

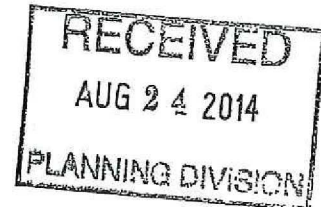
Attachment 19

Correspondence as of June 23, 2016

Steven Chang
4946 Calle de Escuela
Santa Clara, CA 95054

August 24, 2014

Debby Fernandez, Associate Planner
City of Santa Clara
Planning Division
1500 Warburton Avenue
Santa Clara, CA 95050



This correspondence is in regard to the project "City Place Santa Clara Project" file PLN2014-10440, notice mailed to residents. This project proposes to replace open green space with 8.34 million gross square feet of commercial development. I believe the project should be rejected for the following reasons:

Toxic Materials:

The landfill was in use until the about 1990. Over the decades there was little control over the material thrown into the dump. The plan proposes to remove the plant cover and expose the surrounding residential neighborhoods to hazardous dust and gasses.

Noise Pollution:

High density development, especially "retail and entertainment" facilities plus auto and truck traffic will increase the background ambient noise levels. Noise pollution is known to contribute to stress.

Light Pollution:

Retail and residential development will add significant light pollution, and let us not forget the new street lights that will be on throughout the night.

EMF Pollution:

To support the needs of 8.34 million gross square feet of development, high capacity power lines will have to be brought into this neighborhood. This brings up the issue of the power infrastructure. The recent power outage on the Northside demonstrates the problem, not to mention that the stadium and 49er's training facility had lights burning while the rest of us were in the dark. Is this the priority that the city gives to favored businesses? Will a new gas fired power plant be built near the older neighborhoods (mostly minority residents I might add) so that the new residents will not have to look at it?

Traffic Pollution:

Traffic will be concentrated in Lafayette Street and even more in Great America Parkway. No point in discussing mass transit. Mass transit in the south bay is a joke. As usual, the focus will be on freeway access. During commute hours Highway 237 is backed up past Lawrence Expressway in one direction, and Milpitas in the other direction. Highway 101 is just as bad.

How many more cars can 237 support? If several hundred more cars each day sit in lengthy stop-and-go traffic, consider the increase in exhaust pollution, especially from commercial trucks. Want examples? Look at how bad the traffic is around Santana Row and Rivermark.

Trash:

There is a positive correlation between the amount of commercial development and the amount of litter that spreads through the surrounding neighborhoods. I imagine the city does not think this is much of a problem because, well, the city never cleans the streets on the Northside.

Water and Water Pollution:

What about the leaking fluids and brake dust that the extra vehicles will put on the roadways, only to be washed into the drainage system? Can the water system handle it?

Where will the needed water come from? You propose to add 8.34 million gross square feet of development when, due to Global Warming, California is entering a permanent period of lower precipitation. The Sierras can't satisfy the extra water demand. Moreover, the extra demand can't be met through pumping ground water because that will cause subsidence and property damage.

Poor Planning:

Let's face facts. The city is not up to handling large development projects, especially thinking about cause and effect and consequences. Why else would a stadium be built without an associated parking facility? Very smart. The side streets around the stadium are now jammed with traffic, and police, at considerable expense, have to block off residential streets.

Crime:

More people, more crime. Higher density, more crime. It is well known that sports facilities attract drug trafficking and prostitution. Now you want to add more "entertainment facilities".

The Pollution of Corruption:

The development as described will hardly create a lot of middle class jobs. More than likely the bulk of the jobs will be lower paying, and the people will have to commute into the area because then can't afford to live here. Does the city seriously think that gentrification is not an issue?

What about the tax breaks and subsidies to be handed out, popularly known as "welfare for the wealthy" and "corporate welfare"? I'm sure that the officers of the city were watering at the mouth at the prospect of getting chummy with wealthy developers and big corporations. Great for building a political career. I guess there wasn't enough time to think of the increased burden that will be placed on ordinary citizens.

Sincerely,

Steven Chang

Steven Chang

Debby Fernandez

From: Kirk Vartan <kirk@ASliceOfNY.com>
Sent: Friday, August 29, 2014 2:27 AM
To: Debby Fernandez
Cc: Kirk Vartan
Subject: City Place Santa Clara Project (PLN2014-10440) - EIR comments

Hello Ms. Fernandez,

I would like to add the following items for comment on the proposed project (PLN2014-10440):

1. There should be on the order of 3,000-5,000+ residential apartments on this property. It is an ideal place to increase the inventory of market rate and affordable apartments (whether rental or condo). The City should push to make sure these types of increases are included. It is a great way to have a work-live environment.
2. Parks and open space should be a large and significant aspect of a development of this size. It is being built on recreation spaces and should be able to replace that use with other public space uses. Pedestrian paths and other non-lawn based open spaces and gathering areas should be encouraged.
3. Rooftop gardens, CSA, and other agricultural based amenities should be showcased and implemented, allowing for locally grown food to be used by residents and visitors. Off loading some food production for new residents should be a goal for the project, thus reducing the dependency on bringing in all food needs by vehicles.
4. Drought resistant and native plants should be utilized whenever possible
5. Utilize latest technology for water conservation/watershed management.
6. Utilize sustainable landscape technology.
7. Technology to monitor and help maintain peak performance of the property should be utilized.
8. Recycled materials for construction and other energy efficient techniques should be utilized in both office and residential building. How can this development be as carbon neutral as possible.
9. Look into a methane power-plant to generate energy for the project.
10. Include all forms of renewable energy to make the project as energy independent as possible.
11. Strive for LEED Platinum in both office and residential structures
12. Look at ways for co-housing and shared serviced to reduce parking requirements (e.g., fleet of shared vehicles, incentives for residents that do not own cars, etc.)
13. Explore green buildings/green walls and creating solutions that embrace green and living elements as part of the designs.

14. Incorporate an urban farm on-site with a daily farmer's market for residents and office workers to patronize as well as to create a destination for visitors to enjoy and support.

15. Develop programs for residents to help maintain and manage parts of the property (e.g., part of the open space, the farm, activities, etc.) in exchange for reduced rent or discounts on produce.

I personally think this is a wonderful development idea, with huge potential for great success. I hope that some of the commercial elements are offset with public amenities and sustainable designs that will allow the community to grow with it. I believe this project will be one of Santa Clara's best developments ever. It should be treated as a one in a generation development, with all of the elements that you would want to include in a signature project like this. Think about what is needed in the City and what a 230 acre development can do. Santa Clara is very fortunate that a company with the experience and vision like Related is interested in doing something on this scale here in the Bay Area. These types of developments are usually reserved for cities like New York, San Francisco, or Los Angeles.

Best of luck with this inspirational project!

Kirk Vartan

kirk@asliceofny.com

San Jose, CA (business owner in Santa Clara)

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3/10/2016

5A

Rod Diridon

From: AgendaManager@santaclaraca.gov
Sent: Thursday, March 10, 2016 3:12 PM
To: Gill Norris; Vishal Arora; Clerk
Subject: Public Comment on the 3/10/2016 6:00 PM Council and Authorities Concurrent Special Meeting Item 5.A. by "Elizabeth Megas"

3/10/2016 6:00 PM Council and Authorities Concurrent Special Meeting Public Comment Submission

Name:

Elizabeth Megas

Email:

dvortygirl@gmail.com

Address:

663 Robin Dr., Santa Clara California 95050

Item:

5.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)

Comment:

I have a prior commitment and cannot attend the meeting this evening.

I notice that "transportation" is part of the discussion. Many proposed projects claim to be pedestrian and bicycle friendly. As one who bikes to an office near the stadium, I would ask that real attention be paid to the surrounding bicycle infrastructure, as well. Specifically:

1. Please work to complete a bike lane along the north section of Lafayette and to pay some real attention to the Great America Parkway bike lane? Improvements there would serve trail users when the trail is closed, as well as people going to destinations not along the trail. The trail is closed more than half the time due to darkness, flooding, maintenance, and stadium events. SB50 construction and security pushed San Tomas trail users and transit riders off of both the trail and the usual detour through the VTA station. The alternatives were Great America Parkway and Lafayette.
2. I hope to see an extension of the buffered bike lane on Tasman. VTA has identified Tasman as a cross-county bicycle corridor. Even an additional few blocks in either direction would connect to two light rail stations and connect the San Tomas and Guadalupe trails. With a Lafayette bike lane, it could also connect to the 237 bikeway.

03/10/16

5A



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 I - March 10, 2016

- VTA believes the proposed City Place project presents an extraordinary opportunity to create a transit-oriented, mixed-use center that encourages walking, bicycling, and the use of public transportation.
 - VTA wants to thank City staff and the developer for working closely with us over the past year to design and implement a project that improves mobility, provides quality travel options, and minimizes adverse impacts on the regional transportation system.
 - VTA provided comments on the Draft EIR in November 2015, and tonight we would like to highlight 5 key points from our letter, centered on ensuring public safety, supporting the roadway network and the operation of nearby transit services.
1. VTA believes in Safety First. City Place and Levi's Stadium will function as a single district, with visitors, shoppers, workers, and residents travelling across Tasman in new volumes, not to mention the estimated 140,000 car-trips a day that are anticipated. It will be critical to construct a pedestrian over-crossing of Tasman Drive at Centennial to ensure public safety due to significantly increased pedestrian flows generated by City Place.
 2. We have serious concerns about one of the project alternatives, which would create a new intersection at Tasman, crossing the VTA light rail tracks. We believe this will lead to an unsafe situation and delay to light rail passengers.
 3. VTA wants to protect the \$90 million taxpayer investment made over the last two years on work to speed up the light rail system. VTA is requesting improved levels of transit priority and traffic signal management in order to prevent undue delay to motorists and transit passengers.
 4. VTA appreciates the developer's commitment to build a near-term Transit Center; we request that it also fund a long-term master plan for the station.
 5. VTA appreciates the developer's commitment to contribute toward regional improvements; however given the scale of the project's impacts on the freeway system, we request \$60 million for certain freeway improvement projects to improve mobility.

We appreciate the cooperation of City staff and the developer and look forward to the opening of this creative transit and mobility-oriented project.

POST MEETING MATERIAL

Debby Fernandez

From: Ruth Shikada
Sent: Monday, March 21, 2016 4:37 PM
To: Julio Fuentes; Steve Eimer (seimer@related.com); Richard Nosky; Anna C. Shimko (ashimko@bwsllaw.com); Lee Butler; Debby Fernandez; Rajeev Batra; Dennis Ng
Subject: FW: ACE comments tonight for City Place Study Session

FYI

Ruth

From: Corinne Winter [<mailto:corinne@winter.associates>]
Sent: Monday, March 21, 2016 4:22 PM
To: Rod Diridon
Cc: Ruth Shikada
Subject: ACE comments tonight for City Place Study Session

Dear Mr. Diridon:

Here are comments that I intend to provide on behalf of the Altamont Corridor Express (ACE) during the public comment period at the second City Place study session this evening.

Thank you for the opportunity to comment on the City Place project. We applaud the City's proposed mixed-use land use intensification in an area strategically located adjacent to the Santa Clara Great America station and several VTA light rail stations.

ACE had 1.3 million annual riders last year on 4 roundtrip trains between Stockton and San Jose.

With our expansion to 10 daily roundtrips in 2025, we expect close to 6 million annual riders.

Nearly 60% of our riders are served by the Santa Clara Great America rail station, immediately adjacent to the City Place project. The majority of these riders get onto one of our shuttles that serve the entire county, making these shuttle services to & from large employer centers crucial for ACE and Capitol Corridor service. We will need accommodation under all phases of construction, and in particular we'd like to ask that the City prioritize having a traffic control person on site to help diminish any shuttle delay. As with shuttle bus service, high quality pedestrian and bicycle access to & from the rail station is also vital to transit success.

We appreciate that the developer has discussed incorporation of an enhanced station area adjacent to the Great America platform to include a transit plaza that would enhance shuttle access and facilitate pedestrian linkage into the heart of the project.

However, this vision is not yet reflected at the plan level. We would encourage the City to include the build out of this multimodal hub as a component of the City Place project. This is a crucial way that the project can support alternative modes of travel.

Finally, we support the request to make a fair share contribution to VTA to help over time to reduce vehicle trip impacts and also provide some relief for ACE shuttle and VTA bus and light rail delays resulting from the project. We also join VTA in advocating for a "no harm" approach concerning transit.

We have a remarkable opportunity here to provide world-class transportation options to and from an exciting activity center.

Best,

Corinne M. Winter
Winter Consulting Group
mobile: 510-316-9049



CCJPA 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

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In relation to the City Place Santa Clara project, the CCJPA offers the following comments for this hearing:

1. Any future service expansion (more train frequencies) and an enhanced or relocated multi-modal station supporting City Place Santa Clara will be feasible only if sufficient E-W capacity in the UPRR right of way and adjacent City Place land (or adjacent Santa Clara Lafayette street) is preserved or not precluded. Width is needed to support station, platform, track, and station operations including vertical circulation connections to nearby roadways and local VTA transit services.
2. We note that the present at-grade crossing across the tracks with access to Lafayette Street will be closed under any future platform or frequency increase pursuant to UPRR feedback. CCJPA agrees with this important safety improvement as would, we expect, the CPUC. This means that pedestrian ADA access will be needed to access any points east of Lafayette Street.
3. CCJPA, in partnership with the State Transportation Agency (CalSTA) and other Bay Area transportation/funding agencies, is developing a negotiation strategy for additional train frequency to/from San Jose with the current host railroad operator UPRR. These plans include at least double tracking and potentially triple tracking to separate passenger from freight operations, thus allowing a much more frequent level of service along the present Capitol Corridor route. Thus, in relation to Comment 1 above, preserving capacity to allow for frequency increases is critical to the success of increasing passenger rail service - and this does extend into working with resource agency plans in the Alviso Wetlands/Salt Pond area and Santa Clara Water District.
4. Regardless of present or future levels of Capitol Corridor service to City Place, the connection to VTA light rail in an improved transit station is of crucial importance to local, regional, and even statewide mobility. The CCJPA defers to the VTA to represent their concerns.
5. Shuttle bus services to/from large employer centers are crucial for ACE and Capitol Corridor service and thus will need accommodation under all phases of construction and future operation with Great America/Santa Clara station, whether the platform is modified in the short term, or a transit center and vastly reconfigured station is developed.
6. As with shuttle bus service, bicycle access to/from the rail station is also a vital element to our patrons. The development plans we see reflect this priority but without details of a future transit center understood at the plan level, we make this comment to reinforce this modal linkage.

3/21/2016

5A



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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

5A



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

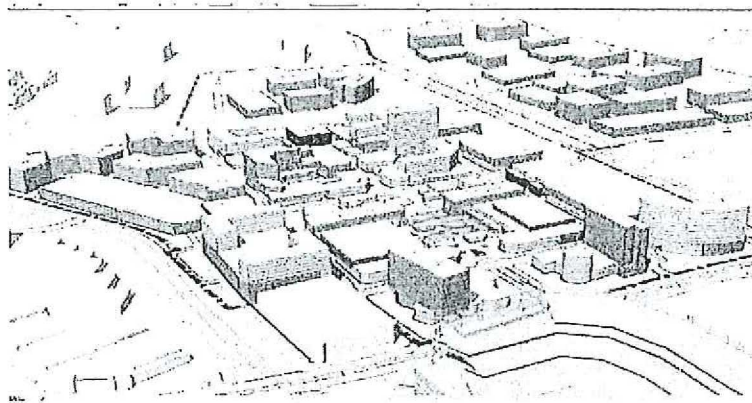
POST MEETING MATERIAL

find space for active and passive recreation facilities¹. 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...."*²

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.

¹ 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."

² 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.³

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

³ 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 Element⁴ 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 Plan⁵. 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.

⁴ Housing Element: See page 166 thru 170 for a summary critique of Santa Clara's current housing element by Silicon Valley Law Foundation.

⁵ 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

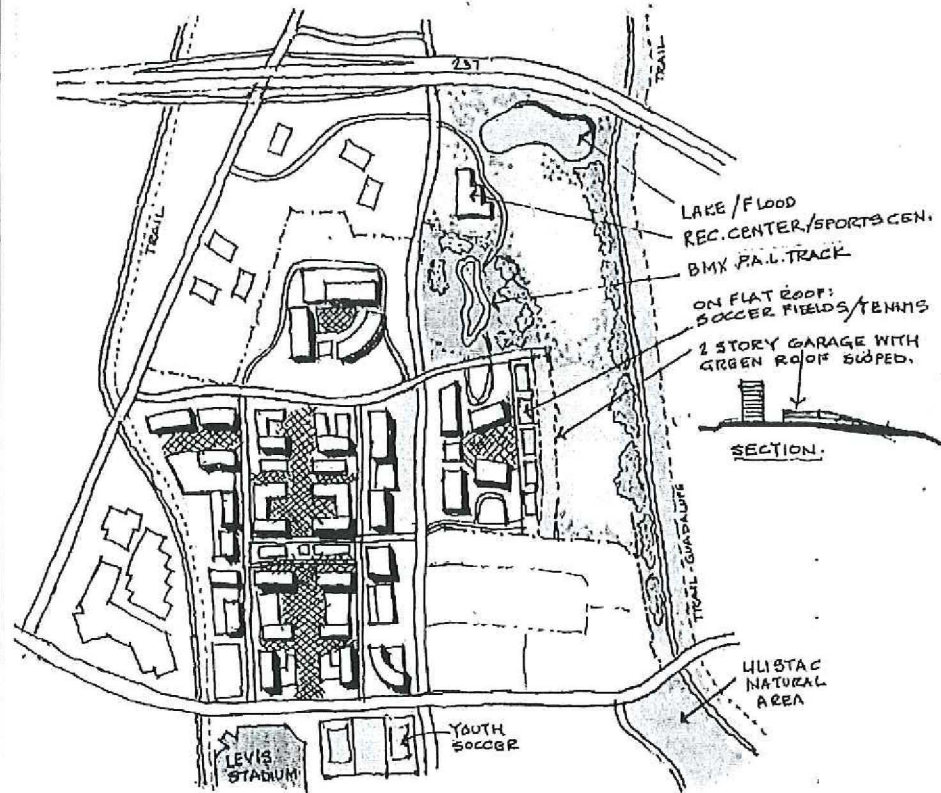
5.10.1-P5 Encourage enhancement of land adjacent to creeks in order to foster the reinstatement of natural riparian corridors where possible.

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 a 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
3921 E Bayshore Rd, Palo Alto, CA 94303

Alice Kaufman
Legislative Analyst
Committee for Green Foothills
3921 E Bayshore Rd, Palo Alto, CA 94303

Shani Kleinhaus
Environmental Advocate
Santa Clara Valley Audubon Society
22221 McClellan Rd., Cupertino 95014

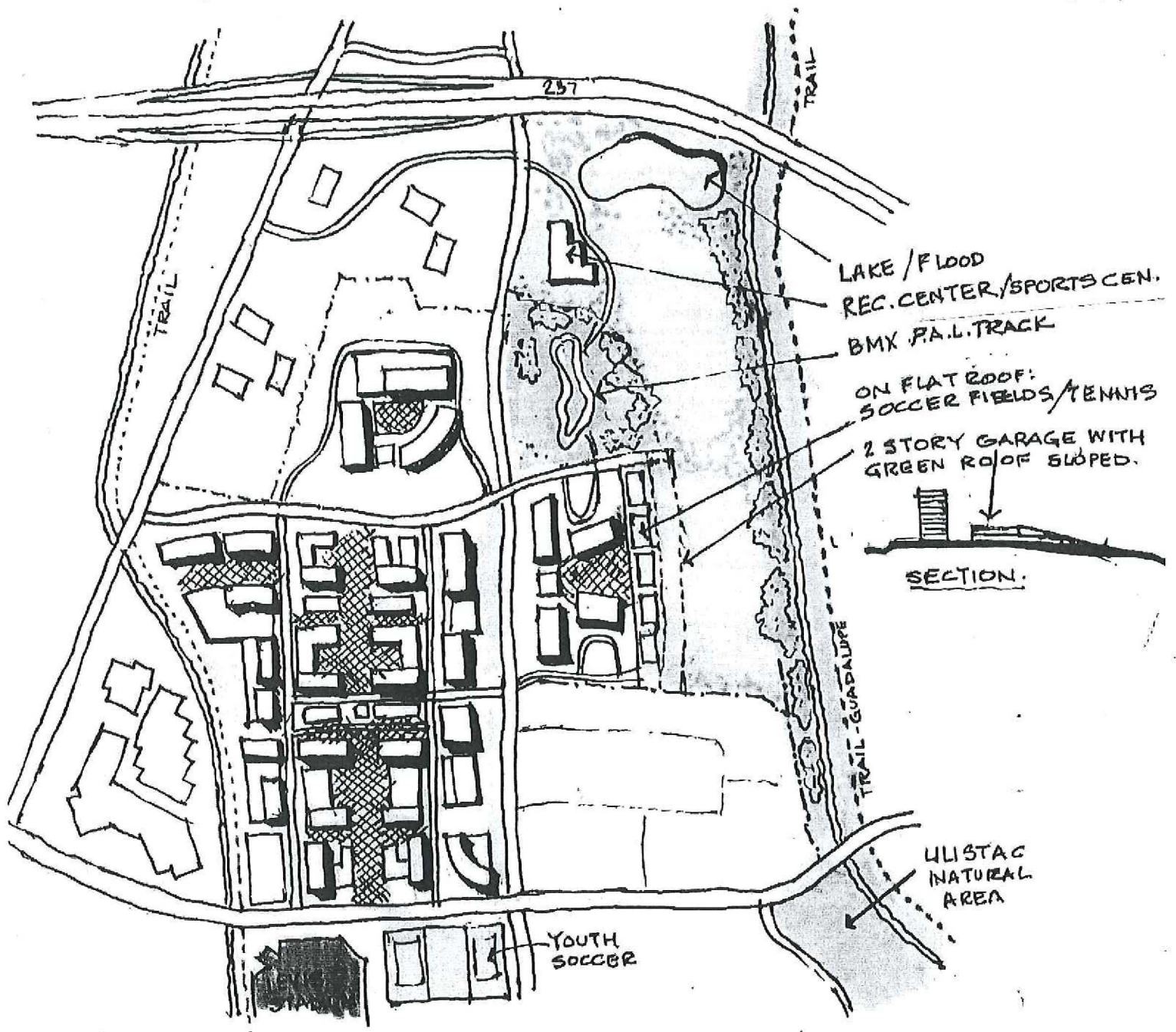
Adina Levin
Advocate for
Friends of Caltrain
aldeivnian@gmail.com

cc:

Santa Clara Planning Commission members
Julio J. Fuentes, City Manager
Debby Fernandez, Associate Planner

3/21/2016

5A



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

POST MEETING MATERIAL

San Francisco Office
312 Sutter Street, Suite 510
San Francisco, CA 94108
(415) 543-6771

April 25, 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

Dear Mayor Gillmor and Council Members:

Greenbelt Alliance is the champion of the places that make the Bay Area special. We help create great cities and neighborhoods—healthy places where people can walk and bike, communities with parks, shops, transportation options, and homes that are affordable—and defend the Bay Area's natural and agricultural landscape from development. Together these amazing places drive the Bay Area's economic vitality and quality of life. With more than 10,000 supporters and a 58-year history of local and regional success, we have helped decisionmakers and residents around the region make the Bay Area the one-of-a-kind place it is today.

We write regarding the proposed Santa Clara City Place proposal. As currently proposed, this project would bring nine million square feet of new office, retail, and residential uses on what is now a 240-acre publicly-owned golf course on top of a former landfill.

We encourage you to make several significant revisions to the current proposal:

Address the jobs-housing imbalance

As currently proposed, the ratio of new homes to other uses in the project—1,700 housing units to 25,000 jobs—will result in a further imbalance of jobs and homes, which is already at a severe crisis level in the city of Santa Clara and elsewhere on the Peninsula. The lack of homes in the Silicon Valley compared to the number of jobs is causing a number of negative impacts to our economy, environment, and quality of life. For example, as more residents are unable to find a home they can afford near their jobs, they are forced to travel long distances to the edge of the region, increasing traffic and congestion, generating air pollution and greenhouse gas emissions, and putting our natural and agricultural lands at increased pressure for sprawl development.

The project should be re-envisioned to provide a much better ratio of jobs to homes and that ample homes are affordable to residents across the income spectrum. Special care should be taken to ensure the proposal complies with state law AB 2135 regarding the provision of affordable homes with the sale or lease of surplus public land.

The city should also examine the recent data from the City of San Jose's General Plan review, which found that new housing pays for itself if it is sufficiently compact. These findings should be taken into account whenever the city is considering the relative merits of new employment uses and new homes.

Protect Guadalupe River with an open space buffer

The project should include ample open space amenities to allow for restoration opportunities along Guadalupe River and public access to open space. Consider changes to the footprint that would provide more compact development on other portions of the site to increase the amount of open space, particularly in those areas with high natural resource values to provide natural resource buffers.

Include robust mechanisms to ensure a walkable, transit-friendly development

Any proposal of this scale needs a carefully tailored suite of policies and programs to provide sustainable transportation choices. The proposal should be amended to include strong enforceable mode-share targets (outlining the percentage of trips made by various modes of transportation), with sufficient measures in place to achieve those targets. Those measures should include smart parking policies, transportation demand management programs, funding for transit service, and state-of-the-art design to encourage walking and biking, among others. Including these well-tested elements will create a development that serves the needs of those who live and work at City Place while avoiding traffic and congestion problems for current residents.

