

**CALL AND NOTICE  
OF SPECIAL MEETING ON  
March 21, 2016  
6:00 PM JOINT CITY COUNCIL/  
PLANNING COMMISSION MEETING**

TO WHOM IT MAY CONCERN:

NOTICE IS HEREBY GIVEN that, pursuant to the provisions of California Government Code §54956 ("The Brown Act") and Section 708 of the Santa Clara City Charter, the undersigned calls for a Special Meeting of the City Council of the City of Santa Clara and the Planning Commission to commence and convene on March 21, 2016, at 6:00 pm, in the City Hall Council Chambers for a Special Meeting in the Council Conference Room located in the East Wing of City Hall at 1500 Warburton Avenue, Santa Clara, California, to consider the following matter(s) and to potentially take action with respect to them.



Lisa M. Gillmor  
Mayor



**City of  
Santa Clara**  
The Center of What's Possible

**Joint City Council/Planning  
Commission Meeting Agenda**

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**CITY COUNCIL  
PLANNING COMMISSION**

**March 21, 2016**

**6:00 PM SPECIAL MEETING  
City Hall Council Chambers**

The time limit within which to commence any lawsuit or legal challenge to any quasi-adjudicative decision made by the City is governed by Section 1094.6 of the Code of Civil Procedure, unless a shorter limitation period is specified by any other provision. Under Section 1094.6, any lawsuit or legal challenge to any quasi-adjudicative decision made by the City must be filed no later than the 90th day following the date on which such decision becomes final. Any lawsuit or legal challenge, which is not filed within that 90-day period, will be barred. If a person wishes to challenge the nature of the above section in court, they may be limited to raising only those issues they or someone else raised at the meeting described in this notice, or in written correspondence delivered to the City of Santa Clara, at or prior to the meeting. In addition, judicial challenge may be limited or barred where the interested party has not sought and exhausted all available administrative remedies.

A complete agenda packet is available on the City's website and in the City Clerk's Office beginning the Friday evening before the Tuesday meeting. A hard copy of any agenda report may be requested by contacting the City Clerk's Office at (408) 615-2220, email [clerk@santaclaraca.gov](mailto:clerk@santaclaraca.gov), or at the public information desk at any City of Santa Clara public library.

- 1. 6:00 PM SPECIAL MEETING CALL TO ORDER:**
- 2. PLEDGE OF ALLEGIANCE AND STATEMENT OF VALUES:**

**3. ROLL CALL:**

**4. CONTINUANCE/EXCEPTIONS:**

**5. ANNOUNCEMENT OF STUDY SESSION:**

- A.** City Place Project: The Project would involve the construction of a new multi-phased, mixed-use development, including up to 9.16 million gross square feet of office buildings, retail and entertainment facilities, residential units, and hotel rooms, as well as surface and structured parking facilities, new open space and roads, landscaping and tree replacement, and new upgraded and expanded infrastructure and utilities. The Project will involve Certification of the Environmental Impact Report, a General Plan Amendment, Rezoning, Planned Development Master Community Plan and Infrastructure Master Plan, Development Agreement, Disposition and Development Agreement, and Ground Lease. (5155 Stars and Stripes Drive. Approximately 240-acre Project site located north of Tasman Drive, east of Great America Parkway and San Tomas Aquino Creek, west of the Guadalupe River, and south of Great America Way and State Route (SR) 237. APNs: 104-03-036, 104-03-037, 104-03-038, 104-03-039, 104-01-102, 097-01-039, and 097-01-073) (PLN2014-10554, SCH#2014072078, and CEQ2014-01180) (Property Owner: City of Santa Clara; Applicant: Related Santa Clara, LLC)

**6. PUBLIC PRESENTATIONS:**

[This item is reserved for persons to address the Council on any matter not on the agenda that is within the subject matter jurisdiction of the City or Authorities. The law does not permit action on, or extended discussion of, any item not on the agenda except under special circumstances. The governing body, or staff, may briefly respond to statements made or questions posed, and appropriate body may request staff to report back at a subsequent meeting. Although not required, please submit to the City Clerk your name and subject matter on forms available by the door in the Council Chambers.]

**7. CITY MANAGER/EXECUTIVE DIRECTOR REPORTS:**

**8. ADJOURNMENT:**

- A.** Please visit [santaclaraca.gov](http://santaclaraca.gov) to view the next scheduled special meeting.



**Date:** March 21, 2016

**To:** City Manager for Council and Planning Commission Information

**From:** Economic Development Officer/Assistant City Manager

**Subject:** Joint City Council and Planning Commission Study Sessions  
CityPlace Santa Clara

Related Companies has proposed to develop the CityPlace Santa Clara project on approximately 240 acres of City-owned land in the North of Bayshore area. A project of this scale and magnitude on a landfill site is by nature multi-faceted and complex.

Several joint study sessions for the Planning Commission and the City Council have been planned in advance of the public hearings for the project in order to provide a briefing to the Council, Commission and the public on key considerations in the development of the land plan proposal and the overall transaction.

This first study session was held on March 10, 2016 and included the following topics:

- Overview of activities undertaken over the past three years
- Overview and vision of the project proposal
- Landfill - history; characteristics; development constraints
- Overview of Transportation Infrastructure – opportunities and constraints

The March 21, 2016 study session will provide information on the project entitlements including:

- General Plan Amendment
- Zoning
- Phasing and Schedule
- Infrastructure Network

A future study session(s) will provide information related to the overall transaction including:

- EIR
- Master Community Plan
- Development Agreement
- Disposition and Development Agreement
- Ground Leases
- Phasing
- Fiscal overview

