. Pursuant to SCCC Section 18.142.040, the City Council determines that the following findings exist in support of the rezoning:

A. The existing zoning is inappropriate or inequitable, in that the existing zoning for the Project Site does not allow for mixed-use development. A PD zoning of the Project Site to allow mixed-use development would implement the General Plan's Land Use and Housing goals and policies to provide housing in proximity to existing residential, neighborhood and community commercial uses, support services, local and regional transit facilities, outdoor open space and recreation areas.

//

//

//

//

//

//

B. The proposed zone change will conserve property values, protect or improve the existing character and stability of the area in question, and will promote the orderly and beneficial development of such area, in that the Project would redevelop underutilized industrial parcels to provide housing and commercial opportunities for the north Santa Clara Area, which support the City's Housing Goals and assist the City in achieving Regional Housing Needs Allocation ("RHNA") targets for production of affordable housing units as mandated by the State, and in accordance with the City's Affordable Housing ordinance.

C. The proposed zone change is required by public necessity, public convenience, or the general welfare of the City in that the proposed zone change would allow for high density mixed-use development, public parkland, private open space, and community use. Construction of the Revised Project would contribute to the City's housing inventory and would assist in production of housing units to achieve RHNA targets as mandated by the State.

D. The proposed zone change would allow imaginative planning and design concepts to be utilized that would otherwise be restricted in other zoning districts, in that the proposed zone change would allow flexibility in the development standards such as increased building height and reduced building setbacks, in order to provide high density uses with private and rooftop common open space, and also provide community uses.

//

//

//

//

//

//

//

//

//

4. That based on the findings set forth in this resolution and the evidence in the City Staff Report, EIR and MMRP, the City Council hereby rezones the Project Site to allow redevelopment of the 48.6 acre site with up to 4,913,000 gross square feet of new development, including up to 2,600 units (up to 1,800 units in area D, approximately 1.8 million square feet of residential uses), and up to 800 units in Area C with corresponding reduction in office/R&D uses in Area C), up to three million square feet of office/research-and-development (R&D), approximately 100,000 square feet of retail, and approximately 10,000 square feet of childcare facilities, as shown on the attached PD Development Plans for the Revised Project and conditioned as specified in the attached Conditions of Rezoning Approval for the Revised Project.

5. Effective date. This resolution shall become effective immediately.

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 19TH DAY OF NOVEMBER, 2024, BY THE FOLLOWING VOTE:

AYES:	COUNCILORS:	Becker, Chahal, Hardy, Jain, Park, and Watanabe, and Mayor Gillmor
NOES:	COUNCILORS:	None
ABSENT:	COUNCILORS:	None
ABSTAINED:	COUNCILORS:	None

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

Attachments incorporated by reference:
1. Rezone Conditions of Approval - Revised Project
2. PD Development Plans - Revised Project

Conditions of Planned Development Rezoning Approval (Option B – Revised Project)

PLN2018-13400 / 4995 Patrick Henry Drive and 3005 Democracy Way

Project Description: Planned Development Rezoning Rezone to PD, and Architectural Review for the proposed Mission Point project including up to 3,000,000 sf of office, 100,000 sf of retail, 2,600 housing units (including up to 1,800 housing units in Area D and, with a corresponding reduction to office/R&D uses in Area C, up to 800 housing units in Area C) on a 48-acre site.

GENERAL

G1. **Effective Date**. This Permit shall only become effective at such time as the General Plan Amendment, PD Zoning, and Development Agreement have been adopted by the Decision-making body and have taken effect.

G2. **Conformance with Plans.** Prior to the issuance of Building Permit, the development of the site and all associate improvements shall conform to the approved plans on file with the Community Development Department, Planning Division. No change to the plans will be made without prior review by the Planning Division through approval of a Minor Amendment or through an Architectural Review, at the discretion of the Director of Community Development or designee. Each change shall be identified and justified in writing.

G3. **Conditions on Plans.** All conditions of approval for this Permit shall be reprinted and included within the first three sheets of the building permit plan sets submitted for review and approval. At all times these conditions of approval shall be on all grading and construction plans kept on the project site.

G4. **Necessary Relocation of Public Facility.** 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.

G5. **Indemnify and Hold Harmless.** The owner or designee agrees to defend and indemnify and hold City, its officers, agents, employees, officials and representatives free and harmless from and against any and all claims, losses, damages, attorney's fees, injuries, costs, and liabilities from any suit for damages or for equitable or injunctive relief which is filed by a third party against the City by reason of its approval of owner or designee's project.

G6. **Code Compliance.** The construction permit application drawings submitted to the Santa Clara Building Division shall include an overall California Building Code analysis; proposed use and occupancy of all spaces (CBC Ch. 3), all building heights and areas (CBC Ch. 5), all proposed types of construction (CBC Ch. 6), all proposed fire and smoke protection features, including all types of all fire rated penetrations proposed (CBC Ch. 7), all proposed interior finishes fire resistance (CBC Ch. 8), all fire protection systems proposed (CBC Ch. 9), and all means of egress proposed (CBC Ch. 10). Noncombustible exterior wall, floor, and roof finishes are strongly encouraged.

a. During construction retaining a single company to install all fire related penetrations is highly recommended.
b. The grade level lobbies shall be minimum 1-hour rated all sides and above.
c. All stair shafts shall be minimum 1-hour rated.
d. All elevator shafts shall be minimum 1-hour rated.
e. All trash chute shafts shall be minimum 1-hour rated.
f. Recommendation: provide minimum two trash chutes; one for recyclables, one for trash, each trash chute to be routed down to a grade level trash collection room.
g. Any trash rooms shall be minimum 1-hour rated all sides and above.

G7. **Building Codes as Amended.** See Title 15 of the Santa Clara City Code for any amendments to the California Building Codes.

G8. **Reach Codes.** This project is subject to the provisions of the City of Santa Clara 2022 Reach Code, effective January 2022. See Ordinance No. 2034 and/or Title 15 of the Santa Clara City Code.

h. Chapter 15.36 – Energy Code for "all electric" provisions for new construction.
i. Chapter 15.38 – Green Building Code for additional Electric Vehicle Charging requirements for new construction.

G9. Comply with all applicable codes, regulations, ordinances and resolutions.

G10. The City encourages the Owner and any contractors or subcontractors working on the project to evaluate hiring local labor, hiring from or contributing to approved, accredited apprenticeship programs, increasing resources for labor compliance, and providing living wages during the development of this Project.

COMMUNITY DEVELOPMENT – PLANNING DIVISION
DESIGN / PERFORMANCE– PRIOR TO BUILDING PERMIT ISSUANCE

P1. **Roof Mounted Mechanical Equipment.** All roof mounted mechanical equipment shall be placed within a screened roof top enclosure depicted on the elevation drawings or located below the parapet level and shall not be visible from the ground at any distance from the building. Cross section roof drawings shall be provided at the building permit stage indicating the relative height of the screen wall or parapet. Minimum screen height or parapet depth shall be five feet or greater to match the height of any proposed equipment.

P2. **Tree Replacement (on-site).** Protected trees permitted by the City for removal shall be replaced on-site at a 2:1 ratio for 24-inch box trees, 4:1 for 15-gallon trees, or 1:1 for dead trees. (SCC 12.35.090).

P3. **Construction Management Plan.** The owner or designee shall submit a construction management plan addressing impacts to the public during construction activities including: showing work hours, noticing of affected businesses, construction signage, noise control, storm water pollution prevention, job trailer location, contractor parking, parking enforcement, truck hauling routes, staging, concrete pours, crane lifts, scaffolding, materials storage, pedestrian safety, and traffic control. The plan shall be submitted to the Director of Community Development or designee for approval prior to issuance of demolition and building permits.

DURING CONSTRUCTION

P4. **Construction Hours.** Construction activity shall be limited to the hours of 7:00 a.m. to 6:00 p.m. weekdays and 9:00 a.m. to 6:00 p.m. Saturdays for projects within 300 feet of a residential use and shall not be allowed on recognized State and Federal holidays. Construction activities occurring outside of the City's allowed construction hours would need to comply with the City's exterior noise limits per Section 9.10.040 of the City Code.

P5. **Construction Trash/Debris.** During construction activities, the owner or designee is responsible for collection and pick-up of all trash and debris on-site and adjacent public right-of-way.

P6. **Landscape Water Conservation.** The owner or designee shall ensure that landscaping installation meets City water conservation criteria in a manner acceptable to the Director of Community Development.

OPERATIONAL CONDITIONS

P7. **Landscaping Installation & Maintenance.** The owner or designee shall ensure that the landscaping installed and accepted with this project shall be maintained on the site as per the approved plans. Any alteration or modification to the landscaping shall not be permitted unless otherwise approved by the Director of Community Development.

P8. **Landscaping.** The owner or designee shall maintain the front yard landscaping between the house and sidewalk. New landscape areas of 500 square feet or more or rehabilitated landscape of 2,500 square feet or more shall conform to the California Department of Water Efficient Landscape Ordinance.

P9. **Transportation Demand Management (TDM) Program (Non-Residential Project).** The owner or designee shall implement the project TDM program that includes elements to reduce vehicle miles traveled (VMT) by 25 percent in the aggregate per the City's 2022 Climate Action Plan. A final TDM plan shall be submitted to the Director of Community Development or designee prior to Building Permit Final by the Planning Division. The property owner or designee shall monitor the project TDM program and submit an annual report to the Director of Community Development or designee. Monitoring and reporting requirements may be revised in the future if the minimum reduction is not achieved through the measures and programs initially implemented.

P10. **Transportation Demand Management (TDM) Program (Residential Project).** The owner or designee shall implement the project TDM program that includes elements to reduce vehicle miles traveled (VMT) by 20 percent with 10% through active TDM measures in the aggregate at full build out per the City's 2022 Climate Action Plan. A final TDM plan shall be submitted to the Director of Community Development or designee prior to Building Permit Final by the Planning Division. The property owner or designee shall monitor the project TDM program and submit an annual report to the Director of Community Development or designee. Monitoring and reporting requirements may be revised in the future if the minimum reduction is not achieved through the measures and programs initially implemented.

P11. **Transportation Management Association (TMA).** At any time after building permits have been issued for the Project and within two years of the formation of a TMA for the North Santa Clara area (comprising neighborhoods north of Highway 101) led by property

owners that are pursuing specific development proposals within the area, employers or other entities, join the TMA and pay a prorata share of TMA operational costs. The main purpose of the TMA is to fund and operate the local shuttle service or micro-transit solution, and may help to implement, coordinate and manage VMT-reduction programs as determined appropriate by the TMA members, between multiple properties and lead information and marketing campaigns to support behavior change.

MITIGATION MEASURES

P12. **Mitigation Monitoring and Reporting Program.** The Mitigation Monitoring and Reporting Program (MMRP), prepared for this project in compliance with the California Environmental Quality Act (CEQA), shall be incorporated by reference as conditions of approval. The applicant shall comply with all specified mitigation measures in the timelines outlined in the project's MMRP.

COMMUNITY DEVELOPMENT - BUILDING DIVISION

DESIGN / PERFORMANCE– PRIOR TO BUILDING PERMIT ISSUANCE

BD1. **Addressing.** Prior to overall construction permit application, submit to the Santa Clara Building Division, 2 copies of an addressing diagram request, to be prepared by a licensed architect or engineer. The addressing diagram(s) shall include all proposed streets and all building floor plans. The addressing diagram(s) shall conform to Santa Clara City Manager Directive #5; Street Name and Building Number Changes, and Santa Clara Building Division Address Policy For Residential and Commercial Developments. The addressing diagram(s) shall indicate all unit numbers to be based off established streets, not alleys nor access-ways to garages. Allow a minimum of 10 working days for initial staff review. Please note city staff policy that existing site addresses typically are retired. Provide digital pdf printed from design software, not scanned from printed paper sheet.

a. Any building or structure that is demolished shall have its address retired and a new address/s shall be issued for the project.

BD2. **Flood Zone.** The construction permit application drawings submitted to the Santa Clara Building Division shall include a copy of the latest Federal Emergency Management Agency (FEMA) Flood Zone Map: https://msc.fema.gov/portal/home. The project drawings shall indicate how the project complies with the Santa Clara Flood Damage Prevention Code.

a. FEMA Flood Zone map designations and requirements are based on the map in effect at date of Building Permit issuance.

BD3. **Water Pollution Control.** The construction permit application drawings submitted to the Santa Clara Building Division shall include Santa Clara Valley Urban Runoff Pollution Prevention Program Low Impact Development (LID) practices http://www.scvurppp-w2k.com/nd_wp.shtml. All projects that disturb more than one acre, or projects that are part of a larger development that in total disturbs more than one acre, shall comply with the Santa Clara Valley Urban Runoff Pollution Prevention Program Best Management Practices (BMP): http://www.scvurppp-w2k.com/construction_bmp.shtml, and shall provide a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer (QSD). All site drainage and grading permit applications submitted to the Santa

Clara Building Division shall include a city of Santa Clara "C3" data form, available on this web page:

- https://www.santaclaraca.gov/our-city/departments-g-z/public-works/environmental-programs/stormwater-pollution-prevention and will be routed to a contract consultant for review.

BD4. **Submittal Requirements.** The overall project construction permit application shall include the geotechnical, architectural, structural, energy, electrical, mechanical, and plumbing drawings and calculations. Prior to the issuance of the overall project construction permit, a conditions of approval review meeting must be held in city hall, which meeting must be attended by the on-site field superintendent(s). The meeting will not be held without the attendance of the on-site field superintendent(s). The on-site grading permit shall be a separate permit application to the Building Division.

DURING CONSTRUCTION

BD5. **Temporary Certificates of Occupancy.** Temporary Certificates of Occupancy (TCO) will not be routinely issued and will be considered on a very limited basis only when there is a clear and compelling reason for city staff to consider a TCO. A TCO will be approved only after all applicable City staff have approved in writing; Planning, P.W./ Engineering, Fire Prev., Santa Clara Water, Silicon Valley Power, and any other applicable agencies such as the Santa Clara County Health Dept., with the Building Division being the final approval of all TCO.'s.

COMMUNITY DEVELOPMENT - HOUSING DIVISION

H1. In accordance with the Santa Clara City Code chapter 17.40, this project is subject to the following affordable housing requirements and impact fee:

The requirement for the for-sale residential and rental residential development is as follows:

(a)Unless the City Council approves an alternate method of compliance pursuant to section (b) below, the Applicant shall provide not less than fifteen percent (15%) of the proposed units to affordable households made available at affordable housing cost or affordable rent to extremely low, very low, low and/or moderate-income households so long as the distribution of affordable units averages to a maximum of 100 percent Area Median Income. Prior to issuance of Building Permits, the Developer shall enter into an Affordable Housing Agreement (AHA) with the City that will determine the affordable rents and apply all terms and covenants guaranteeing the prescribed affordability, to the satisfaction of the Director of Community Development. There will be a fee for the AHA preparation in the amount of $5,868 rental development and $4,205 for for-sale development, that will be due prior to execution of the AHA. Additionally, there is an annual monitoring fee per affordable rental unit in the amount $127.

Payment of an Impact Fee for nonresidential development based on the square footage of the proposed project. The current impact fees for an Office building greater than

20,000 square foot shall have an impact fee of $28.79 per sf and Retail shall have an impact fee of $7.20 per sf.

Please note all fees are based on the current Municipal Fee Schedule in effect at the time the project is approved and must be paid prior to the issuance of the occupancy certificate of the building.

(b)In the alternative, the City Council may, in its sole discretion, authorize the Applicant to utilize an alternate means of compliance pursuant to SCCC § 17.40.080(g) through the execution of a development agreement. In order to utilize such an alternative, such Development Agreement must be fully executed prior to issuance of Building Permits. If no Development Agreement has been executed at the time Building Permits are issued, then section (a) above shall apply.

FIRE DEPARTMENT

DESIGN / PERFORMANCE—PRIOR TO BUILDING PERMIT ISSUANCE

F1. **Hazmat Clearance.** Prior to any Building Permit issuance, Hazardous Materials Closure (HMCP) is required as applicable: This is a permit is issued by the Santa Clara Fire Department, Fire Prevention & Hazardous Materials Division. Hazardous materials closure plans are required for businesses that used, handled or stored hazardous materials. While required prior to closing a business this is not always done by the business owner, and therefore should be part of the developer's due diligence. The hazardous materials closure plans demonstrate that hazardous materials which were stored, dispensed, handled or used in the facility/business are safely transported, disposed of or reused in a manner that eliminates any threat to public health and environment.

F2. **Hazmat Clearance.** Prior to any Building Permit Issuance, a Phase II environmental assessment is required to be submitted to CRRD for review. If hazards are present that require site mitigation, cleanup, or management of chemical contaminants in soil, soil vapor, or groundwater a separate permit from one of the regulatory agencies below will be required. The type and extent of contamination on site(s) will govern which of the regulatory agencies noted below can supervise the cleanup: Department of Toxic Substances Control (DTSC); State Water Resources Control Board; or Santa Clara County, Department of Environmental Health.

If the project intends to contract with a State or County Agency for onsite/offsite environmental remediation activities the following documentation shall be provided to the Fire Prevention & Hazardous Materials Division prior to issuance of a Building Permit for demolition or grading: Oversight agency case number; and Oversight mangers contact name, phone number.

For smaller projects that are not moving soil at all, a Phase I environmental assessment may be adequate. Please contact Assistant Fire Marshal Fred Chun at fchun@santaclaraca.gov for more information.

F3. **Fire Flow Requirement.** Prior to Building Permit Issuance, provide documentation from the City of Santa Clara Water & Sewer Department that the minimum required fire-flow can be met. Fire Department fire-flow will be based on the current California Fire Code and local ordinance. The most restrictive departments requirement shall apply.

F4. **Fire Hydrants.** Prior to Building Permit Issuance, building plans shall show the required number, location and distribution of fire hydrants for the buildings will be based on the current California Fire Code, Appendix C as amended. The required number of fire hydrants will be based on the fire-flow before the reduction for fire sprinklers. Both public and private fire hydrants may be required.

F5. **Fire Department Access.** Prior to Building Permit Issuance, a five-foot all-weather perimeter pathway around the entire perimeter of the buildings to facilitate firefighter access is required to be incorporated into the Building permit submittal.

F6. Fire Department Access. Prior to the issuance of the Building Permit, approval for fire department apparatus access roads is required. Roadways must be provided to comply with all the following requirements:

F7. Fire apparatus access roadways shall be provided so that the exterior walls of the first story of the buildings are located not more than 150 feet from fire apparatus access as measured by an approved route around the exterior of each building. In addition, aerial apparatus roadways must be located so aerial apparatus will have clear access to the "entire" face/sides of the building. The minimum number of sides is project-specific and depends on the building configuration, building design, occupancy, and construction type, etc. As part of Building Permit Issuance, an alternative materials, design, and methods of construction and equipment permit application will need to be submitted for review and approval incorporating applicable mitigation measures as determined by the fire department for the lack of compliance. Please note acceptable mitigation methods may have been discussed during the planning stage. Those mitigations are not guaranteed until a formal alternate means permit is submitted concurrently with the Building Plans. Conversely, an acceptable mitigation method may not have been discussed and will be evaluated under an alternate means permit at the building permit stage.

- For underpasses, garages, gates, or anything similar that a Fire apparatus is required to drive under as part of the emergency vehicle access, 16 feet vertical clearance will be required. For all other areas, the "minimum" unobstructed vertical clearance shall not be less than 13 feet 6 inches.

or

- For all other areas, the "minimum" unobstructed vertical clearance shall not be less than 13 feet 6 inches.

- The "minimum" width of aerial roadways for aerial apparatus is 26 feet.

- The minimum inside turning radius shall be 30 feet.

- The “minimum” width of roadways for aerial apparatus is 26 feet. Aerial access roadways shall be located a minimum of 15 feet and a maximum of 30 feet from the protected building. This requirement is only applicable when Appendix D of the Fire Code is enforceable.

- Overhead utility and power lines easements shall not be located over fire apparatus access roads or between the aerial fire apparatus roads and the buildings to avoid the possibility of injury and equipment damage from electrical hazards.

- Fire apparatus access roadways shall be all-weather surface(s) designed to support a gross vehicle weight of 75,000-pounds.

- Trees at full development must not exceed 30 feet in height and not impair aerials apparatus operations to sweep opposing sides of a building. Other obstructions such as site lighting, bio-retention, and architectural features are reviewed case-by-case to ensure they do not obstruct aerial and ground ladder access.

- Traffic control/calming devices are not permitted on any designated fire access roadway unless approved. A separate Fire Department permit is required for any barrier devices installed alone fire department apparatus access roads.

Prior to any Building Department Issuance, all fire department apparatus access roadways on private property are required to “be recorded” with the County of Santa Clara as Emergency Vehicle Access Easements (EVAE’s) and reviewed by the Fire Department. No other instruments will be considered as substitutions such as P.U.E, Ingress/Egress easements and/or City Right-of-Ways.

F8. **Emergency Responder Radio Coverage System.** Prior to Building Permit Issuance, provisions shall be made for Emergency Responder Radio Coverage System (ERRCS) equipment, including but not limited to pathway survivability in accordance with Santa Clara Emergency Responder Radio Coverage System Standard.

F9. **Fire Department Access.** Prior to the start of construction, roadways and water supplies for fire protection are required to be installed and made serviceable and maintained throughout the course of construction.

F10. **Fire Department Access.** Prior to issuance of the Building Permit, a gate permit is required to obtained. Openings for access gates located across fire apparatus access roads shall be a minimum of 20 feet of clear width. Gates shall also be provided with a minimum unobstructed vertical clearance of 16-feet. All gates installed on designated fire department access roads must be electrically automatic powered gates. Gates shall be provided with an emergency power or be of a fail-safe design, allowing the gate to be pushed open without the use of special knowledge or equipment. A Tomar Strobe Switch or 3M Opticom detector shall be installed to control the automatic gate(s) to allow

emergency vehicles (e.g., fire, police, ems). Said device shall be mounted at a minimum height of eight to ten feet (8' - 10') above grade.

F11. **Alternative Means and Methods.** Prior to any Building Permit issuance, an alternate means or methods permits to mitigate any code deficiency must be submitted and approved. Please submit this permit concurrently with the building plans. Please note specific mitigations may have been discussed during the planning process. None of these discussions are binding and can only be formally approved through submitting an AMMR permit. The AMMR permit is formally documenting that and still needs to be submitted.

F12. **Hazmat Information.** Prior to Building Permit Issuance, a Hazardous Materials Inventory Statement including refrigerants is required to be submitted and reviewed with the Building Permit if applicable.

F13. **Fire Safety During Construction and Phased Occupancy.** Prior to Building Permit Issuance, a permit for Construction Safety & Demolition shall be submitted to the fire department for review and approval in compliance with our Construction Safety & Demolition standard. Any phased occupancy will require a separate fire department permit.

DURING CONSTRUCTION

F14. **Shared Fire Protection Features that Cross Property Lines.** Prior to Building Permit Final, any EVAEs or fire protection equipment (including but not limited to fire service undergrounds, sprinkler piping, fire alarm equipment, fire pumps, ERRCS) that cross property lines or is not located on the parcel of the building it serves shall have a CC&R legally recorded detailing who is responsible for maintenance and repair of the EVAE or fire protection equipment.

F15. **Fire Protection Systems Before Occupancy.** Prior to any Certificate of Occupancy Issuance (temporary or permanent), fire-life safety systems installations must be fully installed, functional, and approved.

PARKS & RECREATION DEPARTMENT

PR1. This Project is a subdivision, and the Quimby Act provisions will apply. The project will generate an estimated 6,240 residents (2.4 persons/household x 2600 units). Based on the Quimby standard of 3.0 acres/1000 residents, the amount of public parkland required for this Project to mitigate the impact of the new resident demand is approximately 18.72-acres. The equivalent fee due in lieu of parkland dedication is $124,355,400.

PR2. Stormwater management for public parks and privately owned areas shall be separate and distinct– public areas shall not be used for private requirements and private areas shall not be used for public requirements.

PR3. Any in lieu fees imposed under this Chapter shall be due and payable to the City prior to issuance of a building permit for each dwelling unit.

PR4. Final calculations will depend upon the actual number and type of units and the mix of parkland dedicated and remaining fee due, at the discretion of the City.

PR5. Developer to present updated conceptual park plans at a future Parks & Recreation Commission (PRC) meeting for Commission and community input on the updated proposed park plan. Park plans as proposed are a conceptual plan.

PR6. The final Commission recommended, and Council approved, public park design will require review and approval of park construction plans by all City departments through

the City's online permitting portal (Accela). A separate permit will be issued for the park construction.

PR7. Developer to enter into a Park Improvement Agreement with the City which will be submitted to Council for approval and then recorded with the County before park construction begins.

PR8. Developer to enter into a Park Maintenance Agreement with the City which will be submitted to Council for approval and then recorded with the County before park construction begins. Developer to maintain public parkland in perpetuity is the preferred method for park maintenance.

PR9. The park shall be dedicated to City in fee title and should be free of all encumbrances.

PR10. When the park construction is completed, developer to provide City with GIS/Enterprise Asset Management System (EAMS) data (CAD file) for the public park. The base map and design elements/assets should meet the City data dictionary definitions for each asset.

PR11. There should be a minimum 10-foot set-back between the public park and the private buildings. The public will need access to the private buildings without walking through the public park. The access and outdoor space for the private building shall not be included in the calculation for the public park and shall not be within the public park parcel.

PR12. The public park must be programmed and constructed to the "Park Amenity & Design Standards" and City standards.

PR13. Follow City guidelines to service domestic water, recycled water, and electricity for the public park – lines should not cross between the public park and the private development.

PR14. Flood zone/FEMA designation information shall be taken into consideration with the design of the public parkland.

PR15. Reduce the pedestrian network areas crossing through the park – less hardscape and more area for recreation.

PR16. There is a distinction between open space and public parkland – these separate and distinct areas should be identified on the plan sheets with the correct labels.

PR17. Application for Private Recreation Amenity Credit.

a. According to City Code Section 17.35.070, a developer may submit a written request with the project application for a credit against the amount of parkland dedication or the amount of the in-lieu fee thereof.
b. Eligible on-site private park and recreation amenities shall be dedicated to Active Recreational Uses provided all requirements of Chapter 17.35 are met and provided such amenities are found to be in the public interest.

PR18. All residents shall have access to all amenities and all podium courtyards. If something else is intended, notify this Department to check for any effect on calculations.

PR19. The children's play area, for the public park and for the private amenity area, shall have separate areas serving ages 2-5 and 6-12 that include the six + one elements of play (climbing, balancing, spinning, brachiating, swinging, sliding, and running/free play/imagination) – see sample table below that will need to be submitted with park design plans. Equipment for one age group should be adjacent to the equipment for the other age group.

Park Playground

Elements of Play	Ages 2-5	Level of Play	*Proposed Capacity	Ages 6-12	Level of Play	*Proposed Capacity	Total Capacity
Balancing	2	B=1 I=1 A=0	9	2	B=0 I=1 A=1	15	24
Sliding	3	B=2 I=1 A=0	7	1	B=0 I=0 A=1	3	10
Brachiating	1	B=0 I=0 A=1	3	1	B=0 I=1 A=0	3	6
Spinning	0	B=0 I=0 A=0	0	1	B=0 I=1 A=0	5	5
Climbing	6	B=3 I=2 A=1	18	7	B=2 I=3 A=2	25	43
Swinging	2	B=2 I=0 A=0	2	2	B=2 I=0 A=0	2	4
Running/Free Play	2	N/A	21	4	N/A	22	43
Total:	16		60	18		75	135
Inclusive Play Elements	7	B=3 I=4 A=0	16	3	B=1 I=2 A=0	15	31

Level of Play:
B: Beginner I: Intermediate A: Advanced

PR20. Applicant to provide plan sheets with details on any proposed public parkland and private, on-site recreational amenity areas. Include an itemized list in a table format of what is contained in each area (i.e., number of BBQ grills, number of tables, description of the proposed agricultural and medicinal planting, required setbacks, etc.). Sample table shown here is to be used as an example and is not to be considered all inclusive:

SPACE/LOCATION	ELEMENT LISTED IN CITY CODE	TOTAL AREA – SQUARE FEET
Recreation Rm – 1st Floor	Element #8	xxx square feet
Roof Deck Community Garden	Element #4	xxx square feet - excludes x sq. ft. for 4 ft. perimeter setback
Family Picnic Area – 8th Floor	Element #5	000 square feet – excludes x sq. ft. for 4 ft. perimeter setback
Sport Court – ground floor	Element #6	xxx square feet

PR21. Dwelling Unit Tax. According to City Code Chapter 3.15, a dwelling unit tax is also due based upon the number of units and additional bedrooms. The unit mix is required to calculate the amount due.

PR22. Calculations may change if the number of units change, if any areas do not conform to the Ordinance and City Code Chapter 17.35, and/or if the fee schedule for new residential development fees due in lieu of parkland dedication changes before this Project is deemed complete by Planning.

POLICE DEPARTMENT

None.

PUBLIC WORKS DEPARTMENT - ENGINEERING

DESIGN—PRIOR TO BUILDING PERMIT ISSUANCE

E1. **Site Clearance.** Obtain site clearance through Public Works Department prior to issuance of Building Permit. Site clearance will require payment of applicable development fees. Other requirements may be identified for compliance during the site clearance process. Contact Public Works Department at (408) 615-3000 for further information.

E2. **Site Clearance.** The sanitary sewer (SS) discharge information (i.e., building use, square footage, point of connection to the public system, and 24-hour average and peak SS flow graphs for the peak day, showing average daily and peak daily SS flows) submitted by the developer was added to the City's Sanitary Sewer Hydraulic Model (SSHM) to determine if there is enough SS conveyance capacity in the SS trunk system to accommodate the proposed development. The SSHM output indicates that there should be enough SS conveyance capacity to accommodate the proposed development. The SSHM output may change based on pending development applications and future projects. The SSHM output does not guarantee or in any way reserve or hold SS conveyance capacity until developer has Final Approval for the project. For purposes of this condition, "Final Approval" shall mean the final vote of the City Council necessary for all entitlements to be approved, unless a legal challenge is brought to the Council decisions, in which case the Final Approval shall mean the final disposition of the legal challenge.

E3. **Easement.** Obtain City Council approval of a resolution ordering vacation of existing public easement(s), including the vacation of Democracy Way, proposed to be abandoned, if any, through Public Works Department, and pay all appropriate fees, prior to start of construction. Vacation of Democracy Way is subject to the sale of the City's easement rights as detailed in the Project's Development Agreement.

E4. **Subdivision Map.** After City Council approval of the Tentative Map, submit the Subdivision Map, prepared by a Licensed Land Surveyor or a Registered Civil Engineer with Land Surveyor privileges to the Engineering Department. The submittal shall include a title report, closure calculations, and all appropriate fees.

E5. **Encroachment Permit.** Developer shall complete the relocation of utilities within Democracy Way prior to City Council approval of a resolution ordering the vacation of Democracy Way street right-of-way and prior to recordation of the Final Map.

E6. **Subdivision Map.** If and when required per SVP requirements, pay appropriate fee through Public Works Department to initiate the processing of a Grant Deed or easement document, per SVP requirements, for dedication of electric substation to the City.

E7. **Site Clearance.** Applicant shall pay fair share fees as identified in the TIA.

DURING CONSTRUCTION

E8. **Encroachment Permit.** All work within the public right-of-way and/or public easement, which is to be performed by the Developer/Owner, the general contractor, and all subcontractors shall be submitted within a Single Encroachment Permit to be reviewed and issued by the City Public Works Department. Issuance of the Encroachment Permit and payment of all appropriate fees shall be completed prior to commencement of work, and all work under the permit shall be completed prior to issuance of occupancy permit.

E9. **Encroachment Permit.** Submit public improvement/encroachment permit plans prepared in accordance with City Public Works Department procedures which provide for the installation of public improvements directly to the Public Works Department. 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.

E10. **Encroachment Permit.** Coordinate construction of utilities near Old Glory Lane and Old Ironsides Drive with developer(s) in the Patrick Henry Drive Specific Plan if construction timelines coincide.

E11. **Encroachment Permit.** Route sanitary sewer discharge to avoid Tasman lift station. Utilize existing sewer main at Old Glory Lane and Old Ironsides Drive.

E12. **Encroachment Permit.** Existing non-standard or non-ADA compliant frontage improvements shall be replaced with current City standard frontage improvements as directed by the City Engineer or his designee.

E13. **Encroachment Permit.** Damaged curb, gutter, and sidewalk within the public right-of-way along property's frontage shall be repaired or replaced (to the nearest score mark) in a manner acceptable to the City Engineer or his designee. The extents of said repair or replacement within the property frontage shall be at the discretion of the City Engineer or his designee.

E14. **Encroachment Permit.** Owner or designee shall provide a complete storm drain study for the 10-year and 100-year storm events. The grading plans shall include the overland release for the 100-year storm event and any localized flooding areas. System improvements, if needed, will be at developer's expense.

E15. **Encroachment Permit.** Sanitary sewer and storm drain mains and laterals shall be outside the drip line of mature trees or ten (10) feet clear of the tree trunk, whichever is greater, to the satisfaction of the City Engineer.

E16. **Encroachment Permit.** Provide root barriers when the drip line of the mature trees covers the sidewalk. Root barriers for sidewalk protection shall be 16' long or extend to drip line of the mature tree, whichever is greater, and be 1.5' deep, and centered on trees. Root barriers for curb and gutter protection shall be 16' long or extend to drip line of the mature tree, whichever is greater, and be 2' deep, and centered on trees.

E17. **Encroachment Permit.** For proposed sanitary sewer laterals 8" and greater, connect to existing manholes. For proposed 6" sanitary sewer laterals, use "Tap-Tite" connections. Property line manholes/clean-outs are required.

E18. **Encroachment Permit.** Existing streetlights shall be clear of proposed sidewalk, developer shall relocate as necessary.

E19. **Encroachment Permit.** Maintain required vertical height clearance from top of pavement to bottom of skybridge per Santa Clara Fire Department.

E20. **Easement.** Dedicate required on-site easements per phase for any new public utilities, and/or emergency vehicle access by means of subdivision map or approved instrument prior to request for certificate of occupancy.

E21. **Easement.** Dedicate sidewalk easements along the project frontage where public sidewalks extend into private property. Sidewalk easements are to be 1' behind proposed back of walk where there is landscaping behind sidewalk. Sidewalk easement where hardscape is behind sidewalk is to be at back-of-walk. Cold joint is required between public sidewalk and private hardscape.

E22. **Agreement.** Execute easement/right-of-way encroachment agreement for proposed private utilities within public easements/right-of-way. Record release of interest for easement/right-of-way encroachment agreements when no longer needed.

E23. **Agreement.** Execute release of interest for public right-of-way encroachment agreements and remove PVC conduits crossing Democracy Way (SC 15,643) and Patrick Henry Drive (SC 15,727).

E24. **Agreement.** If requested, owner or designee shall prepare and submit for City approval a maintenance plan for all sidewalk, curb and gutter, landscaping and irrigation system improvements installed within the public right-of-way prior to encroachment permit issuance. Such plan shall include at a minimum, maintenance requirements for trees and shrubs, in acknowledgement of developer's/property owner's obligation under Chapter 12.30 and 17.15.

E25. **Encroachment Permit.** Pavement treatment for portions of roadway frontage with proposed utility work prior to parcel development construction shall be slurry sealed with digouts in the interim. Final pavement treatment shall be per condition E26 below.

E26. **Encroachment Permit.** In conjunction with installation of off-site improvements, the entire width of Old Ironsides Drive and Patrick Henry Drive, and half width of Tasman Drive shall be 2" grind and overlay with dig outs.

E27. **Encroachment Permit.** Applicant is required to implement all recommendations as identified in the TIA.

E28. **Encroachment Permit.** Replace all street signs and curb markings along the project frontage.

E29. **Encroachment Permit.** Implement Pedestrian Master Plan Policy 2.A.3, 2.A.4, and 2.C.3: At the Tasman/Patrick Henry intersection, modify traffic signal by replacing existing Type 1 poles with Type 15TS poles (northwest, southeast, and southwest corners) and reduce curb radius on southeast corner of the intersection to 25' or mutually agreed upon radius to support turning movements (SE corner of the intersection is part of Kylli's project frontage). Modify intersection striping to install setback stop lines on all approaches.

E30. **Encroachment Permit.** Implement Pedestrian Master Plan Policy 2.A.3, 2.A.4, and 2.C.3: At the Tasman/Old Ironsides intersection, modify traffic signal by: replacing existing Type 1 pole with Type 15TS pole (northwest, southeast, northeast, and southwest corners) and reduce curb radius on southwest corner of the intersection to 25' or mutually agreed upon radius to support turning movements (SW corner of the intersection is part of Kylli's project frontage).Modify intersection striping to install setback stop lines on all approaches.

E31. **Encroachment Permit.** Implement Pedestrian Master Plan Policy 2.A.3, 2.A.4, and 2.C.3: Upon approval by SFPUC, at the Great America/Old Glory intersection, modify traffic

signal at southwest corner by replacing existing Type 1 pole with Type 15TS pole. Should SFPUC not approve any work within the southwest corner of the intersection, an equivalent improvement shall be provided to the City to the satisfaction of the City Engineer. In seeking SFPUC approval, the City will cooperate with the applicant to submit and process any SFPUC application for this work. The applicant will make commercially reasonable efforts to obtain SFPUC approval, but if the process takes more than a year from application submittal, applicant and City will meet and confer to determine the likelihood of success in the City Engineer's reasonable discretion.

E32. **Encroachment Permit.** Design and construct minimum 5-foot sidewalks along Patrick Henry Drive, Tasman Drive, and Old Ironsides Drive.

E33. **Encroachment Permit.** Install bike friendly storm drain inlet grates on Patrick Henry Drive, Tasman Drive, and Old Ironsides Drive.

E34. **Encroachment Permit.** All new driveways shall use City Standard Detail ST-8.

E35. **Encroachment Permit.** All new intersections shall construction curb returns with minimum 25-foot curb radius and Case A curb ramp per Caltrans Standard Plan A88A per Pedestrian Master Plan Policy 2.A.4.

E36. **Encroachment Permit.** Provide lighting on private roads to meet or exceed latest American National Standard Institute (ANSI)/Illuminating Engineering Society (IES) standards per the Pedestrian Master Plan.

E37. **Encroachment Permit.** All new driveways and intersections must comply with City's driveway triangle of safety requirements per City Standard Detail TR-9

E38. **Encroachment Permit.** On-street parking shall not be counted toward on-site parking requirements.

E39. **Encroachment Permit.** Applicant shall implement any improvements identified by VTA related to existing bus stops at three existing bus stops along the project frontage on Tasman Drive, Old Ironsides Drive, and Patrick Henry Drive.

E40. **Encroachment Permit.** Unused driveways in the public right-of-way shall be replaced with City standard curb, gutter, and sidewalk.

E41. **Encroachment Permit.** All traffic striping, messages and symbols shall be thermoplastic.

E42. **Encroachment Permit.** The project shall construct a 30-foot multi-purpose trail on the southern boundary of the project site between Patrick Henry Drive and Old Ironsides Drive. The trail shall include an approximately 12-foot landscape area on the north side of the trail. The trail shall include a 16-foot paved pathway with 2-foot shoulders. The trail shall include pedestrian-scale lighting to meet or exceed latest American National Standard Institute (ANSI)/Illuminating Engineering Society (IES) standards per the Pedestrian Master Plan.

E43. **Encroachment Permit.** On the east side of Patrick Henry Drive, between the future on-site multi-purpose trail and the future crosswalk and beacon on Patrick Henry Dive identified in the Patrick Henry Drive Specific Plan, construct an approximately 10-foot wide multi-purpose trail connection. Any deviation from the design shall be subject to approval by City Engineer. Should SFPUC not approve any work within Hetch-Hetchy right of way, applicant shall be responsible for constructing reasonable equivalent improvements in coordination with the City, to the satisfaction of the City Engineer. In seeking SFPUC approval, the City will cooperate with the applicant to submit and process any SFPUC

application for this work. The applicant will make commercially reasonable efforts to obtain SFPUC approval, but if the process takes more than a year from application submittal, applicant and City will meet and confer to determine the likelihood of success in the City Engineer's reasonable discretion. The cost of these improvements (including the actual and reasonable costs to process SFPUC approval) will be credited towards traffic fair share line item #25, "Hetch Hetchy trail (between Guadalupe River Pkwy & Great America Pkwy & between Patrick Henry Dr & Calabazas Creek Trail)".

E44. **Encroachment Permit.** Upon approval by SFPUC, on Old Glory Lane, between Old Ironsides Drive and Great America Parkway, construct an approximately 16-foot wide multi-purpose trail on the south side of the roadway on City right-of-way to connect the new multi-purpose trail on Kylli development to Great America Parkway. Any deviation from the design shall be subject to approval by City Engineer. The center median must be removed and reconstructed. Should SFPUC not approve any work within Hetch-Hetchy right of way, applicant shall be responsible for constructing equivalent improvements in coordination with the City, to the satisfaction of the City Engineer. In seeking SFPUC approval, the City will cooperate with the applicant to submit and process any SFPUC application for this work. The applicant will make commercially reasonable efforts to obtain SFPUC approval, but if the process takes more than a year from application submittal, applicant and City will meet and confer to determine the likelihood of success in the City Engineer's reasonable discretion. The cost of these improvements (including the actual and reasonable costs to process SFPUC approval) will be credited towards traffic fair share line item #25, "Hetch Hetchy trail (between Guadalupe River Pkwy & Great America Pkwy & between Patrick Henry Dr & Calabazas Creek Trail)".

E45. **Encroachment Permit.** On Tasman Drive, between City limits and Great America Parkway, restripe each direction of travel to include a minimum of a 5-foot Class II bike lane and two 11-foot vehicle lanes, any deviations subject to approval by City Engineer.

E46. **Encroachment Permit.** On Patrick Henry Drive, between Tasman Drive and the Patrick Henry Specific Plan boundary, construct a protected Class IV bike lane with bollards with two 8-foot bike lanes, two 10-foot vehicle lanes, and a 12-foot center two-way left turn lane to match the cross section within the approved Patrick Henry Drive Specific Plan. Any deviations to be approved by City Engineer.

E47. **Encroachment Permit.** On Old Ironsides Drive, between Tasman Drive and Old Glory Lane, construct a parking protected Class IV bike lane with two 8-foot bike lanes, two 10-foot vehicle lanes, and a 12-foot center two-way left turn lane to match the cross section within the approved Patrick Henry Drive Specific Plan. Any deviations to be approved by City Engineer.

E48. **Encroachment Permit.** Residential and Non-residential Class I bicycle parking spaces and Class II bicycle parking spaces shall be provided per the requirements in the adopted Santa Clara Zoning Code Update. Bicycle parking, as defined in Santa Clara Municipal Code 18.74.075, shall be conveniently accessible from the street, within 200 feet of a building entrance and/or highly visible area.

STREETS DIVISION

General Condition: The Streets Division deems the Rezone and General Plan Amendment complete, however, the Streets Division will need to review and approve the architectural review for these individual projects to ensure that they meet right-of-way landscape, solid waste and stormwater requirements. The plans provided for the rezone and GPA only included overall conceptual plans, which is not enough detail for Streets to provide an appropriate review.

Right of Way Landscape

DESIGN/PERFORMANCE PRIOR TO ISSUANCE OF BUILDING PERMIT

L1. Include City of Santa Clara Tree Preservation/City Arborist specifications on all improvement plans.

L2. Identify existing mature trees to be maintained. Prepare a tree protection plans for review and approval by the City prior to any demolition, grading or other earthwork in the vicinity of existing trees on the site.

L3. 2:1 tree replacement ratio required for all trees removed from site.

DURING CONSTRUCTION OR OPERATION

L4. No cutting of any part of ***public***, including roots, shall be done without securing prior approval of the City Arborist. Tree trimming/removal shall be done in accordance to the City of Santa Clara Tree Preservation/City Arborist specifications and with direct supervision of a certified arborist (Certification of International Society of Arboriculture).

PRIOR TO FINAL OF BUILDING PERMIT

L5. If 2:1 replacement ratio cannot be met for removal of right of way landscape trees, tree planting fee must be paid prior to building permit final.

DESIGN/PERFORMANCE PRIOR TO ISSUANCE OF BUILDING PERMIT

SW1. The applicant shall complete and provide the Post-Construction Solid Waste Generation Estimation and Collection Form, which includes the estimation of trash and recycling materials generated from the project. Use the City's Solid Waste Guidelines for New and Redevelopment Projects as specified by the development type. Contact the Public Works Department at Environment@SantaClaraCA.gov or (408) 615-3080 for more information.

SW2. The applicant shall provide a site plan showing all proposed locations of solid waste containers, chutes, compactors, trash enclosures and trash staging areas. The site plan shall show the route or access for trash and recycling collectors (trucks) including vertical clearance, turning radius and street/alley widths. All plans shall comply with the City's Solid Waste Guidelines. Solid metal roof, gates and a trench drain shall be installed within the trash enclosure and connected to the on-site sewer system.

SW3. For projects that involve construction, demolition or renovation of 5,000 square feet or more, the applicant shall comply with City Code Section 8.25.285 and recycle or divert at least sixty five percent (65%) of materials generated for discard by the project during demolition and construction activities. No building, demolition, or site development permit shall be issued unless and until applicant has submitted a construction and demolition debris materials check-off list. Applicant shall create a Waste Management

Plan and submit, for approval, a Construction and Demolition Debris Recycling Report through the City's online tracking tool at http://santaclara.wastetracking.com/.

SW4. This project is subject to the City's Accumulation, Transportation and Disposal of Solid Waste Ordinance (Chapter 8.25 of the Municipal Codes), which requires the handling and disposal of waste by authorized service haulers. Insert the General Notes for the Construction & Demolition (C&D) Waste Management into construction plans in accordance with the City's municipal codes prior to the issuance of a Building or Grading permit. Provide the Green Halo waste online tracking number to Building staff prior to the issuance of a demolition or building permit.

SW5. Project applicant shall contact the Public Works Department, Street Maintenance Division at (408) 615-3080 to verify if the property falls within the City's exclusive franchise hauling area. If so, the applicant is required to use the City's exclusive franchise hauler and rate structure for any hired debris boxes. Prior to the issuance of a Public Works clearance, the project applicant shall complete and sign the Construction and Demolition (C&D) / Waste Management Rules and Regulations Form.

DURING CONSTRUCTION OR OPERATION

SW6. Applicant to track all waste generated and upload debris tags to GreenHalo for City staff review.

PRIOR TO FINAL OF BUILDING PERMIT

SW7. Prior to obtaining a Temporary or Final Certificate of Occupancy, individual weight tickets for all materials generated for discard or reuse by the project during demolition and construction activities shall be uploaded to Green Halo and submitted for review and approval by Environmental Services. At a minimum two (2) weeks review time is required.

Stormwater

DESIGN/PERFORMANCE PRIOR TO ISSUANCE OF BUILDING PERMIT

ST1. Prior to City's issuance of Building or Grading Permits, the applicant shall develop a Final Stormwater Management Plan, update the C.3 Data Form, the Special Project Narratives and Worksheet (as appropriate), and an Erosion and Sediment Control Plan.

ST2. The Final Stormwater Management Plan and all associated calculations shall be reviewed and certified by a qualified 3rd party consultant from the SCVURPPP List of Qualified Consultants, and a 3rd party review letter (on design) shall be submitted with the Plan.

ST3. For project that disturbs a land area of one acre or more, the applicant shall provide a copy of the Notice of Intent (NOI) with WDID number for coverage under the State Construction General Permit. Active projects with NOI will be inspected by the City once per month during the wet season (October – April).

ST4. The applicant shall incorporate Best Management Practices (BMPs) into construction plans and incorporate post-construction water runoff measures into project plans. Include the SCVURPPP Countywide Construction BMPs Plan Sheet with the plans. Applicant to add Source control measures with designations from C.3 stormwater handbook, Appendix H.

ST5. Include the C.3 Treatment Facilities Construction Notes on the Improvement Plans and/or Stormwater Control Plans.

ST 6. Include C.3 Stormwater Treatment Facilities Construction general notes on the improvement plans.

ST7. Decorative and recreational water features such as fountains, pools, and ponds shall be designed and constructed to drain to the sanitary sewer system only.

ST8. For single-family homes and other small projects that create and/or replace 2,500 – 10,000 square feet of impervious surface area, the applicant shall implement at least one of the following site design measures:

a. Direction of roof runoff into cisterns or rain barrels

b. Direction of roof, sidewalk, walkway, patio, driveway, or parking lot runoff onto vegetated areas

c. Construction of sidewalks, walkways, patios, bike lanes, driveways, and parking lots with permeable surfaces

Plans shall specify which site design measures are selected for the project and show the direction of flow from impervious surfaces to the selected site design measures. All measures shall meet the design criteria in the 2016 C.3. Stormwater Handbook, Appendix K: Standard Specifications for Lot-Scale Measures for Small Projects.

ST9. Interior floor drains shall be plumbed to the sanitary sewer system and not connected to the City's storm drain system.

ST10. Floor drains within trash enclosures shall be plumbed to the sanitary sewer system and not connected to the City's storm drain system.

ST11. The use of architectural copper is prohibited.

DURING CONSTRUCTION OR OPERATION

ST12. Applicant shall install biotreatment soil media that meets the minimum specifications as set forth in the SCVURPPP C.3 Stormwater Handbook. If percolation rate test of the biotreatment soil mix is not performed on-site, a certification letter from the supplier verifying that the soil meets the specified mix (the date of such document shall not be older than 3 months).

ST13. Stormwater treatment facilities must be designed, installed, and maintained to achieve the site design measures throughout their life in accordance to the SCVRUPPP C.3 Stormwater Handbook (Chapter 6 and Appendix C).

