CITYWALK BISHOP RANCH | **DESIGN GUIDELINES**

November 26, 2019 - Revised January 23, 2020

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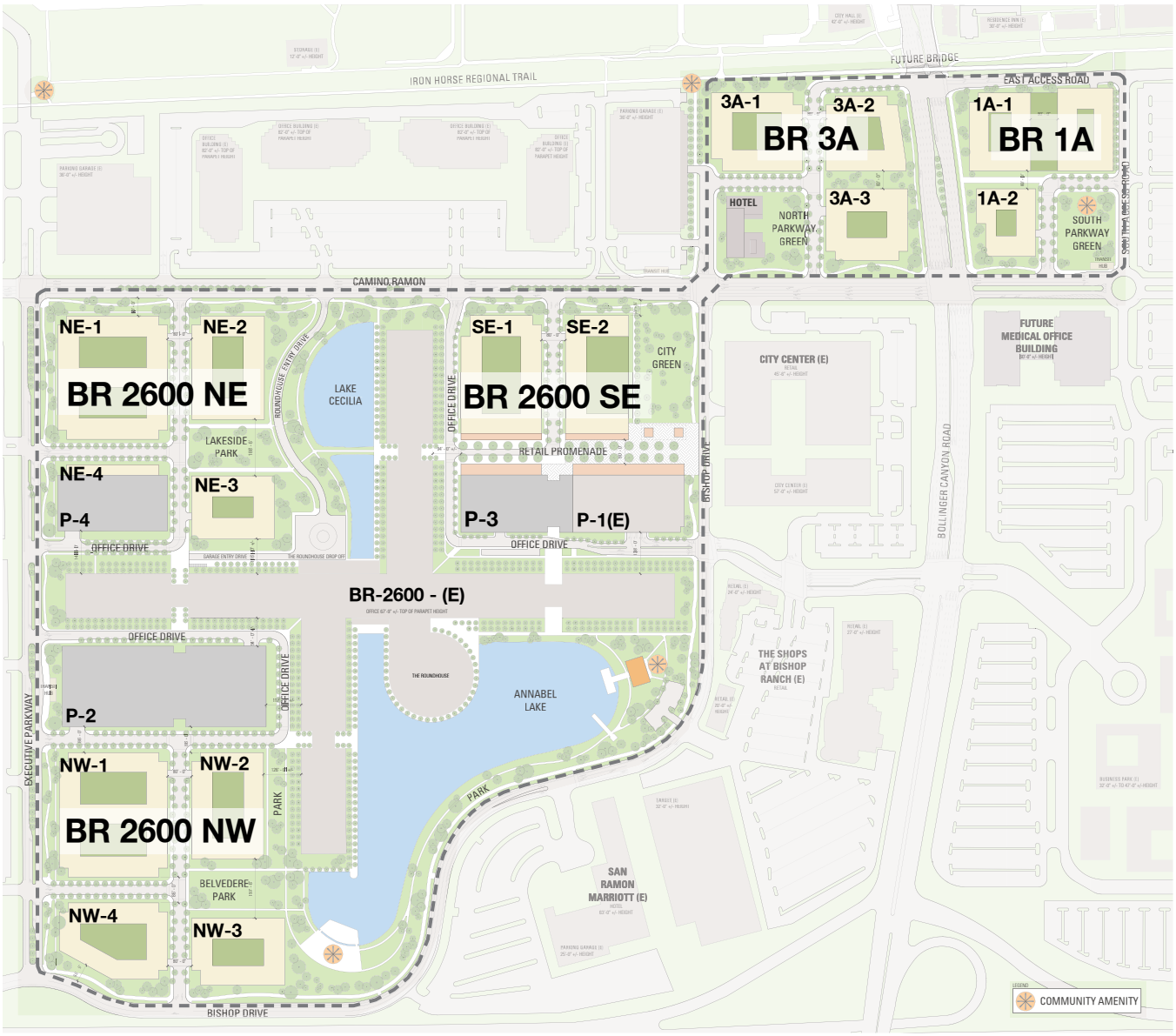


Figure 0.0.1 **Illustrative Master Plan**

Introduction

The Master Plan for CityWalk provides a 25 year road map for the creation of a vibrant live-work, transit-oriented, pedestrian and bicycle friendly residential community at Bishop Ranch in the commercial heart of San Ramon.

Located in the Bishop Ranch planning sub-area of San Ramon's General Plan, the 135 acre CityWalk community includes 3 of the 5 blocks within the City Center Mixed-Use District. The three blocks, BR 2600, BR 1A and BR 3A, contain five residential neighborhoods planned to fit seamlessly into the District with direct connections to the surrounding office campuses and City Center Bishop Ranch. The CityWalk community will build on the overall character of Bishop Ranch, adding diversity and intensity that will contribute to the overall character of Bishop Ranch that enhances its unique identity and sense of place.

Intent of the Design Guidelines

These design guidelines are to be used in conjunction with the approved CityWalk Master Plan documents. The master plan documents define:

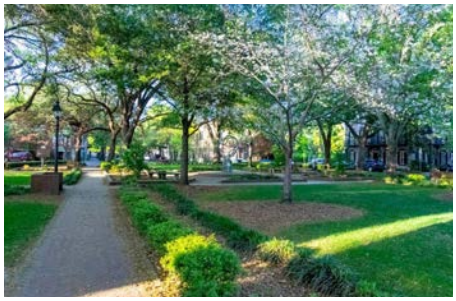
- CityWalk's general character and sense of place.
- The type, location and intensity of land uses.
- The pedestrian, bike, auto and transit circulation systems.
- The location and configuration of the streets, parks, open space and community amenities.
- The functional requirements for traffic improvements, utilities and drainage.

These guidelines establish parameters to achieve qualitative design objectives and to inspire creativity and artful responses within a broader community framework. They are not intended to be prescriptive requirements that restrict potential design responses, but rather articulate a vision for positive change in a way that will add layers of richness and complexity to a place with a long established attractive identity and a reputation for design excellence.

These guidelines identify qualitative place-making and visual characteristics to provide design direction for the design and implementation of each phase of CityWalk. The guidelines set forth the intentions for the design of streets, buildings, landscape, parks and open space to achieve a high standard of quality, allowing each phase of development to build on the one that precedes it, achieving coherence and an inviting and distinct community.

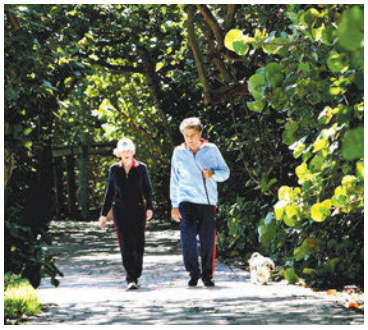
The CityWalk Design Guidelines are organized in two parts. Section One: Community which addresses considerations common to all five neighborhoods; and Section Two: Neighborhoods which focuses on those design considerations related to the specific conditions in each individual neighborhood.

Park and street names used within the CityWalk Design Guidelines are provisional only and are used for ease of reference within the document. Final naming of elements are outside of the scope of the guidelines.



SECTION ONE | **COMMUNITY**

1.0 Landscape Framework



Bishop Ranch is noted for its mature urban forest and plantings that form a landscape framework which complements the buildings, provides amenity to pedestrian pathways, forms an emerald necklace around the lakes and buffers the property from the adjacent freeway. However, as an aging forest, many trees are in decline; others are in poor health or are experiencing significant structural defects that make them candidates for removal. The planting associated with the new community development provides an opportunity to comprehensively renovate and refresh the existing landscape. The landscape design and associated plant palette for each phase of CityWalk should:

- Integrate and build on the existing landscape. Existing trees that are in good condition should be incorporated as a part of future open space areas, if possible. Those trees in poor condition should be removed to allow for successional change with trees carefully selected and positioned to achieve greater success and longevity. Plans for the removal of protected trees should be developed in consideration of the City ordinance. Plantings of new trees, shrubs and groundcover should take into consideration the proposed palette of landscape materials in these guidelines. Reference Section 1.10.
- Select trees for replacement of protected trees that are of an appropriate type to thrive within the CityWalk urban environment and achieve long-term success.
- Provide for a variety of trees, shrubs, groundcover and grasses that are capable of withstanding environmental challenges related to climate change, periodic drought; salt tolerance and the use of reclaimed water. In addition the plant palette in Section 1.10 should be encouraged to evolve, as new species become available, to respond to these challenges while providing for greater biodiversity, resilience and seasonal change.
- Consider the new community's urban context and the role landscape can play in shaping space, creating identity, fostering use, human comfort and social interaction.
- Employ best practices associated with growing, procurement, planting and managing CityWalk's urban forest. All trees planted in CityWalk should be of the highest quality; and irrigated appropriately to support long term health and be planted in soils that have been restored and decompacted, particularly in previously paved areas.
- Utilize environmentally responsive irrigation control systems designed specifically for water conservation and to serve the needs of different plant materials.
- Utilize a minimum 24-inch box size trees except where constrained by space or in fulfillment of the City's protected tree requirements.

The landscape framework at CityWalk includes the following components designed to work together to create a strong sense of place and character for the new community. Components include:

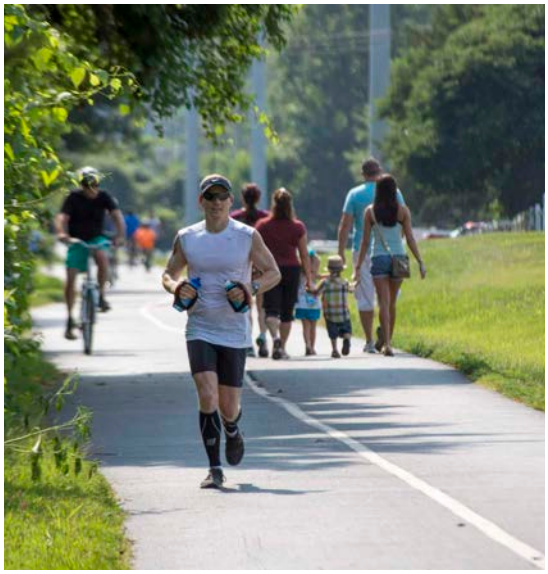
- A **Parkway System** associated with Camino Ramon, Executive Parkway and Bishop Drive.
- **Neighborhood Streets** that organize each neighborhood into pedestrian scale blocks.
- **City Green** located within a central and prominent location adjacent to City Center.
- **Lake Parks** which include both Lake Cecilia and Annabel Lake and their associated amenities.
- **Neighborhood Parks** that create a focal point and sense of place for each neighborhood.

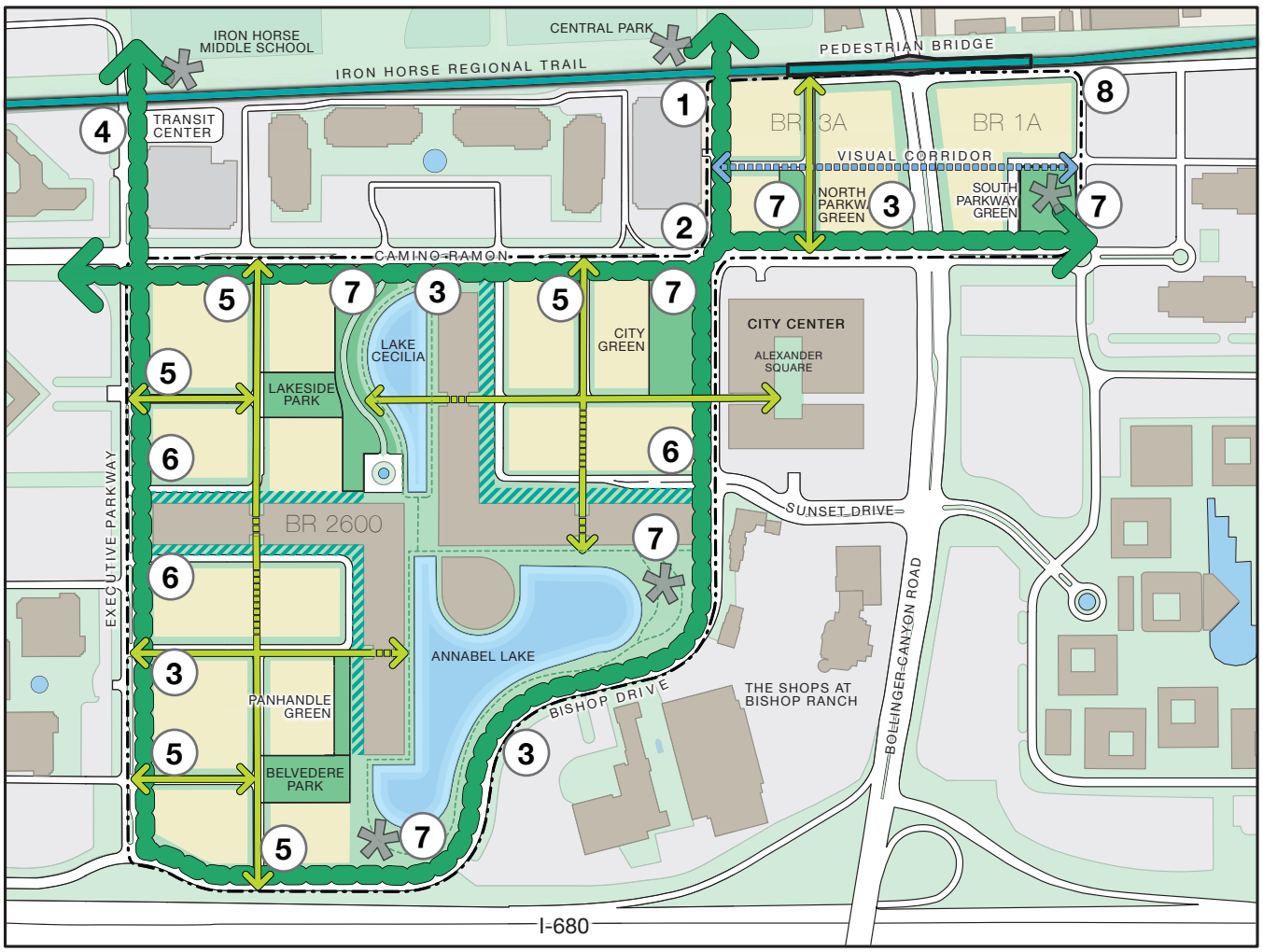
1.1 Parkway System

A unique feature of CityWalk's landscape framework is the Parkway System. This linear park system runs adjacent to three of the community streets including Camino Ramon, Executive Parkway and Bishop Drive. Reference figure 2.0.2 for street type locations.

The Parkways are a minimum of 60'-0" wide, made up of an approximately 50'-0" linear park and a 10'-0" minimum landscaped zone adjacent to the building face. Within the linear park is a perimeter sidewalk along the residential buildings and a meandering separated bike path. The design of the parkways along these streets should:

- Protect existing trees if feasible and in good condition.
- Accommodate three Transit Hubs. Reference Section 1.6 for additional information on the Transit Hubs.
- Provide for a variety of spatial experiences and interspersed with amenities such as benches and water fountains.
- Respond to adjacent open spaces.
- Enhance connectivity to the Iron Horse Regional Trail.
- Utilize trees, shrubs and groundcover.
- Emphasize the planting of broad, high canopied trees that embrace the street and create a buffer and setting for the adjacent residential buildings.
- Include an off-street separated path that meanders through the landscape and provides pedestrian and bicycle connectivity with the other CityWalk neighborhoods, City Center and the adjacent office campuses.
- Extend the landscape identity of the parkways into the street as new, extended and widened medians are built along Camino Ramon and Executive Parkway.
- Within the medians, emphasize broad and high canopied trees that provide shade, enclosure and an attractive scale.
- Provide for a careful transition between the parkway and building landscape setback to express residential entries and stoops and allow for privacy adjacent to residential buildings.
- Be comprised of a mix of trees, groundcover, and low shrubs to create a continuous, lush and naturalistic character and which complement the existing trees and create a natural, informal and visually interesting landscape experience.





LANDSCAPE & OPEN SPACE FRAMEWORK

- PARKWAY SYSEM
- PARKS
- GREEN STREETS
- OUTER LANDSCAPED ALLEES
- COMMUNITY AMENITIES
- MASTER PLAN AREA

NOTE: Final alignment of open space subject to revision and refinement.

Figure 1.1.1 **Landscape and Open Space Framework**

KEY NOTES:

1. Strong landscape, bicycle and pedestrian connection along Bishop Drive to the Iron Horse Regional Trail, Pedestrian Bridge, Central Park and its network of paths and amenities
2. Integrated landscape treatment for all four intersection corners
3. Provide public amenities along the parkway
4. Strong connection of Executive Parkway with the Iron Horse Regional Trail and Iron Horse Middle School
5. Landscape character to provide announcement of and distinguish residential from commercial areas
6. Landscape character to provide announcement of and distinguish commercial from residential areas
7. Necklace of landscape punctuated by Parks tied to the Parkway
8. Pedestrian connection to Iron Horse Regional Trail

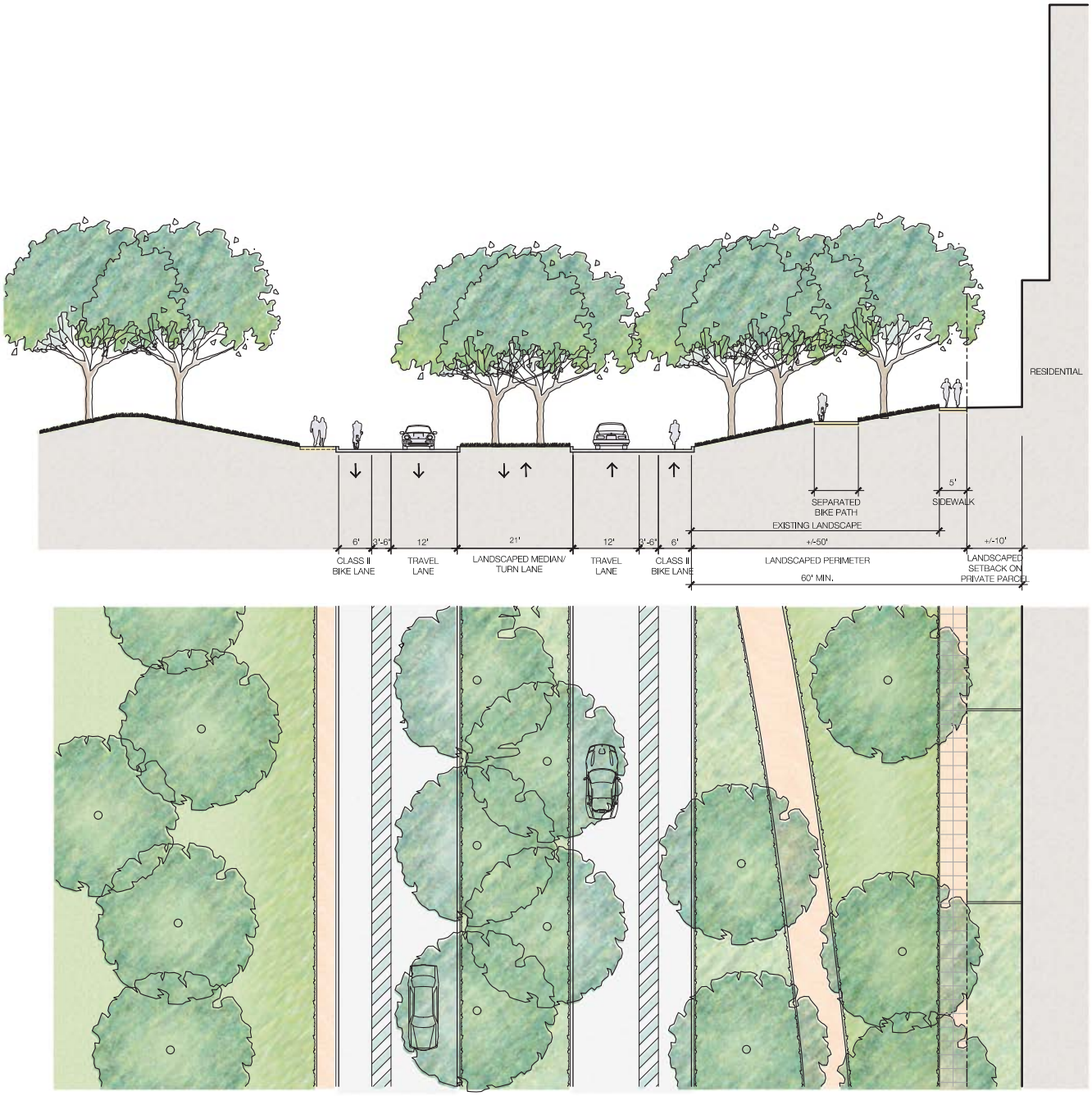


Figure 1.1.2 **Perimeter Parkway at Executive Parkway**

1.2 Neighborhood Streets

The Neighborhood streets connect to the broader community street system and provide access to each of the individual neighborhoods. The neighborhood street system establishes the organizational structure, connectivity and open space for each of the five CityWalk neighborhoods. These streets should be designed to:

- Create landscaped entries into each neighborhood that are welcoming, create a gracious arrival and express neighborhood character.
- Create streetscapes that provide landscape continuity and identity with a unified expression of a strong sense of place.
- Accommodate individual unit access and private open space adjacent to the sidewalk.
- Respond to the solar orientation of the street.
- Create a sense of visual continuity and pedestrian access through existing office buildings and future parking structures.
- Provide parking access for both residents and office employees.
- Preserve the existing landscaping, berms and trees adjacent to BR 2600 to the greatest extent possible.
- Provide for emergency vehicle access where required by the San Ramon Valley Fire Department.