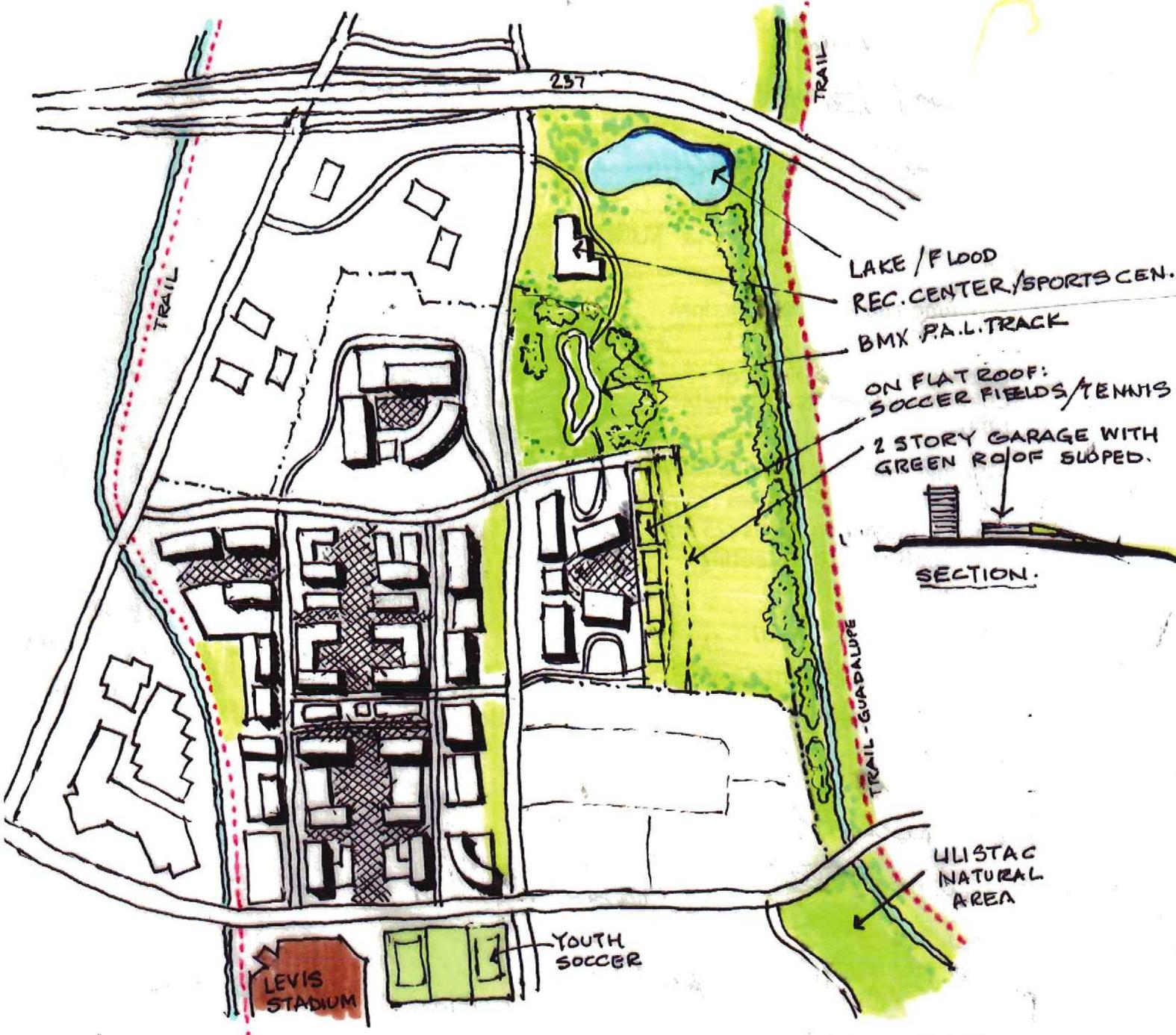
APPROVED:

Ruth Shikada  
Economic Development Officer/  
Assistant City Manager

Julio J. Fuentes  
City Manager

3/21/2016

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LINEAR PARK - RIVERSIDE PARK + OPEN SPACE  
CITY PLACE - SANTA CLARA.

**City of  
Santa Clara**  
**City Council/Planning Commission**  
**Joint Study Session**

City Place Santa Clara

March 21, 2016



**Agenda**

- Introduction – Julio Fuentes
- Parcels and Phasing/Timing – Anna Shimko
- Development Scenarios
- Introduction on Entitlements (General Plan/Zoning)
- Access/Circulation/Connectivity – Rajeev Batra
- Parks/Open Space
- Utilities
  - Sanitary Sewer and Storm Sewer – R. Batra
  - Water – Chris de Groot
  - Electric - John Roukema
- Comments/Questions

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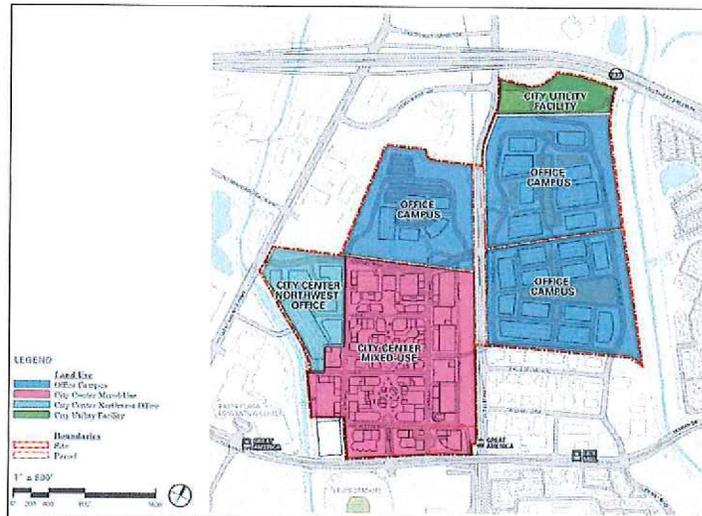