ST14. Any site design measures used to reduce the size of stormwater treatment measures shall not be installed for the project without the written approval from the City, installing the corresponding resizing of other stormwater treatment measures and an amendment of the property's O&M Agreement.

ST15. Developer shall install an appropriate stormwater pollution prevention message such as "No Dumping – Flows to Bay" on any storm drains located on private property.

ST16. All outdoor equipment and materials storage areas shall be covered and/or bermed, or otherwise designed to limit the potential for runoff to contact pollutants.

PRIOR TO FINAL OF BUILDING PERMIT

ST17. As-Built drawing shall be submitted to the Public Works Department.

ST18. Applicant shall schedule and City shall conduct a final C.3 inspection.

ST10. Permeable Pavement, Media Filter vaults, Interceptor Trees and Trash Full Capture Devices shall be inspected by a third-party reviewer and/or manufacturer representative for conformance with the details and specifications. If necessary, percolation test shall be performed to ensure proper installation. A map displaying the number, location and details of full trash capture devices shall be prepared as an attachment to the Operations and Maintenance (O&M) Agreement with the City.

ST11. The property owner shall enter into an Operation and Maintenance (O&M) Agreement with the City for all installed stormwater treatment measures and full trash capture devices in perpetuity. Applicants should contact Public Works Dept. - Environmental Services at (408) 615-3080 or Street@SantaClaraCA.gov for assistance completing the Agreement. For more information and to download the most recent version of the O&M Agreement, visit the City's stormwater resources website at http://santaclaraca.gov/stormwater. Inspection of permeable pavement, media filter vaults and full trash capture devices is to be done annually by December 31 of each year.

SILICON VALLEY POWER

SVP1. Maximum substation size shall not exceed 225 feet (long) x 120 feet (wide). Final dimensions are to be finalized as part of the detailed design efforts.

SVP2. Project Electric Load less than or equal to 2.5 MVA
Developer shall only be required to comply with this Part I of these Silicon Valley Power (SVP or Silicon Valley Power) conditions of approval; provided the projected electric load of the all phases of the project do not cumulatively exceed 2.5 MVA (as determined by Silicon Valley Power) ("2.5 MVA Threshold"). Silicon Valley Power will make the 2.5 MVA available for Developer's use at the project site only after Silicon Valley Power has reasonably determined the condition of approval of this Part I have been met. This 2.5 MVA will be subject to the conditions of approval of Part II (including, but not limited to, additional analysis under a transmission system impact study and any new conditions resulting from that study) when projected electric load of the project (as determined by Silicon Valley Power) exceeds the 2.5 MVA Threshold.

So long as Developer's project is at or below the 2.5 MVA Threshold, Developer shall comply with all condition of approval of Part II, except for the following: EL1, EL2, EL15 and EL43. For this Part I only, EL 27 is amended that condition is amended to read as following: "Developer shall pay all Developer fees per the City of Santa Clara's Municipal fee schedule for Electric fees."

SVP3. Project Electric Load greater than 2.5 MVA
Developer shall comply with Part II of these Silicon Valley Power conditions of approval when the projected electric load of the project (as determined by Silicon Valley Power) exceeds the 2.5 MVA Threshold. Silicon Valley Power will make electric power available for Developer's use at the project site only after Silicon Valley Power has reasonably determined the condition of approvals of this Part II have been met.

The amount and ramp rate will be set forth in a substation agreement or, if not applicable, a system impact study [Transmission and/or Distribution System] or such other study required by SVP.

Developer may seek an amendment of these conditions of approval when any of phase of the Project requires to undergo the City's architectural review process; however, no amendment shall be authorized by the City without (1) the completion of a new system impact study [Transmission and/or Distribution System] (2) compliance with any additional SVP requirements as may be applicable at that time) for the applicable phase; and (2) SVP's written approval. Any SVP-approved revisions of these conditions of approval will be based on the new system impact study [Transmission and/or Distribution System] and any other SVP requirements.

SVP4. Maximum substation size shall not exceed 225 feet (long) x 120 feet (wide). Final dimensions (within the maximum) are to be finalized as part of the detailed design efforts.

SVP5. Maximum substation parcel must be the final building dimensions plus a minimum of the 30 feet set back from the property line from the public ROW. All other property lines will have a 0' setback.

SVP6. Silicon Valley Power (SVP) design of distribution trenches around the site may require additional manholes for cable pulling. Trenches require 5' clearance on each side of the trench and the clearance/easement area cannot overlap with any bioretention areas, building foundations, trees, other utilities, etc.

SVP7. SVP design of services for each phase of the project will require an additional switch vault for any additional services. Each 12KV service can be loaded up to a maximum of 4.5MVA. The Applicant is to provide detailed demand loading for each phase/building to confirm the number of electric services required.

SVP8. SVP 12KV services cannot be paralleled and each service will require Applicant owned switchgear. Switchgear requires 10' clearance on the side of cable termination with 18' wide drive-up access from the nearest road. 5' clearance is required on all other sides of the gear.

SVP9. Applicant owned 12KV switchgear cannot be located inside the building unless otherwise approved by SVP management in writing.

SVP10. All SVP facilities should be 5' clear of trees and per SD1235. The more stringent shall apply.
SVP11. All streetlighting, low voltage & fiber conduits, pull boxes, & foundations shall be designed during the detail design phase.
SVP12. Applicant shall install a new distribution trench at its sole cost and expense along Tasman Drive if the existing SVP trench conflicts with the newly proposed improvements. SVP shall relocate the existing wires to the new trench prior to abandoning the existing facilities. Once the existing facilities are abandoned the Applicant may install the newly proposed improvements and/or remove the abandoned SVP facilities.
SVP13. SVP distribution lines will require connection to existing infrastructure. Final design to be established during building permits.
SVP14. Applicant shall provide a thermal backfill for heat dissipation around SVP conduits around the site. The necessity of a thermal backfill and the specific backfill material shall be determined during the design phase.
SVP15. Distribution site design (downstream of substation 12KV switchgear) assumes standard SVP substructure & SVP owned equipment specifications will be used for the project. If SVP determines site conditions do not allow for standard substructure and equipment to be utilized, Applicant shall work with SVP to design and place non-standard substructure. Applicant shall be responsible for additional costs in material procurement for material provided and installed by SVP, which will be recovered from Applicant through fees determined at the building permit stage, if applicable. Standard substructure is defined in UG1000 standard. Standard material for SVP that may be affected includes cable sizes (standard sized are: 1100AL 15KV Triplex & 1/0 AL 15KV Triplex Cable).
SVP16. Bio-retention areas cannot be in front of the substation parcel or within any SVP easements.
SVP17. Unless expressly stated otherwise or covered by a fee to be paid by Applicant, Applicant shall be responsible for all costs and expenses associated with fulfilling these conditions of approval.
SVP18. Parking or additional occupied (storage, retail, residential, etc.) space shall not be placed above or below the substation. Alternative use of roof for additional green space may be allowed.
SVP19. Clearances: (Make sure job notes do not conflict with SVP clearance requirements). Design deviations from stated clearances must be approved in advance by SVP in writing.
    a. EQUIPMENT
        i. Ten (10) foot minimum clearance is required in front of equipment access doors. (UG1000 sheet 11)
        ii. Five (5) foot minimum clearance from pad is required on sides without equipment access doors. (UG1000 sheet 11)
        iii. Eighteen (18) foot minimum width shall be provided and maintained on one side of the equipment pad to allow an electric dept. line truck to drive up next to the pad for installation and maintenance of equipment. (UG1000 Sheet 11).
        iv. Barrier pipes are required only on sides accessible to vehicles. (UG1000 Sheet 12).
            1. Thirty (30) inches from side of equipment sides.
            2. Forty-Eight (48) inches in front of access doors.
                a. Barrier Pipes in front of access doors shall be removable.
    b. CONDUITS

i. Five (5) foot minimum longitudinal clearance between new conduits or piping systems (open trench installation) and any existing or proposed SVP conduit system. This is for longitudinal. (UG1250 sheet 5)
ii. Twelve (12) inch minimum vertical clearance between new conduit/pipes installed perpendicular to existing SVP conduits for open trench installations. (UG1000 sheet 36, UG1250 Sheet 6)
iii. Three (3) foot six (6) inches clearance is required from poles for open trench installation. Exceptions are for riser conduit. (UG1250 Sheet 7)
iv. Three (3) foot minimum clearance is required between signposts, barrier pipes or bollards, fence posts, and other similar structures. (UG1250 sheet 10).
v. Five (5) foot minimum from new splice boxes, pull boxes, manholes, vaults, or similar subsurface facilities. (UG1000 sheet 8)
vi. 60 kV Transmission Lines are to be placed in a separate trench than 12kV or below
vii. Five (5) foot minimum clearance from walls, footings, retaining wall, landscape planter, tree root barrier or other subsurface wall or structure. (UG1250 sheet 9).
viii. Five (5) foot minimum clearance is required between fire hydrant thrust block. The thrust block extends 5' foot on either side of the fire hydrant in line with the radial water pipe connected to the hydrant.

c. VAULTS/MANHOLES
   i. Ten (10) foot minimum clearance is required between adjacent Vaults or Manholes.
   ii. Five (5) foot minimum clearance is required between adjacent conduits.
   iii. Minimum 36" from face of curb, or bollards required.
   iv. 60kV transmission Lines are to be placed in separate manholes than the 12kV lines
d. Poles (Electrolier, Guy Stub poles, service clearance poles, self-supporting steel poles and lighting poles.)
   i. Three (3) foot six (6) inches clearance is required from poles for open trench installation. Exceptions are for riser conduit. (UG1250 Sheet 7)
e. Guy Anchors
   i. Five (5) foot minimum clearance is required between center of anchor line and any excavation area. (UG1250 sheet 15).
f. Trees
   i. OH 1230 for Overhead Lines
   ii. SD 1235 for Tree Planting Requirements near UG Electric Facilities
   iii. Trees or Bushes are not to be planted over 60kV transmission line trenches

SVP20. Applicant shall comply with the following SVP standards (as may be amended or supplemented.
   a. 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

SVP21. The Developer shall provide and install electric facilities per Santa Clara City Code chapter 17.15.210. Applicant to provide and install electrical substructure as defined on

SVP developer work drawings for parcel frontage improvements & service requirements for each building/parcel.

SVP22. Electric service shall be underground as required by SVP. See Electric Department Rules and Regulations for available services.

SVP23. 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.

SVP24. Underground service entrance conduits and conductors shall be "privately" owned, maintained, and installed per City Building Inspection Division Codes. Electric meters and main disconnects shall be installed per Silicon Valley Power Standard MS-G7, Rev. 2.

SVP25. The developer shall grant to the City, without cost, all easements and/or right of way necessary for the provision of electric service to the property of the developer and for the installation of utilities (Santa Clara City Code chapter 17.15.110) as generally shown on the Vesting Tentative Map.

SVP26. If the "legal description" (not "marketing description") of the units is condominium or apartment, then all electric meters and services disconnects shall be grouped at one location, outside of the building or in a utility room accessible directly from the outside for SVP's 24/7 emergency access. If they are townhomes or single-family residences, then each unit shall have it's own meter, located on the structure. A double hasp locking arrangement shall be provided on the main switchboard door(s). Utility room door(s) shall have a double hasp locking arrangement or a lock box shall be provided. Utility room door(s) shall not be alarmed. Please refer to SVP rules and regulations section 9.A.6 "Meter Locations." Any deviations may be submitted to SVP for review & approval.

SVP27. If transformer pads are required, SVP requires an area of 17' x 16'-2", which is clear of all utilities, trees, walls, etc. This area includes a 5'-0" area away from the actual transformer pad. This area in front of the transformer may be reduced from a 8'-0" apron to a 3'-0", providing the apron is back of a 5'-0" min. wide sidewalk. Transformer pad must be a minimum of 10'-0 from all doors and windows, and shall be located next to a level, drivable area that will support a large crane or truck.

SVP28. All trees, existing and proposed, shall be a minimum of five (5) feet from any existing or proposed SVP facilities. Existing trees in conflict will have to be removed. Trees shall not be planted in PUE's or electric easements.

SVP29. Any relocation of existing electric facilities shall be at Developer's sole costs and expense.

SVP30. Applicant shall pay all Applicant fees per the City of Santa Clara's Municipal fee schedule for Electric fees. These fees are separate from any costs that are charged as part of the Substation Agreement.

SVP31. The Applicant 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 Applicant will dedicate the improvement to the City subject to City's acceptance the work. The Applicant shall further install at his cost the service facilities, consisting of service wires, cables, conductors, and associated equipment necessary to connect Applicant to the electrical supply system of and by the City. After completion of the facilities installed by 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 (Santa Clara City Code chapter 17.15.210 (2)).

SVP32. Applicant shall comply with all applicable SVP rules, regulations, guidelines, and requirements, as may be amended from time to time.

SVP33. 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. 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 SVP.

SVP34. Encroachment permits will not be signed off by Silicon Valley Power until Developers Work substructure construction drawing have been completed & signed off on by SVP.

SVP35. All SVP-owned equipment is to be covered by an Underground Electric Easement (U.G.E.E.) This is different than a PUE. Only publicly owned dry utilities can be in a UGEE. Other facilities can be in a joint trench configuration with SVP, separated by a 1' clearance, providing that they are constructed simultaneously with SVP facilities. See UG 1000 for details. Applicant shall provide SVP all U.G.E.E. required to cover all existing and new proposed facilities on the Applicant's project site.

SVP36. Proper clearance must be maintained from all SVP facilities in accordance with all applicable requirements, including a 5' clearance from the outer wall of all conduits. This is in addition to any UGEE specified for the facilities. Contact SVP before making assumptions on any clearances for electric facilities.

SVP37. Developer shall only locate transformer and switch devices outdoors. These devices MAY be placed 5' from an outside building wall, provided that the building wall in that area meets specific requirements. (See UG 1000 document for specifics) EXAMPLE: If there are any doors, windows, vents, overhangs or other wall openings within 5' of the transformer, on either side, then the transformer MUST be 10' or more away from the building. These clearances are to be assumed to be clear horizontally 5' in either direction and vertically to the sky.

SVP38. All existing SVP facilities, onsite or offsite, are to remain unless noted on an SVP's developer works drawing. It is the Developers' 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.

SVP39. SVP does not utilize any sub-surface (below grade) devices in its system. This includes transformers, switches, etc.

SVP40. 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.

SVP41. Applicant shall comply with the requirements, as amended, for High-rise Metering and Multi-Floor Infrastructure requirements where applicable, including,
   a. Refer to UG0250 – High Density Residential Metering Requirements
   b. Refer to FO-1901 – Fiber Optic Splicing and Testing Methods

SVP42. 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.

SVP43. Notwithstanding SVP39, as determined by SVP in its sole discretion, if the SVP facilities and conduit systems are absolutely required to be on the podium or street above any Project building(s), Applicant shall meet SVP's design and installation

requirements and standards (as determined by SVP) and pay all related costs, including, without limitation, .the cost of conducting a study and future maintenance costs Applicant's share of the cost of maintenance of those facilities shall be determined by the study.

SVP44. Any proposed improvement that does not meet the requirement of the current SVP standard shall be reviewed and approved by SVP in advance in writing. Applicant shall be responsible for any cost associated with non-SVP standard equipment, including, but not limited to, design reviews, study, standard preparations, and testing. Applicant's share of the cost of maintenance of those facilities shall be determined by the study.

SVP45. Applicant shall contact SVP (CSC Electric Department) to obtain specific design and utility requirements that are required for building permit review/approval submittal.

SVP46. Developer's proposed project requires a new electric distribution substation to serve Applicant's load and transmission system improvements.

a. Applicant must enter into a Substation Agreement (in a such form and content required by SVP) with SVP for such substation no earlier than Developer, (1) receiving full entitlements from the City, including but not limited to a completed CEQA; (2) CAISO approval of projects required to serve Developer's project load; and (3) City Council adopted projects required to serve Developer's project load. This Substation Agreement shall have such terms and conditions as SVP may require and shall set forth Applicant's obligations with respect to supplying Applicant with initial interim electric power and then with permanent capacity and transmission infrastructure for the projects, including, without limitation, Applicant's payment of any applicable fees, costs, and expenses associated with Applicant's project.
    i. These conditions of approval do not commit the City to (1) serve Developer's electric load or (2) allocate any capacity to Developer.
b. Applicant shall coordinate and cooperate with City for the design, procurement, and construction of the substation; provided that, Applicant shall be responsible for all costs and expenses to the extent set forth in the Substation Agreement. City shall have no obligation to undertake the design, procurement, and construction of the substation prior to the execution of the Substation Agreement, Funding Agreement, and completion of such other SVP requirements.
c. Applicant shall (1) coordinate with SVP to design and construct and fund (a) a transmission line extension to connect the new substation with SVP's transmission system; (b) the reconductoring of the existing underground 60kV loop and associated facilities from San Tomas Aquino Creek to Mission Substation as specified in the Substation Agreement; and (2) comply with such other requirements in the applicable Transmission System Impact Study.
d. Upon their completion, SVP shall own, operate and maintain all City-owned Substation Facilities and Transmission Facilities, and all equipment therein.
e. Applicant convey in fee any and all property for substation site and all easements and other property rights necessary to construct, complete, operate and maintain the Substation Facilities.
f. Applicant is responsible for costs outlined in the Substation Agreement related to transmission facility extensions to service the substation facility.
g. SVP has performed an Interconnection Study (i.e, System Impact Study) to assess requirements of interconnection for the project. SVP may require an additional study as necessary. Requirements will consist of the following;
    i. The System capacity of SVP's electric transmission system require the following mitigation measures.

1. A portion of the existing NRS to Mission Transmission Line is to be reconductored to allow an initial load ramp up to 9MVA for the electric load of Applicant's project. The 9 MVA is solely to serve the electric load of Applicant's project and does not otherwise run with the land. The 9 MVA is subject to a ramp rate and reduction as set forth in the Substation Agreement.
2. The Applicant's project shall not have an electric load beyond 9MVA, unless an extensive transmission system rebalancing project, tentatively referred to as "Loop 1" is completed. SVP has no obligation to undertake or pay for Loop 1.
3. In the event SVP determines, in its sole and absolute discretion, to undertake Loop 1 Project and Applicant desires additional electric capacity beyond 9MVA, Applicant will be responsible for a portion of the costs of the Loop 1 transmission system improvements; provided the Applicant executes a funding commitment agreement in such form and substance required by SVP.
4. Applicant will have the option to fully fund Loop 1to accommodate Applicant's schedule.

ii. Determine when to include Applicant load ramp in SVP's load forecast to the California Energy Commission (CEC).

iii. Determine when Applicant will be allowed to energize facilities, and allowed ramp schedule.

h. Applicant has entered into a Funding Agreement with the City to fund pre-design work of the substation. The primary deliverable of the pre-design work was "Democracy Substation Feasibility Study." Upon approval Project entitlements and execution of a Substation Agreement, this will serve as a basis for the design of the substation and transmission line extension. The purpose of the Funding Agreement was for pre-design work only and is not in any way an endorsement of the project receiving entitlements from the City.

WATER & SEWER DEPARTMENT

W1. Recycled Water Use: 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 where recycled water is made available and where provided for by Recycled Water regulations. This project is required to extend and connect to the City's existing Recycled Water System.

W2. Potable Water Redundancy: For all onsite industrial water use that requires uninterrupted service, the project shall provide a potable water back-up supply source that complies with all recycled water separation requirements.

W3. Recycled Water Design: Each Recycled Water land use (irrigation, dual-plumbing, cooling system, industrial processes, etc.) shall have a separate metered service connection to the main. Applicant shall verify separations between all potable/fire lines and recycled water lines, pipe type, pipe depths, equipment types, warning lids, tags and signs.

W4. Onsite Recycled Water Review: The applicant shall submit all completed SBWR Proposed Use Request Applications to the Compliance Division of Water and Sewer Utilities at watercompliance@santaclaraca.gov for review and approval. All on-site recycled water plans shall be reviewed, approved, and signed by the City of Santa Clara, SBWR, and Department of Drinking Water. All three entities must individually review and approve a plan set for Final Approval. Contact the Compliance Division of Water and Sewer Utilities via email or by phone at (408) 615-2002 for more information

W5. On-site Recycled Water Construction: Construction and installation of all on-site recycled water system equipment shall not begin until the Compliance Division of Water and Sewer Utilities has approved the on-site recycled water design. Please note on-site designs are generally not the same as the Building Permit plans. On-site recycled water plans require SBWR and California State Water Resources Control Board, Division of Drinking Water signatures for final approval.

W6. On-site Recycled Water Inspection: Inspections are required at all on-site recycled water systems being installed prior to backfilling trenches or cover in walls and ceilings. Request a recycled water inspection by email watercompliance@santaclaraca.gov or call (408) 615-2002. Please provide the site location, SBWR project ID, and date and time preferences. These inspections are in addition to the Building Permit inspections.

a. Need to verify separations between all potable/fire lines and recycled water lines, pipe type, pipe depths, equipment types, warning lids, tags and signs.

W7. Recycled Water Main: The project shall replace all existing recycled water mains with new 12" DIP recycled water mains in all streets within or adjacent to the project site.

W8. Potable Water Main: The applicant shall replace all the existing water mains with new 12" DIP pipe water main in all streets within and adjacent to the project site.

W9. Encroachment Permit: Prior to issuance of Building Permits, the applicant shall submit an encroachment permit application and design plans for construction of water utilities that comply with the latest edition of the Water & Sewer Utilities Water Service and Use Rules and Regulations, Water System Notes, and Water Standard Details and Specifications. In addition, prior to the City's issuance of Occupancy, the applicant shall construct all public water utilities per the approved plans. The Water & Sewer Utilities will inspect all public water utility installations and all other improvements encroaching public water utilities.

W10. Utility Design Plans: Utility Design Plans shall indicate the pipe material and the size of existing water, recycled water and sewer main(s). The plans shall show the nearest existing fire hydrant and the two nearest existing water main line gate valves near the project area. The plans shall show meter and backflow configurations to scale and per City of Santa Clara Water & Sewer Utilities Standard Details. Note that all new water meters and backflow prevention devices shall be located behind the sidewalk in a landscape area. Fire hydrants should be located two feet behind monolithic sidewalk if sidewalk is present; two feet behind face of curb if no sidewalk is present, per City Std Detail 18. The plans shall provide the profile section details for utilities crossing water, sewer, or recycled water mains to ensure a 12” minimum vertical clearance is maintained.

W11. Utility Separations: Applicant shall adhere to and provide a note indicating that all horizontal and vertical clearances comply with State and local regulations. The applicant shall maintain a minimum 12” of vertical clearance at water service crossing with other utilities, and all required minimum horizontal clearances from water services: 10' from sanitary sewer utilities, 10’ from recycled water utilities, 8' from storm drain utilities, 5' from fire and other water utilities, 3' from abandoned water services, 5' from gas and electric utilities, and 5’ from the edge of the propose or existing driveway. For sanitary sewer, water, and recycled water utilities, the applicant shall maintain a minimum horizontal clearance of 10' from existing and proposed trees. If applicant installs tree root barriers, clearance from tree reduces to 5' (clearance must be from the edge of tree root barrier to edge of water facilities). No structures (fencing, foundation, biofiltration swales, etc.) allowed over sanitary sewer, potable water and/or recycled water utilities and easements.

W12. Separate Services: Applicant shall submit plans showing proposed water, recycled water, sanitary sewer, and fire services connected to a public main in the public right-of-

way to the satisfaction of the Director of Water & Sewer Utilities. Different types of water and recycled water use (domestic, irrigation, fire) shall be served by separate water services, each separately tapped at the water main. Tapping on existing fire service line(s) is prohibited. Approved backflow prevention device(s) are required on all potable water services.

W13. City Standard Meters and Backflows: All proposed meters and backflows for all water services shall meet the current City of Santa Clara Water & Sewer Utilities Standard Details. Plans shall show meter and backflow configurations to scale.

W14. Existing Services: The applicant must indicate the disposition of all existing water and sewer services and mains on the plans. If the existing services will not be used, then the applicant shall properly abandon these services to the main per Water & Sewer Utilities standards and install a new service to accommodate the water needs of the project. The applicant shall bear the cost of any relocation or abandonment of existing Water Department facilities required for project construction to the satisfaction of the Director of Water and Sewer Utilities.

W15. On-Site Storm Drain Treatment: Prior to issuance of Building Permit, the applicant shall submit plans showing any onsite storm water treatment system. The plan shall include a section detail of the treatment system. No water, sewer, or recycled water facilities shall be located within 5-feet of any storm water treatment system.

W16. Water Usage: Prior to the issuance of Building Permits, the applicant shall provide documentation of water usage so the Water Division can verify the appropriate size of all proposed water meters. Please note that if the existing water services are incapable of supplying the water needs to the site, the existing services shall be abandoned, and new separate dedicated water services shall be provided for each use (domestic and irrigation).

W17. Landscaping: All the landscaping for the project shall comply with the California Water Conservation in Landscaping Act, Government Code Section 65591 et. seq. All plants shall be either California native or non-invasive, low water-using or moderate water-using plants. High water-using plants and nonfunctional turf are prohibited.

W18. Prior to issuance of Building Permits, the applicant shall submit plan details for all water features (including but not limited to fountains and ponds) designed to include provisions for operating the system without City potable water supply and capable of being physically disconnected from source of potable water supply during City declared water conservation periods, to the satisfaction of the Director of the Water & Sewer Utilities. Decorative water features may be permanently connected to the City's recycled water supply.

W19. Easements: Prior to City's issuance of Building or Grading Permits, the applicant shall provide a dedicated water utility easement around the backflow prevention device onsite. The water utility easement for the water services and all other public water appurtenances shall be a minimum 15 feet wide and be adjacent to the public right-of-way without overlapping any public utility easement. Additionally, the applicant shall submit plans defining existing easements so Water Division can verify if there are any conflicts with proposed easements and water utilities.

W20. Underground Fire Permit: Prior to issuance of Building Permits, applicant shall submit an underground fire permit unless otherwise waived by the Fire Department. If fire flow information is needed, applicant shall coordinate with Water and Sewer Utilities Department, for fire flow information at (408)615-2000. A dedicated fire service line, with an approved backflow prevention device, shall be used for on-site fire hydrants. Fire service lines required for commercial and industrial use shall be sized appropriately per fire flow demand and code requirements.

W21. Record Drawings: Upon completion of construction and prior to the City's issuance of a Certificate of Occupancy, the applicant shall provide "as-built" drawings of the public water utility infrastructure prepared by a registered civil engineer to the satisfaction of the Director of Water & Sewer Utilities Department.

W22. Water Shortage Response Actions: Pursuant to the City of Santa Clara's Urban Water Management Plan, during times of drought or water shortage, the City implements water shortage response actions in accordance with the level of water shortage declared. All construction activities and all new irrigation connections are subject to the Water Shortage Response Actions in effect at the time of construction and connection of the irrigation service.

Water Shortage Response Actions for Stage 2 and higher include water use restrictions that limit the use of potable water such as:

a. prohibiting the installation of new potable water irrigation services. new irrigation connections, construction, and dust control.
b. restrict the use of potable water used for construction and dust control if recycled water is available.

This project is subject to all the requirements and restrictions of the Water Shortage Response Actions in place or adopted during the duration of the project. For more information, visit the City of Santa Clara Water & Sewer Utilities website at www.santaclaraca.gov/waterconservation.

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.

MISSION POINT

BY KYLLI

KYLLI

03.11.2022 (1st submittal)
11.23.2022 (2nd submittal)
04.21.2023 (3rd submittal)
10.31.2024 (Office/R&D - Residential Flex submittal)

REZONING APPLICATION

Conceptual visualization of the proposed development

| PROJECT TEAM |

PROJECT SPONSOR
Kylli, Inc.

ARCHITECT
Gensler

CIVIL ENGINEERING
BKF

LANDSCAPE ARCHITECT
Field Operations

MEP ENGINEERING
Arup

SUSTAINABILITY
Gensler

TRAFFIC
Hexagon

PARKING
Watry Design, Inc.

DEVELOPMENT MANAGER
Harmonie Park

LAND USE
Holland & Knight

TABLE OF CONTENTS

CHAPTER 01 | INTRODUCTION **1**
- 01.1 PROJECT DESCRIPTION 3
- 01.2 THE VISION 4
- 01.3 GUIDING PRINCIPLES 5
- 01.4 PROJECT LOCATION 6
- 01.5 PROJECT PROGRAM 8

CHAPTER 02 | DEVELOPMENT PLAN **9**
- 02.1 COMMUNITY CONTEXT 11
- 02.2 LAND USE AND ZONING 15
- 02.3 PERMITTED USES 17
- 02.4 DEVELOPMENT ORGANIZATION 24
- 02.5 CONNECTIVITY 25
- 02.6 PROGRAM ORGANIZATION 26
- 02.7 DEVELOPMENT PROGRAM AREAS 27
- 02.8 PROGRAM LAYOUT & ACCESS 28
- 02.9 MOBILITY 32
- 02.10 TRANSPORTATION DEMAND MANAGEMENT 34
- 02.11 AFFORDABLE HOUSING 36
- 02.12 DEVELOPMENT STRATEGY 38

CHAPTER 03 | OPEN SPACE **40**
- 03.1 INTRODUCTION 42
- 03.2 COMMUNITY OUTREACH 44
- 03.3 SUSTAINABLE LANDSCAPE MEASURES 45
- 03.4 PUBLICLY DEDICATED PARKLAND 46
- 03.5 PROGRAMMING 48
- 03.6 PARKLAND DELIVERY 57
- 03.7 PRIVATE OPEN SPACE 58
- 03.8 SITE CIRCULATION 61
- 03.9 PLANTING STRATEGIES 63

CHAPTER 04 | STREETS AND STREETSCAPES **66**
- 04.1 DESIGN PRINCIPLES 68
- 04.2 STREET TYPOLOGIES 69
- 04.3 TASMAN DRIVE - GATEWAY 71
- 04.4 KYLLI DRIVE EAST / WEST 72
- 04.5 PATRICK HENRY DRIVE 73
- 04.6 OLD IRONSIDES DRIVE 74

CHAPTER 05 | DESIGN GUIDELINES & STANDARDS **75**
- 05.1 INTRODUCTION 77
- 05.2 SITE DESIGN PRINCIPLES 78
- 05.3 MASSING AND ARCHITECTURE 79
- 05.4 BUILDING HEIGHTS 81
- 05.5 SETBACKS 82
- 05.6 STEP BACKS 83
- 05.7 CIRCULATION 84
- 05.8 PARKING 87
- 05.9 LOADING & SERVICE ACCESS 91
- 05.10 BUILDING DESIGN PRINCIPLES 95
- 05.11 MODULATION AND FACADES 96
- 05.12 OFFICE DESIGN 98
- 05.13 RESIDENTIAL DESIGN 99
- 05.14 GROUND FLOOR 101
- 05.15 ROOF 103
- 05.16 OPEN SPACE DESIGN PRINCIPLES 104
- 05.17 PARKS & OPEN SPACE 105
- 05.18 SIGNAGE 108

CHAPTER 06 | INFRASTRUCTURE **109**
- 06.1 INTRODUCTION 111
- 06.2 EXISTING CONDITIONS 113
- 06.3 SUMMARY OF “MAKE-READY” IMPROVEMENTs 117

CHAPTER 07 | SUSTAINABILITY **119**
- 07.1 VISION 121
- 07.2 GOALS 122
- 07.3 SITE CHARACTERISTICS AND OPPORTUNITIES 123
- 07.4 ENERGY AND CARBON EMISSIONS 125
- 07.5 WATER AND ECOSYSTEM 127
- 07.6 MATERIAL RESOURCES 129
- 07.7 WELL-BEING AND COMMUNITY 131
- 07.8 PREPARING FOR THE FUTURE 133

CHAPTER 08 | REVIEW PROCESS **135**
- 08.1 PROJECT APPROVALS 136
- 08.2 PROJECT IMPLEMENTATION 137
- 08.3 PROJECT FINANCING 138

01 | INTRODUCTION

Illustrative visualization of the proposed development

01.1 PROJECT DESCRIPTION

Mission Point is envisioned as a vibrant, new 48.6 acres neighborhood with a diverse and complimentary mix of uses that will enrich connections between people, places, and nature.

View from south of site looking north

01.2 THE VISION

A vibrant, urban neighborhood:
A convergence of commerce and culture - work and play, walk and bike. Mission Point proposes a wide array of amenities to make everyday life more balanced and enjoyable.

Homes for everyone:
Includes a variety of homes designed to attract diverse households -- single professionals, multi-generational families, single-nesters, retirees, and a wide range of income levels - including homes that meet the City's affordable housing requirements and that provide deeper levels of affordability.*

A neighborhood that runs on leg power:
Our mixed use design envisions less driving and more walking within our site, easy access to light rail, a multi-use pathway, bike and pedestrian zones, and seamless bike trail connections to our neighbors beyond Mission Point.

Parks and Open Spaces:
Significant public parkland and open space is proposed within the site, including a central spine that connects with the neighboring Patrick Henry Drive Specific Plan (PHDSP) area to the south -- ensuring that residents, workers, shoppers, diners, visitors and our community neighbors can easily access and use these spaces.

* Additional flexibility is provided to add additional homes, with a corresponding reduction in Office/R&D uses, while maintaining a vibrant, mixed use neighborhood.

Illustrative visualization of the proposed development

01.3 GUIDING PRINCIPLES

Interconnected
A walkable neighborhood designed to promote movement and interactive activity.

Inclusive
Mission Point will be a place that says welcome in many ways, to people of all ages, stages of life and income levels.

Sustainable by Design
Vibrant with a sense of community pride, living in harmony with the natural environment – conserving energy and water, and protecting air quality.

Human-centric
Every aspect of Mission Point acknowledges the radically ordinary need for human-centered experiences and design – bringing joy and harmony to everyday life.

Illustrative visualization of the proposed development

01.4 PROJECT LOCATION

The Mission Point project site is located along the Tasman Drive Corridor in Santa Clara. It is bordered by Tasman Drive to the north, Old Ironsides Drive to the east, Patrick Henry Drive to the west, and the Hetch Hetchy Right-of-Way (SFPUC) and the Patrick Henry Drive Specific Plan area to the south. See Figure 01-1 for a context map of the 48.6 acres project site.

Project Site Map

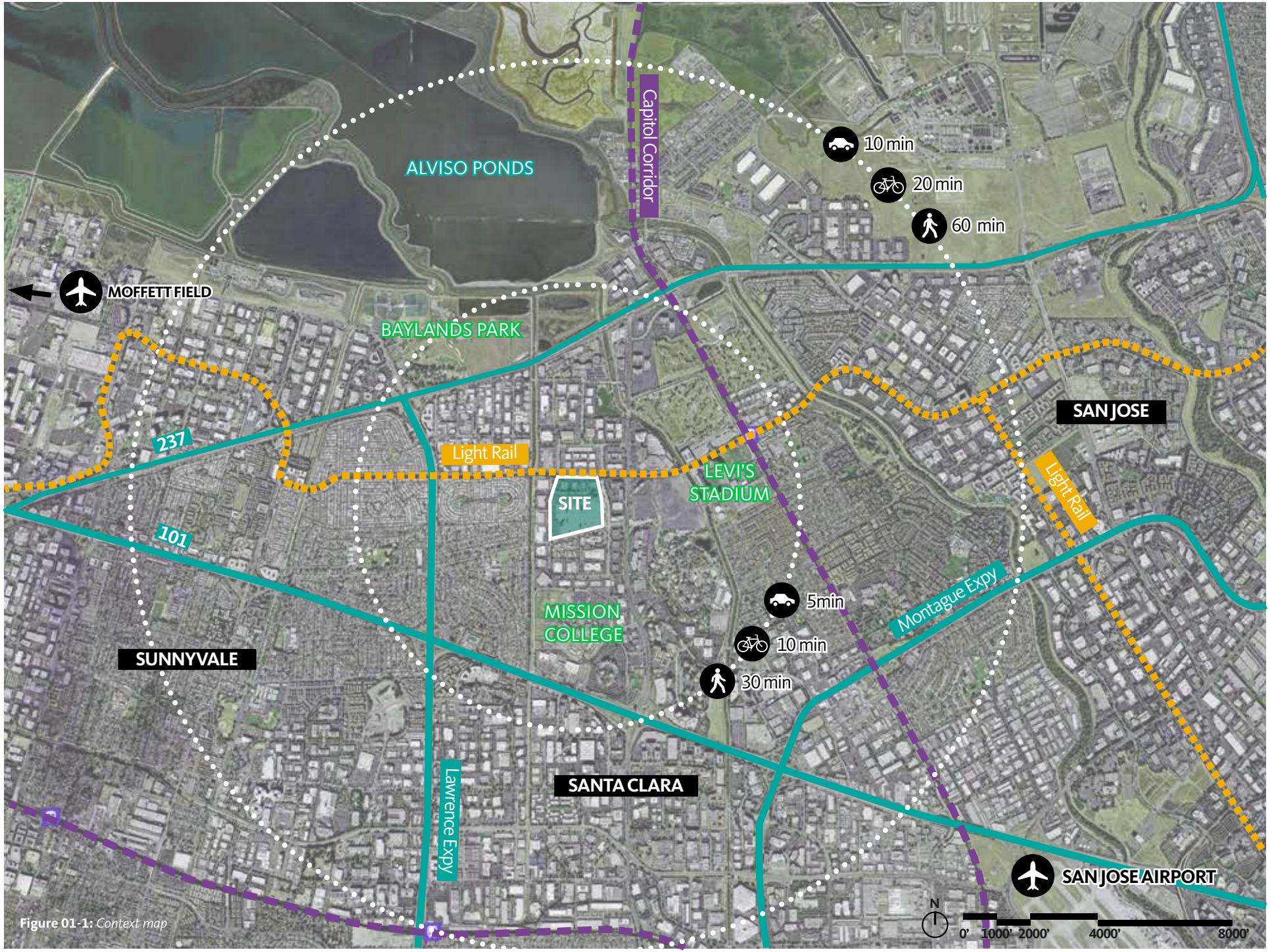


Figure 01-1: *Context map*

01.5 PROJECT PROGRAM

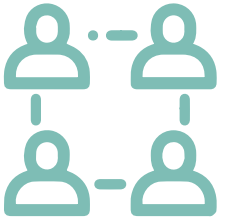
Inclusive of the necessary elements to form a complete multi-use neighborhood, Mission Point will provide:

- ~ 3,000,000 square feet of commercial office / research & development space, including labs
- ~ 100,000 square feet of retail
- ~ 1,800 new multi-family homes; or if the Office/R&D – Residential Flex option is selected, up to 2,600 multi-family homes, provided there is a corresponding reduction in Office/R&D as described in Section 02.7.
- A minimum of 15% below market rate homes, at an average affordability level not to exceed 80% AMI
- Large network of diverse, accessible, and interconnected park, trail, plazas and other open spaces
- ~ 10,000 square feet of childcare facilities

Commercial

Childcare

Retail



Community Spaces

Housing

Parkland & Open Space

02 | DEVELOPMENT PLAN

Illustrative visualization of the proposed development

02.1 COMMUNITY CONTEXT

Transportation

The transit options in the area include VTA (Old Ironsides and Reamwood stations are located next to the project site), ACE transit, future BART connections, and Caltrain. The site is also located near several trails that run along Calabazas Creek and San Tomas Aquino Creek. Figure 02-1_01 illustrates the transportation options in relation to the site.

Existing Uses

The site is within walking distance of Great America Theme Park, Levi's Stadium, the Santa Clara Convention Center, and Mission College. The surrounding built environment also includes office and light-industrial buildings, and low-density residential neighborhoods.

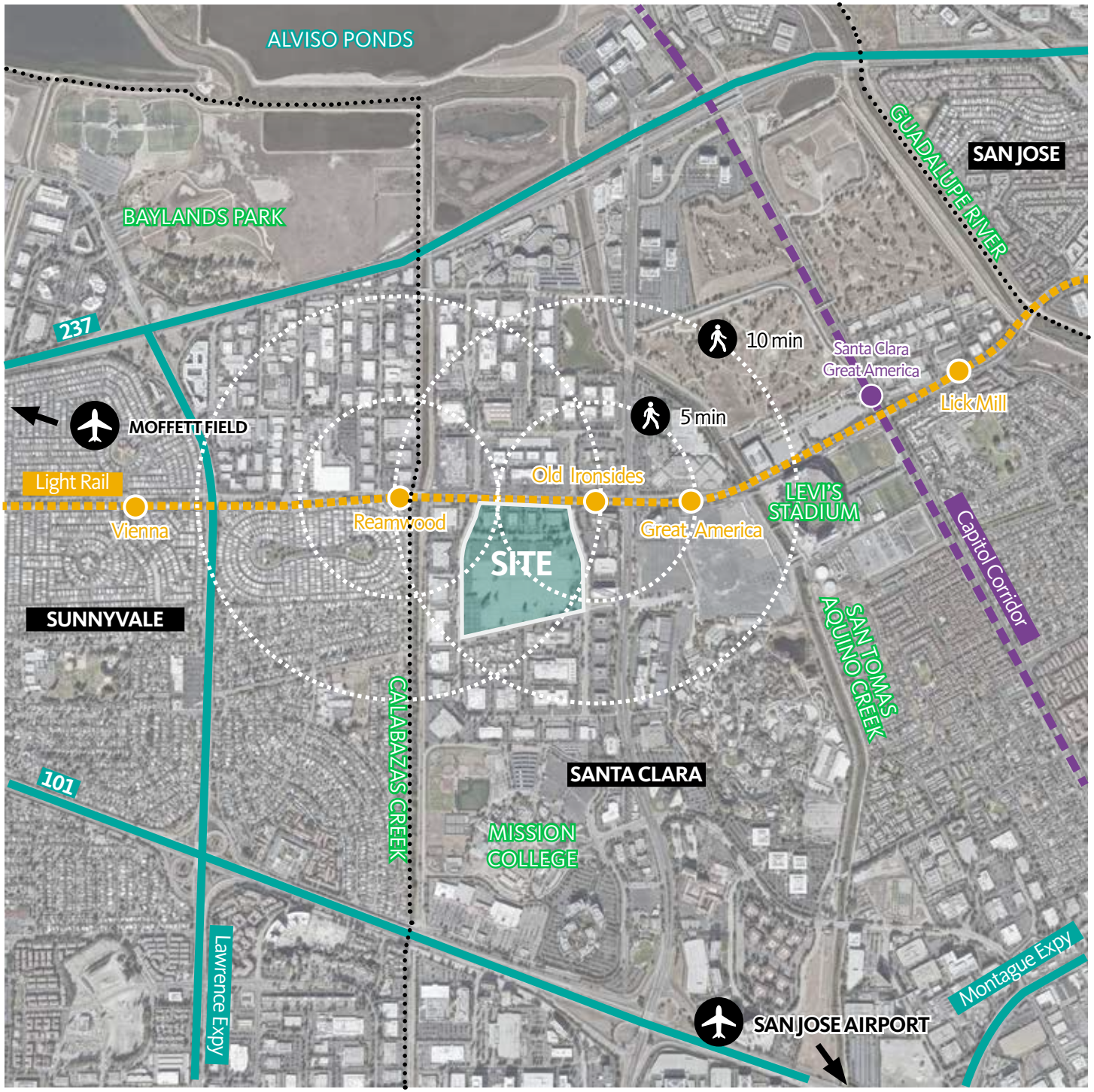
Recreational Context

The Mission Point infill redevelopment project transforms an existing surface parking lot as an opportunity to restore the health and resilience of the landscape, while providing outdoor amenities for the local community. Santa Clara is host to a variety of diverse and linked open spaces, which encourage access to nature and recreation and promote a healthy community. Mission Point supports these goals by providing a valuable connection between the Tasman Drive Corridor and the future trail network. See Figure 02-1_02 for recreational features around the site.

Surrounding Developments

The City of Santa Clara General Plan, adopted in 2010, identifies three specific plan areas North of U.S. 101 for redevelopment as high-density mixed-use neighborhoods: the Tasman East Specific Plan Area, Patrick Henry Drive Specific Plan, and Freedom Circle Focus Area. Patrick Henry, Freedom Circle, Tasman East, and a private development, City Place (now named Related Santa Clara), have been approved. Freedom Circle remains a future focus area, although a portion of the area has already been entitled for 1100 dwellings. Refer to Figure 02-1_03 for the planned developments and key destinations in the surrounding area.

One of the key goals of these plans is to create a sense of neighborhood by adding housing and community amenities to existing high-intensity office / R&D.

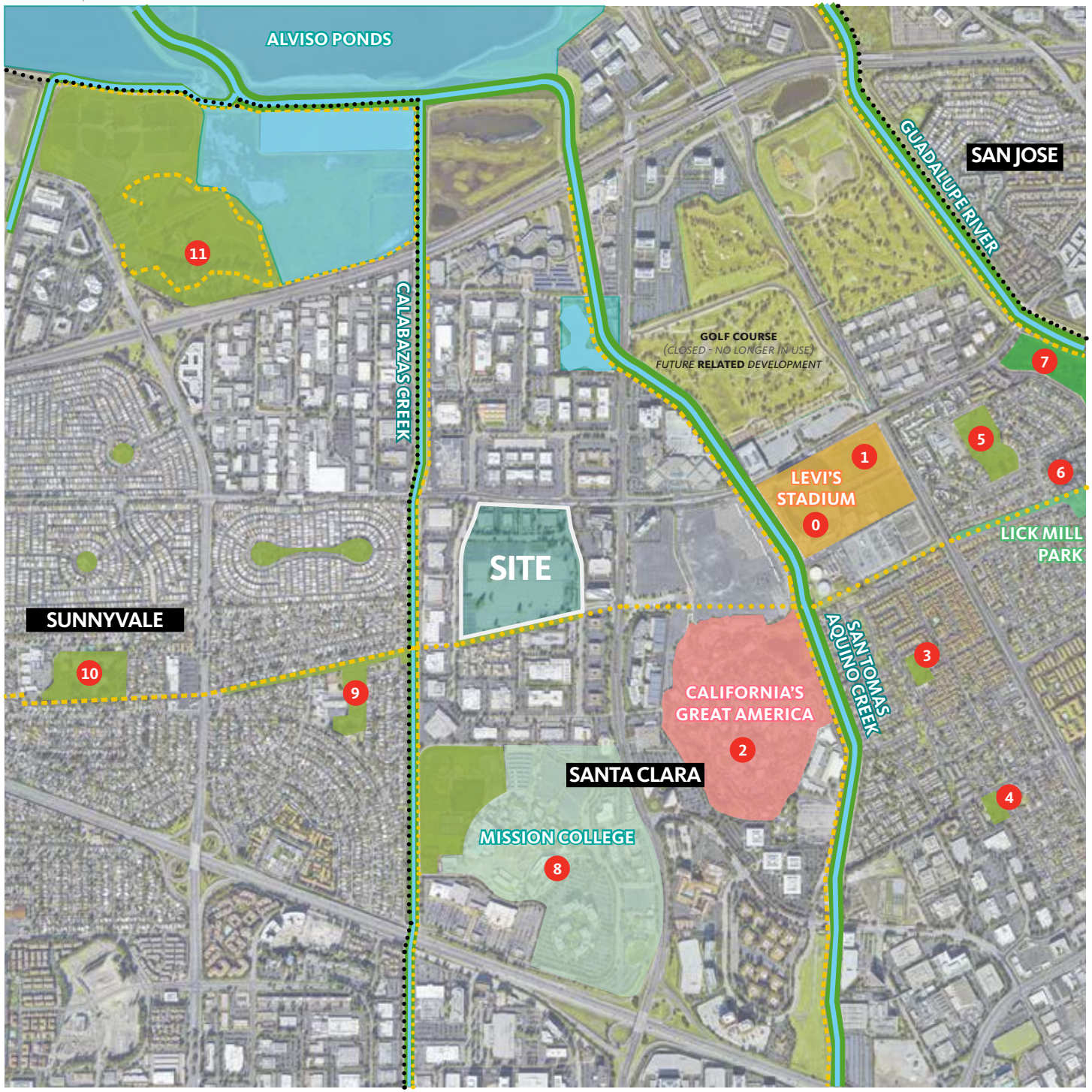


Transportation

Figure 02-1_01:
Area Transportation Map

Freeway/ Expressway
VTA Light Rail
Capitol Corridor

N
0' 500' 1000' 2000' 4000'



Recreational Context

Figure 02-1_02:
Recreational Context Map

Attractions
0 *Levi's Stadium*
1 *Youth Soccer Park*
2 *California's Great America*
3 *Fuller Street Park*
4 *Agnew Park*
5 *Fairway Glen Park*
6 *Lick Mill Park*
7 *Ulistac Natural Area*
8 *West Valley College Mission Campus*
9 *Fairwood Park*
10 *Lakewood Park*
11 *Baylands Park*

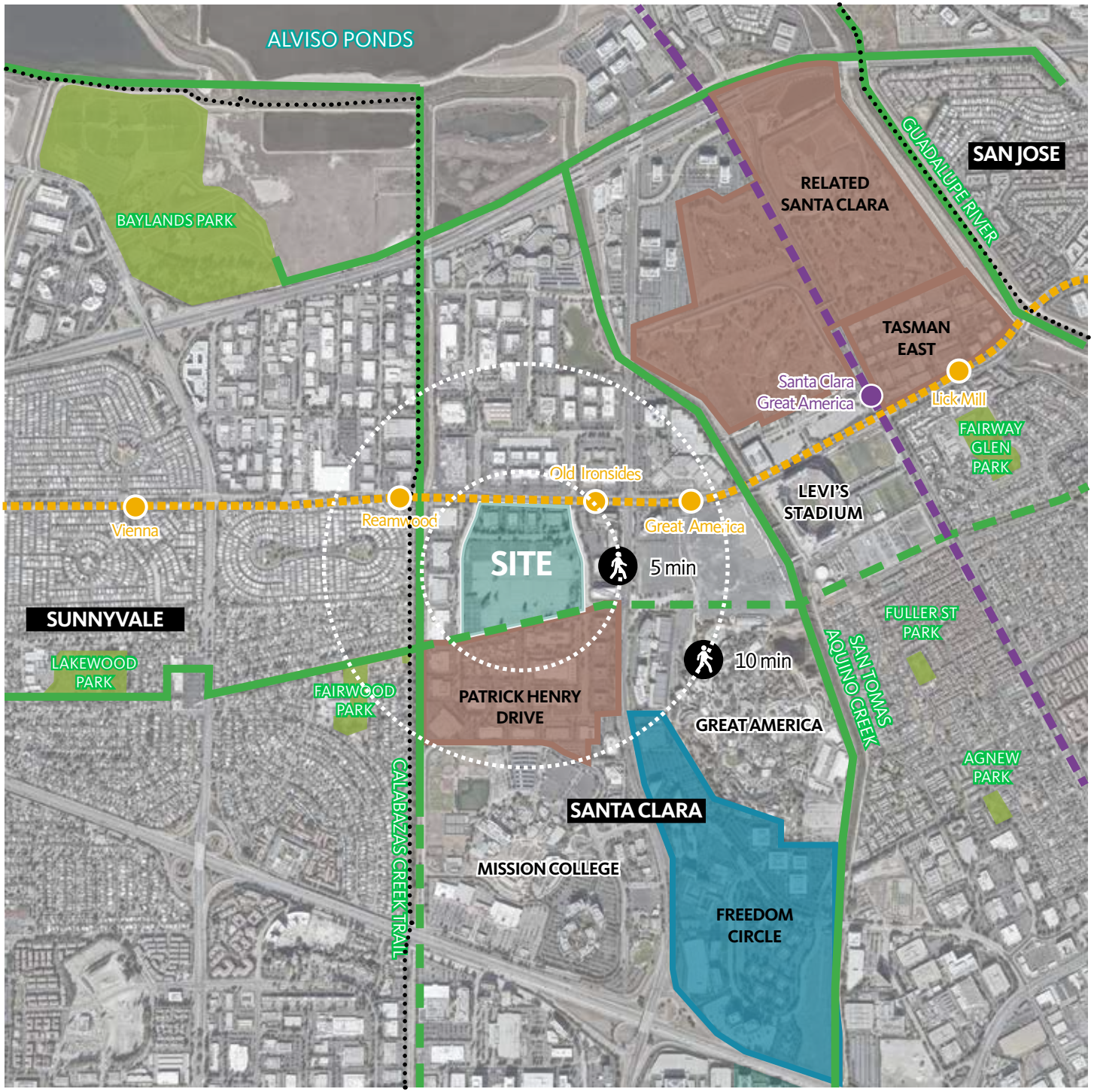
City Limits

Recreation Facilities
Sports Stadium
Neighborhood Park
Trail / Bike Path
Future Trail / Bike Path

Open Space
Wetland / Salt-Pond
Open Water / Waterway
Public Open Space

Educational Facility

N
0' 500' 1000' 2000' 4000'



Surrounding Developments

Figure 02-1_03:
Developments and Key Destination Map

- *Approved Plans*
- *Future Focus Area*
- *Project Site*
- *Park*
- *Existing Trail*
- *Future Trail*
- *VTA Light Rail*
- *Capitol Corridor*

N
0' 500' 1000' 2000' 4000'

02.2 LAND USE AND ZONING

Existing Conditions

Under existing conditions, the site is zoned as High-Intensity Office/Research and Development (HO-RD) and is comprised of four office buildings, surface parking lots, and a roadway (Democracy Way).