Typical Street Types

Within the neighborhoods there are multiple street types with two types typical to all neighborhoods. (See figure 2.0.2 for street type locations.)

The first type, Residential Access streets, are 86'-0" minimum between buildings, consisting of a 66'-0" minimum width plus minimum 10'-0" wide landscaped setbacks on both sides. These streets are designed with a narrower roadway for slower moving vehicular access while still accommodating non-aerial fire apparatus and generally run north/south. Reference figure 1.2.1 for conceptual street section.

The second type, Residential Aerial Access streets, are 80'-0" minimum between buildings, consisting of a 66'-0" minimum width plus minimum 7'-0" wide landscaped setbacks on both sides. These streets are designed to accommodate aerial fire apparatus and include a 30'-0" maximum distance from the edge of the 26'-0" wide roadway to adjacent buildings (or as required by current Fire Department requirements) and generally run east/west. To create a more pedestrian scale, the Residential Aerial Access streets include projecting landscaped planters within the street parking zone. Reference figure 1.2.2 for conceptual street section.

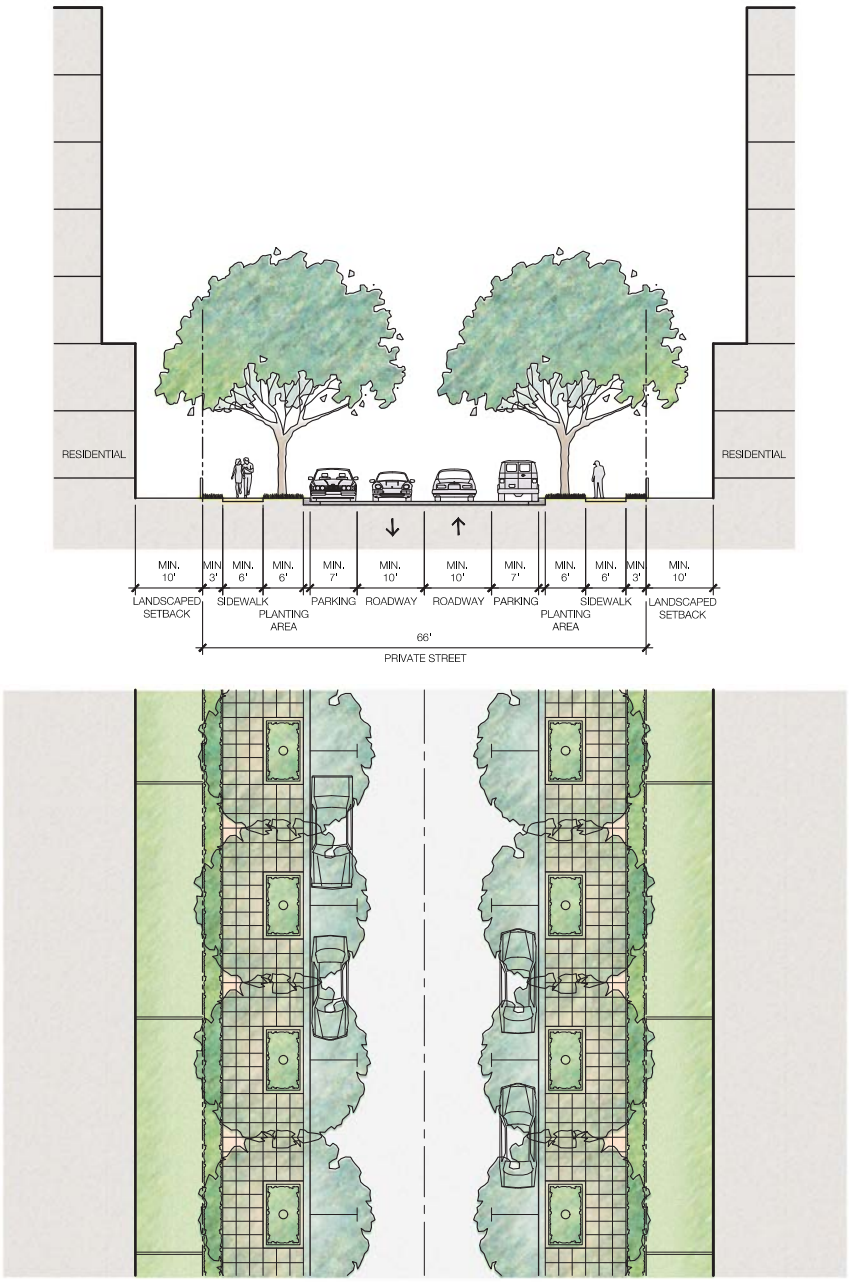


Figure 1.2.1 Neighborhood Street - Non Aerial Access

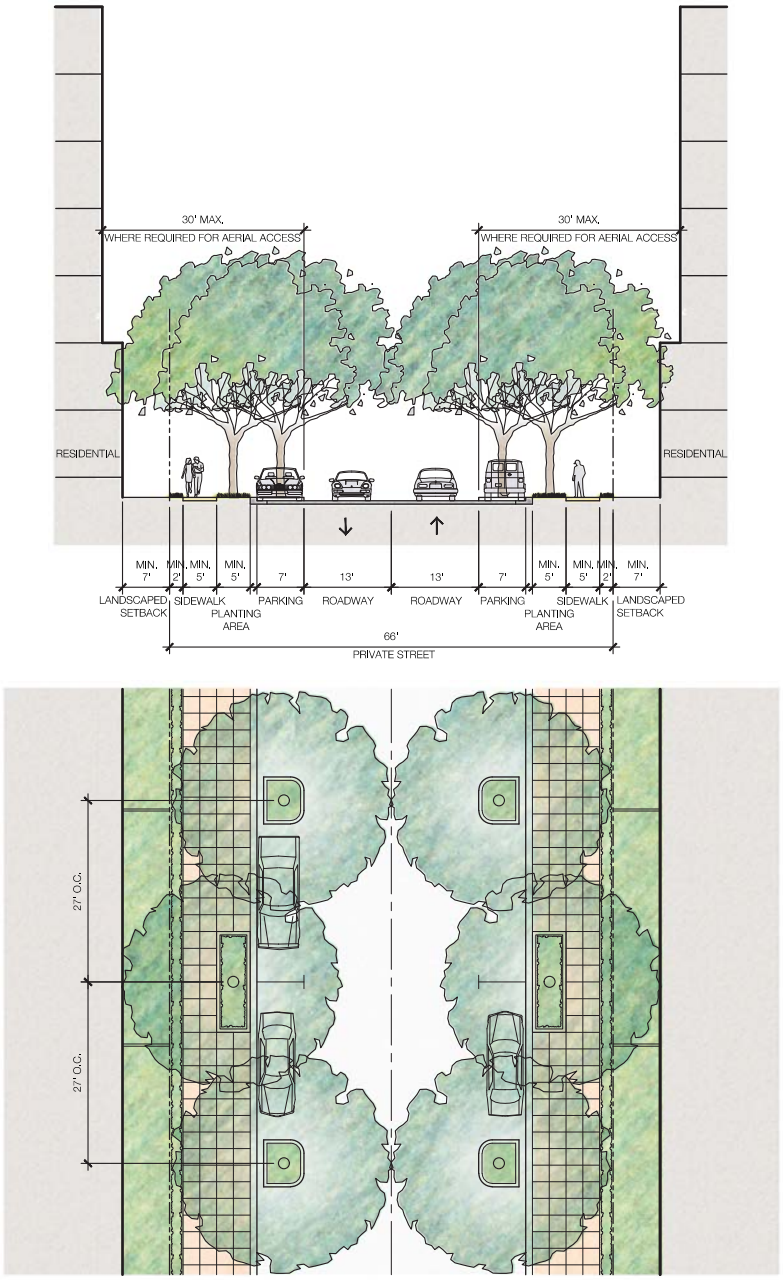


Figure 1.2.2 **Neighborhood Street - with Aerial Access**

All the neighborhood streets are designed to be well-scaled public spaces that provide structure, identity and connectivity while balancing movement and establishing a sense of place. The streets comprise a sidewalk zone that transitions from the residential buildings to the street, and a vehicular zone designed for access and circulation of bicycles, automobiles, service and emergency vehicles.

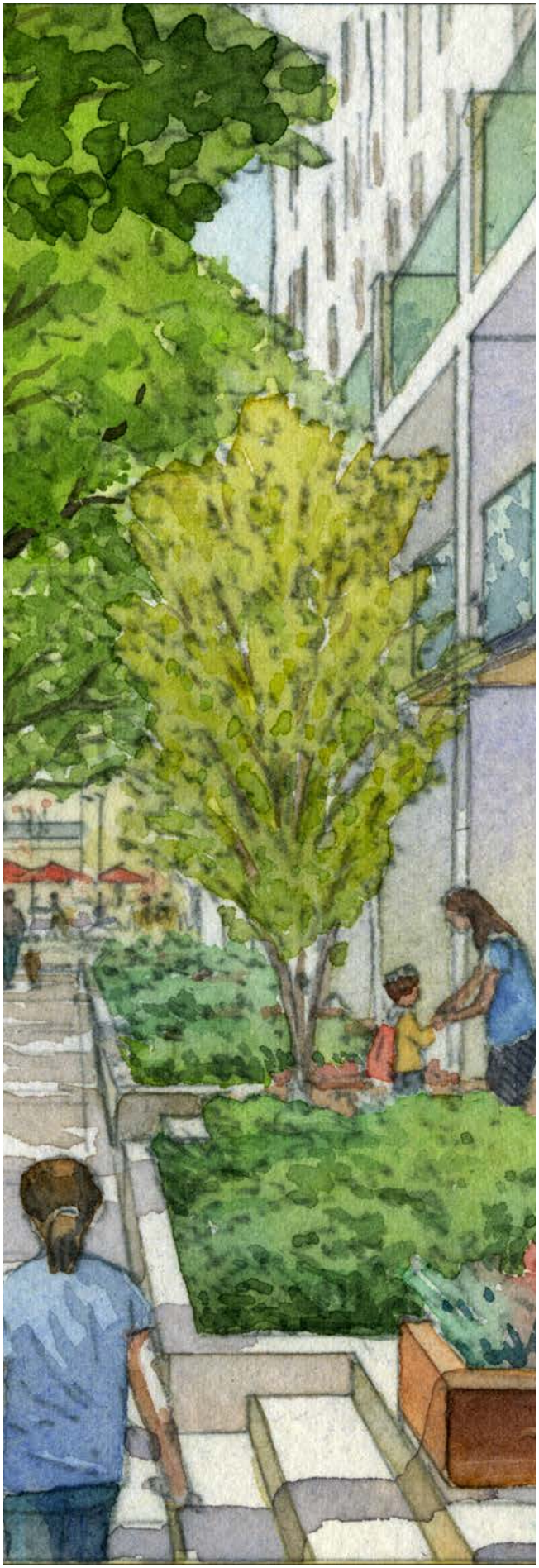
The **sidewalk zone** is the space from the building front to the curb and should:

- Constitute a continuous 5-foot to 6-foot wide zone between the curb and sidewalk for street tree and understory planting, pedestrian scale lighting, benches, and other street furniture.
- Provide continuous and consistent plantings that match on either side of the street.
- Locate street trees at minimum 24-inch box size and spaced approximately 25 to 30 feet on center to provide continuity and identity.
- Plant low shrubs and groundcover under the street trees. If not landscaped, this zone should be paved with light color, high quality natural material that allows water infiltration into the soil.
- Locate pedestrian scale lighting between the street trees to illuminate the sidewalk and adjacent areas. All lighting should follow current best practices for energy efficiency and night sky protection.
- Utilize light color, high quality sidewalk paving material.
- Incorporate a unified and integrated system of street furnishings and signage generally located within the planting zone adjacent to the curb and away from building entries and stoops.

The **vehicular zone** is the space between the curbs on either side of the street which should:

- Support flexibility and multiple modes of travel and include pedestrian and bicycle amenities (including bike parking).
- Provide adequate lighting to ensure safety and usability at night especially at building entrances. All lighting should be fully shielded with light directed down to follow current best practices for energy efficiency and night sky protection.
- Divert stormwater run-off from vehicular surfaces away from tree planting areas.

There are a number of additional street types unique to individual neighborhoods. The design guidelines for these streets are described within the individual neighborhood sub-sections in Section 2.



1.3 City Green

Located opposite City Center on Bishop Drive between Camino Ramon and the new Promenade walking street, City Green will be a main site for social gatherings, special events and activities, and daily life in the public realm. This space should:

- Build on its prominent location and enhance visibility and a sense of openness that at the same time has coherency with a landscaped frame that gives spatial definition to the park space.
- Be designed as an open and extroverted open space that should attract CityWalk residents and visitors, Bishop Ranch employees and be welcoming to the entire City of San Ramon.
- Establish a strong connection to the Promenade and the Avenue at City Center to create a connection between the activities within each area.
- Include large trees around and within the green with drought tolerant groundcover and shrubs that provide shelter and amenity.
- Provide an edge and transition to the adjacent residential building and the Promenade to the west and tie together activities within the park.
- Provide a large central green that is flexible in nature, that allows a variety of activities on a day to day basis and a destination hosting seasonal special activities and events, such as ice skating, fairs, art shows and exhibits among others.

Other Considerations:

- Provide for a food venue with adjacent outdoor seating and dining integrated at the west end of the park.

1.4 Neighborhood Parks

The four CityWalk neighborhood parks provide a focal point for each neighborhood. Each park varies in size and character. Guidelines common to all four parks are provided below. More specific guidelines for the design of each park are provided within the neighborhood guidelines in Section Two. The parks should:

- Be designed to include flexible spaces, capable of serving a variety of recreational, social and aesthetic functions that fulfill the needs of residents and enhance the long term quality and sustainability of the neighborhood.
- Provide layered green spaces with trees, shrubs and groundcover that are inviting and open to the surrounding neighborhood.
- Include artful playground equipment that engages children and is visually interesting.
- Be relatively flat where possible and at, or close to the grade of adjacent residential buildings for accessibility.
- Include modern street furnishings and lighting that are elegant and timeless in character. All lighting should be follow current best practices for energy efficiency and night sky protection.
- Create positive transitions and appropriate separation from adjacent residential structures with clear entries and approaches.
- Be designed to play a unique role that relates to their location and adjacencies, specific environmental conditions and the needs and desires of nearby uses and users.
- Be designed for versatility with the capability to adapt to different activities throughout the day and evening hours and throughout the year.
- Incorporate places to sit, walk and play.
- Include pedestrian-scale lighting that invites evening use.
- Have the majority of its area planted, with impermeable areas kept to a minimum.
- Favor the use of drought tolerant grasses and groundcovers in lieu of cool season turfgrass and lawn.
- Seamlessly integrate stormwater management approaches as a part of the overall continuum of recreational and social activities without abrupt changes in grade and landscape character.
- If required, use perimeter fencing that does not obstruct views and is incorporated with landscaping.

1.5 Lake Parks

The CityWalk master plan provides for improvements within the open spaces that surround both Lake Cecilia and Annabel Lake. The design for these open spaces should:

- Provide for the appropriate replacement of existing trees that are in poor condition or that must be removed to accommodate improved open space linkages.
- Connect to the new neighborhood parks with pathways and gracious transitions in grade.
- Maintain the continuity of pathways around the lakes.

Two new community amenities, a community building and an amphitheater are envisioned adjacent to Annabel Lake for the use of CityWalk residents, San Ramon residents and Bishop Ranch office tenants. The following criteria is intended to help guide the design of these facilities.

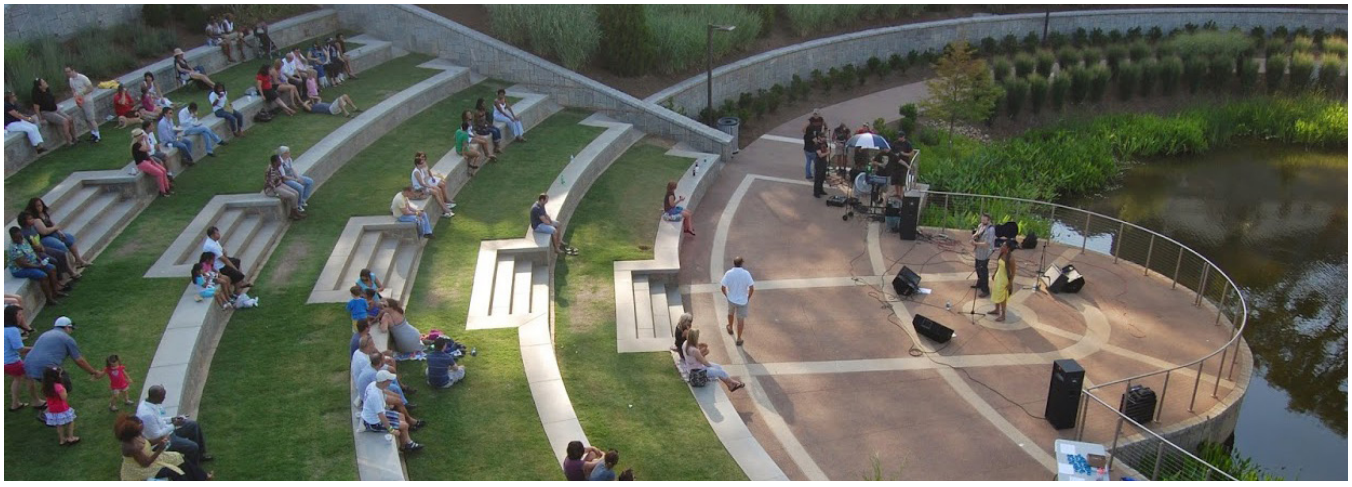
Annabel Lake Community Building

The Community Building is a two-story structure located at the south end of Annabel Lake. It is anticipated to be approximately 10,000 to 12,000 square feet on one or two floors and may include:

- Meeting rooms, kitchen facilities, restrooms and other support spaces located on the first level.
- A second level (optional) could contain private hotel rooms.
- A visitor's surface parking lot with approximately 30 spaces located to the southwest of the building.
- A dining dock at the lake edge in front of the Community Building.
- Other amenities nearby, including boat storage, an event area and a dock. All activity spaces should be connected to the Parkway path by all weather walkways.

Annabel Lake Amphitheater

- Should be integrated into the sloping site at the northern end of Annabel Lake, opening up views to the lake and the buildings beyond.
- Should be designed to accommodate special events for up to 1,500 people as well as a destination for pedestrians and a place for viewing and sitting on a daily basis for individuals and small groups.
- Should connect to the Parkway path system and to the top and bottom of the amphitheater though paved walkways.
- Should provide amphitheater steps that are comfortable for seating and sufficiently deep to provide for movement and access.
- Should limit the height of walls to create a graceful transition and are integrated with the lakeside setting.
- Locate the stage offshore and within the lake where it can provide for a variety of recreational activities, when not in use for a special event.