### Schedule of Performance

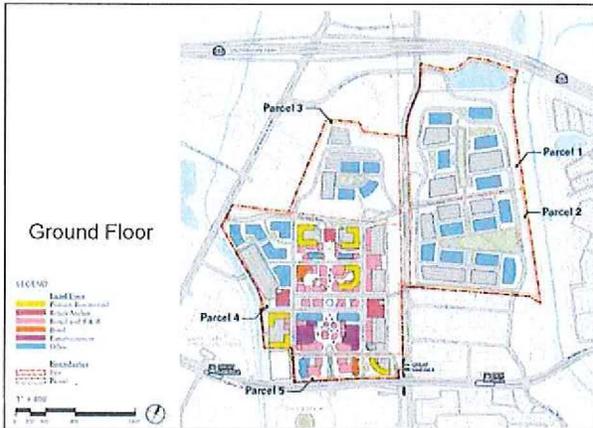
Take Down Phase	Outside Date for Land Take Down	Outside Date for Commencement of Construction of Infrastructure
1 <sup>2</sup>	12/31/2017	Within 2 years after Actual Take Down of Phase 1
2 <sup>3</sup>	12/31/2018	Within 2 years after Actual Take Down of Phase 2
3	4 years after Actual Phase 2 Take Down	Within 1 year after Actual Take Down of Phase 3
4	5 years after Actual Phase 3 Take Down	Within 2 years after Actual Take Down of Phase 4
5	3 years after Actual Phase 4 Take Down	Within 2 years after Actual Take Down of Phase 5
6	3 years after Actual Phase 5 Take Down	Within 2 years after Actual Take Down of Phase 6
7	2 years after Actual Phase 6 Take Down	Within 2 years after Actual Take Down of Phase 7
8	2 years after Actual Phase 7 Take Down	Within 2 years after Actual Take Down of Phase 8



### Scheme A Land Use Areas



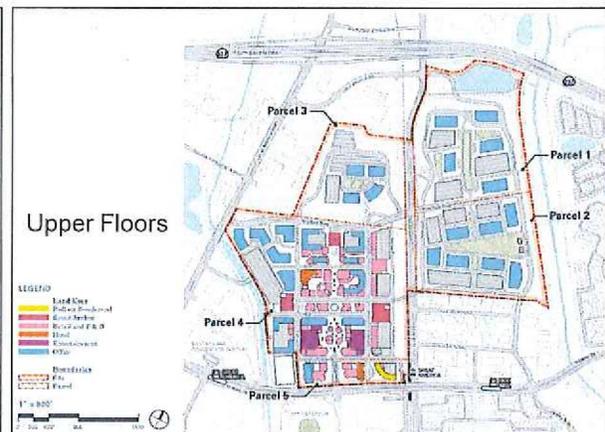
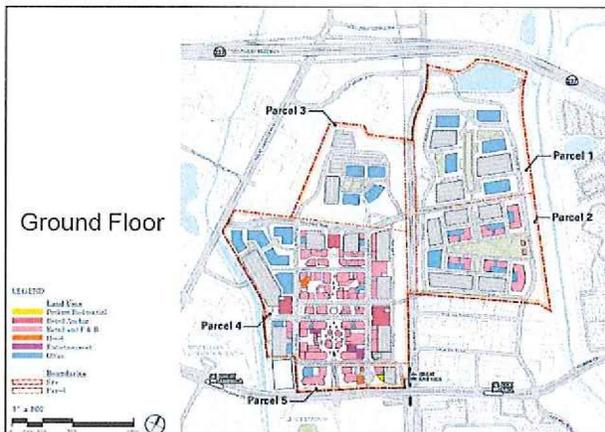
### Scheme A Development Scenario