Land Use Concept

The overarching land use concept for Mission Point is to re-imagine an existing surface parking lot as an infill development that brings to life the project vision of a welcoming mixed-use, transit-oriented development, offering a vibrant environment in which to live, work, socialize, and recreate.

The project proposes to demolish the existing buildings, vacate and relocate Democracy Way, and transform the site into a mixed-use neighborhood, with a carefully considered and optimally balanced combination of complementary land uses.

Refer to Figure 02-2_01 for the proposed General Plan land use designations for Mission Point: Urban Center Mixed-Use and Urban Center Mission Point. See Figure 02-2_02 for the project's proposed zoning.

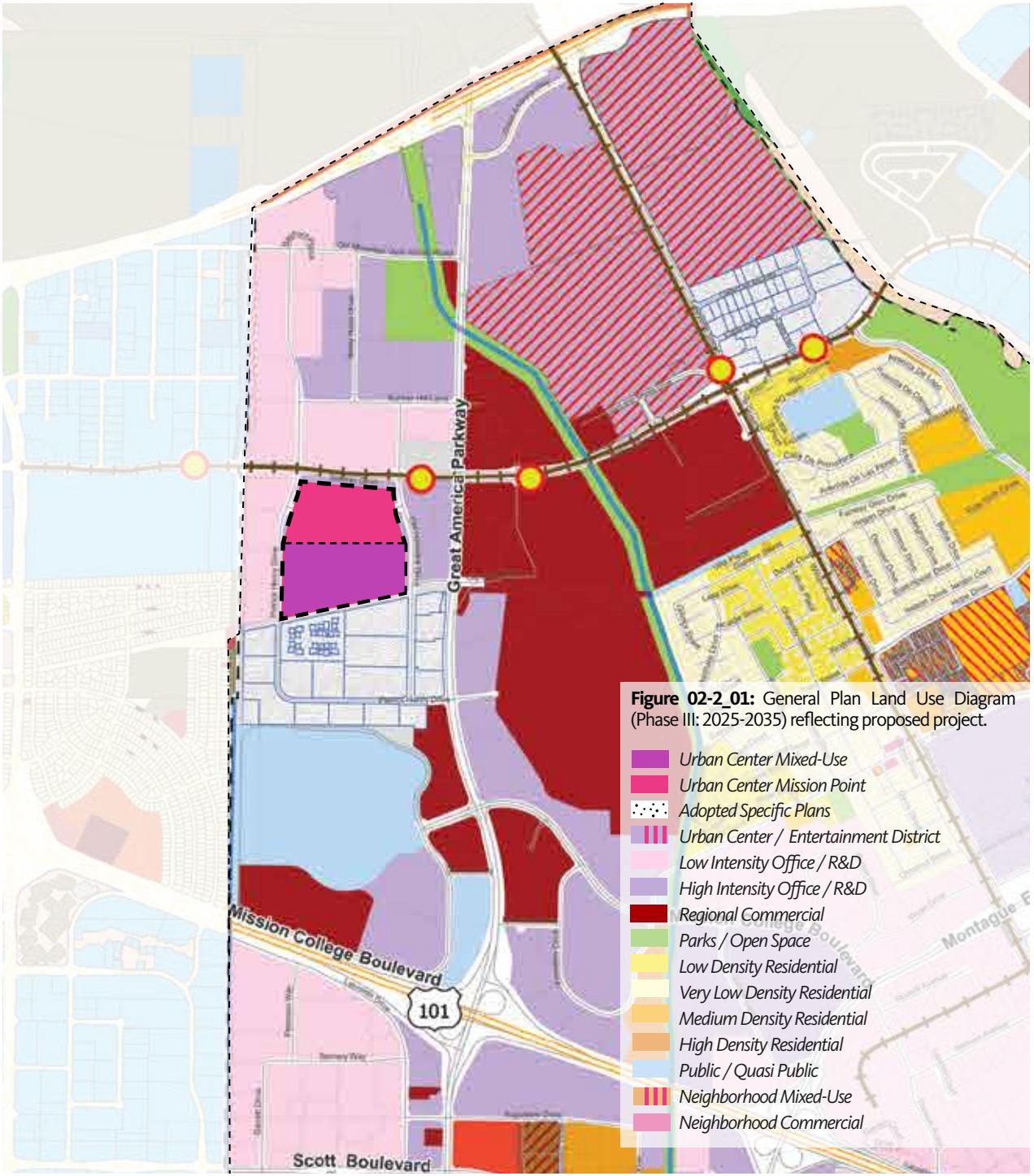


Figure 02-2_01: General Plan Land Use Diagram (Phase III: 2025-2035) reflecting proposed project.

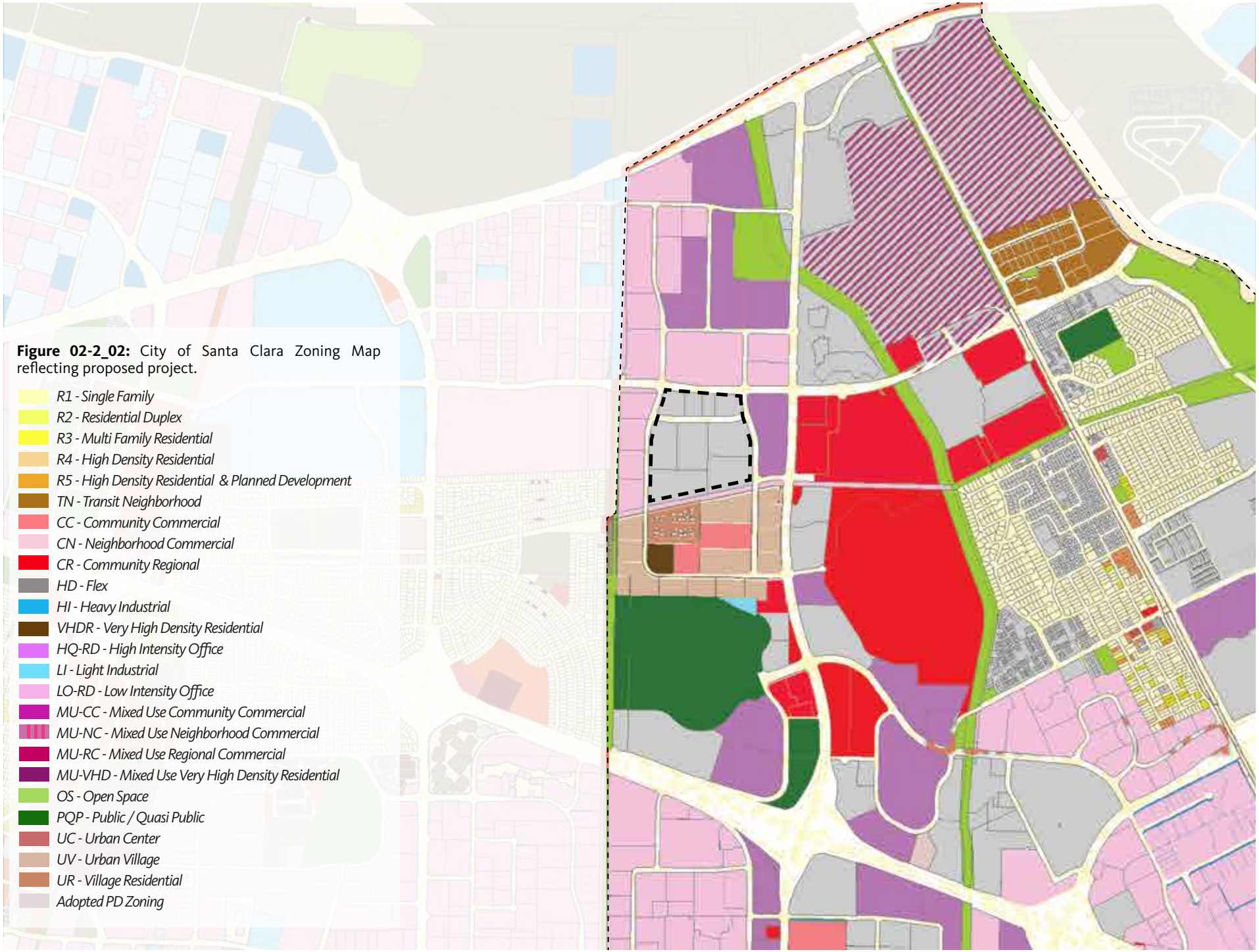


Figure 02-2_02: City of Santa Clara Zoning Map reflecting proposed project.

- *R1 - Single Family*
- *R2 - Residential Duplex*
- *R3 - Multi Family Residential*
- *R4 - High Density Residential*
- *R5 - High Density Residential & Planned Development*
- *TN - Transit Neighborhood*
- *CC - Community Commercial*
- *CN - Neighborhood Commercial*
- *CR - Community Regional*
- *HD - Flex*
- *HI - Heavy Industrial*
- *VHDR - Very High Density Residential*
- *HQ-RD - High Intensity Office*
- *LI - Light Industrial*
- *LO-RD - Low Intensity Office*
- *MU-CC - Mixed Use Community Commercial*
- *MU-NC - Mixed Use Neighborhood Commercial*
- *MU-RC - Mixed Use Regional Commercial*
- *MU-VHD - Mixed Use Very High Density Residential*
- *OS - Open Space*
- *PQP - Public / Quasi Public*
- *UC - Urban Center*
- *UV - Urban Village*
- *UR - Village Residential*
- *Adopted PD Zoning*

02.3 LAND USE TABLE

Subject to the development and use limitations set forth in Section 02.7 [Development Program Areas], the following table sets forth allowable and restricted uses in the Planned Development zone. Consistent with SCCC Section 18.04.040, any unlisted uses are prohibited. Uses that are both not listed below and not listed in Article 2 (Zones, Allowable Uses, and Development Standards) may be authorized through the procedure set forth in SCCC Section 18.04.040.B.

USE	PERMIT REQUIREMENTS		DEFINITION	ADDITIONAL REGULATIONS	DEVELOPMENT AREA
	P	Allowed by Right			
	CUP	Conditional Use Permit			
	MUP	Minor Use Permit			
	--	Not Allowed			
RESIDENTIAL USES					
Dwelling, Multifamily	P		Residential structure containing three or more residential dwelling units, each of which is for the occupancy by one or more persons living as a single housekeeping unit. Includes: triplexes (structures under single ownership with three dwelling units in the same structure); fourplexes (structure under single ownership with four dwelling units in the same structure); apartments (five or more dwelling units under single ownership in the same structure or complex); and common ownership attached unit projects including condominiums and townhouses. Does not include two-family residential dwellings. Santa Clara Zoning Code (SCCC), § 18.160.040.	Chapter 5.13 [Residential Design]	C, D
Dwelling, Single-Family	–		Residential structure containing one dwelling unit located on a single parcel of land for occupancy by one single household living as a single housekeeping unit. Also includes manufactured housing and mobile homes, when placed on a permanent foundation system. SCCC, § 18.160.040.		A, B, C, D
Dwelling, Two-Family	–		Residential structure containing two dwelling units located on a single parcel of land for occupancy by two single households living as a single housekeeping unit. SCCC, § 18.160.040.		A, B, C, D
Home Occupation	P		An accessory commercial activity or business service conducted on the site of a residential dwelling unit, in a manner clearly incidental and secondary to the residential character of the dwelling and surrounding residential neighborhood, and in compliance with the provisions of Section 18.60.120 (Home Occupations). Home occupations do not include business-type activities conducted solely by residents of a unit that are limited to the use of a desk, telephone, and/or personal computer, including telecommuting, which are allowed in all residential zones. SCCC, § 18.160.080.	SCCC, Article 4, § 18.60.120 [Home Occupations]	C, D
Live - Work Facility	P		Integrated dwelling unit and working space, occupied and used by a single household, designed or structurally modified to accommodate both residential occupancy and light work activity and that includes: a complete kitchen space and sanitary facilities in compliance with the Building Code and the working space shall only be reserved for and regularly used by one or more occupants of the unit. SCCC, § 18.160.120	SCCC, Article 4, § 18.60.130 [Live-Work Facilities]	C, D

RESIDENTIAL USES Cont.				
Mobile/Manufactured Home	–	Factory-built structure that is manufactured or constructed under authority of 42 U.S.C. Sec 5403, Federal Manufactured Home Construction and Safety Standards, or California law (Health and Safety Code Sections 18007 and 18008) and is to be used as a place for human habitation. The structure is manufactured either in whole or in substantial part at an off-site location, transported to the site, assembled on-site, and placed on a permanent foundation. For the purpose of the Zoning Code, a manufactured home shall be considered the same as any site-built single-family detached dwelling. SCCC, § 18.160.130		A, B, C, D
HUMAN SERVICES USES				
Child Day Care Facility	P	Establishment that provides non-medical care and supervision of minor children for periods of less than 24 hours. These facilities include the following, all of which are required to be licensed by the State Department of Social Services: • Child day care home. A child day care facility located in a residence where an occupant of the residence provides care and supervision for up to 14 children in compliance with Health and Safety Code Sections 1597.44 and 1597.465. Children under the age of 10 years who reside in the home count as children served by the day care facility. See Section 18.60.070 (Article 4) for additional standards. • Child day care center. A child day care facility not operated as a small or large family day care home. Includes infant centers, preschools, and extended child day care facilities. These may be operated in conjunction with a business, school, or religious facility SCCC, § 18.160.030	SCCC, Article 4, § 18.60.070 [Child Day Care Facilities]	A, B, C, D
RECREATION, EDUCATION, AND PUBLIC ASSEMBLY USES				
Cemetery and Mausoleum	–	An area set aside for or containing the long-term confinement of graves, tombs, or funeral urns. SCCC, § 18.160.030.		A, B, C, D
Crematory	–	Facility where the bodies of deceased people are cremated. SCCC, § 18.160.030.		A, B, C, D
Community Garden	P - If ancillary use to a primary use, it is a permitted use MUP – If primary use, a MUP is required	Site used for growing plants for food, herbs, or flowers, which is shared and maintained by City residents. SCCC, § 18.160.030.		A, B, C, D
Commercial Recreation Facilities, Indoor	MUP	Facility for participant sports and similar types of recreation, including indoor sports complexes, bingo parlors, billiard and pool halls, dance halls, clubs, ballrooms, bowling alleys, laser tag, indoor waterpark and/or aquatic park, and ice skating and roller rinks. This use may also include ancillary commercial facilities customarily associated with the above indoor commercial recreation uses, including but not limited to bars and restaurants, fast-food restaurants, and video game arcades. SCCC, § 18.160.180.		A, B, C, D
Farmer's Market (certified)	P	A "certified farmers' market" means a food facility as defined under Section 113742 of the California Health and Safety Code, as the same may be amended from time to time, whose location and operation meet all of the following criteria and standards: (A) Have been certified by the Santa Clara County agricultural commissioner through the issuance of a current and valid certified farmers' market certificate; and (B) Are and remain in full conformance at all times with all state and local laws, and related regulations and guidelines, applicable to a certified farmers' market under Chapter 10.5 (commencing with Section 47000) of Division 17 of the California Food and Agricultural Code, as these state and local laws, regulations and guidelines may be amended from time to time. SCCC, § 18.160.060	SCCC, Article 4, § 18.60.240 [Certified Farmers' Markets]	A, B, C, D
Fitness Facilities	P	A business or an organization charging a membership or use fee, including private clubs and gymnasiums, that provides exercise machines, free weights, swimming pool, spa, steam room or fitness training and classes for use by clients. SCCC, § 18.160.060.		A, B, C, D

RECREATION, EDUCATION, AND PUBLIC ASSEMBLY USES cont.				
Mortuary or Funeral Home	–	Facility where deceased persons are prepared for burial or cremation, and funeral services may be conducted. Includes funeral homes and funeral parlors. SCCC, § 18.160.130.		A, B, C, D
Parks and Plazas	P	A public park, including playgrounds and athletic fields/courts and public plazas and outdoor gathering places, for community use. SCCC, § 18.160.160.		A, B, C, D
Specialized Education and Training/Studio	P	School offering specialized education and training that typically offer certifications rather than academic degrees (e.g., dance, judo, painting) as well as research facilities for institutions of higher education. SCCC, 18.160.190 (modified).		A, B, C, D
RETAIL, SERVICE, AND OFFICE USES				
Alcoholic Beverage Sales and Service	P	Commercial establishment used for the sale of beer, wine and distilled spirits for consumption off the premises where sold.	SCCC, Article 4, § 18.60.040 [Alcoholic Beverage Sales and Service]	A, B, C, D
Banks and Financial Establishments	P	Commercial establishments including federally chartered banks, savings and loan associations, industrial loan companies, and credit unions providing retail banking services to individuals and businesses. SCCC, § 18.160.020.		A, B, C, D
Banks and Financial Establishments, Stand-alone ATM	P	Stand-alone commercial establishments typically in the form of a self-serve kiosk located in retail shopping centers, areas for commercial entertainment, or adjacent to pedestrian walkways, that provide retail banking services to individuals and businesses. SCCC, § 18.60.020.		A, B, C, D
Bar	CUP	Commercial establishment used primarily for the sale of alcoholic beverages to be consumed on the premises. SCCC, § 18.160.020.		A, B, C, D
Business Support Center	P	Commercial establishment that provide services to other businesses including maintenance, repair and service, testing, rental, etc. Illustrative examples of these services include: • computer-related services (rental, repair) • copying and quick printing services • film processing and photofinishing (retail) • graphic design services • mailing and mail box services • security systems services • testing laboratories (soils, materials, testing, etc.) SCCC, § 18.160.020		A, B, C, D
Kennel	P	Facility where five or more dogs, cats, or other small domesticated animals over the age of four months are kept, whether keeping is for pleasure, profit, breeding, or exhibiting, including places where the animals are boarded, kept for sale or hire. May also include daytime boarding and activity for animals (e.g., "doggie daycares") and ancillary grooming facilities. SCCC, § 18.160.110		A, B, C, D
Live Entertainment, Incidental	P	A use as defined by City Code Chapter 5.61, that is provided appurtenant to food service in a restaurant and occurs during the same operating hours as food service. SCCC, § 18.160.120.	SCCC, Chapter 5.61 [Public Entertainment Generally]	A, B, C, D
Live Entertainment, Standalone Use	–	For the purposes of the Zoning Code, Live Entertainment has the same meaning as Entertainment, as defined in City Code Chapter 5.61, Public Entertainment Generally, when it does not qualify as Incidental Live Entertainment. SCCC, § 18.160.120.	SCCC, Chapter 5.61 [Public Entertainment Generally]	A, B, C, D
Maintenance and Repair Services	P	On-site repair and incidental sales of supplies for small household goods, machinery, tools, equipment, and appliances, conducted within an enclosed building. This classification includes furniture refinishing and repair and excludes maintenance and repair of vehicles or industrial equipment" SCCC, § 18.160.130		A, B, C, D

RETAIL, SERVICE, AND OFFICE USES Cont.				
Medical Services, General (clinics, office, and laboratories)	P	Facilities primarily providing outpatient medical, mental health, surgical and other personal health services, but which are separate from hospitals, including: medical and dental laboratories, medical, dental and psychiatric offices, outpatient care facilities, acupuncture, and other allied health services. Counseling services by other than medical doctors or psychiatrists may also be considered an "offices, business and professional use. SCCC, § 18.160.130.		A, B, C, D
Nightclub	CUP	Commercial entertainment establishments open at night that typically provide food and alcoholic beverages and space for dancing and amplified music (e.g., live band, DJ, stereo sound system). SCCC, § 18.160.140.		A, B, C, D
Office, Business and Professional	P	Facilities and businesses that predominantly offer professional and/or business services including banks, architects, attorneys, accountants, advertising, computer support, land use planners, and other similar professional services and uses. SCCC, § 18.160.150.		A, B, C, D
Outdoor Dining and Seating	P	A dining area with seats and/or tables located outdoors of a restaurant, coffee shop, or other food service establishment, and which is (a) located entirely outside the walls of the subject structure, (b) enclosed on two sides or less by the walls of the structure with or without a solid roof cover, or (c) enclosed on three sides by the walls of the structure without a solid roof cover. SCCC, § 18.160.150.	SCCC, Article 4, § 18.60.140 [Outdoor Dining and Seating]	A, B, C, D
Outdoor Displays and Sales	P	Permanent outdoor display of merchandise incidental to an adjacent indoor retail use, and certain independent outdoor retail sales facilities (e.g., auction yards, flea markets, lumber and other material sales yards). Includes news and flower stands. Does not include the sale of motor vehicles, boats, and recreational vehicles ("Vehicle Sales"), or the rental of vehicles ("Vehicle Rentals"). SCCC, § 18.160.150.	SCCC, Article 4, § 18.60.150 [Outdoor Displays and Sales]	A, B, C, D
Personal Service, General	P	Commercial establishment that provides recurrently needed services of a personal nature. Illustrative examples of these uses include: • Barber and Beauty Shop • Clothing rental shop; • Dry-cleaning pick-up store with limited equipment; • Laundromats (self-service laundry); • Locksmith; • Nail salon; • Shoe repair shop; • Tailors and seamstress; and • Tanning Salon. These uses may also include accessory retail sales of products related to the personal services provided. SCCC, § 18.160.160.		A, B, C, D
Personal Services, Restricted	MUP	Commercial establishment that may tend to have a blighting and/or deteriorating effect upon surrounding areas/uses and that may need to be dispersed from other similar uses to minimize adverse impacts. Illustrative examples of these uses include: • Pawnshop; • Check-cashing and Payday lending establishments; and • Tattoo service, branding or body piercing studio. The application of permanent makeup is specifically excluded from this definition These uses may also include accessory retail sales of products related to the personal services provided. SCCC, § 18.160.160.	SCCC, Article 4, § 18.160.170 [Personal Services, Restricted]	A, B, C, D
Restaurant	P	Retail establishment (i.e., cafes, coffee houses, diners, food services) engaged in the business of selling/serving food and/or beverages prepared for either on-site or off-site consumption, or both. This includes restaurants with sit-down table service and fast food restaurants. Drive-thru service is not permitted. Ancillary sale of alcohol is permitted if the restaurant is maintained as a bona fide eating place. SCCC, 18.160.180 (modified).		A, B, C, D

RETAIL, SERVICE, AND OFFICE USES Cont.				
Retail Sales Establishment, Small	P	A retail business focusing on the sale of merchandise not specifically listed under another use classification that is less than 75,000 square feet with less than 50 percent of the total sales floor area dedicated to nontaxable goods. SCCC, § 18.160.180.		A, B, C, D
Retail Sales Establishment, Medium	MUP	A retail business focusing on the sale of merchandise not specifically listed under another use classification that is at least 75,000 square feet but less than 150,000 square feet with less than 10 percent of the total sales floor area dedicated to nontaxable goods. SCCC § 18.160.180.		A, B, C, D
Retail Establishment, Large	–	A retail business focusing on the sale of merchandise not specifically listed under another use classification that is 150,000 square feet or larger with less than 10 percent of the total sales floor area dedicated to nontaxable goods. SCCC, § 18.160.180.		A, B, C, D
Veterinary Facilities	P	A place where domestic animals or household pets are given medical or surgical treatment and are cared for during the time of treatment. Use as a kennel shall be limited to short time boarding and shall only be incidental to the hospital use. SCCC, § 18.160.220.		A, B, C, D
VEHICLE ORIENTED USES				
Vehicle Sales, General	CUP	Sale of automobiles, motorcycles, trucks, and similar vehicles and equipment, including display, storage, and incidental rental of the vehicles and equipment. May include the sale of related equipment and parts. SCCC, § 18.160.220 (modified).	SCCC, Article 4, § 18.60.210 [Vehicle Sales Facilities]	A, B, C, D
Vehicle Sales, Wholesale	P	Sales limited to an office only, offering the sale of automobiles and light duty trucks. Does not include on-site inventory, display, storage, maintenance, or repair of these vehicles. May be subject to parking requirements of the Department of Motor Vehicles. SCCC, § 18.160.220.	SCCC, Article 4, § 18.60.210 [Vehicle Sales Facilities]	A, B, C, D
Vehicle Repair and Maintenance	CUP	The repair, servicing, alteration, restoration, towing, painting, cleaning, or finishing of automobiles, trucks, recreational vehicles, water vessels, golf carts, and other motor vehicles as a primary use, including the incidental wholesale and retail sale of vehicle parts as an accessory use. This includes the following categories: Major Motor Vehicle Repair. Establishments providing major repair of automobiles, boats, motorcycles, recreational vehicles, or trucks including light duty trucks (i.e., gross vehicle weight of less than 10,000 pounds) and heavy-duty trucks (i.e., gross vehicle weights of 10,000 pounds or more). Examples of uses include full-service motor vehicle repair garages; body, fender, and paint shops; brake shops; machine shops; paint shops; tire sales and installation shops; towing services; transmission shops; and tire recapping. Does not include vehicle dismantling. Minor Motor Vehicle Repair. Establishments providing minor repair services of golf carts, automobiles, motorcycles, recreational vehicles, or light duty trucks, vans, or similar size motor vehicles (i.e., vehicles that have gross vehicle weights less than 10,000 pounds) including detailing services; installation of electronic equipment (e.g., alarms, stereos, etc.); servicing of cooling, electrical, fuel and exhaust systems; brake adjustments; relining and repairs; oil and lube shops; smog shops, tire and battery sales and installation (not including recapping); and wheel alignment and balancing. Does not include any type of car washing service. SCCC, § 18.160.220.	SCCC, Article 4, § 18.160.200 [Vehicle Repair and Maintenance Facilities]	A, B, C, D

INDUSTRIAL USES				
Brewery	P	Establishment where malt beverages are manufactured on the premises. Retail sale of related promotional items may be allowed as part of the brewery operation. A brewery may also include a tasting room and entertainment space as part of an accessory use if the floor area used for the tasting room is less than or equal to 25 percent of the total floor area of the facility. SCCC, § 18.160.020.		A, B, C, D
Research and Development Facility	P	Facility that conducts research, and the design, development and testing of electrical, electronic, magnetic, optical and mechanical components in advance of product manufacturing that may be associated with a manufacturing facility on the same site. Includes chemical and biotechnology and data computing research and development. May allow for minor manufacturing. SCCC, § 18.160.180.		A, B, C
Industrial, Minor	P	Manufacturing, fabrication, processing, and assembly of materials from parts that are already in processed form and that, in their maintenance, assembly, manufacture, or plant operation, do not create substantial amounts of smoke, gas, odor, dust, sound, or other objectionable influences that might be obnoxious to persons conducting business on-site or on an adjacent site. Uses include but are not limited to pottery, ceramics, glass and metal art and craft productions, cabinetry and furniture manufacturing, food and beverage manufacturing, electronics assembly, microchip manufacturing, machinery assembly, paper product manufacturing, product assembly and distribution, and vehicle and boat assembly. This classification includes Accessory Uses associated with the Principal Use—including offices, data centers, laboratories, warehousing and receiving facilities, indoor and outdoor storage, exterior mechanical equipment, and similar uses as well as temporary uses. SCCC, § 18.160.090.		A, B, C
Industrial, Major	–	Manufacturing, fabrication, processing, and assembly of materials in a raw form. Uses in this category typically create substantial amounts of smoke, gas, odor, dust, sound, or other objectionable influences that might be obnoxious to persons on an adjacent site. Uses include but are not limited to, product assembly and distribution, vehicle and boat assembly, aggregate processing facilities, plastics and rubber products manufacturing, chemical product manufacturing, lumber and wood product manufacturing, petroleum refining, and pulp and pulp product industries. SCCC, § 18.160.090.		A, B, C, D
Outdoor Use, Storage	CUP	An uncovered but improved land area providing for the arrangement and storage of objects, items, commercial or industrial equipment, products, tools, or other materials, typically not in a fixed position and capable of rearrangement. SCCC, § 18.160.150.		A, B, C
Storage, Personal Facility	CUP	Facility with structures containing generally small individual compartmentalized areas or lockers rented as individual storage spaces and characterized by low parking demand. Ancillary outdoor storage for RVs' and water vessels is also allowed. (Also, commonly referred to as "Mini Storage" or "Self-Storage" facilities.) SCCC, § 18.60.190.		A, B, C
Wholesaling and Distribution Facility	CUP	A commercial establishment engaged in the sale of goods or merchandise to retailers, industrial, commercial, institutional, or other professional business users, or to other wholesalers. In general, it is the sale of goods to anyone other than a standard consumer. SCCC, § 18.160.230.		A, B, C
UTILITY, TRANSPORTATION, AND COMMUNICATION USES				
Parking Facility	P	A parking lot or parking structure customarily used for the temporary parking [of] motor vehicles. Parking facilities should be either primary use or accessory use. SCCC, § 18.160.160.		A, B, C, D
Public Safety Facility	P	Facility necessary to respond to immediate hazards or threats to public health and safety, including fire stations, other fire prevention and firefighting facilities, police and sheriff substations and headquarters, including interim incarceration facilities. SCCC, § 18.160.160.		A, B, C, D

UTILITY, TRANSPORTATION, AND COMMUNICATION USES Cont.				
Wireless Telecommunication (or Telecommunications) Facilities and Towers	P, MUP, CUP	A facility, including all associated equipment, which supports the transmission and/or receipt of electromagnetic/radio signals. Wireless telecommunication facilities include cellular radiotelephone service facilities, personal communications service facilities (including wireless Internet), specialized mobile radio service facilities, and commercial paging service facilities. Components of these types of facilities can consist of the following: antennas, repeaters, microwave dishes, horns, and other types of equipment for the transmission or receipt of signals, telecommunication towers or similar structures supporting the equipment, equipment structures, parking area, and other accessory development. SCCC, § 18.166.020.	SCCC, Article 4, Chapter 18.66 [Wireless Telecommunications Facilities]	A, B, C, D
Utility Facilities and Infrastructure	CUP	All equipment, fixtures, and personal property operated or maintained on private property in connection with the production or provision of water, sewer, power, natural gas, telecommunications, or other services, with the exception of Electric Power Plants. SCCC, § 18.160.210.		A, B, C, D
Photo-voltaic Systems	P	A solar collection system consisting of one or more building- and/ or ground - mounted systems, solar photo-voltaic cells, panels or arrays and solar related equipment that rely upon solar radiation as an energy source for collection, inversion, storage and distribution of solar energy for electricity generation. A solar photo-voltaic system is a generation system with a nameplate capacity of not greater than 50 kilowatts if installed at a residential service or not larger than 3,000 kilowatts at other customer service locations. SCCC, § 18.160.160.		A, B, C, D
OTHER USES				
Accessory Structure	P	A structure, either attached or detached, (e.g., carports, garages, storage sheds, workshops) that is customarily part of, and clearly incidental, related, secondary, and subordinate to the primary structure. See Section 18.60.030 (Accessory Use). SCCC, § 18.160.010.	SCCC, Article 3, Chapter 18.32 [Residential Accessory Structures]	A, B, C, D
Accessory Use	P	Means a use that is customarily associated with and subordinate or incidental to the Primary Use of a lot or structure. See Section 18.60.030 (Accessory Use). SCCC, § 18.160.010.	SCCC, Article 4, § 18.60.030 [Accessory Uses]	A, B, C, D

02.4 DEVELOPMENT ORGANIZATION

Mission Point promotes an active pedestrian realm with continuous access to open space and public park.

The development will be divided by a staggered grid which creates four distinct Program Areas to support the desired mixed-use activity, as shown in Figure 02-4.

This grid is structured with surrounded open space at the perimeter of each area. A green north-south axis creates an interconnected public park that ties the eastern and western portions of the site to Tasman Dr and the new Santa Clara Trail. Through a sequence of areas this public park connects people from the Gateway Plaza Area, conveniently positioned adjacent to the light rail stop, through the Gateway Park Area and the large Central Green Park Area to the South Park Area, which connects to the New Santa Clara Trail Area.

To minimize vehicular infrastructure, while allowing for efficient access for parking and service, an access roadway will intersect the site north and south, terminating at the Central Green Park Area.

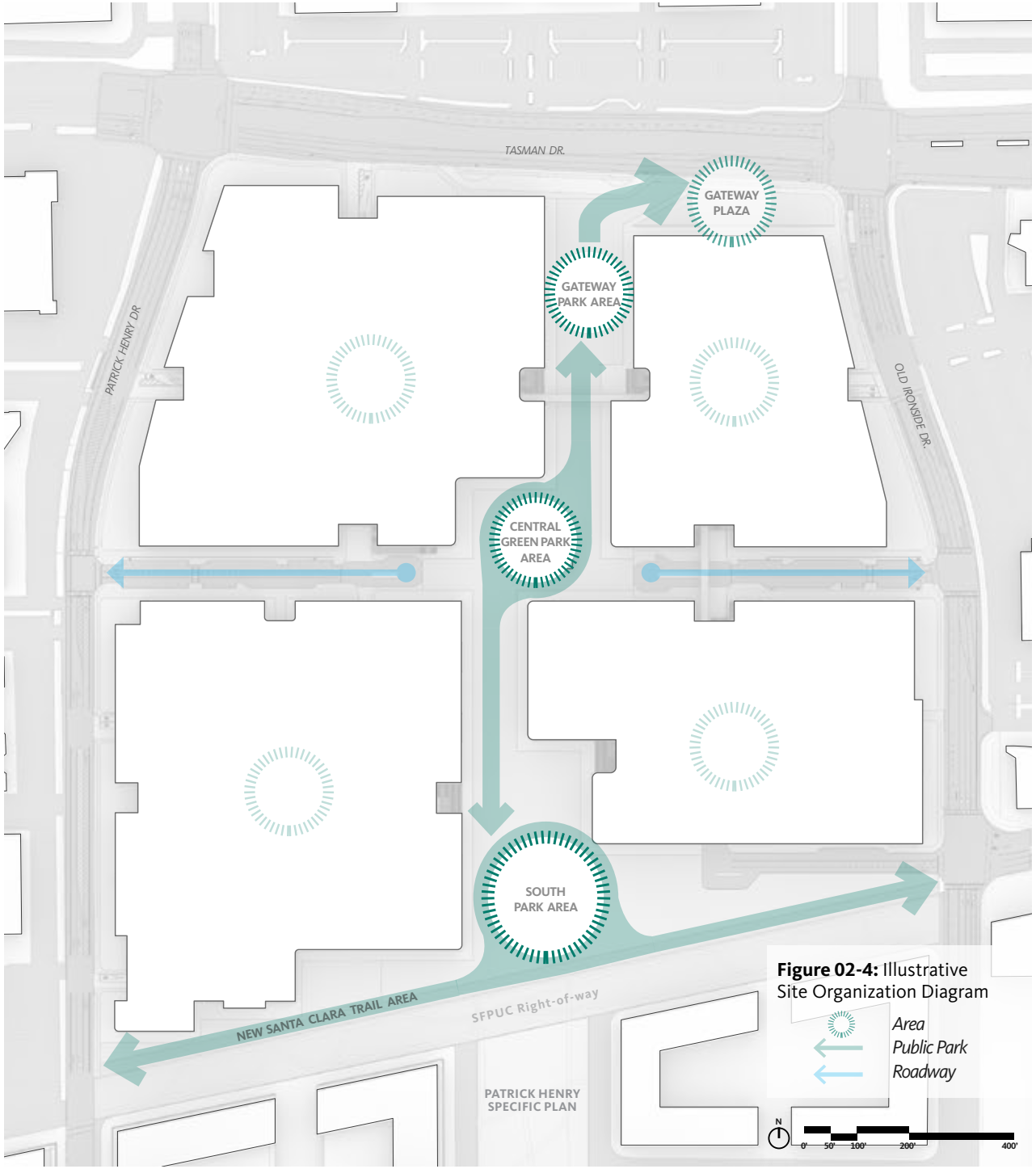


Figure 02-4: Illustrative Site Organization Diagram

02.5 CONNECTIVITY

With a human-centric design approach, Mission Point will include pedestrian and cycling infrastructure to provide a safe, accessible, and enjoyable community. These linkages will be both internal and external, connecting to existing and planned trail systems in the neighborhood.

See Figure 02-5 for a site non-vehicular connectivity diagram, which indicates the multiple access points and circulation flow within the project.

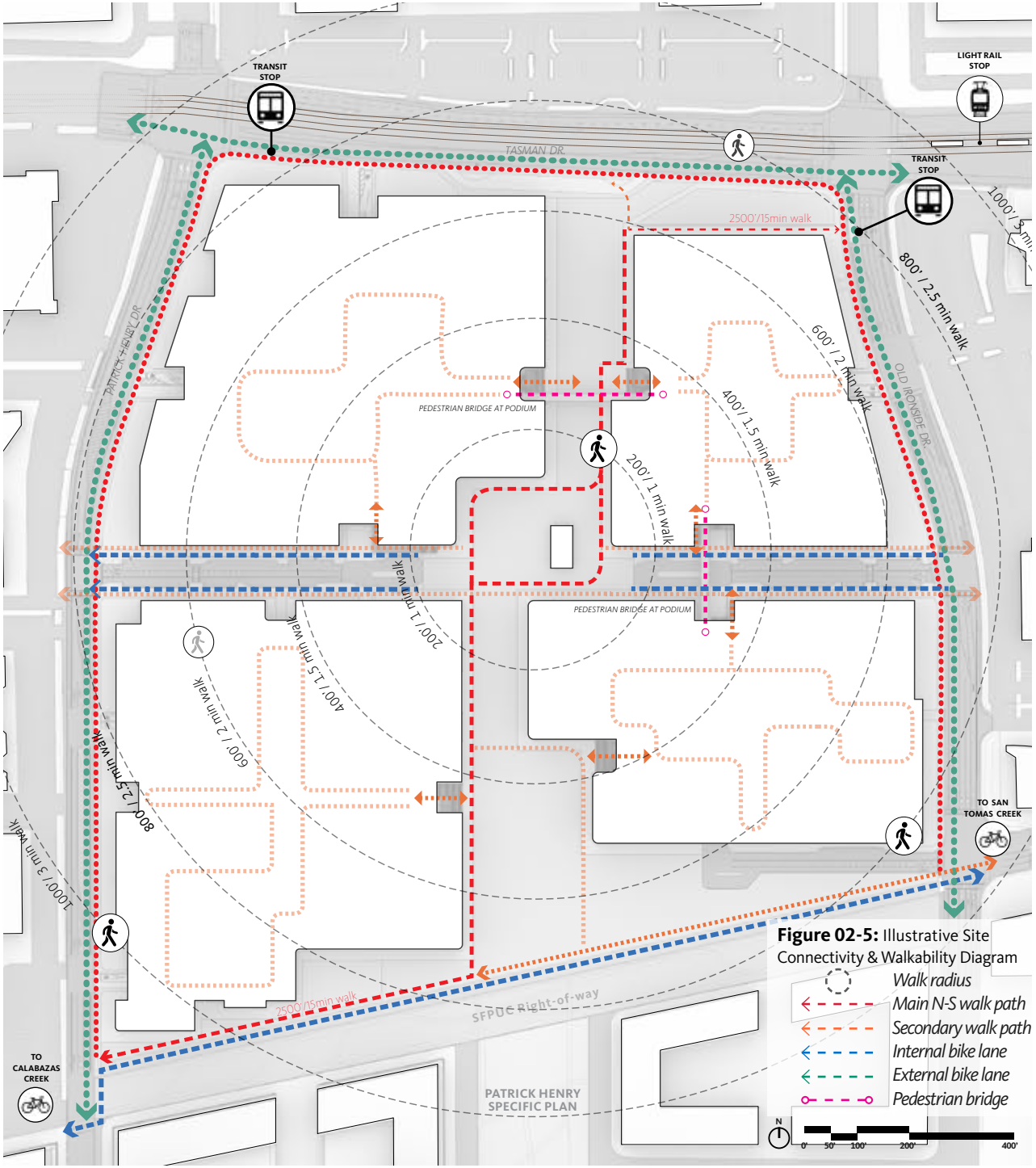


Figure 02-5: Illustrative Site Connectivity & Walkability Diagram

- *Walk radius*
- *Main N-S walk path*
- *Secondary walk path*
- *Internal bike lane*
- *External bike lane*
- *Pedestrian bridge*

02.6 PROGRAM ORGANIZATION

Mission Point will support a mix of programmatic uses that will create a harmonious neighborhood environment to live, work, socialize, and recreate. The locations of these various uses within the site have been carefully considered to best fit within the neighborhood context.

The area for work is more focused along the Tasman Dr. corridor, which has access to transit and adjacency to similar uses. The residential program is at the southwest corner of the site, adjacent to the planned Patrick Henry Drive Specific Plan residential development, and has immediate access to open space and recreational amenities Under the Office/R&D – Residential Flex option the residential program may also be located in the southeast corner of the site, which also has immediate access to open space and recreational amenities.

Amenities will be located primarily at ground level, and will create synergy between the live and work project programs. Consolidating and centralizing these amenities will also allow visitors to the site to have an engaging and pleasurable experience.

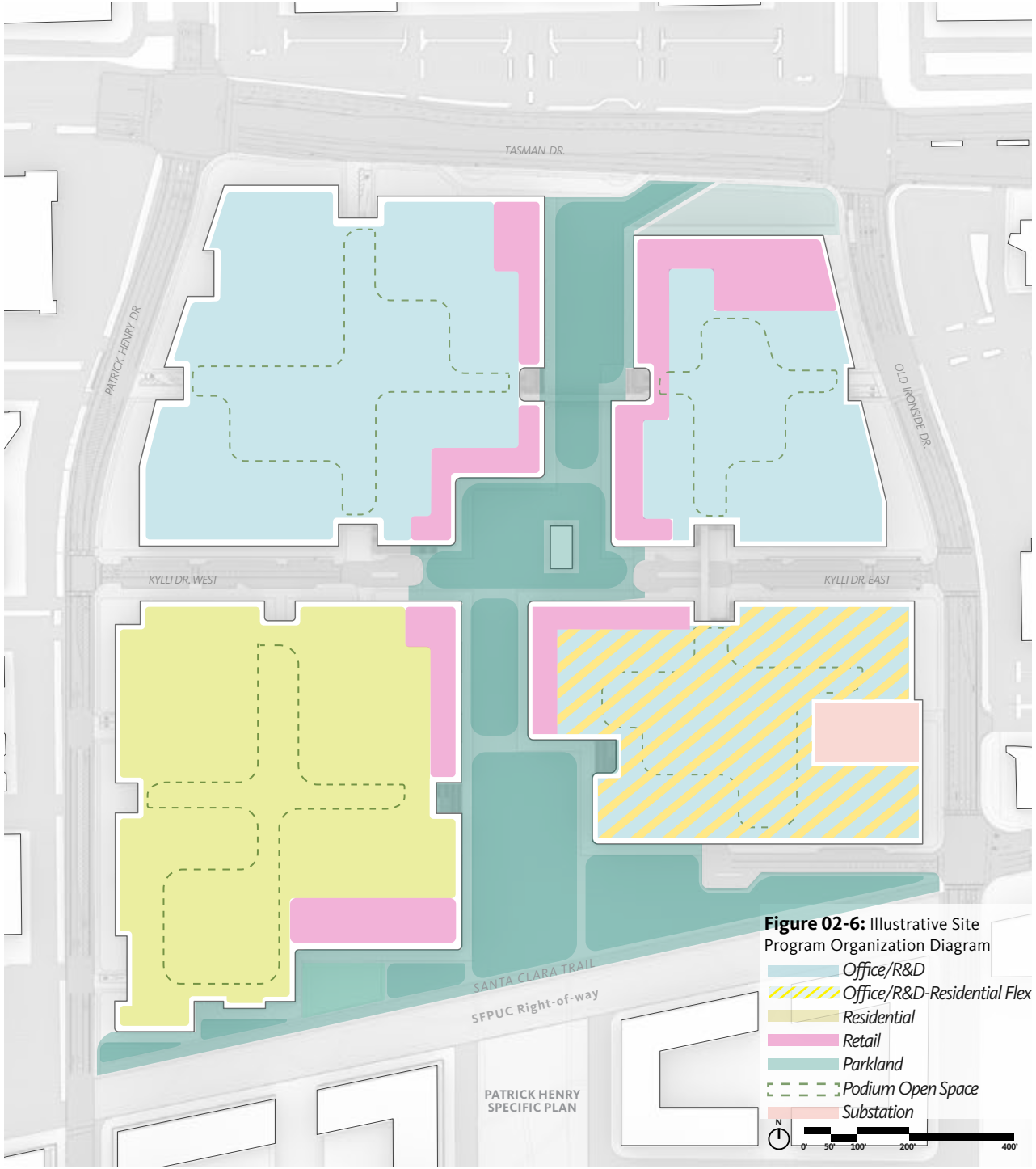


Figure 02-6: Illustrative Site Program Organization Diagram

02.7 DEVELOPMENT PROGRAM AREAS

MISSION POINT PROJECT INFORMATION - GENERAL SUMMARY TABLE										
AREA	ACREAGE*	BUILT COVERAGE	LAND USE	SQUARE FOOTAGE	OPEN SPACE	ACREAGE	PARKING AREA	STALL COUNT	RATIO/1,000 SF	% OF TOTAL
"A"	*Approx.* **13.3 acres**	*Approx.* **48%**	Office Retail ***Total***	*Max.* 1,179,000 gsf *Approx.* 30,000 gsf *Approx.* **1,209,000 gsf**	Accessible L1 Open Space Private Open Space	*Approx.* 2.8 acres *Approx.* 3.3 acres	1,454,000 sq. ft.	*Approx.* 3,330	2.8	35%
"B"	*Approx.* **8.9 acres**	*Approx.* **44%**	Office Retail ***Total***	*Max.* 1,034,000 gsf *Approx.* 43,000 gsf *Approx.* **1,077,000 gsf**	Accessible L1 Open Space Private Open Space	*Approx.* 2.7 acres *Approx.* 1.7 acres	990,000 sq. ft.	*Approx.* 2,440	2.3	26%
"C"	*Approx.* **12.7 acres**	*Approx.* **33%**	Office Retail ***Total***	*Max.* 790,000 gsf *Approx.* 19,000 gsf *Approx.* **809,000 gsf^**	Accessible L1 Open Space Private Open Space	*Approx.* 4.6 acres *Approx.* 2.5 acres ¤	762,000 sq. ft. ¤	*Approx.* 1,760 ¤	2.2	19%
"D"	*Approx.* **13.7 acres**	*Approx.* **50%**	Residential Retail Childcare ***Total***	*Approx.* 1,800,000 gsf *(Max. 1800 units)* *Approx.* 8,000 gsf *Approx.* 10,000 gsf *Approx.* **1,818,000 gsf**	Accessible L1 Open Space Private Open Space	*Approx.* 2.7 acres *Approx.* 4.8 acres	812,000 sq. ft. ***Total***	*Approx.* 1,870 *Approx.* **9,400**	1.0	20% 100%

*ACREAGE AREAS ARE APPROXIMATE AND SUBJECT TO CHANGE BASED ON DEVELOPMENT PLANS
¤SUBJECT TO CHANGE WITH OFFICE/R&D RESIDENTIAL-FLEX OPTION

LAND USE	PROJECT TOTAL	
Office	*Max.*	**3,000,000** gsf
Retail	*Approx.*	**100,000** gsf
Residential	*Approx.*	**1,800,000** gsf *(Max. 1800 units)^*
Childcare	*Approx.*	**10,000** gsf
TOTAL	*Approx.*	**4,913,000 gsf**

CAR PARKING	RATIO PROVIDED	% OF CODE*
Office	0.7 / 300 sq. ft.	73%
Retail	0.9 / 200 sq. ft.	86%
Residential	1.0 / unit	59%
Childcare	1.0 / 300 sq. ft.	100%
Parks/Open Space	-	NA

*APPROX. PER CITY OF SANTA CLARA PARKING REGULATIONS.