Conclusion

A proposal of this scale deserves careful attention to ensure that it will achieve success. We hope the city takes the time to develop a plan that will use its limited public lands wisely for the benefit of our environment, economy, and quality of life. We look forward to working with you to create a proposal that can be widely embraced to make Santa Clara an even better place to live.

Sincerely,



Matt Vander Sluis

Program Director

mvandersluis@greenbelt.org

4/26/16

9A



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 III – April 26, 2016

Speaker 1 – Transit Delay and Safety Issues:

- VTA will provide two sets of comments on the EIR this evening. One speaker will focus on transit delay and safety related issues, and the second speaker will focus on other VTA EIR concerns. We will also submit an FEIR response letter by the Friday deadline.
- As the lead agency, the City is required to identify feasible mitigation measures that avoid, minimize, rectify, reduce, or compensate for a significant impact. In the DEIR, the City found that the impact to transit operations was significant and **unavoidable**. However, in its comments, VTA suggested mitigation measures to reduce and/or avoid the impact. In the FEIR, the City dismissed all of VTA's suggested mitigation measures and did not offer any other measures, even though additional feasible measures exist. For example, if the City chooses not to implement full transit signal preemption, as VTA's requested, the City could implement strengthened transit signal *priority* for light rail, with a developer-funded monitoring and maintenance program to ensure the priority stays in place over time. VTA believes the EIR does not adequately address this impact.
- VTA opposes the proposed new intersection on Tasman Drive, in part due to the delay caused to light rail. The City's analysis of transit delay due to the new intersection concluded the average would be less than 5 seconds of delay per train, with a maximum of 15-20 seconds. VTA believes the delay is substantially greater. The City failed to adequately describe in the FEIR the methodology used in performing the transit delay analysis, nor has it released this analysis despite repeated requests from VTA over several months.
- Light rail would likely suffer from delay at existing intersections as well, which the City did not attempt to analyze in the Draft or Final EIR. Delays to light rail in this segment of Tasman Drive are an ongoing problem, and we believe the City is minimizing the importance of this issue. Small delays can have a cascading effect on the light rail system, and increase costs and reduce the attractiveness of transit. VTA needs to protect the \$90 million taxpayer investment made over the last two years to speed up the light rail system.
- VTA also strongly opposes the proposed new intersection due to safety concerns to pedestrians, light rail vehicles and autos. As noted in the FEIR, any new crossing of the tracks would require approval of VTA and California Public Utilities Commission (CPUC). The new crossing described as Tasman Variants 1 and 2 in the EIR will not be supported by VTA.

POST MEETING MATERIAL

- VTA requested an elevated pedestrian walkway across Tasman Drive at Centennial Boulevard to ensure the safety of the travelling public, which the City dismissed in the FEIR. The project will likely require extensive CPUC/VTA review of existing and proposed crossings; considering safety of all modes, which may conclude that one or more grade-separated crossings are warranted. In any case, we believe existing and future conditions, as well as pedestrian traffic during stadium events, warrants the grade-separated crossings as part of the first phase of the project.

Speaker 2 - Other VTA FEIR Concerns:

- In the Final EIR, the City stated that only with the new intersection on Tasman Drive would there be room to provide the enhanced transit plaza and additional bus/shuttle loading positions discussed between the City, VTA, ACE, and the developer. VTA believes sufficient room exists to provide these near-term transit center improvements in the base scheme without the new intersection. We believe that the developer and the City are leveraging these improvements to push VTA and other public agencies to accept the proposed new intersection on Tasman Drive.
- Regarding Transportation Demand Management (TDM), VTA believes that the City can and should specify that TDM monitoring will be performed by the City or a third party. In the FEIR the City stated that the monitoring party will be approved in the TDM Plan at a later date. This leaves open the possibility that monitoring will be self-reported by the developer. This does not match best practices in Santa Clara County, such as in recent EIRs for development projects in Mountain View, Sunnyvale, Cupertino, and at Stanford University.
- VTA is also concerned that in FEIR Master Response 2, it appears that the City is weakening the commitment to the TDM targets discussed in the DEIR text. The FEIR states that the trip reductions "are stated as goals rather than as requirements." This, combined with the lack of penalties and ambiguity regarding the monitoring party, combine to form a weak TDM framework. VTA requests that the City revise this mitigation measure to require the TDM targets and an enforcement mechanism.
- VTA supports the City's addition of Mitigation Measure TRA-1.3, to prepare and implement a Multimodal Improvement Plan (MIP). We agree with much of the discussion in Master Response 3, but would like to make several points.
 - Based on VTA's Board-adopted guidelines and past precedent in Santa Clara County, the MIP should include County-controlled as well as City-controlled intersections.
 - Also based on the guidelines and precedents, the City of Santa Clara must participate fully in the North San Jose Deficiency Plan for impacted intersections in the City of San Jose.
 - The MIP is intended to identify multimodal actions that can help offset auto congestion impacts on the regional roadway system. Therefore, the City should address the Tasman light rail line, bus and shuttle service and facilities, and pedestrian and bicycle accommodations in the MIP.
 - It is worth noting that per state law, the VTA Board will also need to approve the MIP after approval by the Santa Clara City Council.

4/26/16

9A.

Lynn Garcia

From: Mayor and Council
Subject: FW: Comments for City Place study session
Attachments: GA-Comments on Santa Clara City Place 4_26_16.pdf

From: Matt Vander Sluis [<mailto:mvandersluis@greenbelt.org>]
Sent: Tuesday, April 26, 2016 2:20 PM
To: Mayor and Council
Subject: Comments for City Place study session

Dear Mayor Gillmor and Councilmembers,

Greenbelt Alliance is pleased to submit the attached comments for tonight's study session on Santa Clara City Place.

Matt Vander Sluis
Program Director

Greenbelt Alliance
312 Sutter Street, Suite 510 | San Francisco, CA 94108
1 (415) 543-6771 x322 | cell: (707) 628-3324 | mvandersluis@greenbelt.org
greenbelt.org | [Facebook](#) | [Twitter](#)

Read five ways local governments can help farms and ranches in [HomeGrown](#).

POST MEETING MATERIAL

4/26/2016

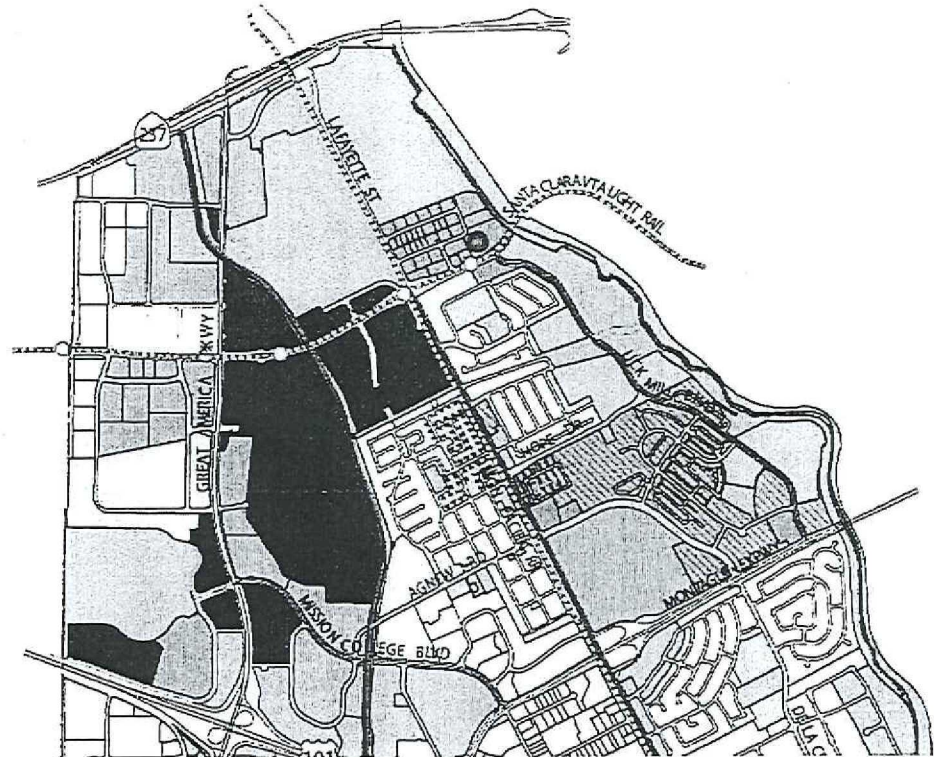
9A.

Slow Down the Process

Size: Biggest project ever in Santa Clara

Be Deliberate :

Slow down to avoid mistakes with hasty decisions



POST MEETING MATERIAL

Phase Development Approvals

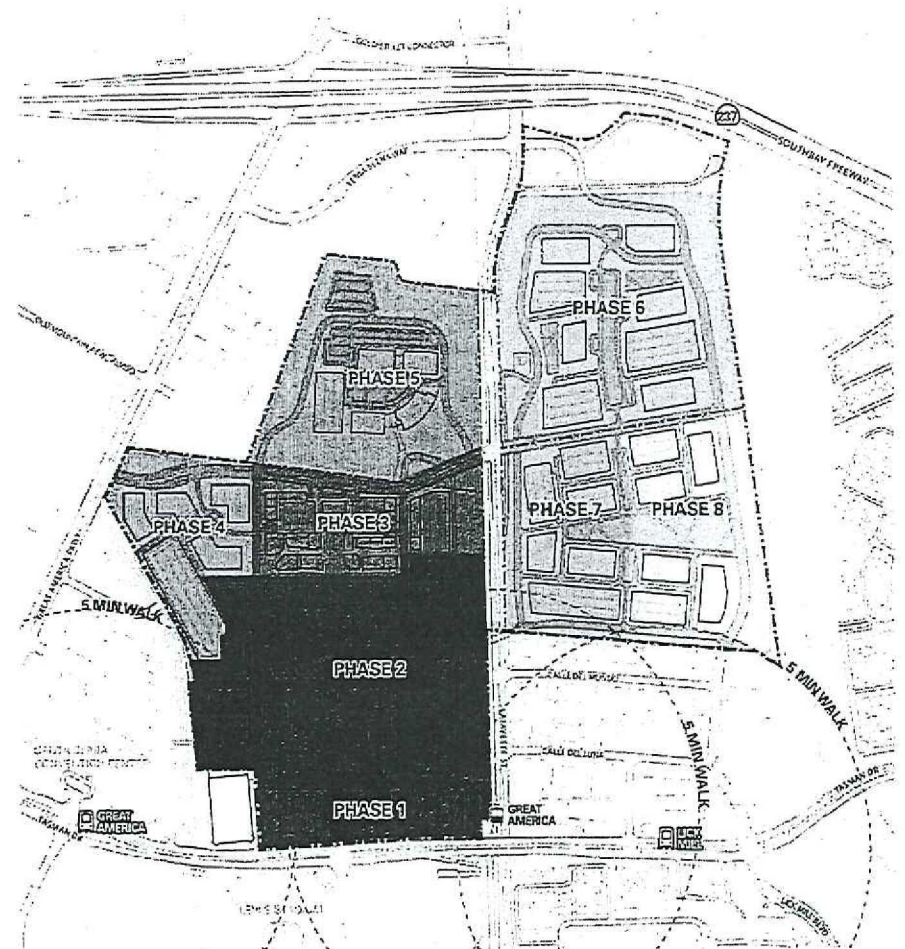
Keep some Control:

Make each phase
contingent on reaching
goals for

- Traffic-Housing-
Economic

Stewardship: This is the
city's most valuable asset
– LAND

This is a 30-50 year plan



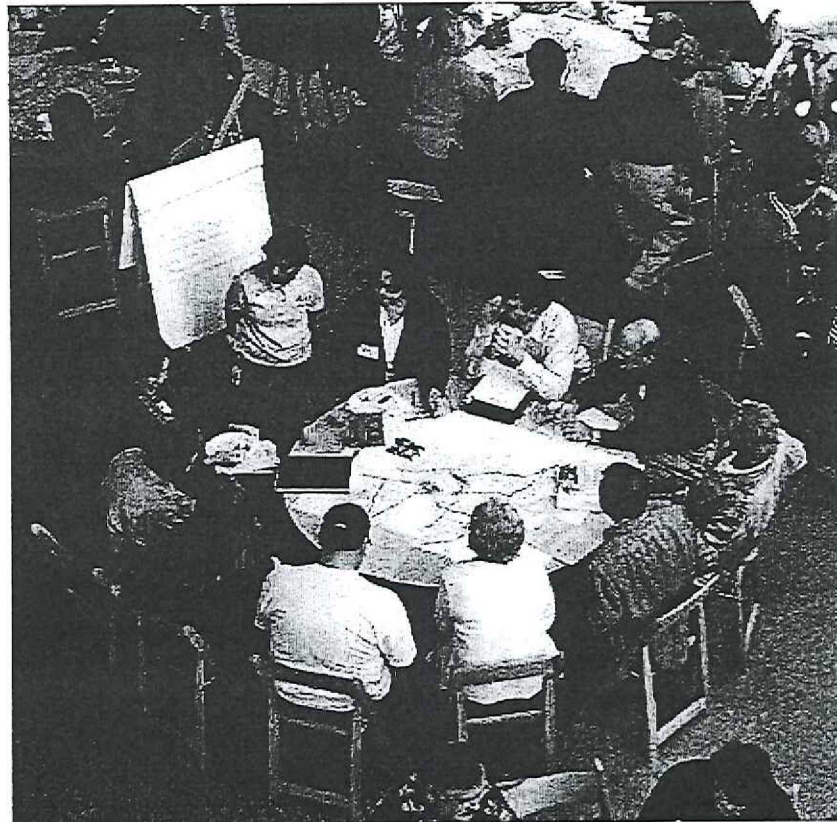


What are the Community Benefits?

**The market is good,
the city should get
community benefits
from this asset**

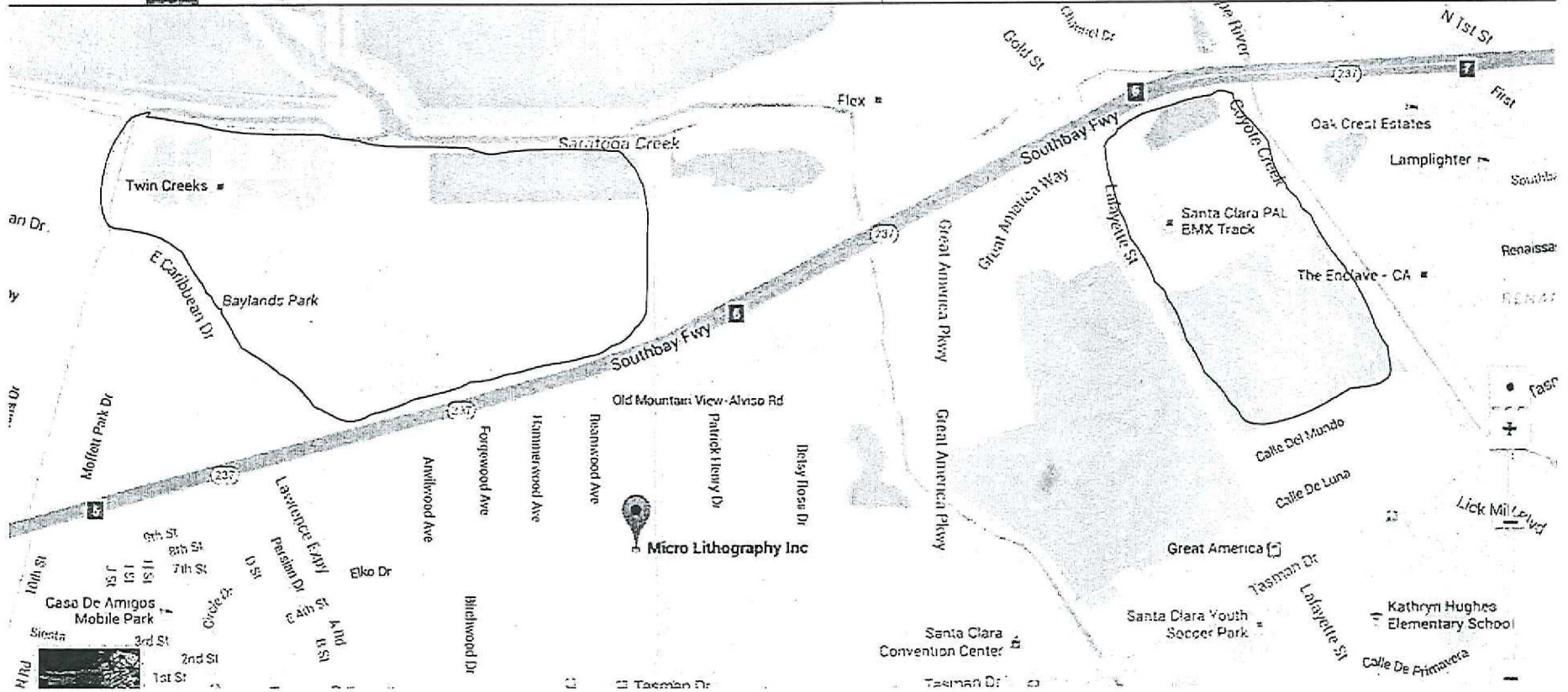
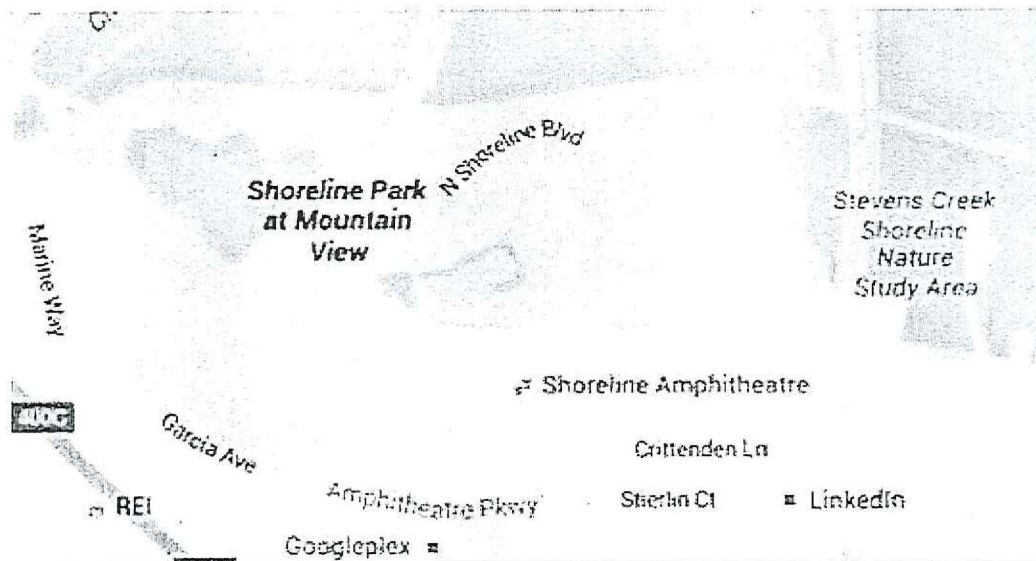
Ask the Community

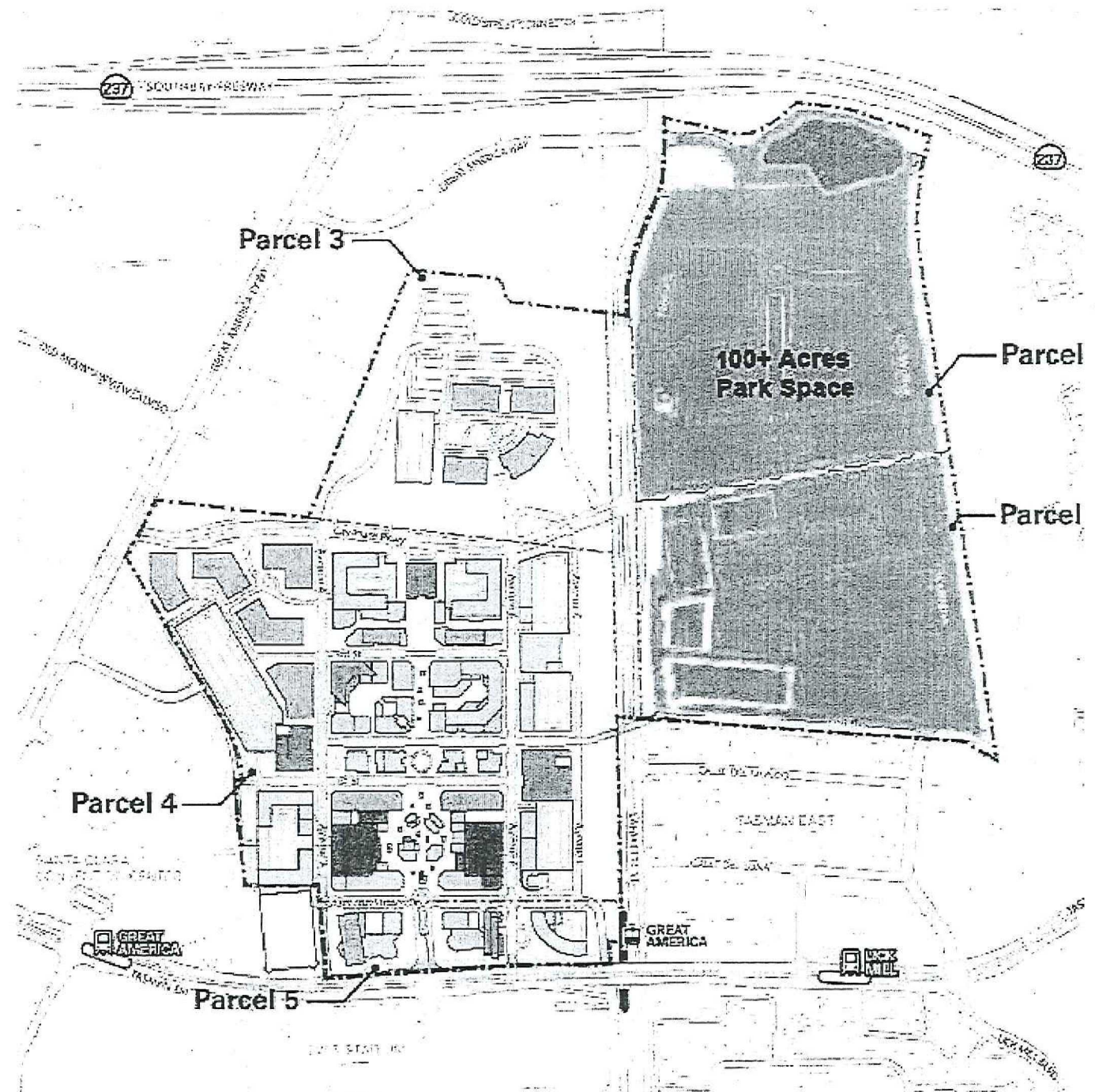
**Council members
can't know everything**



Parks needed!

Cities are gasping for open space. There is no more land to buy.

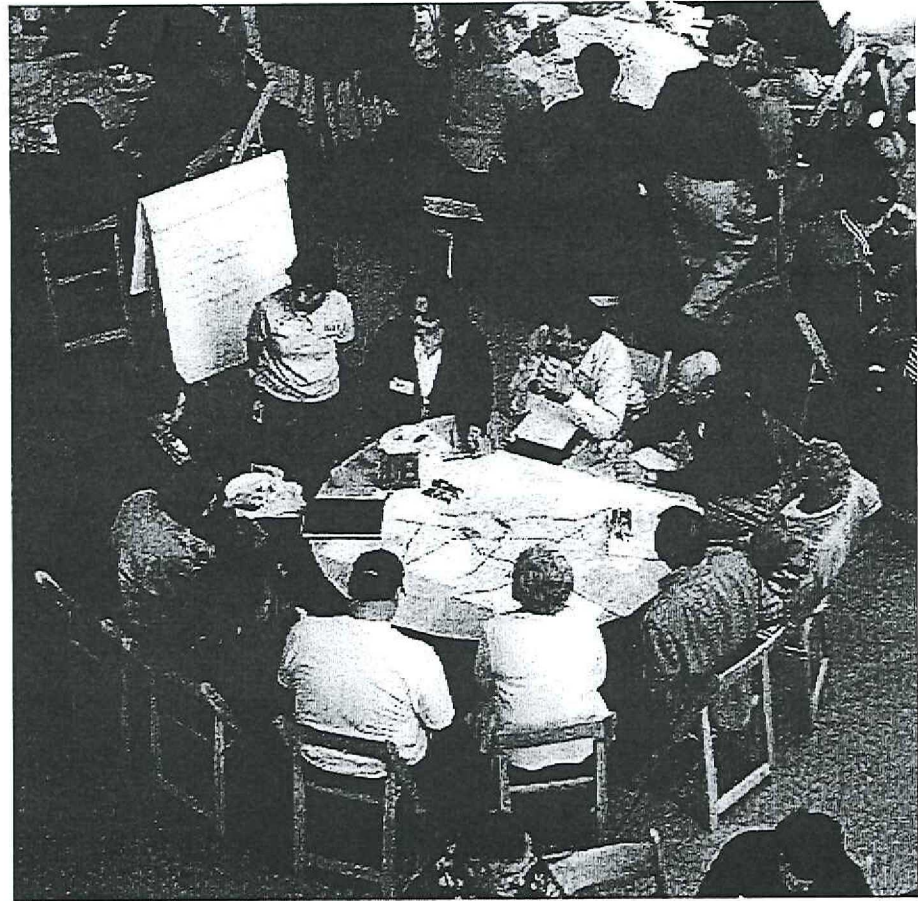




Transparency for Huge Decisions

Transparency:
critical when trading
the city's most
valuable asset —
LAND

Reach out to involve
the residents





June 6, 2016

City of Santa Clara Planning Commission
City of Santa Clara
1500 Warburton Avenue
Santa Clara, CA 95050

Subject: Request to defer action on Santa Clara City Place (Item 8.B) at the June 8, 2016 meeting of the City of Santa Clara Planning Commission

Dear Planning Commissioners:

VTA is in receipt of a notification for a public hearing of the City of Santa Clara Planning Commission on the Santa Clara City Place project to be held on June 8, 2016. The City of Santa Clara released approximately 1,400-plus pages of documentation related to the Planning Commission hearing between June 3, 2016 and June 6, 2016. (This is in addition to the nearly 600-page package for the June 7, 2016 City Council Study Session on the City Place Transactional Documents which was released on June 3, 2016.)