1.6 Transit Hubs

Located along Camino Ramon at BR 1A within the South Parkway Green and at the end of the south BR 3 parking structure and on Executive Parkway on the end of parking structure P-2, three conveniently located transit hubs will be integrated into the master plan to serve both the residential neighborhoods and the office community. The hubs will feature iconic architecture and will be built to accommodate multiple public and shared transit options including regional bus service, local shuttles, shared bikes and scooters as well car-share services.

The Transit Hubs will include indoor and outdoor shaded seating framed by landscape. The hubs provide a unified location for all types of transit in convenient locations for the each of the neighborhoods and the offices.

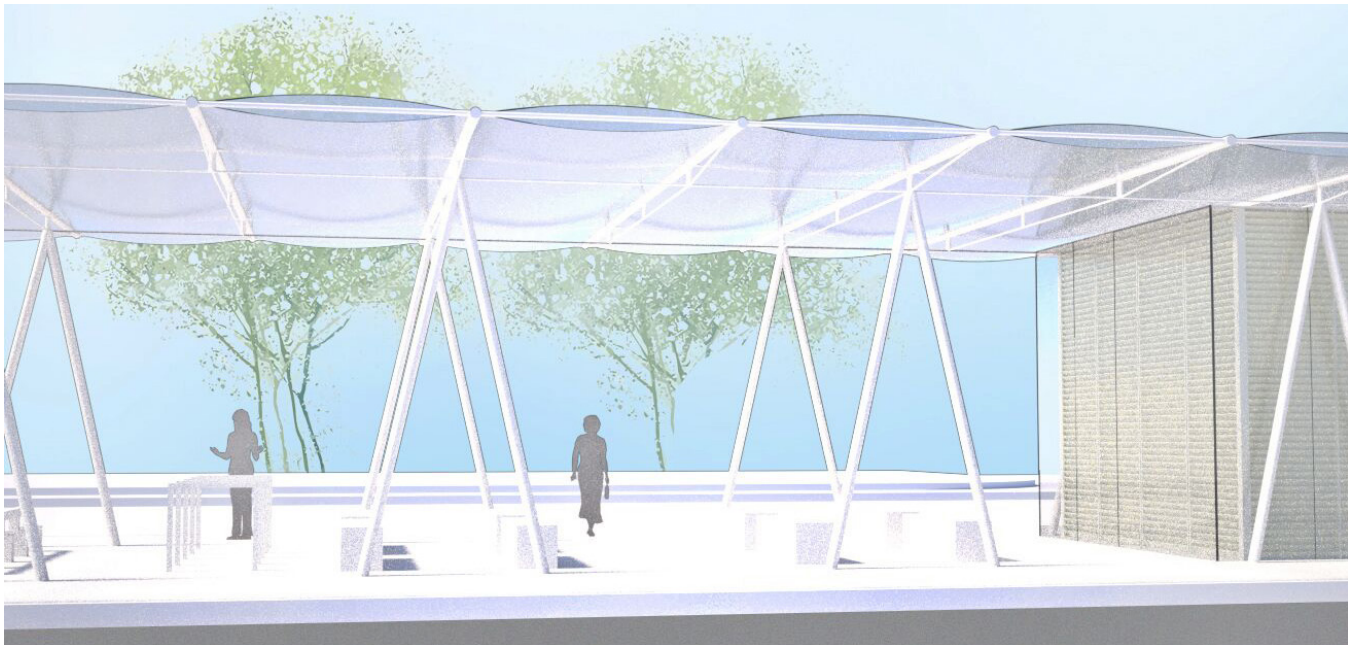


Figure 1.6.1 Example Transit Hub Renderings

1.7 Residential Buildings

Intent

The following guidelines provide information to create a timeless residential architecture, appropriately scaled and non-monolithic, with building programs that are legible and well organized. Residential buildings will be composed of living units designed to accommodate all family types: singles, couples, young families, growing/grown families, empty nesters, and retirees. Required parking will be located within the building podium structure.

Each neighborhood in CityWalk is organized into pedestrian scale blocks by streets, pedestrian corridors and parks. All of the buildings at CityWalk are intended to create a sense of urbanity by:

- Emphasizing consistency of building setbacks and parapet heights.
- Simple building massing that provides consistent spatial definition for the streets, parks and open spaces.
- Providing active, pedestrian oriented uses on the ground level on all four sides of each building.
- Creating semi-private podium open space for residents and their guests for recreation and respite.

The exact shape and orientation of the building within the building envelope is not defined within these guidelines however, the design of the residential buildings should, at minimum work within the following parameters:

Building Heights

- Emphasis should be on consistency of building façade/ building line or parapet. Maximum height limits establish a predominantly mid-rise neighborhood knitted into the existing fabric of the surrounding Bishop Ranch office buildings.

Maximum Height

- The height of the structures shall not exceed the heights identified in the current City of San Ramon Zoning code with parapets not exceeding 8’-0” above the roof height and stair, elevator and mechanical enclosures, should not exceed 16’-0” above the roof height.

Facade Design

- A building facade stepback (optional) should begin at level 3. The depth of the stepback can vary based on the street type and Fire Department access requirements.
- Building facades should rely upon material contrast, color and depth to reinforce massing and programmatic changes.
- Scale and proportion should be used to express individual units through the use of balconies, expression of floorplates, recesses and projections.
- Building shading per zoning daylight criteria. Sun shading configured and optimized for its particular orientation is encouraged.
- Avoid large expanses of blank wall in excess of 30 lineal feet.
- Placement of louvers and other necessary openings in facades should be integrated and aligned with elements of overall design.
- Frontages for services, utilities or storage should be minimized and located away open space areas and residential entries.

Entrances

- Where possible, residential entries should be located in close proximity of other active uses.
- Residential units - stoops, integrated with landscape elements and have direct connection to the public way.
- Residential garages - Large expanses of unarticulated garage facade should be avoided. Careful integration of garage entries and integration of openings with surrounding facades is encouraged.
- Main residential entry lobbies should have a high degree of transparency and contain active uses. Service entries should be separated from main entries and incorporate landscape buffers.

Corners

- Unique massing of corners can be used to accentuate a significant intersection or location. Taller elements, special cornice, projections, or contrasting materials can be used to differentiate corner elements. Specific locations for this type of architectural emphasis are identified within each of the neighborhood specific descriptions in Section 2.

Roof Design

- Projecting or sloping roofs can be used to enhance and differentiate massing elements, shade openings, and provide feature elements at the tops of buildings. Avoid continuous projecting roof edges.
- Each neighborhood has significant intersections which require a unique architectural response at building corners shown in Section 2, neighborhood plans.

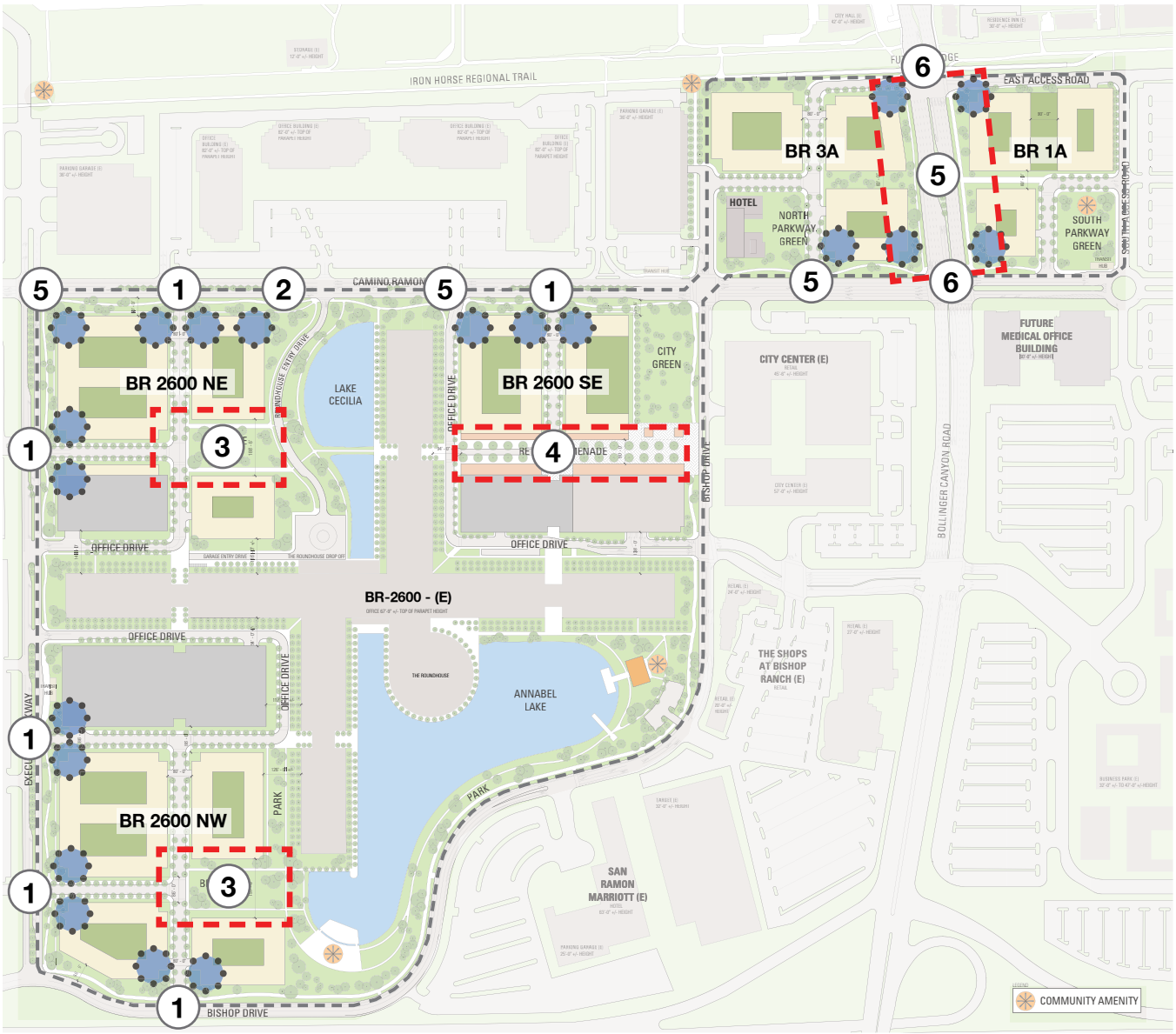


Figure 1.7.1 Important Architectural Nodes & Relationships

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KEY NOTES:

1. Buildings and landscape create neighborhood gateway - defines character and provides scale along major perimeter streets
2. Building architectural response to project entry
3. Building architectural response to center of neighborhood and park
4. Architecture and promenade defining neighborhood center
5. Architectural response to identify axis between 3A & 1A and create scale along facades
6. Building architecture and landscape response to importance of intersection

NOTE: Refer to individual neighborhoods for additional notes and descriptions

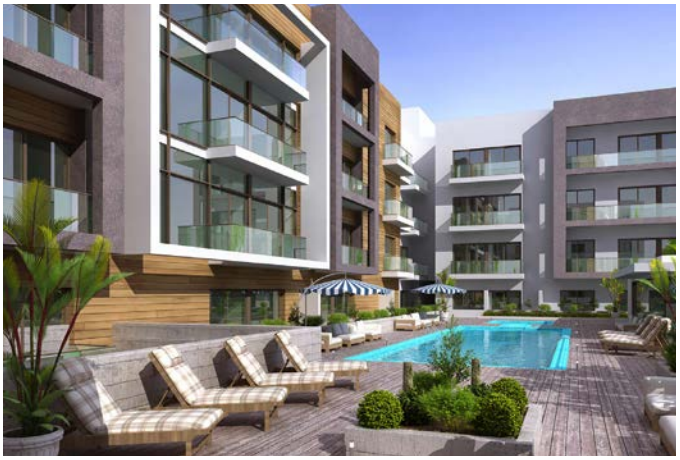
SYMBOL LEGEND:

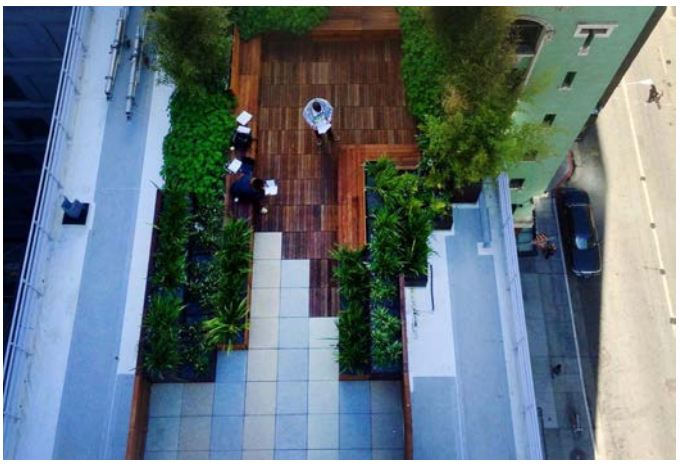
ARCHITECTURAL NODE

PROMINENT FACADE

Podium Design - Landscape & Recreational Areas

- Common open space should be provided at the podium level for the use of the project's residents or tenants and designed with consideration for their specific needs.
- Podium open spaces should be designed as an integral element of the project with landscaping and amenities coordinated with the project's architecture and character.
- Common open spaces, landscaping and amenities should be designed to encourage interaction amongst occupants.
- If community rooms are planned with development, they should be located adjacent to the open spaces at the podium level or at the ground level to provide active uses along the streets.
- Open spaces should be designed to take advantage of natural light and offer shade, wind protection, comfort and safety to residents.
- Design open spaces to be accessible to all living units in the development, directly or indirectly.
- Podium and rooftop spaces should be designed in consideration of stormwater management and water quality where feasible.
- Provide surfaces that are light colored and enhance outdoor enjoyment and/or recreation, such as grasses, flagstone, wood planking, stone or concrete or other such serviceable materials.
- Improvements should include such facilities as walks, swimming pools, barbeque and outdoor eating areas, playgrounds, exercise and recreational facilities to enhance the outdoor environment of the residential development.
- Provide ample seating areas for gathering, conversing and supervising children's play areas as well as for rest and solitude.





1.8 Commercial Parking Structures

Intent

The following guidelines provide information to create commercial parking structure architecture that is appropriately scaled and contextual with the rest of the neighborhood buildings. Freestanding garage buildings provide shared parking for office workers, residential visitors, and retail patrons. The buildings should respect the scale and proportions of the existing building architecture and share elements and materiality of the new buildings in the neighborhoods.

All parking structures at CityWalk are intended to create a sense of urbanity by:

- Emphasizing consistency of building setbacks and parapet heights.
- Using simple building massing that provides consistent spatial definition for the streets, parks and open spaces.
- Providing screening of interior parking functions.
- Integrating landscape buffers at street level.

Building Heights

As with the residential buildings, the emphasis for the parking garage structures is on creating a consistency of building façade/ building line or parapet. Maximum height limits establish a predominantly mid-rise neighborhood knitted into the existing fabric of the surrounding Bishop Ranch office buildings. The exact shape and orientation of the building within the building envelope is not defined within these guidelines.

Maximum Height

The height of the structures shall not exceed the heights identified in the current City of San Ramon Zoning code with parapets not exceeding 8'-0" above the roof height and stair, elevator and mechanical enclosures, should not exceed 16'-0" above the roof height.

Facade Design

- Parking structure facades should be designed to compliment the adjacent residential and office buildings.
- Configuration of garages to utilize natural ventilation is encouraged.
- Clearly visible means of entry for pedestrians and vehicles is required.

Entrances

- Provide clear wayfinding for pedestrians and vehicles.
- Provide pedestrian protection (ie. 'car coming' alarms).
- Locate entries in close proximity to assumed destination.

Passages

The existing BR 2600 office building has a lobby at the midpoint of each of its wings. These entry locations form the basis for the alignment of the internal street system in the CityWalk neighborhoods. Pedestrian passages though the parking structures on axis with existing BR 2600 office building entries are required and should:

- Be clearly visible as a means of passage for pedestrians and maintain a continuity of spatial experience.
- Include lush landscaping at either end that mark the entrances and help visually connect one side to the other.
- Be well lit day and night for user safety and comfort.
- Use lighter colors within the passage to extend the reflection of the natural light as far into the building as possible while maintaining visual comfort and without creating glare.

1.9 Sustainability

Intent

Sustainability is integral to the planning of the CityWalk neighborhoods with a focus on contributing positively to residents' health and wellness, the site's ecology, the built environment, and the City of San Ramon at large. Careful selection of building technologies, materials, appliances and fixtures will, at minimum, contribute to healthier indoor environments, reduced natural resource consumption and reduced waste. As advancements in building technologies, industry practices and the overall real estate market occur, the high performance and positive health impacts of the buildings and site will progressively increase. The development of CityWalk will work with industry best practices in pursuit of efficiency and high performance within the budgetary and practical constraints of the construction and operation of the buildings and site.

CityWalk seeks to be an exemplary neighborhood and community within the City of San Ramon and in the region. CityWalk is intended to be a place that supports a healthy and sustainable lifestyle while providing opportunities for learning about new sustainable strategies, processes, techniques, and habits that will enhance well-being. It is encouraged to introduce high performance systems, strategies, and healthy components which also include educating residents on how individual actions and practices contribute to the sustainability goals of the community. Increasing the visibility and interaction with these elements encourages participation, community connection, and educates younger generations helping CityWalk further its goals of being a vital part of the San Ramon community.

Site development designs at CityWalk should follow current best industry practices and integrated strategies as appropriate and effective to meet or exceed current codes and regulations, including, but not limited to, the following areas:

- Energy
- Water
- Site
- Air Quality
- Natural Daylight and Dark Skies
- Community
- Materials
- Envelope Performance
- Innovation

1.10 Tree and Plant List

Trees and Plants	Medians	Parkway Trees	Parkway Setbacks	Street Trees	Park Trees	Shrubs	Groundcover and Grasses	Comments
Afrocarpus falcatus								Mod Salt Tolerance
Araucaria heterophylla								Mod Salt Tolerance
Arbutus unedo								Plant away from pavement areas
Brachychiton discolor								
Brachychiton populneus								
Cedrus deodara								
Ceiba speciosa								Specialty tree; plant single
Corymbia citriodora								Mod Salt Tolerance
Fraxinus americana								Mod Salt Tolerance
Fraxinus uhdei								
Gingko biloba								Mod Salt Tolerance
Jacaranda mimosifolia								Individual plantings
Koelreuteria elegans								Mod Salt Tolerance
Lagerstroemia indica “Natchez”								Mod Salt Tolerance
Laurus nobilis								Plant in full sun
Melaleuca nesophila								
Melaleuca quinquenveria								
Olea europaea "Swan Hill"								
Pinus canariensis								
Pinus pinea								
Pinus torreyana								Mod Salt Tolerance
Pistache chinensis								Mod Salt Tolerance
Platanus acerifolia (Columbia)								Mod Salt Tolerance
Platanus racemosa (Roberts)								
Punica granatum								Specialty fruit tree
Pyrus calleryana								Subject to fireblight and branch dieback
Quercus agrifolia								
Quercus engelmannii								
Quercus frainatto								
Quercus lobata								
Quercus rober								
Quercus suber								Mod Salt Tolerance
Quercus tomentosa								
Quercus virginiana								
Tipuana tipu								Use as single tree; Mod Salt Tolerance
Ulmus parvifolia "Drake"								Use as single tree; Mod Salt Tolerance
Washingtonia robusta								As accent tree
NOTE: This plant list is subject to change, with additions and removals anticipated in response to changing urban and environmental conditions, plant pests and disease and nursery availability.								