OPEN SPACE	PROJECT TOTAL	
Private Open Spaces & Parkland	*Approx.*	**25.1 acres**

SITE LAND AREA
48.6 Acres

DENSITY & INTENSITY		
	METHOD OF CALCULATION*	ILLUSTRATIVE PLAN CALCULATION**
Residential Density	DU/a = housing units per gross acre	Area D = **130 DU/a** (1,800/13.9) Total Site Area = **37 DU/a** (1,800/48.6)
Floor Area Ratio (FAR)	FAR = "FAR is applied on a parcel-by-parcel basis or as an average for an entire site under a single development proposal."	Total Project FAR = **2.3** FAR excluding residential = **1.5**

* THE METHOD OF CALCULATION FOLLOWS THE GENERAL PLAN'S METHODOLOGY AND DEFINITIONS FOR FAR AND DENSITY. MISSION POINT'S PROPOSED URBAN CENTER MIXED USE DESIGNATION ALLOWS A MAXIMUM DENSITY OF UP TO 250 DWELLING UNITS PER ACRE. MISSION POINT PROPOSED URBAN CENTER MISSION POINT DESIGNATION ALLOWS A MINIMUM FAR OF 1.5.

** THE CALCULATION IS PROVIDED TO ILLUSTRATE MISSION POINT'S POTENTIAL DENSITY AND FAR, WHICH WILL BE FINALIZED AS PART OF THE DESIGN REVIEW PROCESS.

*** SEE ADDITIONAL LIMITATIONS IN SECTION 05.13 RESIDENTIAL DESIGN.

Figure 02-7_01: Program Area Tables

Development Transfer

To provide flexibility in responding to changing market demands and ensure ongoing feasibility through a sequenced development process, density transfers of nonresidential maximum floor area are allowed among Program Areas A, B, C, and D (See Figure 02-7_02* for Area identification). The developer may elect to transfer up to 5 percent of the maximum allowed floor area of each of the individual Areas to one or more of the other Areas.

As a result, the total amount of development in these Areas could increase or decrease proportionally, while not exceeding the maximum build-out for the entire project.

* Note that Figure 02-7_02 demarcated areas are approximate and subject to change based on development plans.
^ Office/R&D – Residential Flex: Area C may be developed with up to a maximum of 800 residential units, or a mix of uses with a corresponding reduction in square footage of office/R&D uses. If exercised the Office/R&D Residential Flex option results in up to a maximum of 2,600 residential units in Area C and D.

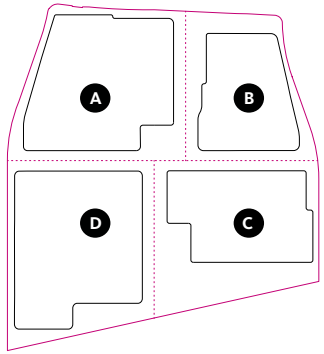


Figure 02-7_02*: Program Area key

02.8 PROGRAM LAYOUT AND ACCESS

Mission Point's site organization will be structured around a clear north to south axis of pedestrian-oriented neighborhood uses and an east to west multi-modal corridor, all designed to provide a safe and livable community.

The Project's ground floor will be populated with a variety of uses and experiences to create vibrancy throughout the day and evening within Mission Point and its surroundings. (Figure 2-8_02).

Anchoring public programming towards the north end of the site adjacent to the Tasman light rail corridor will attract users and will help activate Mission Point's vibrant retail-oriented scene, including space for a grocery and restaurants. As guests and tenants move south through the park, retail will be right-sized for shopping experiences that fit within the context of this new neighborhood.

The heart of the project will be surrounded by a mixture of retail, amenities, lobbies and community space to provide a rich ground plane. From there on, each individual connection to the exterior of the site will be focused on specialized uses, such as office co-working spaces, lobbies, amenities, walk-in residential units and service areas that will activate these spaces throughout the day.

Access and circulation to and around Mission Point varies depending on the mode of transportation, but caters to a broad audience as the internal paths and external connections are designed to provide a safe and comfortable environment for vehicles, pedestrians, and cyclists.

- Anchoring vibrant programming towards the north of the site, closest to the Tasman light rail corridor, attracts users to the retail-oriented ground plane. (Figure 2-8_02). Designated vehicular access points will be provided close to the public programming, such as restaurants, retail, and childcare. Parking within structures above and below grade are adjacent to retail and the park program. (Figure 2-8_01).

- Tenants within the project will enjoy a well-structured network of multi-modal opportunities, including public transit, ride share, shuttle, autos, cycling, and on foot (Figure 2-8_03). Primary shuttle zones will be hosted on internal private roadways.

- Dedicated access points for structured parking will be located along the periphery of the site. These parking structures will include seamless interconnections between basement and podium levels for quick ingress and egress. Parking will include multiple points of entry into adjacent buildings by way of connected tunnels. A connection from the parking levels to the podium level will provide an additional arrival experience for tenants, with access points around the podium shared open space.
- An internal podium and basement circulation ring road will create efficient vehicular movement, and allow for in/egress points from/to every building to/from any surrounding streets.

** Note that all figures in this section are illustrative, and are meant to provide general guidance and objective standards for final architectural design. Any stated quantity, dimension, or use placement is subject to change.*

Figure 02-8_01:
Illustrative Ground Level Plan

C *Development Area*

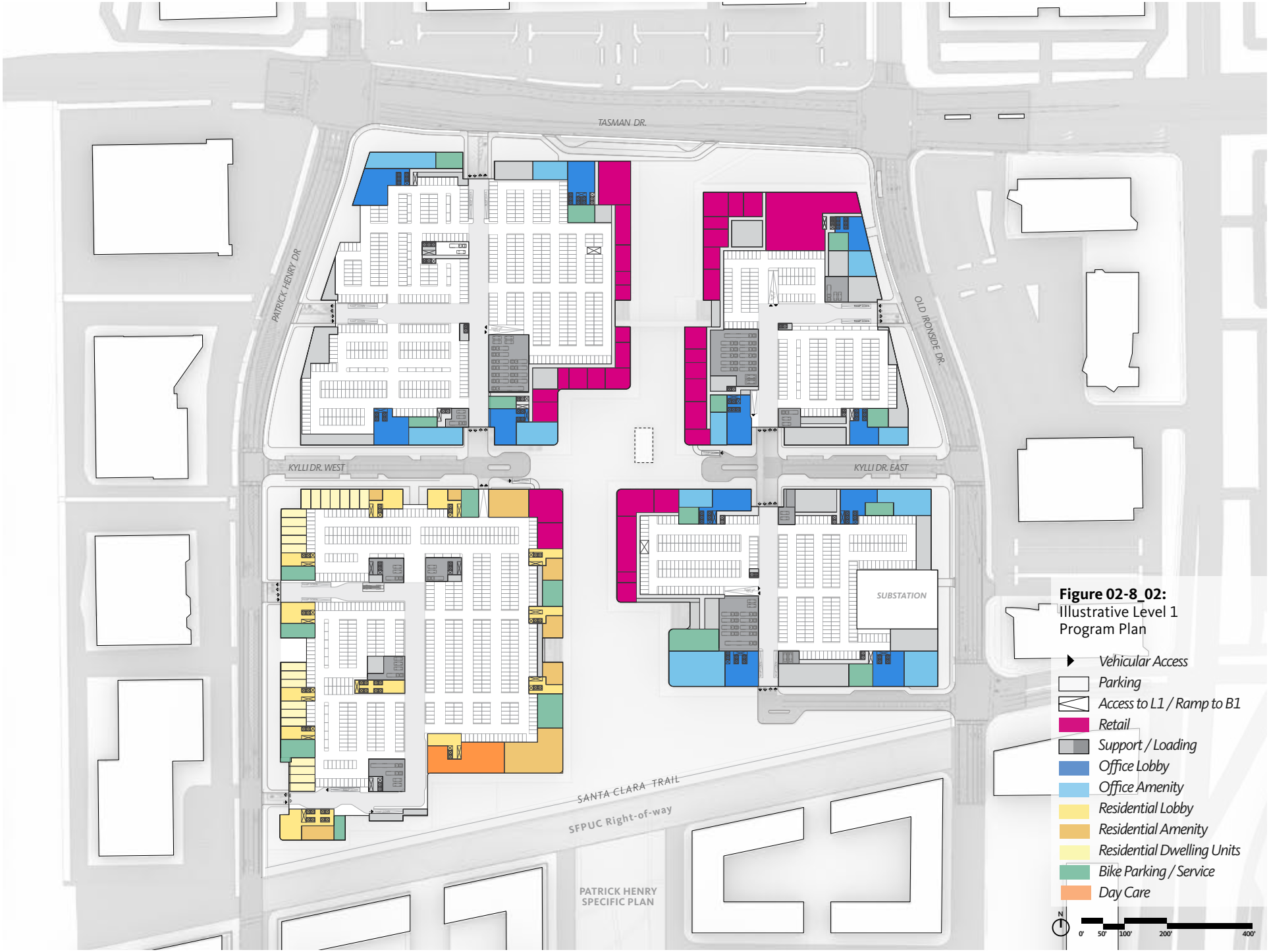


Figure 02-8_02:
Illustrative Level 1 Program Plan

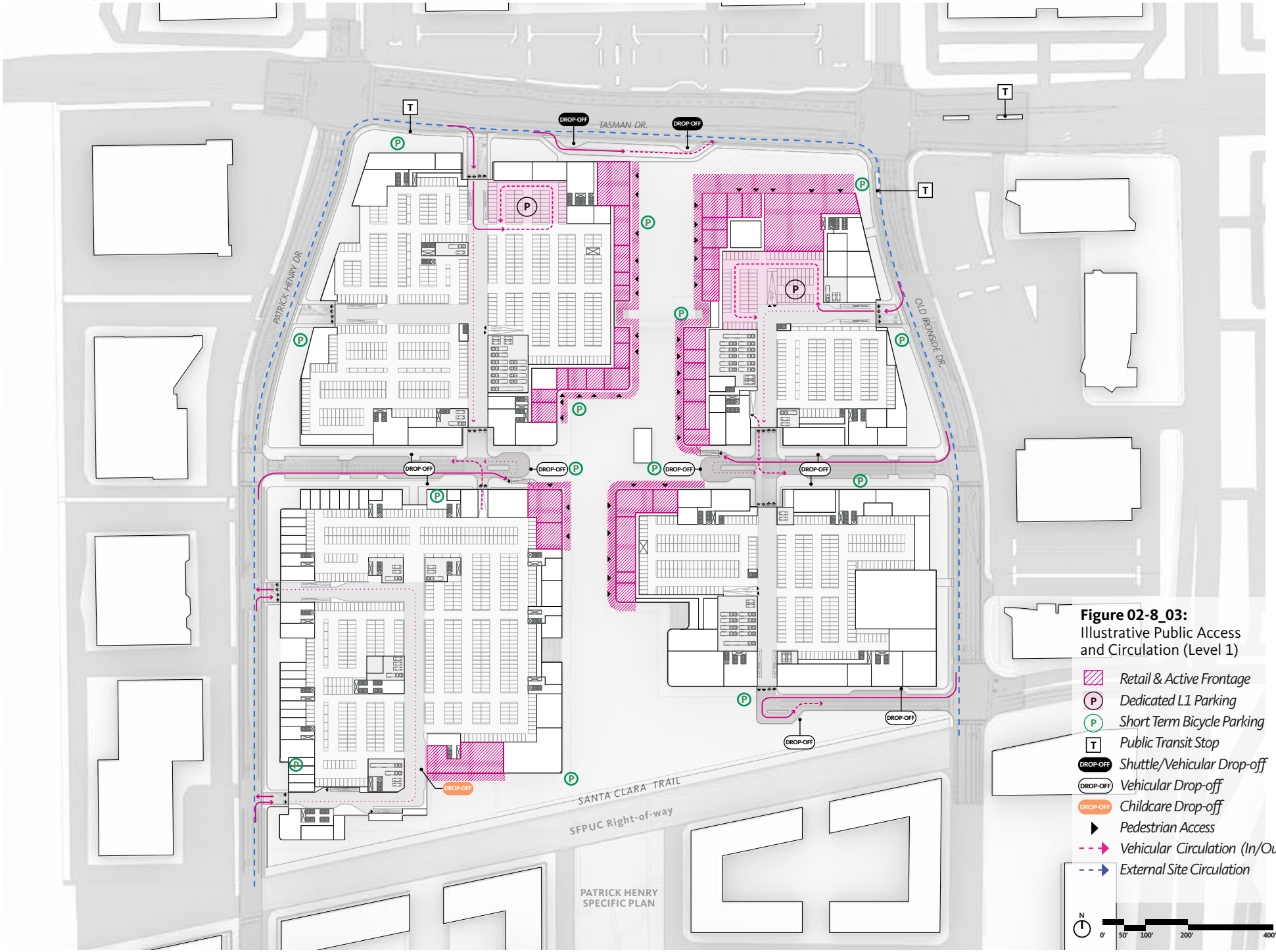


Figure 02-8_03:
Illustrative Public Access and Circulation (Level 1)

02.9 MOBILITY

The Mission Point project site is located along the Tasman Drive corridor in Santa Clara. It is bordered by Tasman Drive to the north, Old Ironsides Drive to the east, Patrick Henry Drive to the west, and the SFPUC's Hetch Hetchy Right-of-Way (ROW) to the south. The site is within walking distance of California's Great America, Levi's Stadium, the Santa Clara Convention Center, Mission College, and many existing employers in Santa Clara North. The area north of U.S. 101 within Santa Clara is rapidly transforming, with future developments that include City Place and the Tasman East, Patrick Henry Drive, and Specific Plan Areas and the Freedom Circle Future Focus Area.

Transit Network

VTA bus and light rail services (Old Ironsides and Reamwood light rail stations are adjacent to the project site along Tasman Drive), ACE commuter rail service, and the Capitol Corridor regional rail service are all located in the immediate vicinity of Mission Point. There are additional bus connections to ACE and Caltrain, although there are no direct public transportation routes to existing BART stations. The VTA light rail station on Tasman Drive will provide a direct link to the upcoming Santa Clara Bart station, which is scheduled to be completed around 2030. (Figure 02-1_03)
An improved local mobility and circulation network will support the use of existing and future transit infrastructure, including VTA light rail along the Tasman Corridor, bus transit along Great America Parkway, and multi-use trails along Calabazas Creek and the Hetch Hetchy right-of-way. Transit options will connect Mission Point residents and employees to local amenities as well as regional destinations.

Shuttle Stop

A proposed on-site shuttle stop located on Tasman Drive would provide connections to other transit options such as ACE, Caltrain, and BART.

Street Network

The site has great regional connectivity to US 101 and SR 237, both of which have interchanges at Great America Parkway and Lawrence Expressway.

Bicycle & Pedestrian Network

The site is located near multiple existing and planned recreational trails. Two of these trails run along Calabazas Creek and San Tomas Aquino Creek, while the John W. Christian Trail runs through Sunnyvale, above the Hetch Hetchy Aqueduct. The County of Santa Clara's Creek Trail Network Expansion Master Plan calls for future extension of the Calabazas Creek Trail over US 101 to Benton Street; and the development of a Hetch Hetchy Trail through Santa Clara, stretching from Calabazas Creek to the Guadalupe River. A brand new, quarter-mile stretch of trail has been introduced to complement the proposed South Park Area.

In addition, on-street bike lanes are located on Great America Parkway, Tasman Drive, and Mission College Boulevard. On-street pedestrian facilities consist of sidewalks, crosswalks, and pedestrian countdown signals at signalized intersections.

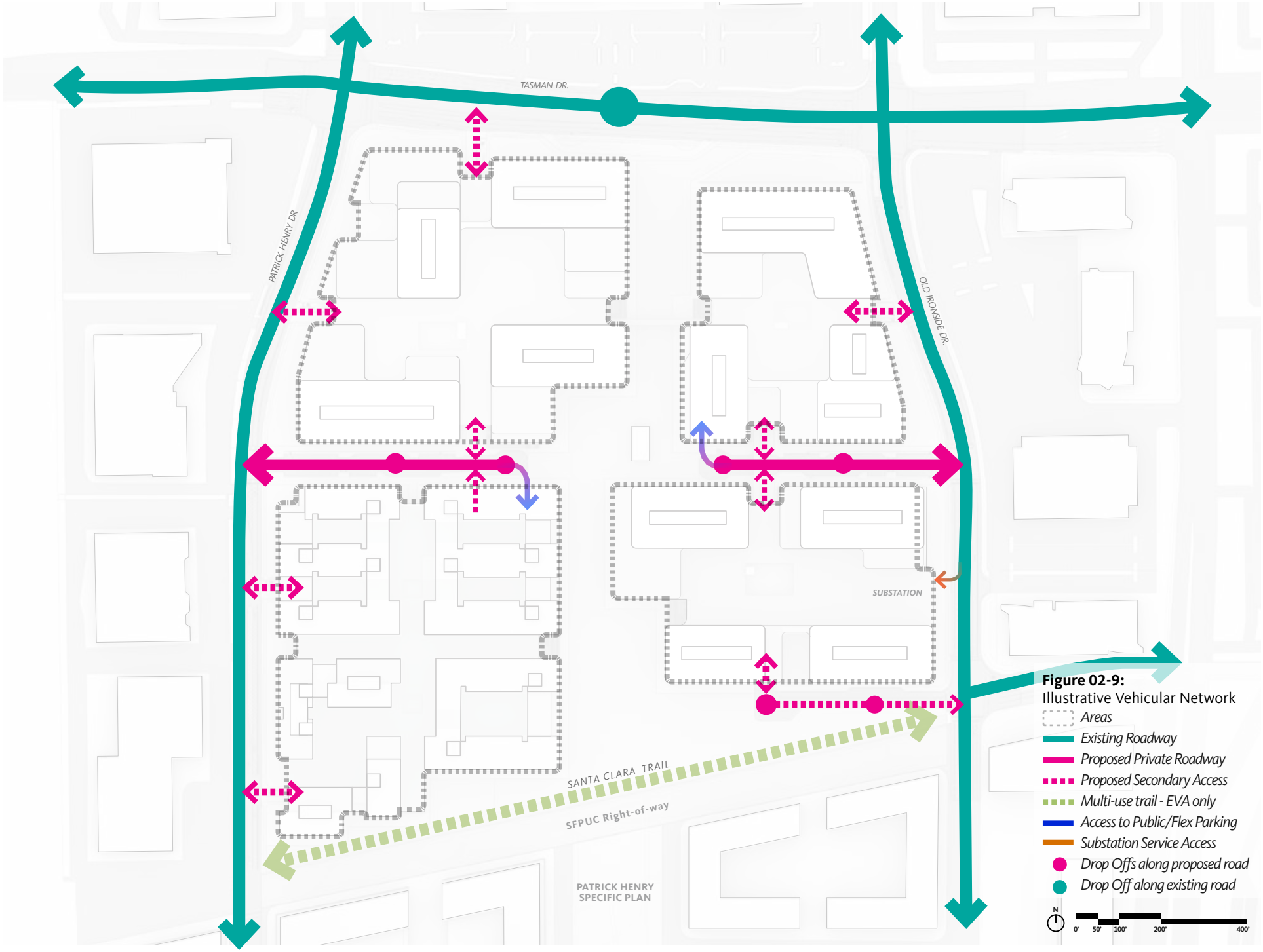


Figure 02-9:
Illustrative Vehicular Network

02.10 TRANSPORTATION DEMAND MANAGEMENT (TDM)

The purpose of TDM is to promote more efficient utilization of transportation facilities and to maximize the potential for sustainable transportation usage, while minimizing negative impacts on the community and reducing congestion. The project will implement a combination of services, incentives, facilities, and actions to shift employees, residents, and customers from driving alone to using transit, carpooling, cycling, and walking. The Project Sponsor will prepare and submit a TDM Plan for the City's approval with the building permit application for each phase of development.

Vehicle Trip Reduction Targets
The project, upon build-out, is projected to reduce daily vehicle trips by at least 20% for the residential area; and at least 25% for the commercial area compared to the existing countywide VMT.

This reduction reflects the combined effects of the project's location, diversity of land uses, design, density, and TDM measures. The reduction in daily vehicle trips is expected to be approximately equal to the reduction in VMT.

Illustrative visualization of the proposed development

TDM Measures and Strategies
The TDM measures to be implemented for the site include design features, programs, and services that promote sustainable modes of transportation and reduce the number of vehicle trips as well as VMT that would be generated by the project. The project will form a Transportation Management Association (TMA) or participate in an existing TMA to oversee and coordinate TDM activities of various employers and residential communities on site. A TMA is a non-profit, member-controlled organization that provides transportation services in a particular area.

The TMA may include other proximate developments, employers, or residential developments in nearby Focus/Specific Plan Areas.

TDM measures will be described in detail in the TDM plan, including the party responsible for implementing each measure (e.g., developer, tenant, TMA, City, etc.).

The specific elements of the TDM plan may vary over time, with periodic changes in the plan to reflect changes in the transportation environment and new technologies. Examples of TDM measures that may be included in the TDM plan for the project include:

- Privately operated long-haul commuter shuttle service for office workers with on-site shuttle stops.
- Participating in city organized/operated shuttle service to Caltrain and BART stations with on-site shuttle stops available to all site workers and residents.
- Transit subsidy for office workers.
- Rideshare matching program
- 'Guaranteed ride home' program for all office workers.
- Preferential parking for carpools and vanpools.
- Unbundled parking for market-rate residential units.
- Participation in regional bikeshare and scooter program, and/or establishment of on-site bicycle and scooter fleet.
- Bike repair stations and ample bicycle parking.
- Showers and lockers provided in office buildings.
- Real-time transit information displayed on screens throughout the site.
- On-site parking spaces reserved for carshare service(s) (e.g. ZipCar or equivalent provider).
- Dedicated curb space for ride hail and taxi service passenger loading.
- On-site transportation coordinator.
- Website and marketing program to disseminate information on commute options.
- High speed internet infrastructure to enable telecommuting.
- Distribution of a TDM information packet to new employees and residents.
- On-site bicycle and pedestrian network linking buildings to transit stations and nearby trails.

Monitoring and Reporting
The TDM Plan will be monitored to measure its effectiveness in meeting the vehicle trip reduction target. The monitoring activities will be managed by the TMA and will include traffic counts at all site driveways, and a survey of employee, resident, and customer transportation mode shares and travel preferences. Reports will be submitted to the City of Santa Clara to document progress towards achieving the vehicle trip reduction target. The results of the surveys will be used to design possible future changes to the TDM plan (to add, intensify, or change TDM measures). The TDM plan will explain the monitoring and reporting process in detail, including the location, duration, and methodology of counts and surveys.

02.11 AFFORDABLE HOUSING

Affordable housing is a high-priority goal of the City of Santa Clara. Mission Point will add up to 1,800* new homes, or up to 2,600 new homes with the Office/R&D – Residential Flex option, that will help meet the City's Regional Housing Needs Assessment (RHNA). It is important to note that the Project site was not included in the City's 6th Cycle Housing Element as a housing opportunity site (as adopted on May 7, 2024), but the City's current 6th Cycle RHNA targets are based on an assumed development on the site of 3 million sf of High Density Office/R&D (the same amount as proposed by Mission Point) so the new employee generation will not contribute to the City's future RHNA targets, which makes the Project a net positive to the City's jobs/housing balance. The Project has committed to meeting and exceeding the City wide Affordable Housing Ordinance (1), as follows:

Residential portion of Mission Point:

- 15% will be deed-restricted affordable units. If 1,800* units are constructed, 270 would therefore be deed-restricted. If all 2,600 units under the Office/R&D – Residential Flex option are constructed, 390 would therefore be deed-restricted.
- The Project has voluntarily commintted to a higher level of affordability than is required by Santa Clara's Citywide Affordable Housing Requirements by providing affordable rental prices affordable to extremely low, very low, low and moderate income households, or a combination thereof with a maximum average affordability level for affordable homes of 80% of Area Median Income (AMI) (the City's baseline requirement is a maximum affordability average of 100% of AMI).
- In addition:
  - -Rental units: no rental affordable unit will exceed a maximum of 100% AMI.
  - -For-sale units: no for-sale affordable unit will exceed 120% AMI.
- The Project's affordable housing program will otherwise meet all other requirements of the City's Affordable Housing Ordinance.

Non-residential portion of Mission Point:

1) SCCC, Chapter 17.40.
* Office/R&D – Residential Flex: Up to 2,600 units. If all units are constructed, 390 would be deed-restricted.

- The affordable housing requirements will be met through payment of the City's Affordable Housing Fee ("AHF")

Implementation and Timing:

The specific mix and units for the residential portion of the Project will be identified, consistent with this Affordable Housing Plan, as part of the application for Architectural Review for the residential portion of the Project. Affordable Housing Agreements (using the City's standard form and consistent with this Affordable Housing Plan) will be entered into with the City and recorded prior to the certificate of occupancy for the residential project.

Illustrative visualization of the proposed development

02.12 DEVELOPMENT STRATEGY

Construction of the project will include consideration of the following overarching objectives:

- Provide an orderly build-out of the project based on projected market demand and other factors, such as local and regional growth, project financing, and development of final construction plans.

- Provide critical infrastructure improvements, including several key upfront infrastructure components, which will also provide important sustainability benefits. Most notable are the SVP facilities and other site utilities.

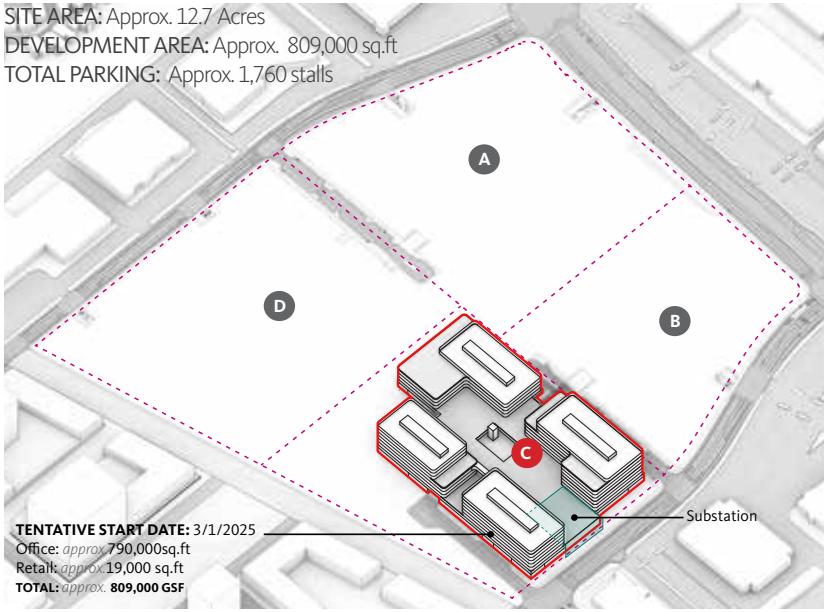
It is anticipated that the project will be constructed in response to market conditions. There is no set development sequence, but one potential order is shown for informational purposes in Figure 02-12.

Other potential development orders, as well as overlapping/concurrent development and more sequential development, as well as the Office/R&D - Residential Flex (Reduced Office/ Increased Housing Alternative), have been studied in the Environmental Impact Report to ensure the project can respond to the market, while ensuring any necessary environmental mitigations.

1

TOTAL

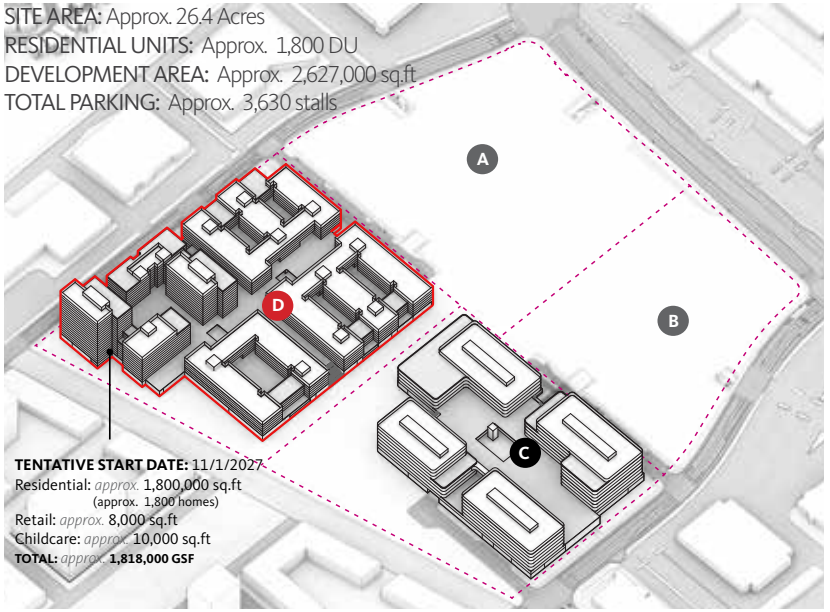
SITE AREA: Approx. 12.7 Acres
DEVELOPMENT AREA: Approx. 809,000 sq.ft
TOTAL PARKING: Approx. 1,760 stalls



2

TOTAL

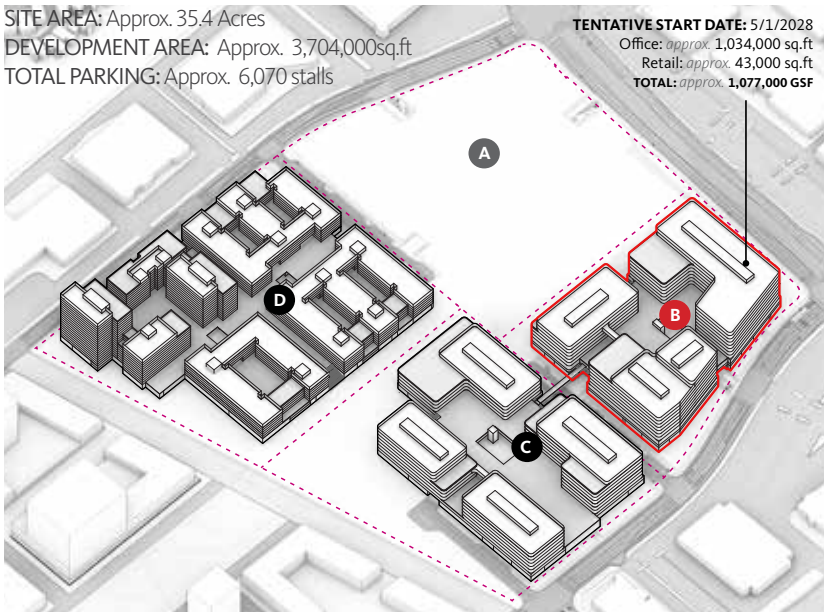
SITE AREA: Approx. 26.4 Acres
RESIDENTIAL UNITS: Approx. 1,800 DU
DEVELOPMENT AREA: Approx. 2,627,000 sq.ft
TOTAL PARKING: Approx. 3,630 stalls



3

TOTAL

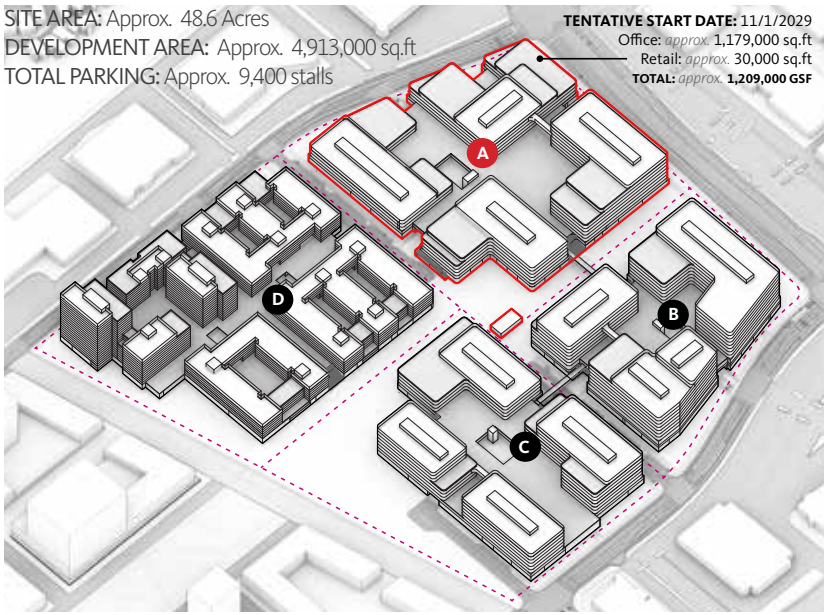
SITE AREA: Approx. 35.4 Acres
DEVELOPMENT AREA: Approx. 3,704,000sq.ft
TOTAL PARKING: Approx. 6,070 stalls



4

TOTAL

SITE AREA: Approx. 48.6 Acres
DEVELOPMENT AREA: Approx. 4,913,000 sq.ft
TOTAL PARKING: Approx. 9,400 stalls



* Totals in each area represent the sum of the area and previous sequences.
** Approximate total development area and parking figures for the development

Figure 02-12: Illustrative Project Construction Sequencing Plan

03 | OPEN SPACE

Illustrative visualization of the proposed development

03.1 INTRODUCTION

Nature and History as Inspiration

Mission Point has the potential to become one of the healthiest and most beautiful workplace environments in Silicon Valley.

The entire development, including the arrival and gateway, the office and residential buildings, and its parks, gardens and green spaces, will inspire creativity and contribute to overall wellness. The project draws inspiration from Santa Clara's rich history of agriculture and land husbandry, in particular the cultivation of fruit and nut orchards. A thoughtfully designed and nature-inspired place can bring joy, tranquility and delight, evoking a broader sense of natural cycles of life for all who work there.

The settings can have a dramatically positive impact on health in terms of physical, mental, and social well-being. Mission Point has the opportunity to be a significant and pioneering precedent for the next generation of workplaces benefiting its immediate neighborhood, the City of Santa Clara, and workplaces around the world.

Santa Clara County "Valley of Heart's Delight", illustration postcard. San Jose Chamber of Commerce

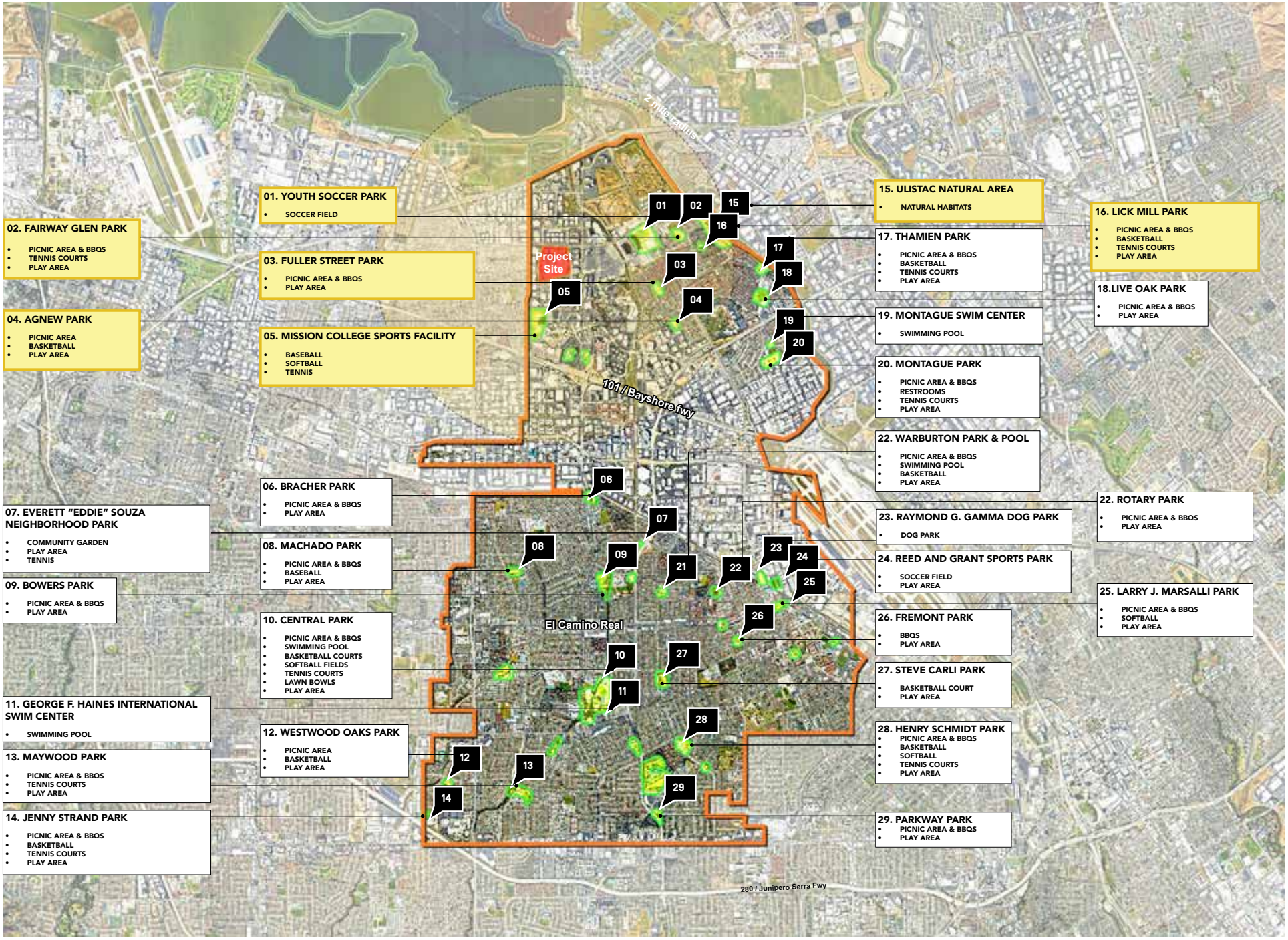


Figure 03-1_01: Existing Santa Clara Parks

03.2 COMMUNITY OUTREACH

In order to create a thriving parkland that all can enjoy, Kylli and Project Team have hosted events and workshops, and conducted a public online survey to invite the wider community to contribute ideas, feedback and inputs to the design process. The results of this survey are available to the public through City of Santa Clara Park Department. The diversity and creativity of public participation continues to be a key source of insight and priority-setting for the design team. As the site is an important “center” in the context of Santa Clara and the Bay, it is crucial that any design bears the hallmarks of its community.

*The photos and postcard drawings on the right were created by the community at the 4th of July 2022 Picnic / Community workshop organized by Kylli.

03.3 SUSTAINABLE LANDSCAPE MEASURES

The Mission Point project seeks to incorporate careful analysis and optimization of all site assets including soil, wind, sun, water, plants and wildlife, views and connectivity. The project seeks to creatively address habitat, air quality, water quality, climate, noise attenuation, renewable materials, life cycle, maintenance and energy, as well as social life, commerce, programming variety, transit and other design issues to achieve an innovative and sustainable development. Potential methods of conservation are as follows:

Urban Habitat

- Conserve and use native plants
- Manage invasive plants
- Conserve healthy soils and appropriate vegetation
- Use vegetation to minimize building energy consumption
- Reduce urban heat island effects

Water Conservation

- Manage storm water on site
- Reduce water use for landscape irrigation by selecting plants with low water needs
- Use recycled water for irrigation and landscape maintenance and plants that will thrive using recycled water

Resource Management

- Provide for storage and collection of recyclables
- Recycle organic matter

03.4 PUBLICLY DEDICATED PARKLAND

A Green Mission Point

As Santa Clara continues to urbanize and densify, it must also create places of open space, beauty, serenity, and nature. Such places will be integrated with the city, with maximum connectivity and invitations for people to access, use, and enjoy.

There will be a new neighborhood park, which will support urban growth throughout Silicon Valley and around the Bay. The public parkland is a focal point and catalyst for community-oriented growth for Santa Clara. Additional private recreational amenities will be incorporated throughout the residential and non-residential podium and terraces.

Flexibility for Programming

Mission Point provides an open platform for multiple forms of programming and activity. The areas within the new neighborhood park become critical magnets and centers for events both small and large, active and passive, some oriented more to the arts and culture, others to the environment and education, and still others to community events as well as to unique large scale public events.

Figure 03-4_01: Illustrative Neighborhood Park Plan

03.5 PROGRAMMING

Park Program

Mission Point consists of a connected network of public parks and plazas for active and passive recreation, community events and programs, as well as informal or structured social gatherings. The open space network strives for a diversity of settings that are flexible to accommodate active recreational uses and activities for all ages and abilities.

Refer to Section 05.17 for Park Amenity & Design Standards.

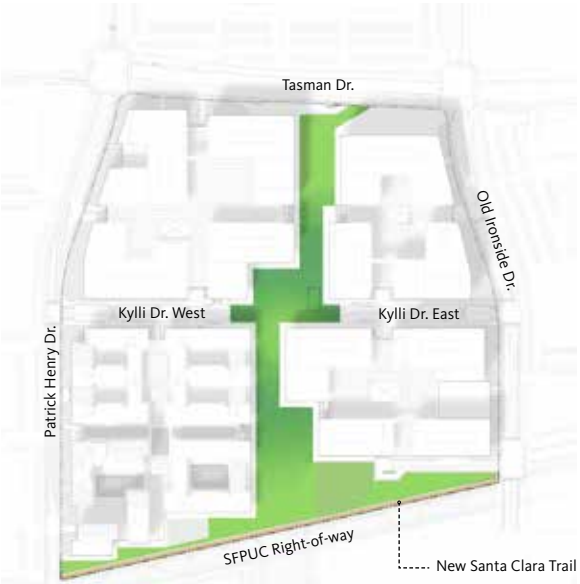


Figure 03-5_01: Illustrative Public Open Space Programming Diagram

1. TURFED PLAY FIELD

2. CHILDREN'S PLAY AREA

3. OUTDOOR FITNESS

4. SEATING AREA

5. FAMILY GATHERING & PICNIC AREA

6. DOG PARK

7. INFORMAL RECREATION

8. COMMUNITY GARDEN

Active Recreational Amenity Program

The private recreational amenities on the residential podium will be privately-owned, open space for residents of the communities. Programs may include, but may not be limited to, swimming pools with adjacent deck or lawn areas, children's play areas, landscaped and furnished, park-like quiet areas, recreational community gardens, outdoor fitness and family picnic areas.

Refer to Section 05.17 for Active Recreational Amenity Program Design Standards.

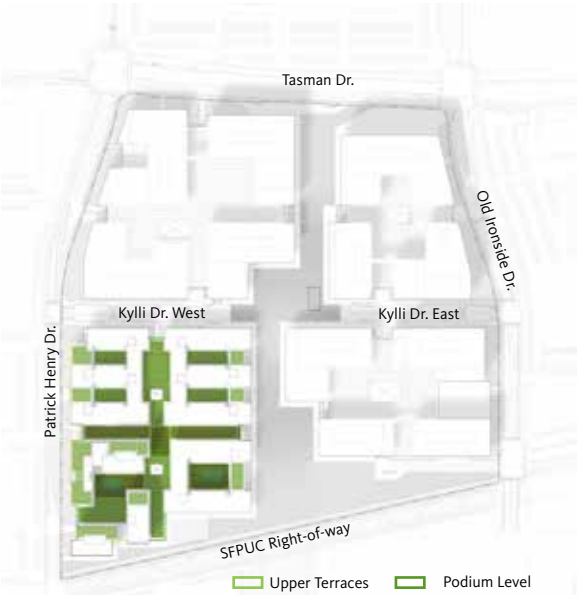


Figure 03-5_02: Illustrative Active Recreational Amenity Programming Diagram

1. SWIMMING POOLS WITH DECK AREA

2. CHILDREN'S PLAY AREA

3. OUTDOOR FITNESS

4. SEATING AREA

5. FAMILY GATHERING & PICNIC AREA

6. RECREATIONAL COMMUNITY GARDEN

Park Areas

In an effort to create diversity of amenities across the park, this neighborhood park* has three character areas: the Gateway Park Area on the north serves as the gateway to the Neighborhood Park, the Central Green Park Area with a focus on the civic functions and universal appeal, and the South Park Area with a focus on the community- and family-oriented activities.

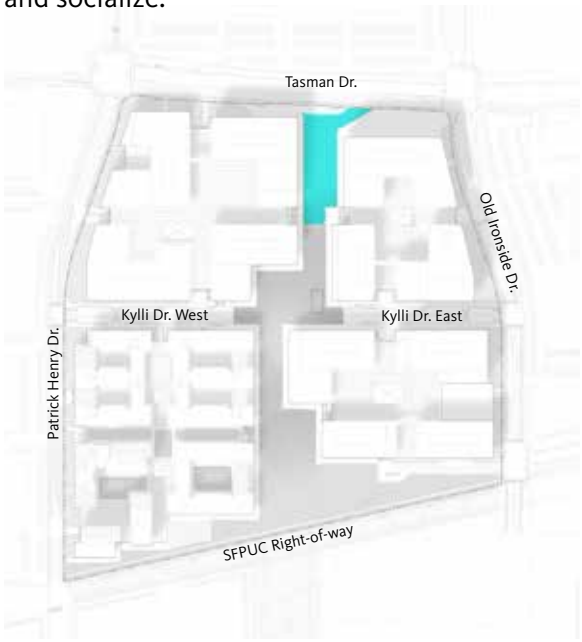
While diversity of character and features is important, there will be some shared programs across all park zones including seating areas, and family gathering space for different users.

Figure 03-5_03: Illustrative Park Areas Diagram

*Per the City of Santa Clara Parks & Recreation Department – Park Amenity & Design Standards, a neighborhood park is a park that is 1-15 acres in size. See Park Design Standards in Chapter 05.17, on page 105.

Gateway Park Area

The Gateway Park in the north includes a series of large outdoor rooms for active and passive programs that will serve both the general community and adjacent workplaces. Art installations are some elements that could anchor the northeast corner and welcome visitors into the site. A network of pathways connects the Gateway to the rest of the park and offers a unique pedestrian experience. Furnished outdoor rooms with shade trees and lush vegetation create space for visitors and office employees to take a break, go for a walk and socialize.



Open Space Concepts

Gateway Park Area

In the Gateway Park Area, the programming is arranged to welcome visitors and promote east-west connection, where visitors can walk across the open space with flexible and direct routes. The Gateway will include multiple public use programs. Possible examples include an outdoor fitness area, seating areas, family gathering and picnic areas.