VTA requests that the Planning Commission consider and discuss the actions on the City Place Santa Clara project on June 8, 2016, but defer any action to a later meeting, to allow more review time for the benefit of VTA, other agencies and interested parties, and the public. We request that the Planning Commission work with City staff to announce the updated schedule for consideration of action by the Planning Commission.

Sincerely,


Chris Augenstein, AICP
Deputy Director of Planning

cc: Ruth Shikada, Sharon Goei, Lee Butler, Debby Fernandez, City of Santa Clara
John Ristow, Scott Haywood, Robert Swierk, Melissa Cerezo, VTA

6/7/2016

7B.

Jaymi Salisbury

From: Rod Diridon
Sent: Tuesday, June 07, 2016 4:42 PM
To: Jennifer Yamaguma; Jaymi Salisbury; Lynn Garcia
Subject: FW: VTA Talking Points Study Session 5 on City Place (6/7/16)
Attachments: City Place_StudySession5_VTA_TalkingPoints_06-07-16 FINAL.pdf

Importance: High

From: Cerezo, Melissa [<mailto:Melissa.Cerezo@vta.org>]
Sent: Tuesday, June 07, 2016 4:33 PM
To: Rajeev Batra
Cc: Ristow, John; Lawson, Jim; Haywood, Scott; Ruth Shikada; Rod Diridon
Subject: VTA Talking Points Study Session 5 on City Place (6/7/16)

Rajeev,

Please find attached VTA's talking points on the City Place project, which will be shared at tonight's City Council Study Session V on City Place Santa Clara.

See you soon.

Thank you,
Melissa

--

Melissa R. Cerezo, AICP
Senior Planner
Planning and Program Development
Santa Clara Valley Transportation Authority
3331 North First Street, Bldg. B
San Jose, CA 95134
Phone (408) 321-7572

POST MEETING MATERIAL

06/07/2016

7-B...



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

Study Session on City Place Santa Clara

Study Session V – June 7, 2016

- VTA appreciates the opportunity to comment on the City Place transactional documents.
- First, we'd like to state that our most significant concerns remain unresolved: mitigating the project's significant impact to transit travel times, building the near-term improvements (Transit Center) at Great America Station without the Avenue C intersection, and safeguarding the public with a grade-separated pedestrian crossing of Tasman Drive.
- As we've stated previously, VTA is generally supportive of intensified development in this area near core transit, however, such development needs to be *transit-oriented*, rather than simply *transit-adjacent*. We are deeply concerned that a project that promotes itself as a "transit-oriented development" would continue to ignore feasible measures to improve transit in the area. Creating a negative impact on the existing transit system defeats the goal of increasing transit ridership.
- At the April 26th Study Session, Councilmember Davis requested an update from City staff on its discussions with VTA. It is VTA's understanding that no written or verbal follow up has been provided to the full Council regarding that request.
- With respect to the transactional documents, VTA requests that our most significant concerns be reflected in the Development Agreement:
- Clearly specifying the responsibility to mitigate the project's significant impact to transit travel times, requiring the construction of the near-term improvements (Transit Center) at Great America Station without the Avenue C intersection, and requiring the construction of a grade-separated pedestrian crossing of Tasman Drive.
- Additionally, the Multimodal Improvement Plan, which requires City Council and VTA Board approval, should explicitly allow funding toward pedestrian, bicycle, and transit projects.
- To conclude, VTA has been clear and consistent in our requests to the City regarding the City Place project. We believe that our requests are reasonable and can still be addressed through the Development Agreement and other approval documents. The Development Agreement provides exhaustive detail about protecting the developer's interests and we hope, the interests of the City and the public as well. We are asking that the City protect the interests of transit riders, Santa Clara County taxpayers who have invested in the public transit system, and the overall travelling public.

POST MEETING MATERIAL

Debby Fernandez

From: PlanningCommission
Sent: Wednesday, June 08, 2016 10:26 AM
To: gd@devarchitects.com; PlanningCommission; Mayor and Council
Cc: Debby Fernandez; Lee Butler
Subject: RE: Letter for today's City Place meeting

Dear Ms. Dev,

Thank you for your email to the Planning Commission regarding CityPlace Santa Clara. A copy of your email will be provided to the Planning Commission today and added to the administrative record for this project.

Regards,

Gloria Sciara AICP | Development Review Officer
Planning and Inspection Department
1500 Warburton Avenue | Santa Clara, CA 95050
O: 408.615.2450 | D: 408.615.2453



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

From: Gita Dev, FAIA [mailto:gd@devarchitects.com]
Sent: Wednesday, June 08, 2016 9:42 AM
To: PlanningCommission; Mayor and Council
Subject: Letter for todays City Place meeting

June 9, 2016

Re: Santa Clara City Place, Planning Commission Meeting June 9, 2016

To Members of the Planning Commission,

Sierra Club has attended the Study Sessions on the City Place development proposal and we have the following comments for your consideration.

1. Proposed Development Plan by Related is not TOD:

The development proposal is being touted as transit- oriented development (TOD) However, what is being proposed lacks the essential ingredients that will support transit.

1. **It needs greater density** close to the transit station to make transit use attractive.

2. **It needs reduced parking** to dis-incentivize driving. Currently, the density proposed is similar to all the typical suburban glass box offices along the freeways. It currently proposes a higher drive-alone ratio than the average for the peninsula. (82% versus the average of 75%)^[1]
3. **It needs stronger TDM goals.**

We would recommend:

a. The proposed site plan should accumulate the development area into a smaller footprint to provide greater density in phase 12 and three. Transit oriented development can only succeed inconvenienced to public transportation is the most convenient mode.

b. Parking ratio should be reduced to a ratio more appropriate for transit oriented development. This should be done as part of the strategy to incentivize use of transit and to discourage employees from driving to work.

2. Traffic: Traffic continues to be one of the greatest concerns and it is of critical regional importance that this be addressed as a high priority by the City.

A transportation study (called "MIP"-Multi-modal Improvement Plan in the EIR^[2]) is the mechanism by which the City should arrive at the required plan for transportation demand management (TDM). This would become integral to the development agreement. The study should be done by an independent consultant^[3], though the developer is paying for it as part of the EIR.

The wording in the FEIR should be changed to reflect the fact that the study is being done not just to improve the intersections mentioned but to create mode shift in order to allow greater capacity without increased auto traffic.

FEIR Page 3-17 Change to (added language is underlined) : " Therefore, if the Project is approved, a MIP would be needed to address TDM measures that will mitigate traffic impacts by

a. Planning for mode shift away from increased auto traffic towards increased goals for use of transit, both public transportation and private shuttles, active transportation and walking. The goals for mode shift to be a minimum of 25% reduction in drive-alone auto use or greater.

b. The MIP shall also lay out the strategies and probable costs for these strategies for mode shift so that the City, transit agencies (VTA, ACE, Amtrak) and developer can budget expenditures to achieve the goals.

c. The MIP shall include the monitoring by independent third party and transparent reporting and strategy for ensuring compliance that include consequences for not achieving goals: first requiring changes including, first, increased expenditures in order to achieve goals. If goals are still not met, monetary fines to be imposed.

d. Study of two CMP intersections that have significant project impacts with either no feasible or only partial mitigation measures within the City of Santa Clara and three CMP intersections that have significant cumulative impacts with either no feasible or only partial mitigation measures (within the City of Santa Clara). The VTA is considering the level to which public transportation and freeway impacts need to be addressed in MIP.

In the MIP, **the CITY needs to set a high expectation for mode change** for traffic mitigation. So that the result of the study is NOT - "widen all the roads and intersections" to allow more cars through - as is presently proposed in the EIR (with very weak goals). It is clear that without leadership from the City, the development and design team is not making any efforts towards changing the suburban office park model.

It is important to make the point that only CITY COUNCIL can set the goals for the Consultant study - and these need to actually aim to prevent traffic from increasing by promoting other modes (rather than widening roads and intersections for even more traffic).

A Transportation study / MIP will*:

1. Establish baselines of existing situation
2. City Council establishes goals then consultant can study alternative strategies, infrastructure needed to achieving set goals.
3. CC Selects the strategies and sets calendar to execute and how to fund - developers fees, grants, etc..

As an example of a recent similar traffic mitigation need in Mountain Views North Bayshore, also already facing congested freeway and access roads:

Below is a timeline of Transportation Studies undertaken by City of Mtn View for North Bayshore (twice the area of the SC golf course -around 500 acres)- in order to study possible TDM measures, mode share goals and to arrive at the Final TDM Plan for the development area which is

- **June 2013** - Initial Transportation Study done in 2013 because no one knew what TDM measures to take to tackle the transportation problem. It established the baseline data and studied alternate GOALS that formed the basis for all the subsequent studies. A TMA entity (Transportation Management Association) was established to unite all businesses in North Bayshore (They used the Emeryville TMA firm). Cost of study was about \$200,000 - \$300,000. Included possible costs of different elements.
- **Nov 2014:** Subsequent study of Shoreline Blvd Corridor Study (from Downtown train station, over 101 on Shoreline Blvd, the main entry into N. Bayshore)
- **Feb 2015-** the Final North Bayshore TDM Guidelines were completed.
- **Nov 2015** VTa service study for N. Bayshore being done - paid for by Google

3. Housing: City needs to set a timetable for Gen Plan update and study North Santa Clara to increase housing opportunities by rezoning for mixed use housing. Santa Clara presently has one of the worst jobs housing balance on peninsula - this is critical as it is one of the largest cities on the peninsula.

4. Open Space - The City needs to check whether Parcel 3 (per Related latest plan) is usable as Recreational Open Space for the City's needs.

We continue to maintain that the best location for public open space is along the Guadalupe River where there are already existing trails. The area is contiguous to East Tasman Specific Plan area where high density housing is being planned without any park space and green zones such as Ulistac Natural Area.

If, however, City agrees with Open Space at Parcel 3 (as proposed by Related) the City should require a wide setback along Guadalupe River- average 200' setback (including the sloped edge of landfill) to proposed access road - to provide some flat usable and attractive public frontage along river, that is easily patrolled by police. This would connect to the East Tasman high density housing/mixed use area.

Additional items:

The Conceptual plan should be redone with no (or much reduced) surface parking. Surface parking has no place on the valuable land of a TOD site. Parking needs to be reduced and what is provided needs to be accumulated in parking structures so that valuable ground space is more usefully used. See page 151 of 560 in FEIR. Note

that there are several site plans diagrams that show many acres of surface parking and these need to be revised before the document is approved.

Thank you for the opportunity to provide comments for this important development for Santa Clara.



Respectfully

Gita Dev, Co-Chair

Sustainable Land Use Committee

Sierra Club Loma Prieta

CC Gladwyn d'Souza, Transportation Committee, SCLP

Mike Ferreira, Chair, Conservation Committee, SCLP

*** MIP in FEIR Page 3-17**

"Therefore, if the Project is approved, a MIP would be needed to address two CMP intersections that have significant project impacts with either no feasible or only partial mitigation measures within the City of Santa Clara and three CMP intersections that have significant cumulative impacts with either no feasible or only partial mitigation measures (within the City of Santa Clara). The VTA is considering the level to

which freeway impacts need to be addressed in MIPs. **As the member agency, the City of Santa Clara is responsible for preparing the MIP.** The funding for the MIP could be shared among City Place Santa Clara

and other currently proposed development projects in the City that are found to have significant and unavoidable impacts on CMP facilities.

The MIP could include improvements such as enhanced rail and transit service and regional bicycle facilities. The City could use one of the following methods to determine the Project's fair share of those improvements:

- **Option 1**

– Develop a Multimodal Impact Fee: This first option involves creating an impact fee based on the cost of the improvements in the MIP. As in North San José, the fee could be tied to the number of vehicle trips generated by all of the development and future growth evaluated in the plan and presented on a per vehicle trip basis. The Project's fair share would be based on the number of vehicle trips generated by each phase of development as it came on line.

- **Option 2**

– Construct Multimodal Improvements near the Project Site: This option involves constructing a list of off-setting transit and active mode improvements near the Project site that would be deemed the Project's responsibility. This option would need VTA approval.

The MIP has been added as a mitigation measure in the Draft EIR, and the timing of its preparation and approval will be described in the Mitigation Monitoring and Reporting Program (MMRP). The mitigation measure is described below and has been added before Impact TRA-2 on page 3.3-112 of the Draft EIR.

TRA-1.3:

Prepare and Implement a Multimodal Improvement Plan. The Project Developer shall fund the preparation of (including CEQA review for) a Multimodal Improvement Plan (MIP) addressing at least the Congestion Management Program (CMP) intersections within the City of Santa Clara that are forecasted to operate at Level of Service F with the Project, either on a project level or cumulative basis. The City shall reimburse the Project Developer for any cost of preparation of the MIP that exceeds the Project Developer's fair share of such cost. Such MIP shall be prepared in accordance with the guidelines and regulations of the Valley Transportation Authority (VTA) and shall be adopted by the City Council for submission to the VTA for consideration and approval no later than one year after approval of the Project. Once the MIP is adopted by the VTA, it shall be implemented in accordance with its terms and commensurate with the phasing of the development that its measures are intended to offset.

^[1] VTA too has consistently pointed this out at every study session. Without sufficient density, close to transit hub, along with reduced parking and strong TDM, employees and visitors will drive. VTA ridership will not increase enough to warrant investment in transit infrastructure. VTA has consistently said that they are not being listened to and their input is being ignored.

^[2] See para* at end of this document

^[3] The independent consultant should be a consultant who is particularly experienced in strategies for creating successful multimodal transportation outcomes.

Debby Fernandez

From: Debby Fernandez
Sent: Wednesday, June 08, 2016 11:10 AM
To: Gordon E. Hart; Eimer, Stephen; Alexander Abbe; Ruth Shikada; Kevin Riley; Lee Butler; Camille Bill (bcamille@wjcpm.com); Corneli, Bill; Daniel Rubins; Jane Bierstedt; Efner, Erin; Chapman, Kirsten; Walter, Rich; Dennis Ng
Cc: Shimko, Anna C.; Kartiganer, Deborah L.
Subject: FW: Achieving traffic reduction for Santa Clara CityPlace
Attachments: Att 1 - San Mateo TMA 2015 Annual Report.pdf

FYI...for those who may not have received the comments below and attached.

From: Sharon Goei
Sent: Wednesday, June 08, 2016 11:03 AM
To: Shimko, Anna C.; Kartiganer, Deborah L.; Debby Fernandez
Subject: FW: Achieving traffic reduction for Santa Clara CityPlace

Anna and Debbie,

Here is the e-mail I shared last night. Thanks.

Sharon Goei, P.E., CBO, LEED AP
Acting Director of Planning & Inspection
Building Official
City of Santa Clara
408 615 2404

From: aldeivnian@gmail.com [mailto:aldeivnian@gmail.com] **On Behalf Of** Adina Levin
Sent: Tuesday, June 07, 2016 11:29 AM
To: Mayor and Council
Cc: PlanningCommission
Subject: Achieving traffic reduction for Santa Clara CityPlace

Honorable Mayor, City Council Members and Planning Commissioners,

In reviewing the development agreement for Related City, thank you very much for including the Multi-Modal Improvement Plan.

The Related CityPlace project has the potential to add valuable attractions and infill development. With a development of this scale, it is valuable to have a robust plan to address the transportation needs, and to be able to fund those needs.

However, in order for the study and investment to minimize traffic impacts, the city would need to adopt much stronger policies with regard to vehicle trip reduction and sustainable transportation.

We urge the City Council to require, and the Planning Commission to recommend:

1. Directing the consultants with finding a solution to reduce driving by at least 25% compared to typical suburban developments. This is the goal used by San Mateo with its Rail Corridor/Bay Meadows developments and Mountain View at the San Antonio Center.

2. Assessing benefits of and funding major improvements to the Great America light/heavy rail stations and consider station consolidation, station access, and increased service.
3. Assessing needs for safe, low-stress bicycle access in the 3-5 mile commute radius, and pedestrian access from nearby developments
4. Demanding specific goals, public reporting and accountability for its transportation demand management plan.

There are a number of responses in the EIR that make a case for setting weaker standards, however there is evidence that stronger standards are feasible.

1. The EIR argues that the 45% drivealone rate (over 40% reduction) goal for Mountain View's North Bayshore is unrealistic for CityPlace. If so, consider the 25% goal used for San Mateo's Rail Corridor (Bay Meadows) and Mountain View's San Antonio.
2. The EIR argues that strong TDM is difficult because the development will be Multi-Tenant. San Mateo's Rail Corridor is multi-developer, multi-tenant, and mixed use including housing, yet has strong TDM with developments to date in attainment (see attachment)
3. The EIR contends that mode share goals are unfeasible, because surveys are often voluntary. Palo Alto's TMA uses a research firm to provide quantitatively valid surveys <http://www.paloaltotma.org/files/managed/Document/73/Steering%20Committee%20Meeting%2004%20-%20MASTER%20presentation%20-%20Final.pdf>
4. The EIR makes the case that it is unrealistic to provide TDM benefits for retail, entertainment, and hospitality service workers. Palo Alto's emerging TMA is crafting their initial programs to address these populations, who need the most help in reducing car trips.
5. Accountability. The San Mateo TMA has transparent, public, reporting (see attachment). If a development is not in attainment, the development is obligated to invest in stronger measures in order to achieve compliance. Penalties only apply in the case of repeated noncompliance. This strategy is goal-oriented rather than punitive.

The development is promoted as Transit-Oriented, however, currently plans are to have the vast majority of workers and residents drive. Santa Clara can do better, protecting the quality of life for residents of the city and the region.

Friends of Caltrain is a nonprofit with over 5,000 participants in the area from San Francisco through San Jose including Santa Clara, supporting sustainable transportation in the region.

Thank you for your consideration,

- Adina

Adina Levin
Friends of Caltrain
<http://greencaltrain.com>
650-646-4344



**San Mateo Rail Corridor
Transportation Management Agency**

Annual Report

December 2015

Executive Summary

The activities within the Corridor are increasing but again limited during calendar year 2015 as more developments become occupied. An apartment project was completed and occupied at the corner of Delaware Street and Pacific Boulevard. Bay Meadows Phase II Residential Blocks 1, 2, and 3 were completed and occupied. Three General Membership meetings of the TMA Board were held during the year in March, June and December. The Board of Director's meeting was held in conjunction with the March General meeting. The annual counts were conducted in October and November with all San Mateo school districts in session.

The 2015 counts exhibited a variety of results with some intersections showing minor increases and some showing minor decreases. In general, most intersections showed slight decreases in vehicle volumes compared to the 2014 counts. The bicycle/pedestrian volumes increased slightly at many study intersections. The decrease in vehicle volume and increase in bicycle/pedestrian volumes indicate the effectiveness of the Transportation Demand Management (TDM) efforts imposed within the corridor. Similar to last year, these counts will continue to set a baseline for future intersection counts when more projects are completed and occupied within the Corridor area.

Background

On June 6, 2005, the City adopted the San Mateo Rail Corridor Transit-Oriented Development Plan (See Appendix A for a map of the San Mateo Rail Corridor Area). The implementation chapter of the plan included Policy 7.17 which defined a Transportation Demand Management goal of reducing new vehicle trips within the corridor area by at least 25%, and Policy 7.18 to develop a Transportation Management Agency (TMA) to coordinate efforts towards meeting the 25% trip reduction goal. Policy 7.25 required that the TMA submit an annual report to the City Council outlining compliance of occupied developments, on-going programs and program changes.

Purpose of the TMA

The purpose of the TMA, as defined by their by-laws, is to implement the objectives of Chapter 3 of the San Mateo Rail Corridor Transit Oriented Development Plan (the "Plan"), adopted by the City of San Mateo ("City") on June 6, 2005. The purpose of the TMA is to oversee transportation demand management ("TDM") program implementation within the area subject to the Plan ("Plan Zone"), arrange for shared parking, as appropriate, market TDM services and programs in the Plan Zone and coordinate TDM measures with other agencies and members, coordinate with the City on annual trip generation monitoring for completed projects within the Plan Zone, participate in annual reporting to the San Mateo City Council with regard to trip generation information of developments within the Plan Zone, and consult with members as to trip reduction options if trip generation goals are not being met.

Trip Thresholds

During each project's entitlement phase, an evaluation is prepared to identify potential transportation demand management (TDM) measures that might be employed by the project to reduce project trips to a threshold that will meet the Corridor Plan goals. Each project's trip reduction strategies are unique based on the mix of development and the proximity to public transit. From that analysis, a short-term and a long-term trip reduction goal is established for each project. The short-term trip reduction goal is based on the maturity of the Corridor Area TDM strategies in place at the time of project occupancy, and the long-term trip reduction goal is based on full build-out of all Corridor Plan Area development and the associated coordinated TDM strategies that may be in place through an active Transportation Management Agency. A table showing the trip thresholds for each project in the Corridor Area is attached in Appendix B. Counts for each occupied project are conducted annually and reported to the Public Works Commission and City Council.

Corridor Area Project Status

The Corridor Area currently has eight projects that are at various levels of completeness. Some are occupied, others are in construction and others have only been entitled. A summary of active projects within the Corridor Area is attached in Appendix B.

Current Project TDM Programs

During the entitlement phase of a project within the Corridor Area, a study is conducted to identify possible Transportation Demand Management (TDM) strategies that are available to the site. Prior to project occupancy, each project submits the actual TDM plan that includes a list of strategies that the development plans to implement to meet the short-term and long-term project trip reduction goal.

For 2015, only two projects were fully or partially occupied; the Bay Meadows Phase II Res 1, 2, and 3 project and Mode by Alta at 2089 Pacific Boulevard. Each site has a project-specific TDM Program on-file with the City

Activities of the TMA During 2015

During this calendar year, project occupancies continued within the Corridor area. Mode by Alta, an 111 unit apartment complex, was completed and fully occupied at the corner of Delaware Street and Pacific Boulevard. Bay Meadows Phase II Residential blocks 1, 2, and 3 were completed and occupied in the 2015. Other projects were in construction including an apartment development and continued townhouse phases of Shea and Tri-Point within the Bay Meadows area. A number of these projects are expected to fully occupy in 2016.

Three General Membership meetings of the TMA Board were held during 2015 in March, June and December. The Board of Director's meeting was held in conjunction with the June General meeting. Minutes from each meeting is attached as Appendix C.

General TDM Services Provided by Commute.org

Commute.org is dedicated to addressing the challenges involved in getting to and from work in San Mateo County. Their goal is to help people find ways to get to work that are faster, cheaper, and/or easier through commuter information, employer programs, and city transportation demand management partnerships. The Alliance is San Mateo County's Transportation Demand Management Agency whose mission is to reduce the number of single occupancy vehicles traveling in, to and through San Mateo County, reducing vehicle emissions resulting in improved air quality. The Alliance is funded by the City/County Association of Governments of San Mateo County, the San Mateo County Transportation Authority, the Bay Area Air Quality Management District and the Metropolitan Transportation Commission.

The Alliance provides a number of services to employers in the County including coordination of carpools and vanpools and their associated incentive programs, oversight of a number of employer shuttles, a guaranteed ride home program and a number of other programs to help encourage the reduction of single-occupancy vehicle trips. The Alliance has been contracted by the Rail Corridor TMA to provide general TDM services and to provide oversight and management of the TMA.

Data Collection

In September 2015, the City contracted with Traffic Data Services to conduct the annual TMA counts. Data was collected the weeks of October 12 through November 16, mid-week during the PM Peak (4:00 pm – 6:00 pm) in clear weather when all schools in the area were in session. A map showing the intersection count locations is included in Appendix D.

2015 Intersection Vehicle/Pedestrian/Bicycle Volume Tables

A summary of the 2015 intersection volumes for vehicle, pedestrian, and bicycle counts are included in Appendix E. The tables indicate the intersection, 2015 PM peak hour volume, change from 2014 counts, and percentage change from 2014. The vehicle table shows a total volume of 37,690 vehicles for the PM peak hour for all of the study intersections. This is a reduction of 3,897 vehicles or 9% over 2014 amounts. The pedestrian 2015 PM peak hour volume was 1142 pedestrians which is an increase of 237 pedestrians or 26% over 2014. The bicycle 2015 PM peak hour volume was 351 bicycles which is an increase of 94 bicycles or 36% over 2014.