Shrubs, Ground Cover & Grasses	Medians	Parkway Trees	Parkway Setbacks	Street Trees	Park Trees	Shrubs	Groundcover and Grasses	Comments
Arcostaphylos densiflora								
Arctostaphylos Pacific Mist								
Baccharis pilularis Pigeon Point								
Chrondopetalum tectorum “El Campo”								
Correa pulchella Pink Flamingo								
Escallonia compacta								
Iris douglasiana “Canyon Snow” (Canyon Snow Iris)								
Pittosporum tobira Wheeler’s Dwarf								
Podocarpus totara (Totara)								
Olea europeaea (Little Ollie)								
Rhapiolepsis Ballerina								
Raphiolepsis umbellata "Minor"								
Festuca californica								
Eriogonum fasciulatum								
Bougainvillea								
Elymus glauca								
Myrica californica (screen planting)								
Myrtus communis “Compacta” (how about for St. francis Wood?)								
Aster chilensis Point St. George								Mod salt tolerance
Aster Little Carlow								Mod salt tolerance
Carex praegracilis								
Carex praegracilis “Chisai”								
Dymondia margaretae								
Fragaria chiloensis Chaval								Mod salt tolerance
Helianthemum Henfield								Mod salt tolerance
Kurapia								
Galvezia speciosa								
Lomandra Seascape								
Lomandra Platinum								
Sesleria autumnalis “Campo Verde”								
Trachelospermum jasminoides								Best in shade
NOTE: This plant list is subject to change, with additions and removals anticipated in response to changing urban and environmental conditions, plant pests and disease and nursery availability.								

SECTION TWO | **NEIGHBORHOODS**

2.0 Neighborhoods

CityWalk is intended to be a district of neighborhoods that create compelling character through building designs which are timeless, architecturally interesting, well proportioned, and that engage people in the public space. The buildings are meant to have well defined street edges that frame the public space and convey a sense of activity and liveliness, reinforcing CityWalk as a pedestrian focused neighborhood. While maintaining a general height consistency, the building mass, scale, and materiality shall be varied and visually appealing so each block is unique and identifiable.

Note: For guidelines common to all five neighborhoods, see the Community Section of this document. Conditions unique to a neighborhood are described below within the individual neighborhood description.

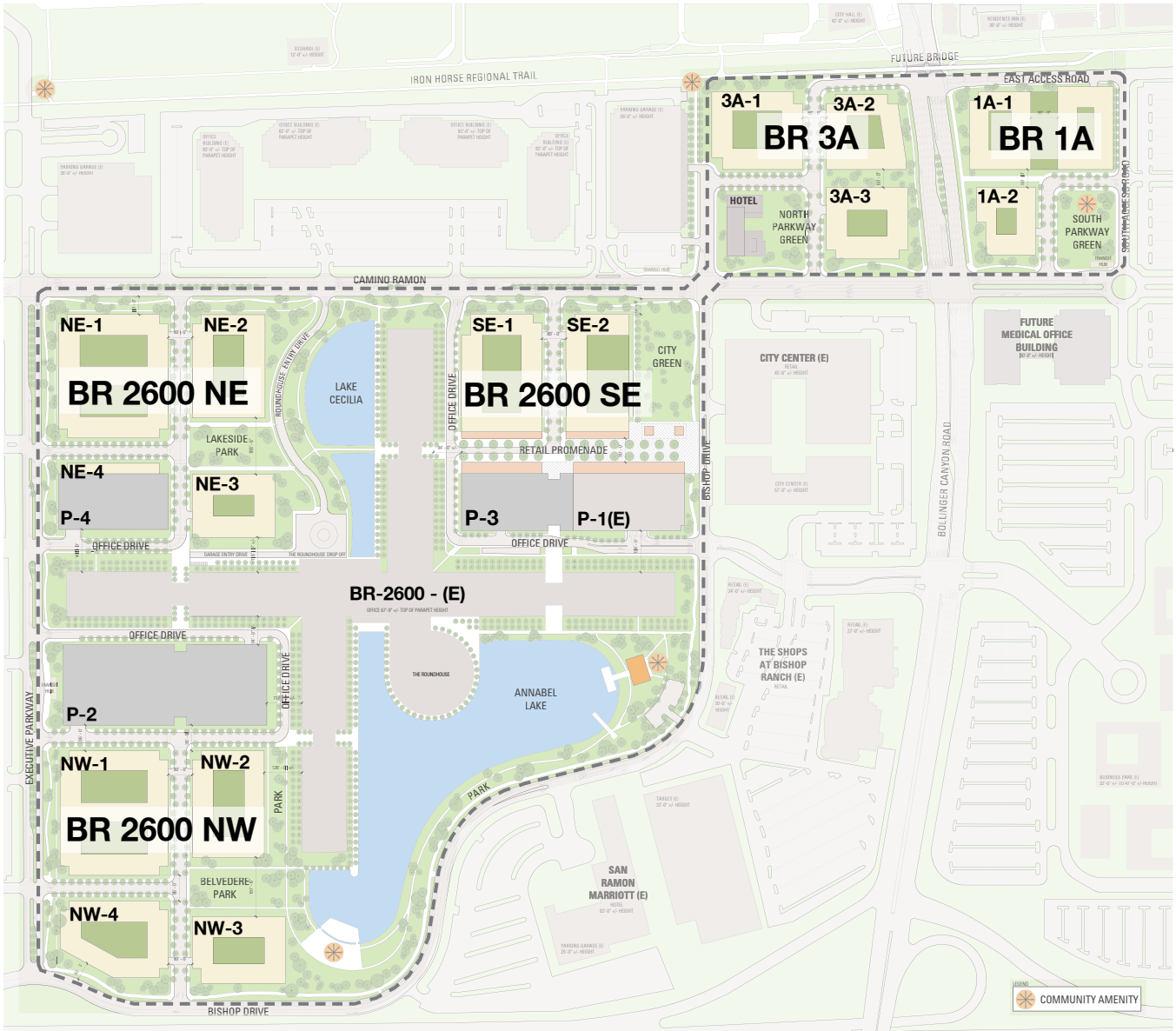


Figure 2.0.1 Illustrative Master Plan - Five Neighborhoods

Street types and landscaped areas unique to individual neighborhoods are referred to throughout the following sections. The diagram below identifies the street type and landscape area locations within each neighborhood.

The terms "Aerial" and "Non-Aerial" refer to the type of fire fighting apparatus the street or landscaped area is designed to accommodate.

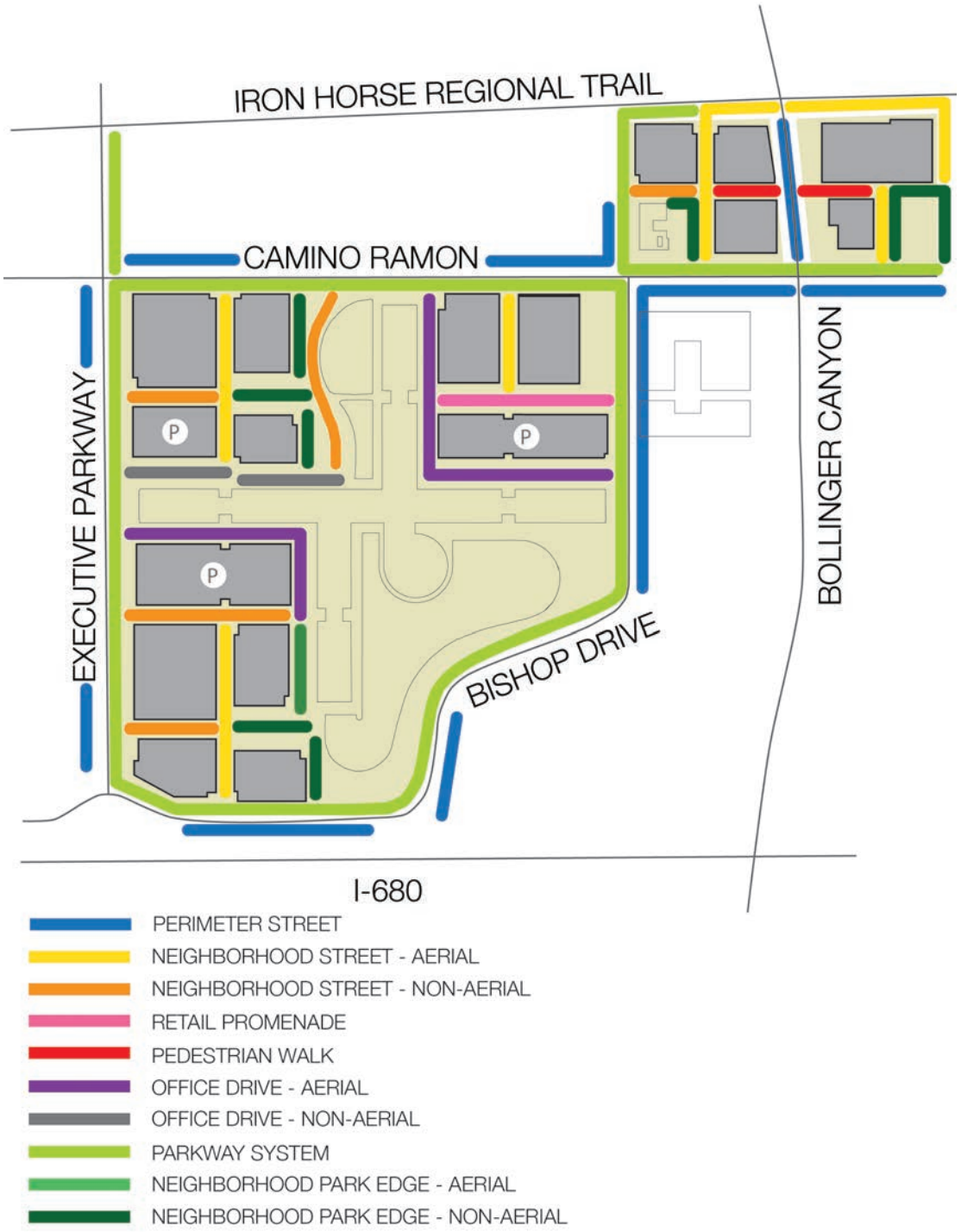


Figure 2.0.2 **Street Types and Landscape Areas**

2.1 BR 1A Neighborhood

The **BR 1A Neighborhood** is made up of two blocks for residential development (1A-1 & 1A-2) and the South Parkway Green, a neighborhood park on the southwest corner which includes a Community Center at the east end of the park and a Transit Hub at the western end, along Camino Ramon. (See figure 2.0.2 for street types diagram)

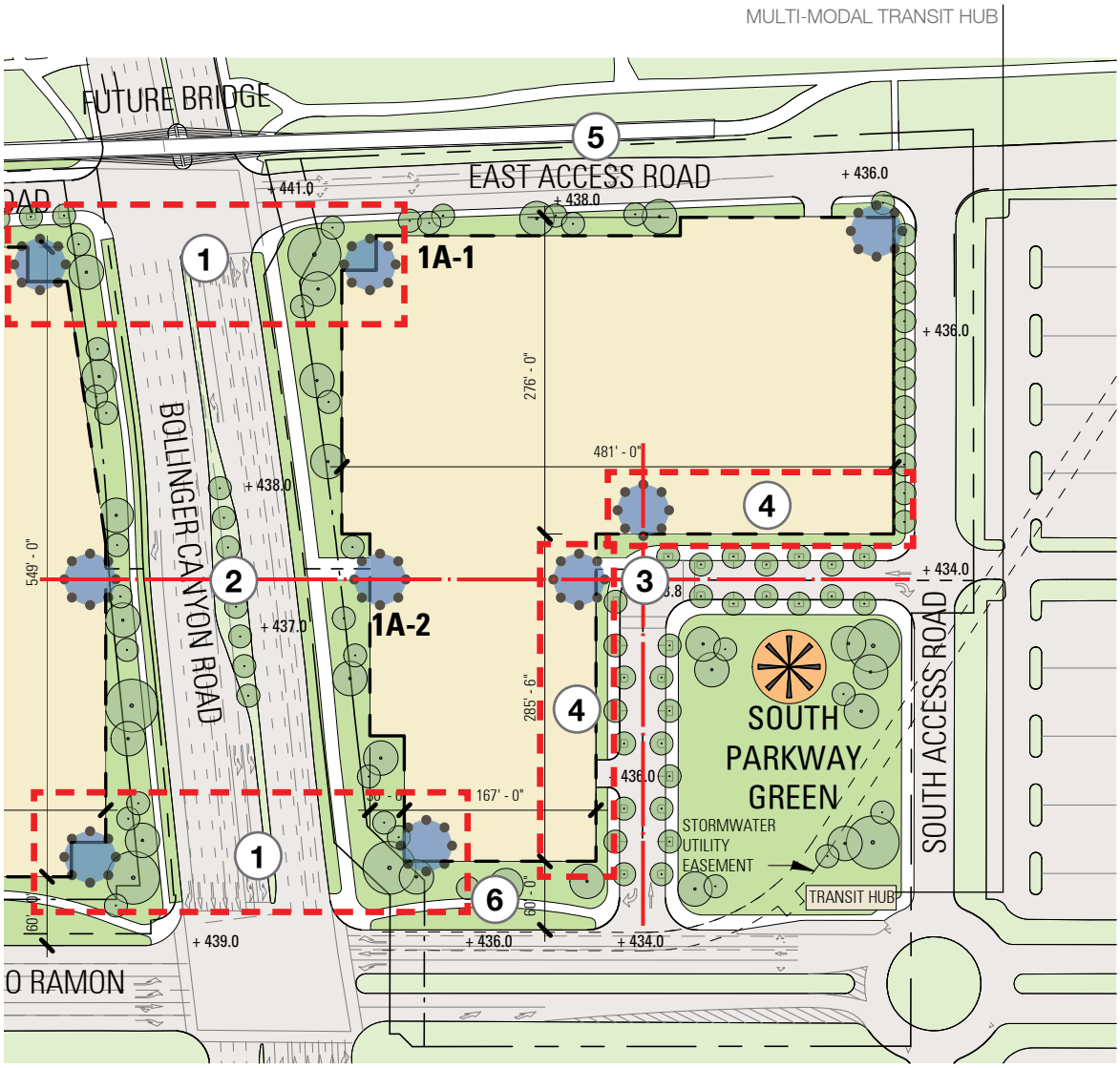


Figure 2.1.1 BR 1A Neighborhood

KEY NOTES:

1. Building architecture and landscape response to importance of intersection
2. Architectural response to identify axis between 3A & 1A and create scale along facades
3. Architectural response to street axis / terminus & relationship to park
4. Architectural response to adjacent open space
5. Landscape coordinated with Iron Horse Regional Trail bridge project
6. CityWalk community parkway system. See figure 1.1.1

SYMBOL LEGEND:

- COMMUNITY AMENITY
- ARCHITECTURAL NODE / RESPONSE TO SITE CONTEXT
- MAXIMUM BUILDING ENVELOPE
- AXIAL RELATIONSHIP
- ARCHITECTURAL RESPONSE TO OPEN SPACE OR GATEWAY

0 80 160 320

Perimeter Streets & Setbacks

- The BR 1A neighborhood is bounded along Camino Ramon by a continuation of the CityWalk Parkway system (reference Section 1.1 for Parkway description). Bollinger Canyon Road borders the north edge with a 30'-0" building setback and 40'-0" average landscape zone. With the exception of emergency access points that may be required by the fire department, additional vehicular connections onto Bollinger Canyon Road are not allowed. Along the east edge, the neighborhood runs adjacent to Iron Horse Regional Trail (& future ped/bike bridge over Bollinger Road) with the BR-1A east access road running between the Iron Horse Regional Trail and BR 1A-1. Building BR 1A-1 should be located to match the setback condition for a typical CityWalk aerial access street along both the East Access and South Access roads.

Neighborhood Streets & Setbacks

In addition to the typical internal aerial and non-aerial access streets within the BR 1A neighborhood, the following unique conditions help structure the scale and shape of the neighborhood.

- BR 1A East Access Road: Building BR 1A-1 should be located to match a typical CityWalk aerial access street with the east side remaining open to the Iron Horse Regional Trail. See figure 1.2.1 for conceptual typical non-aerial street section.

- Vehicular access to building BR 1A-1 parking garage should be from the East Access Road and at the south end of the neighborhood. The vehicular access to building BR 1A-2 should be from the east-west neighborhood aerial access street that is located between BR 1A-2 and the South Parkway Green.

- 60'-0" of open space should be provided between the BR1A-1 and BR1A-2 buildings and incorporate residential stoops within a 10'-0" minimum landscape setback adjacent to the buildings. The space between the perimeter landscape setbacks should be designed as a community space with landscaping and amenities that promote use by the residents of the neighborhood which respects the proximity of the residential units facing onto the walk.

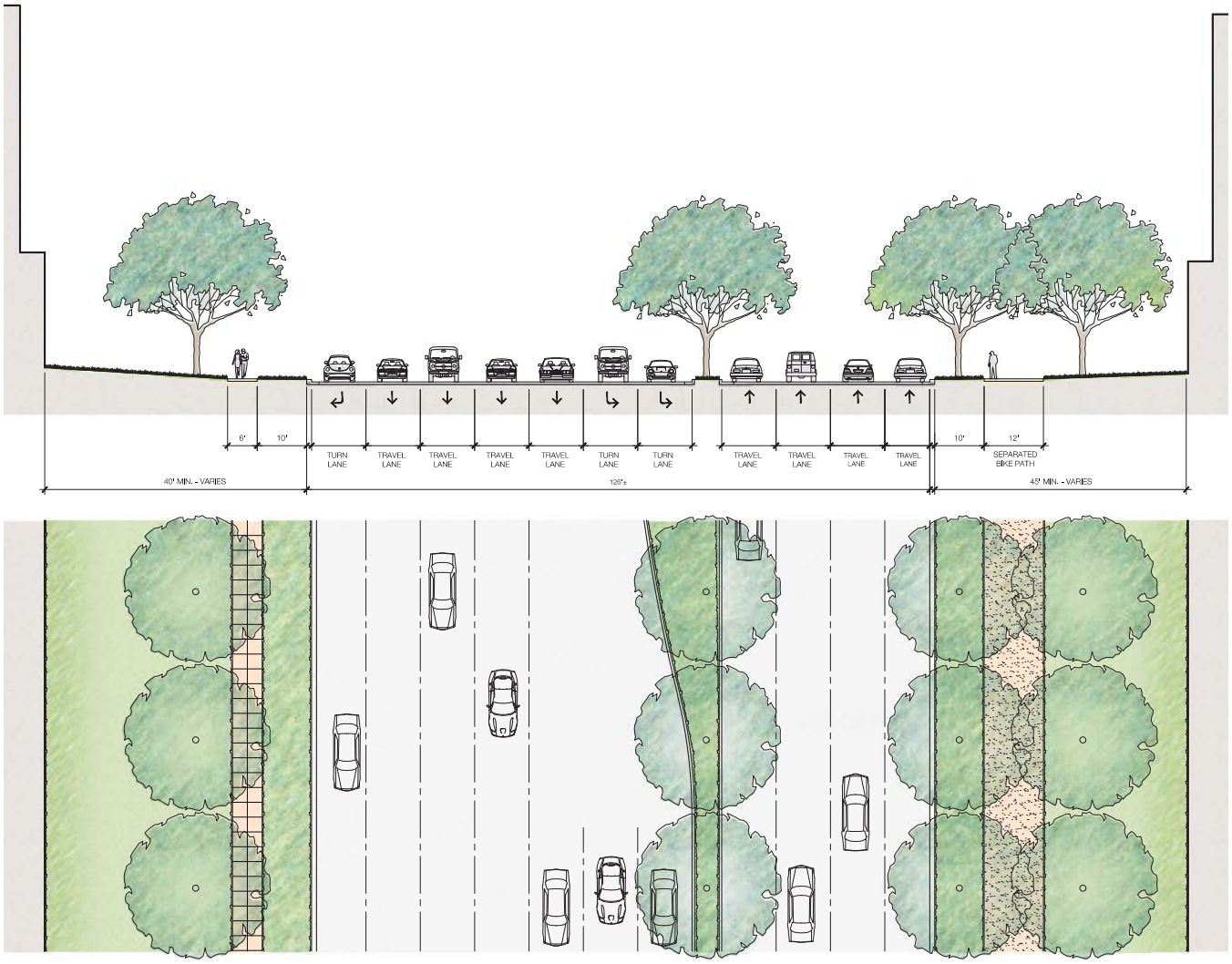


Figure 2.1.2 **Bollinger Canyon Road at BR 1A & BR 3A**

Architecture

Residential buildings BR 1A-1 and BR 1A-2 in the BR 1A neighborhood each consist of a five-story building on top of a two-story residential parking podium wrapped around the perimeter at levels 1 and 2 with single loaded residential units. Each residential building includes an outdoor courtyard located above the parking structure at level 2. The building designs should incorporate the following:

- All perimeter residential units facing Bollinger Canyon Road and Camino Ramon have stoops shown in figure 2.2.2. All other perimeter residential units have stoops shown in figure 2.2.3.