### Scheme A Variant

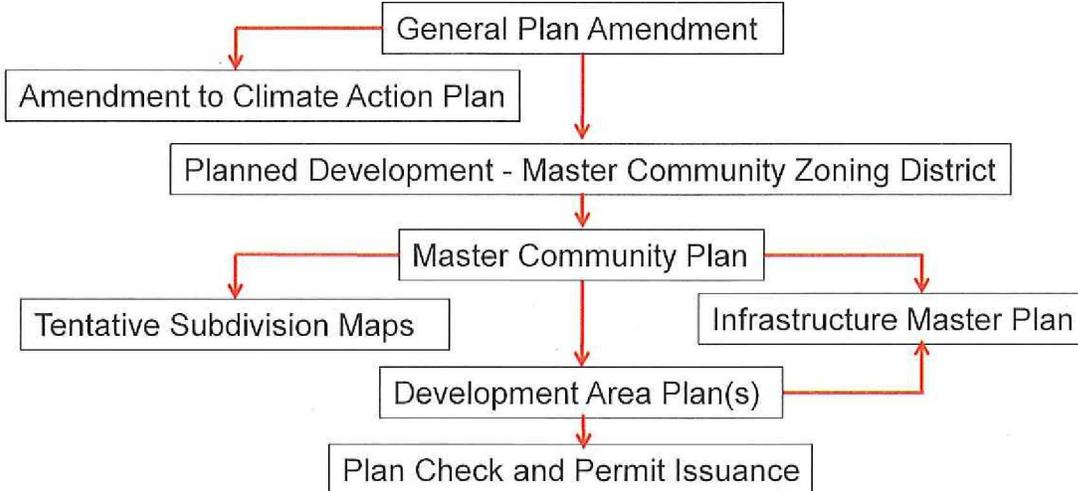


### Scheme B Conceptual Land Use Plan





## Land Use Entitlements



## Draft Street Network



## Draft Public and Private Streets



# Draft Public and Private Street Network

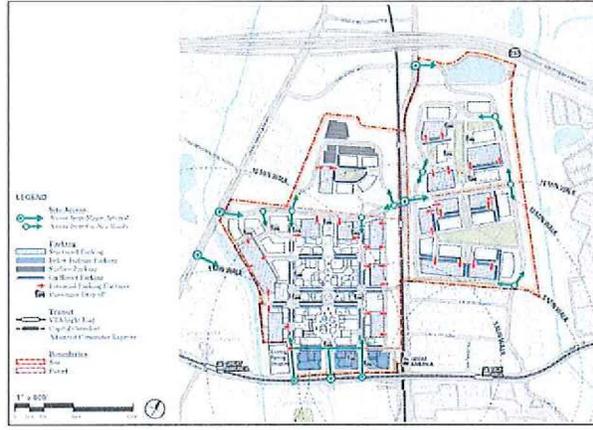
Landfill Boundary