Intersection Counts

PM peak counts at the 17 identified intersections are conducted annually to measure the variation in traffic being generated by the Corridor Plan area and to determine if the area's 25% trip reduction goal is being met due to the implementation of the various development TDM measures. A comparison of 2015 intersection vehicle counts to the 2012 through 2014 counts

generally shows a slight decrease in traffic at the count locations. Only the Delaware/28th intersection showed a significant increase in traffic. This can be attributed to the increase in residential occupancy at the Bay Meadows area, the increased enrollment at the Nueva High School and the community's increased use of the Bay Meadows roadways. Similar to last year, these counts will continue to set a baseline for future intersection counts when more projects are built and occupied within the Corridor. A four year tabular summary comparison of counts is provided in Appendix F.

Bicycle/Pedestrian Counts

A successfully implemented system of TDM measures throughout the Corridor will result in increased bicycle and pedestrian activity within the Corridor. Bicycle and pedestrian counts are gathered annually during the intersection count data collection.

Though some intersections showed a decrease in bike trips since last year, the majority of intersections saw an increase in bike activity. This may be attributed to the continued implementation of bicycle improvements identified in the City's Bicycle Master Plan, programs and outreach efforts. In general, there seems to be a continued increase in bicycle usage as the economy continues to improve and more people try to find alternative modes of transportation other than the vehicle.

Pedestrian counts were compared to the counts in 2014. Overall pedestrian totals have increased over last year's total. Some locations showed minor increases or decreases as compared to 2014 counts while others showed more significant changes. No clear reason for the changes from year to year could be identified.

Driveway or Garage Counts

Project specific counts are conducted annually for all fully occupied projects within the corridor area to evaluate traffic entering and exiting a development site, and to determine accurate site trip generation values. If the driveway counts from a project are stable for a period of three years following full occupancy of the site, annual driveway counts may be extended to every three years. If the driveway counts change more than 10% after a three year period, counts shall go back to being done annually.

The occupied projects at the time of the counts were Bay Meadows Phase II Residential 1, 2 and 3, the Peninsula Station project at 2901 S. El Camino Real, the Delaware Pacific project at 1990 S. Delaware Street, and Mode by Alta project at 2089 Pacific Boulevard. Nueva High School has two classes of students at the school at this time. Their current student enrollment is approximately 230 with a total capacity of 450.

For the Bay Meadows II project, Residential Blocks 1, 2, and 3, were completed and occupied. The peak driveway count was between 5:00 pm and 6:00 pm for all three residential blocks. During that hour for Residential Block 1, a total of 25 (19 in, 6 out) PM peak hour trips were counted. The project report identified a short-term threshold of 60 PM peak hour trips. Residential Block 1 is in compliance for this count period. For Residential Block 2, a total of 21 (15 in, 6 out) PM peak hour trips were counted. The project report identified a short-term threshold of 45 PM peak hour trips. Residential Block 2 is in compliance for this count period.

For Residential Block 3, a total of 76 (52 in, 24 out) PM peak hour trips were counted at both entrance points. The project report identified a short-term threshold of 87 PM peak hour trips. Residential Block 3 is in compliance for this count period (See Appendix G).

For the Peninsula Station project, the PM peak driveway count was between 5:00 pm and 6:00 pm. During that hour, a total of 19 driveway trips were counted (14 in, 5 out). The project report identified a short-term threshold of 36 PM peak hour trips. As the trips counted were less than the allowed threshold, this project is in compliance for project trips for this count period (See Appendix H).

For the Delaware Pacific project, the PM peak driveway count was between 4:45 pm and 5:45 pm. During that hour, a total of 20 driveway trips were counted (7 in, 13 out). The project report identified a short-term threshold of 59 PM peak hour trips. As the trips counted were less than the allowed threshold, this project is in compliance for project trips for this count period (See Appendix I).

For the Mode by Alta project, the PM peak driveway count was between 5:00 pm and 6:00 pm. During that hour, a total of 30 driveway trips were counted (22 in, 8 out). The project report identified a short-term threshold of 59 PM peak hour trips. As the trips counted were less than the allowed threshold, this project is in compliance for project trips for this count period (See Appendix J).

For the Nueva High School, the PM peak driveway counts were between 4:00 pm and 5:00 pm. During that hour, a total of 58 driveway trips were counted at both driveways accessing the high school (21 in, 37 out). The project report identified a short-term threshold of 95 PM peak hour trips. As the trips counted were less than the allowed threshold, this project is in compliance for project trips for this count period (See Appendix K).

Levels of Service

These counts are conducted at the primary signalized intersections within the Corridor, as deemed necessary by the City, through the build-out of the Plan Area. A level of service study will be conducted to determine how intersections are being affected by increased development along the Corridor. No level of service analysis was conducted for the 2015 count period.

Transportation Surveys

A survey shall be conducted as a means to identify driver behavior as related to the TDM measures adopted for each individual project. It is intended that surveys be used periodically to identified anomalies or questions that may arise during the review of the annual traffic count program. No transportation surveys were conducted during this last year.

Appendices

Appendix A – Map of San Mateo Rail Corridor Plan Area

Appendix B – Trip Threshold Table

Appendix C – TMA Meeting Minutes

Appendix D – Map of Annual Count Locations

Appendix E – Intersection Vehicle/Pedestrian/Bicycle Volume Tables

Appendix F – 2015 Annual TMA Count Summary

Appendix G – Bay Meadows Phase II: Residential 1, Residential 2, and Residential 3
Driveway Count Summary

Appendix H – Peninsula Station Driveway Count Summary

Appendix I – Delaware Pacific Driveway Count Summary

Appendix J – Mode by Alta Driveway Count Summary

Appendix K – Nueva High School Driveway Count Summary

Appendix A

Map of San Mateo Rail Corridor Plan Area

[illegible]

Appendix B

Trip Threshold Table

San Mateo Corridor Area TMA Traffic Volume Data Sheet								
			ITE Trips Generated (PM Peak)	Trip Reduction Required				
Project Name	Project Address	Project Scope		Short-Term		Long-Term		Project Status
				%	Trip Cap	%	Trip Cap	
Bay Meadows Phase II	Residential 1	108 Residential Units	67	10%	60	25%	50	Occupied
	Residential 2	80 Residential Units	50	10%	45	25%	38	
	Residential 3	156 Residential Units	97	10%	87	25%	73	
Hines		292,284 SF Office	484	25%	363	25%	363	In Construction
		123,040 SF Office						
Station Park Green		599 Residential Units	534	25%	401	26% - 36%	395-342	In Construction
		10k - 45k SF Office						
		25k - 60k SF Retail						
Peninsula Station	2901 S. ECR	68 Residential Units	55	35%	36	54%	25	Occupied
Delaware Pacific	1990 S. Delaware	60 Residential Units	84	30%	59	47%	45	Occupied
2000 S. Delaware St. Housing	2000 S. Delaware	60 Residential Units						In Construction
Mode by Alta	2089 Pacific Blvd.	111 Residential Units	79	25%	59	40%	47	Occupied
Nueva High School	131 E. 28th Ave.	High School	95	0%	95	0%	95	Occupied
Concar Village		Development Mix Not Determined						Not Yet Submitted
Note: Apartment ITE Baseline Trip Generation based on ITE 9th Edition Apartment (220) - Page 335 - Fitted Curve Equation: Trips = 0.55 (number of units) + 17.65								
Updated 2/16/16								

Appendix C

TMA Meeting Minutes

MINUTES
SAN MATEO RAIL CORRIDOR TMA
Board of Directors

March 9, 2015
San Mateo City Hall, Room A
330 W 20th Avenue, San Mateo, CA

Present: Julie Baigent – Concar Enterprises
Sam Cheikh – Hines
Sarah Etheredge – MidPen Housing Corporation
Brad Underwood – City of San Mateo
Alan Talansky – EBL&S Development Corp./Essex Property Management
Donovan Cole – Westlake Urban

Staff: John Ford – Commute.org

Guests: Gary Heap – City of San Mateo
Rachael Stoddard – Essex Property Management
Gemma Lim – Westlake Realty
Michelle Morales – Westlake Realty

The meeting was called to order by TMA Vice Chair Alan Talansky at 2:53pm.

1. Approve Minutes of November 17, 2014 Board meeting.
This item was passed unanimously with Sarah and Donovan abstaining.
2. Approve Financial Statements thru February 28, 2015.
This item was passed unanimously.
3. Election of Officers
Sam was nominated and elected to serve as Chair. Alan was nominated and elected to serve as Vice Chair. Nevada was nominated and elected to serve as Secretary/Treasurer.
4. Review Meeting Calendar for 2015
No changes. Meetings are scheduled to be held on June 8, September 28, and December 14.
5. New Business
None.
6. Adjournment
The meeting adjourned at 3:00pm.

MINUTES
SAN MATEO RAIL CORRIDOR TMA
Board of Directors

June 8, 2015
Engineering Office, City of San Mateo
1900 O'Farrell Avenue, San Mateo, CA

Present: Julie Baigent – Concar Enterprises
Sam Cheikh – Hines
Sarah Etheredge – MidPen Housing Corporation (Delaware Pacific)
Nancy Kulka – Nueva School
Nevada Merriman – MidPen Housing Corporation (Peninsula Station)
Michelle Morales – Westlake Urban
Genelle Osendorf – Wilson Meany (Bay Meadows)
Rachael Stoddard – Essex Property Trust
Gary Heap – City of San Mateo

Staff: John Ford – Commute.org

Guests: Alan Talansky EBL&S Development

1. The meeting was called to order by TMA Chair Sam Cheikh at 3:15pm.
2. Approvals
 - a. Minutes from March 9, 2015 were approved as presented (M/S by Sarah/Genelle)
 - b. Financial statement thru May 31, 2015 was approved as presented (M/S by Genelle/Rachael)
 - c. Insurance quote from CalNonprofits Insurance Services for General Liability (Philadelphia Insurance Companies) and Directors & Officers (also Philadelphia Insurance Companies) was accepted as presented on a motion/second by Nevada/Genelle. John was instructed to contact the broker and bind the coverage.
3. Report from Acting Executive Director (John Ford)
 - Tax returns for calendar year 2014 were filed and accepted on March 10, 2015
 - Commute.org has relocated to new office space in South San Francisco
 - Commute.org will be working with the City of San Mateo on a carsharing project that has received grant funding from MTC
 - TMA developments are eligible to participate in a Bike Parking Incentive program offered by Commute.org and funded by BAAQMD and C/CAG. John will distribute information to all of the members about the program.
 - John distributed a TMA Survey Report from CUTR to all members who were present at the meeting. The survey was of TMA's around the United States. The report has lots of information about TMA structure, programs, priorities, etc.
4. Adjournment: *The meeting adjourned at 3:30pm.*

MINUTES
SAN MATEO RAIL CORRIDOR TMA
General Membership Meeting

June 8, 2015
Engineering Office, City of San Mateo
1900 O'Farrell Avenue, San Mateo, CA

Present: Julie Baigent – Concar Enterprises
Sam Cheikh – Hines
Sarah Etheredge – MidPen Housing Corporation (Delaware Pacific)
Nancy Kulka – Nueva School
Nevada Merriman – MidPen Housing Corporation (Peninsula Station)
Michelle Morales – Westlake Urban (2000 Delaware)
Genelle Osendorf – Wilson Meany (Bay Meadows)
Rachael Stoddard – Essex Property Trust (SPG)
Gary Heap – City of San Mateo

Staff: John Ford – Commute.org

Guests: Alan Talansky – EBL&S Development

1. The meeting was called to order by TMA Chair Sam Cheikh at 2:10pm.

2. Approvals

On a motion/second by Rachael/Sarah, the minutes of March 9, 2015 were approved.

3. Introductions and Project Updates

The general members introduced themselves and gave a brief update as to the status of their respective projects. Essex Property Trust is now representing the Station Park Green project. Demolition is underway. Nueva School will add grade 11 to the school in the fall with approximately 70 students. Hines will begin pouring foundations in the next couple of weeks. Bay Meadows has commercial and final residential projects underway.

4. Report from City of San Mateo (Gary Heap)

- Hillsdale Caltrain station would move north between 28th and 31st Avenues if the grade separation project receives funding. The Hayward Park station would stay at grade and in its current location. The grade separation project would allow three streets to connect between the east/west side of the train tracks in and around the TMA area.

5. Old Business

Budget Review and Approval

The members discussed the proposed dues structure and budget for 2015. The members reviewed the role that the TMA should play in the short-term. The general consensus was that the TMA has

sufficient reserves and does not have a need for active programs; therefore, the dues should be structured to cover the administrative costs as outlined in the proposed budget.

John described possible programming for the TMA including:

- Conceive transit/commute trip planning for employees and residents of members
- Student Ambassador program for Nueva High School students – transportation internships
- Bike education courses for employees and residents
- Participation in the Connect, San Mateo transportation resources web site
- Carshare coordination across the TMA area

Alan suggested other functions for the TMA including:

- Negotiating on behalf of the members for discounted GoPass rates with Caltrain
- Advocating on behalf of the members for other bulk purchase discounts related to transportation

No specific programming was included in the proposed budget. The members agreed that if programming is to be done in 2015, there is sufficient reserves from which to absorb the expenses.

Motion/second by Genelle/Rachael to set dues at ½ the rate originally proposed (approved rates shown below) and accept the budget as proposed. Motion was approved unanimously.

- Residential rate for 2015 = \$20/unit
- Commercial rate for 2015 = \$0.075/sf
- Educational rate for 2015 = \$0.025/sf
- Pre-Occupancy dues for 2015 = \$1,000 (flat rate)

6. Adjournment

The general members meeting adjourned at 3:15pm.

MINUTES
SAN MATEO RAIL CORRIDOR TMA
Board of Directors

December 14, 2015
Engineering Office, City of San Mateo
1900 O'Farrell Avenue, San Mateo, CA

Present: Julie Baigent – Concar Enterprises
Sam Cheikh – Hines
Sarah Etheredge – MidPen Housing Corporation (Delaware Pacific)
Donovan Cole – Westlake Urban
Rachael Stoddard – Essex Property Trust
Sith Chaisurote – Land & Houses
Brad Underwood – City of San Mateo

Staff: John Ford – Commute.org
Kim Comstock – Commute.org

Guests: Tracy Scramaglia – City of San Mateo
Gary Heap – City of San Mateo
Kathy Kleinbaum – City of San Mateo

1. The meeting was called to order by TMA Chair Sam Cheikh at 2:05pm.
2. Approvals
 - Minutes from June 8, 2015 were approved as presented (M/S by Sarah/Rachael)
3. Project Updates
 - Hines (400/450 Concar) – steel going up now on first building, second building gets steel in January. Targeting Q4 2016 for completion of first building
 - Westlake Urban (2000 S. Delaware) – Tenants started moving in October 1st – 60 units
 - Essex Property Trust (Station Park Green) – demolition done, April beginning of construction
 - Land & Houses (Mode) – 111 units fully occupied
 - MidPen Housing (Delaware Pacific/Peninsula Station) – both sites fully occupied
 - Concar Enterprises (Concar Village) – February likely timeframe for announcing a project for the 14.5 acre site
4. City of San Mateo Update (Brad Underwood/Gary Heap)
 - Intersection and driveway counts for 2015 were done in October
 - TMA annual report is being compiled – will be distributed to TMA members for comments in February/March in advance of document being presented to City of San Mateo commission and city council
 - City has contributed to the funding for the final design of the 28th/31st street Caltrain redesign project – this will hopefully keep it in the same timeframe as the Caltrain electrification project
 - El Camino/Hwy 92 redesign project will be presented to TMA at the March 2016 meeting

5. Presentation on San Mateo Bike Share Program (Kathy Kleinbaum)

- 50 bike pilot project using Social Bicycles
- Targeting launch in early 2016
- Looking for corporate sponsors for some or all of the bikes
- Self-locking, rack-independent bikes that can be reserved, paid for, and locked using a smartphone app
- Project will be managed by City of San Mateo in partnership with Bikes Make Life Better

6. Report from Acting Executive Director (John Ford)

- Presented financial statements through December 14, 2015
- Several invoices to be paid – checks will be distributed to the check signers
- Insurance is in effect – liability and D&O – took a while to get placed, but now that a carrier has the policies it should be easier to renew in future years
- Commute.org's relocation to new office space in South San Francisco is complete
- The biennial Shuttle Call for Projects is underway – application deadline is late January – the Norfolk (Caltrain) shuttle will likely not receive funding in the new call, which means there might be an opportunity for a new route to serve the TMA area; however, any route must be designed so that it does not duplicate service provided by SamTrans buses.
- Kim Comstock described the support services that have recently been provided to the Westlake Urban and MidPen apartment complexes – transit kiosk racks and Commute.org "swag" was distributed to property managers so that it can be given to tenants

7. New Business

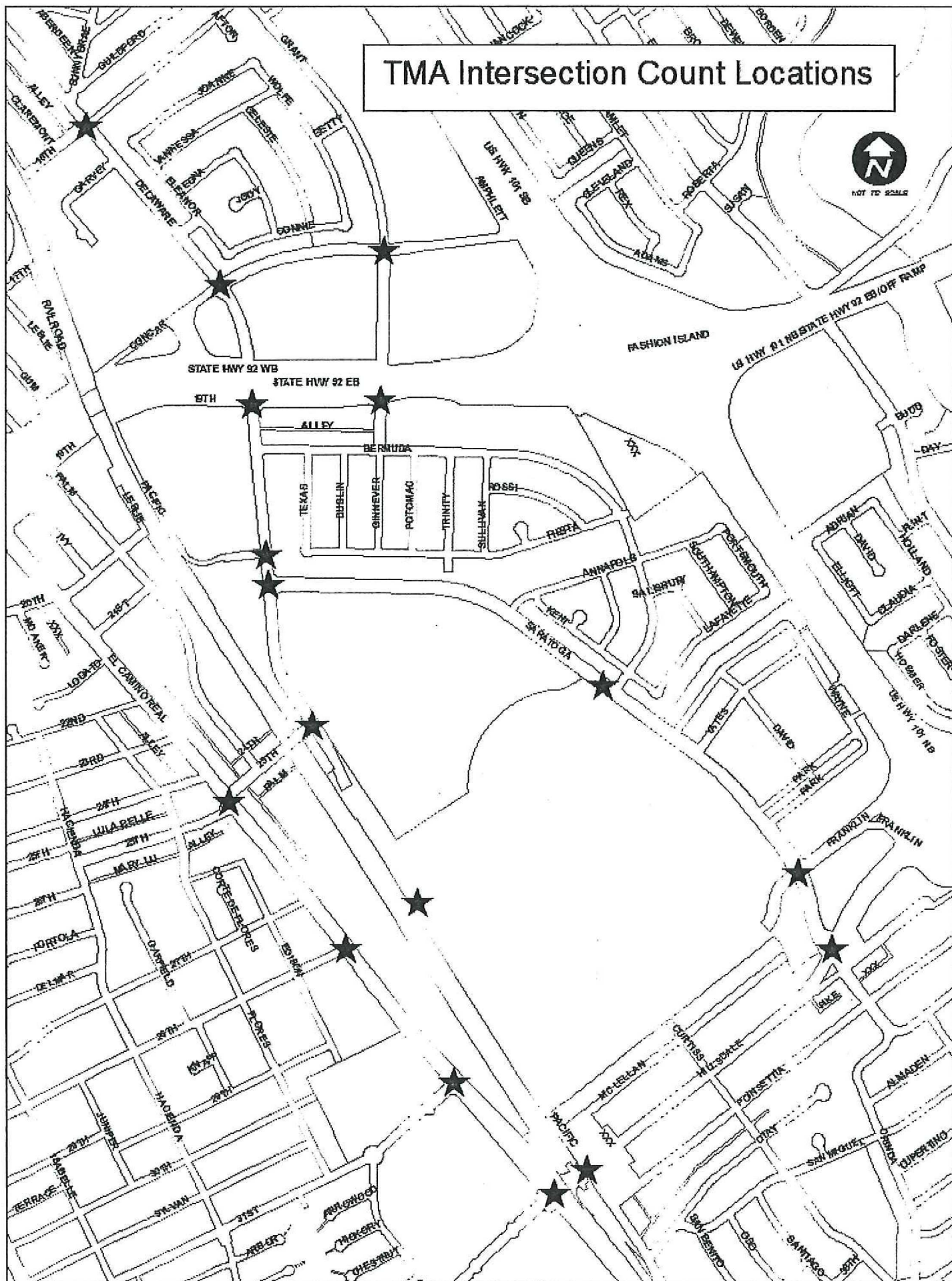
- San Mateo Car Share Project (Connect, San Mateo!) – Kathy Kleinbaum and Kim Comstock described the grant-funded project and showed the Connect, Redwood City! Website
- Driveway/intersection counts for 2016 will be scheduled for October 2016
- Meeting calendar for 2016 was reviewed and on a motion/second by Donovan/Rachael, was unanimously approved:
 - March 14 – General Membership & Board of Directors
 - June 13 – Board of Directors
 - September 12 – Board of Directors
 - December 12 – Board of Directors
- The board agreed that John should convene an ad hoc meeting of interested parties in advance of the March 2016 meeting to discuss the dues/budget for 2016 in advance of bringing it to the board for approval – it was suggested that a conference call in February might be the best approach

8. Adjournment: *The meeting adjourned at 3:15pm.*

Appendix D

Map of Annual Count Locations

TMA Intersection Count Locations



Appendix E

Intersection Vehicle/Pedestrian/Bicycle Volume Tables

2015 Intersection Vehicle Volume Table

Intersection	2015 Intersection PM Peak Hour	Δ Volume 2014-15	Δ % Volume 2014-15
Delaware & 16 th Ave	1365	-116	-8%
Delaware & Concar Dr	2584	-203	-7%
Concar & Grant St	1507	-47	-3%
19 th Ave & Ginnever	1706	+129	+8%
Delaware & 19 th Ave	2317	-146	-6%
Hillsdale WB Ramp & Pacific	703	+141	+25%
Delaware & Pacific	1770	-109	-6%
Delaware & Saratoga Dr	2004	-92	-4%
Delaware & 25 th Ave	1590	+51	+3%
Delaware & 28 th Ave	348	+140	+67%
Saratoga & 28 th Ave	1181	-6	0%
Saratoga & Franklin Pkwy	1965	-78	-4%
E. Hillsdale & Saratoga	3632	-281	-7%
El Camino & E Hillsdale	3329	-2517	-43%
El Camino & 31 st Ave	3737	-399	-10%
El Camino & 28 th Ave	3668	-201	-5%
El Camino & 25 th Ave	4284	-163	-4%
Total	37690	-3897	-9%

2015 Pedestrian Volume Table

Intersection	2015 Ped PM Peak Hour	Δ Volume 2014-15	Δ % Volume 2014-15
Delaware & 16 th Ave	27	-10	-27%
Delaware & Concar Dr	117	+62	+113%
Concar & Grant St	70	+9	+15%
19 th Ave & Ginnever	41	+18	+78%
Delaware & 19 th Ave	38	+17	+81%
Hillsdale WB Ramp & Pacific	91	+38	+72%
Delaware & Pacific	6	-2	-25%
Delaware & Saratoga Dr	32	0	0%
Delaware & 25 th Ave	12	-26	-68%
Delaware & 28 th Ave	47	+10	+27%
Saratoga & 28 th Ave	50	+42	+525%
Saratoga & Franklin Pkwy	54	+45	+500%
E. Hillsdale & Saratoga	37	+20	+118%
El Camino & E Hillsdale	213	-32	-13%
El Camino & 31 st Ave	128	+24	+23%
El Camino & 28 th Ave	82	+27	+49%
El Camino & 25 th Ave	97	-5	-5%
Total	1142	+237	+26%

