



CITY OF SANTA CLARA

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CITY COUNCIL MEETING

AGENDA

A complete agenda packet with back-up reports is available at either City Library beginning Saturday before the Tuesday meeting or at the City Clerk's Office on weekdays. A complete agenda packet is also available at the City Council meeting and on the City's website.

January 26, 2015

SPECIAL MEETING - STUDY SESSION 5:30 PM in the City Hall Council Chambers

APPEAL OF HEARING DECISIONS OF THE CITY COUNCIL MUST BE MADE TO THE SUPERIOR COURT WITHIN 90 CALENDAR DAYS OF FINAL ACTION. BECAUSE OF THE AGENDA PROVISION FOR RECONSIDERATION, FINAL ACTION IS DEEMED TO OCCUR AT THE END OF THE NEXT REGULAR MEETING PURSUANT TO CITY COUNCIL POLICY (P&P 042). (CODE OF CIVIL PROCEDURE SECTION 1094.6)

1. ROLL CALL:

2. PUBLIC PRESENTATIONS:

The law does not permit Council action on, or extended discussion of, any item not on the agenda except under special circumstances. The Council, or its staff, may briefly respond to statements made or questions posed and may request the City Manager to report back at a subsequent meeting. Please submit to the City Clerk your name and subject matter on forms available by the door in the Council Chambers.

3. OVERVIEW OF POTENTIAL TOPICS TO BE REVIEWED/DISCUSSED:

- A. Bus Rapid Transit (BRT) on El Camino Real
- B. BART extension to Santa Clara
- C. Tasman East Area Specific Plan
- D. Lawrence Station Area Plan
- E. El Camino Real Precise Plan
- F. Pavement Management Needs

4. ADJOURNMENT:

- A. To Tuesday evening, **February 3, 2015** at 5:30 pm for a Special Meeting Study Session in the City Hall Council Chambers.

Meeting Date: 1/26/15

AGENDA REPORT

City of Santa Clara, California

Agenda Item # 3A



Date: January 26, 2015
To: City Manager for Council Information
From: Director of Public Works / City Engineer
Subject: Bus Rapid Transit (BRT) on El Camino Real

The Santa Clara Valley Transportation Authority (VTA) is proposing to replace the current express bus service (line 522) running from San Jose to Palo Alto with a new proposed system called Bus Rapid Transit (BRT). With this project, VTA proposes to take the two inside vehicular lanes adjacent to the median on El Camino Real and to dedicate them for BRT leaving the remaining four lanes for vehicular traffic. The purpose of this project is to provide faster transit service from San Jose to Palo Alto reducing the total trip travel time. The San Jose portion of this project on Alum Rock Avenue is currently under construction.

In addition to the impacts during construction, the project will impact turning movements, on-street parking, and vehicular traffic on El Camino Real. VTA has prepared a draft Environmental Impact Report (EIR) for this project and local agencies, including Santa Clara, have provided technical comments to VTA. At the Council Study Session VTA staff will present all options being considered and all potential impacts in Santa Clara.

Rajeev Batra
Director of Public Works / City Engineer

APPROVED:

Julio J. Fuentes
City Manager

Documents Related to this Report: None

Meeting Date: 1/26/15

AGENDA REPORT

City of Santa Clara, California

Agenda Item # 3B



Date: January 26, 2015
To: City Manager for Council Information
From: Director of Public Works / City Engineer
Subject: BART Extension to Santa Clara

The Santa Clara Valley Transportation Authority (VTA) is extending the BART regional rail system to Milpitas, San Jose and Santa Clara. The 16-mile extension will travel along the existing Union Pacific Railroad alignment south of the future Warm Springs Station in Fremont to Milpitas and North San Jose, and then will tunnel underneath downtown San Jose, rising to street level in Santa Clara. When completed, this fully grade-separated project is planned to include: six stations – one in Milpitas, four in San Jose and one in Santa Clara; a 5-mile tunnel in downtown San Jose; and a new maintenance and storage facility in Santa Clara. Phase I from Fremont to Berryessa area in San Jose is currently under construction.

VTA is in the process of applying for Federal funding for Phase II of the project through Federal Transit Administration's (FTA) New Rail Station Program. VTA is considering a few modifications to the original design in order to put the best application forward for FTA funding.

VTA staff will make a presentation at the January 26, 2015 Study Session to receive input from the City Council.

Rajeev Batra
Director of Public Works / City Engineer

APPROVED:

Julio J. Fuentes
City Manager

Documents Related to this Report: None



Date: January 21, 2015

To: City Manager for Council Information

From: Director of Planning & Inspection

Subject: Study Session – Tasman East Area Specific Plan

The Tasman East area is comprised of approximately 45 acres of privately held industrial properties (35) served by public streets connecting to both Tasman Drive and Lafayette Street. The 2015 Phase II of the City's General Plan contemplates the conversion of these lands to housing and related services and amenities, based upon the preparation of a specific plan to describe the appropriate layout and intensity of uses. Direction from Council on what would be appropriate and desired will serve to initiate the joint staff and property owner process. Staff will circulate a Request for Proposals (RFP) for consulting services to assist in this planning effort at Council's direction.

In addition to the existing roadway and utility systems serving this industrial neighborhood, the Lick Mill Station of the Guadalupe Light Rail system and the ACE/Capitol Corridor heavy rail commuter trains stop across Lafayette Street at the Great America Station.

The General Plan adopted by Council in November 2010 recognized this older industrial area as an opportunity site for future housing to offset the existing jobs and the job growth contemplated in the Bayshore North area of the City, with the possibility of providing housing development at 37-50 units per acre close to jobs as well as close to transit. Higher density housing in this area would have minimal impact on existing residential areas of the City and could serve to reduce to some degree the in-migration of workers on a daily basis.