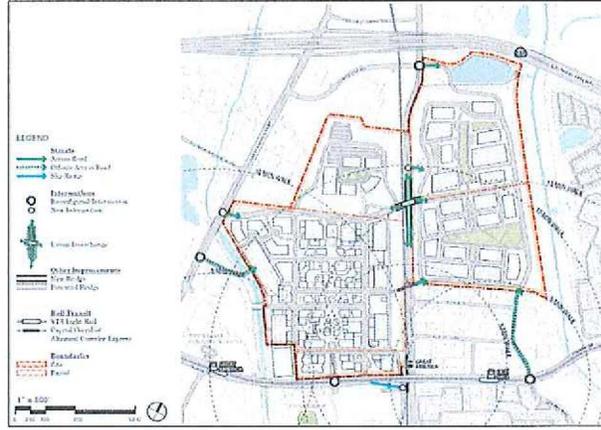
Foundation Systems



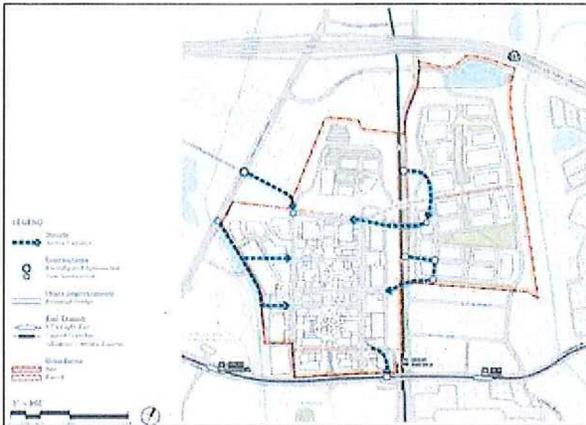
# Access and Parking



# Access Circulation Improvements



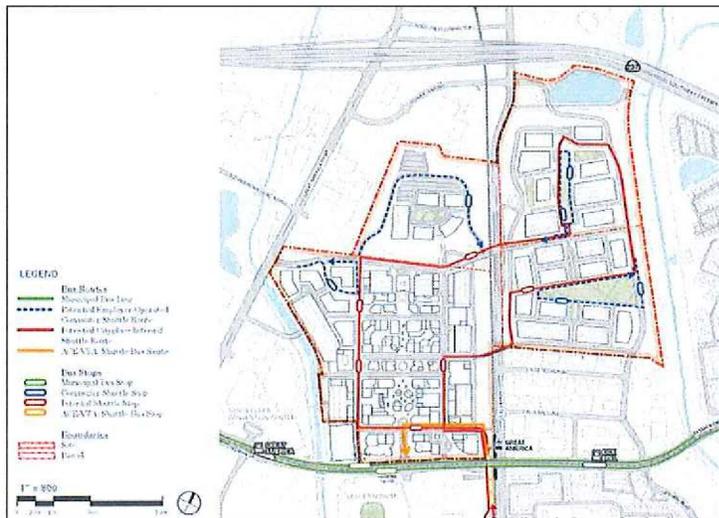
### Access Variants

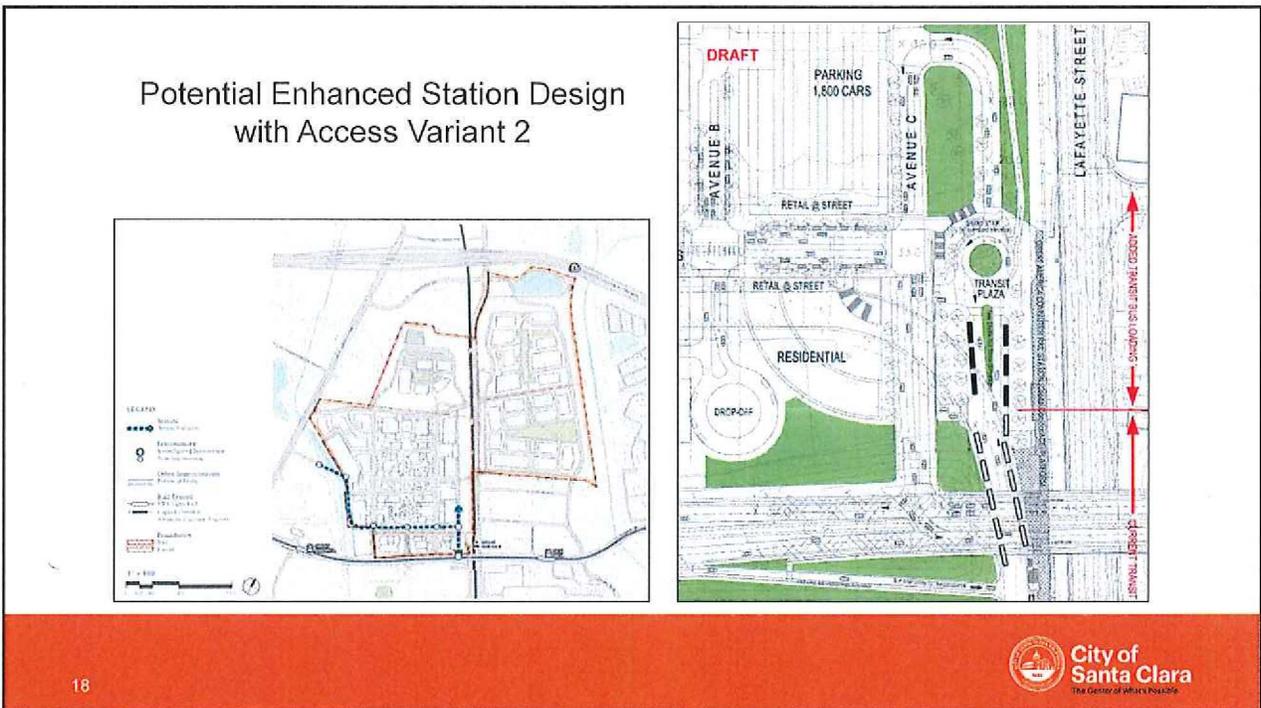
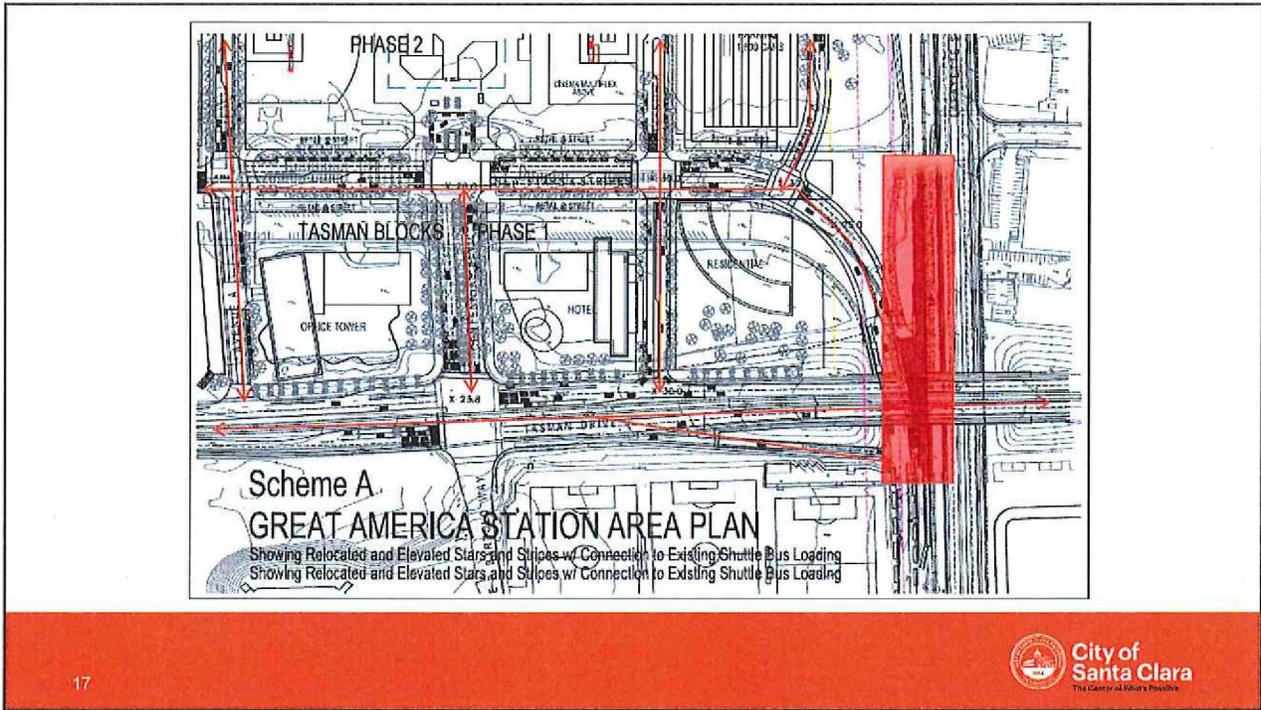