Corners

- Architectural emphasis should be given to the eastern and western corners along Bollinger Canyon Road as well as at the middle of building 1A-1/1A-2 (aligned with the neighborhood north-south street) as shown in figure 2.1.1 and should respond to the prominent position adjacent to Bollinger Canyon Road. Additional architectural emphasis should be given to the locations where the axis of the neighborhood aerial access street terminates at the buildings.

Entrances

- Residential parking garage vehicular access is from the east-west internal street.
- Residential unit entries should be located away from service areas and garage entries.
- Residential garage entries accessed from the neighborhood street should be located to the east, as far away from Camino Ramon as possible.

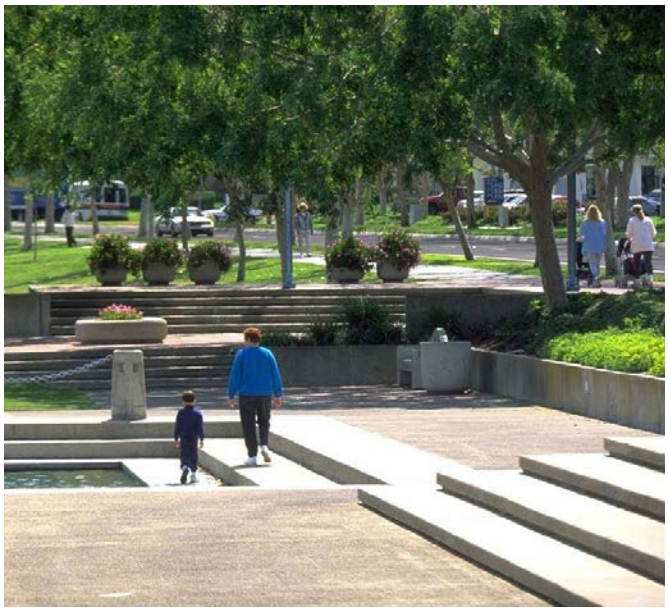
South Parkway Green Community Center

- A contemporary, highly transparent one-story structure located at the eastern end of of South Parkway Green. It should include meeting rooms, kitchen facilities, restrooms and other support spaces (Note: the program should be finalized based on further discussions to define community needs).
- Reference Section 1.6 for Transit Hub design criteria.

Landscape, Parks and Open Space

South Parkway Green is one of the largest of the four neighborhood parks. It is located at the terminus of the parkway on the east side of Camino Ramon at the traffic circle. At the same time, it is at the threshold of new community and plays an important gateway role. The design of South Parkway Green should:

- Take advantage of the park's key location at the end of the Camino Ramon Parkway, with an appropriate terminus as well as the possibility of future extension.
- Accommodate the activities within the community center planned to be located on its eastern edge. Indoor and outdoor activities should be planned and the community building integrated with the landscape developed to the west.
- Given natural drainage flows, consider a park identity that is tied to water and the role that it plays.
- Incorporate large shade trees that give shade particularly on the western and southern perimeter.
- Configure steps and walls as a part of water features, keeping vertical change to under 30 inches in height.



2.2 BR 3A Neighborhood

The **BR 3A Neighborhood** is made up of three blocks for residential development (3A-1, 3A-2 & 3A-3) and a hotel located on the northwest corner (Note the hotel is not covered by these guidelines). Located between BR 3A-3 and the hotel is North Parkway Green, a park central to the neighborhood. There will be a Transit Hub will be located on the west edge of BR-3, just to the north of BR 3A along Camino Ramon. (See figure 2.0.2 for street types diagram)

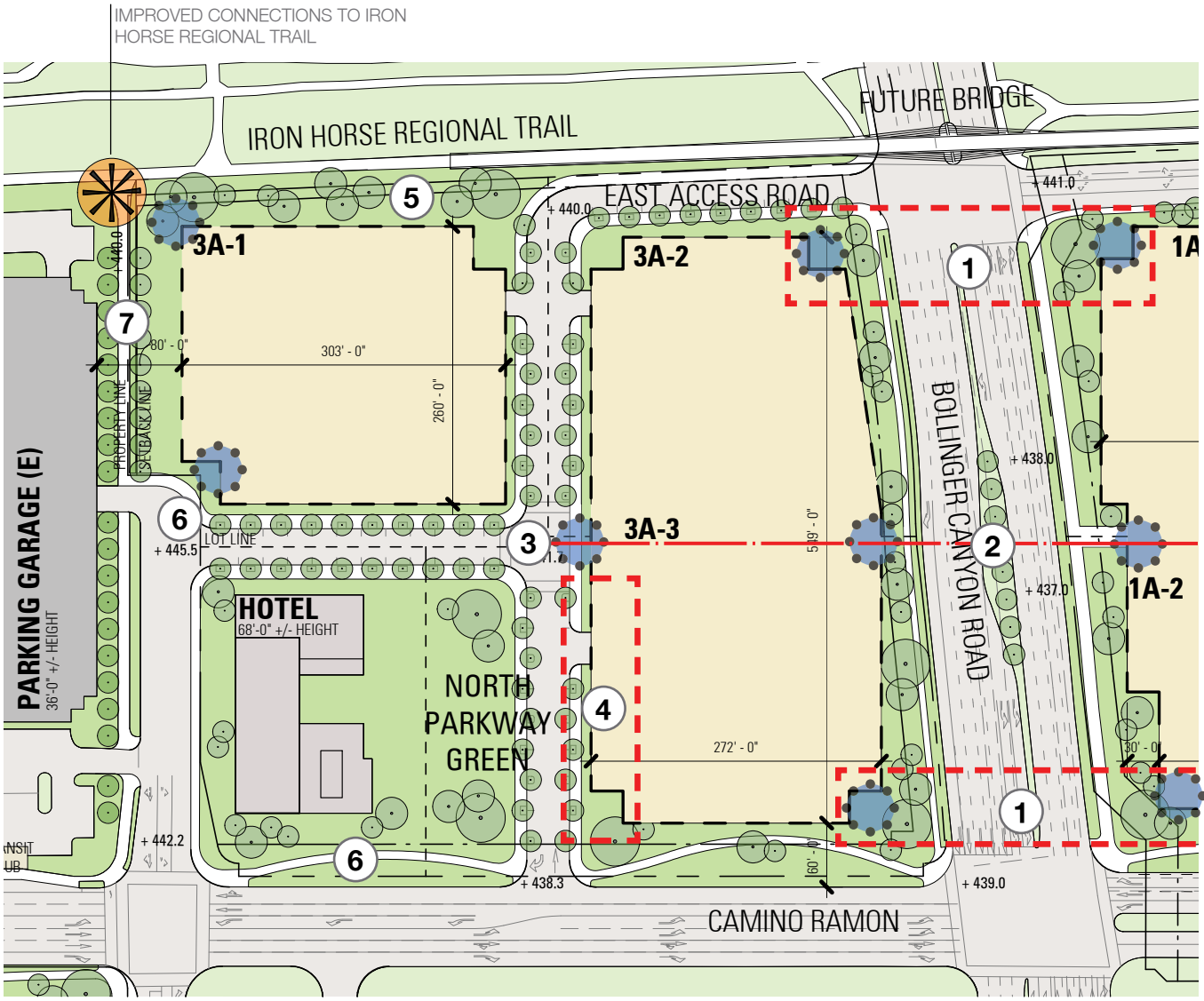


Figure 2.2.1 BR 3A Neighborhood

KEY NOTES:

1. Building architecture and landscape response to importance of intersection
2. Architectural response to identify axis between 3A & 1A and create scale along facades
3. Architectural response to street axis / terminus and relationship to park
4. Architectural response to adjacent open space
5. Landscape coordinated with Iron Horse Regional Trail bridge project
6. CityWalk community parkway system. See figure 1.1.1
7. CityWalk community parkway system connection to Iron Horse Regional Trail

SYMBOL LEGEND:

- COMMUNITY AMENITY
- ARCHITECTURAL RESPONSE TO SITE CONTEXT
- MAXIMUM BUILDING ENVELOPE
- AXIAL RELATIONSHIP
- ARCHITECTURAL RESPONSE TO OPEN SPACE OR GATEWAY

Perimeter Streets & Setbacks

The BR 3A neighborhood is bounded along Camino Ramon by a continuation of the CityWalk Parkway system (Reference Section 1.1 for Parkway description). Bollinger Canyon Road borders the south edge with a 40'-0" minimum landscape zone. Along the east edge, the neighborhood runs adjacent to Iron Horse Regional Trail (& future ped/bike bridge over Bollinger Road) with the BR-3A east access road running between the Iron Horse Regional Trail and BR 3A-2. The east edge of Building BR 3A-1 should be located to match the setback condition for a typical CityWalk Parkway. Building BR 3A-2 should be located to match the setback condition for a typical CityWalk aerial access street along the east access road. Other than the connection of the BR-3A East Access Road, vehicular connections are not allowed onto Bollinger Canyon Road. An extension of Bishop Drive runs approximately halfway along the north edge of the neighborhood from Camino Ramon, between the hotel site and BR-3 providing access to the existing BR-3 parking structure. A linear park connecting Bishop Drive with the Iron Horse Regional Trail runs between the buildings with the face of building BR3A-1 a minimum of 110'-0" off the face of the existing BR-3 parking structure.

Neighborhood Streets & Setbacks

In addition to the typical internal aerial and non-aerial access streets within the BR 3A neighborhood, the following unique conditions help structure the scale and shape of the neighborhood.

- BR 3A East Access Road: similar to a typical CityWalk aerial access street with the east side open to the Iron Horse Regional Trail. The landscape setback against BR 3A-2 may extend beyond the typical 10'-0" minimum depending on the road layout and coordination with the utility setback along Iron Horse Regional Trail. The street trees on the east side of the East Access Road should remain to match the typical CityWalk aerial street section. The landscape zone between the East Access Road will also vary in width depending on the road layout and coordination with the utility setback along Iron Horse Regional Trail. See figure 1.2.2 for conceptual typical aerial street section.
- Vehicular access to all residential building parking garages should be from the east-west neighborhood aerial access street.
- North Parkway Green should run adjacent to the east-west aerial access street between Camino Ramon and the north-south non-aerial access road. North Parkway Green should serve as a buffer between building 3A-3 to the south and the hotel to the north.
- The open space at the east end of Bishop Drive should provide both physical and visual access from the greater CityWalk district to the Iron Horse Regional Trail, including an extension of the Bishop Drive multi-use trail with a direct link to the Iron Horse Regional Trail. Enhanced community amenities at the junction with Iron Horse Regional Trail are encouraged.
- 60'-0" of open space should be provided between the BR3A-2 and BR3A-3 buildings and incorporate residential stoops within a 10'-0" minimum landscape setback adjacent to the buildings. The space between the perimeter landscape setbacks should be designed as a community space with landscaping and amenities that promote use by the residents of the neighborhood which respects the proximity of the residential units facing onto the walk.

Architecture

Residential buildings BR 3A-1, BR 3A-2 and BR 3A-3 in the BR 3A neighborhood each consist of a five-story building on top of a two-story residential parking podium wrapped around the perimeter at levels 1 and 2 with single loaded residential units. Each residential building includes an outdoor courtyard located above the parking structure at level 2. The building designs should incorporate the following:

- On all three buildings, perimeter residential units facing onto the east-west aerial street should have stoops similar to those shown in figure 2.2.2. At building BR 3A-1, the units facing onto the north-south non-aerial street should also have stoops similar to those shown in figure 2.2.3, though with a 10'-0" minimum landscaped setback.
- Along all other sides of the buildings in neighborhood BR 3A should have stoops similar to those shown in figure 2.2.2.

Corners

- Architectural emphasis should be given to the eastern and western corners along Bollinger Canyon Road as well as at the middle of building 3A-2/3A-3 (aligned with the neighborhood north-south street) as shown in figure 2.2.1 and should respond to the prominent position adjacent to Bollinger Canyon Road. Additional architectural emphasis should be given to the locations where the axis of the neighborhood non-aerial access street terminates at the building BR 3A-2/BR 3A-3.

Entrances

- Residential parking garage vehicular access is from the east-west internal street.
- Residential unit entries should be located away from service areas and garage entries.
- Residential garage entries accessed from the neighborhood street should be located to the east, as far away from Camino Ramon as possible.

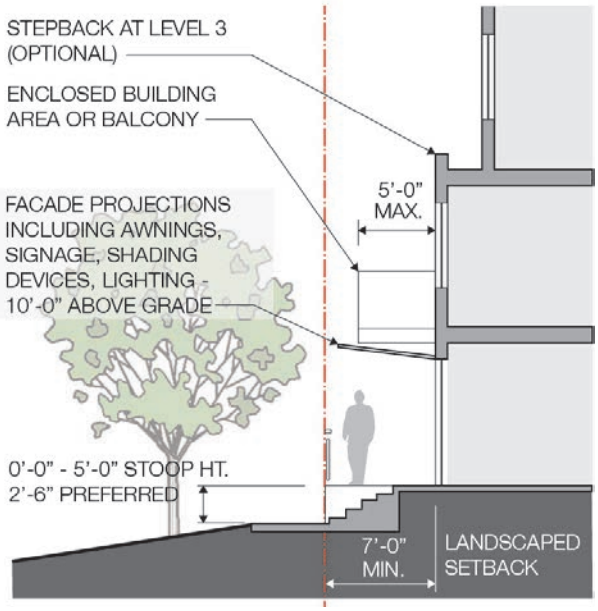


Figure 2.2.2 Perimeter Parkway Building Condition

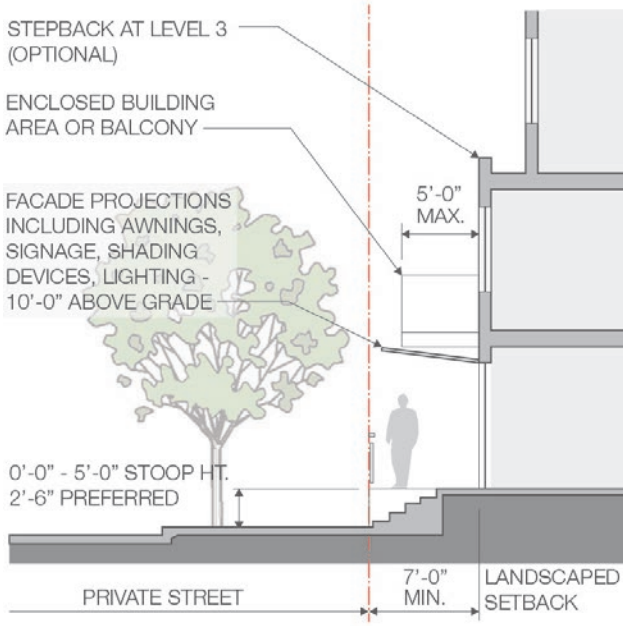


Figure 2.2.3 Typical Residential Building Condition

Landscape, Parks and Open Space

North Parkway Green is one of two parks on the east side of Camino Ramon. The smaller of the two, this park, like Promenade Park, is associated with other new uses, including both hotel and residential, and is located immediately across the street from the City Center retail center. It should:

- Provide for activities that are synergistic with both the adjacent residential and hotel uses.
- Create a subtle separation (paths, shrubs) from hotel uses, so that it part of the neighborhood, and is not part of the hotel.
- Become a destination along the Parkway on Camino Ramon and be connected with it, and include bicycle amenities, such as bike racks, small footprint services and drinking fountains.
- Provide bicycle and pedestrian linkages to Bishop Drive, to the Iron Horse Regional Trail and bicycle bridge and to the Community Park.

2.3 BR 2600 Southeast Neighborhood

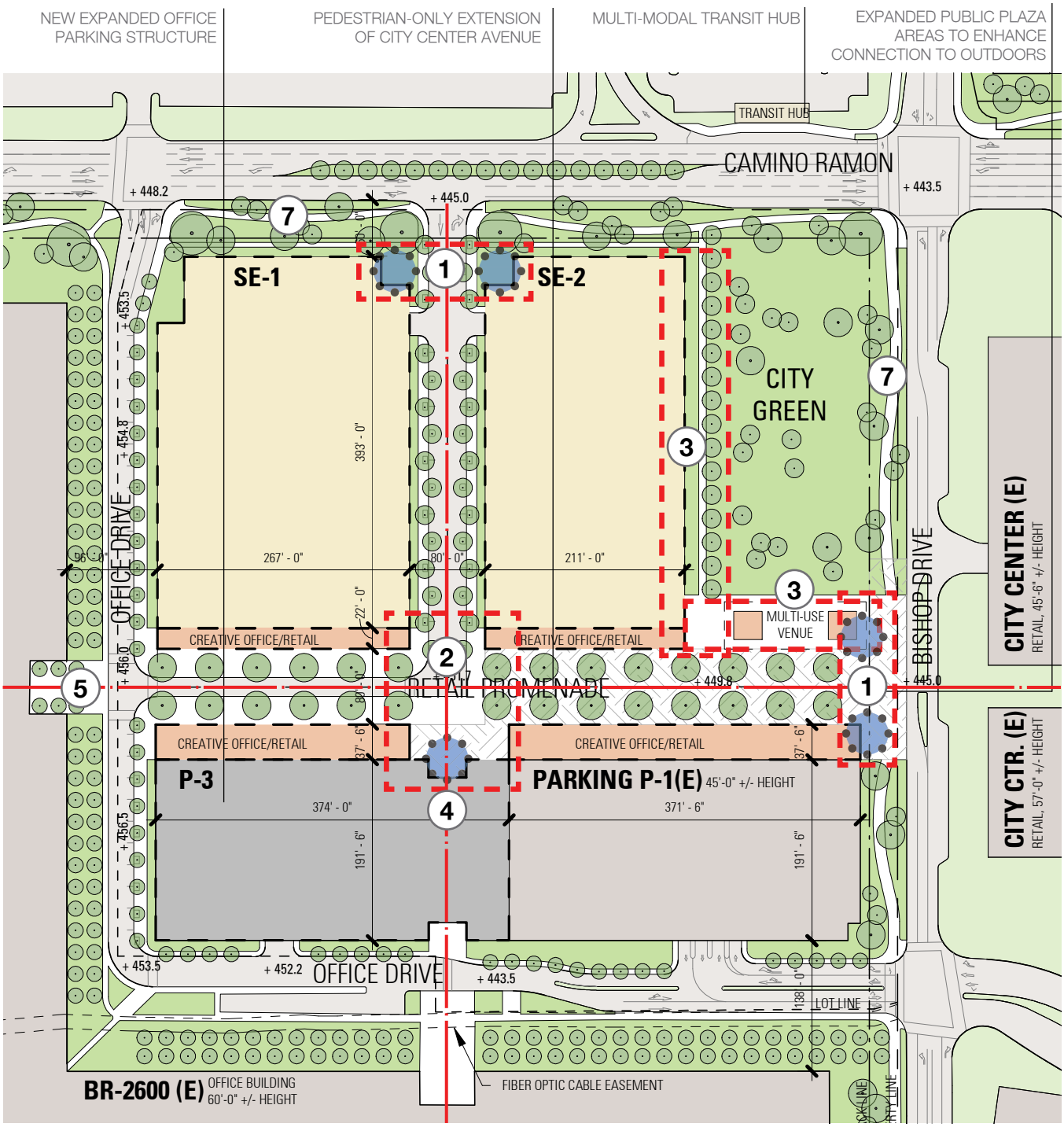


Figure 2.3.1 BR 2600 SE Neighborhood

KEY NOTES:

1. Buildings and landscape create neighborhood gateway - defines character and provides scale along major perimeter streets
2. Architecture and promenade defining neighborhood center
3. Architectural response to adjacent open space
4. Architecture of garage entry responds to terminus of neighborhood street - continues axial relationship to BR2600
5. Promenade as connector between City Center, neighborhood, and BR2600
6. CityWalk community parkway system. See figure 1.1.1
7. CityWalk community parkway system connection to Iron Horse Regional Trail

SYMBOL LEGEND:

- ARCHITECTURAL RESPONSE TO SITE CONTEXT
- MAXIMUM BUILDING ENVELOPE
- AXIAL RELATIONSHIP
- ARCHITECTURAL RESPONSE TO OPEN SPACE OR GATEWAY

0 80 160 320

The **BR2600 Southeast Neighborhood** is made up of two blocks for mixed-use development (SE-1, SE-2) and P-3, a five-level parking structure located on the northwest corner and connected to the existing parking structure adjacent to Bishop Drive. A central element of the neighborhood is City Green, a large open space located on the southeast corner of the neighborhood and connected to the retail promenade on the west end of the park. (See figure 2.0.2 for street types diagram)

Perimeter Streets & Setbacks

- The Southeast neighborhood is bounded along Camino Ramon and Bishop Drive by a continuous Parkway. (Reference Section 1.1 for Parkway description). The Parkway along Bishop Drive runs parallel to and is contiguous with City Green to provide a sense of a larger overall open space in the southeast corner of the neighborhood. (Reference Section 1.3 for additional guidelines specific to City Green.)