Since 2010, the potential retail and office development on 230 acres of City owned land north of Levi's Stadium increases pressure to provide housing. It is even appropriate to contemplate increasing the general Plan density limit on the Tasman East area in order to accommodate the anticipated additional commercial development.

City staff can review some of the planning issues and prerequisites that may be critical in the development of a specific plan for the area, such as open space, services, and infrastructure to support residential uses.

Kevin L. Riley
Director of Planning and Inspection

APPROVED:

Julio J. Fuentes
City Manager

Documents Related to this Report: none

Meeting Date: 1/26/15

AGENDA REPORT

Agenda Item # 3D

City of Santa Clara, California



Date: January 26, 2015
To: City Manager for Council Information
From: Kevin L. Riley, Director of Planning & Inspection
Subject: Lawrence Station Area Plan

Development of the Lawrence Station Area Plan is one of the Council's current Strategic Objectives. The prerequisite for the 2015-2025 Phase II of the General Plan requires development of a comprehensive plan for the Lawrence Station Focus Area, an older industrial area near the Lawrence Caltrain Station. The proximity of the area to the Caltrain transit stop and to the surrounding employment area, in conjunction with the age and character of the existing older industrial properties, make it a good candidate for higher density housing to support the growth of jobs residing in the City and region. The agreement with RTKL Associates Inc. approved by Council on January 13, 2015 will provide for the preparation of the comprehensive plan for adoption along with the associated Environmental Impact Report (EIR), which is currently anticipated for completion by December 2015, at a cost not exceeding \$613,114.

It is anticipated that only about 70 acres of the 120+ acre planning area will be actively analyzed and planned at this time, insofar as the western portion of the planning area. That area west of Lawrence Expressway encompasses much of the Texas Instruments corporate campus, which will remain in operation for the foreseeable future. Of the 70 acres between Calabazas Creek and Lawrence Expressway, two entities, SummerHill Homes and the Sobrato Companies, control much of it and are interested in moving forward as soon as possible on planning housing and related services and amenities. Other property owners there are also interested in the planning effort and redevelopment of the area. The proximity of the area to the Caltrain transit stop and to the surrounding employment area, in conjunction with the age and character of the existing older industrial properties, makes it a good candidate for higher density housing to support the growth of jobs occurring in the City and region.

City staff has commenced meetings with RTK, developers, and property owners who are interested in participating in the Plan. The Plan is expected to be completed December 2015. RTKL staff will be present to discuss the approach and process for preparing the Plan with staff and the area property owners.



Kevin L. Riley
Director of Planning & Inspection

APPROVED:


Julio J. Fuentes
City Manager

Documents Related to this Report: None



Date: January 26, 2015

To: City Manager for Council Information

From: Director of Planning & Inspection

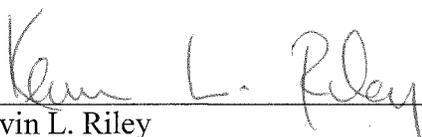
Subject: El Camino Real Precise Plan

The El Camino Real Precise Plan is a comprehensive plan that serves as an implementation tool for public involvement to further define the community's vision for future growth and development in the El Camino Real Focus Area. The adoption of the El Camino Real Precise Plan will work as a systematic implementation tool to establish links between implementing policies of the General Plan and the specific development standards, design, transit access, and housing in the focus areas. The Precise Plan will build on three supporting plans: the City's 2010-2035 General Plan, which envisions El Camino Real as a tree-lined, pedestrian and transit-oriented corridor with a mix of residential and retail uses; VTA's plans for Bus Rapid Transit (BRT) along El Camino Real which includes dedicated bus lanes, improved bus stops, and improved bicycle and pedestrian infrastructure, and the Grand Boulevard Initiative—a regional, multi-jurisdictional effort to transform El Camino Real into a multi-modal and lively mixed use corridor.

A particular focus of the planning process will be to explore the commercial, housing and mixed use development opportunities along the corridor. Concerns expressed by the Planning Commission and the Council in considering zoning applications for individual projects since 2010 can be addressed to help clarify the intent and interpretation of the General Plan to inform future planning applications.

In April 2014, the Planning Division filed a grant application with the Metropolitan Transportation Commission (MTC) to fund the El Camino Real Precise Plan. In May 2014, MTC awarded the City of Santa Clara \$750,000 to fund the development of the Precise Plan and an Environmental Impact Report. The City is required to provide a minimum matching amount of 12% or \$102,273 of the \$852,273 project cost.

The Precise Plan is expected to commence Spring of 2015 and will require approximately 30 months to complete.



 Kevin L. Riley
 Director of Planning & Inspection

APPROVED:


 Julio J. Fuentes
 City Manager

Documents Related to this Report: None

Meeting Date: 1/26/15

AGENDA REPORT

Agenda Item # 3F

City of Santa Clara, California



Date: January 20, 2015
To: City Manager for Council Information
From: Director of Public Works/City Engineer
Subject: Report on City's Pavement Management Needs

EXECUTIVE SUMMARY

This report is a follow up to the City Council Strategic Objective to "Recommend to the City Council for action a plan to fix the City's streets".

The City's street network consists of approximately 250 centerline miles, and 590 lane-miles. Annually, the City retains a consultant to survey and assess the pavement condition of a portion of the City street network, and update the City's pavement management database in accordance with the Metropolitan Transportation Commission's online pavement management program. Based on the survey and pavement condition evaluation using the updated street database, funding needs are developed. The pavement condition survey for 2013 is completed; and the survey results for 2014 should be completed in March 2015.

Staff will present the available pavement condition survey results to the Council during the January 26th Study Session.

Rajeev Batra
Director of Public Works/City Engineer

APPROVED:

Julio J. Fuentes
City Manager

Approved by the Report Author