### Access Variants 2



### Potential Bus Circulation



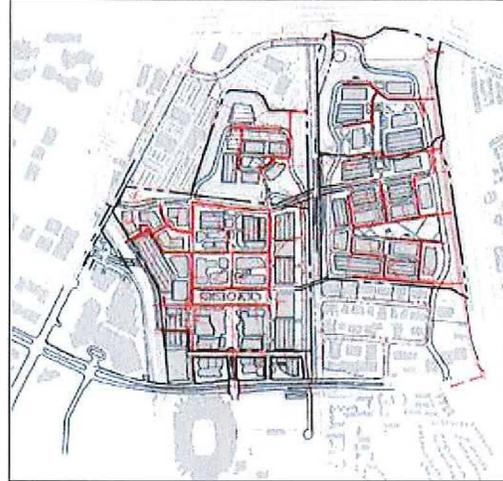




Sanitary Sewer System



Storm Drain System



Potable Water System



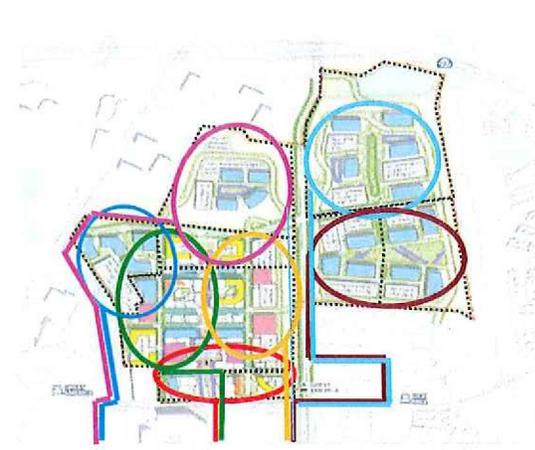
Recycled Water System



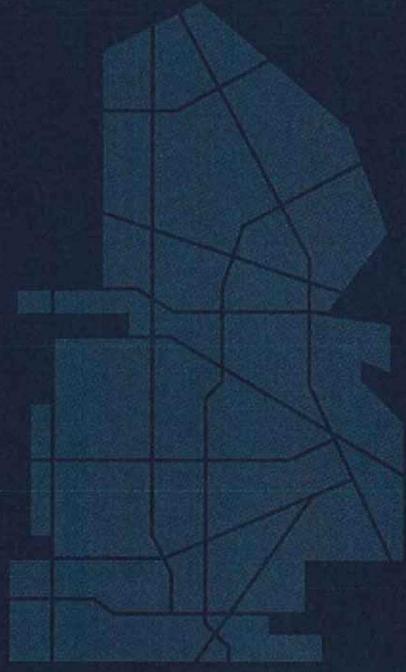
Existing Transmission Lines



Conceptual Distribution Feeder Routes



**City of  
Santa Clara**





3/21/2016

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SANTA CLARA

**Valley Transportation Authority**

3331 North First Street • San Jose, California 95134-1906

**VTA Talking Points for Public Presentation**  
**City of Santa Clara City Council & Planning Commission**

Joint Session on City Place Santa Clara

Study Session II - March 21, 2016

- At the first Study Session, VTA provided broad remarks on its key DEIR comments. Tonight, we will focus on the Master Community Plan (MCP) objectives, enhanced transit center, internal bus and shuttle operations, and Transportation Demand Management (TDM).
- The MCP describes the project's "exceptional proximity to transit facilities," "support for alternative modes of travel," and use of "transportation demand management to encourage transit usage and reduced reliance on automobiles." However, in order to fulfill these objectives and demonstrate true transit orientation, the applicant will need to adopt a "do-no-harm" approach to nearby transit operations. This means implementing mitigation measures to address the project's Significant and Unavoidable Impact on transit travel times, and withdrawing the project alternative to add a new crossing of LRT on Tasman.
- VTA thanks the applicant for committing to integrate an enhanced intermodal transit center with the project and requests that the City describe what this entails in the approval documents. VTA, ACE, and Capitol Corridor are eager to work in partnership with the applicant to advance a station design that joins together regional and local rail, buses, and public/private shuttles, reserves appropriate space for planned transit expansion, and provides convenient and seamless connectivity for all modes.
- Additionally, internal bus and shuttle circulation will be developed in future project phases. VTA requests that the City require the applicant to work with VTA and ACE to determine future stops that are well-designed and encourage the use of transit, build the stops as part of the project, and provide/fund internal shuttle operations in perpetuity.
- VTA commends the project's TDM measures, including vehicle trip reduction targets, and the formation of a Transportation Management Association (TMA). Such commitments should be specified in the project's approval documents, with a clear monitoring/reporting framework. Following the best practices of other major growth areas in the county, the monitoring should be conducted by the City or a third-party, paid for by the applicant. VTA also recommends TDM targets for each development phase, and an enforcement/reinvestment mechanism to ensure that the TDM targets are met over time.
- VTA requests that the key features and measures of the enhanced transit center, internal bus/shuttle operations, and TDM program are memorialized in the appropriate legally binding documents, e.g. the MCP, Development Agreement, and Mitigation Monitoring and Reporting Program (MMRP), to ensure their implementation.
- VTA appreciates the opportunity to share our comments. We look forward to our ongoing partnership with the City and developer on this significant project.

**POST MEETING MATERIAL**

3/21/2016

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March 21, 2016

Mayor Gillmor and Santa Clara City Council members  
City of Santa Clara  
1500 Warburton Avenue  
Santa Clara, CA 95050

**Re: Santa Clara City Place - Comments for Study Sessions**

Honorable Mayor Gillmor and Santa Clara City Council members

Thank you for organizing the open study sessions and providing the opportunity to comment on the City Plan Project. **The Sierra Club, Committee for Green Foothills, Friends of Caltrain and Santa Clara Valley Audubon** submit the following comments that we hope you will find helpful as you consider the details of the City Place proposal:

**1. Allow time for appropriate review** by the public, concerned agencies, city departments, planning commission and city council

The appropriate design of large-scale developments is key to their success. This is the largest development proposal in the south peninsula. Full build-out of the Project would result in approximately 25,000 to 28,000 new jobs without a balance of housing on site or on nearby sites or the City at large.

The potential impacts on regional traffic are of a magnitude that it is clear that regional solutions are required in order for the impacts to be absorbed. The City Place project is in conflict with many of the goals of the General Plan and impacts on the City and the region are guaranteed to be enormous.

The large multi-volume final EIR (FEIR) has not yet been issued. We are informed that it might be issued by the middle of April. Nor has the public had an opportunity to view the large Master Community Plan (MCP) that will lay out the development guidelines within the site. There is currently no set date when this will be ready to issue.

We, therefore, respectfully request a minimum of 3 weeks once the MCP and FEIR are available for public review in order to provide informed feedback to the Planning Commission and City Council.

Given the complexities of uses in the proposed multi-phased development, the transportation issues, the regional nature of the traffic impacts, the need for transportation investments by transit agencies as well as the complexities of constructing on closed landfills, it is necessary to have sufficient time to review the information in order to be able to provide educated feedback.

**2. Reduce project size in order to use Open Space to create much-needed recreational facilities:**

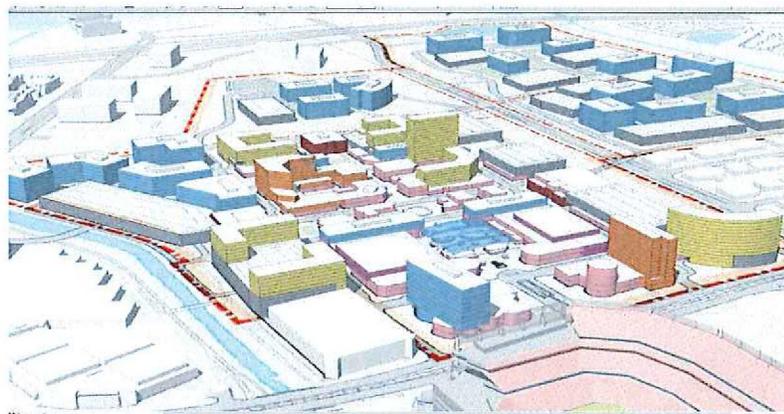
With one of the area's worst jobs-housing imbalance, what Santa Clara does not need is to approve over 9 million square feet of mixed-use office space which, in addition to exacerbating the jobs-housing imbalance, will also severely exacerbate traffic congestion problems for the area's already overwhelmed infrastructure. At the same time, the city is far short of accomplishing its parks and open space goal of 3 acres of park space per 1000 residents. Therefore, it is not advisable to give away ALL the 240 acres of the city's open space when the city is actively looking for opportunities to

find space for active and passive recreation facilities<sup>1</sup>. These 240 acres are Santa Clara's only available Open Space. The General Plan states:

*"As residential and employment populations increase and available land in the City becomes more limited, it will be essential for the City to actively seek additional park and open space. . Opportunities for additional regional open space within the city are limited as most of the City is built-out...."*<sup>2</sup>

We believe it would be advisable to reduce the proposed City Place development in size and scope, to a smaller footprint, taking far less of the open space and using the public open space to create much needed active recreation facilities and passive open space along with improved riparian habitat.

*City Place Center surrounded by huge office parks and parking structures filling all the open space*



**3. Phase the development entitlements, making future phase approvals contingent on achieving clear traffic mitigation targets** that ensure no increase in already serious traffic congestion in the area

**A. Approvals for each phase of City Place need to be contingent on achieving traffic mitigation targets:** Traffic generated by this project is not sustainable. The EIR notes that the project anticipates an 81% drive alone rate.

*The EIR projects that mitigation proposed by the development will reduce daily trips from office use by 4% and peak-hour traffic by 10%, for residential use the EIR projects daily trips reduced by 2% and peak traffic by 4%.*

These EIR projections are woefully inadequate given the conditions currently prevalent for traffic on the regions freeways and streets.