Neighborhood Streets & Setbacks

In addition to the typical internal aerial and non-aerial access streets within the Southeast neighborhood, the following unique conditions help structure the scale and shape of the neighborhood.

- East Office Drive – Aerial Access: 91'-0" minimum between the southern edge of existing BR 2600 East Wing and the northern edge of both the SE-1 residential building and the P-3 parking structure. East Office Drive serves as the emergency vehicle access for BR 2600 East Wing with the edge of the street located approximately 44'-0" off the face of the BR 2600 building. See figure 2.3.7 for conceptual street section.
- West Office Drive - The existing street between BR 2600 South Wing and the existing P-1 parking structure is approximately 138'-0" and should remain unchanged. West Office Drive will be extended north along the west face of P-3 parking structure and at the same width to connect with East Office Drive. The existing landscaped emergency vehicle access running the full length and adjacent to BR 2600 South should remain unchanged.
- Vehicle access to both P-1 and P-3 parking structures is made from West Office Drive.
- Vehicular access to all residential building parking garages is from the east-west neighborhood aerial access street.
- **Retail Promenade**: An 80'-0" wide pedestrian oriented promenade extends on axis from the City Center Avenue running in a north-south direction also aligning with the lobby entry in the middle of BR 2600 East Wing. One and two-story retail/creative office spaces flank both sides of the promenade between BR 2600 East Wing and City Center except where it joins with the City Green, located on the southeast corner of the neighborhood. The southern end of the promenade is pedestrian only while the north end allows neighborhood residential vehicular access to facilitate circulation through the neighborhood.
- **Retail Promenade South Plaza**: Opportunities for free-standing pavilions, outdoor seating, markets, street faires, performances and other community oriented events should be created at the southern end of the promenade where it joins with the City Green and Bishop Drive.

Retail/creative office space is located at the first and second level of structures attached to parking structure P-3 and the existing parking structure as well as integrated into the ground level of the residential buildings along the opposite side of the Promenade. The section is represented in figure. 2.3.5 and 2.3.6. The building designs should incorporate the following:

- On buildings SE-1 and SE-2, perimeter residential units on the north, east and south sides have stoops shown in figure. 2.2.3. The western side has retail/creative office uses. The section is represented in figure 2.3.6.
- The south elevation of building SE-2 should open to the south with the interior courtyard facing and overlooking the City Green.
- A building facade stepback (optional) should begin at level 3. The depth of the stepback can vary based on the street type and Fire Department access requirements.

Corners

- At building SE-2 and existing parking ptructure, the southern corner of the retail/creative office should open to outdoor seating areas and an active zone facing City Green.

Entrances

- Residential parking garage vehicular access is from the east-west internal street. Parking garage P-3 has vehicular access from western access road.
- Residential unit entries should be located away from service areas and garage entries.
- Residential garage entries accessed from the neighborhood street should be located to the east near Camino Ramon.

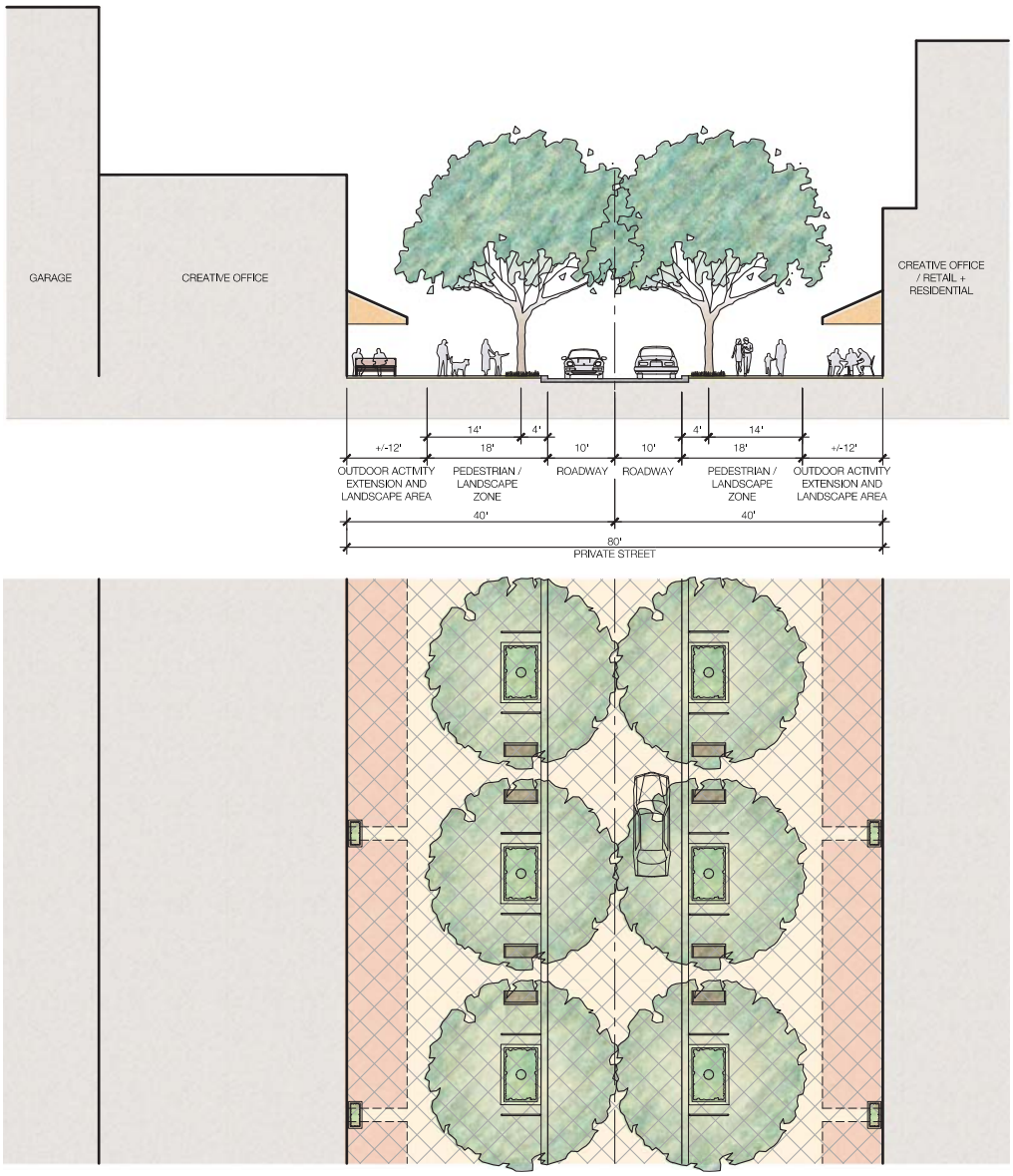


Figure 2.3.2 **Retail Promenade - Northern Vehicular Access**

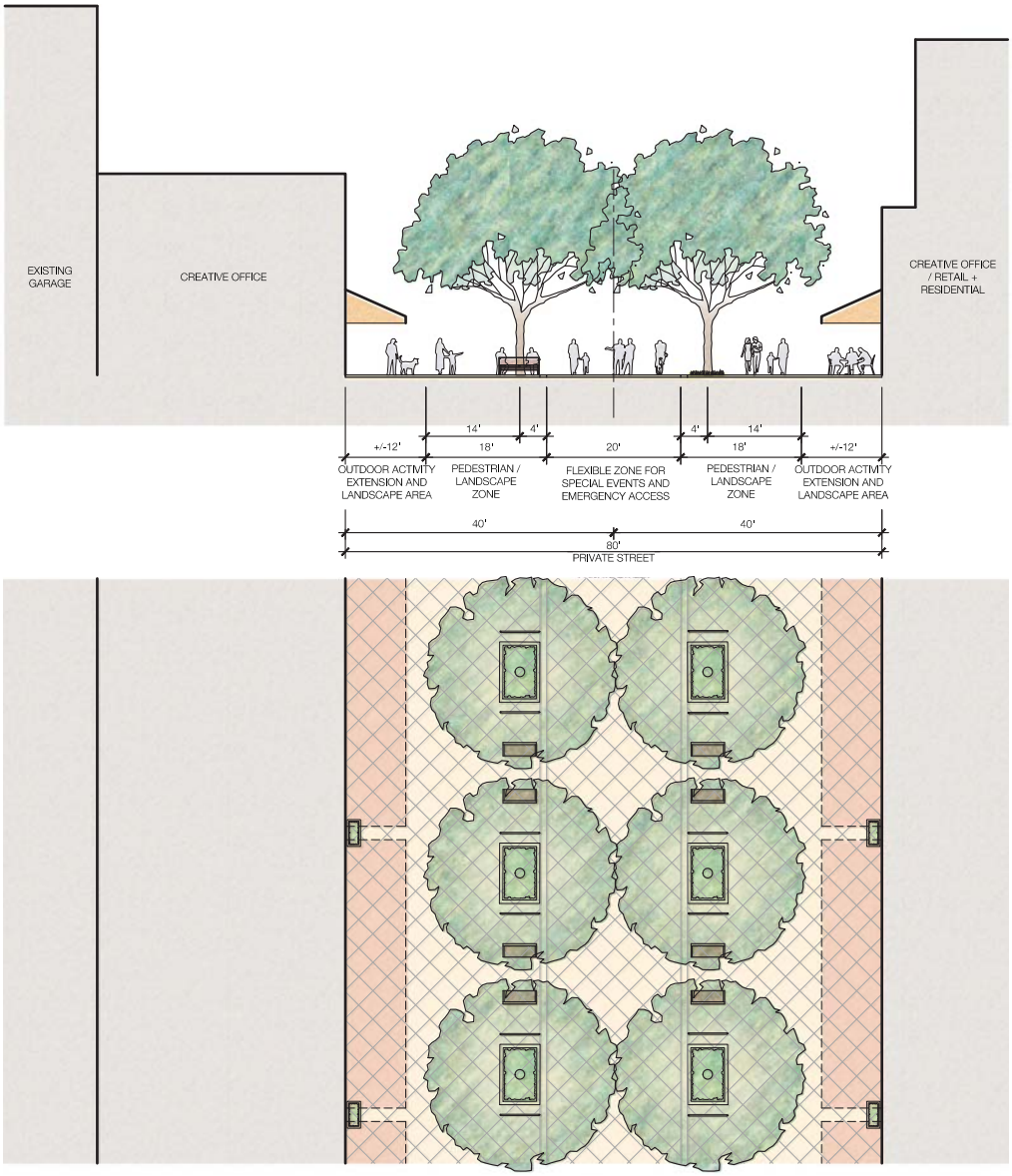


Figure 2.3.3 **Retail Promenade - Southern Pedestrian Avenue Extension**

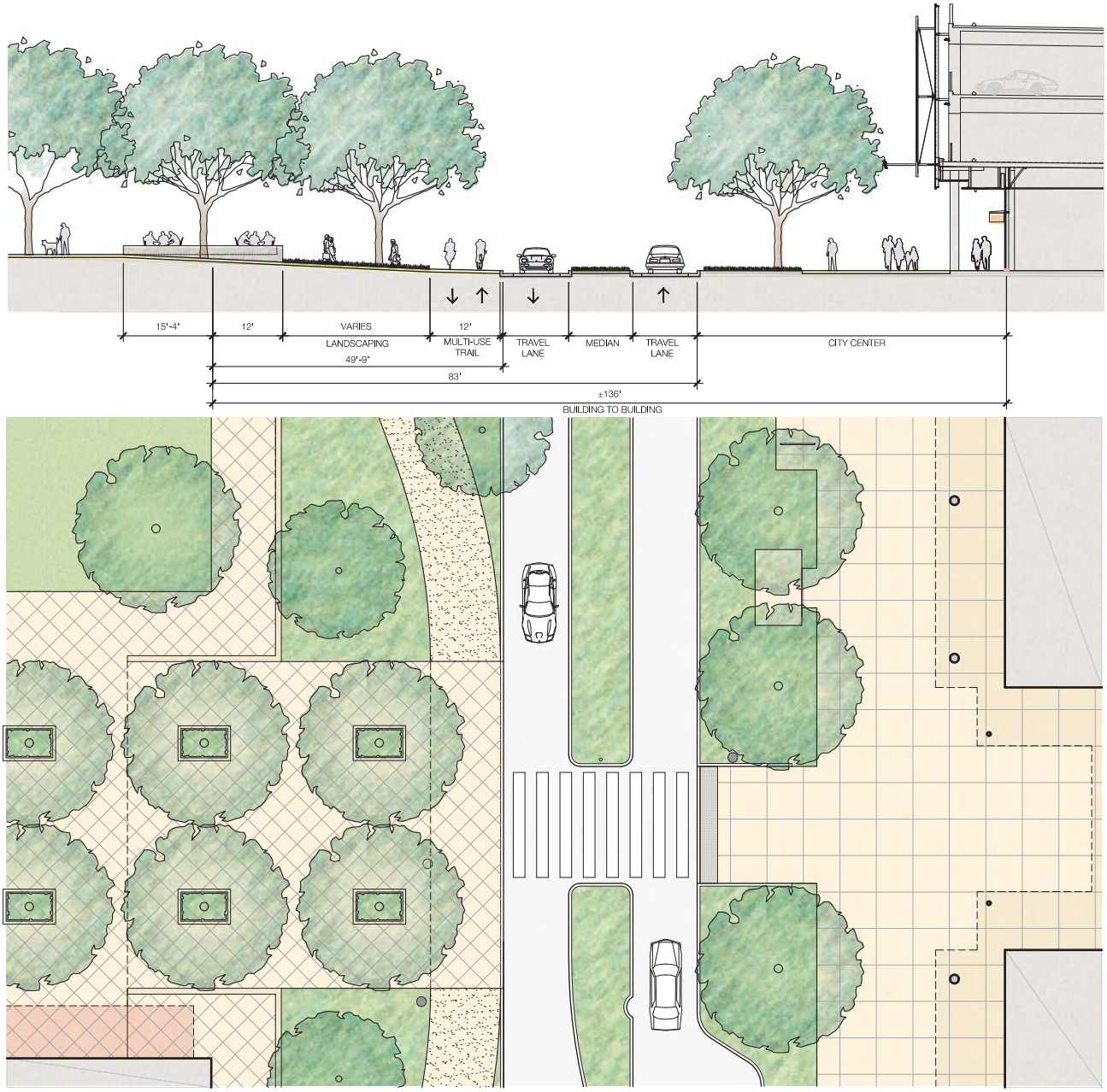


Figure 2.3.4 **Bishop Drive at City Center & Pedestrian Avenue Extension**

Retail and Creative Office Architecture

Retail/creative office space is located at the first and second level of structures that are attached to parking structure P-3 and the existing parking structure as well as integrated into the ground level of the residential buildings along the Promenade. The section is represented in figure. 2.3.5 and 2.3.6. The building designs should incorporate the following:

Building Heights

- West Buildings are attached to P-3 & Existing Parking Structure. They are 2-story buildings with 15' minimum floor to floor height (finish floor elevation established by site elevation at northwest corner of each building) see figure 2.3.5.
- East Buildings are located at grade level on the western portion of buildings SE-1 & SE-2. They are 1-story buildings with a 14' to 16' minimum floor to floor height (finish floor elevation established by site elevation at northwest corner of each building) see figure 2.3.6.

Facade Design

- Building facades should have a minimum of 70% transparency at ground level.
- The use of exposed mass timber structure is encouraged.

Corners

- Architectural emphasis should be given to the southern corner of the Retail/Creative Office spaces at building SE-2 & Existing Parking Structure as shown in figure 2.3.1., and should respond to the City Green open space and active zone at the southern end of the Promenade facing City Center and bounded by Bishop Drive.

Roof Design

- Buildings SE-1 & SE-2 may have exterior residential terraces at Level 3 over Retail/Creative Office spaces. See figure 2.3.8.

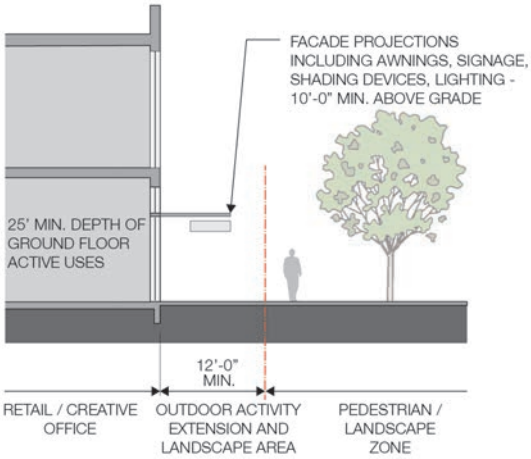


Figure 2.3.5 Retail Setback Diagram - West

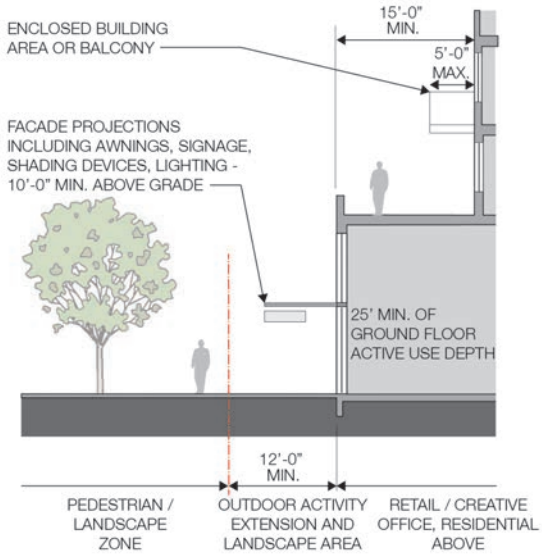
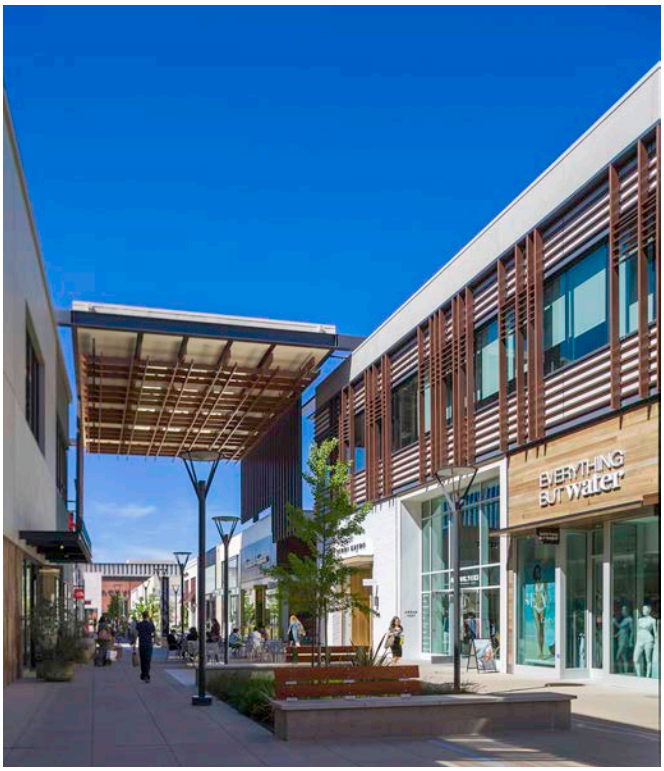


Figure 2.3.6 Retail Setback Diagram - East

Landscape, Parks and Open Space

The City Green (discussed in the guidelines above) connects to the Promenade, a pedestrian-oriented street with a unique identity tied to City Center and activities within it. The Promenade should:

- Be conceived as a linear open space that has a distinct spatial identity from the City Green but closely connected with complementary activities.
- Be designed as a pedestrian space that is capable of adapting to vehicular movement, emergency access and service support to the City Green, with moveable bollards and key cards.
- Provide for a number of linear recreational activities and with the capability to be adapted for special events, such as parades, street fairs, markets and festivals.
- Be configured in unity with the roadway further to the north matching the street tree planting and sidewalk areas, and maintaining visual access to the pedestrian passageway to Lake Cecilia.