2015 Intersection Bike Volume Table

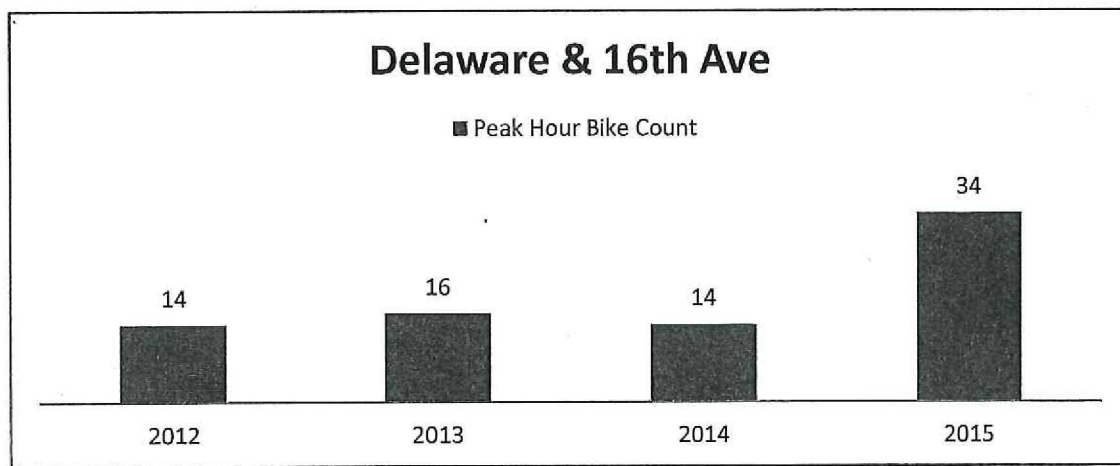
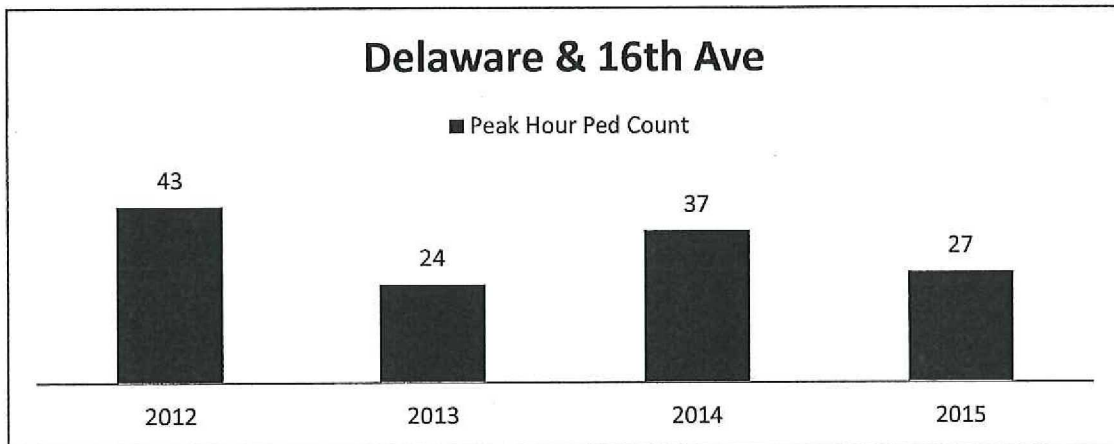
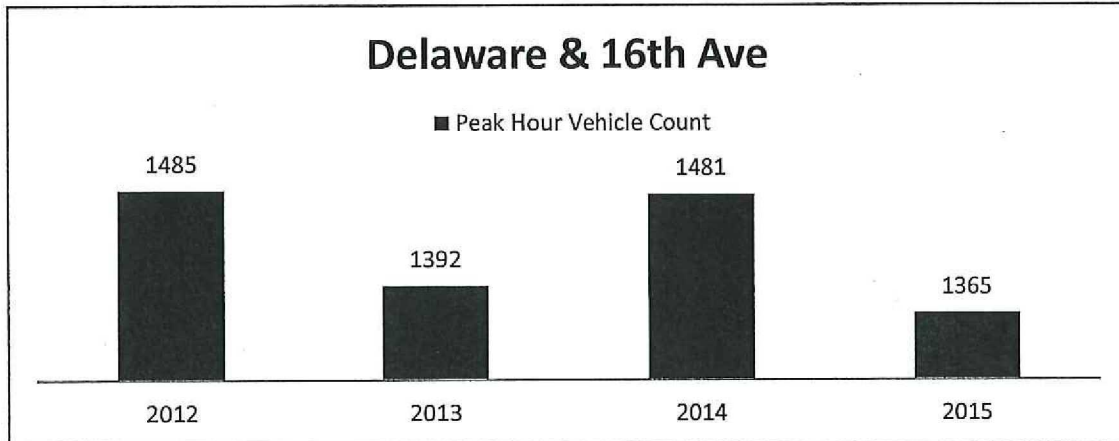
Intersection	2015 Intersection PM Bike Peak Hour	Δ Volume 2014-15	Δ % Volume 2014-15
Delaware & 16 th Ave	34	+20	+143%
Delaware & Concar Dr	16	+6	+60%
Concar & Grant St	19	+8	+73%
19 th Ave & Ginnever	23	+1	+5%
Delaware & 19 th Ave	16	+4	+33%
Hillsdale WB Ramp & Pacific	19	-4	-17%
Delaware & Pacific	43	+10	+30%
Delaware & Saratoga Dr	45	+16	+55%
Delaware & 25 th Ave	62	+19	+44%
Delaware & 28 th Ave	19	+14	+280%
Saratoga & 28 th Ave	9	+6	+200%
Saratoga & Franklin Pkwy	20	+12	+150%
E. Hillsdale & Saratoga	2	-2	-50%
El Camino & E Hillsdale	6	-6	-50%
El Camino & 31 st Ave	8	-9	-53%
El Camino & 28 th Ave	3	-1	-25%
El Camino & 25 th Ave	7	0	0%
Total	351	+94	+36%

Appendix F

2015 Annual TMA Count Summary

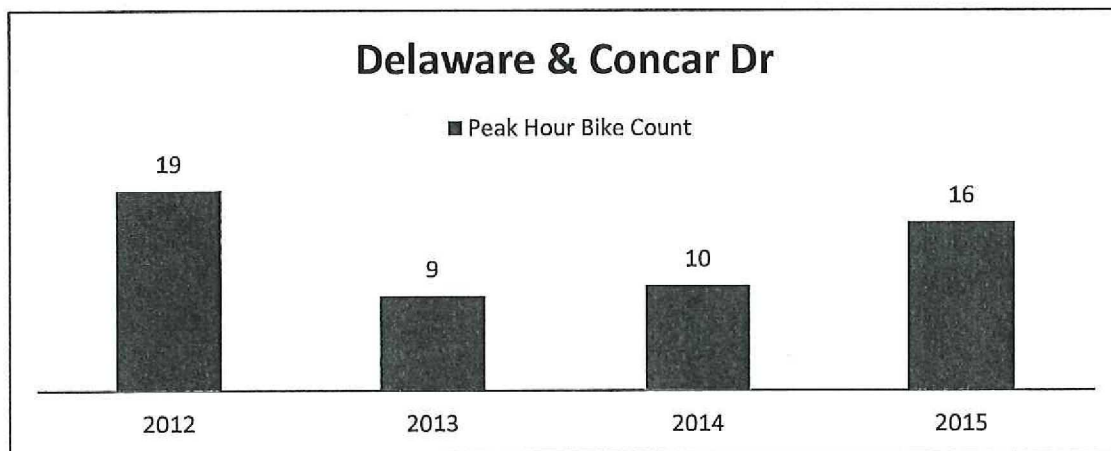
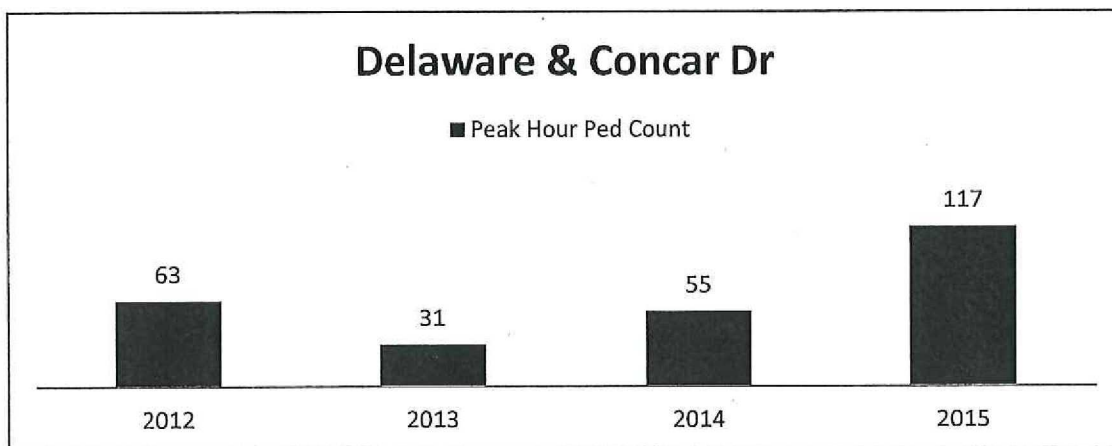
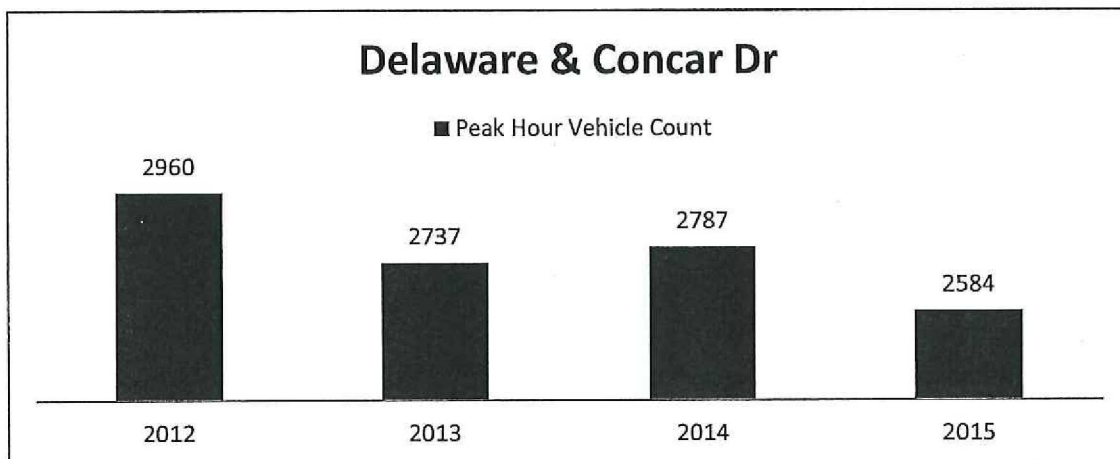
2015 Annual Corridor Area TMA Counts

Delaware & 16th Ave					
	2012	2013	2014	2015	Δ '14-'15
Peak Hour Vehicle Count	1485	1392	1481	1365	-8%
Peak Hour Ped Count	43	24	37	27	-27%
Peak Hour Bike Count	14	16	14	34	143%



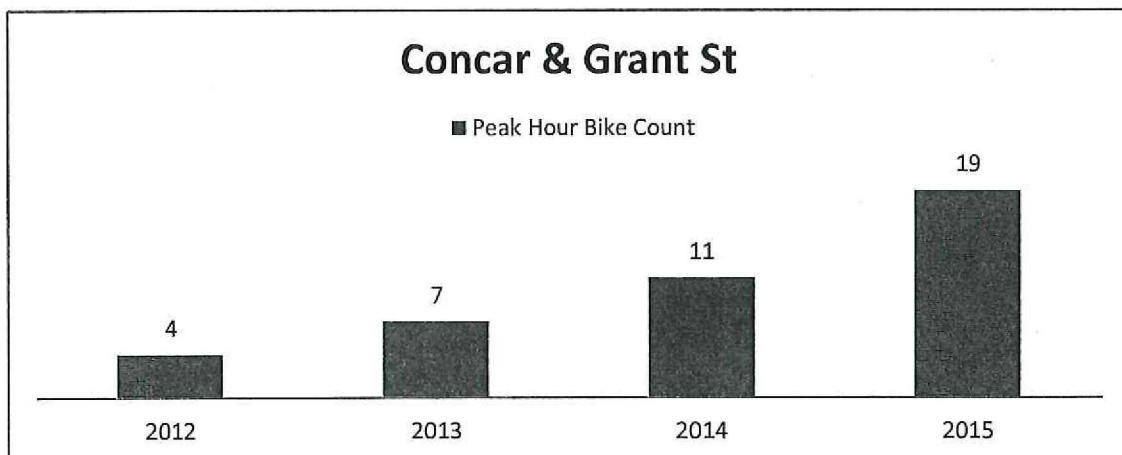
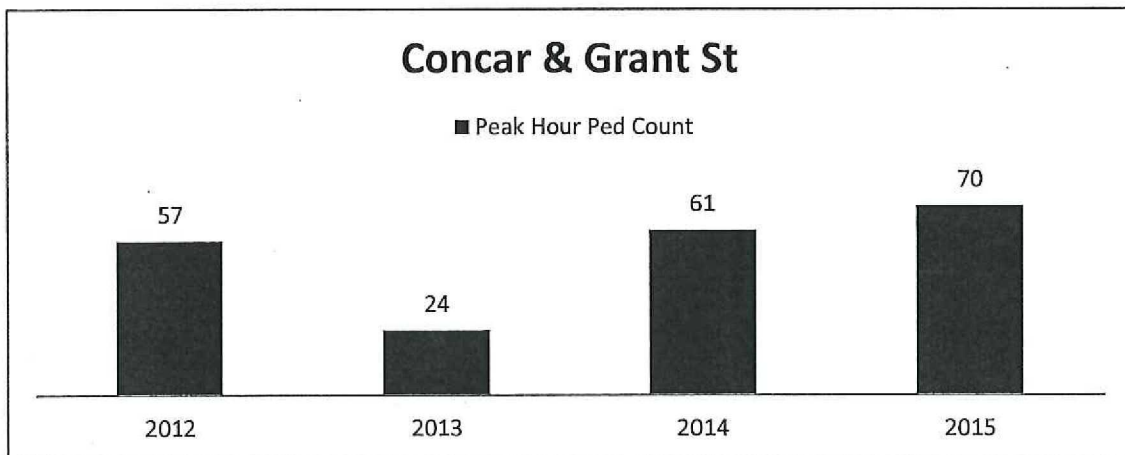
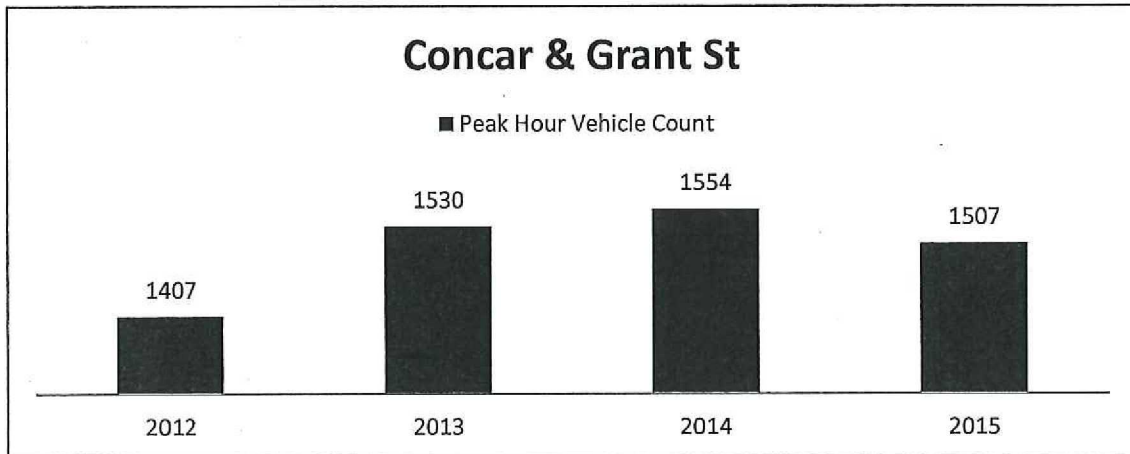
2015 Annual Corridor Area TMA Counts

Delaware & Concar Dr					
	2012	2013	2014	2015	Δ'14-'15
Peak Hour Vehicle Count	2960	2737	2787	2584	-7%
Peak Hour Ped Count	63	31	55	117	113%
Peak Hour Bike Count	19	9	10	16	60%



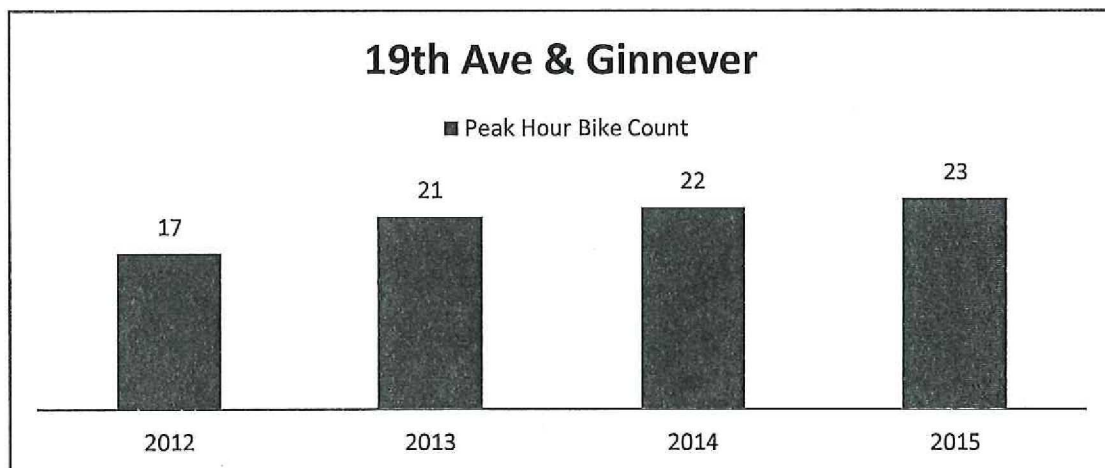
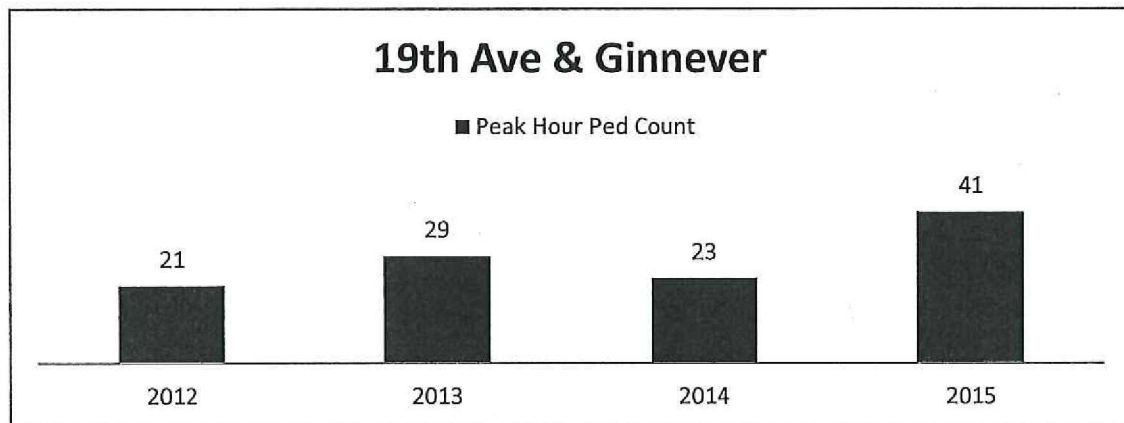
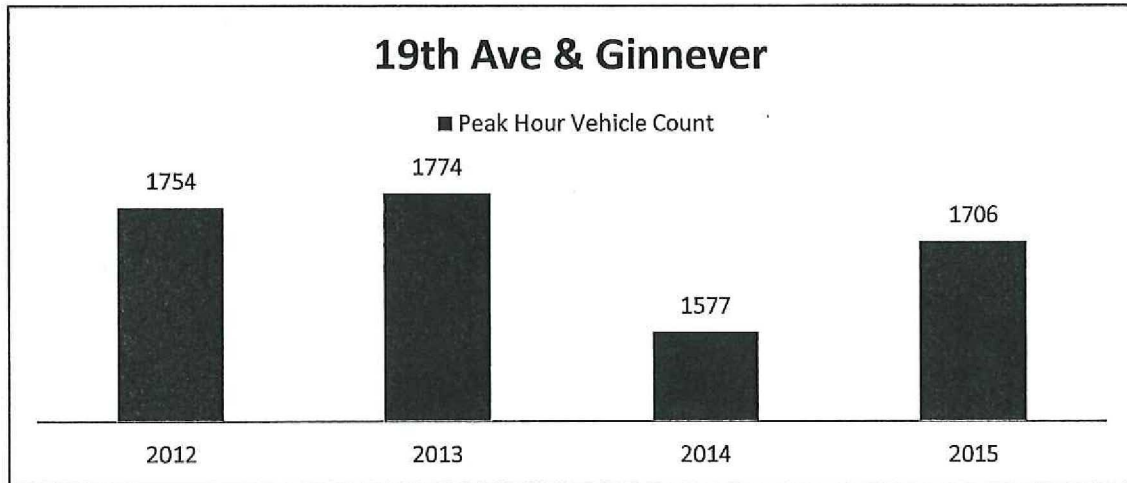
2015 Annual Corridor Area TMA Counts

Concar & Grant St					
	2012	2013	2014	2015	Δ '14-'15
Peak Hour Vehicle Count	1407	1530	1554	1507	-3%
Peak Hour Ped Count	57	24	61	70	15%
Peak Hour Bike Count	4	7	11	19	73%



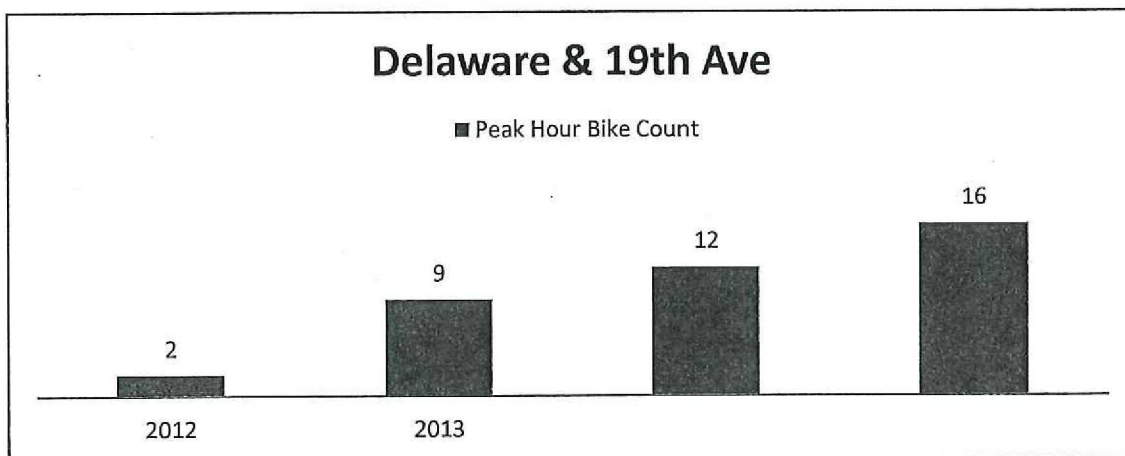
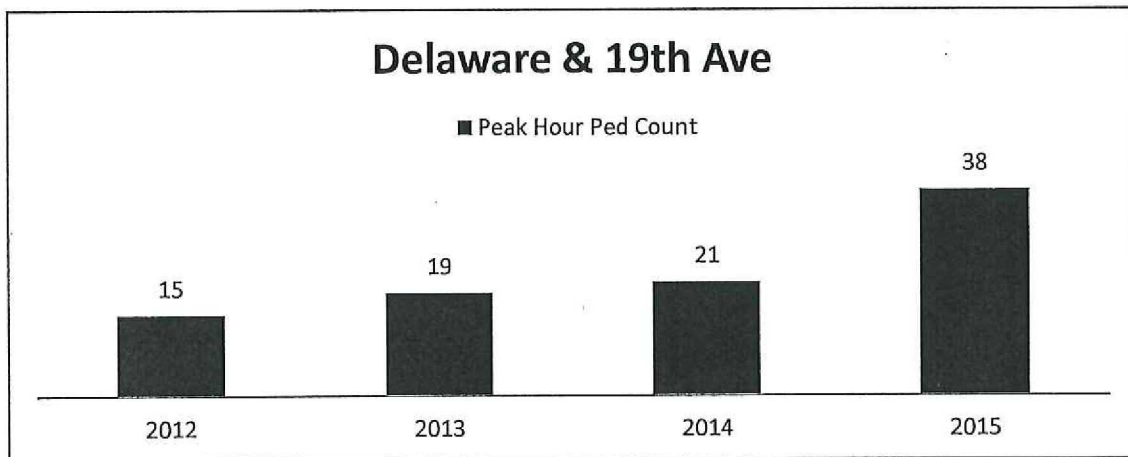
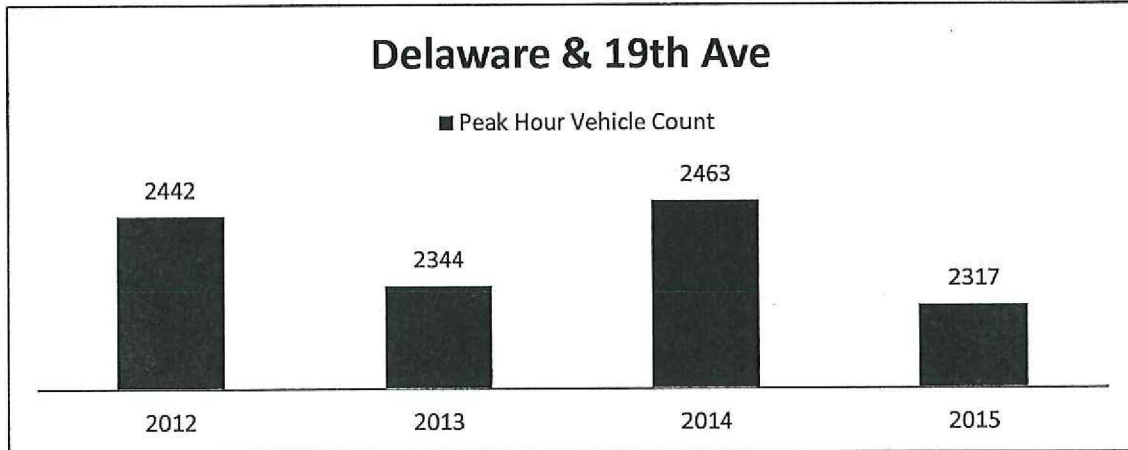
2015 Annual Corridor Area TMA Counts