Each phase needs to be tied to a mandatory, clear and transparent traffic mitigation plan and mode share goals, with active monitoring and penalties, using Transportation Demand Management (TDM) as well as transit, rail and roadway infrastructure upgrades. As an example, Mountain View has established a goal of 45% drive alone for its North Bayshore Specific Plan area with no net new traffic.

<sup>1</sup> General Plan 5.1.1-P24 ".... complete a Parks and Open Space Needs Assessment (Parks Master Plan), or similar planning effort, to implement General Plan park and recreation policies, including potential adjustments to the parks per population ratio from 2.4 to 3.0 as well as identification of potential funding opportunities for new parkland and/or recreational facilities and an assessment of potential parkland dedication fees under the Quimby Act. "

<sup>2</sup> General Plan 5.9.1 Parks, Open Space and Recreation Goals and Policies

Approvals for each phase of City Place need to be contingent on achieving traffic mitigation and mode share goals, monitored to assure no net new traffic on surrounding streets highways and freeways.

This is a proven and effective tool in achieving traffic mitigation goals, notably for regulating traffic from Stanford University and Hospital's growth.

A trip cap with active monitoring and reporting is currently also being used by the Mountain View for its North Bayshore area and by Menlo Park to regulate traffic around Facebook's proposed expansion.

**B. Reduce auto dependence with project design:**

a. Parking ratio: The proposed parking ratios are too high and encourage drive alone auto use. Parking ratios should be reduced- instead of a *minimum* of 3 spaces per 1000 sf office and 1.5 spaces per unit, the ratios should be a *maximum* of 1.5 spaces per 1,000 sf for office and 1 space per housing unit.

This will encourage alternate modes of travel and, simultaneously, reduce the size and the cost of the project. Including car-share provides wheels when needed.

b. Pay to park: Unbundle all parking so there is no free parking for office, retail or housing. This also reduces the size and cost of the project as fewer parking spaces are needed.

c. Shared Parking: Require all office parking be available for retail parking as well. This works well as retail parking is used mostly on evenings and weekends.

d. Congestion pricing: Congestion based pricing should be utilized to encourage use of transit or other means at peak travel times and discourage auto usage. This helps encourage behavior change and mode shift to other modes of travel.

e. Transit passes: With the discounted availability of bulk transit passes, the developer should provide free transit passes to all residential development and all employers should be required to provide the same to employees. Ease and convenience of transit encourages transit use and decreases parking requirements. The savings from reduction of expensive parking structures more than covers the cost of transit passes.

f. Transit: The use of transit could be greatly increased by requiring the developer and/or VTA to provide bus and shuttle service connecting the site to the Santa Clara Caltrain station, as well as to the Diridon multimodal transit hub.

**C. Nitrogen deposition:** One of the major impacts of increased traffic is the harm to native serpentine-dependent species such as the endangered Checkerspot Butterfly due to nitrogen deposition from vehicle exhaust. Santa Clara should compensate for the impacts of nitrogen deposition on endangered Checkerspot Butterfly habitat by paying similar fees to fees that the Habitat Plan imposes on developments in the City of San Jose on the other side of the Guadalupe River.<sup>3</sup>

4. Phase development approvals contingent on achieving housing goals to balance jobs and housing

**A. The approvals for each phase of City Place should be made contingent on housing starts** to catch up with the jobs being created - at all income levels. This may have to be done at a city wide level. Given the proposed City Place unbalanced ratio of just 1,700 housing units to 25,000 jobs, it is clear that additional housing is needed to catch up with the new commercial space.

Providing housing associated with proposed commercial/retail development is a key element in mitigating traffic congestion by allowing people to walk or bike to work as well as for addressing the regional housing shortage.

**B. Require affordable housing as part of development agreements.** The city's regional

<sup>3</sup> The EIR notes a reduced fee in the following mitigation measure- BIO-C.1: Make a Fair-Share Nitrogen Deposition Fee Contribution to the Santa Clara Habitat Agency's Voluntary Fee Payment Program.

**5. Create a riverside park along the Guadalupe River for active recreation and passive open space .**

Plan to accommodate flood control along with habitat enhancement. Fulfill the city current deficit in habitat commitments

housing needs assessment (RHNA 2015-2022) requires the city to produce 4,093 affordable housing units. Of this, 525 are for very low and low income.

The Housing Element<sup>4</sup> meets the letter of the RHNA but city policies do not actually create conditions that facilitate creation of affordable housing now that the Redevelopment Agencies have been dismantled.

Require that the affordable housing goals are met in each phase. Both new commercial, retail as well as market rate housing generate low and very low income jobs that need to be accommodated to avoid traffic impacts. An appropriate mix of housing needs to be created in the area in each phase.

**A. A park along the river:** The Guadalupe River corridor, with the Ulistac Natural area adjacent to the site, presents a once-in-a-lifetime opportunity to create an iconic 60-100 acre riverside park with active recreation facilities and open space for residents of Santa Clara who lack a regional size park and desired recreational facilities.

Currently, the General Plan has a stated goal of "*Maximizing opportunities throughout the City.*" to provide park space, open space and habitat. As a comparison, some other well-known parks include:

- Mountain View Shoreline Park - 150 acres
- Sunnyvale Bayfront Park- 70 acres
- Alviso Marina County Park - 18.9 acres
- Menlo Park Bidwell Bayfront Park - 160 acres
- Redwood City Red Morton Park - 32 acres

The Riverside park would have enough space to allow a substantial setback to protect and enhance the river's ecosystem and to allow both adults and children to enjoy nature. In addition, space should be allocated for active sports and recreation. The riverside park would provide ample space for a new recreation and sports center, swim center, BMX track, trails, play fields and courts, as well as open space for families to picnic and for children to run and play.

**B. Riparian corridor** setback areas should be improved to provide enhanced habitat potential for many species of wildlife, a goal in the General Plan<sup>5</sup>. While burrowing owl habitat may be difficult at this site, several of the other special-status species, listed in the EIR, have real potential to rebound at the site and would help Santa Clara towards meeting habitat goals. These species include:

- Western pond turtle in the retention basin/pond and river
- Cooper's hawk, northern harrier and white-tailed kite in wooded open space
- Central California coast steelhead, Central Valley fall-run Chinook salmon, longfin smelt and green sturgeon in improved river and creek habitat

Most other bird species in the Santa Clara Valley use riparian ecosystems during part of their life cycle. Amphibians, butterflies and many beneficial insects find riparian habitat life-sustaining. Preserving and enhancing the natural aspects of the riparian corridor is thus extremely important.