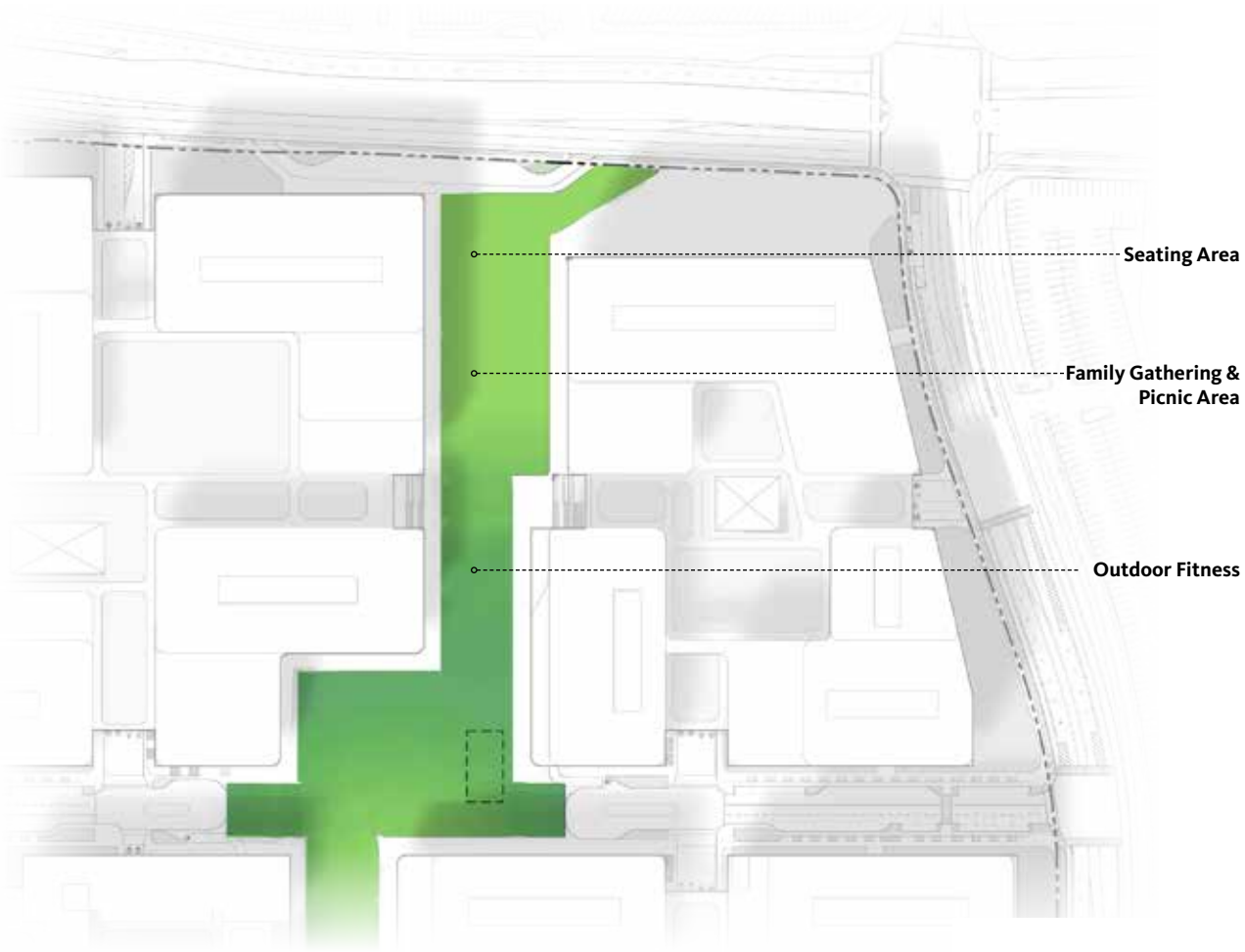
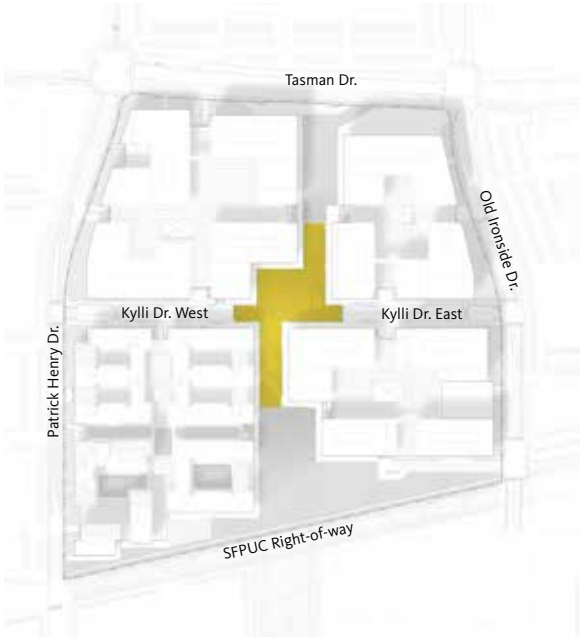


Figure 03-5_04: Gateway Park Area Diagram

Please see **Figure 03-5_01** for public open space programming legend.

Central Green Park Area

The Central Green Park Area supports diverse programming from picnicking and strolling, to fitness and meditation, to arts and culture at the center of the park. In this sense, the Central Green Park Area is designed with a variety of activities, using both hardscape and softscape, to attract visitors from surrounding neighborhoods and visitors from greater Santa Clara.



Open Space Concepts

Central Green Park Area

The large area of the central green park affords a unique experience. This area of the park is shaped to create “rooms” that support programming and planting that inhabit the areas of the Central Green Park Area.

As a complement to the more structured areas in the northern and the southern portions of the park, the Central Green Park Area delivers a tranquil, verdant and activity-oriented space. Here, visitors can stretch out a blanket for a picnic or throw a frisbee.

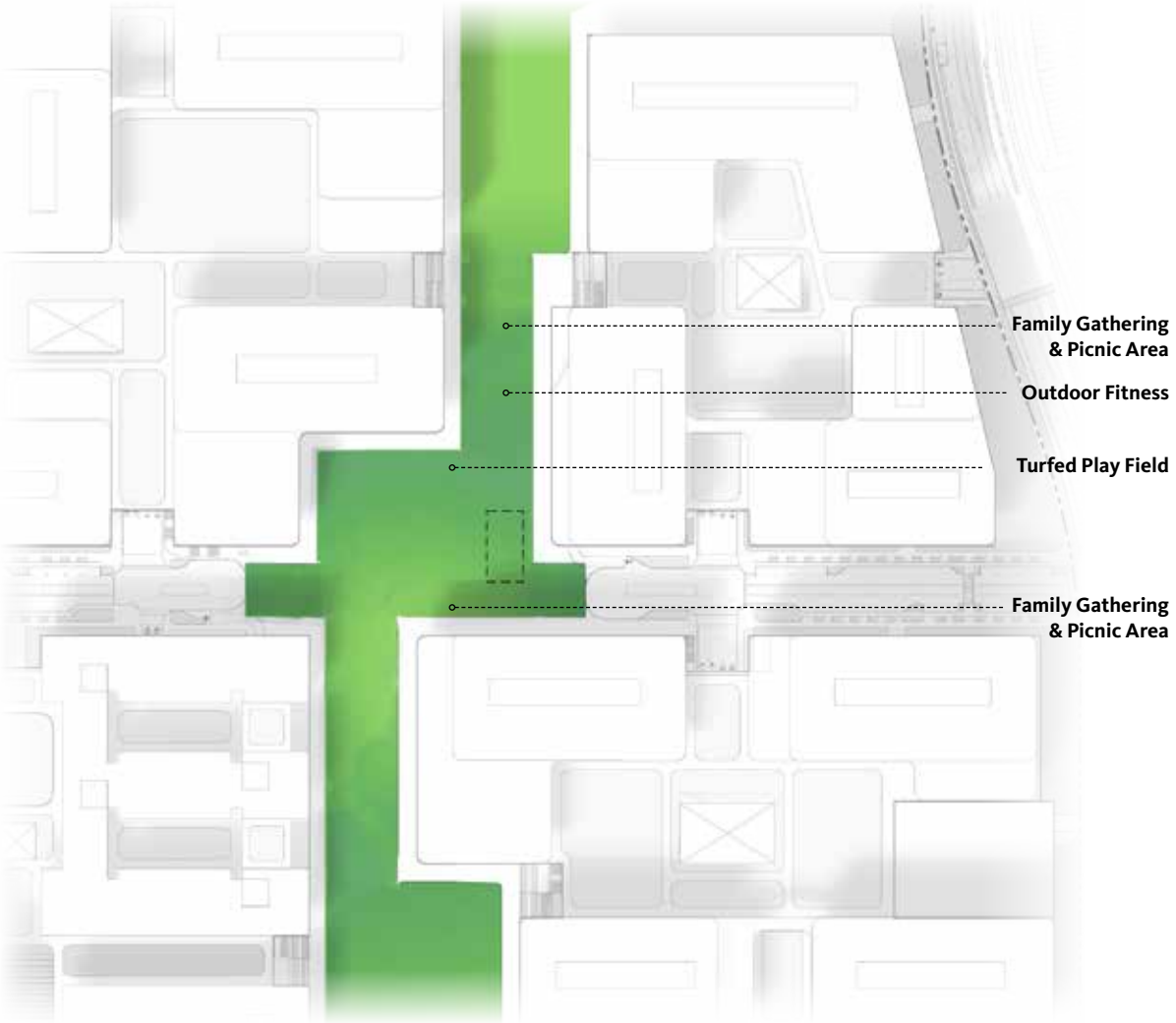
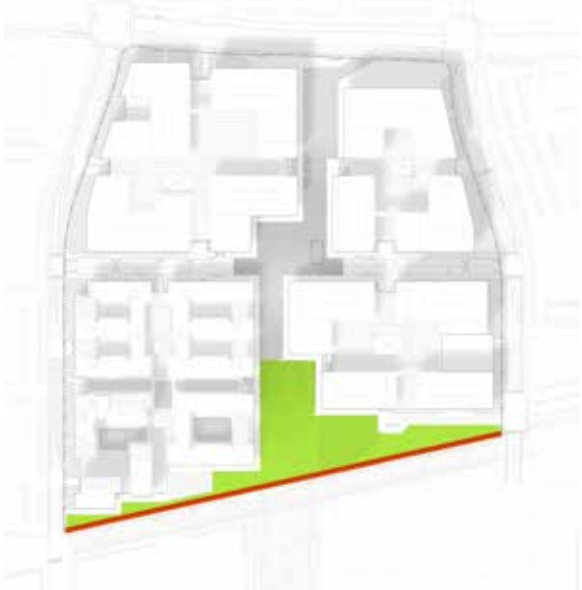


Figure 03-5_05: Illustrative Central Green Park Area Enlarged Plan

Please see **Figure 03-5_01** for public open space programming legend.

South Park Area

The South Park Area's design is community- and family-oriented due to its proximity to the residential parcel and its accessibility from the surrounding residential neighborhoods at the Patrick Henry Drive Specific Plan area. Accordingly, the South Park Area may incorporate a variety of attractions such a children's play area, recreational community gardens, dog parks, a quiet orchard grove and gardens, and an activity lawn for accommodating family picnics, events and informal recreation. The wide range of active and passive attractions will welcome families from all around.



South Park Area

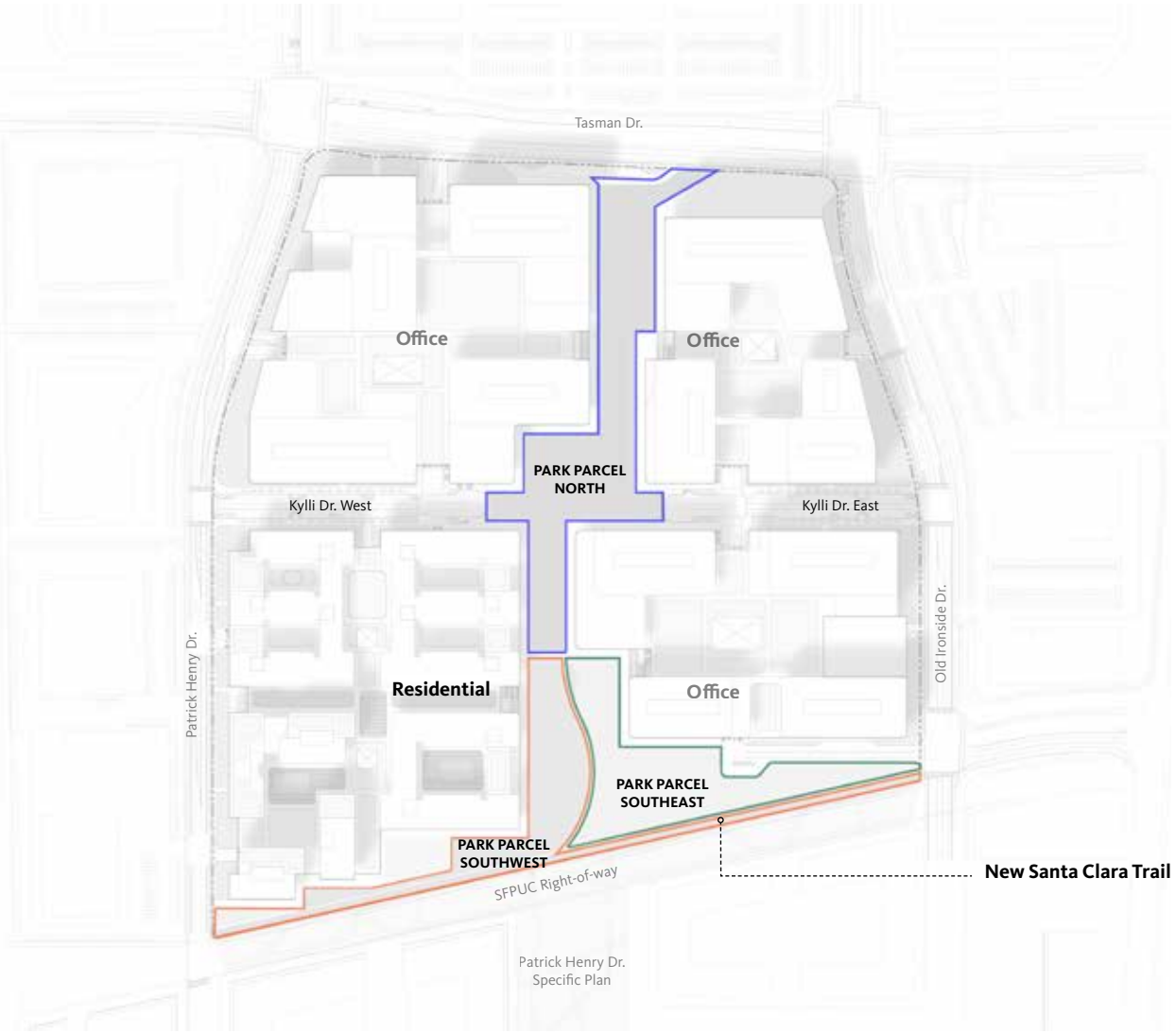
Mission Point will include the new Santa Clara Trail along the south boundary of the site, a project that will link Mission Point to future trails in the surrounding neighborhoods.

Figure 03-5_06: Illustrative South Park Area Enlarged Plan

Please see **Figure 03-5_01** for public open space programming legend.

03.6 PARKLAND DELIVERY

Mission Point will be developed in response to market demand and has no set order of development. Dedication of parkland to the City must be planned to align public safety with the delivery of usable park without undue impacts to construction (or construction impacts on the completed public park). Under the City's Park Ordinance (Chapter 17.35 of the City's Code), parkland dedication requirements are tied to residential development, so the delivery and dedication of public park for Mission Point will be triggered by the development of the residential portion (Area D). In addition, to facilitate delivery of usable public park, the proposed public park area is anticipated to be dedicated in three park zones: The Park Parcel North, Park Parcel Southwest, Park Parcel Southeast as shown on Figure 03-6_01. Each parcel will include a minimum of four park programs and will only be dedicated once adjacent buildings are completed to ensure each park parcel will not be disrupted by construction. Each section of the public park will function as a complete park on its own. Areas of the park will likely be developed at separate times. Together, it will be a single cohesive park experience for the community. The park must go through the public outreach process which begins with the Parks & Recreation Commission (PRC). The PRC is advisory to Council. It is Council, through this process, that will approve the final design.



*Parkland delivery parcel boundaries are conceptual and to be finalized prior to the Parks Improvement Agreement during design phase.

Figure 03-6_01: Conceptual Parkland Delivery Parcels

03.7 PRIVATE OPEN SPACE

Residential Podium and Terrace Courtyards & Amenities

Within the residential community courtyards and terraces there is an opportunity for a myriad of programs to provide a healthy active environment for residents and visitors. The residential podium landscape, in particular, will be designed to ensure maximum activity for future tenants – in the form of functional features and spaces that support daily life, activity and wellness.

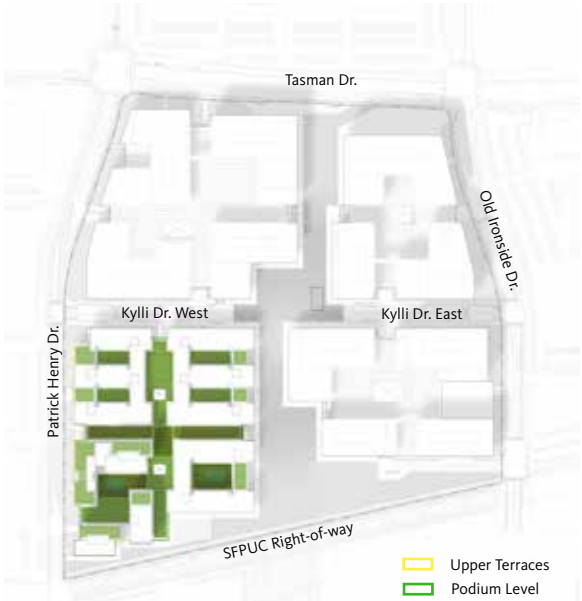
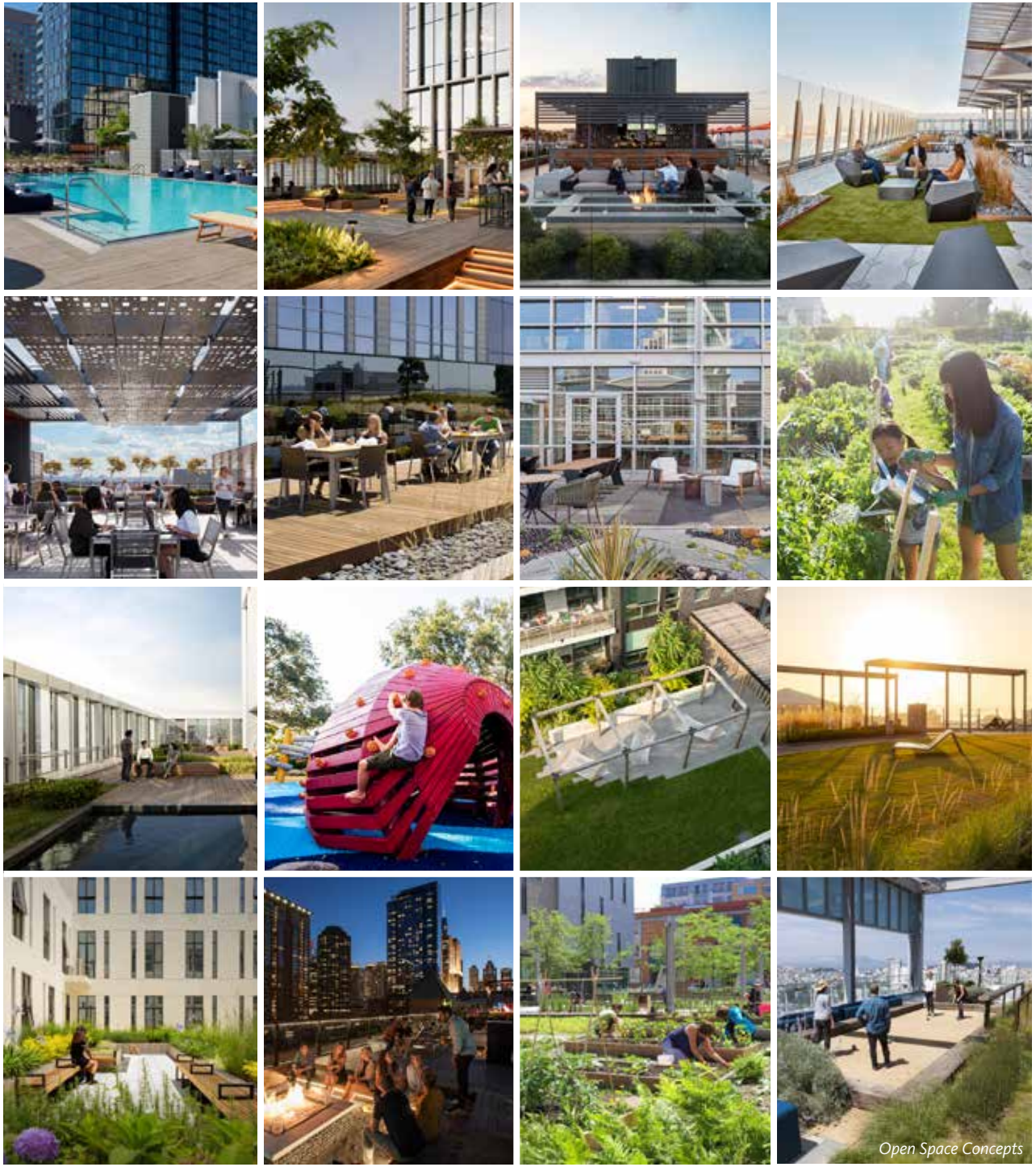


Figure 03-7_01: Illustrative Residential Private Open Space Areas in Area D



Residential Podium and Terrace Courtyards & Amenities

The residential podium and terrace open space, and indoor amenity space are seeking 50% credit towards the park fee. Accordingly, the private open space may include multiple programs such as swimming pools with adjacent deck or lawn areas; a children's play area; landscaped, furnished and park-like quiet areas; recreational community gardens; outdoor fitness spaces; and a family picnic area. In addition, each building may incorporate indoor facilities such as fitness classrooms, gyms, and activity rooms, etc, that are eligible for private open space credits.

Figure 03-7_02: Illustrative Residential Podium Enlarged Plan in Area D

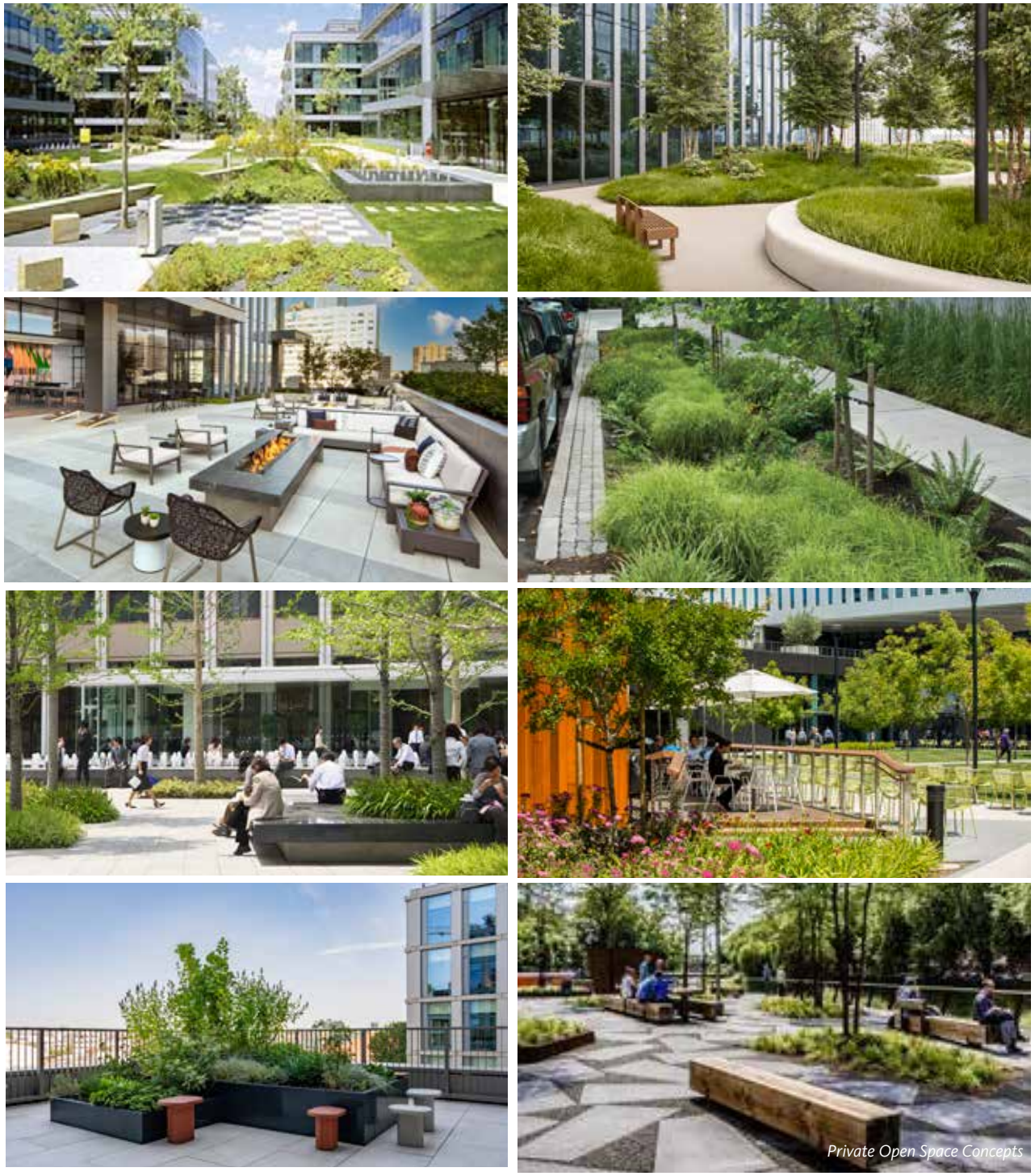
Please see **Figure 03-5_02** for private open space programming legend.

Non-Residential Private Open Space

The open space associated with non-residential uses or circulation areas within each development area ranges from storm water treatment areas and landscaped pathways, to welcome plazas and amenity podiums that offer a fantastic opportunity for elevated functional spaces and terraces with panoramic views of the surroundings, the neighborhood park and the Bay.

Figure 03-7_03: Conceptual Non-Residential Private Open Space Areas*

* No Office/R&D – Residential Flex: If residential units are constructed in Area C a proportional amount of the private open space in Area C will be residential private open space.



03.8 SITE CIRCULATION

Bicycle Network

Mission Point's bicycle network connects to a larger regional bicycle network.

In addition, the new Santa Clara Trail will be included in the parkland, adjacent to (but not a part of) the Hetch Hetchy ROW. Within the site itself, north-south and east-west bike paths further establish a connective network throughout Mission Point. Short-term bike parking facilities will be provided near bus stops, buildings and park entrances.

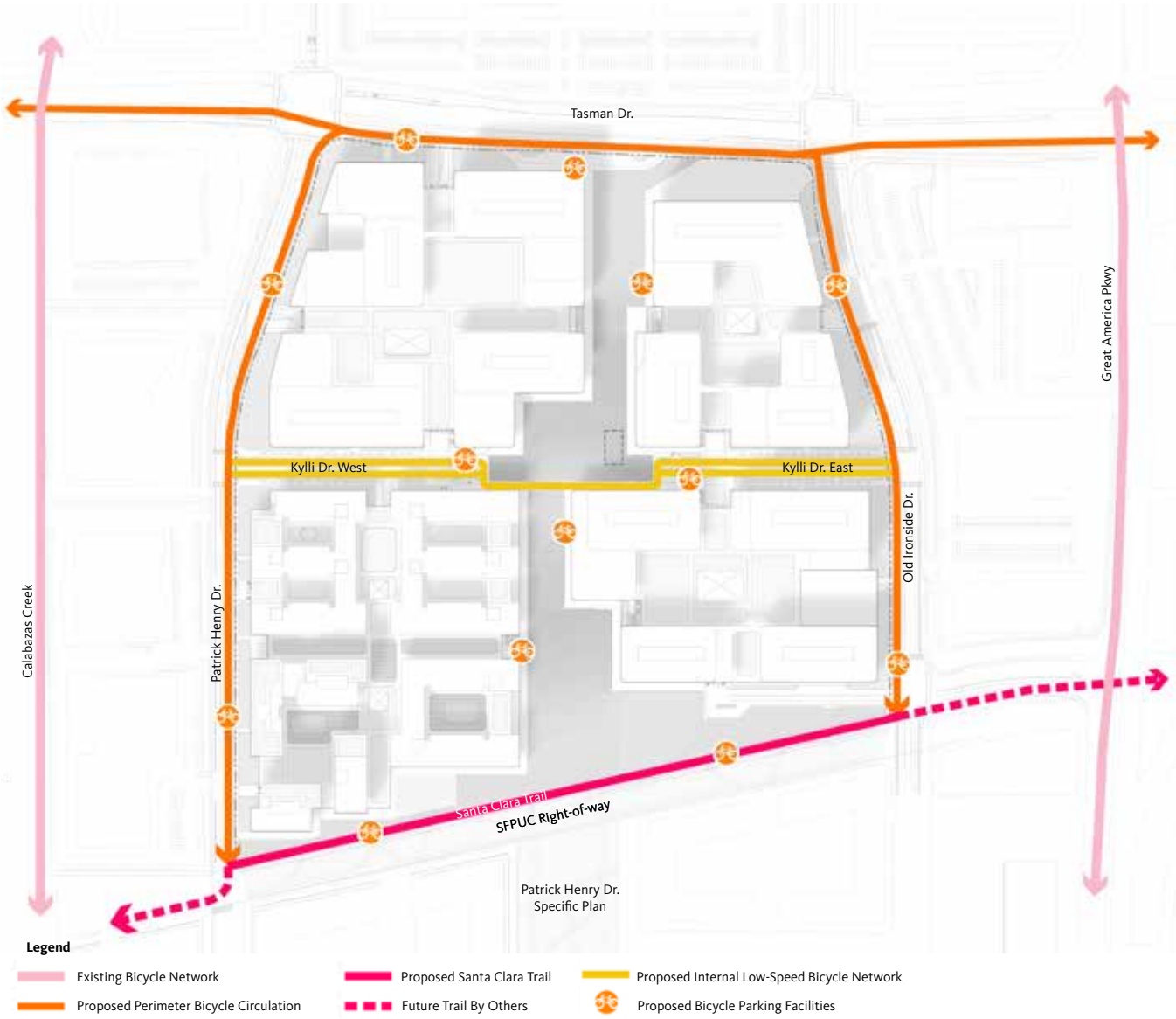


Figure 03-8_01: Illustrative Bicycle Circulation Diagram

Pedestrian Network

The pedestrian network of Mission Point includes perimeter pathways, sidewalks and trails, including the Santa Clara Trail to the south and continuous sidewalks around the perimeter. Within the site itself, the pedestrian network provides a series of fully accessible, meandering pathways that allow visitors to stroll, jog and circulate through the diverse outdoor spaces, as well as support clear way-finding and efficient connections.

Figure 03-8_02: Illustrative Pedestrian Circulation Diagram

03.9 PLANTING STRATEGIES

Planting Character Zones

The rich history of the site and its context will inform the planting design and the species selection. In general, the planting palettes will reinforce the three park areas by differentiating color, character and mix. For example, the vegetation for each park area may be characterized by color such as: the “Silver and White Garden”, the “Yellow Garden” and the “Red and Green Garden”.

Regardless of the color arrangement, the Park at Mission Point will incorporate a mixture of native species and non-invasive, climate-adaptive species to reflect the modern context in which the project will sit. Trees will be native or adaptive species and will be selected for their suitability as urban plaza or urban street trees. Selected species will thrive in tree pit locations with minimum root damage to sidewalks, and with minimal leaf litter or fruit drop. Any non-native, introduced species will have originated in similar coastal regions of the world that enjoy a Mediterranean-type climate such as that of the South San Francisco Bay Area.

The placement of trees will meet utility clearance requirements for all existing and proposed utilities. Tree root barrier will be provided where it is required by the City.

Figure 03-9_01: Illustrative Planting Character Zones

Drought Tolerant Tree Palette

Plants will be obtained from local nurseries or regional nurseries located in compatible climates. Plant material obtained from commercial nurseries will either be sourced conventionally or via contract growing, depending on the quantities and type of plants specified.

The palette on the right identifies some, but not all, of the climate-appropriate tree species that may be considered throughout the parks and landscapes of Mission Point.

STREET TREES

LEMON-SCENTED GUM
CORYMBIA CITRIODORA

PRIMROSE TREE
LAGUNARIA PATERSONII

WATER GUM
TRISTANIOPSIS LAURINA

GINKGO
GINKGO BILOBA ''PRINCETON SENTRY,' 'SARATOGA'

CORK OAK
QUERCUS SUBER

PARK SHADE TREES

FRUITLESS OLIVE
OLEA EUROPAEA

STONE PINE
PINUS PINEA

BROAD-LEAF PAPERBARK
MELALEUCA QUINQUENERVIA

WESTERN SYCAMORE
PLATANUS RACEMOSA

PACIFIC MADRONE
ARBUTUS MENZIESII

ACCENT / FLOWERING/ FRUIT TREES

AVOCADO
PERSEA AMERICANA

MULBERRY
MORUS NIGRA

CALIFORNIA BUCKEYE
AESCULUS CALIFORNICA

LOQUAT
ERIOBOTRYA JAPONICA

CARA CARA NAVEL
CITRUS × SINENSIS

PERIMETER / STORMWATER TREATMENT TREES

WESTERN HACKBERRY
CELTIS RETICULATA

AUSTRALIAN WILLOW
GEIJERA PARVIFLORA

CATALINA CHERRY LAUREL
PRUNUS LYONII

ELEGANT WATER GUM
TRISTANIOPSIS LAURINA 'ELEGANT'

TOYON
HETEOMELES ARBUTIFOLIA

Conceptual Tree Species Examples, subject to change

Understory Planting Palette

Water Intelligent & Climate-ready Plants

The gardens of Mission Point will be designed with careful sensitivity to water limitations, while still featuring colorful native and adaptive grasses, perennials, flowering shrubs and succulents. All species will be chosen for durability, drought-tolerance, recycled water suitability, flower and foliage coloring, and structural interest.

The palette on the right represents some possible climate-appropriate under story species that may be considered throughout the park and landscapes of Mission Point.

Conceptual Plant Palette Examples, subject to change

04 | STREETS AND STREETSCAPES

Illustrative visualization of the proposed development

04.1 STREETS AND STREETSCAPE DESIGN PRINCIPLES

Principle among the goals of Mission Point is the ability to inform and improve the connectivity with and continuity of the adjacent urban fabric. At the project perimeter, Tasman Drive is converted into a verdant boulevard with an active street wall. Patrick Henry Drive and Old Ironside Drive will have a similar treatment, but with a more neighborhood feel.

Kylli Drive (West/East) will be the primary neighborhood points of entry, linking the surroundings directly with the parkland and the development's interior. Kylli Drive also leads to underground parking facilities, providing visitor and commuter access to the park and each development area.

1. **Tasman Dr.**
2. **Kylli Dr. (West/East)**
3. **Patrick Henry Dr.**
4. **Old Ironsides Dr.**

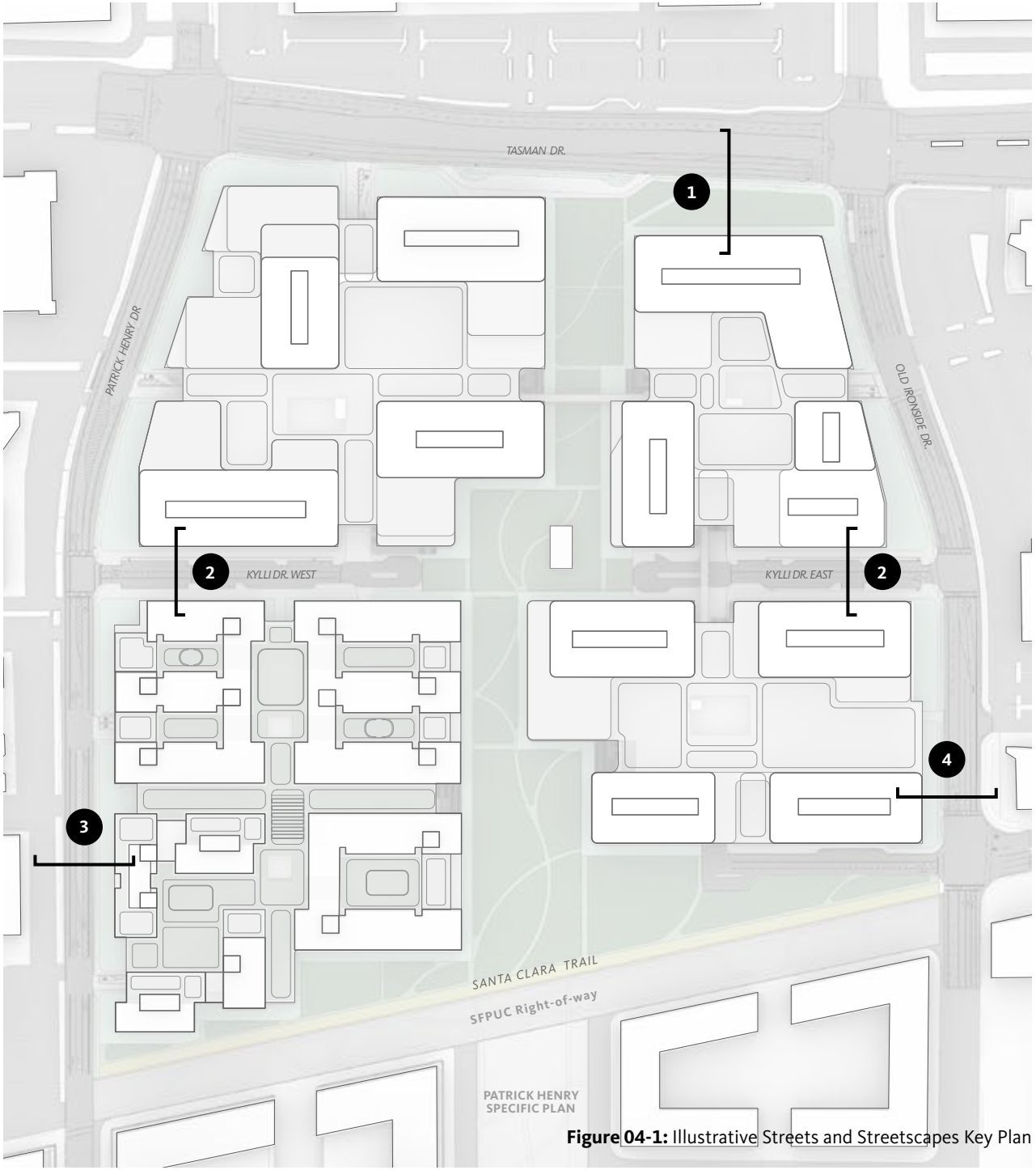


Figure 04-1: Illustrative Streets and Streetscapes Key Plan

04.2 STREET TYPOLOGIES

INTENT

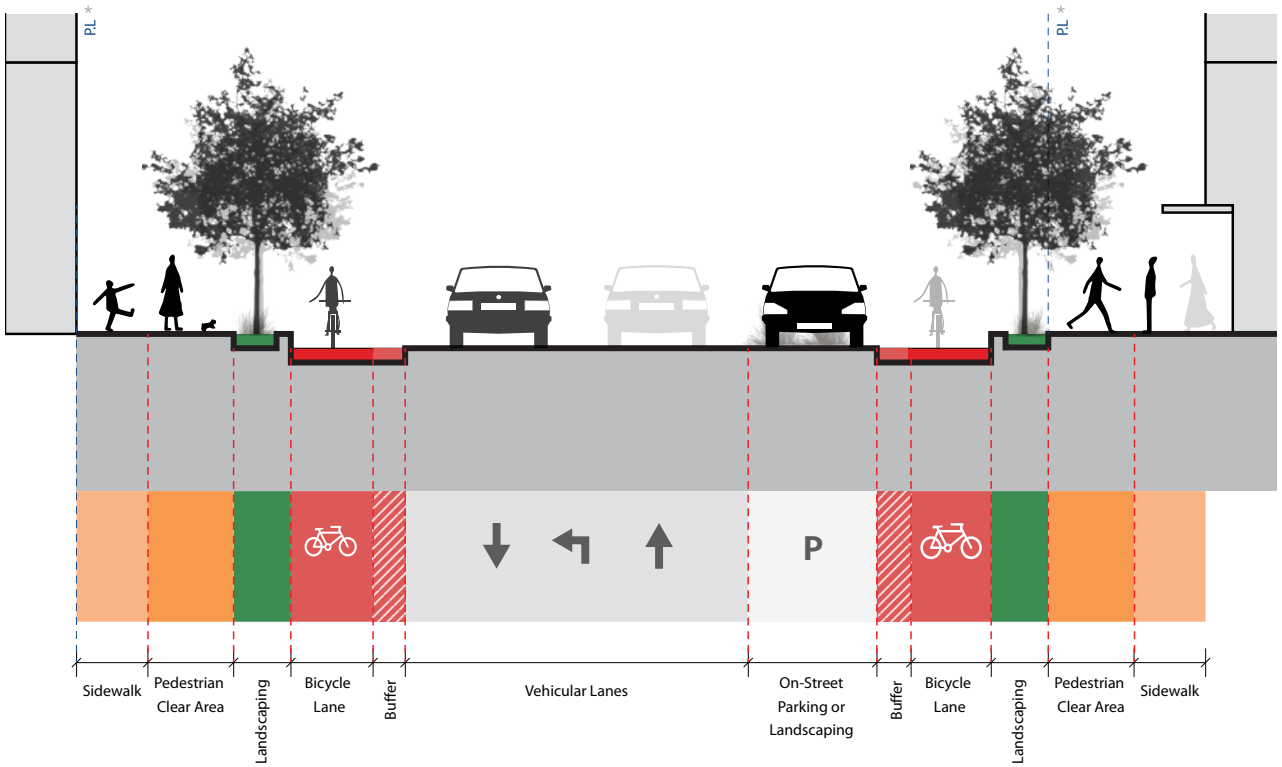
Streets should be designed as complete streets, and should serve as an extension of the surrounding street grid and urban fabric. They should provide safe access across the site for residents, visitors, and workers, and should accommodate a broad range of transportation options. These options include an emphasis on walkability and bikeability, while balancing the space for cars, pedestrians, transit, and other modes of transportation and movement.

GUIDELINES

- Drop-off areas for ride share and other vehicles such as delivery and servicing should be located in clearly marked areas, with minimal impact on pedestrian or bicycle infrastructure.
- Landscaping such as planted medians and bulbouts should be considered for passive storm water management opportunities.
- Street trees shall be provided at intervals consistent with SCCC section 18.36.060 [Special Landscape Requirements] Street trees will not be provided within utility easements.
- Bicycle lanes should be constructed consistent with the City of Santa Clara Bicycle Plan Update. As of 2018, such lanes are required to be constructed as Class II Bicycle lanes or better.

	VEHICULAR LANES		BICYCLE LANE		ON-STREET PARKING	SIDEWALK AREA		
	Travel Lane Width (approx.)	Turn Lane Width (approx.)	Classification	Lane Width (approx.)	Parking/ Loading Width (approx.)	Sidewalk Width (approx.)	Pedestrian Clear Area (approx.)	Landscaping Area
Tasman Drive	11’	10’	II	5’-6”	*Prohibited*	12’	5’	*Varies*
Kylli Drive (West/East)	10’	12’	II	5’-6”	9’	12’	5’	*Varies*
Patrick Henry Drive	10’	12’	IV	5’ Lane -3’ Buffer	*Prohibited*	12’	5’	*Varies*
Old Ironside Drive	10’	12’	IV	5’ Lane -3’ Buffer	8’	12’	5’	*Varies*

Figure 04-2_01: Street Typologies & Standards



*Location of Property Line (PL) will vary

Figure 04-2_02: Illustrative Street Zones

STANDARD

- All streets shall generally be designed to the specifications detailed in Figure 04-2_01.
- The Pedestrian Clear Area shall remain free of any street furniture, lighting, planting, or any other permanent or temporary obstructions.
- A minimum 26’ clear width must be maintained on any streets or portion of streets requiring emergency vehicle access.

Illustrative visualization of the proposed development

04.3 TASMAN DRIVE - GATEWAY

Tasman Drive is the public view corridor and multi-modal access to the interior of Mission Point. As such, it should communicate that the new development is a comfortable place to live, work and to be outdoors. The Gateway Park Area will be allocated on the closest corner to the VTA light rail with major retail tenants overlooking this high movement intersection. The design guiding principle of streetscapes along Tasman Drive is the creation of continuous pedestrian driven areas, in the form of wider and shaded walkways able to accommodate multiple modes of transportation (bike, car, bus and train).

Tasman Drive includes four to five lanes of traffic, including two lanes in each direction and one lane for controlled left turns at the Patrick Henry and Old Ironsides intersections. Dividing both vehicular directions is the VTA light rail right of way that changes width to accommodate multiple lines and stations. A continuation of the existing protected bike lane west to east will be accommodated within the right of way. A deep profile drop-off area may be placed within the center of the project frontage and separated by a pedestrian or green buffer to minimize possible conflict from drop offs with other infrastructure such as bike lanes and road intersections.

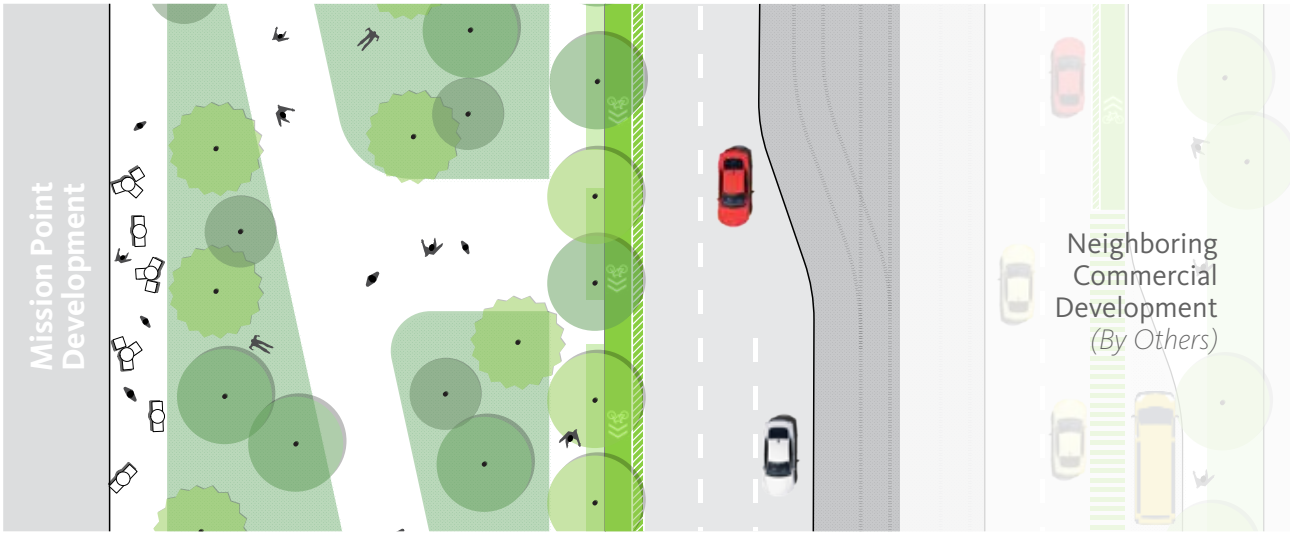


Figure 04-3_01: Illustrative Tasman Drive Plan

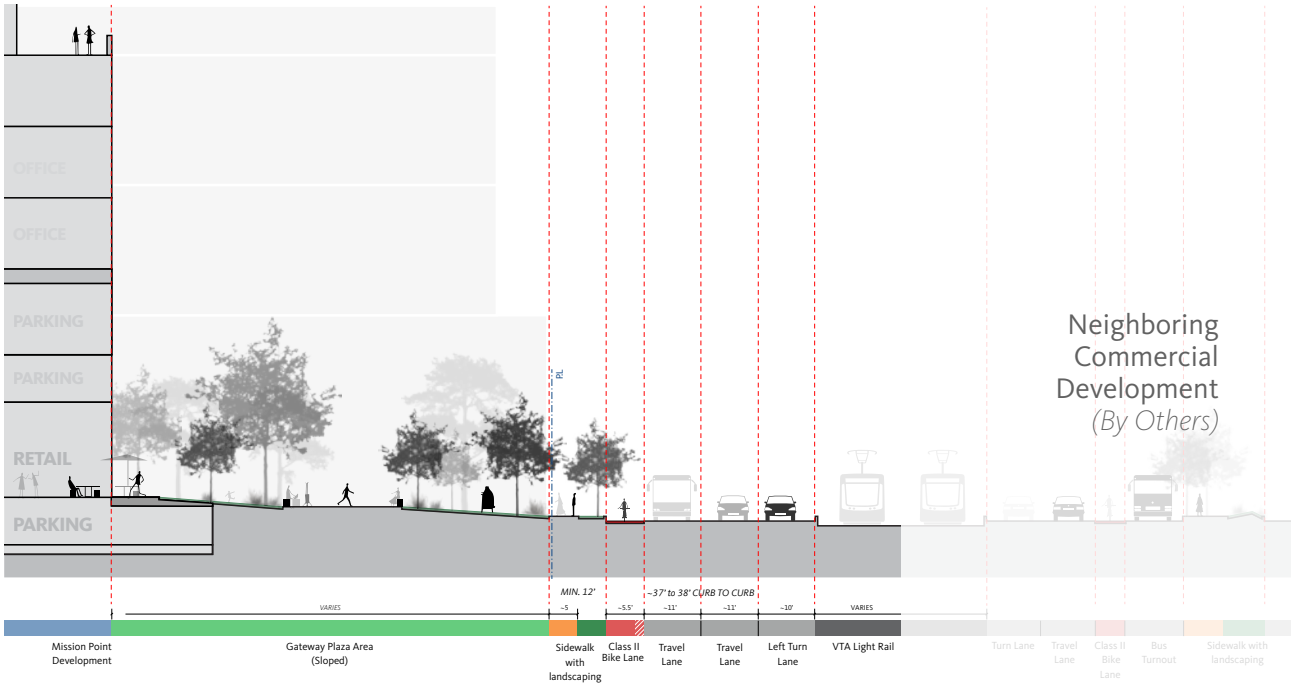


Figure 04-3_02: Illustrative Tasman Drive Section

04.4 KYLLI DRIVE - EAST/WEST

Kylli Drive East and West entry ways are the vehicular gateway to the interior of Mission Point. Key to the design is the creation of comfortable pedestrian and bike paths in the form of continuous green buffers to connect the surrounding neighborhood to the Central Green Area, the civic heart of the project.

Each entry way includes three lanes of traffic, with additional areas for drop-off and short term parking at the sides. These lanes provide access to the parking garages within each area, public access ramps for underground parking for visitors and drop-off areas. The curb to curb dimensions allow for any emergency vehicle to access, turn and drive through the project to access any podium level building footprint. The sidewalks along building frontages will include enough space for street life and green buffers that provide shaded spaces, a protected bike lane between tree canopies, and on-street parking.