19th Ave & Ginnever					
	2012	2013	2014	2015	Δ'14-'15
Peak Hour Vehicle Count	1754	1774	1577	1706	8%
Peak Hour Ped Count	21	29	23	41	78%
Peak Hour Bike Count	17	21	22	23	5%



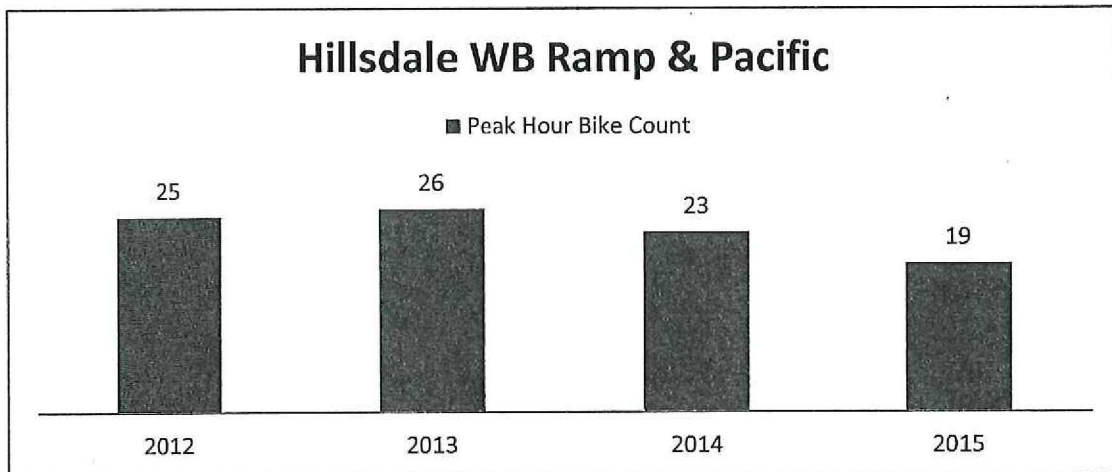
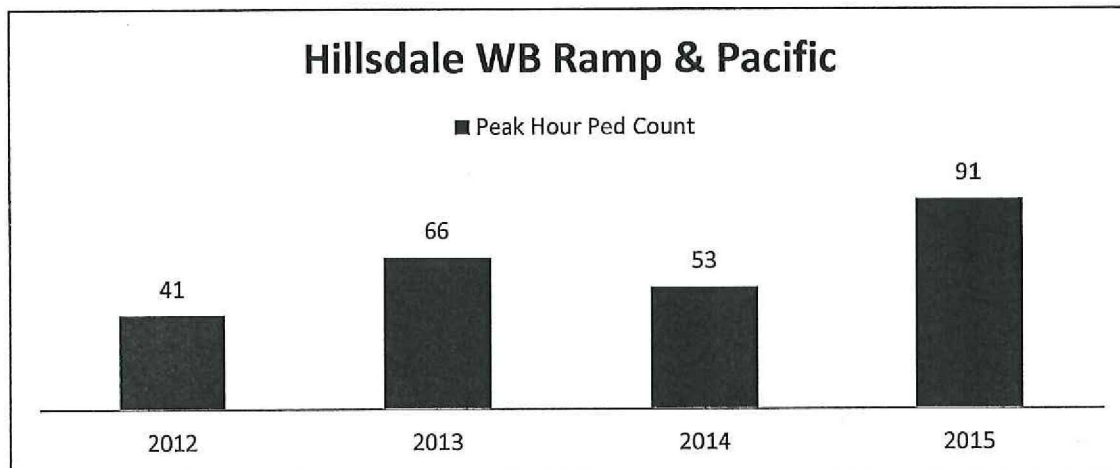
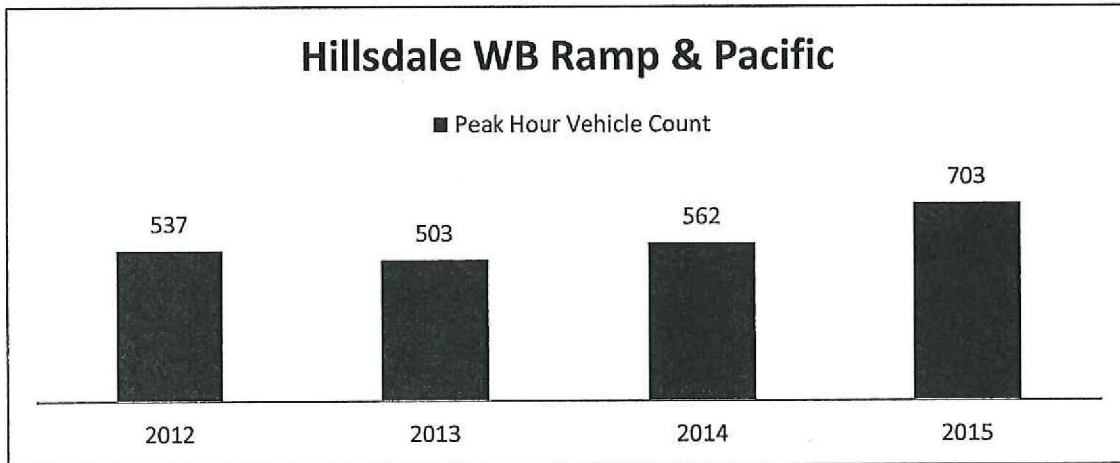
2015 Annual Corridor Area TMA Counts

Delaware & 19th Ave					
	2012	2013	2014	2015	Δ '14-'15
Peak Hour Vehicle Count	2442	2344	2463	2317	-6%
Peak Hour Ped Count	15	19	21	38	81%
Peak Hour Bike Count	2	9	12	16	33%



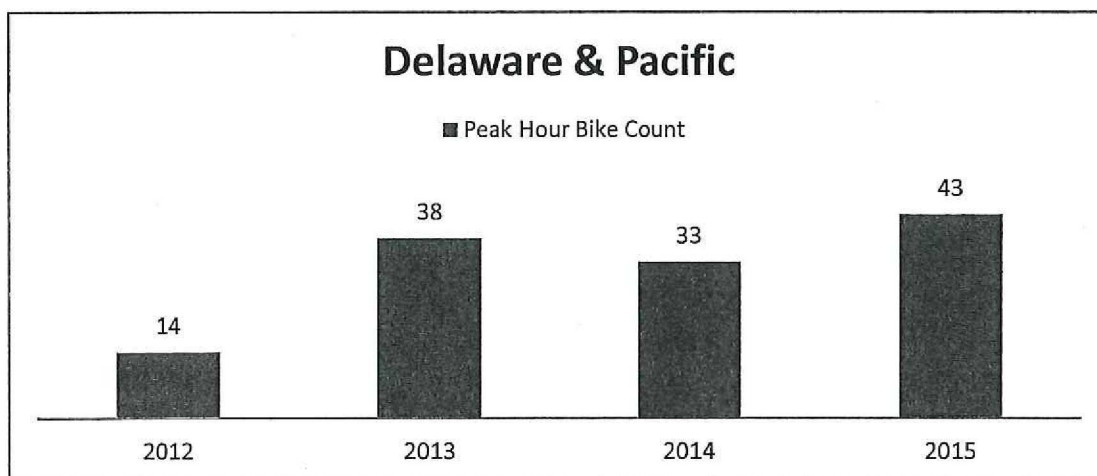
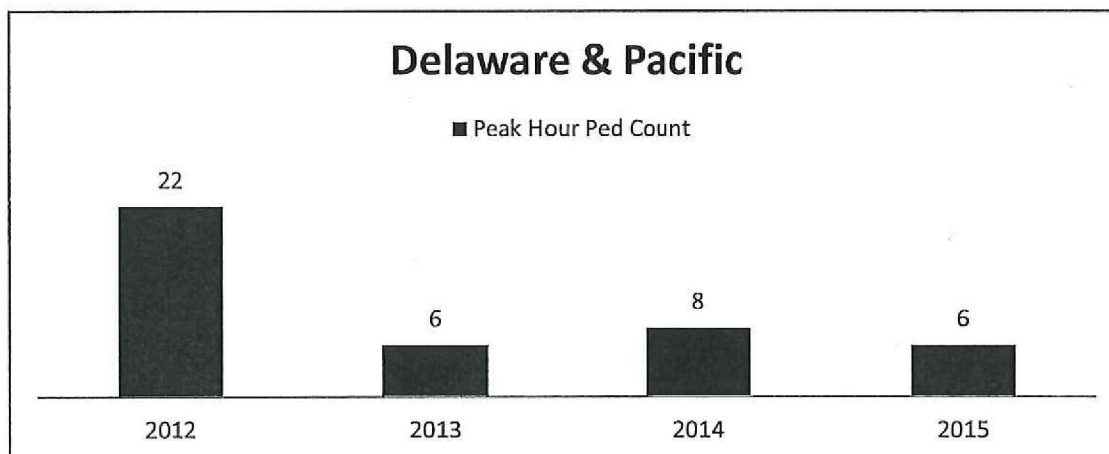
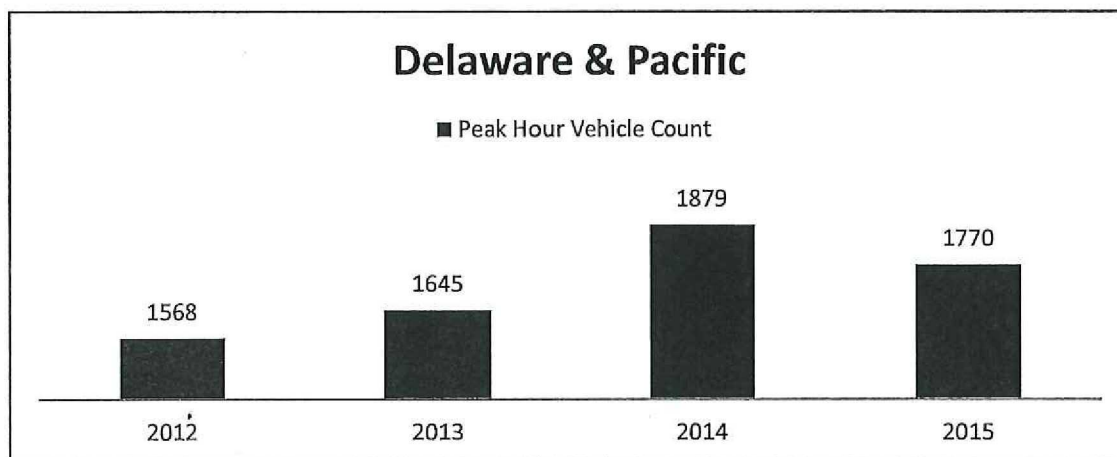
2015 Annual Corridor Area TMA Counts

Hillsdale WB Ramp & Pacific					
	2012	2013	2014	2015	Δ '14-'15
Peak Hour Vehicle Count	537	503	562	703	25%
Peak Hour Ped Count	41	66	53	91	72%
Peak Hour Bike Count	25	26	23	19	-17%



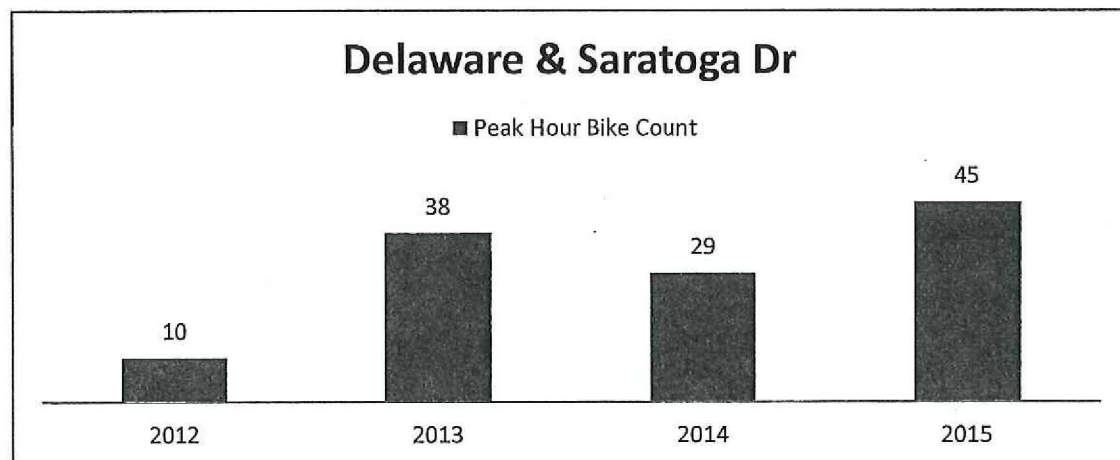
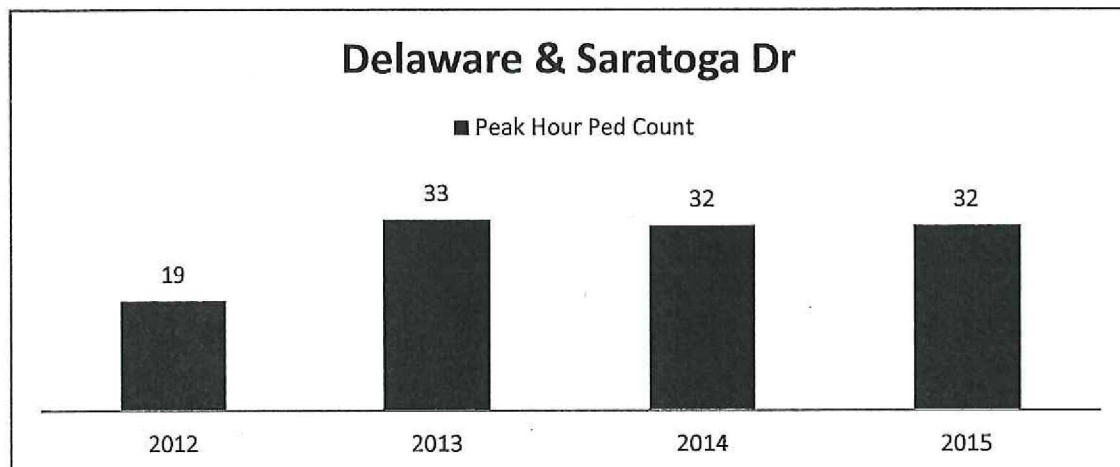
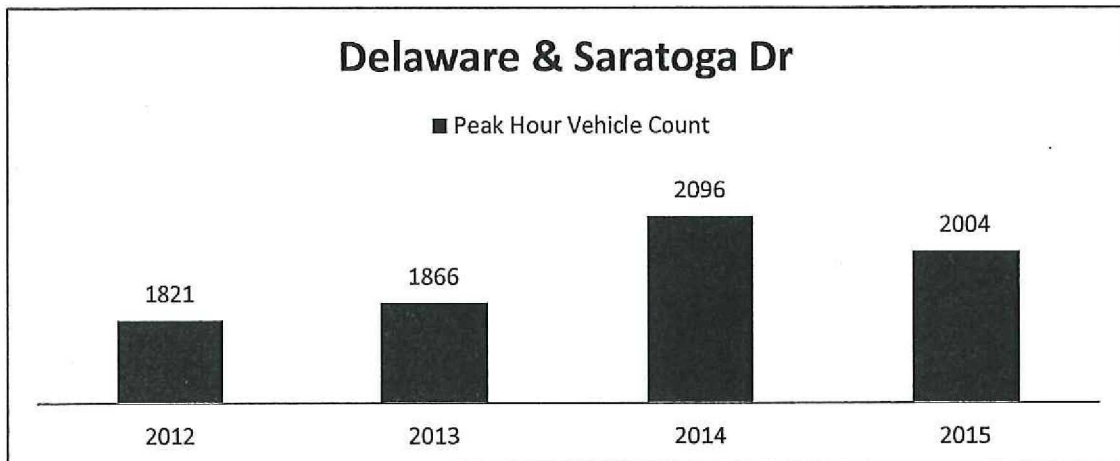
2015 Annual Corridor Area TMA Counts

Delaware & Pacific					
	2012	2013	2014	2015	Δ '14-'15
Peak Hour Vehicle Count	1568	1645	1879	1770	-6%
Peak Hour Ped Count	22	6	8	6	-25%
Peak Hour Bike Count	14	38	33	43	30%



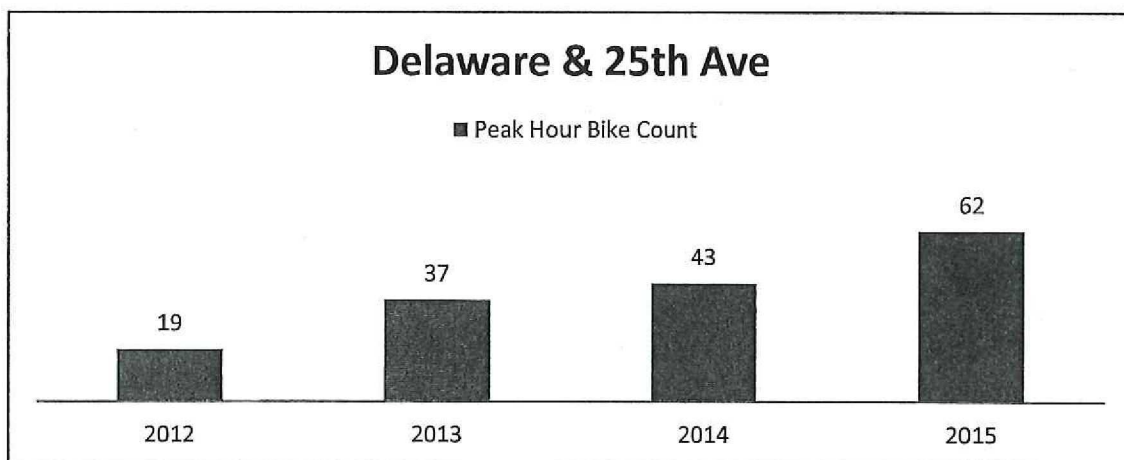
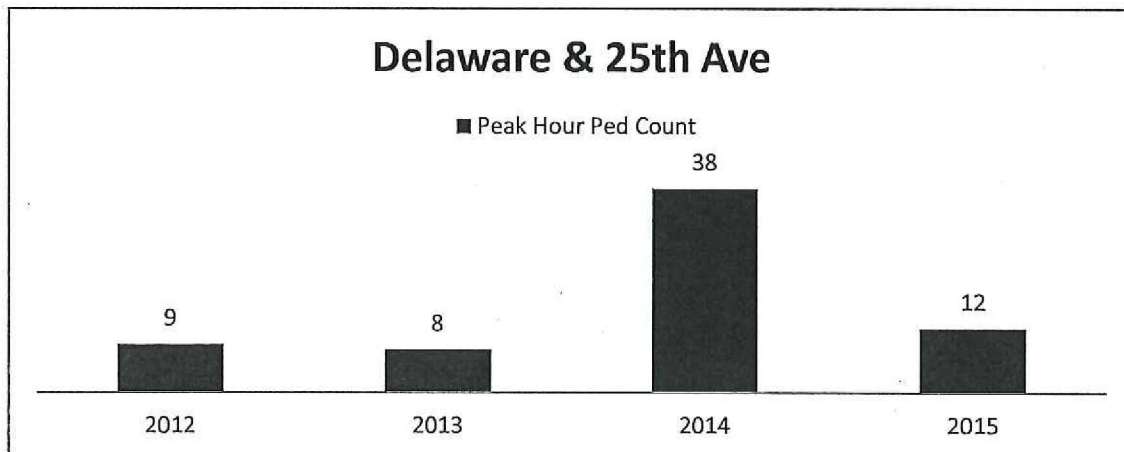
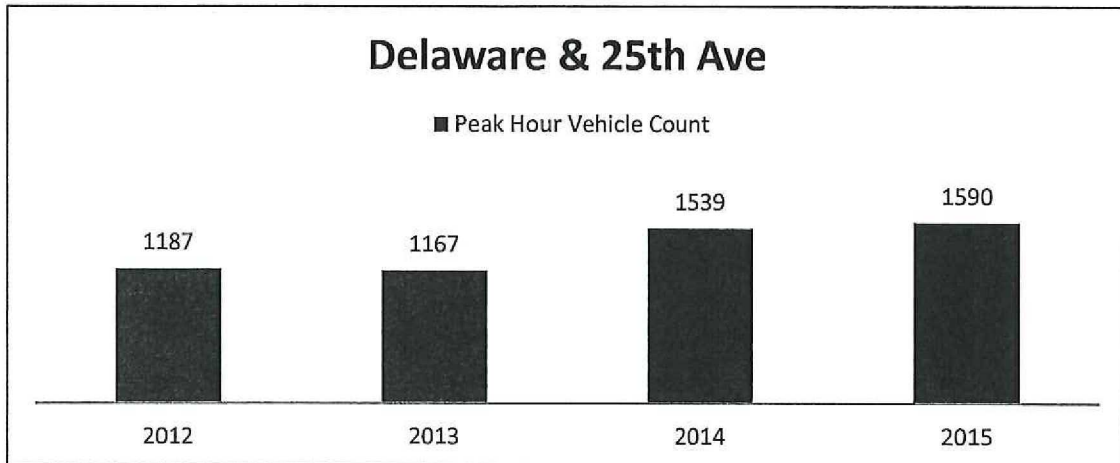
2015 Annual Corridor Area TMA Counts

Delaware & Saratoga Dr					
	2012	2013	2014	2015	Δ '14-'15
Peak Hour Vehicle Count	1821	1866	2096	2004	-4%
Peak Hour Ped Count	19	33	32	32	0%
Peak Hour Bike Count	10	38	29	45	55%



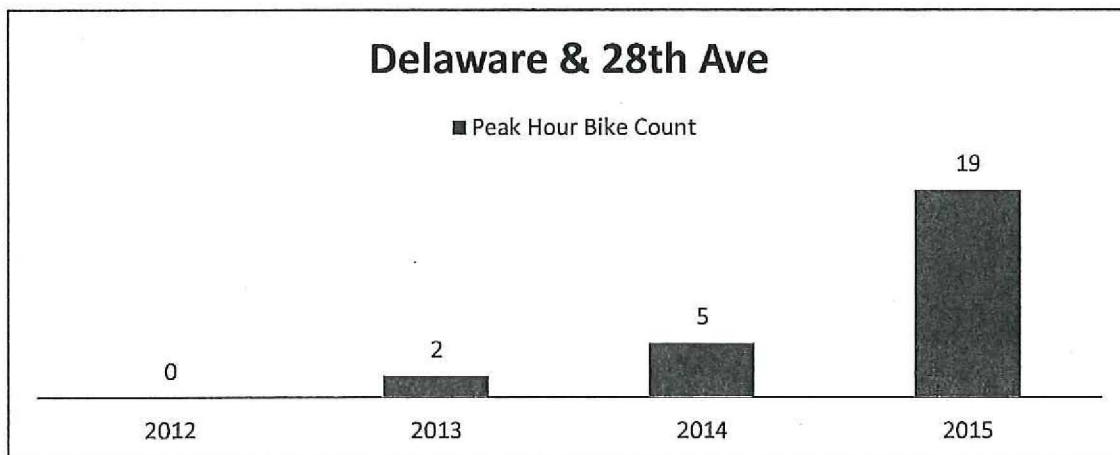
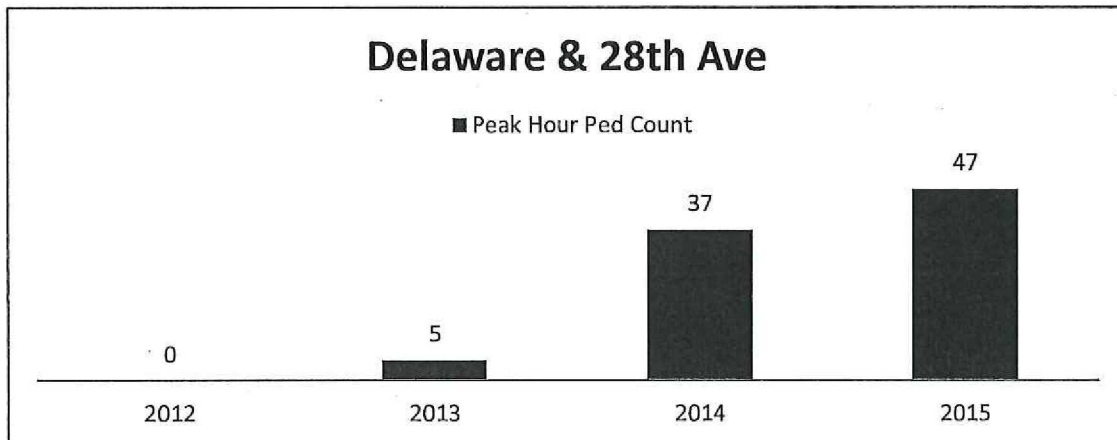
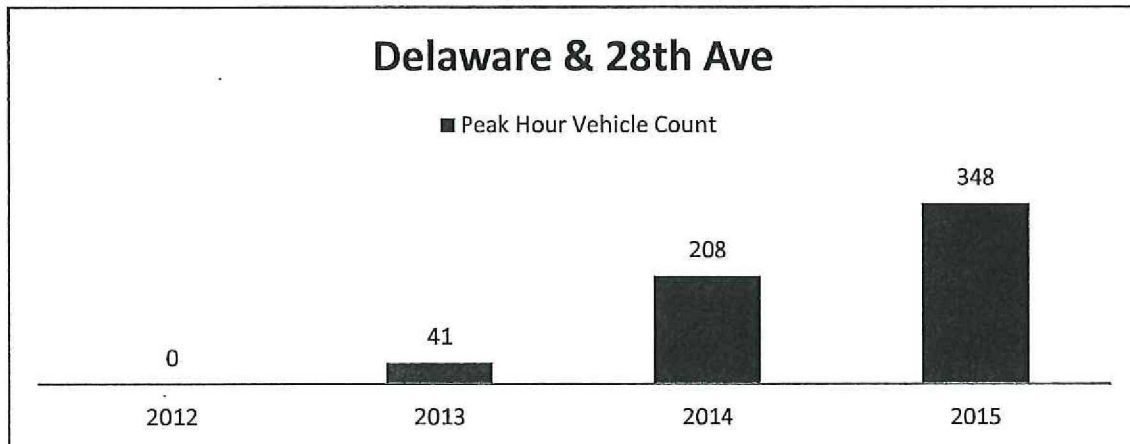
2015 Annual Corridor Area TMA Counts