<sup>4</sup> [Housing Element](#): See page 166 thru 170 for a summary critique of Santa Clara's current housing element by Silicon Valley Law Foundation.

<sup>5</sup> General Plan Conservation Goals:

5.10.1-G1 The protection of fish, wildlife and their habitats, including rare and endangered species.

5.10.1-G2 Conservation and restoration of riparian vegetation and habitat

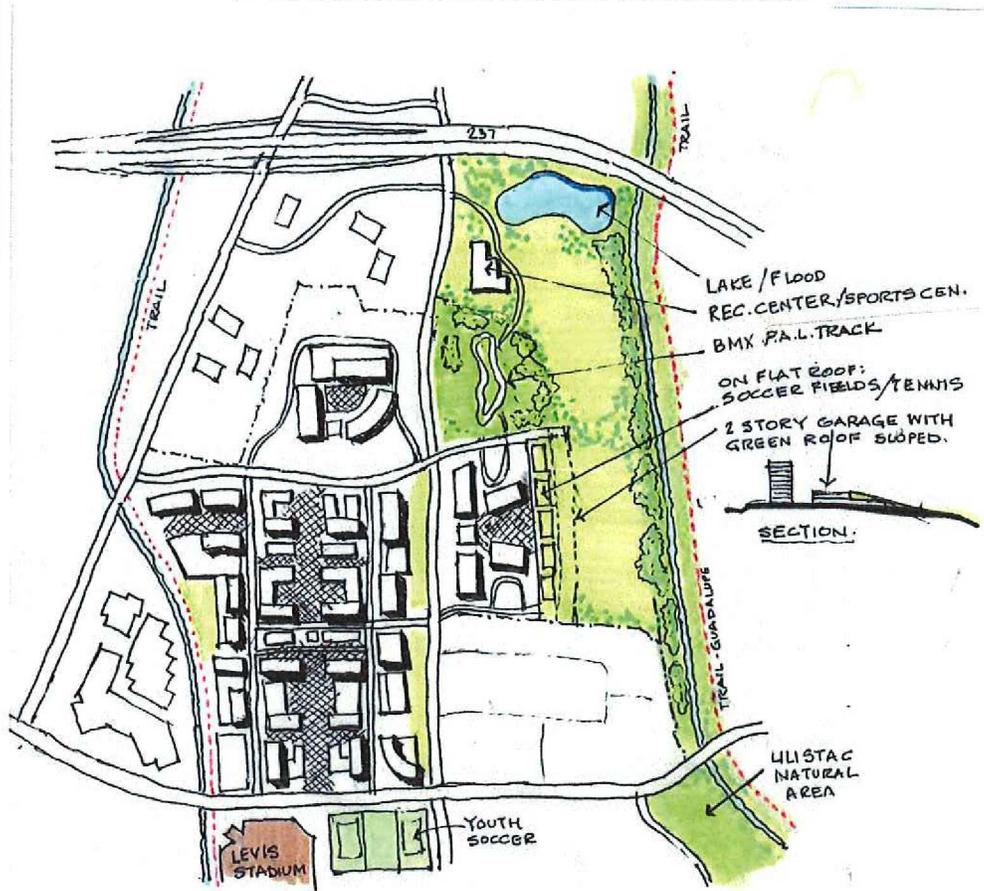
5.10.1-P5 Encourage enhancement of land adjacent to creeks in order to foster the reinstatement of natural riparian corridors where possible.

**C. Flood protection** for the area could be addressed in the park design and might include converting the existing Eastside storm retention basin into a lake in the public park. This resilient flood control strategy is being used in several peninsula city parks.

**D. Add 40 acres to successful burrowing owl conservation area:** If 40 acres of the park are dedicated to a sports complex, it would allow the city to develop the proposed sports complex, planned at the San Jose-Santa Clara Regional Wastewater Facility site, closer to population centers and dedicate those 40 acres to the adjacent burrowing owl conservation area which has been successfully established in that location.

**E. Improved Trails and Clean Water:** New auto roadways should not be planned along the creek or river, as proposed in the project. As noted in the EIR, new roads and bridges will pollute habitat and water with construction, roadway runoff, and constant toxic brake lining and tire dust. Auto traffic will also destroy the peaceful nature of creekside trails as an important alternate route for transportation as well as for recreation.

*Below: Alternate vision for City Place Center with a Riverside Park on Parcels 1 and 2*



6. Create an updated North Santa Clara Area plan to identify what services are needed to make this area a complete vibrant neighborhood

The proposed City Place development is in direct conflict with many of the policies in the General Plan. Given the magnitude of the impacts on jobs, housing, land use, open space, air quality and other environmental factors, it is clear that the General Plan needs to be revised and updated, in order for a project of this size to be considered and move forward.

**The North Santa Clara Area needs to be studied to establish what the area needs in services, infrastructure and amenities to become a real neighborhood, and how the City Place project can become catalyst for creating a vital neighborhood center**

While the area needs to be studied as a whole, the City Center project should, possibly, include civic amenities such as a branch public library close to the transit stop, a police sub-station and some space for non-profit community activities like community theater, health clinic, health library, and outdoor space for community events.

In summary, the City Place proposal, as it currently stands, will not serve Santa Clara well as an appropriate use for the city's 240 acre public open space. However, it has the potential to be transformed so that it does become the catalyst for positive change in the area and a vital city and regional entertainment and recreation center, as well as the focus for a new neighborhood in North Santa Clara.

Respectfully submitted by:

Gita Dev  
Co-chair, Sustainable Land Use Committee  
Sierra Club Loma Prieta Chapter  
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Legislative Analyst  
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Shani Kleinhaus  
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Adina Levin  
Advocate for  
Friends of Caltrain  
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Santa Clara Planning Commission members  
Julio J. Fuentes, City Manager  
Debby Fernandez, Associate Planner