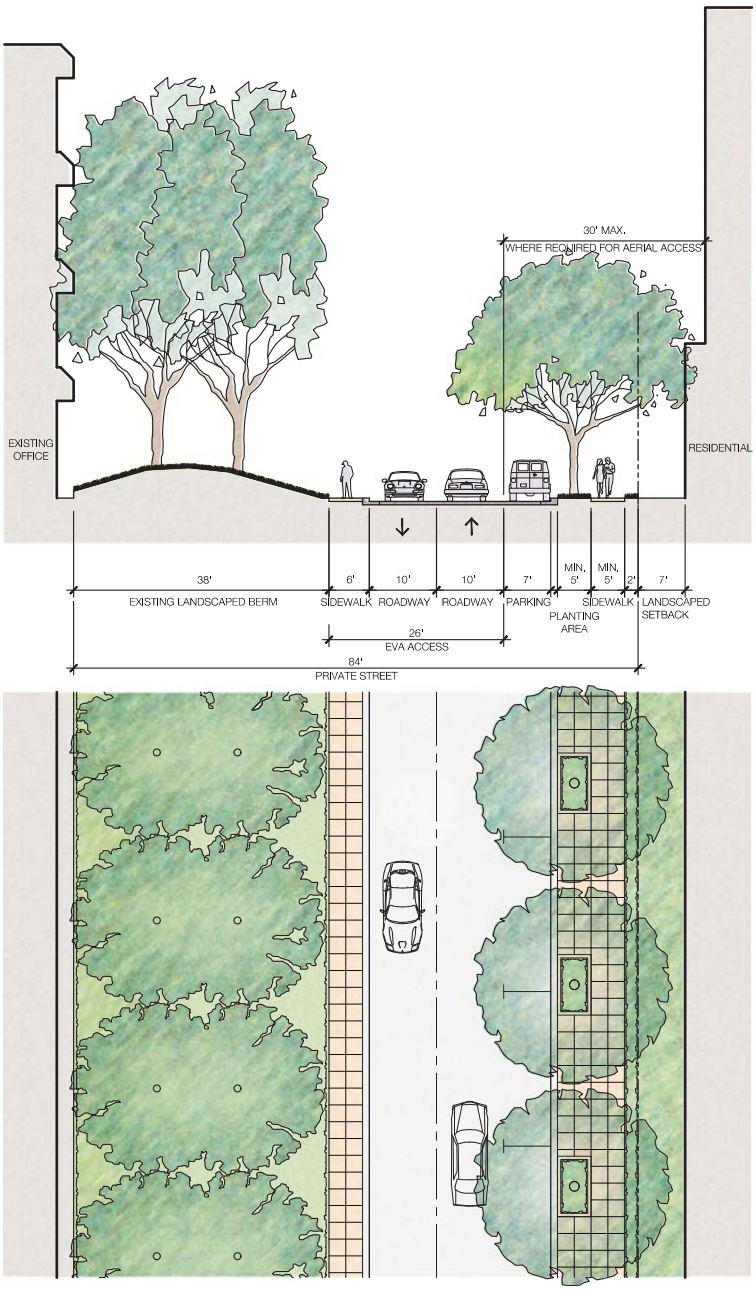


Figure 2.3.7 **Residential Adjacent to 2600 Office Building**

2.4 BR 2600 Northeast Neighborhood

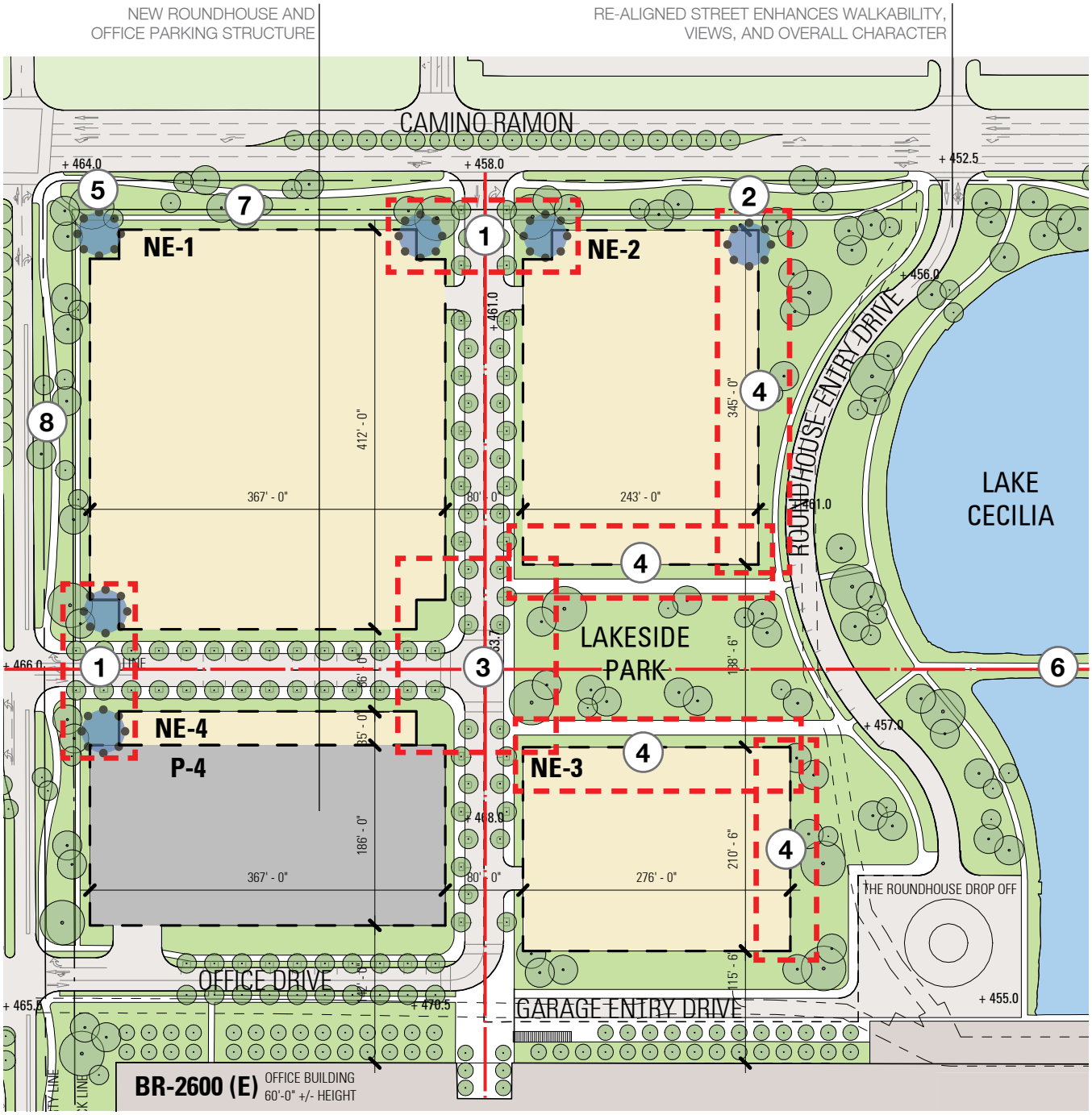


Figure 2.4.1 BR 2600 NE Neighborhood

KEY NOTES:

1. Buildings and landscape create neighborhood gateway - defines character and provides scale along major perimeter streets
2. Building architectural response to project entry
3. Architecture responds to center of neighborhood - enclosure of park
4. Architectural response to adjacent open space
5. Architecture responds to significant intersection
6. Visual connection between neighborhood, open space, lake and BR2600
7. CityWalk community parkway system. See figure 1.1.1
8. CityWalk community parkway system connection to Iron Horse Regional Trail

SYMBOL LEGEND:

- ARCHITECTURAL RESPONSE TO SITE CONTEXT
- MAXIMUM BUILDING ENVELOPE
- AXIAL RELATIONSHIP
- ARCHITECTURAL RESPONSE TO OPEN SPACE OR GATEWAY

The **BR 2600 Northeast Neighborhood** is made up of four blocks for residential development (NE-1, NE-2, NE-3 & NE-4) and a P-4 a four level above grade parking structure with 1 level below grade located on the northwest corner. Lakeside Park is located between buildings NE-2 & NE-3. The relocated Roundhouse entry drive is on the south edge ending in a dropoff, turnaround and garage entry. The neighborhood is served by perimeter and neighborhood streets (see figure 2.0.2 for street types diagram).

Perimeter Streets & Setbacks

- The neighborhood is bounded along Camino Ramon and Executive Parkway and Camino Ramon by a continuous Parkway. (Reference Section 1.1 for Parkway description.)

Neighborhood Streets & Setbacks

In addition to the typical internal aerial and non-aerial access streets within the BR 1A neighborhood, the following unique conditions help structure the scale and shape of the neighborhood.

- North Office Drive – Non-Aerial Access: 142'-0"+/- between the western edge of P-4 parking structure and existing BR 2600 north wing with the edge of the street located approximately 73'-0" +/- off the face of the BR 2600 office building. See figure 2.4.3 for conceptual street section.
- Vehicle access to P-4 parking structure is made from North Office Drive. Additional P-4 parking access is made from the sub-grade entry off the northwest corner of the Roundhouse Entry Drive and drop-off.
- Vehicular access to all residential building parking garages is from the east-west neighborhood aerial access street.

Architecture

- Residential buildings NE-1, NE-2, and NE-3 in the BR 2600 Northeast neighborhood each consist of five-story structures on top of a two-story residential parking podium wrapped around the perimeter at levels 1 and 2 with single loaded residential units. Each residential building includes an outdoor landscaped courtyard located above the parking podium structure at level 2. The building designs should incorporate the following:

- Building NE-4 is a single loaded five-story residential structure sitting on grade and attached to the east face of Parking Structure P4.
- Perimeter residential units facing onto the Parkway, Lakeside Park and toward Lake Cecilia have stoops as shown in figure 2.2.2. All other perimeter residential units have stoops shown as in figure 2.2.3, which face onto a neighborhood street.
- Parking Structure P4 is a five-level above grade parking structure with an additional level below grade, which provides parking for the existing BR-2600 Office Building and shared parking for residential visitors.

Corners

- Architectural emphasis should be given to northern building corners between building NE-1 and NE-4, the northeast corner of NE-1, as well as eastern building corners between NE-1 and NE-2 as shown in figure 2.4.1.

Landscape, Parks and Open Space

Lakeside Park is located in the northeastern neighborhood of CityWalk and is centrally located within the community. Currently, the area plays an important role in creating a gracious, well landscaped setting and entry into the community. Future enhancement of Lakeside Park should:

- Expand the amount of parkland immediately adjacent to the lake by the relocation of the entry road to the north.
- Re-align the entry road in a manner that minimizes the loss of healthy, protected trees and creates a gentle rise upslope.
- Be designed as an extension and punctuation of the adjacent Parkway on Camino Ramon, parkways with a naturalistic character, enhancing the diversity of plant materials and natural shoreline edges.
- Create strong landscape and activity linkages to the Parkway along Executive Parkway.
- Be composed in such a way as to align with the bridge crossing Lake Cecilia and pedestrian paths that connect this area to the north.
- Establish the neighborhood park at grade with, or slightly above the adjacent residential buildings to the east and west.

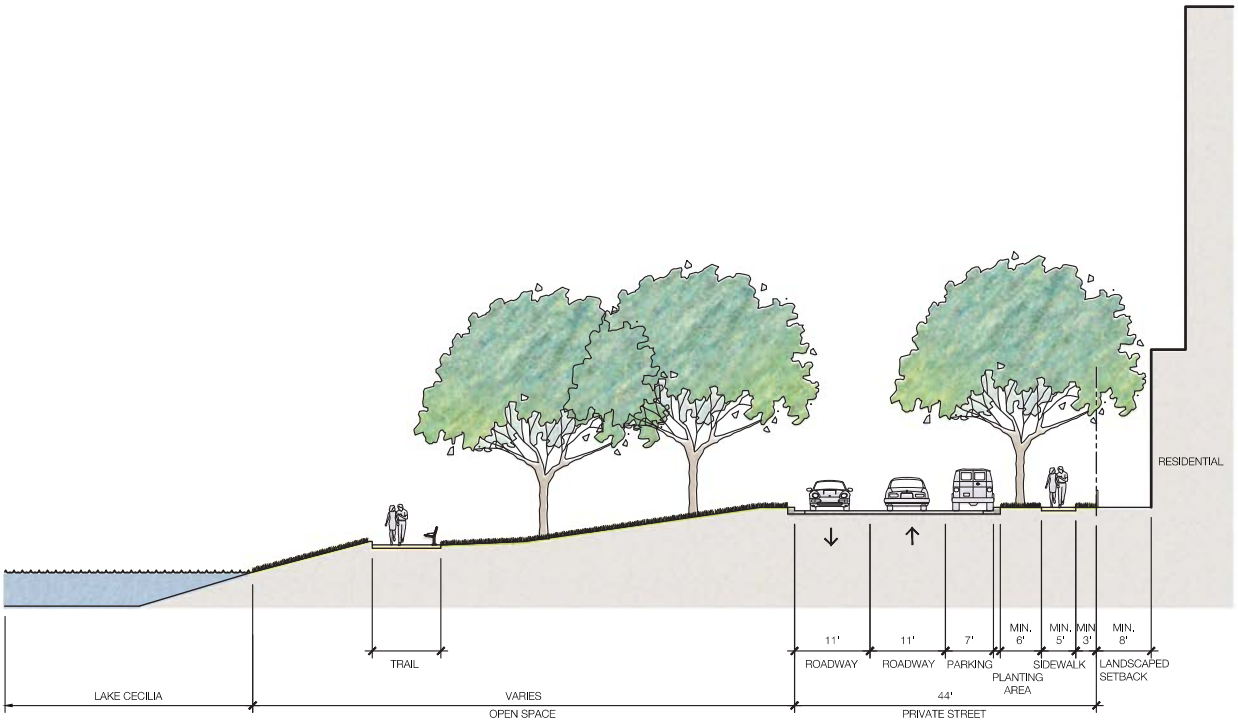


Figure 2.4.2 **Residential Adjacent to Lake Cecilia**

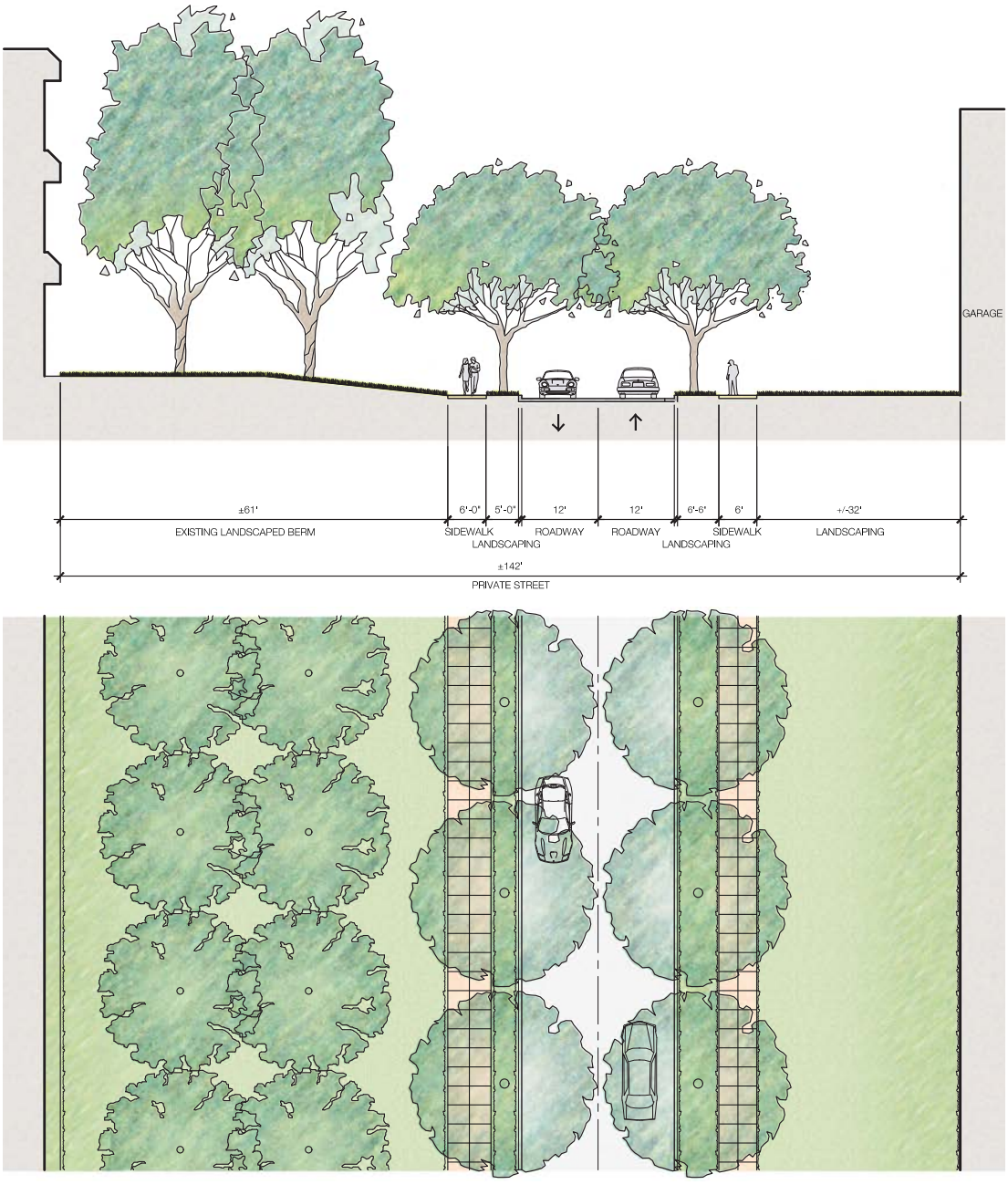
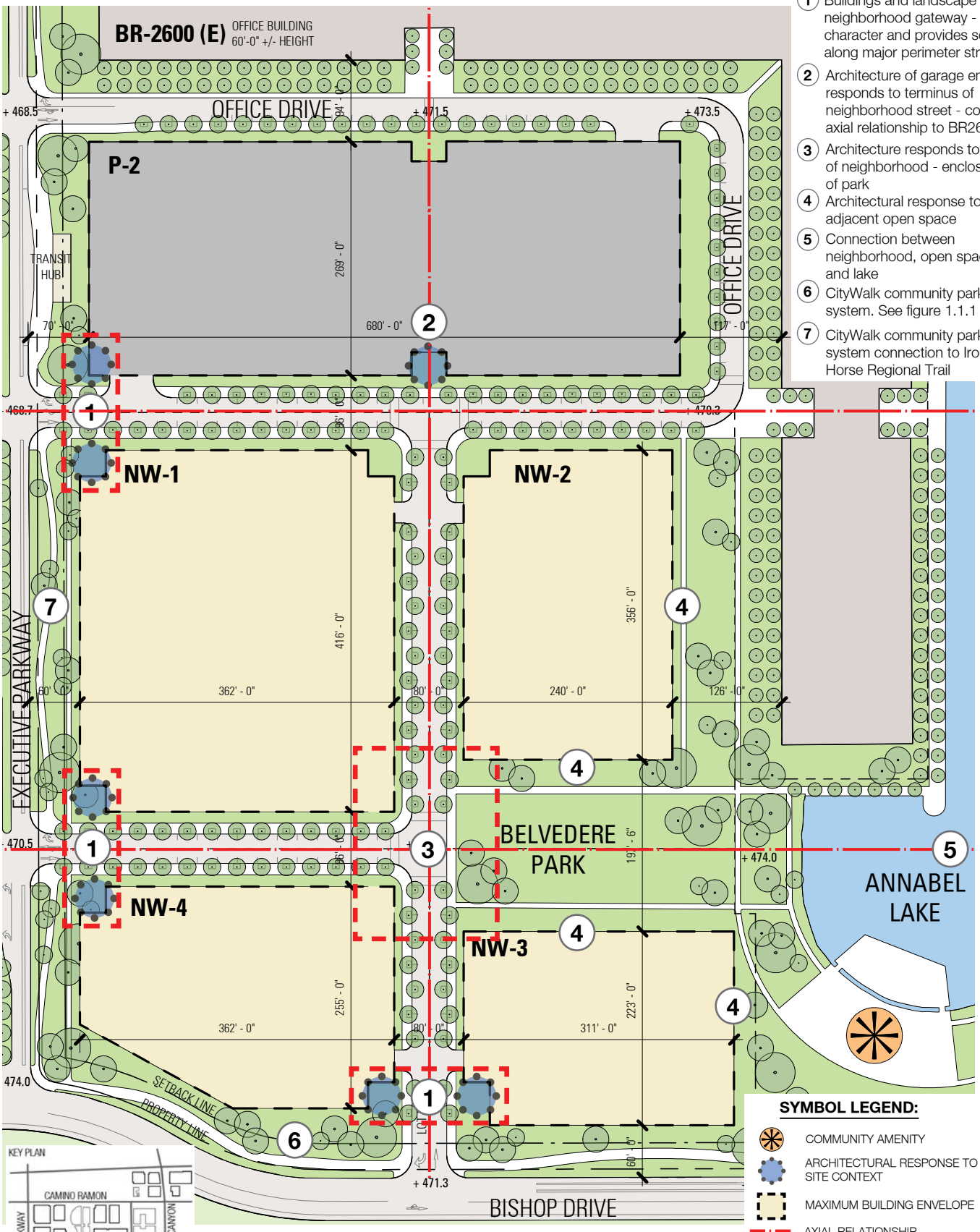