Delaware & 25th Ave					
	2012	2013	2014	2015	Δ'14-'15
Peak Hour Vehicle Count	1187	1167	1539	1590	3%
Peak Hour Ped Count	9	8	38	12	-68%
Peak Hour Bike Count	19	37	43	62	44%



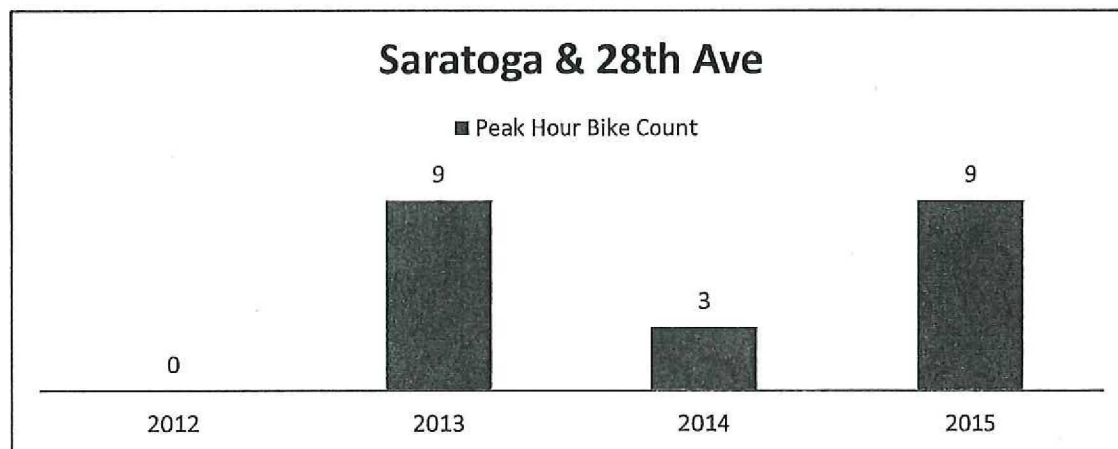
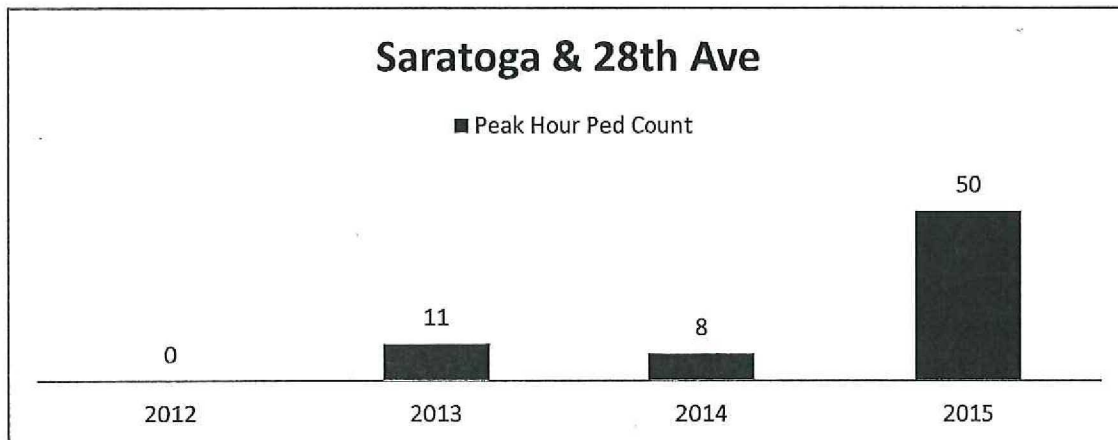
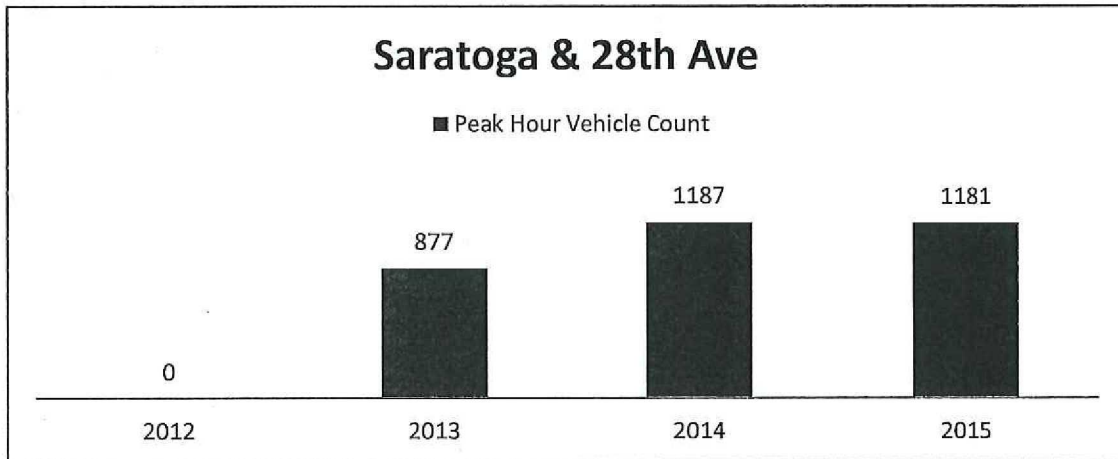
2015 Annual Corridor Area TMA Counts

Delaware & 28th Ave					
	2012	2013	2014	2015	Δ '14-'15
Peak Hour Vehicle Count	0	41	208	348	67%
Peak Hour Ped Count	0	5	37	47	27%
Peak Hour Bike Count	0	2	5	19	280%



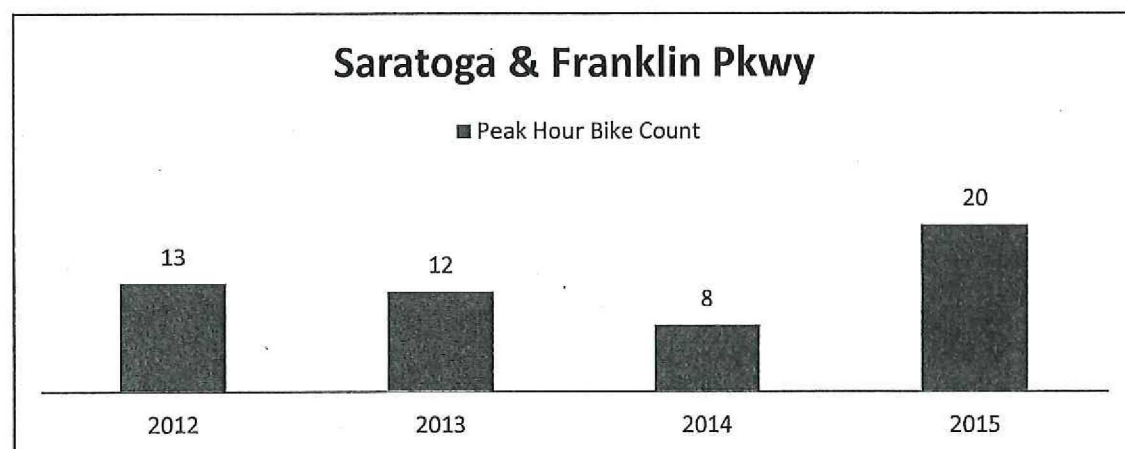
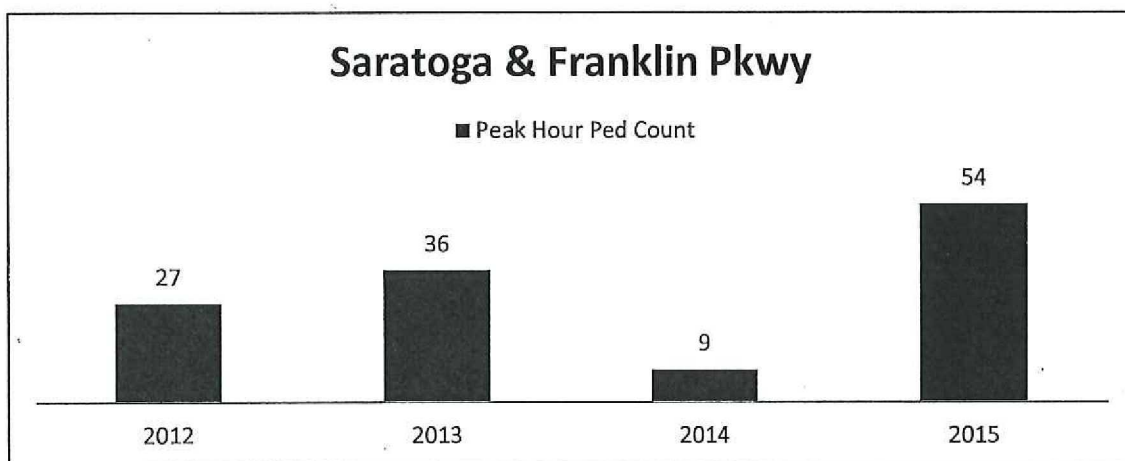
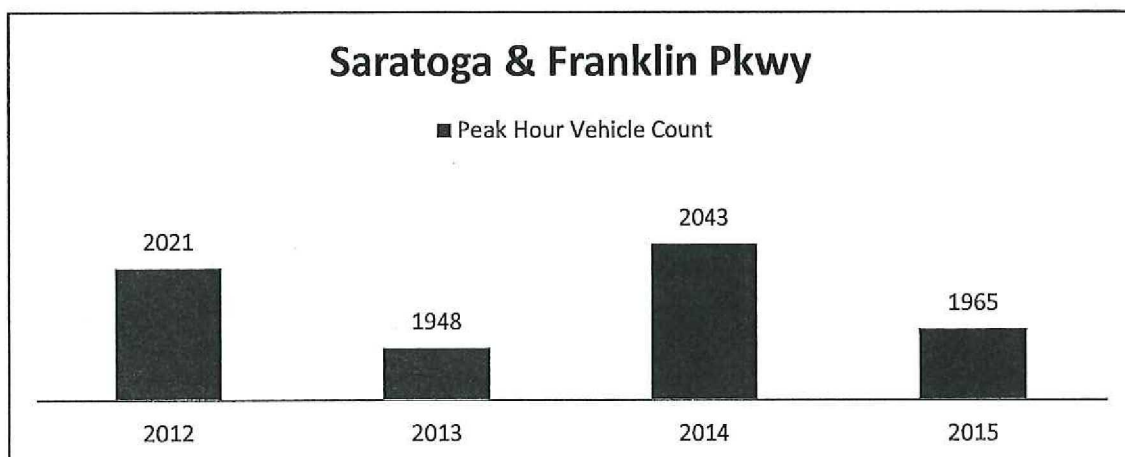
2015 Annual Corridor Area TMA Counts

Saratoga & 28th Ave					
	2012	2013	2014	2015	Δ '14-'15
Peak Hour Vehicle Count	0	877	1187	1181	-1%
Peak Hour Ped Count	0	11	8	50	525%
Peak Hour Bike Count	0	9	3	9	200%



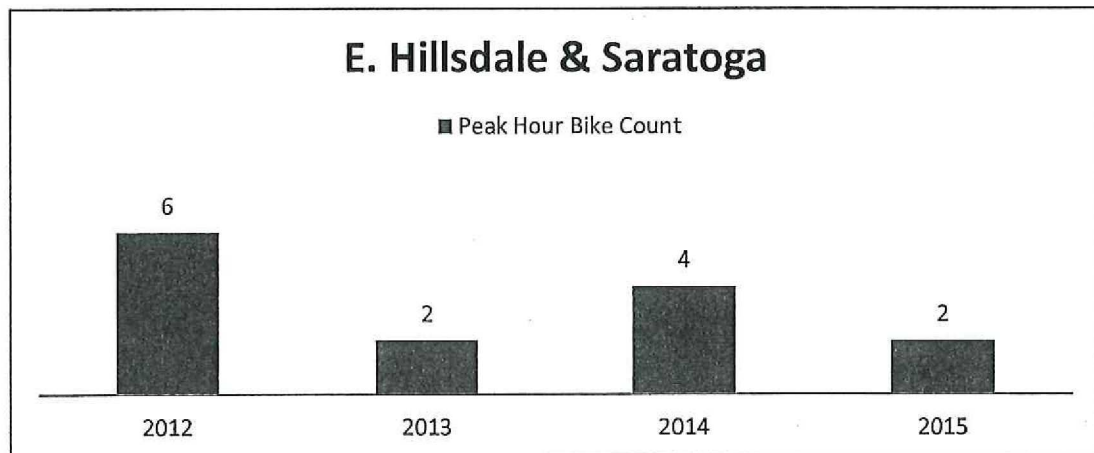
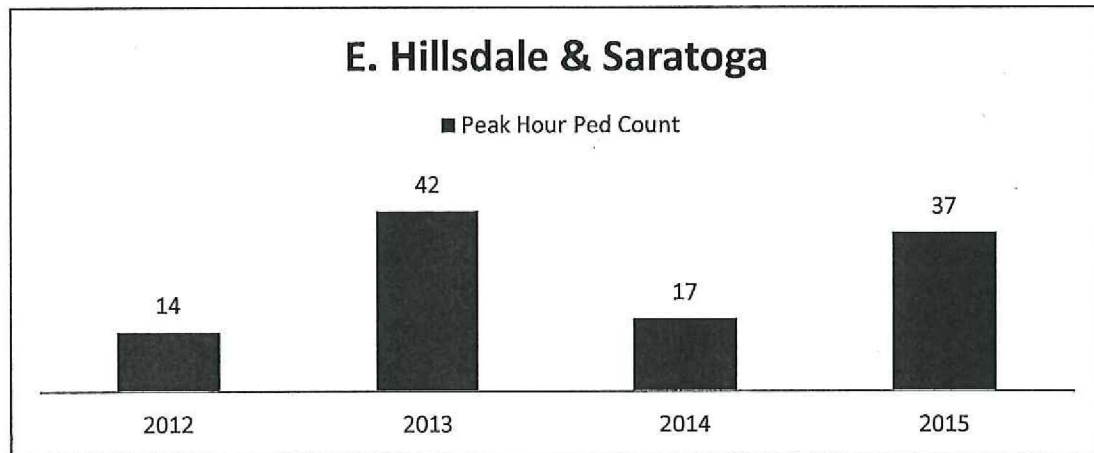
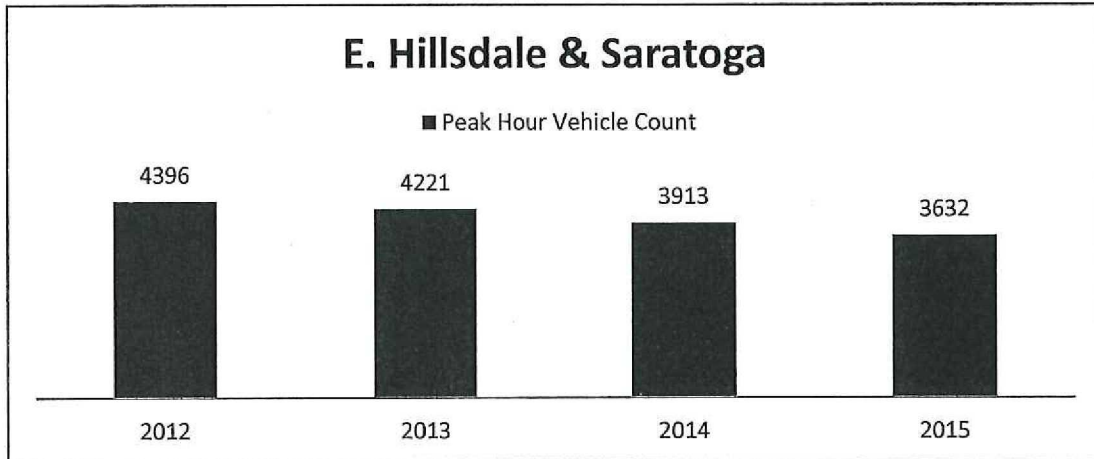
2015 Annual Corridor Area TMA Counts

Saratoga & Franklin Pkwy					
	2012	2013	2014	2015	Δ'14-'15
Peak Hour Vehicle Count	2021	1948	2043	1965	-4%
Peak Hour Ped Count	27	36	9	54	500%
Peak Hour Bike Count	13	12	8	20	150%



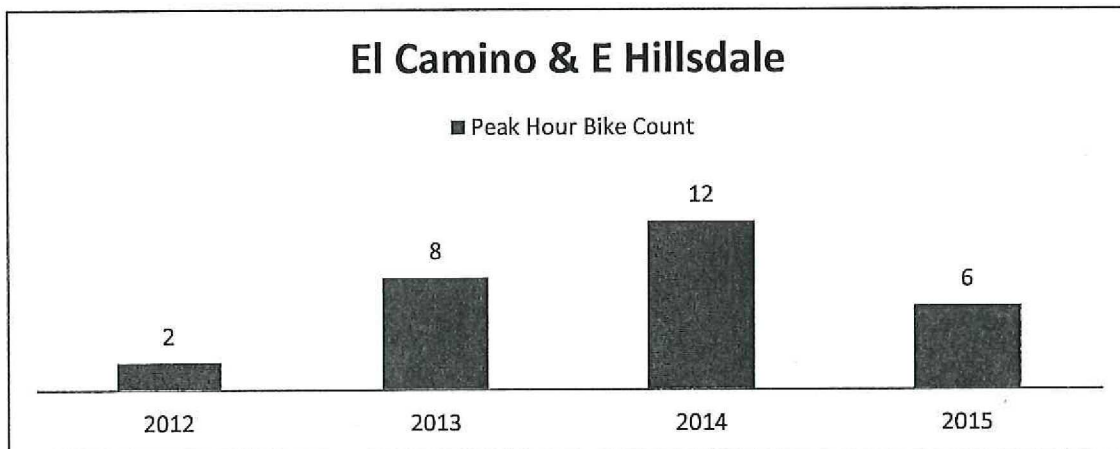
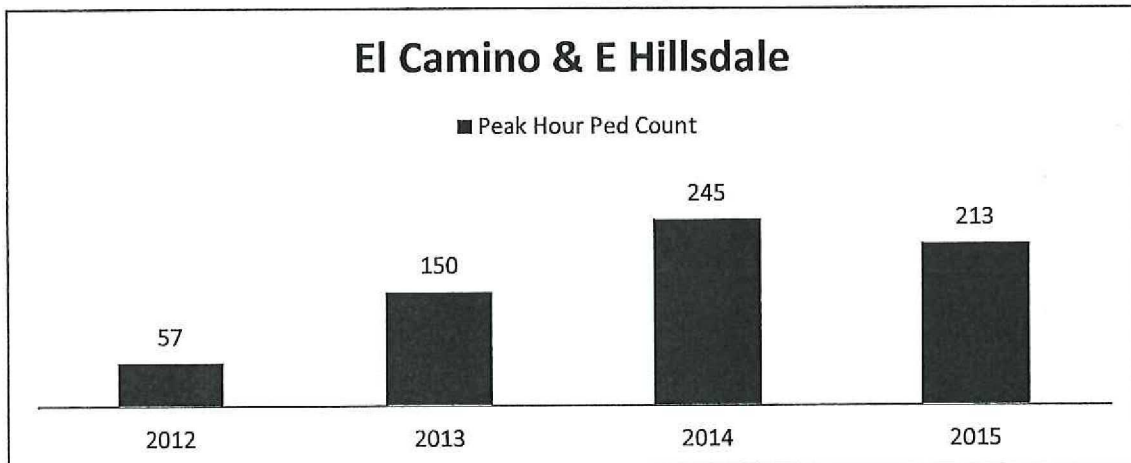
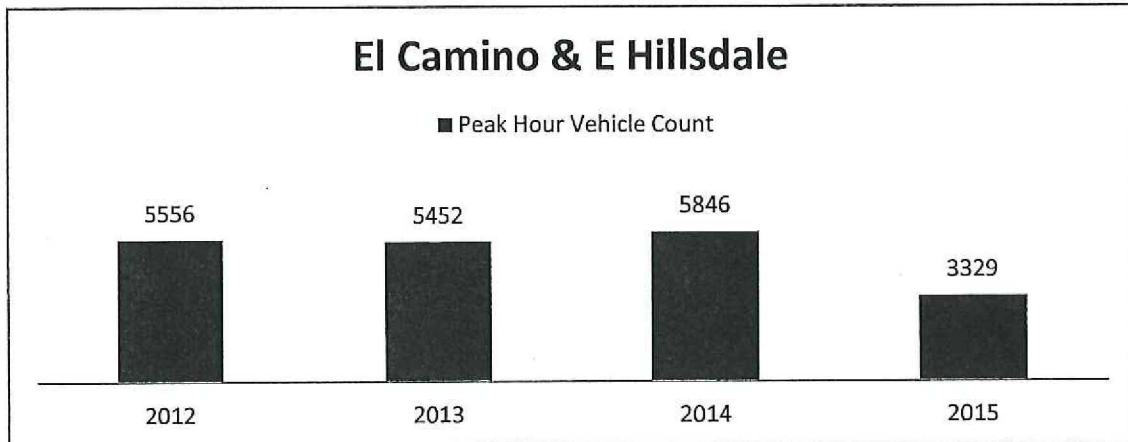
2014 Annual Corridor Area TMA Counts

E. Hillsdale & Saratoga					
	2012	2013	2014	2015	Δ'14-'15
Peak Hour Vehicle Count	4396	4221	3913	3632	-7%
Peak Hour Ped Count	14	42	17	37	118%
Peak Hour Bike Count	6	2	4	2	-50%