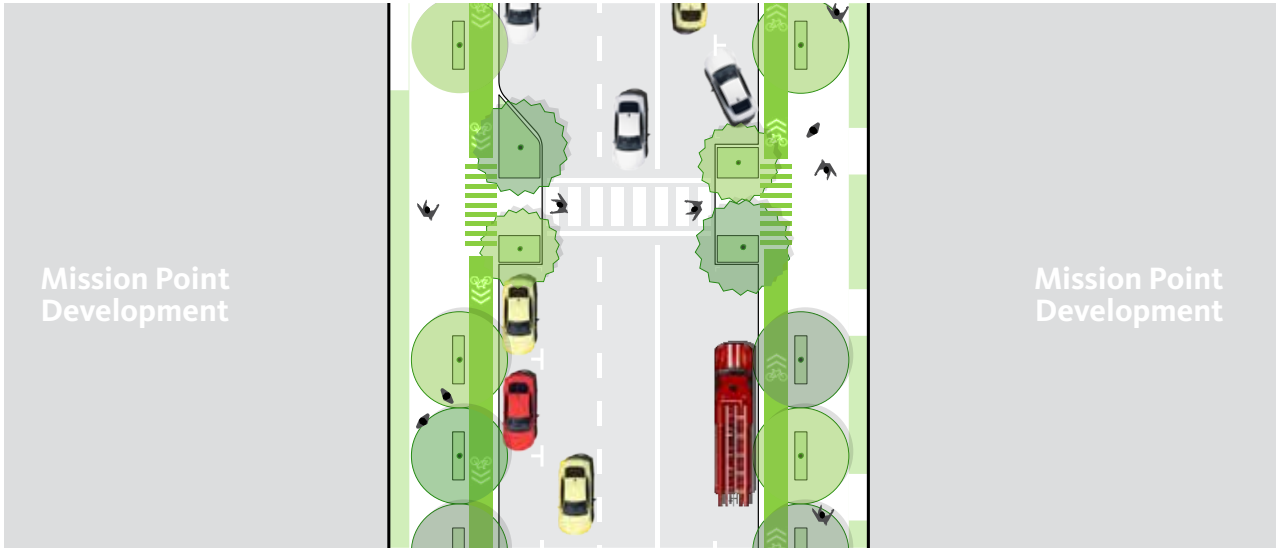


Figure 04-4_01: Illustrative Kylli Drive Plan

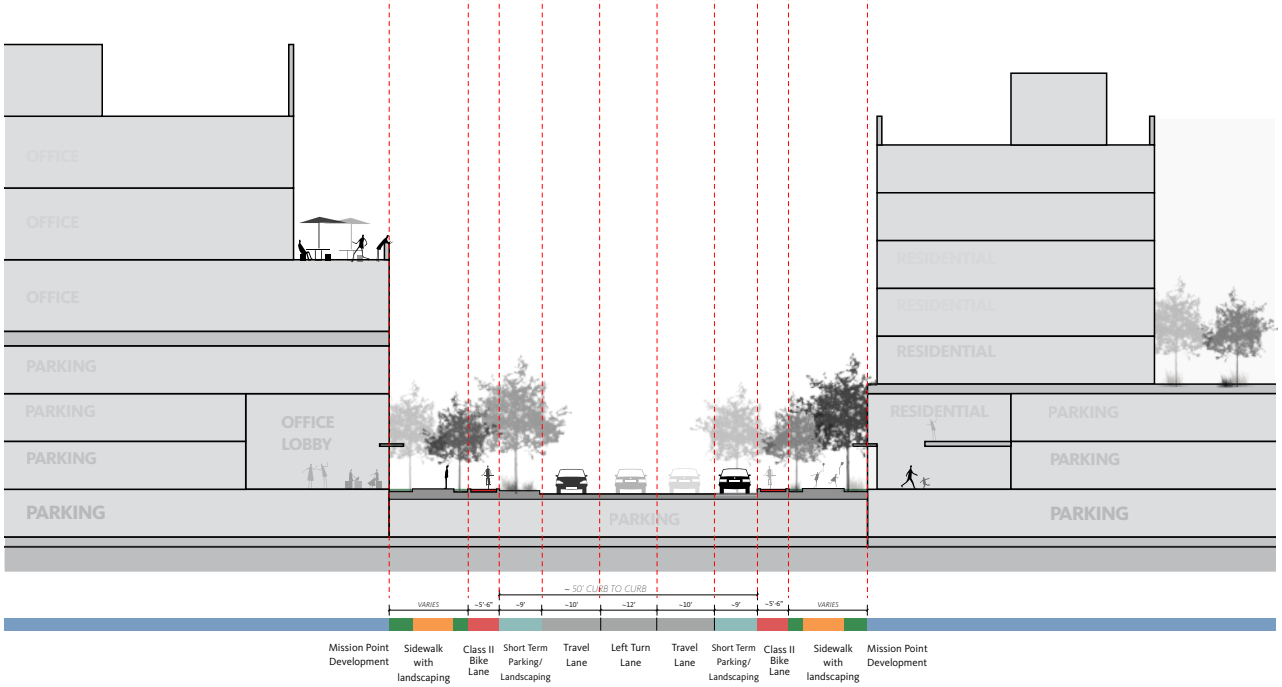


Figure 04-4_02: Illustrative Kylli Drive Section

04.5 PATRICK HENRY DRIVE

The western boundary of Mission Point represents a continuation of Patrick Henry Drive, as it extends north beyond the boundary of the Patrick Henry Drive Specific Plan (PHDSP) area. Future development shall remain consistent with the streetscape design standards established in the PHDSP.

This street has a narrow right-of-way and curb-to-curb width that will allow a road design to accommodate vehicle traffic, protected bicycle facilities, street trees, creative streetscape design that enables street activation, and quiet landscape areas for bio-retention along the building frontages. To reduce circulation disruption, vehicular drop-off areas for office and residential access will be minimized and consolidated.

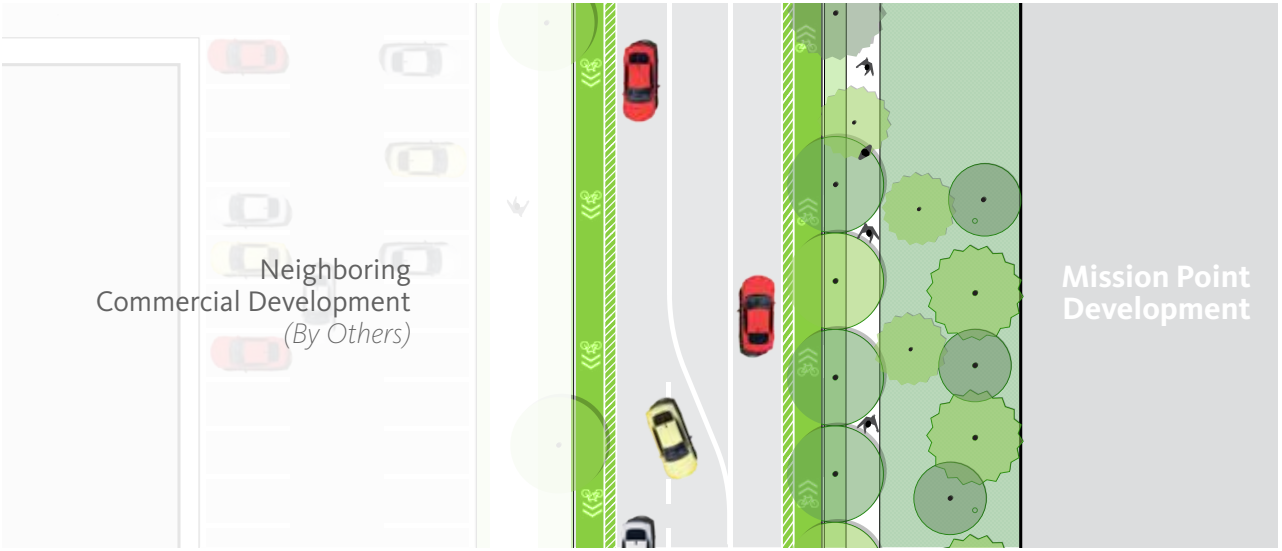


Figure 04-5_01: Illustrative Patrick Henry Drive Plan

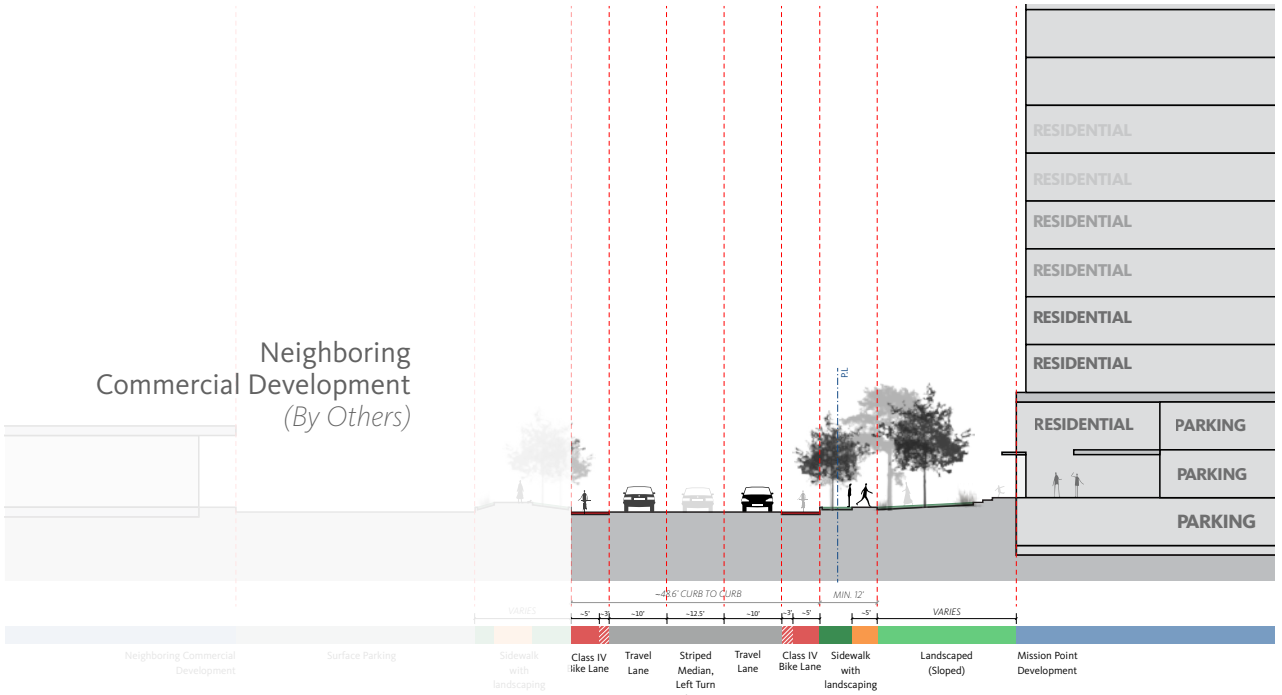


Figure 04-5_02: Illustrative Patrick Henry Drive Section

04.6 OLD IRONSIDES DRIVE

Similar to Patrick Henry Drive, Old Ironsides Drive continues on from the PHDSP, and runs along Mission Point's entire eastern boundary.

The existing vehicular lane shall remain, with the biggest change being the introduction of street parking on the portion of Old Ironsides Drive that buffers Mission Point. The existing bicycle lane will be redesigned as a Class IV lane that is integrated with the sidewalk.

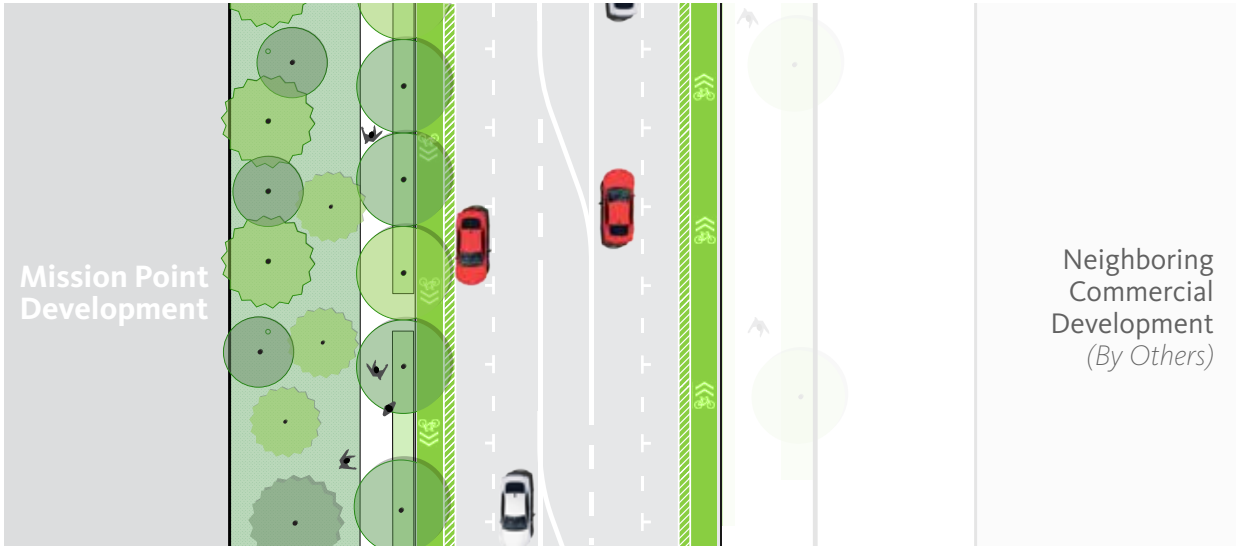


Figure 04-6_01: Illustrative Old Ironsides Drive Plan

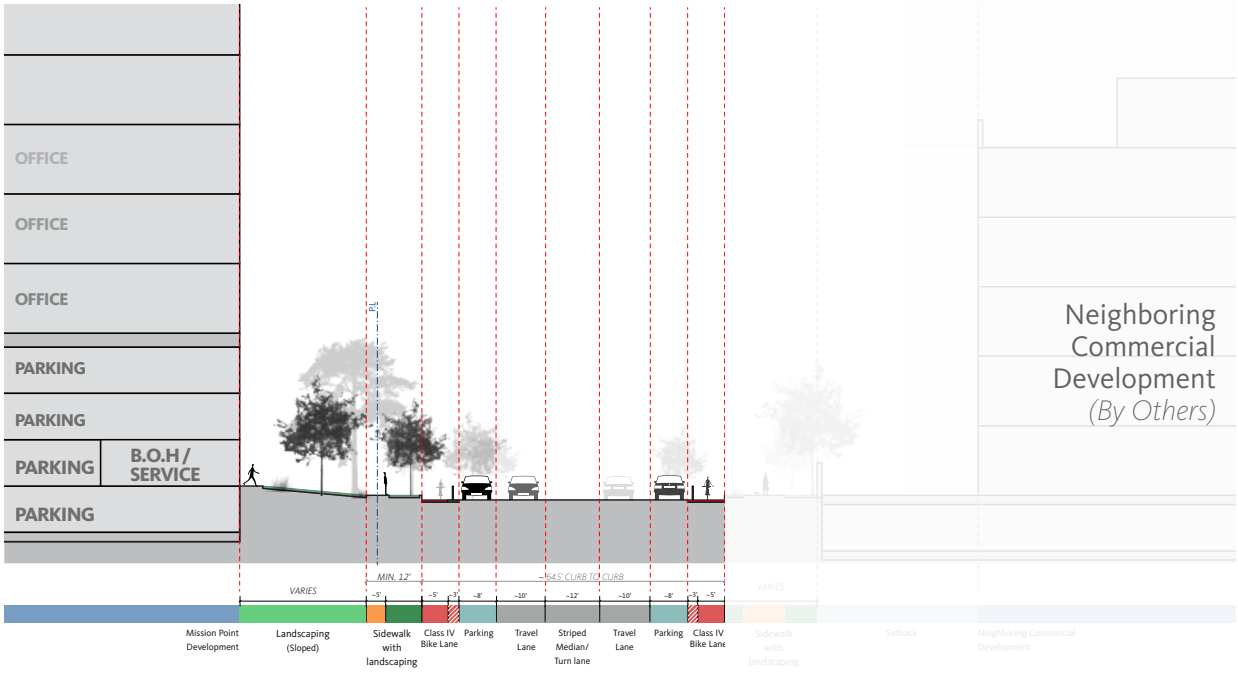


Figure 04-6_02: Illustrative Old Ironsides Drive Section

05 | DESIGN GUIDELINES AND STANDARDS

Illustrative visualization of the proposed development

05.1 INTRODUCTION

Overview

Kylli envisions Mission Point as a thriving mixed-use neighborhood that facilitates everyday connections between people, places, and nature. This document establishes criteria and standards to govern development, in accordance with the City of Santa Clara's vision. The standards are further designed to be complementary with the nearby PHDSP.

Design Standards are organized into the following sections:

Intent
Describes the principal goals, objectives, and rationale of each topic, as well as alignment of specific features or provisions with the project vision, principles, and design.

Guidelines
Preferred specifications or requirements that are inherently qualitative, and therefore require interpretation. Guidelines are typically written as "should" or "may" statements.

Standards
Mandatory, objective, and quantifiable specifications or other requirements applicable to the project. Standards are typically written as "shall" or "must" statements.

Organization

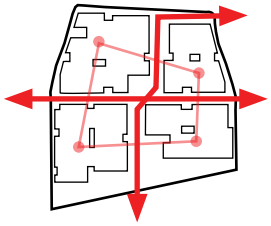
Design standards are integrated throughout this document as a complementary component of the overall design vision and narrative. The topics are not exhaustive, and are intended to provide a degree of specificity and flexibility to guide design and development, and better support the project goals.

The topics addressed throughout the document fit broadly into three categories:

- Site Design, which engages with the project area as a whole and establishes flexible development areas.
- Building Design, which regulates individual building form, including height and bulk.
- Open Space, which regulates private and public open spaces.

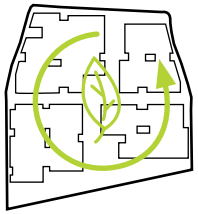
Where standards are provided in this document, they control over any inconsistent standards in the City of Santa Clara Code (SCCC). The City's Zoning Code applies to this Planned Development zone to the extent not expressly inconsistent with the express terms and standards in this PD Zoning. The City of Santa Clara Parks & Recreation Department's Park Design & Amenity Standards must be followed for any fee credit.

05.2 SITE DESIGN PRINCIPLES



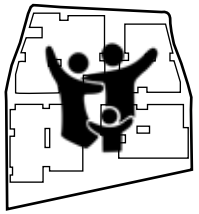
INTERCONNECTED

Working as a whole, the development will include interconnected buildings at multiple scales. Design elements may vary including pedestrian bridges, podium parks, terraces, balconies, and more.



SUSTAINABLE BY DESIGN

Mission Point's built environment will aim to comply with high standards in sustainability, from the choice of facade materials to the implementation of energy consumption. Each individual building will be thought of as a living organism, able to evolve and give back to its ecosystem.

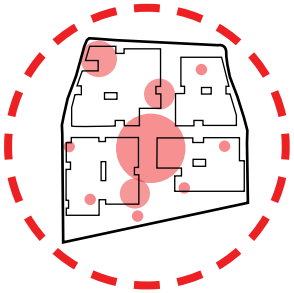


INCLUSIVE

Beyond being a mixed use development, each Area in the development will embody an inclusive community approach of welcoming all types of users--from flexible interconnected office floor plates with high amounts of exterior spaces to a wide range of residential unit types for all stages in life.

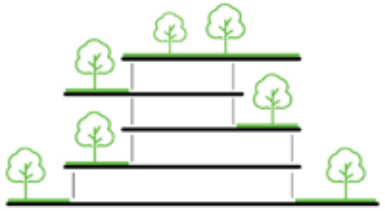
A RANGE OF BUILDING TYPES

Mission Point will provide a unique mix of building types and massing to ensure that urban character and local identity accompany the efficiencies and sustainability benefits inherent to a compact urban neighborhood engaging with its existing surrounding.



BUILDING HARMONY

Create a family of places and experiences that follow a distinctive urban form and support the range of public open spaces.



ACCESS TO NATURE

Building forms will host a range of outdoor spaces including balconies, terraces, and rooftops to allow for seamless connections with the outdoors.

05.3 MASSING AND ARCHITECTURE

To achieve a pedestrian-friendly environment, massing and facade details can be controlled in a way that provides visual interest and makes a comfortably-scaled environment. Proper articulation of a building's facade will support the richness and variety of the architecture of Mission Point.

Building scale, massing, and design all play a key role in defining the aesthetic and physical quality of a built structure. Buildings should respect the character of the surrounding existing buildings with regards to height, scale, style, and materials.

Building form, mass, and scale should also be designed to improve the pedestrian realm and experience, and create transitions to adjacent lower-density development and other existing public areas.

Illustrative visualization of the proposed development

INTENT

Buildings in Mission Point should be designed in a way that integrates with the surrounding neighborhood, while creating a new, dynamic, and engaging mixed-use district that is pedestrian-oriented and human-scaled.

GUIDELINE

- Planning Areas should establish a localized set of standards to encourage a consistent pattern of development.

STANDARD

- Buildings in Mission Point shall be situated in one of four Program Areas, as identified in Figure 05-3_01.
- A building's ground floor shall adhere to the applicable height standards described in Figure 05-3_02.

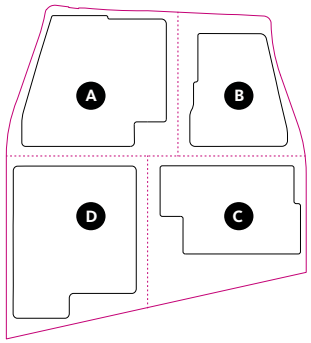


Figure 05-3_01: Program Areas

	PROGRAM AREA A	PROGRAM AREA B	PROGRAM AREA C	PROGRAM AREA D
GROUND FLOOR				
Ground floor height, non-residential (ft)*	Approx. 20'	Approx. 20'	Approx. 20'	Approx. 20'
Ground floor height, residential (ft)*^	Approx. 10'-12'	Approx. 10'-12'	Approx. 10'-12'	Approx. 10'-12'

* Not applicable to ground floor parking

^ Not applicable to residential-specific community uses, common areas, or flex areas, such as lobbies, gyms, leasing office or retail below residential

Figure 05-3_02: Development Ground Floor Height Standards

* Note that Figure 05-3_01's demarcated areas are approximate and subject to change based on development plans.

05.4 BUILDING HEIGHTS

INTENT

Building heights in Mission Point should be cohesive and complementary of the uses and activities occurring at both the ground plane and upper building levels.

GUIDELINES

- Building height should vary across the site to create a visually engaging environment, making use of different tower heights to pair with consistent podium and ground floor spaces.

STANDARDS

- All building heights shall be consistent with the definition of *Height (Structure)* in SCCC section 18.160.080. ["H" Definitions]
- All building heights shall be limited to the Federal Aviation Administration (FAA) requirement.
- All buildings shall generally adhere to the heights identified in Figure 05-4_01.

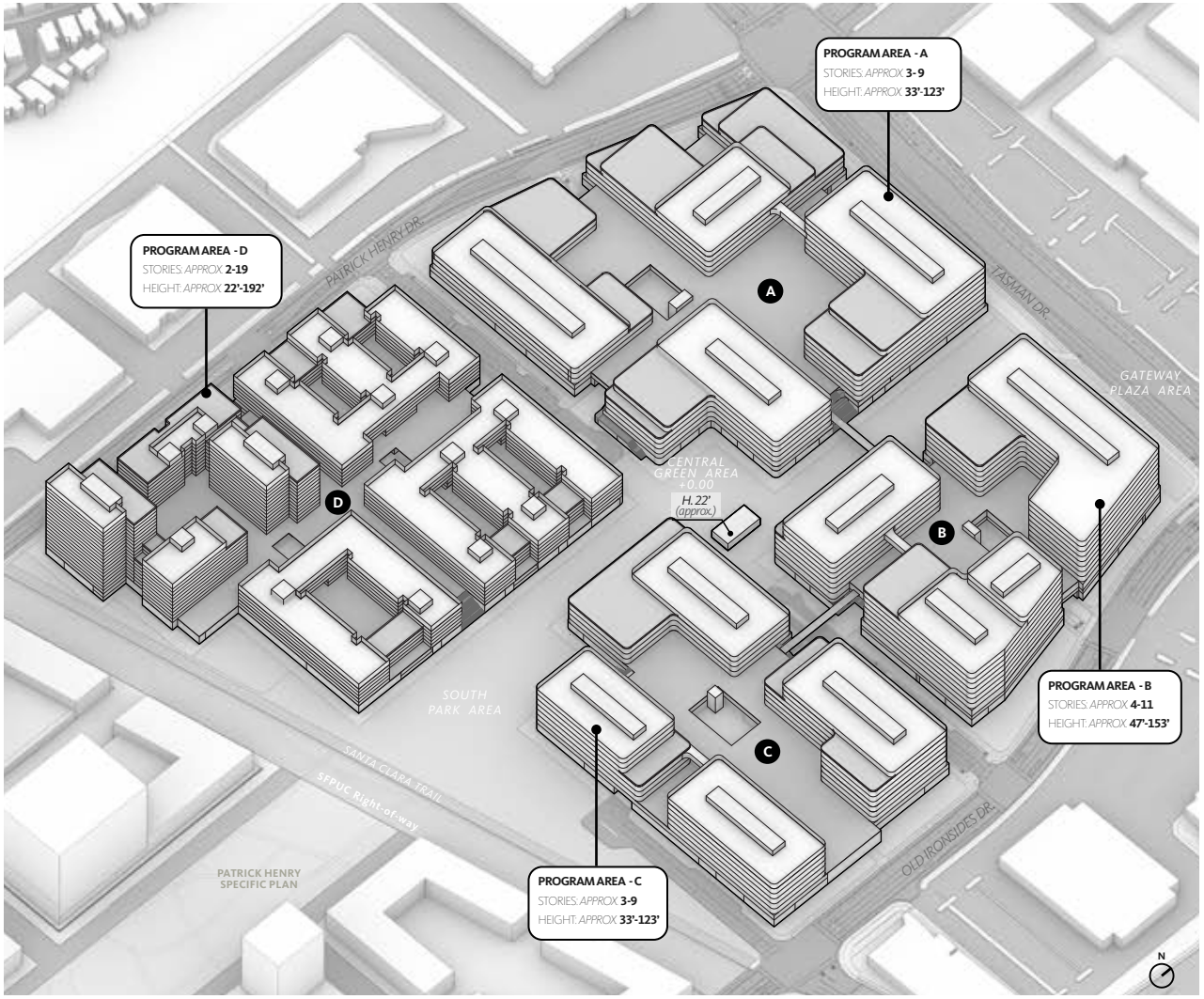


Figure 05-4_01: Illustrative Massing and Height Diagram

* Approximate heights are based on the definition of *Height (structure)* in SCCC section 18.160.080, where "Height is the vertical distance from the 'grade' to the highest point of the coping that defines the volume of the building of a flat roof, or to the deck line of a mansard roof, or to the highest gable of a pitched or hipped roof." The definition of *Grade, Finished* is "The surface of the ground or pavement at a stated location as it exists after completion of a project." SCCC section 18.160.070 ["G" Definitions].

** All building heights (including antennas, chimneys, elevators, radio towers, mechanical appurtenances, parapets, and screens) are subject to Federal Aviation Administration height restrictions.

05.5 SETBACKS

The setback area is defined as the distance a structure, parking area, or other development feature must be separated from the property line.

INTENT

Setbacks create a transition space between the public and private realm. The goal is to encourage people to occupy and enliven the setback areas and help define the physical and social character of Mission Point. Where privacy is preferred, setback areas can be landscaped and screened with planting.

GUIDELINES

- Landscaping in setback areas should incorporate water intelligent and climate-ready plants, and also incorporate best practices in sustainable storm water management.
- Improvements to setback areas within Silicon Valley Power (SVP) easements should comply with applicable SVP guidelines.
- There should be a minimum 10-foot setback between the public park and the private buildings.

STANDARDS

- All buildings shall adhere to setback requirements as identified in Figure 05-5_01.
- Active uses that may encroach upon the setback area include building terraces, balconies, ramps, planters, fences, retail stands, outdoor seating, and dining places, or similar active uses, to engage the edge of the public realm and create active frontages.
- Buildings within Mission Point shall comply with requirements detailed in SCCC Section 18.30.050 [Setbacks - Measurement and Requirements] minor modifications may be granted pursuant to SCCC Chapter 18.124.

SETBACKS (Minimum)				
SETBACKS* (ft)	A	B	C	D
Residential	10	10	10	10
Mixed-Use	0	0	0	0
Office	0	0	0	0

* All setbacks are to be measured from the property line.

Figure 05-5_01: Setback Standards

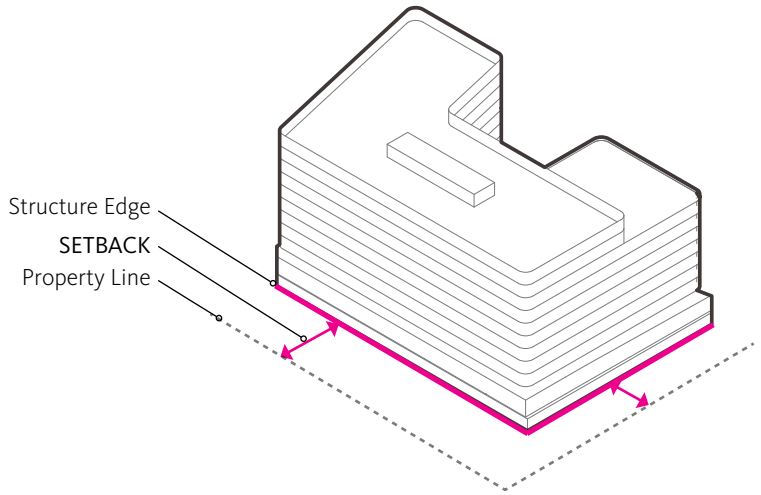


Figure 05-5_02: Illustrative Setback Diagram.

05.6 STEP BACKS

INTENT

Step backs serve to reduce the perceived mass of buildings above the street wall in order to retain adequate solar access, maintain sense of openness between buildings, mitigate wind effects, and reinforce the ground-level experience.

GUIDELINES

- Step backs should be integrated into building design to ensure that building heights respond to the character of the areas adjacent to Mission Point, while accommodating high-density development.
- Average step back of approximately 5' for a minimum of 50% of all public frontages.

STANDARDS

- For non-residential buildings longer than 330', articulation shall be provided to break the massing.
- For residential buildings (including mixed-use), provide step backs for buildings greater than 85' of occupied height.
- Balconies, recesses, and other private open space uses such as terraces shall be allowed in the step back area.

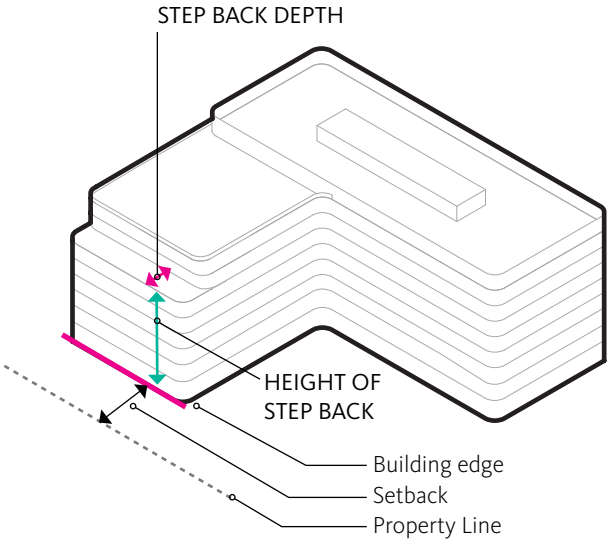


Figure 05-6_01: Illustrative Step Back Diagram

05.7 CIRCULATION

INTENT

Mission Point's street design provides a welcoming, comfortable, and safe environment for walkers and cyclists, while efficiently circulating necessary vehicle traffic. The plan categorizes streets and other transportation infrastructure based on their function and adjoining land uses to maintain a balanced multi-modal transportation network.

GUIDELINE

- The streets within the site should be designed as complete streets. Complete Streets, as defined by the Santa Clara Valley Transportation Authority, are "roads designed with all users in mind: pedestrians, cyclists, motorists, and public transit riders of all ages and abilities." [https://www.vta.org/programs/complete-streets-program]

STANDARD

- All roadways shall be constructed to accommodate a variety of vehicles and shall take into consideration service, delivery, and emergency vehicles, as well as anticipated vehicular traffic volumes appropiate to the location and function.
- Pedestrian and bicycle connections within and around Mission Point shall be safe and convenient.
- The Project design shall comply with the current version of the City Complete Streets Policy.

Illustrative visualization of the proposed development

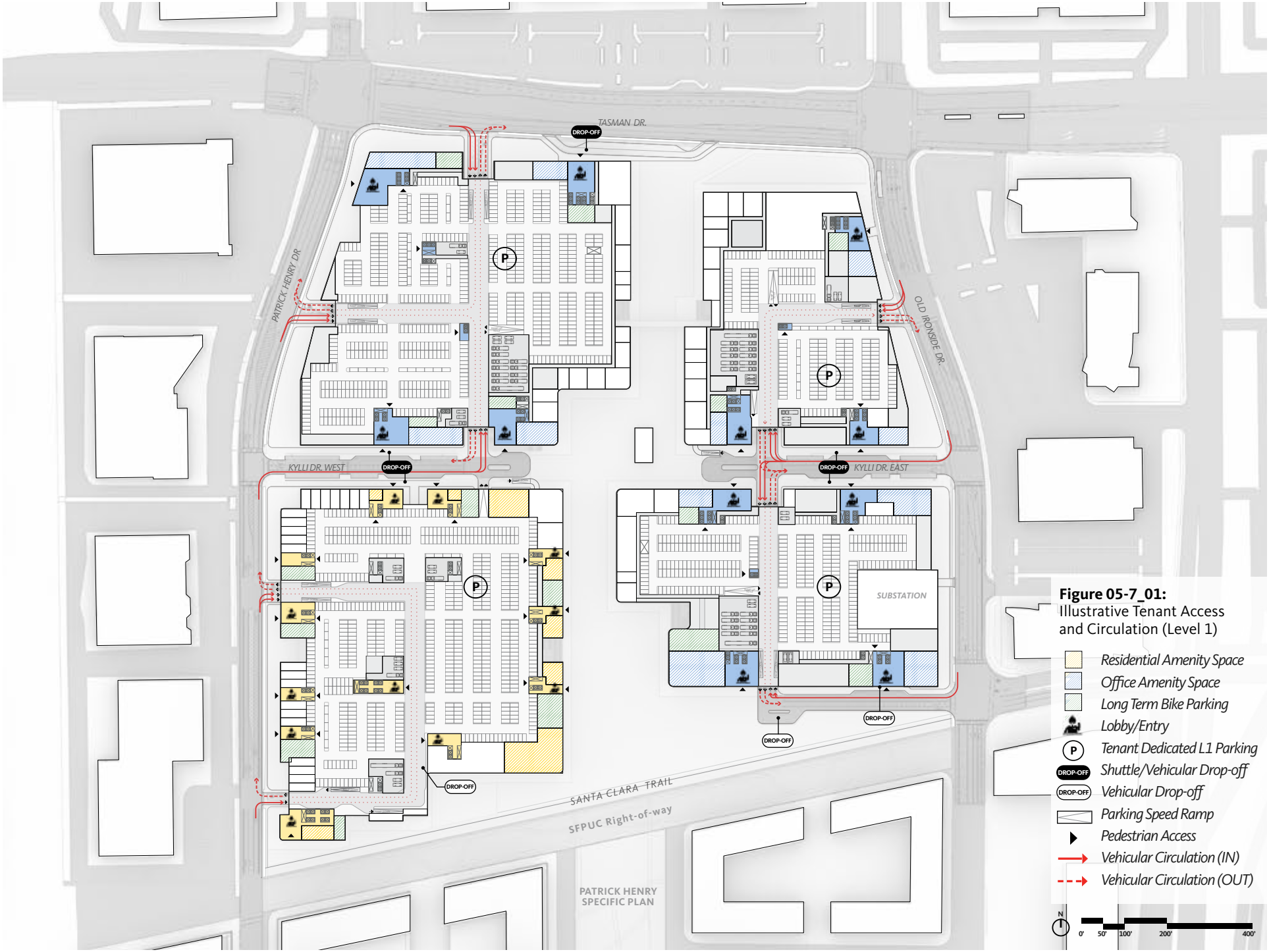


Figure 05-7_01:
Illustrative Tenant Access and Circulation (Level 1)

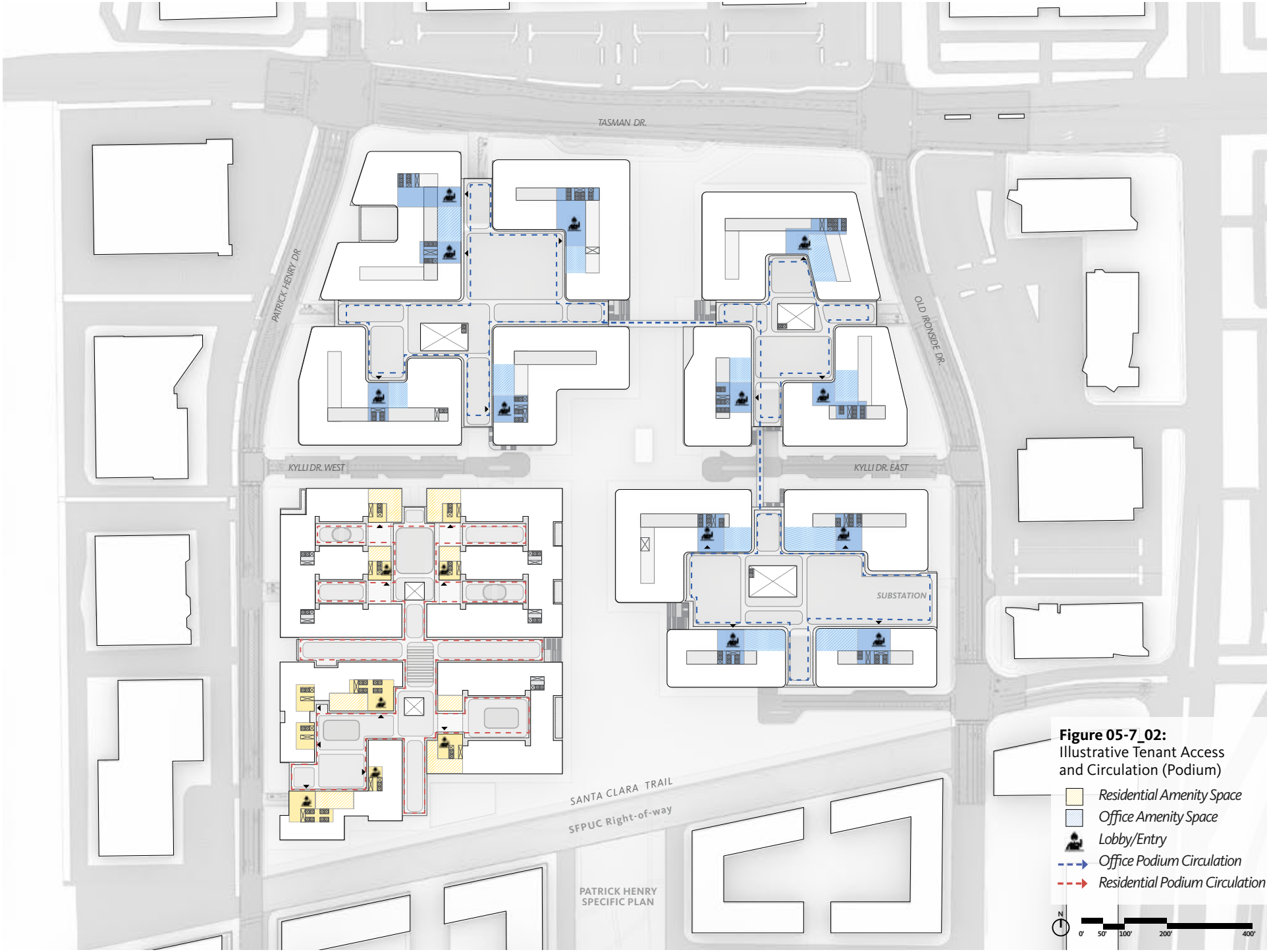


Figure 05-7_02:
Illustrative Tenant Access and Circulation (Podium)

05.8 PARKING

Vehicular Parking

An assessment of the parking supply and demand has been completed to ensure that sufficient parking is provided. Parking needs will change over time, and guidelines and standards have been written to provide flexibility.

INTENT

Mission Point will provide sufficient and flexible vehicular parking to meet current and future demand.

GUIDELINE

- Parking should allow for a shared parking model.
- Mechanical lifts/stackers may be used to satisfy any required parking.
- Surface parking should be limited on site.
- Parking stall quantities requirements should generally adhere to those identified in Figure 02-7_01.

STANDARD

- Above-grade podium parking shall include programmatic or architectural treatments around perimeter edges to lessen the aesthetic impact and maintain pedestrian engagement at ground level.
- Below grade parking shall be exempt from any standards or requirements specified in SCCC section 18.30.070. [Basements]

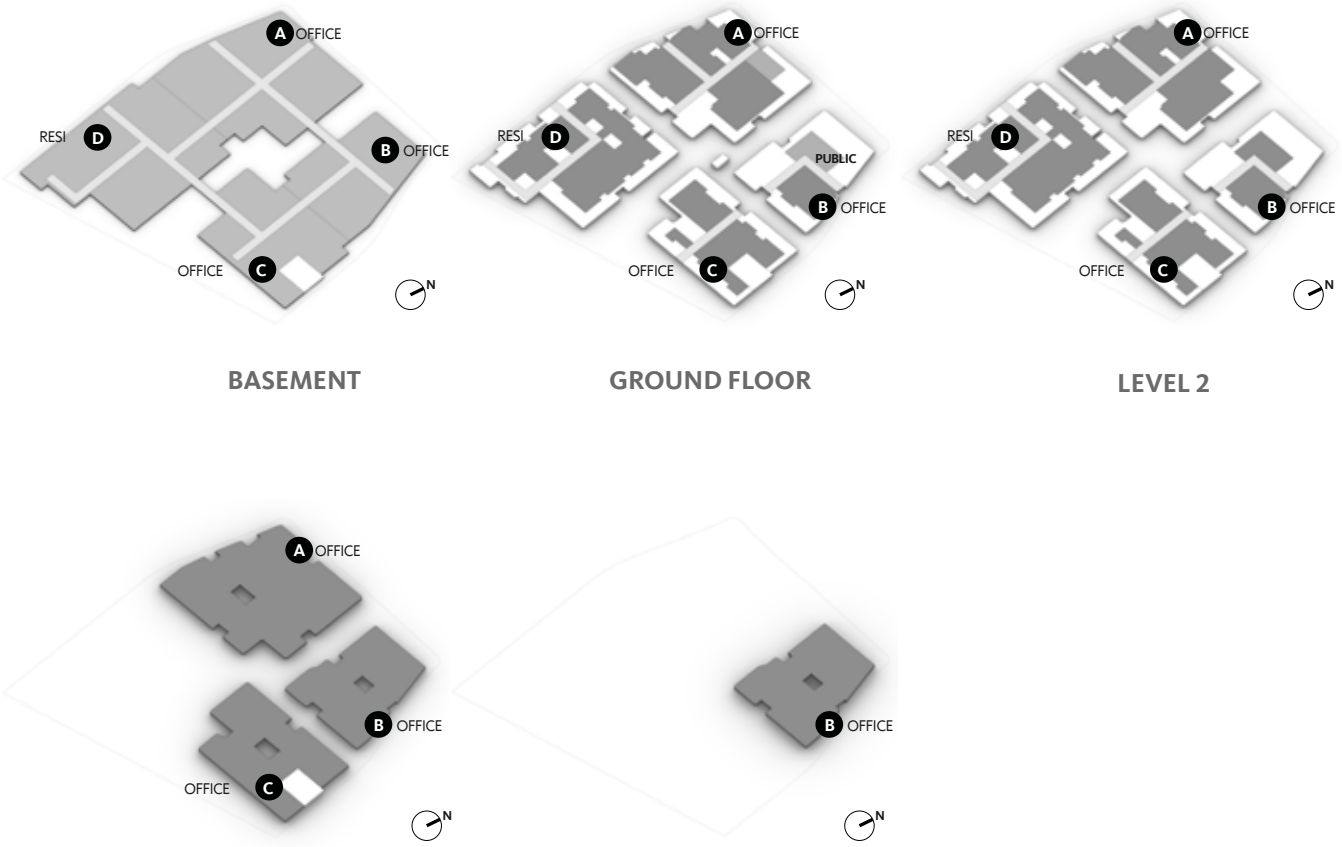


Figure 05-8_01: Conceptual Parking Locations

Bicycle Parking and Infrastructure

INTENT

Mission Point provides a complete network of bicycle infrastructure, including protected or buffered bike lanes around the site perimeter, clear pathways through the site interior, and a multi-use trail system along the southern edge of the site. Convenient and safe bike parking options and self-service repair amenities will further encourage healthy mobility and decrease vehicular traffic.

GUIDELINE

- All street frontages bordering Mission Point should contribute to the overall city-wide bicycle network by providing designated bicycle lanes.

STANDARD

- All bicycle lanes in Mission Point shall be designed to Caltrans and National Association of City Transportation Officials (NACTO) standards.
- Class II and IV bicycle lanes shall be consistent with the requirements of the City of Santa Clara Bicycle Plan.
- All buildings shall provide access to on-site bicycle facilities as identified in Figure 05-8_05.
- Bicycle parking counts shall adhere to the quantities identified in Figure 05-8_03.

Class II Bicycle Lanes

Class II bicycle lanes are striped preferential lanes on the roadway for one-way bicycle travel. Some bicycle lanes include a striped buffer on one or both sides to increase separation from the traffic lane or from parked cars, where people may open doors into the bicycle lane.

Class IV Separated Bikeways

Class IV separated bikeways are on-street bicycle facilities that are physically separated from motor vehicle traffic by a vertical element or barrier, such as a curb, bollards, or vehicle parking aisle. They can allow for one- or two-way travel on one or both sides of the roadway.

Figure 05-8_02: Class II and IV Bicycle Lane Descriptions
Images and text from "City of Santa Clara Bicycle Plan Update 2018."