Figure 2.4.3 BR 2600 North Wing on Office Drive



KEY NOTES:

1. Buildings and landscape create neighborhood gateway - defines character and provides scale along major perimeter streets
2. Architecture of garage entry responds to terminus of neighborhood street - continues axial relationship to BR2600
3. Architecture responds to center of neighborhood - enclosure of park
4. Architectural response to adjacent open space
5. Connection between neighborhood, open space, and lake
6. CityWalk community parkway system. See figure 1.1.1
7. CityWalk community parkway system connection to Iron Horse Regional Trail

SYMBOL LEGEND:

- COMMUNITY AMENITY
- ARCHITECTURAL RESPONSE TO SITE CONTEXT
- MAXIMUM BUILDING ENVELOPE
- AXIAL RELATIONSHIP
- ARCHITECTURAL RESPONSE TO OPEN SPACE OR GATEWAY

0 80 160 320

Figure 2.5.1 BR 2600 NW Neighborhood

The **BR 2600 Northwest Neighborhood** is made up of four blocks for residential development (NW-1, NW-2, NW-3 & NW-4) and P-2 a five-level parking structure located on the northeast edge. Belvedere Park is located between NW-2 & NW-3 facing south onto Annabel Lake with a visual connection to the amphitheater on the northwest shore of Annabel Lake. Panhandle Green, an additional linear park in the neighborhood, is located between NW-2 and BR 2600 West wing the southern edge of which also functions as the EVA for the western end of BR 2600 West. (See figure 2.0.2 for street types diagram).

Perimeter Streets & Setbacks

The Northwest neighborhood is bounded along Executive Parkway and Bishop Drive by a continuous Parkway. (Reference Section 1.1 for Parkway description). Building setbacks at Bishop Drive West/adjacent to I-680 shall follow the Daylight Plane Requirements as set out in the City Zoning requirements.

Neighborhood Streets & Setbacks

In addition to the typical internal aerial and non-aerial access streets within the BR 1A neighborhood, the following unique conditions help structure the scale and shape of the neighborhood.

- North Office Drive - Aerial Access: 94'-0"+/- between eastern edge of P-2 parking structure and existing BR 2600 North wing with the edge of the street located approximately 38'- 0" +/- off the face of the BR 2600 office building; see figure 2.3.7 for similar conceptual street section.
- West Office Drive - Aerial Access: 117'-0"+/- between the southern edge of P-2 parking structure and existing BR 2600 West wing with the edge of the street located approximately 38'- 0" +/- off the face of the BR 2600 office building; see figure 2.3.7 for similar conceptual street section.
- Vehicular access to all residential building parking garages should be from the east-west neighborhood aerial access street.
- Parking Structure P-2 vehicular access should be from both the North Office Drive and the easternmost neighborhood non-aerial access street.

Architecture

Residential buildings NW-1, NW-2, NW-3 and NW-4 in the BR 2600 Northwest neighborhood should each consist of five-story structures on top of a two-story residential parking podium wrapped around the perimeter at levels 1 and 2 with single loaded residential units. Each residential building includes an outdoor landscaped courtyard located above the parking podium structure at level 2. The building designs should incorporate the following:

- Parking Structure P-2 should be a five-level parking structure which provides parking for the existing BR 2600 Office Building and shared parking for residential visitors. See Section 1.8 for additional information on the commercial parking structures.
- Perimeter residential units facing onto the Parkway, Belvedere Park, Panhandle Park and adjacent to Annabel Lake should have stoops as shown in figure 2.2.2. All other perimeter residential units have stoops as shown in figure 2.2.3, which face onto a neighborhood street.
- A building facade stepback (optional) should begin at level 3. The depth of the stepback can vary based on the street type and Fire Department access requirements.

Corners

- Architectural emphasis should be given to northern building corners between building NW-1 and P-2, NW-1 and NW-4 , as well as western building corners between NW-4 and NW-3 as shown in figure 2.5.1.

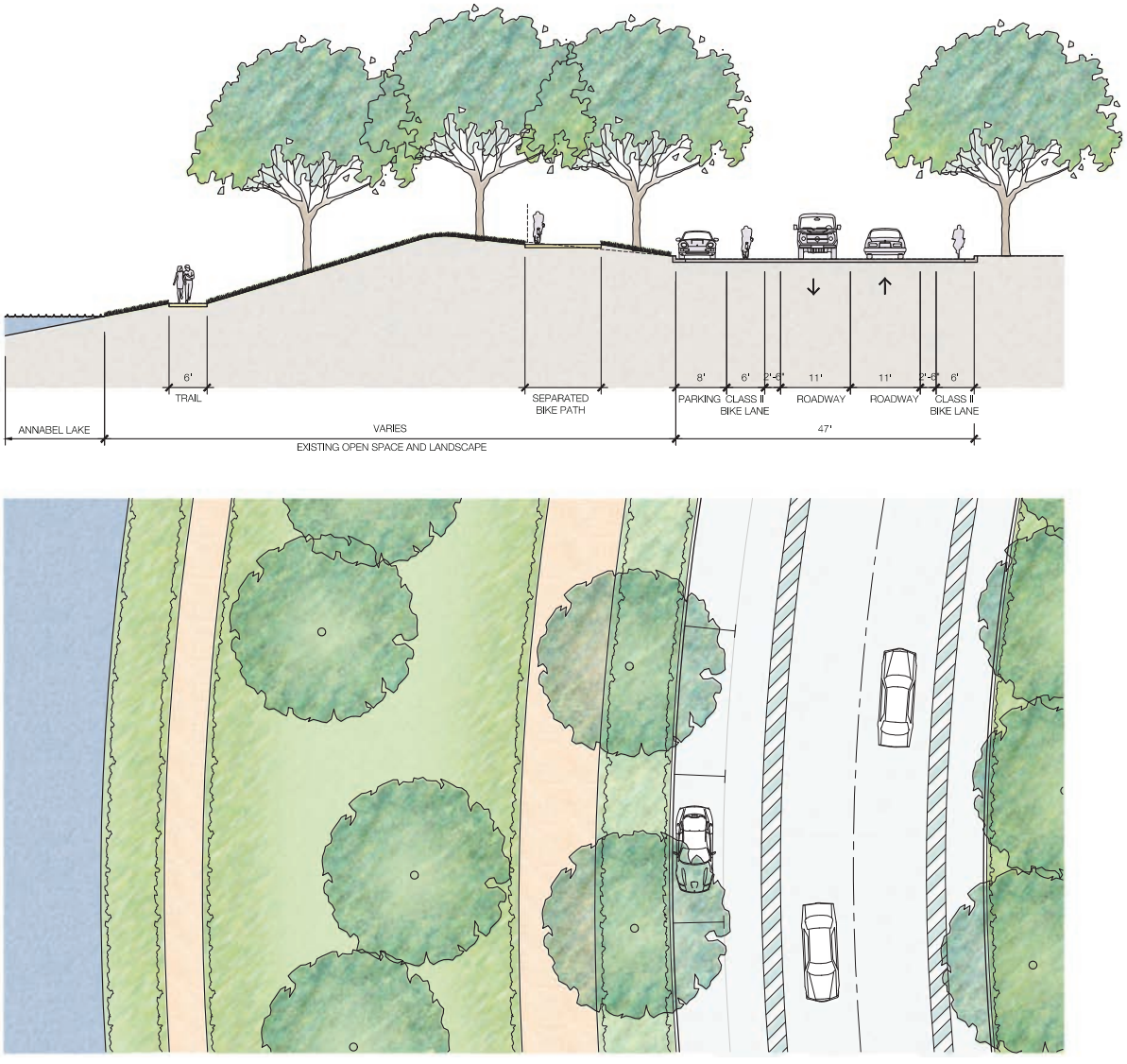


Figure 2.5.2 **Perimeter Parkway at Bishop Drive**

Belvedere Park is the primary open space in the northwest neighborhood that overlooks and opens on to Annabel Lake. Like Lakeside Park it has a north/south orientation, is framed by residential buildings and links to larger open spaces associated with the lake and perimeter Parkway system. It should:

- Be located at approximately the same grade or slightly below adjacent residential buildings but maintain some elevation above Annabel Lake with views to the lake and its activities.
- Provide a visual extension of open space to the lake, expanding the sense of space while heightening the change in topography and creating new views to the larger landscape surrounding the lake.
- Artfully transition the grades between to the lakeside amphitheater and paths as well as to the open space that serves as a buffer between the office and residential buildings.
- Create strong visual linkages to the Parkway on Executive Parkway and Bishop Drive.
- Provide an outlook for viewing of special events and activities on the lake and amphitheater.

Panhandle Park is a linear green that is enclosed on two sides by an existing office wing to the south and a future residential building on the north. It is a park that provides a transition between these two uses and offers greater shelter and enclosure. It is a space that could, as a result of its configuration, be used for a variety of activities, including a more private "glade" that can be used for picnics and outdoor dining, a dog park. This small open space should:

- Minimize tree cover to provide for ample sunlight
- Be a connecting element that includes pedestrian paths that allow movement through and around the space
- Provide positive landscape transitions to the adjacent residential and commercial buildings

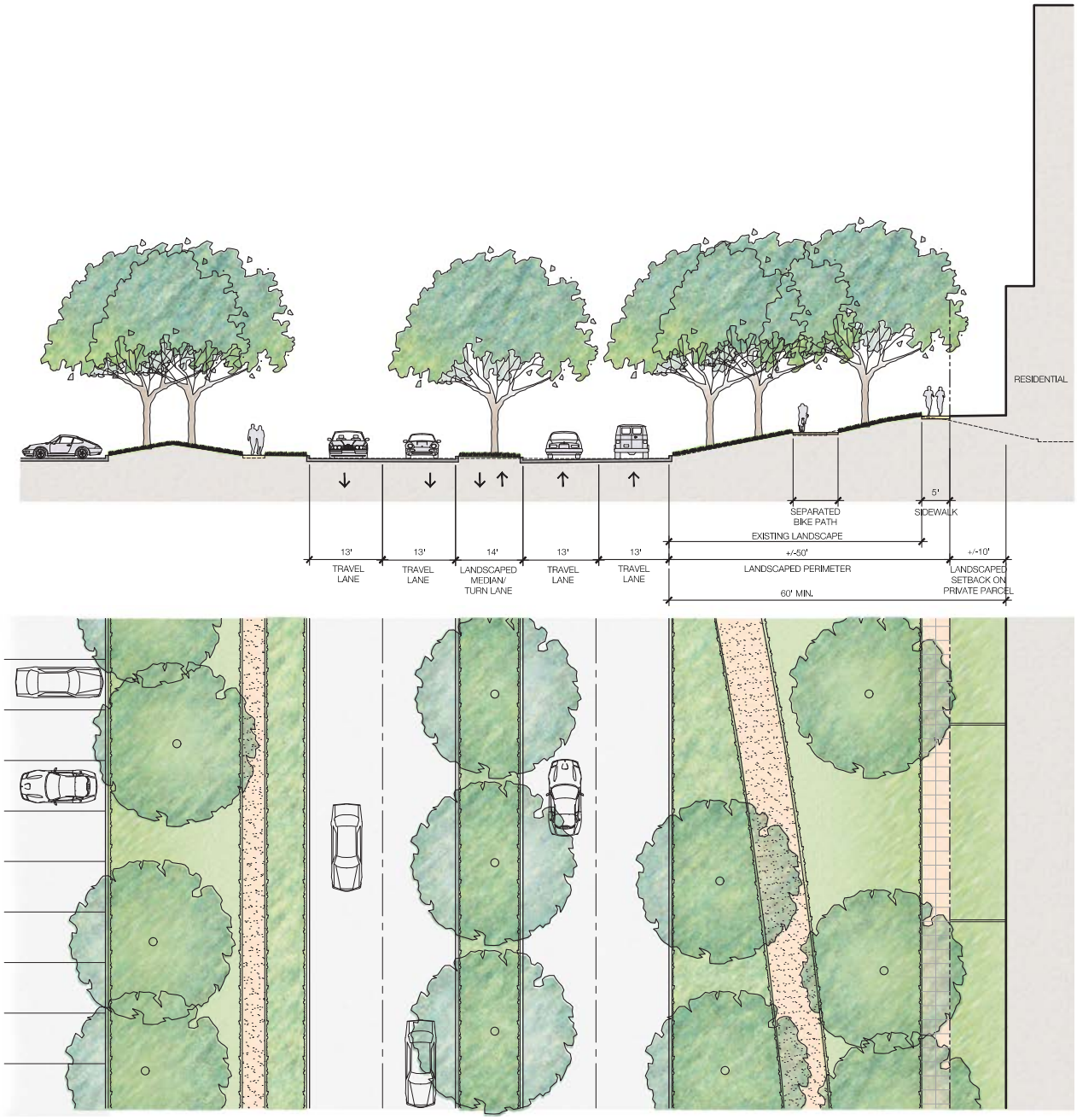


Figure 2.5.3 **Perimeter Parkway at Camino Ramon & Executive Parkway**

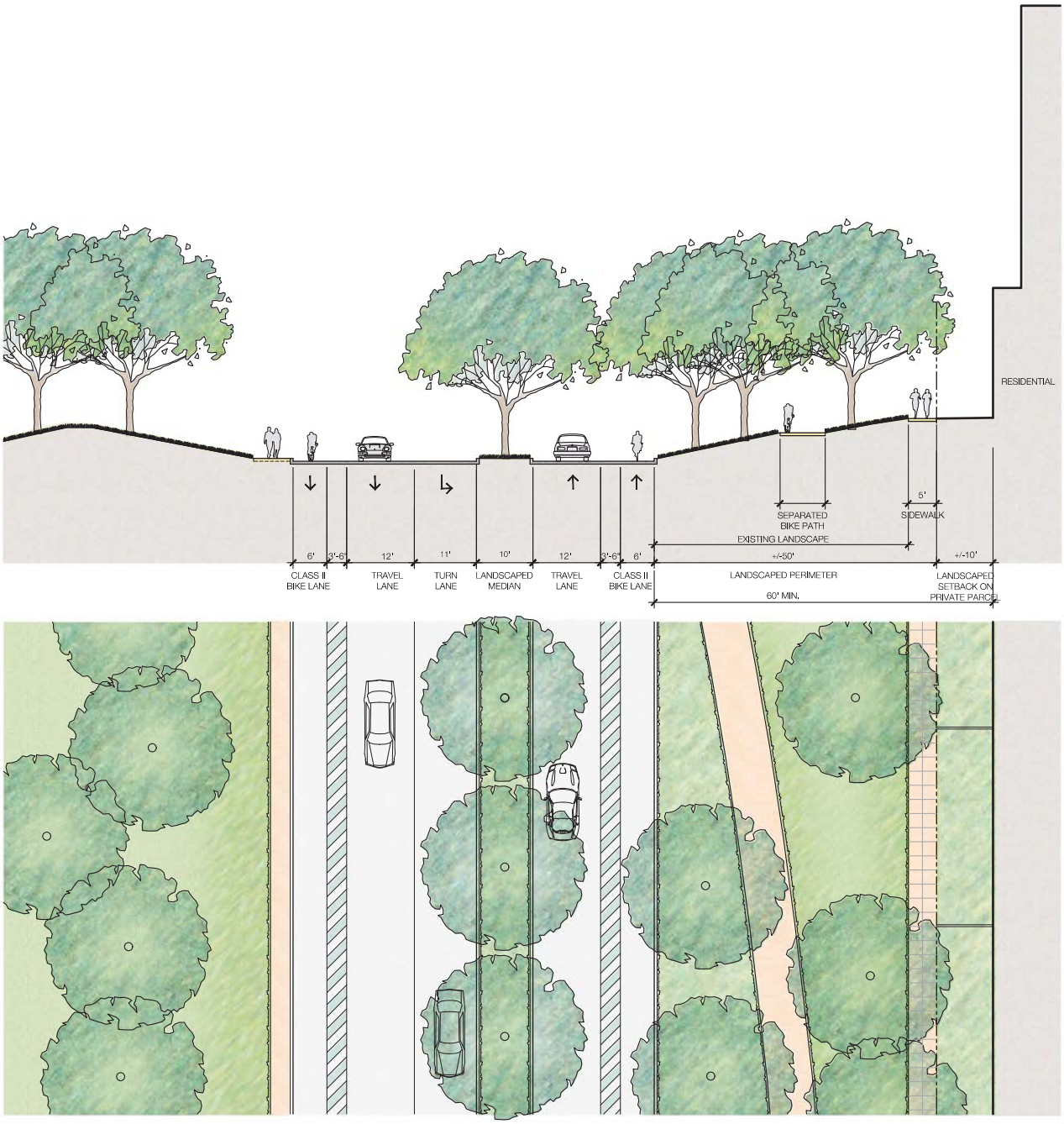


Figure 2.5.4 **Executive Parkway Turning Lane**

2.6 List of Figures

SECTION ONE: COMMUNITY

SECTION TWO: NEIGHBORHOODS

CITYWALK BISHOP RANCH | **DESIGN GUIDELINES**