BICYCLE PARKING STANDARDS		
CITY ZONING REQUIREMENTS*^		
USE	LONG TERM (CLASS I)**	SHORT TERM (CLASS II)
Office	1 per 20 rooms + 1 per 20 employees	1 per 20 rooms
Retail	1 per 20 employees	1 per 4,000 gsf
Residential	1 per dwelling unit	1 per 20 dwelling units
Childcare	1 per 20 employees	1 per 40 children

**Based on SCCC, § 18.38.050*
^The minimum number of required long-term bicycle parking spaces is 4, except when the code would require 1 or less, in which case, 2 bicycle spaces must be provided
***Class I Bicycle Parking facilities may also include stacked bicycle racks located within secure lockers, rooms with key access for regular bicycle commuters, valet, or check-in parking, and/or guarded parking areas.*

Figure 05-8_03: Conceptual Bicycle Parking Ratios

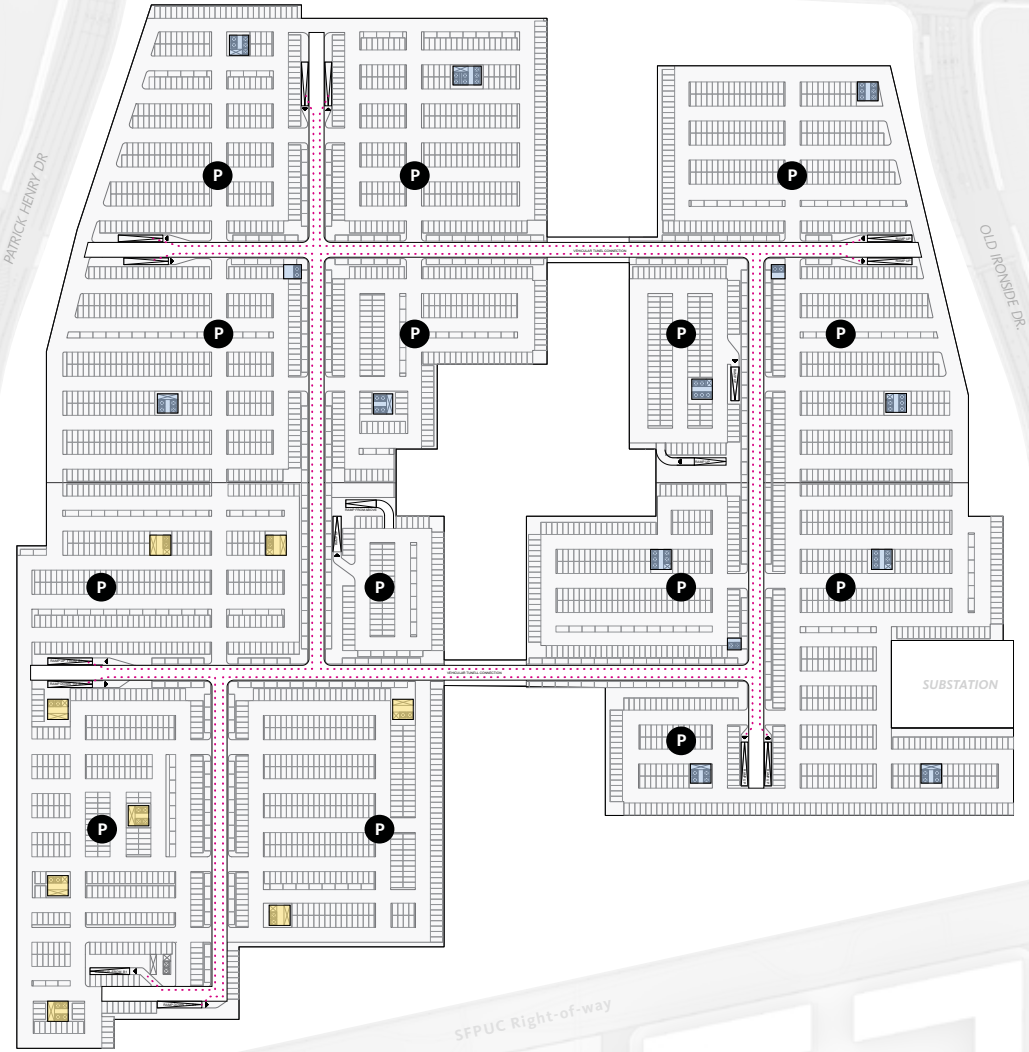


Figure 05-8_04:
Illustrative Parking Access and Circulation (Basement)

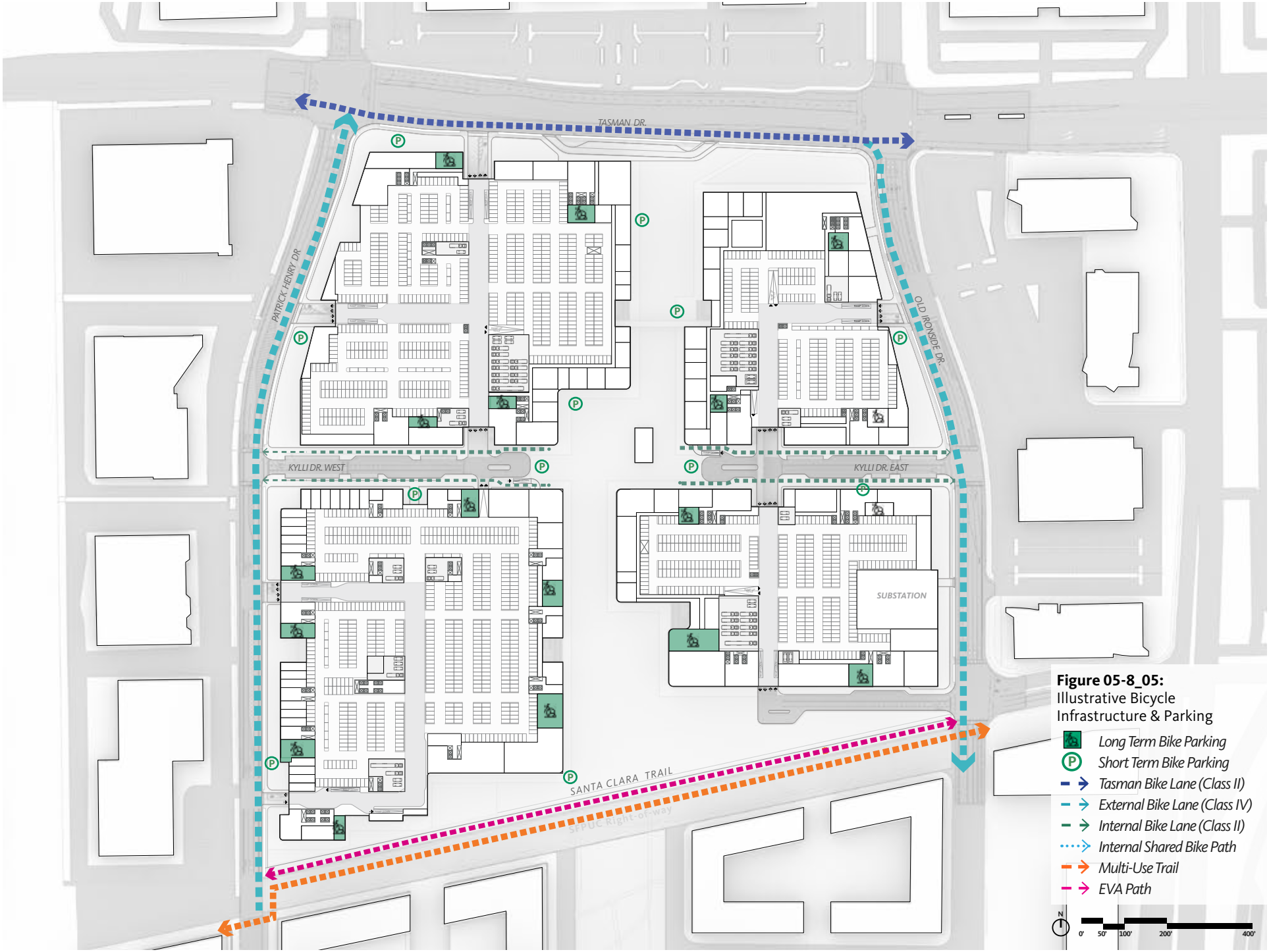


Figure 05-8_05:
Illustrative Bicycle Infrastructure & Parking

05.9 LOADING & SERVICE ACCESS

Off-Street Loading

INTENT

The site has been designed to provide sufficient space to support optimal delivery, servicing, and waste operations. The site will provide shared demand loading facilities through a combination of centralized docks per podium and smaller periphery bays. The goal is to increase efficiency, safety, and quality of life for delivery, service employees, residents and tenants.

GUIDELINE

- All building services (trash*, deliveries, loading, etc.) should be centralized within each podium.
- Where possible, service zones should be shared across multiple buildings and programs.
- Strategies such as scheduling deliveries, off-peak hour deliveries, and right-sizing freight vehicles should be considered for residential and commercial tenants.

STANDARD

- Service access shall be provided for each individual building.
- Provision of internal loading bays shall adhere to the requirements in Figure 05-9_01.
- Internal loading facilities shall generally adhere to the locations identified in Figure 05-9_02.

OFF-STREET LOADING**		
AREA	SPACES	SIZE
A	1 Space / 20,000 gsf + 1 Space / each additional 100,000 gsf above 100,000 gsf	30' (L) x 12' (W) x 15' (H)
B		
C^		
D^		

^ Off-street loading is only required for portions of the building dedicated to non-residential uses (including retail and day care facilities)
*** Based on SCCC, § 18.38.070.*

Figure 05-9_01: Conceptual Loading Bay Quantities

* Note that the project will generally comply with the "City of Santa Clara Development Guidelines for Solid Waste Services" provisions for Mixed Use developments except with those under "Collection truck access". The developer reserves the right to make exceptions in the future.

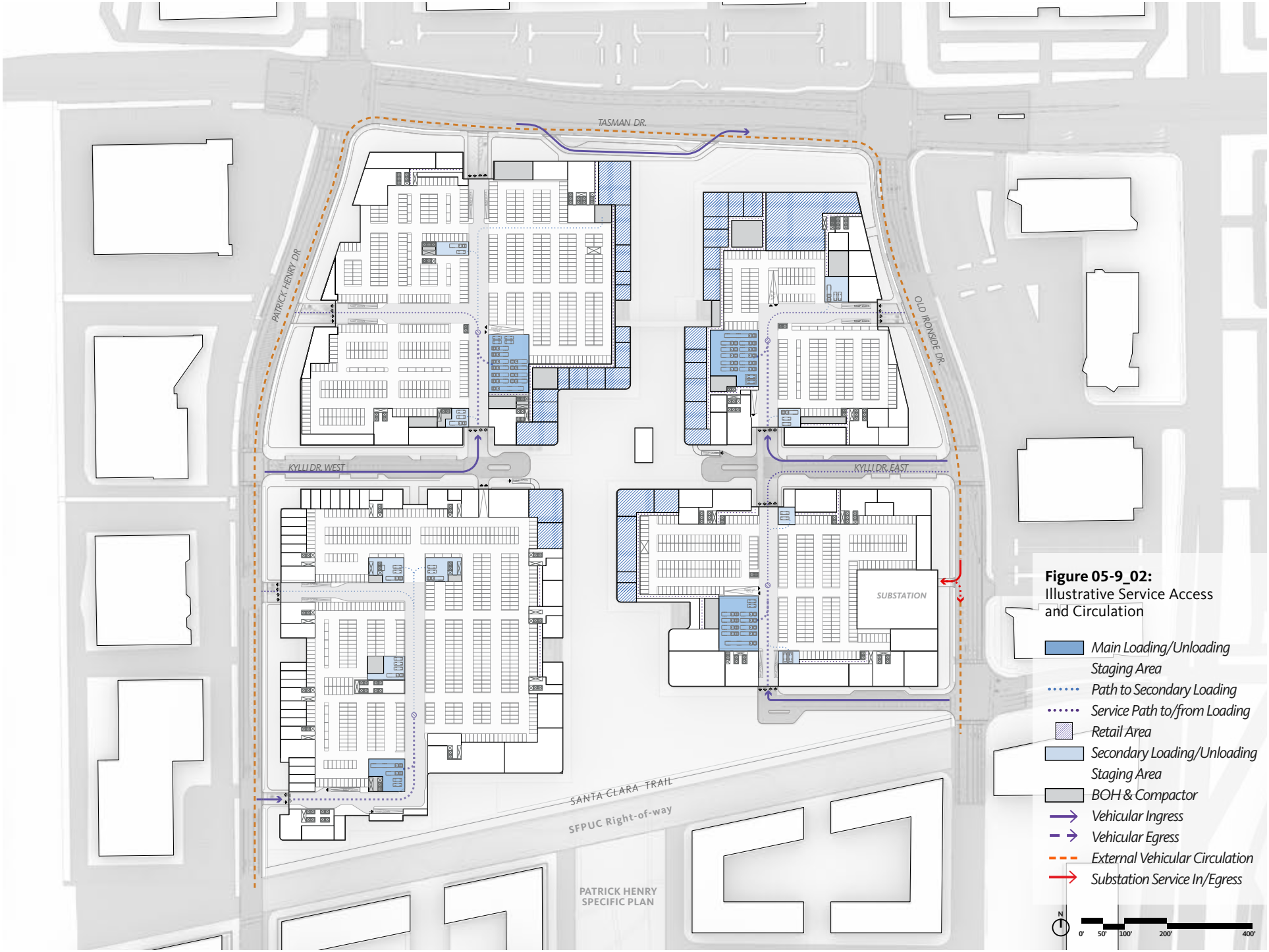


Figure 05-9_02:
Illustrative Service Access and Circulation

Emergency Vehicle Access

INTENT

The primary fire access strategy for Mission Point is to provide necessary clearances within or around the combined parking podiums for direct access to dedicated Fire Service Access Elevators (FSAE) at each building.

GUIDELINE

- A clear path of travel should be maintained in all buildings, open spaces, streets, and pathways in order to accommodate emergency vehicles (EVA).
- An EVA Circulation Plan should generally adhere to the locations identified in Figure 05-9_04.

STANDARD*

- An EVA Circulation Plan shall be implemented across the entire plan area.
- All roadways shall maintain a minimum horizontal clearance of 26' for EVA circulation, and a minimum 20' at entries.
- EVA paths, except along the new Santa Clara Trail, must not be within a park parcel. This exception shall require a minimum 20-foot clear path of travel width.
- EVA path of travel under building podiums shall have a minimum floor-to-ceiling clearance of 16'.
- Building podiums shall provide access within or around for EVA, staging areas and direct travel path to the FSAE.
- All fire access roads shall maintain a minimum turning radius of 30', and a maximum slope of 10%.

* Note that future mitigation measures will be included as part of an alternative means and methods as deemed necessary by the Santa Clara Fire Dept.

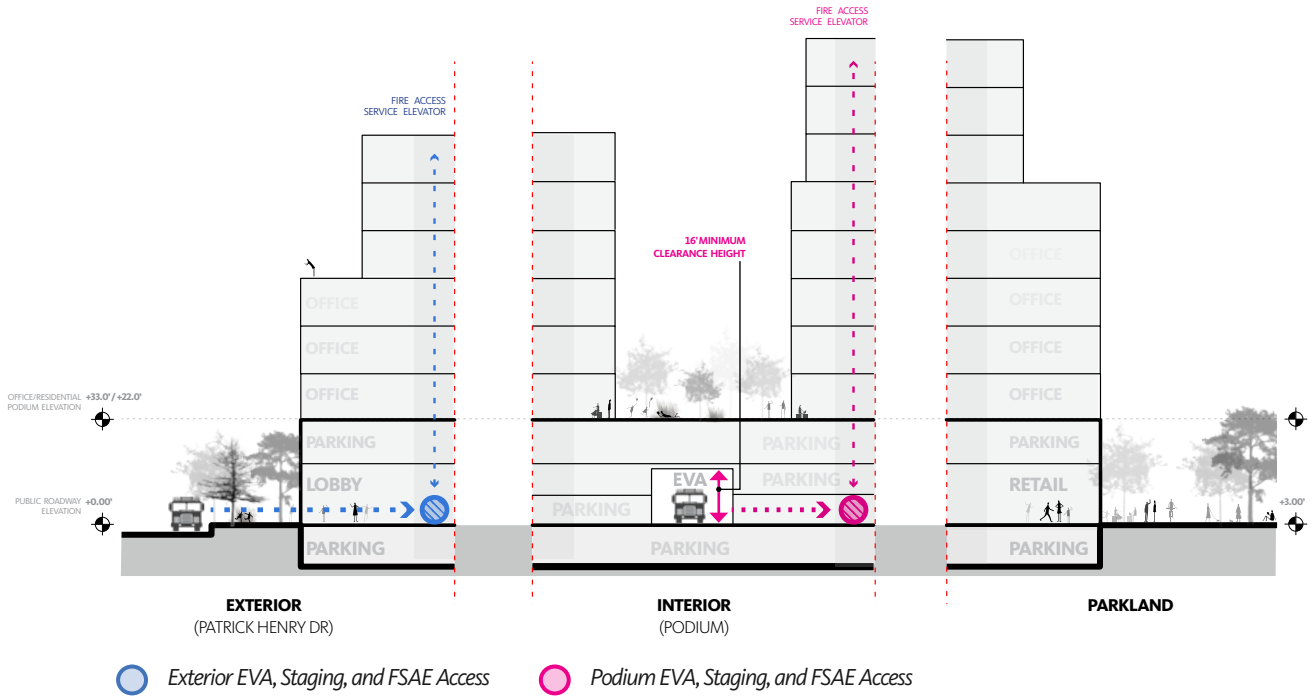


Figure 05-9_03: Illustrative EVA Section ('Area' A shown, typical all 'Areas')

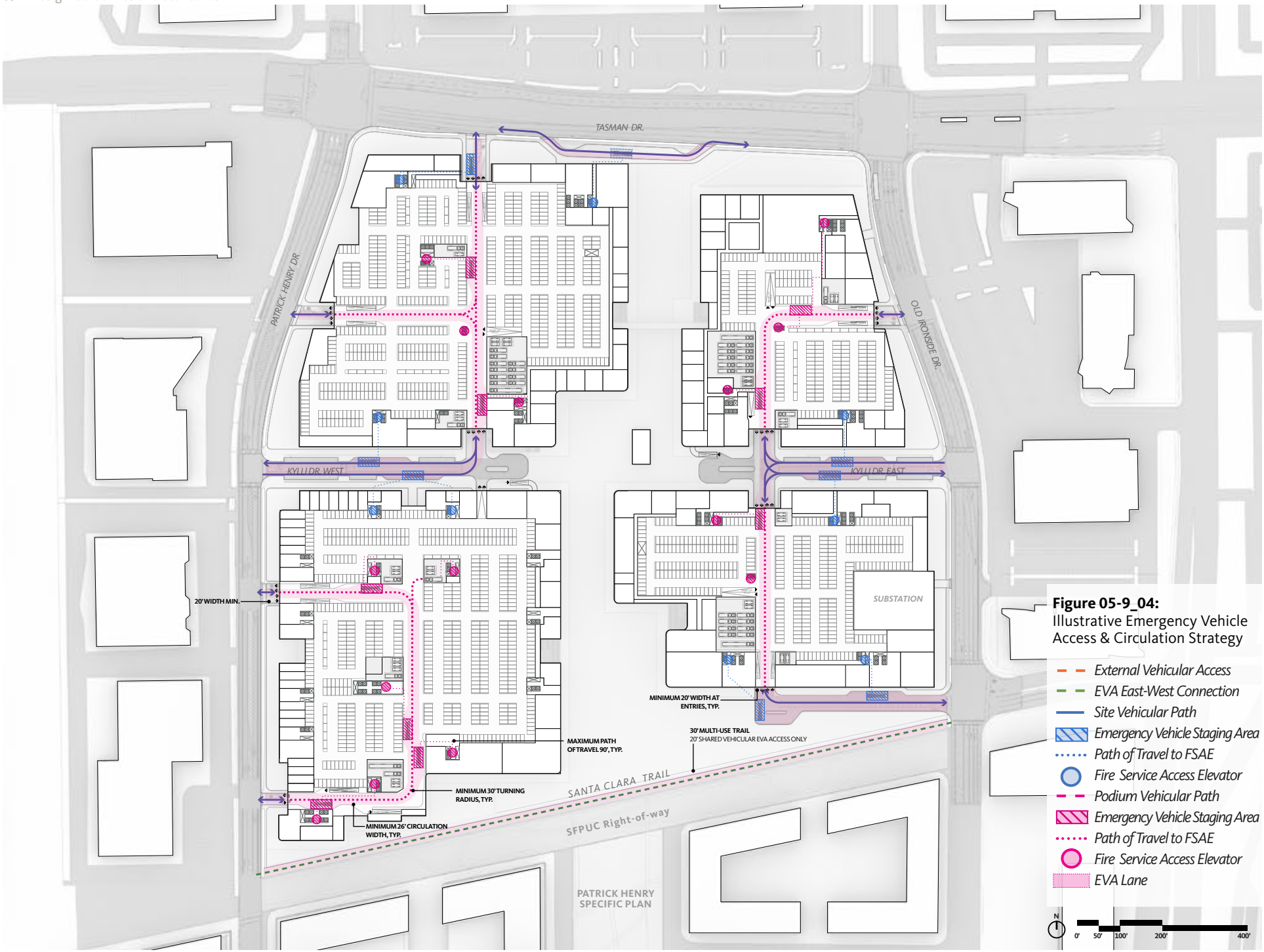
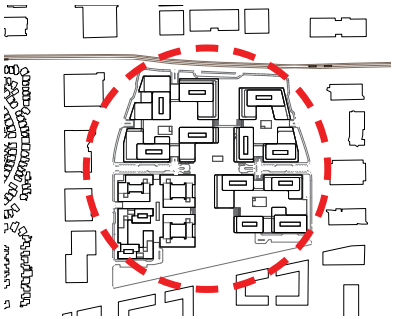


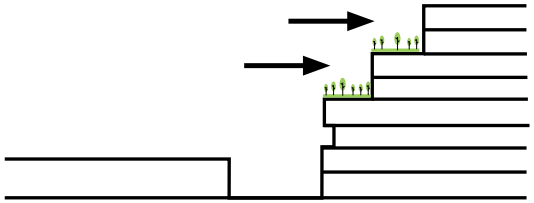
Figure 05-9_04:
Illustrative Emergency Vehicle Access & Circulation Strategy

05.10 BUILDING DESIGN PRINCIPLES



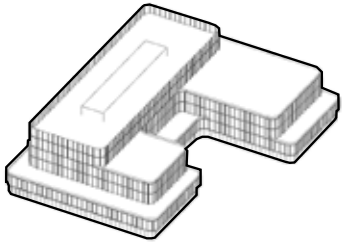
NEIGHBORHOOD CONTEXT

Buildings should be scaled to respond to their context by sensitively and positively addressing the scale and massing of their adjacent neighbors and the development trends of the region.



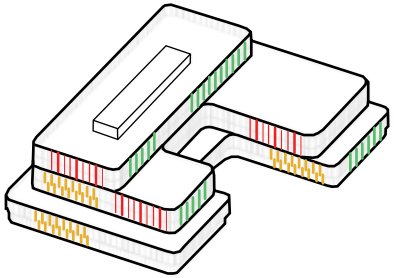
MASSING TRANSITIONS

In addition to the step backs required for residential buildings in Section 05.6, step backs in all types of buildings are encouraged to be used as a means of transitioning building heights.



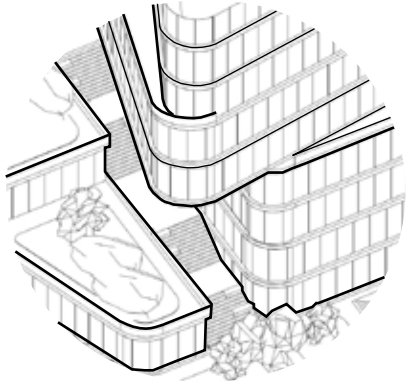
MASSING VARIATION

Varied building heights are encouraged as they provide visual interest and suggest the appearance and scale of smaller structures.



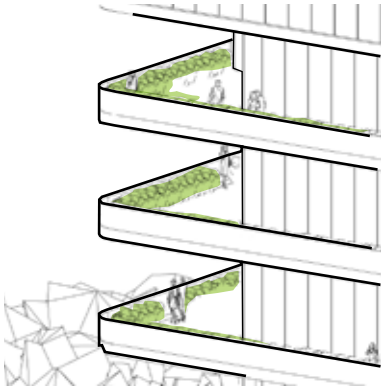
FACADE RHYTHM

Complementary textures, colors, materials, and distinctive architectural treatments should alternate to add visual interest, while avoiding dull and repetitive facades.



ARCHITECTURAL DETAILS

Architectural details should be used to enhance the scale and interest of a building's facade by breaking it up into distinct planes that are offset from the main building facade.



BALCONIES

The use of balconies help break down the scale of the facade and allow for usable outdoor space, which enhances wellness.

05.11 MODULATION AND FACADES

Building modulation along the facade can be achieved using any application of change in plane. Means of applying a change in facade plane include, but are not limited to:

1. Contextual Response
Buildings can be scaled to respond to their context by sensitively and positively addressing the scale and massing design, relative to neighboring parcels.

2. Change in Plane
- Architectural details, Structural Expression
- Volumetric Notches (balconies)
- Massing Transitions: Volumetric recesses (Step backs)
- Facade Rhythm

3. Change in Facade Systems
Long facade systems may be divided into smaller components through variation in materials, articulation, fenestration, and so forth. Complimentary textures, colors, materials, and distinctive architectural treatments should alternate to add visual interest, while avoiding repetitive facades.

INTENT
To achieve a pedestrian-friendly environment, massing and facade details can be controlled to provide visual interest and makes a comfortably scaled environment.

Building Modulation (or "Modulation") is necessary to achieve visual interest, rhythm, and human-scaled dimensions. Modulation can also be used for functional purposes, such as producing recesses that can be used as patios or balconies.

GUIDELINES
- Variation in the use of colors, materials, fenestration patterns, and other architectural elements should be considered in building design.
- Low-rise buildings, or the lower portions of buildings such as the podium levels, should be broken up into smaller massing by utilizing major breaks in the building facade and roof line. A change in colors or materials may also create greater visual variation.
- Tall buildings and tower tops may be articulated in a manner that provides visual interest and confers visibility and distinctiveness when viewed from outside the project area.
- Blank walls or long spans of non-transparent facades should be avoided.

Facade Design Concepts

- Facades should be glazed using materials that consider energy performance. Glazing should be generally light in color and of low reflectance to achieve a balance of daylighting and energy performance, and also provide transparency and engagement between interior and exterior spaces.
- Glazing selection should consider bird safety and other environmental factors

STANDARDS

- Buildings shall adhere to the modulation standards identified in Figure 05-11_01.
- Major breaks shall be provided based on the streetwall modulation intervals identified in Figure 05-11_01. Break shall generally occur along both the building facade and the roof line.
- Where mixed-use buildings feature both residential and non-residential uses on the ground floor, the ground floor transparency requirements shall only apply to the non-residential spaces. Non-residential transparency requirements shall also apply to those areas associated with residential uses such as a private gym or leasing area.

	OFFICE	RESIDENTIAL
MODULATION & FACADES		
Streetwall Modulation	Approx. 200'	Approx. 150'
Building Separation	Approx. 40' Min.	Approx. 40' Min.
GROUND FLOOR		
Ground floor transparency	Office: Approx. 50%	Residential: None
	Retail: Approx. 65%	Retail: Approx. 65%

Figure 05-11_01: Modulation and Facade Standards

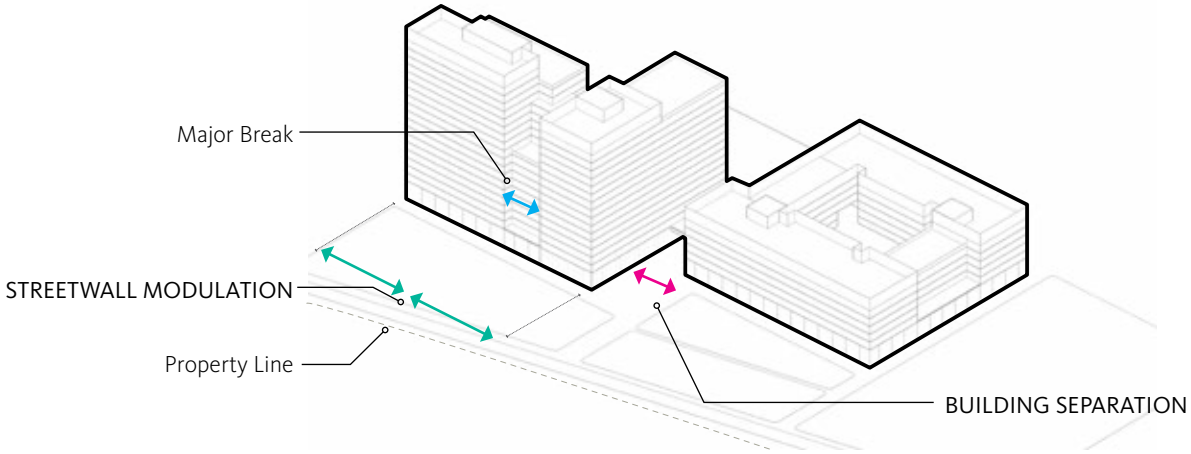


Figure 05-11_02: Illustrative Modulation Diagram

05.12 OFFICE DESIGN

INTENT

Office buildings should have flexible and technologically advanced working and meeting environments that are engaging, healthy, comfortable, durable, aesthetically pleasing, and accessible. They should be able to accommodate the specific space and equipment needs for various meeting sizes, or of an individual tenant.

GUIDELINES

- Office buildings should have lobby access adjacent to public outdoor spaces, and be clearly visible during day- and night-time hours.
- Multi-level interconnections should be considered to connect the ground floor and podium levels to the street. Interconnections may include bridges and terraces, that allow for a mixture of users to engage with other buildings.

STANDARDS

- Office buildings shall provide 50 percent visual transparency along all building facades. Where mixed-use buildings feature ground floor retail, the ground floor requirements shall apply, as shown on Figure 05-11_01.
- Office buildings shall have a primary entrance design that strengthens the public realm, supports office activity, and creates pedestrian comfort and safety.
- Office buildings shall have one main entrance for staff, visitors, and the public, including an entry lobby that is inviting, well-lit and secure.

Office Design Concepts

05.13 RESIDENTIAL DESIGN

INTENT

Residential buildings provide a large number of homes and an efficient use of land area, helping to focus density and create valuable open space for all residents and neighbors.

GUIDELINES

- Residential buildings should be designed to convey individual residential uses. Building architectural features may be layered to emphasize certain features of the building such as entries, corners, and organization of units.
- Strong relationships between the private and public realms, especially at the podium level, may be established by locating decks, porches, and patios where they can face dedicated public outdoor spaces.
- Tenant amenity areas, such as entry lobby or community space, should have direct access from the public realm.
- Through-block connections are encouraged, as they provide alternative pedestrian routes through the building, especially for children, and connect to public amenities and open space areas.
- Building facades should be articulated to express the scale of individual residential units and to reduce the apparent mass of the overall building.

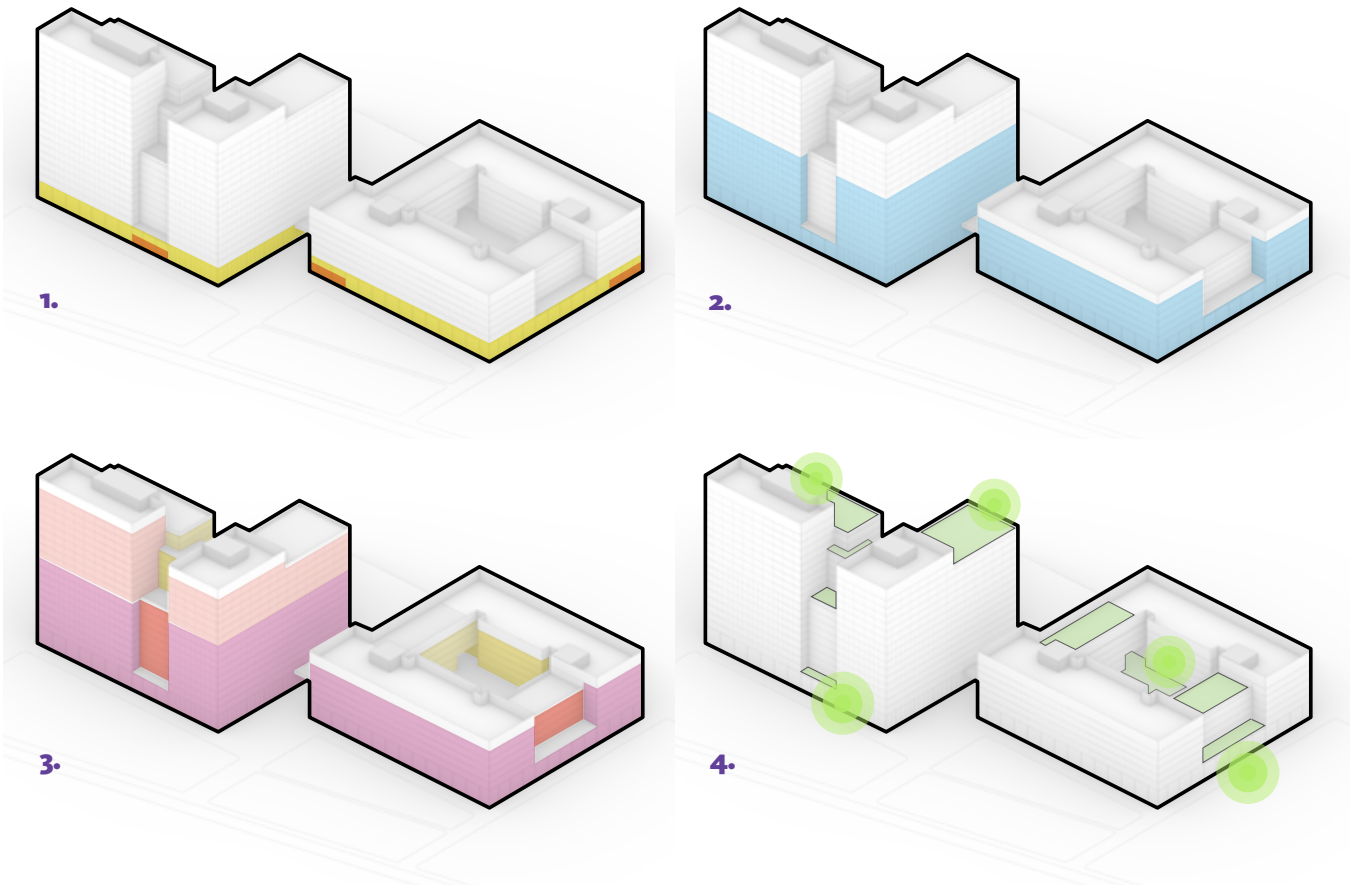


Figure 05-13_01: I
Illustrative Residential Concept Diagram

1. *Ground Floor Frontages & Entries*
2. *Base Building Massing*
3. *Building Architectural Features*
4. *Accessible Amenities Layering*

- The base of buildings should incorporate elements that reflect a pedestrian scale and include active ground floor uses, such as lobbies that are well lit and inviting.
- Ground-floor residential uses may be raised above adjacent sidewalks, provided accessibility issues are adequately addressed.
- Ground floor residential frontages should be designed where possible to activate the transition space between private living areas and the public realm. This may be accomplished by orienting primary home entries on the ground floor towards adjacent public amenity areas, open spaces, lanes or public rights-of-way.

STANDARDS

- All ground floor residential entries, such as stoops, terraces, or stairs, shall meet all universal accessibility standards.
- As used in this document, a "townhome" is a one-family dwelling that is a part of a group of three or more such units separated by a common party wall, with each unit having their own front entrances.
- As used in this document, an "additional multifamily unit" is a condominium, coop or apartment unit lacking its own front entrance.
- Townhomes are only permitted as follows:
  - Townhomes designed and integrated as part of a multi-family building in which additional multi-family units are included above the townhome unit (entire building must achieve a minimum 60 du/ac); or,
- Townhomes integrated as part of a multi-family building without additional multi-family units above, not to exceed 25% of the buildable land area for area C and D (in Area C, if residential is constructed, and in Area D, entire building must achieve a minimum of 60 du/ac).
- The following are prohibited: (1) Standalone townhomes without additional multifamily units, (2) and single family detached units, and (3) duplexes.
- Area D must have a minimum aggregate residential density of 60 units per acre. Based on the 13.7-acre size of area D, this yields 820 total residential units in Area D. This is the minimum number of units the Project must achieve within Area D. If the residential units are constructed under the Office/R&D – Residential Flex option, Area C must have a minimum aggregate residential density of 60 units per acre. Based on the 12.7-acre size, if all of Area C were to be developed with residential, this yields 782 total residential units in Area C. This is the minimum number of units the Project must achieve within Area C, if residential units are constructed on the entirety of Area C under the Office/R&D – Residential Flex option. If, for example, a 1-acre portion of Area C were to be redeveloped with residential, it would need to yield a minimum of 60 units. Concurrent with any Architectural Review Permit submittal, the project shall demonstrate how the minimum number of units will be achieved. If future projects would need to have an average density of more than 60 du/acre to reach the minimum, a density study must be submitted concurrent with the Architectural Review Permit submittal demonstrating how the minimum number of units will be achieved for Area D. The City may deny any Architectural Review Permit based on a finding that approval would make achievement of residential unit minimums infeasible.

05.14 GROUND FLOOR

The ground floor is where the activity of the building meets the public realm. The ground floor plays a critical role in shaping the pedestrian experience. A vibrant ground floor experience is dependent upon many different uses, varied to provide a nuanced and unique pedestrian street experience.

INTENT

Ground floors allow buildings to maintain an active presence at the pedestrian level by providing a transitional space between the public and private realm. Ground floors play an important role in facilitating internal and external circulation, and create space that engages building occupants with the public realm.

GUIDELINES

- Ground floor retail frontages should be expressed with a finer grain of architectural detailing and facade treatments that are scaled to human activity on the street. This may include architectural elements such as canopies, awnings, overhangs, projections, and recesses.
- Most of the ground floor between the heights of 4 and 8 feet for residential uses and 0 to 12 feet of non-residential uses should be devoted to transparent windows and doors to increase visual access, and allow maximum visual interaction between the sidewalk areas and the interior spaces.
- Active uses should be prioritized on the ground floor of buildings with designated retail area, excluding spaces for parking and loading access, building egress, building operations, and access to mechanical systems.
- Exterior finishes, particularly in the setback area, entry lobbies, and other ground floor spaces with public access should be carefully selected to maximize engagement between the building and the abutting street, path, or public space. The use of dark or mirrored glass is discouraged.
- Tenant signage should be appropriately scaled to fit the storefronts, with tenant branding elements reasonably accommodated. Signage should be coordinated with the overall building and storefront design, with regards to colors, symbology, and typography. Interior-lit box type signage is discouraged. (Refer to subchapter 05.18 for Signage standards)
- Loading, service, or storage facilities should not negatively impact the pedestrian realm, and where feasible should be located inside the building or along facades other than the primary building frontage where the main entrance is located. Landscaping or art may serve as an effective screening element. Any screening should be consistent with transparency requirements. (Figure 05-11_01).

Ground Floor Concepts

STANDARDS

- Certain activities and uses associated with ground floor activity may encroach upon the front setback area, including but not limited to: outdoor seating and dining, architectural elements such as canopies and awnings, landscape planters, temporary signage. These uses may not encroach upon the clear pedestrian path area of the abutting sidewalk or path.
- All ground floors shall provide unobstructed access to the abutting sidewalk, path, or right of way. Stairs or ramps associated with ground floor entryways must satisfy all accessibility requirements.

Illustrative visualization of the proposed development

05.15 ROOF

INTENT

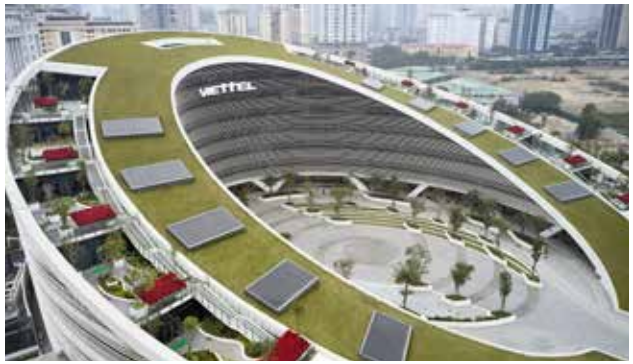
Roofscapes are important aesthetic aspects for architectural and community character and quality, and they should be addressed as part of the overall design.

GUIDELINES

- Rooftops should be designed to support active and passive sustainability strategies. Buildings should provide generous common spaces, where possible, including habitable rooftops and/or podium courtyards that invite use by all residents/tenants in the building.
- Rooftop mechanical equipment should be integrated with the massing and appropriately screened. The equipment should be organized and designed as a component of the roof scape, and not appear to be a leftover or add-on element.
- Building tops should be articulated in a manner that provides visual interest and confers visibility and distinctiveness, when viewed from outside the project area.
- Solar panels and localized photovoltaic systems should be strategically placed on roofs to maximize sun exposure.

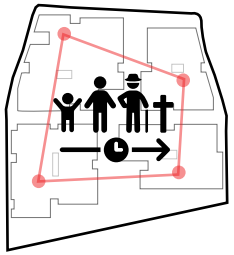
STANDARDS

- All roofs shall be designed to be compliant with the definition of *Height (Structure)* in SCCC section 18.160.080. ["H" Definitions].
- All roofs shall be designed to be compliant with FAA height restrictions.



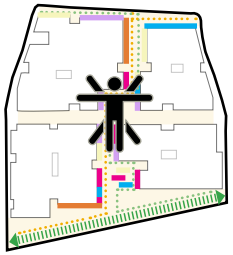
Roof Design Concepts

05.16 OPEN SPACE DESIGN PRINCIPLES



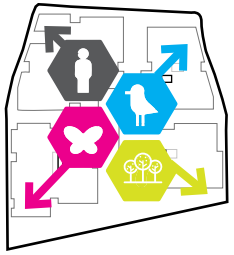
AGE INCLUSIVE SPACES AND ENHANCED WELL-BEING

Gathering spaces that are easily accessible and serve multiple age groups can be successful in fostering new relationships. This aids in an improved physical, mental and social well-being. All public spaces are to be compliant with the Americans with Disabilities Act (ADA).



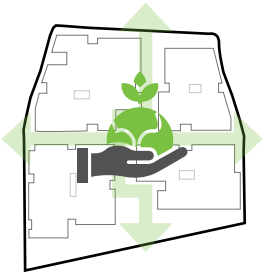
ALLOW FOR FLEXIBLE PROGRAMMING

Strengthening connection by creating proximity to public spaces and creative placemaking with community-based participation at its center. Re-imagine everyday spaces with flexible programming. Create spaces with the capacity to host any programmed activity.



RESPECT HISTORIC CONTEXT

Creating an open space experience that respect's the region's heritage and its landscape. This establishes the site's unique identity, such as traditional regional landscapes, native bio-diversity and ecosystems.



ENGAGE WITH NATURE

Ecological spaces integrate energy efficient practices into daily experience of the community. The project's commitment to restoring natural areas, sustainability and adaptive measures against flood hazards will inform aspects of open space design and use.

05.17 PARKS AND OPEN SPACE

GENERAL

INTENT

Mission Point will provide a range of welcoming outdoor spaces that complement the built environment around the development. These spaces can be categorized as three types: Park, Residential Private Amenity Space, and Non-Residential Private Open Space. Each one accommodates different programs and activities for residents, workers, and visitors.

GUIDELINES

- Landscaped areas should accommodate bio-retention infrastructure. Where feasible, these bio-retention areas should be designed as bulbouts or curb extensions. Bio-retention requirements for the public park shall only serve the parkland.

STANDARDS

- All open space areas and amenities shall be in substantial compliance with federal, state, and local ADA regulations.
- All landscaping shall comply with the California Water Conservation in Landscaping Act, Government Code Section 65591 et seq.
- All bio-retention or stormwater management areas shall be designed to the standards specified in the City of Santa Clara Green Stormwater Infrastructure Plan.

Illustrative visualization of the proposed development

Public Park

INTENT
The central open space at Mission Point is the park, which is intended to meet the criteria for a neighborhood park*. The public park is a city-owned public area and will include active and passive recreation as well as informal or structured social gatherings.

GUIDELINE
- The neighborhood park should accommodate a diversity of recreational uses, and a variety of activities for all ages and abilities to align with the parks, open space, and recreational goals and policies of the City of Santa Clara General Plan.

STANDARD
- The park will comply with SCCC Chapter 17.35 [Park and Recreational Land].
- The park shall be designed in collaboration with the Parks and Recreation Department, complying with the City of Santa Clara Parks & Recreation Department's Park Amenity & Design Standards, presented to the Parks & Recreation Commission for input, and follow the City's Public Outreach Policy.

Residential Private Amenity Space

INTENT
Taking advantage of the multiple layers of development at Mission Point, residential private amenity space can occur at either ground floor, podium, or terrace level, offering residents a range of recreational and leisure activities.

GUIDELINE
- Indoor and outdoor residential private amenity space should accommodate a variety of programming, and be accessible only for all residents of the development.

STANDARD
- Programming shall satisfy the requirements of the City of Santa Clara Park Ordinance, as required in SCCC section 17.35.070 [Credit for private open space].

Non-Residential Private Open Space

INTENT
In an effort to create a diversity of public and private outdoor attractions across the development, Mission Point will include a myriad of non-residential private open spaces located at the ground floor, podium, or terrace level. Access will be restricted, and a limited range of uses supported.

GUIDELINE
- Non-residential private open spaces should emphasize passive, pedestrian-oriented design, such as street furniture, lighting, and diverse landscaping.
- The areas should be integrated with the building forms, and designed as comfortable spaces for the community.

STANDARD
- All trees shall be consistent with required utility offsets, including substation infrastructure.

*Per the City of Santa Clara Parks & Recreation Department – Park Amenity & Design Standards, a neighborhood park is a park that is 1-15 acres in size.

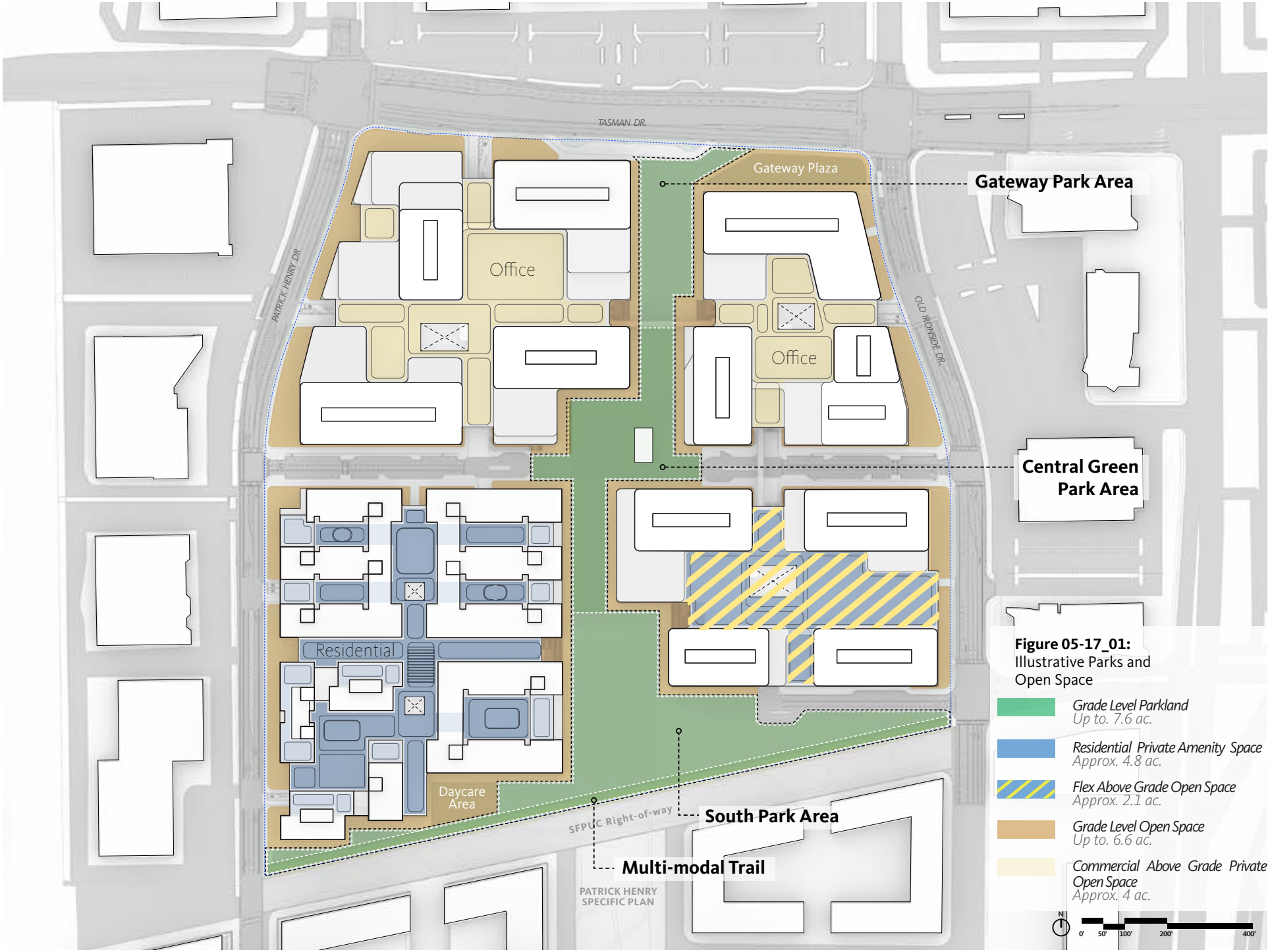


Figure 05-17_01: Illustrative Parks and Open Space

05.18 SIGNAGE

INTENT

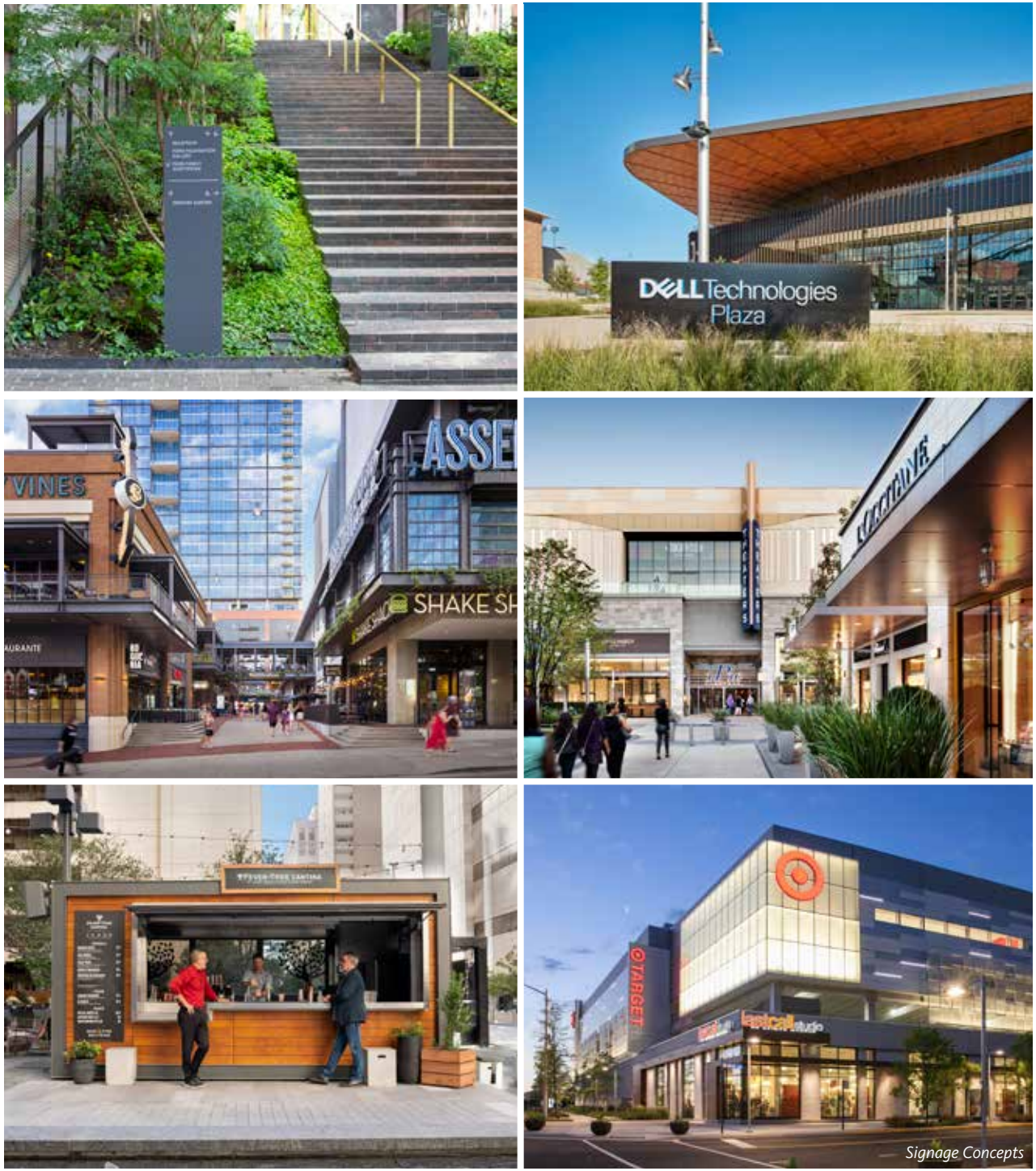
The proposed signage for Mission Point's public spaces aspires to unify signs that fall into different categories: Identification, Directional, Informational, and Regulatory. These visual cues form a cohesive wayfinding system facilitating efficient and inclusive movement from and to the site. As the site evolves, additional wayfinding components and other features projecting from and augmenting the streetscapes around buildings will be a fundamental part of the development's visual appeal and the general quality and economic stability of the area.

GUIDELINE

- Wayfinding signage should clearly designate public, private, and privately-owned but publicly accessible indoor and outdoor areas.
- Where appropriate, hours of accessibility for indoor areas should be explicitly stated.

STANDARD

- All signage will comply with SCCC Chapter 18.42 [Sign Standards], except that exemptions may be proposed as part of a future comprehensive sign program
- Any temporary signage located in a public right of way shall not obstruct any pedestrian pathways, nor EV travel paths.
- Public Park name sign shall comply with the City of Santa Clara Parks & Recreation Department's Park Amenity & Design Standards.



Signage Concepts

06 | INFRASTRUCTURE

Conceptual visualization of the proposed development

06.1 INTRODUCTION

Mission Point will require on-site and off-site infrastructure improvements to serve the project. Infrastructure required to support Mission Point will be provided pursuant to the Project's Vesting Tentative Map and the map's conditions of approval will be considered and approved concurrent with this Development Plan. The majority of the infrastructure improvements will be constructed within the existing right-of-way. It is anticipated that Democracy Way, an existing roadway within the project site with a public street right-of-way easement that contains public utilities, will be demolished and vacated, with existing utilities to be relocated.

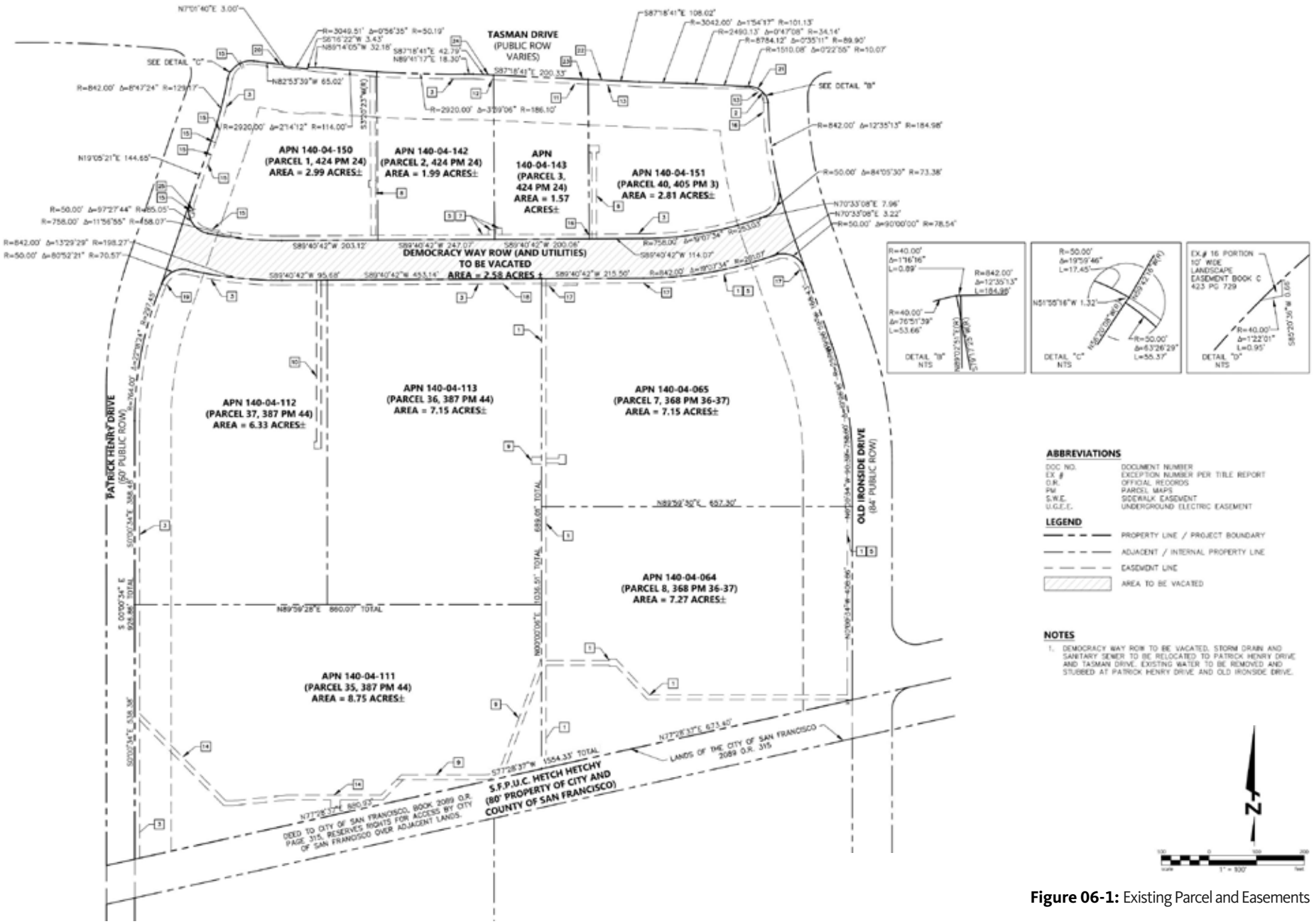


Figure 06-1: Existing Parcel and Easements

06.2 EXISTING CONDITIONS

FEMA Designations

Based on the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps (Map No. 06085C0063H, dated May 18, 2009), most of the project site is within Zone X. Flood Zone X is defined as areas of 0.2 percent annual chance flood, areas of one percent annual chance flood with average depths of less than one foot or with drainage areas of less than one square mile, and areas protected by levees from one percent annual chance flood. Democracy Way and a small portion of Old Ironsides Drive are within Zone AO, as is Calabazas Creek (located west of the project site) with the one percent chance flood contained within the creek channel. Flood Zone AO is defined as special flood hazard areas subject to inundation by the one percent annual chance flood, with flood depths of one to three feet. Based on reviews of the City's storm drainage system maps, it appears the Zone AO designation in the street segments described is due to a combination of the elevation of the streets and the hydraulic grade line of the storm drain system at these specific locations.

Easements

The project site is encumbered by several recorded easements that include Underground Electric Easements (U.G.E.E.) and Sidewalk Easements, as depicted and described in the project's Vesting Tentative Map.

City and County of San Francisco Parcel (CCSF) (Doc # 675584)

The CCSF owns an 80 foot-wide parcel of land south of the project site for water transmission mains

Sea Level Rise

Sea level rise (SLR), as an effect of climate change, is projected to increase coastal flooding beyond current levels. Projections given by the SF Bay Conservation and Development Commission show potential SLR of up to 2.0 feet by 2050 and up to 5.5 feet by 2100. At its current elevation, the project site would be vulnerable to future SLR-influenced flood events.

Storm Drain

The City of Santa Clara owns and maintains the storm drainage system which serves the project site. The project site currently drains into storm drain lines in Tasman Drive, Democracy Way, Patrick Henry Drive, and Old Ironsides Drive. Although the project site is closer to Calabazas Creek, the storm drainage lines discharge into San Tomas Aquino Creek which is located east of the project site. The existing Tasman Drive line is a 36-inch line west of the Patrick Henry Drive intersection and transitions to a 42-inch line east which then becomes a 48-inch line. The Tasman Drive line then continues flowing east to Great America Parkway and ultimately discharges into San Tomas Aquino Creek. The Patrick Henry Drive line is a 24-inch line that transitions to a 36-inch line as it flows north. The storm drain line then continues flowing east onto Democracy Way. The Democracy Way line transitions from a 36-inch line to a 42-inch line east and then to a 48-inch line. The storm drain line then continues flowing north onto Old Ironsides Drive where the 48-inch line connects with the 48-inch Tasman Drive line. There is a 24-inch line in the southern portion of Old Ironsides Drive that flows south toward the Old Glory Lane intersection where it transitions into a 27-inch line and runs east to Great America Parkway, ultimately discharging into San Tomas Aquino Creek. The creek carries the runoff into San Francisco Bay. There is no overland release of stormwater directly into any creek from the project site; all stormwater enters the creek through the existing stormwater drainage system.

Stormwater Management

The State Water Resources Control Board (SWRCB) administers the National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activities, which is intended to reduce construction-related stormwater pollution. The project site is exempt from the NPDES hydromodification requirements because it drains into a hardened channel (San Tomas Aquino Creek).

Domestic Water

Water service to the site is provided by the City of Santa Clara Water and Sewer Utility. There is a network of 12-inch asbestos-cement domestic water mains in all of the streets adjacent to the project, including Democracy Way. There are existing fire hydrants located around the project on all adjacent streets including Democracy Way. The City has performed a Water Supply Assessment (WSA) which determined the City has capacity to service the project site. The City determined a Development Impact Analysis was not required for this project. Instead, a fire flow test has been completed for the project to confirm existing flows and pressures in the existing water mains.

Recycled Water

Recycled water service to the site is provided by the City of Santa Clara Water Utility. There are 8-inch recycled water lines along the east and west boundaries of the project site in Old Ironsides Drive and Patrick Henry Drive. Recycled water is currently used to irrigate the landscaped areas on the project site and the surrounding properties.

Sanitary Sewer

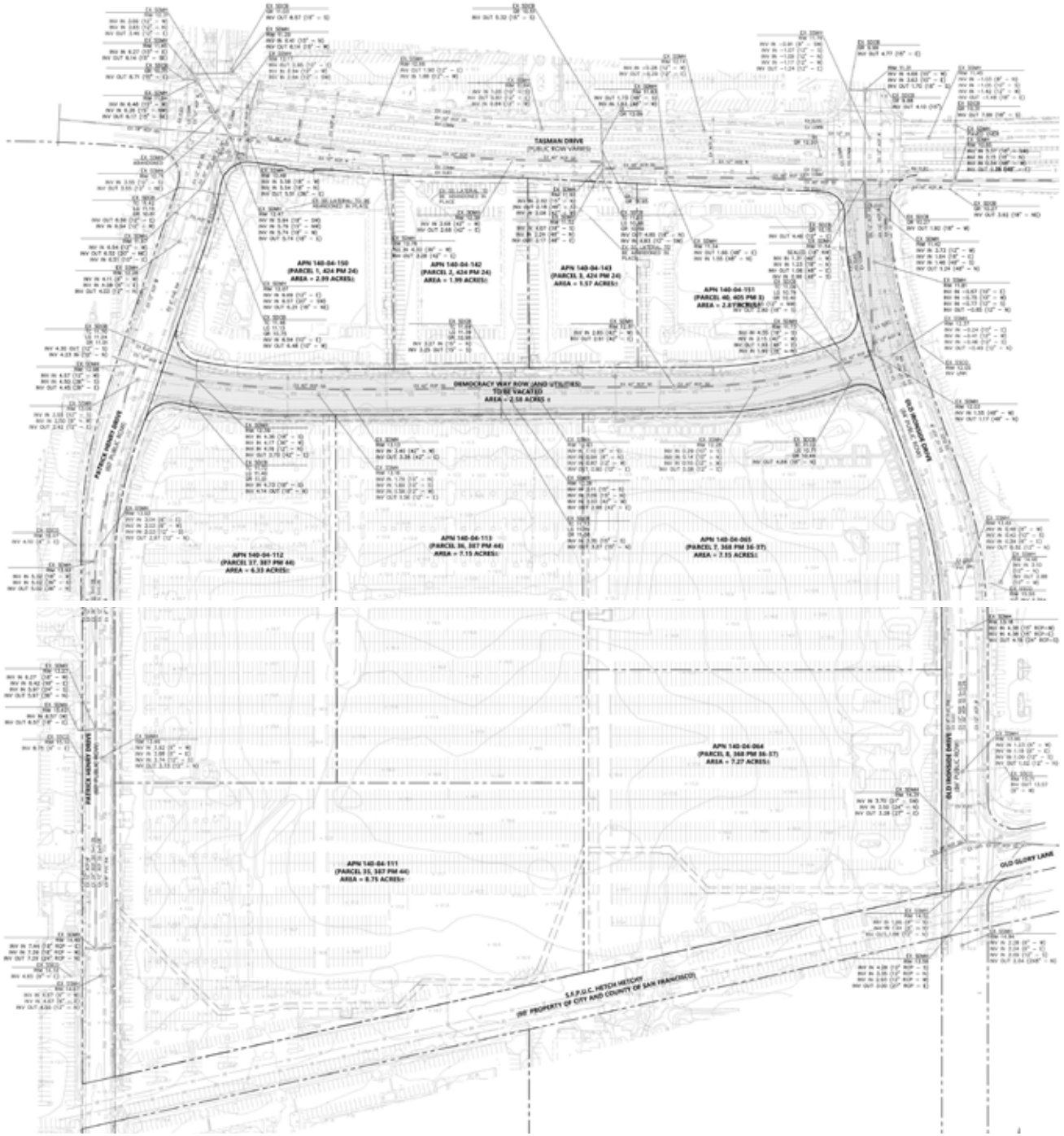
Wastewater from the City of Santa Clara is treated at the San Jose/Santa Clara Water Pollution Control Plant (WPCP), located near Alviso. The WPCP is a regional wastewater treatment facility serving eight tributary sewage collection agencies and is administered and operated by the City of San José's Department of Environmental Services. The City operates three main sanitary sewer lines in the streets adjacent to the project site. All of the lines ultimately connect to the existing 12-inch main in Tasman Drive and flow to the Tasman Lift Station located at the southwest corner of Tasman Drive and Great America Parkway.

Electric (Silicon Valley Power)

Electric service for the project site is provided by Silicon Valley Power (SVP), the owner and operator of the system. Based on review of SVP's utility base maps all existing parcels are encumbered by 10-foot-wide underground electric easements along the street frontages of Patrick Henry Drive, Tasman Drive, Old Ironsides Drive, and Democracy Way that are for the exclusive use of Silicon Valley Power (SVP) for public electrical and communication lines.

Gas (PG&E)

Gas service in the City of Santa Clara is provided by Pacific Gas and Electric (PG&E), the owner and operator of the system. Based on review of the PG&E's utility base maps, there is a network of gas mains in Patrick Henry Drive, Tasman Drive, Old Ironsides Drive, and Democracy Way, which are adjacent to the project.



LEGEND

- EXISTING EASEMENT LINE
- EXISTING PROPERTY LINE
- FEMA FLOOD ZONE

NOTES

1. THE FEMA FLOOD MAP SHOWS DEMOCRACY WAY IN A FLOOD ZONE WITH DEPTHS UP TO 1'. THE EXISTING LOW POINT ALONG DEMOCRACY WAY IS 11.8'
2. SEE SHEET TM-1 FOR DATE OF TOPOGRAPHIC SURVEY.
3. UTILITIES SHOWN ON THIS PLAN ARE DERIVED FROM RECORD INFORMATION, FIELD DATA, AND/OR SURFACE OBSERVATION AND ARE APPROXIMATE ONLY. ACTUAL LOCATION AND SIZE, TOGETHER WITH PRESENCE OF ANY ADDITIONAL UTILITY LINES NOT SHOWN ON THIS PLAN SHALL BE VERIFIED IN THE FIELD BY CONTRACTOR DURING CONSTRUCTION.
4. SEE SHEET TM-2 FOR BOUNDARY GEOMETRY, EXISTING EASEMENTS, AND RIGHT OF WAY DIMENSIONS.

N

Figure 06-2_01: Existing Easement Conditions

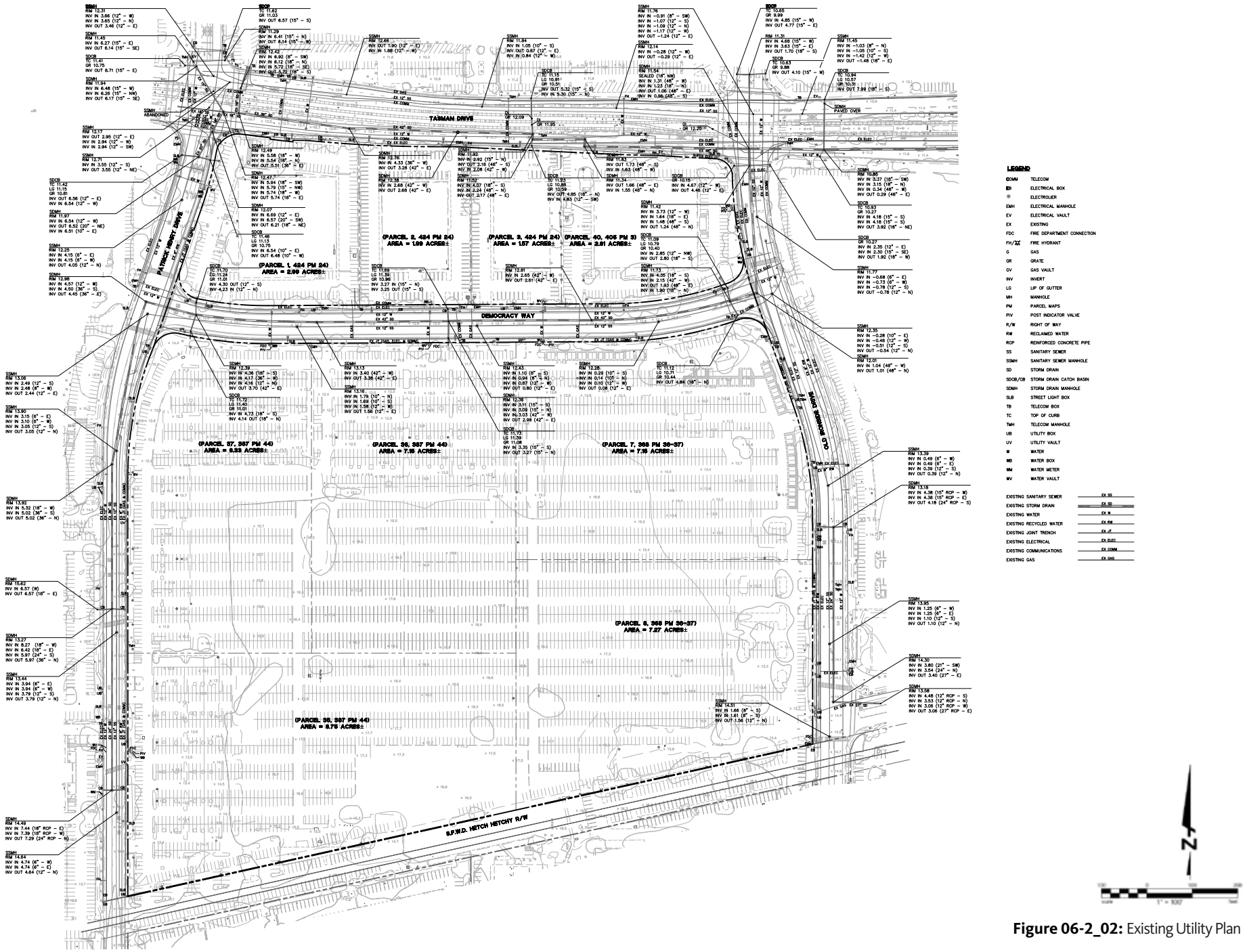


Figure 06-2_02: Existing Utility Plan

06.3 SUMMARY OF "MAKE-READY" IMPROVEMENTS

In order to ready the site for development, the following improvements are anticipated:

Grading
INTENT
The project site will be raised above existing elevations to decrease vulnerability to future SLR-influenced flood events. The site will be graded as the site is developed until full build out. At full build out, the site will be graded so that runoff can drain overland to the adjacent public streets should the on-site storm drain system fail.

GUIDELINE
- Runoff will be allowed to pond at an elevation lower than the building finished floor before releasing to a public street so that buildings will not flood in the event of a storm drain system failure.
- At the property lines, adjacent grades will be maintained so that the existing stormwater drainage patterns will be maintained. The adjacent grades will slope upwards as they enter the project site to facilitate necessary elevation changes.

STANDARD
- Finished grade elevations will be set following verification of the proposed project's compliance with the City's floodplain ordinance requirements.
- Doors and vehicle entrances will be set above the projected future flood elevations.

Wet Utilities:

Storm Drain
INTENT
Provide adequate storm drainage for each development area through full build out.

GUIDELINE
- Remove existing storm drain under Democracy Way
- Construct new storm drains in Patrick Henry Drive, Tasman Drive, and Old Ironsides Drive.
- Include low impact development measures to reduce runoff pollutant loads such as bioretention (with underdrain), flow-through planters, tree wells with media filters, infiltration trenches (with underdrain), open spaces, catch basin filters, green roofs, rainwater harvesting or on-site re-use and green streets.

STANDARD
- Improvements shall be implemented pursuant to the project's Vesting Tentative Map and Conditions of Approval for each development area through full build out.
- The project shall comply with the City of Santa Clara Stormwater C.3 requirements and the SWRCB NPDES General Permit for Construction Activities.

Domestic & Recycled Water
INTENT
Provide the project with an adequate domestic water supply for each development area through full build out.

GUIDELINE
- Remove existing domestic water 12-inch asbestos cement pipes from Democracy Way, Patrick Henry Drive, Old Ironsides Drive, and Tasman Drive.
- Remove existing recycled water 8-inch asbestos cement pipes from Democracy Way, Patrick Henry Drive, Old Ironsides Drive, and Tasman Drive.
- Construct new 12-inch Ductile Iron Pipe (DIP) for domestic and recycled water mains in Patrick Henry Drive, Old Ironsides Drive, and Tasman Drive.
- Implement dual plumbing where applicable.
- Provide Advanced Metering Infrastructure (AMI) functional water meters and implement remote AMI meter reading.
- Provide fire hydrants throughout the site and along frontages at a distance of approximately 300' on center.
- Where possible, utilize existing fire hydrants.
- Provide recycled water connections on Patrick Henry Drive and Old Ironsides Drive for irrigation of public and private open spaces for each development area through full build out.

STANDARD
- Improvements shall be implemented pursuant to the project's Vesting Tentative Map and Conditions of Approval.
- Use dual plumbing for all non-residential use and landscape irrigation as required.

Sanitary Sewer

INTENT
Provide an adequate sanitary sewer system for each development area through full build out.

GUIDELINE
- Remove existing sanitary sewer line under Democracy Way.
- Construct a new gravity flow sewer system where feasible.

STANDARD
- The sewer system shall be designed in general conformance with the analysis in the City's Sewer Study in the project's Environmental Impact Report. Minor modifications can be made within reason during the design phase.
- Improvements shall be constructed pursuant to the project's Vesting Tentative Map and Conditions of Approval.

Dry Utilities:

Electric (SVP), Gas (PG&E), & Communications (AT&T and Comcast)

INTENT
Provide adequate electric, gas, and communication utilities for each development area until full buildout of the project site.

GUIDELINE
- Existing electrical, gas, and communications utilities in Democracy Way will be removed.

STANDARD
- New electrical utilities will be constructed pursuant to an agreement with SVP.
- Gas facilities will be relocated or removed pursuant to a determination by PG&E.
- Communication utilities will be relocated or removed pursuant to a determination by AT&T and Comcast.

07 | SUSTAINABILITY

Conceptual visualization of the proposed development

07.1 VISION

Sustainability is an integral part of ensuring Mission Point becomes a walkable and inclusive neighborhood that is adaptive to projected climate change impacts over the next century. The community's well-being and resource efficiency are at the project's core.

Innovation

In addition to expected sustainability strategies, the project will include features that plan for the future for human and environmental performance, such as:

- Integrated terraces and green roofs
- Dual plumbing systems to reuse water when feasible
- LEED for Neighborhood Development Silver or equivalent

Mixed Use

Mission Point establishes a 15-minute neighborhood in the heart of Silicon Valley by bringing together multiple uses such as residential, commercial, retail, and public amenities. This establishes a convenient walking and biking network, reduces travel distances, and consequently reduces the congestion and emissions associated with combustion-fueled vehicular traffic.

Mobility

Mission Point connects its mix of homes, jobs, and amenities to the community, adding density to existing and planned public transit lines, bicycle corridors, and walking trails. This reduces congestion and air pollution and allows residents, workers, and players outside the development to live a healthy, active lifestyle.

Compact

Compact mixed-use developments reduce the physical building footprint, and optimize land, water, and energy consumption per capita. The compact footprint of Mission Point incorporates key sustainability strategies that reduce the project's overall carbon footprint.

Open Spaces

Mission Point leverages the vertical plane on buildings in order to maximize the footprint available for open space. Open spaces include plazas, parks, a green spine, a perimeter green way, roof terraces, and a multi-use trail. These support cutting-edge storm water management, connections to the greater bayside environment, and a diverse range of open spaces available to visitors, residents, and workers.

07.2 GOALS

Mission Point's sustainability goals are defined in five key environmental and well-being categories. These goals will be achieved through a suite of potential sustainability strategies, described in the following subsections. Some strategies have co-benefits and support multiple goals.

1. Reduction in Energy and Carbon Emissions

- On-site solar PV renewable energy generation
- All-electric buildings
- All new residential construction will be zero net energy (ZNE)*
- All new commercial construction will be ZNE by 2030

2. Water and Ecosystems

- Water-efficient buildings (targeted reduction from CAL Green baseline)
- Water-efficient landscaping (targeted reduction from CAL Green baseline)
- Maximize open space
- Municipal recycled water

*Per the California Department of General Services (GSA), a ZNE Building is an energy-efficient building where, on a source energy basis, the actual annual consumed energy is less than or equal to the on-site renewable generated energy.

3. Material Resources

- No and very-low VOC finishes
- Minimum 75% construction/demolition debris diversion from landfill
- Recycling and compost collection infrastructure

4. Well-being and Community

- 15-minute neighborhood
- Community green spaces – parks, plazas, terraces, multi-use trail
- Sustainable design-based transportation measures to help Santa Clara achieve its VMT reduction goals

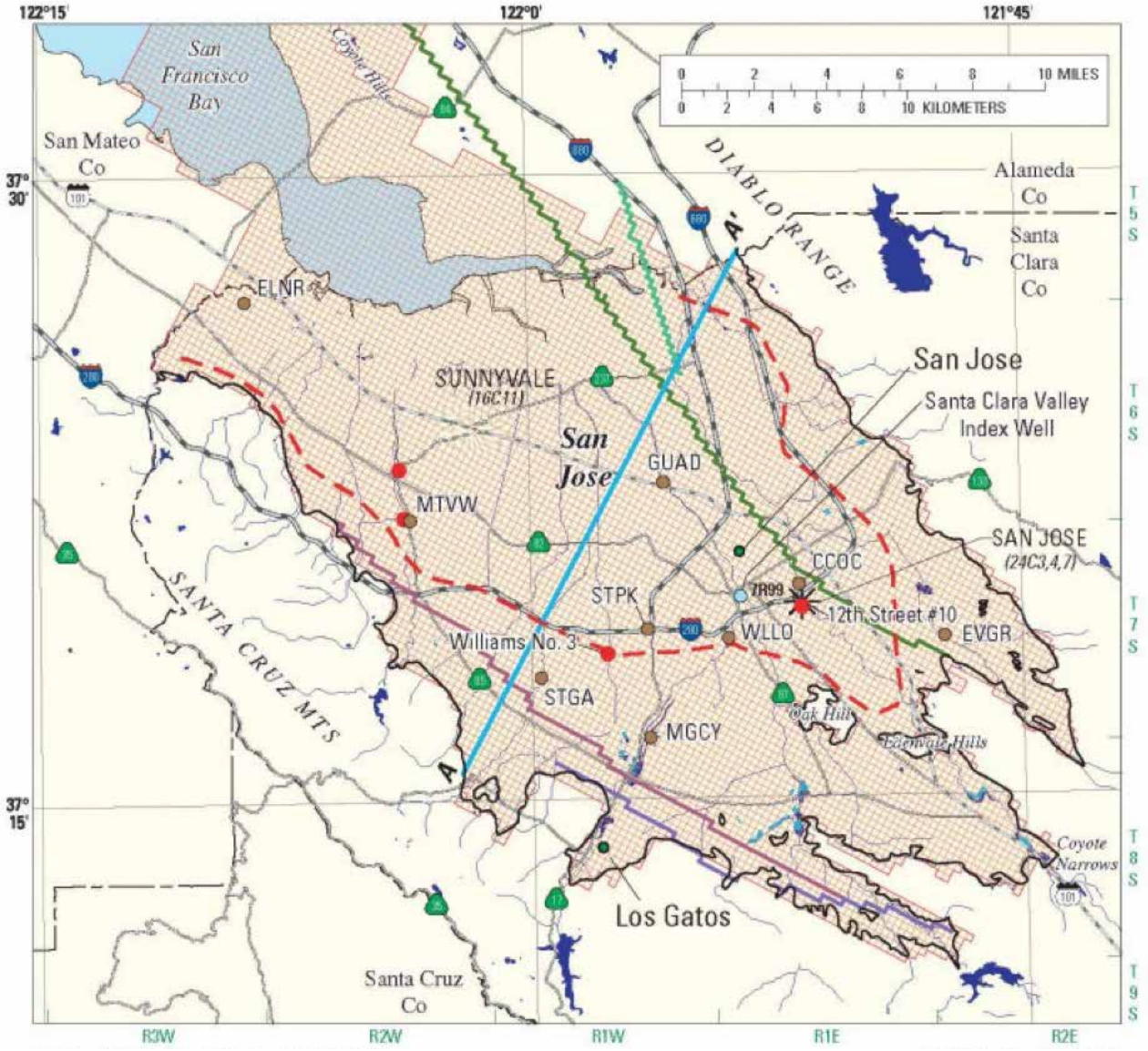
5. Preparing for the Future

- Base elevation 15' above sea level (NAVD88)
- On-site renewable energy generation to reduce total energy consumption and reliance on the grid
- Target LEED ND (Neighborhood Development) Silver or equivalent for the entire campus
- LEED CS (Core & Shell) Gold or equivalent for the commercial buildings
- LEED NC (New Construction) Silver for high-rise residential buildings (9 stories or more)

07.3 SITE CHARACTERISTICS AND OPPORTUNITIES

Santa Clara is home to the headquarters of many well-established tech companies. Mission Point enjoys significant locational advantages and is close to a variety of public transit. The site shares the SF Bay Area's climate change risks of long term SLR, riverine flooding, an increase in hot days and nights, drought, and wildfires.

The Mission Point site is envisioned as a mixed-use development transforming the underutilized light industrial land into a vibrant neighborhood, drawing in both commercial and residential tenants to live, work, shop and play in a single place.



Santa Clara Valley
California Water Science Center, USGS

Existing Site Ecosystem

Mission Point is located in the San Francisco Bay watershed characterized by a rich ecosystem. Currently, the site is almost entirely covered with hardscape. The proposed design will replace these impervious surfaces with vegetation and permeable materials, creating an opportunity to filter stormwater runoff and retain precipitation, thereby enhancing the water quality of nearby waterways and restoring soil health. The project also aims to re-introduce some biodiversity by incorporating native plantings and providing food for native pollinator species. This will improve soil and waterway health, human health, and local microclimate.

Local Climate

Santa Clara's geographic location places it in a Mediterranean climate with warm summer days and cool nights, and mild winter days. However, climate change is accelerating the frequency and severity of extreme weather events, according to projections. This will worsen air pollution and sea level rise. Thus, it is critical to integrate passive heating and cooling strategies, as well as resilient design strategies to take advantage of the local climate and mitigate both local extremes and long-term climate change.

Precipitation

By targeting a combined potable water use reduction beyond code, Mission Point hopes to ease the pressure of contemporary water demand. Water-efficient fixtures and landscaping, on-site water reuse of harvested rainwater, and the use of municipal recycled water for non-potable needs are all ways to reduce water consumption. This three-step strategy maximizes the on-site precipitation, while minimizing the need for treated water from off-site sources.

Transit

Many existing and planned transit lines and trail connections serve Mission Point (Figure 07-3_02). The site is located near key Caltrain, BART, and Rail Stations (ACE & CC). These transit routes connect Mission Point to the surrounding community, while conserving energy, reducing emissions, and lessening congestion. Alternative transportation is further promoted through implementation or creation of bikeshare programs, bike paths, bus stops, and shuttles.

The project will implement a TDM Plan, and will comply with (or exceed) the City's Climate Action Plan (CAP) goal for VMT reduction.

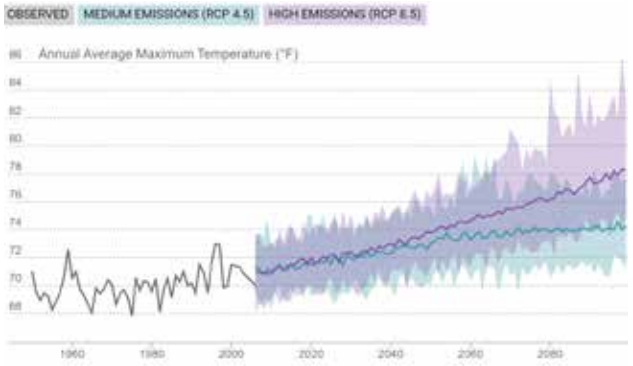


Figure 07-3_01: Annual Average Maximum Temperature, Cal-Adapt Local Climate Change Snapshot

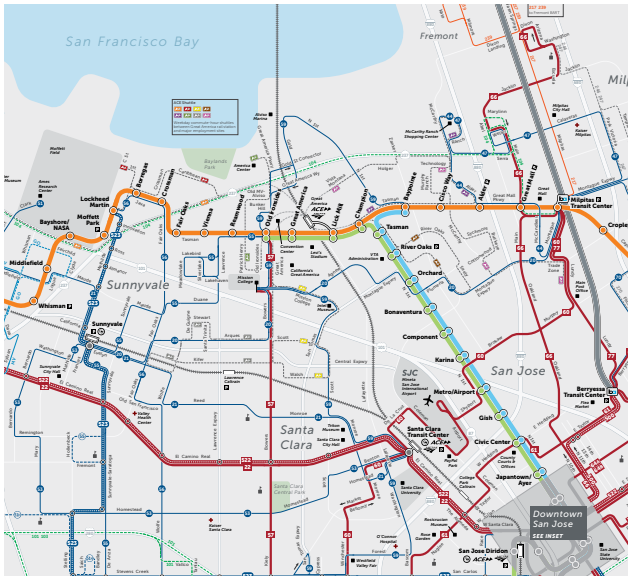


Figure 07-3_02: Main Map, Valley Transportation Systems

07.4 ENERGY AND CARBON EMISSIONS

Goals

- On-site solar PV renewable energy generation and batteries
- Electric site
- All buildings net zero starting in 2030

Mission Point will consider the strategies on the following page to accomplish these project goals.

The Hub - Hardy Warehouse Repositioning / Tempe, AZ, US / Gensler

High-efficiency Systems

Passive measures help maintain indoor thermal comfort using the inherent physical and thermal properties of the building envelope and its surroundings.

Once passive design strategies have been employed to the greatest extent feasible, high-efficiency systems will be used, such as:

- High efficiency HVAC systems
- LED lamps in light fixtures
- Daylight and occupancy sensors
- Building Management Systems/smart building controls to control the buildings' heating, ventilation, air conditioning and lighting through a single interface
- Displacement ventilation for providing conditioned air to enclosed spaces with the aim to improve air quality and thermal comfort, while reducing the amount of energy to operate the system
- Radiant cooling systems, which use cooled surfaces such as floors or ceilings to absorb heat from a room, in order to help cut energy use and lower and shift peak electricity demand in buildings compared to conventional all-air systems

Passive Strategies

Passive strategies reduce heat gain, building energy, and water consumption through architectural and landscape design. These strategies can include:

- Open spaces, including terraces and balconies, oriented for shelter from summer sun and strong winds, and to provide programmable, desirable indoor-outdoor space
- Green roofs for insulation and to provide additional accessible 'naturally conditioned' usable space
- Exterior shading designed into the facades and/or provided by landscape planting to reduce heat gain
- Buildings oriented to block detrimental sunlight and wind and create comfortable outdoor spaces
- Glazing located to optimize natural light, control glare, and reduce detrimental heat gain
- Heat island mitigation through cool roofs, light-colored pavement, and shade trees
- Building envelopes with superior insulation and weather sealant
- Operable windows where practical

On-site PV Renewable Energy Generation Paired with Battery Storage

Although building energy loads will be reduced as is practical through passive and active energy efficiency measures, there will still be energy demands for the project. Additional strategies for energy reduction may include:

- On-site solar photo-voltaic renewable energy generation, using rooftop solar panels and additional strategies where viable.
- Battery to maximize the use of the solar generated energy on-site, and to ensure that the additional generation provides a net benefit to the local grid.

07.5 WATER AND ECOSYSTEMS

Goals

Water Use Reduction

- Water-efficient buildings: Set reduction (i.e. 5% minimum) from California Green Building Code baseline
- Water-efficient landscaping

Ecosystems

- Public Park and private open spaces: Consist of approximately 25.1 acres of the total 48.6 acres that occupy the Mission Point site. This accounts for approximately 50% of the total area, assuming the open spaces are distributed along ground floor, podium, terraces, balconies, and other landscaped or hardscaped areas of the project.

Mission Point will consider the strategies on the following page to accomplish these project goals.

Workday Headquarters / Pleasanton, CA, US / Gensler

Water-efficient Buildings

- Low-flow plumbing fixtures with flow rates below California Green Building Code allowed maximums wherever practical
- Accessible water data to inform occupants of water use and encourage reduced water consumption

On-Site Rainwater Capture and Reuse

- Building and landscape rainwater capture and reuse
- Green-blue infrastructure strategies ('Slow it, sink it, save it')
- Possible treatment and reuse for fixture flushing

Ample Open Space

- Parks, plazas, pedestrian paths, and a multi-use trail
- Accessible green roofs
- Building terraces
- Significant reduction of impermeable surfaces from current state

Water-efficient Landscape

- Native drought tolerant plants to reduce water consumption
- Tree canopy at parks, plazas, and multi-use trail wherever possible, to reduce heat gain (and therefore water requirements) for under-canopy plants
- Flow-through planters

Municipal Greywater

Municipal greywater (recycled water) is a companion to on-site captured rainwater.

- Used for fixture flushing for commercial buildings
- Used for landscape irrigation

Municipal greywater systems may require monitoring to ensure that required quality for project uses is maintained.

Ecosystem Support

- Native plants to support native pollinators and birds
- Light pollution reduction
- Bird-safe building design and construction
- Tree canopy

07.6 MATERIAL RESOURCES

Goals

- Low-emitting finishes throughout
- 75% construction/demolition debris diversion from landfill
- Recycling and compost collection infrastructure

Mission Point will consider the strategies on the following page to accomplish these project goals.

UpCycle / Austin, TX, US / Gensler

No and Very-low Emissions Finishes

- Where feasible, finishes (interior and exterior) will have no or very-low volatile organic content to maximize indoor air quality
- Interior finishes will also meet VOC emissions certification requirements for LEED, or equivalent

75% Construction and Demolition Debris Diversion From Landfill

- Reuse of excavation material wherever feasible
- Source separation of construction debris on site to maximize recycling
- Encourage verified debris diversion through audit or third-party certified facilities

Reuse of Salvageable Demolition Materials

- Catalog materials to be demolished and coordinate with local reuse organizations to maximize repurposing
- Track embodied carbon reduction of reused materials

Carbon Smart Building Materials

- Target average embodied carbon reduction from baseline for all concrete and steel used at Mission Point
- Prioritize use of high recycled content materials (concrete, steel, aluminum, recycled composite woods) and carbon-sequestering materials such as wood, composite wood and laminated timber
- Leverage available re-purposed building materials from the area for new construction, where possible
- Track embodied carbon for a minimum of the five highest impact materials for all buildings to verify reductions

Recycled Content

- Use LEED v4.1 (or equivalent) materials tracker for all building products to target minimum 15% recycled content by material cost for all new building construction

Recycling and Compost Collection Infrastructure

- Design recycling and compost collection infrastructure throughout the site and all buildings
- Use informational graphics to encourage composting over recycling and landfill

07.7 WELL-BEING AND COMMUNITY

Goals

- 15 minute neighborhood
- Community open spaces
- Human-powered transportation
- Leisure and recreation opportunities
- Biophilic design elements and/or practices
- Ample access to local fitness and community wellness facilities
- Extensive use of glass to bring light and sense of connection to nature

Mission Point will consider the strategies on the following page to accomplish these project goals.

/ Austin, TX, US / Austin Foundation for Architecture + Gensler

Mixed Use, Walkable Neighborhood

- Mission Point's mix of uses on a 48.6-acre footprint with ample open space and pedestrian pathways provide the opportunity to walk or bike across the entire development within 15 minutes
- A 15-minute neighborhood helps make car ownership optional.
- Buildings are physically and functionally integrated, creating a market of mutually complementary and supportive services and activities

Community Green Spaces

- Community green and open spaces promote walking and human-powered transportation for healthy exercise
- Green spaces absorb carbon dioxide and produce oxygen, filter the air, and provide biophilic benefits
- Open spaces provide flexible opportunities for many community activities from walking together to picnicking and festivals
- Refer to 'Water and Ecosystems' Open Space section for additional benefits of this strategy

On-Site Amenities

- Space to attract a grocery tenant
- Childcare
- EV charging stations
- Bicycle parking
- Transit management support
- Space for a pharmacy
- Opportunity to include medical clinics
- Opportunity for gyms/health clubs
- Family entertainment space
- Public plaza space for gathering and outdoor dining

Accessible and Inclusive

- Aim to exceed the accessibility provisions of the Title 24 California Building Code
- Use the universal principles of Inclusive Design to guide details of site and building design

Massing for Microclimate

- The layout of mid and high-rise building clusters is designed to create 'courtyards' for shelter from sun and wind
- Terraces and balconies create transitional, programmable spaces

Post-COVID User Experience-Led Design

- Community survey and interviews to provide insights on community needs
- Educational outreach program/ guided tour to focus on sustainable living
- Enable site use by including accessibility, safety (clear, defined spaces and access control, natural surveillance at entrances and walkways, etc.)

07.8 PREPARING FOR THE FUTURE

Goals

- LEED-validated (or equivalent) sustainable design
- Base elevation 15’ above current sea level
- Reduced energy consumption for resilience

Mission Point will consider the strategies on the following page to accomplish these project goals.

Arizona Center Refresh / Phoenix, AZ, US / Gensler

Validated Sustainable Design

Procuring third-party LEED or equivalent certification for the project's sustainability design shows occupants and the community that the Mission Point commitment to sustainability goes beyond words.

The project targets certification at both the neighborhood and building levels as follows:

- LEED ND Silver or equivalent for the entire campus
- LEED CS Gold or equivalent for the commercial buildings
- LEED NC Silver or equivalent for high-rise residential buildings (9 stories or more)

Reduced Energy Consumption for Resilience

- Passive strategies and high efficiency systems for building design will reduce building-hosted energy consumption
- On-site solar PV renewable energy generation will further reduce reliance on the grid
- On-site battery backup to provide a percentage of the site's total energy demands in grid failure events

Base Elevation 15' Above Current Sea Level

- The ground floor level is set at a minimum of 15' above current median sea level (NAVD88) to provide protection through the estimated Intergovernmental Panel on Climate Change *RCP8.5* 'likely' scenario of 10' of SLR by 2100

Green Roofs and Terraces

- Provide fresh air and cooling in grid failure events
- Extend programmable space from indoors to outdoors
- Control storm water runoff and retention
- Insulate the building and reduce temperatures on the roof from fossil fuel combustion associated with the use of HVAC equipment
- Boost the efficiency of rooftop mechanical equipment
- Provide an aesthetically pleasing view for meetings or recreation

Operable Windows Where Practical

- Reduce energy required for heating, cooling, and ventilation
- Provide passive survivability in grid failure events
- Increase occupant satisfaction by providing personal control

08 | REVIEW PROCESS

08.1 Project Approvals

Mission Point's Planned Development zoning constitutes the policy document governing land use in the Mission Point area. In addition to approval of Mission Point's Planned Development zoning, development of the site includes the following approvals:

General Plan Amendment
Approval of the Mission Point Project includes the approval of a General Plan Amendment designating the Project Site as Urban Center Mixed Use and Urban Center Mission Point. The Urban These uses are designed to be consistent with new mixed-use development in North Santa Clara and the City's General Plan designations, while facilitating the vision of Mission Point as described in Chapter 01.

Urban Center Mixed Use General Plan Designation

The Urban Center Mixed Use designation is intended for pedestrian-oriented, high-intensity and very high-density mixed-use development in a transit-rich area. It permits high-rise commercial office and residential development (in either mixed-use or stand-alone buildings), subject to Federal Aviation Administration height restrictions; ground-level retail; and landscaped areas for employee and resident activities. Permitted uses include multi-family residential and co-living, office and R&D uses, light manufacturing, and retail and services that serve local employees, residents, and visitors. Parking is typically structured or below grade. The residential density range is 60 - 250 dwelling units per acre.

Townhomes are only permitted as follows:

- *Townhomes designed and integrated as a part of a multi-family building in which additional multifamily units are included above the townhome units (entire building must achieve a minimum 60 du/ac); or,*
- *Townhomes integrated as part of a multifamily building without additional multifamily units above, not to exceed 25% of the buildable land area for area C or D (in Area C, if residential is constructed, and in Area D, entire building must achieve a minimum of 60 du/ac).*

The following are prohibited: (1) Standalone townhomes without additional multifamily units, (2) single family detached units, and (3) duplexes.

Urban Center Mission Point

The Urban Center Mission Point designation is intended for pedestrian-oriented, high-intensity and very high-density nonresidential development in a transit-rich area. It permits high-rise commercial office development, subject to Federal Aviation Administration height restrictions; ground-level retail; and landscaped areas for employee and resident activities. Permitted uses include office and R&D uses, light manufacturing, and retail and services that serve local employees, residents, and visitors. Parking is typically structured or below grade. The minimum FAR is 1.5.

Vesting Tentative Subdivision Map
The Project's Vesting Tentative Subdivision Map (VTM) has been designed to facilitate development in any logical order within the Planned Development zoning area. Mission Point's VTM and attendant conditions of approval implement Mission Point's vision.

Affordable Housing Plan
The Project's affordable housing plan is provided in Section 2.11.

Transportation Demand Management Plan
The Project's Transportation Demand Management Plan is provided in Section 2.10.

Environmental Impact Report
A project-specific Environmental Impact Report (EIR) has been prepared for the Mission Point Planned Development zoning. Environmental review of applications for development within the Mission Point area are anticipated to tier off of the EIR.

Development Agreement
A Development Agreement (DA) has been entered into between the City and the property owner that provides for certain vesting of the Project Approvals and commits the developer to providing certain community benefits. During the term of the DA, in the event of a direct conflict between the PD zoning and the DA, the DA will control. After the term of the DA expires, all references to the DA herein are for informational purposes only. This Planned Development Zoning shall survive the termination of the DA, but after the DA expires, the City retains its authority to amend its land use regulations, including but not limited to this Planned Development Zoning, subject to applicable land use regulations and procedures.

08.2 Project Implementation

Architectural Review

This Planned Development zoning envisions the guidelines applicable to future development within Mission Point and is flexible to enable the Project to be built out in response to market conditions. Individual buildings will be reviewed pursuant to the City's Architectural Review process set forth in Chapter 18.120 of the City's Zoning Code. This Planned Development zoning will be considered part of the "Zoning Code" for the purposes of the findings required by SCCC section 18.120.020(F)(1)-(5).

Unless otherwise provided in the Development Agreement, Architectural Review approvals are valid for two years, subject to extensions allowed by the City's Zoning Code.

Application Processing Procedures

Application processing within Mission Point will be subject to Article 6 [Permit Processing Procedures] of the SCCC.

Permit Processing Procedures

Processing of the following permits within Mission Point are subject to the applicable Chapter of the Santa Clara Zoning Code:

PERMIT	APPLICABLE CHAPTER	EXCEPTION
Conditional Use Permit	Chapter 18.114	
Temporary Use Permits	Chapter 18.122	
Variances and Minor Modifications	Chapter 18.124	
Zoning Clearances	Chapter 18.126	

Permit Implementation

Implementation of permits for the development of the Project are subject to Chapter 18.128 of the Santa Clara Zoning Code, subject to the exceptions provided below.

SECTION	HEADING	EXCEPTION
18.128.060(A)(2)	Allowable Phasing	Projects within Mission Point are exempt from this provision as long as they are consistent with the PD Zoning and VTM.

Integration with City Zoning Code

The City's Zoning Code applies to this Planned Development zone to the extent not expressly inconsistent with the express terms and standards in this PD Zoning.

08.3 Project Financing

It is anticipated that the Project will be privately financed; however, depending on how and when the Mission Point Project is implemented, elements of the Project and public improvements may be financed through any other appropriate and available financing mechanisms (e.g. Mello Roos Community Facilities Districts, etc.).

Conceptual visualization of the proposed development