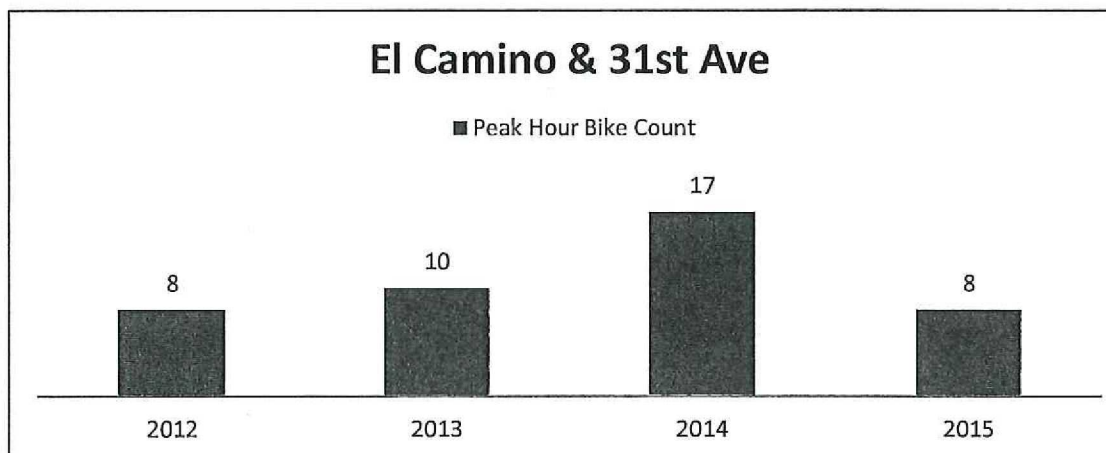
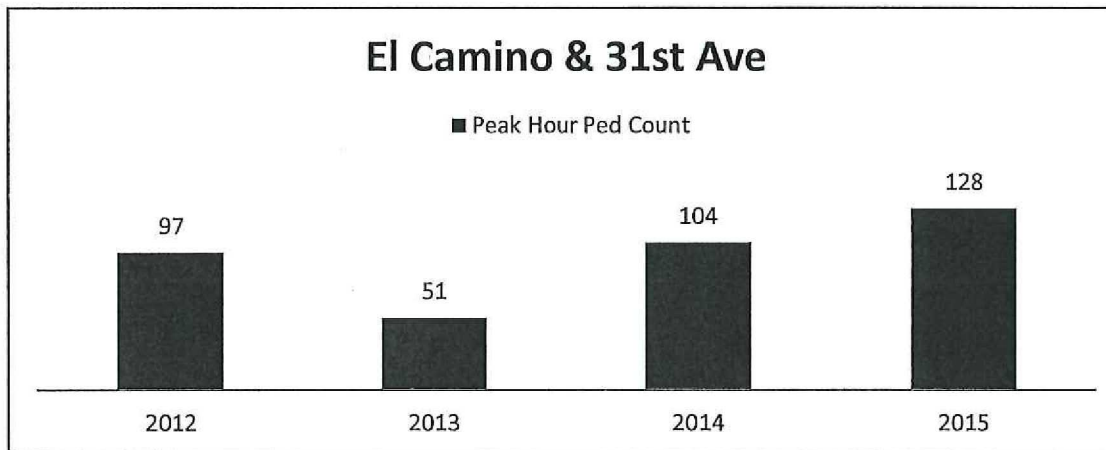
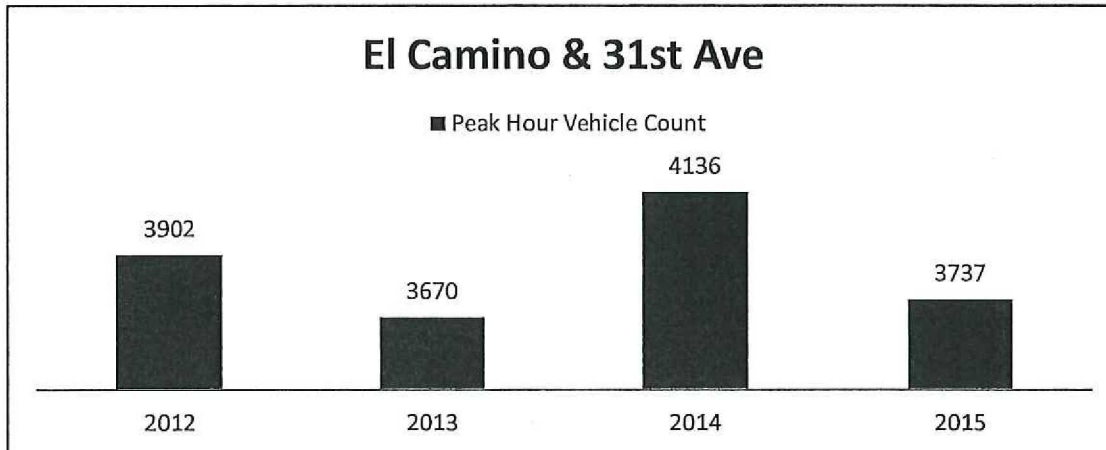
2015 Annual Corridor Area TMA Counts

El Camino & E Hillsdale					
	2012	2013	2014	2015	Δ'14-'15
Peak Hour Vehicle Count	5556	5452	5846	3329	-43%
Peak Hour Ped Count	57	150	245	213	-13%
Peak Hour Bike Count	2	8	12	6	-50%



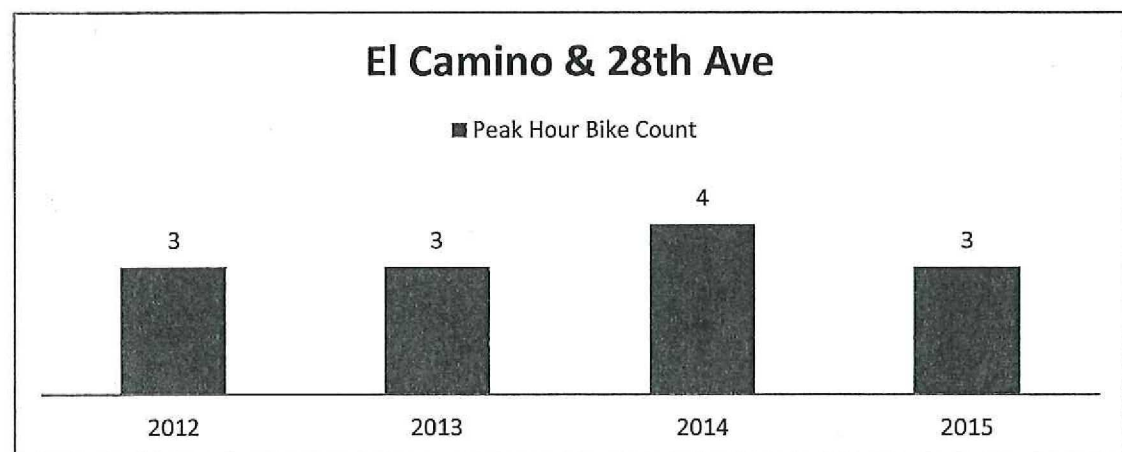
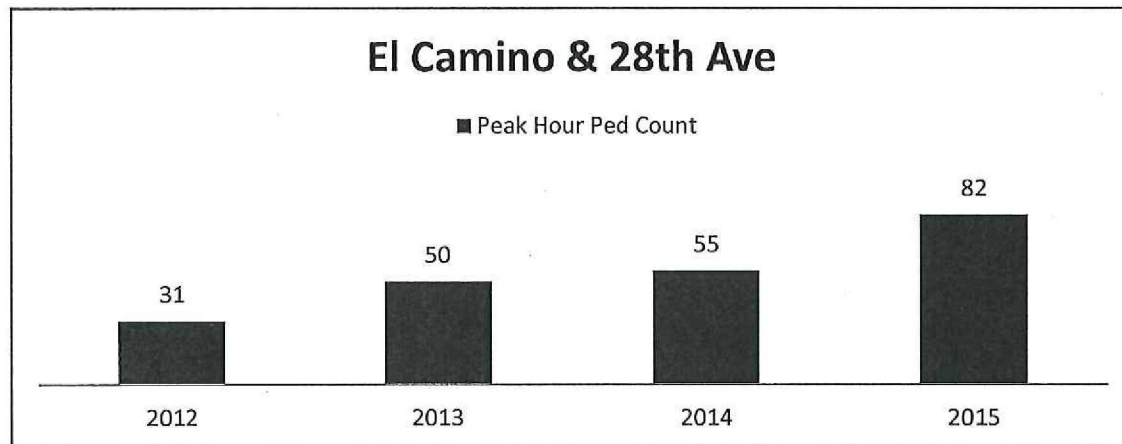
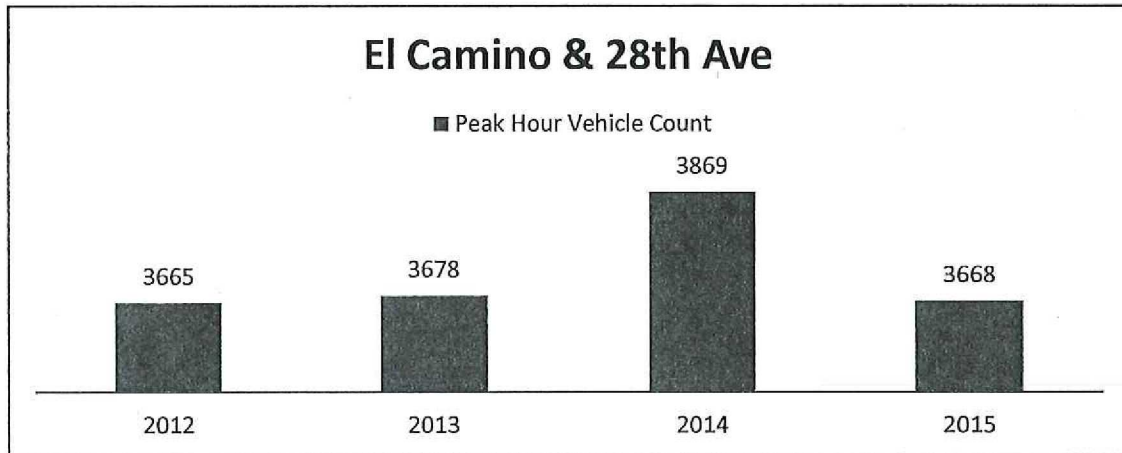
2015 Annual Corridor Area TMA Counts

El Camino & 31st Ave					
	2012	2013	2014	2015	Δ'14-'15
Peak Hour Vehicle Count	3902	3670	4136	3737	-10%
Peak Hour Ped Count	97	51	104	128	23%
Peak Hour Bike Count	8	10	17	8	-53%



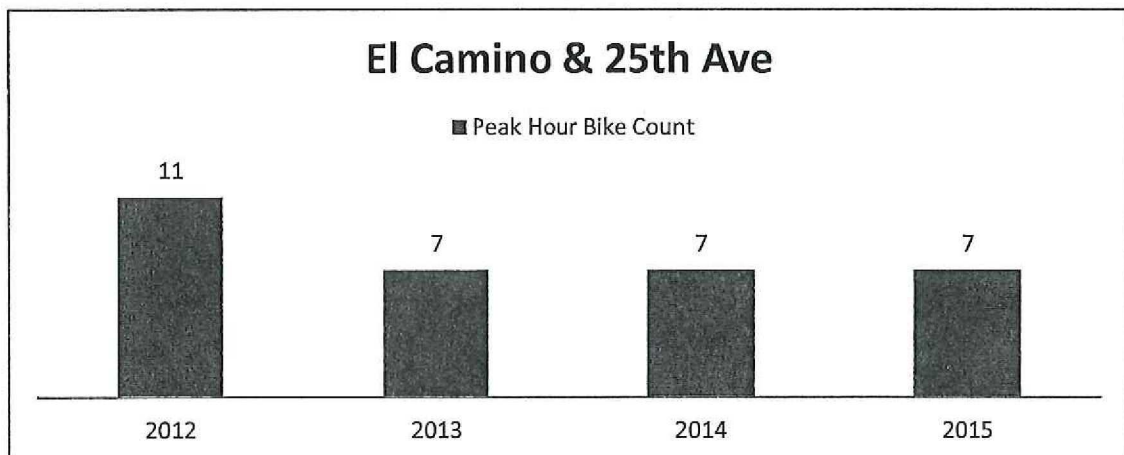
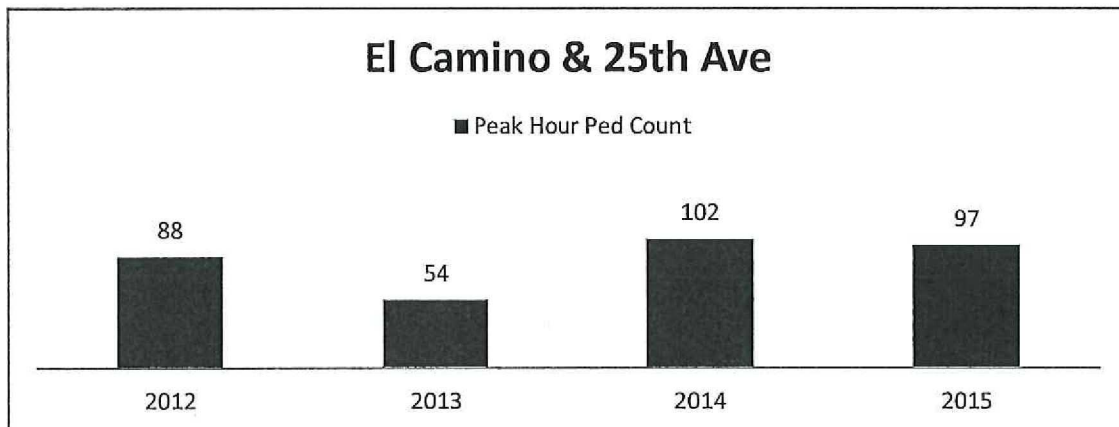
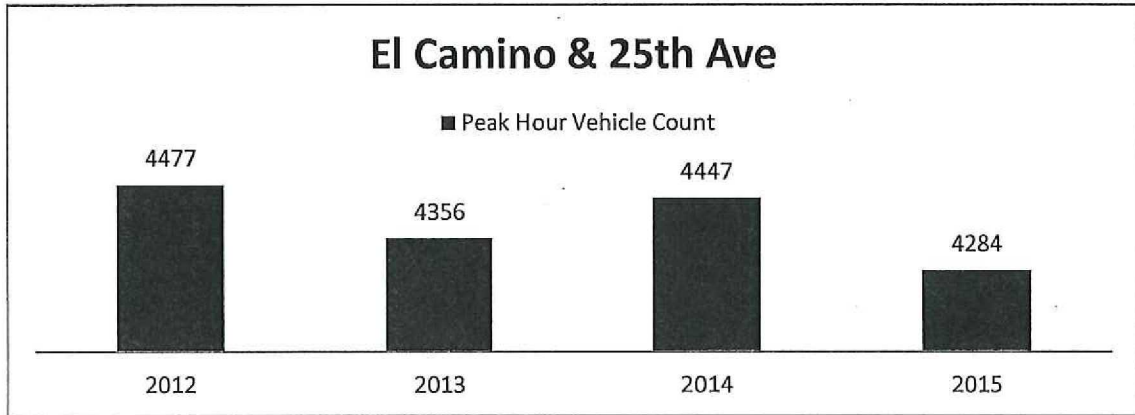
2015 Annual Corridor Area TMA Counts

El Camino & 28th Ave					
	2012	2013	2014	2015	Δ'14-'15
Peak Hour Vehicle Count	3665	3678	3869	3668	-5%
Peak Hour Ped Count	31	50	55	82	49%
Peak Hour Bike Count	3	3	4	3	-25%



2015 Annual Corridor Area TMA Counts

El Camino & 25th Ave					
	2012	2013	2014	2015	Δ'14-'15
Peak Hour Vehicle Count	4477	4356	4447	4284	-4%
Peak Hour Ped Count	88	54	102	97	-5%
Peak Hour Bike Count	11	7	7	7	0%



Appendix G

Bay Meadows Phase II: Residential 1, Residential 2, and Residential 3 Driveway Count Summary

**Appendix G - Bay Meadows Phase II Res 1
Residential 1 Entrance Count Summary**

Entrance Count Location: **Derby Ave**

Survey Date: **10/29/2015**

Time	ENTRANCE				
	VEH IN	VEH OUT	PED IN	PED OUT	BIKE
10/29/2015 16:00	0	2	0	0	0
10/29/2015 16:15	2	3	0	0	0
10/29/2015 16:30	5	5	0	1	0
10/29/2015 16:45	4	0	0	2	0
10/29/2015 17:00	4	2	0	1	0
10/29/2015 17:15	3	1	0	0	0
10/29/2015 17:30	5	1	0	2	0
10/29/2015 17:45	7	2	0	5	0

Totals 19 6

<u>Summary</u>	
Peak Hour: 5:00 pm - 6:00 pm	
Total PM Peak In/Out:	25
Max Allowed PM Peak (Short Term)	60
Results 25 Trips < 60 Trips: In Compliance	

**Appendix G - Bay Meadows Phase II Res 2
Residential 2 Entrance Count Summary**

Entrance Count Location: Paddock Way

Survey Date: 10/29/2015

Time	ENTRANCE			
	VEH IN	VEH OUT	PED	BIKES
10/29/2015 16:00	1	2	2	0
10/29/2015 16:15	0	1	0	0
10/29/2015 16:30	3	1	0	0
10/29/2015 16:45	2	2	3	0
10/29/2015 17:00	8	2	1	0
10/29/2015 17:15	0	1	2	0
10/29/2015 17:30	3	2	4	0
10/29/2015 17:45	4	1	1	0
Totals	15	6		

Summary

Peak Hour: 5:00 pm - 6:00 pm

Total PM Peak In/Out: 21

Max Allowed PM Peak (Short Term): 45

Results 21 Trips < 45 Trips: In Compliance

**Appendix G - Bay Meadows Phase II Res 3
Residential 3 Entrance Count Summary**

Entrance Count Location: Ochoa Ln

Survey Date: 10/29/2015

Time	ENTRANCE			
	VEH IN	VEH OUT	PED	BIKE
10/29/2015 16:00	8	5	4	0
10/29/2015 16:15	3	4	1	0
10/29/2015 16:30	5	2	0	0
10/29/2015 16:45	8	1	3	0
10/29/2015 17:00	3	2	6	0
10/29/2015 17:15	9	9	6	0
10/29/2015 17:30	6	3	4	0
10/29/2015 17:45	8	3	2	0

Totals 26 17

Entrance Count Location: Mahoney Way

Survey Date: 10/29/2015

Time	DRIVEWAY OUTBOUND			
	VEH IN	VEH OUT	PED	BIKE
10/29/2015 16:00	4	2	3	0
10/29/2015 16:15	7	2	3	0
10/29/2015 16:30	3	3	1	0
10/29/2015 16:45	2	2	3	0
10/29/2015 17:00	4	0	1	0
10/29/2015 17:15	8	2	3	2
10/29/2015 17:30	9	1	4	0
10/29/2015 17:45	5	4	3	0

Totals 26 7

**Appendix G - Bay Meadows Phase II Res 3
Residential 3 Entrance Count Summary**

<u>Summary</u>	
Peak Hour: 5:00 pm - 6:00 pm	
Total PM Peak In/Out:	76
Max Allowed PM Peak (Short Term):	87
Results	76 trips < 87 trips: In Compliance

Appendix H

Peninsula Station Driveway Count Summary

Appendix H Peninsula Station Driveway Count Summary

Driveway Count Location: 2901 S. El Camino Real - Pen Station Project

Survey Date: 10/29/2015

Time	GARAGE		GARAGE		GARAGE	
	VEH IN	VEH OUT	PED IN	PED OUT	BIKE IN	BIKE OUT
10/29/2015 16:00	3	2	0	0	0	0
10/29/2015 16:15	2	2	0	0	0	0
10/29/2015 16:30	1	1	0	0	0	0
10/29/2015 16:45	3	3	0	0	0	0
10/29/2015 17:00	2	3	0	0	0	0
10/29/2015 17:15	3	1	0	0	0	0
10/29/2015 17:30	3	0	0	0	0	0
10/29/2015 17:45	6	1	0	0	0	0

Totals 14 5

Summary

Peak Hour: 5:00 pm - 6:00 pm

Total PM Peak In/Out: 19

Max Allowed PM Peak (Short Term): 36

Results 19 Trips < 36 Trips: In Compliance

Appendix I

Delaware Pacific Driveway Count Summary

Appendix I **Delaware Pacific Driveway Count Summary**

Driveway Count Location: 1990 S. Delaware

Survey Date: 10/29/2015

Time	GARAGE		Garage		Garage	
	VEH IN	VEH OUT	PED IN	PED OUT	BIKE IN	BIKE OUT
10/29/2015 16:00	3	3	0	0	0	0
10/29/2015 16:15	0	1	0	0	0	0
10/29/2015 16:30	2	1	0	0	0	0
10/29/2015 16:45	3	2	0	0	0	0
10/29/2015 17:00	3	5	0	0	0	0
10/29/2015 17:15	1	3	0	0	0	0
10/29/2015 17:30	0	3	0	0	0	0
10/29/2015 17:45	1	1	0	0	0	0

Totals 7 13

Summary

Peak Hour: 4:45 pm - 5:45 pm

Total PM Peak In/Out: 20

Max Allowed PM Peak (Short Term): 59

Results 20 Trips < 59 Trips: In Compliance

Appendix J

Mode by Alta Driveway Count Summary

Appendix J
Mode by Alta Driveway Count Summary

Driveway Count Location: **2089 Pacific Boulevard**

Survey Date: **10/29/2015**

Time	DRIVEWAY		DRIVEWAY		DRIVEWAY	
	VEH IN	VEH OUT	PED IN	PED OUT	BIKE IN	BIKE OUT
10/29/2015 16:00	4	2	0	0	0	0
10/29/2015 16:15	3	4	0	0	0	0
10/29/2015 16:30	1	1	0	0	2	0
10/29/2015 16:45	7	1	0	0	1	0
10/29/2015 17:00	2	2	0	0	0	0
10/29/2015 17:15	6	1	0	0	0	0
10/29/2015 17:30	3	1	0	0	0	0
10/29/2015 17:45	11	4	0	0	1	0

Totals 22 8

<u>Summary</u>	
Peak Hour: 5:00 pm - 6:00 pm	
Total PM Peak In/Out:	30
Max Allowed PM Peak (Short Term):	59
Results	30 Trips < 59 Trips: In Compliance

Appendix K

Nueva High School Driveway Count Summary

Appendix K **Nueva High School Driveway Count Summary**

Driveway Count Location: Nueva High School - E 28th Avenue

Survey Date: 10/29/2015

Time	DRIVEWAY			
	VEH IN	VEH OUT	PED	BIKE
10/29/2015 16:00	7	0	15	0
10/29/2015 16:15	4	0	9	0
10/29/2015 16:30	5	0	6	0
10/29/2015 16:45	4	0	6	0
10/29/2015 17:00	3	0	3	0
10/29/2015 17:15	1	0	2	0
10/29/2015 17:30	1	0	0	0
10/29/2015 17:45	3	0	5	0

Totals 20 0

Driveway Count Location: Nueva High School - S Delaware Street

Survey Date: 10/29/2015

Time	DRIVEWAY			
	VEH IN	VEH OUT	PED	BIKE
10/29/2015 16:00	1	18	4	0
10/29/2015 16:15	0	8	3	0
10/29/2015 16:30	0	6	4	1
10/29/2015 16:45	0	5	1	0
10/29/2015 17:00	0	11	3	1
10/29/2015 17:15	0	0	2	0
10/29/2015 17:30	1	9	0	0
10/29/2015 17:45	0	4	1	0

Totals 1 37

Appendix K
Nueva High School Driveway Count Summary

Summary

Peak Hour: 4:00 pm - 5:00 pm

Total PM Peak In/Out: 58

Max Allowed PM Peak (Short Term): 95

Results 58 Trips < 95 Trips: In Compliance

Debby Fernandez

From: PlanningCommission
Sent: Wednesday, June 08, 2016 4:13 PM
To: Steve P. Kelly (SVProperties@att.net); sudsjain@mail2web.com; Yuki Ikezi; PlanningCommission; Joe Sweeney (joesweeneyplanning@gmail.com); mohsclara@gmail.com; Raj Chahal; Deborah Costa (d_costa1@yahoo.com)
Cc: Debby Fernandez; Lee Butler
Subject: FW: Comments relating to the CityPlace EIR agenda item on 6/8/2016

Commissioners,

Please see the correspondence below regarding CityPlace. Copies will be available tonight as well.

Gloria Sciara AICP | Development Review Officer
Planning and Inspection Department
1500 Warburton Avenue | Santa Clara, CA 95050
O: 408.615.2450 | D: 408.615.2453



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

From: Nancy Hirstein Smith [<mailto:ncsmith@gmail.com>]
Sent: Wednesday, June 08, 2016 4:05 PM
To: PlanningCommission
Subject: Comments relating to the CityPlace EIR agenda item on 6/8/2016

Dear Planning Commission for the City of Santa Clara,

As you review the EIR for the fabulous new CityPlace development, I urge you to consider stronger measures to reduction traffic via sustainable transportation. I'm concerned, as a person who lives in Sunnyvale and commutes to Santa Clara that, unless you take steps, your development will encourage even more cars on the roads.

I fear for my safety already when biking and every day pass memorials where people have been killed near the border of Sunnyvale and Santa Clara.

I implore you to match what other cities in the region are doing in terms of encouraging sustainable transportation.

In order for this plan to take a strong role in reducing traffic, the Planning Commission should recommend that Santa Clara City Council:

- Direct the consultants with finding a solution to reduce driving by at least 25% compared to typical suburban developments (that's the goal used by San Mateo Rail Corridor/Bay Meadows developments and Mountain View at the San Antonio Center).
- Assess the car trip reduction benefits of major improvements to the Great America light/heavy rail stations and consider station consolidation, station access, and increased service.
- Assess needs for safe, low-stress bicycle access in the 3-5 mile commute radius, and pedestrian access from nearby developments
- Demanding specific goals, public reporting and accountability for its transportation demand management plan

The development of a CityPlace Area Plan to include housing to balance the jobs, to facilitate non-driving access for short trips in the adjacent areas, and to maximize the value of investments in sustainable transportation could really help the citizens and people employed in Santa Clara have visibility into the plans and comment on how it will impact them.

Debby Fernandez

From: Debby Fernandez
Sent: Wednesday, June 08, 2016 4:14 PM
To: Alexander Abbe; Shimko, Anna C. (AShimko@bwsllaw.com); Kartiganer, Deborah L.; Ruth Shikada; Lee Butler; Kevin Riley; Gordon E. Hart; Eimer, Stephen; Camille Bill (bcamille@wjcpm.com); Corneli, Bill; Efner, Erin; Chapman, Kirsten; Walter, Rich
Subject: FW: 8 June Planning Commssion Meeting - Item 8B City Place
Attachments: 2015-11-20 City Place Santa Clara Draft EIR.docx; 2016-05-09 Comments on the City Place Santa Clara Final EIR.docx

This just in on burrowing owls.

From: PlanningCommission
Sent: Wednesday, June 08, 2016 3:33 PM
To: Steve P. Kelly (SVProperties@att.net); sudsjain@mail2web.com; Yuki Ikezi; Joe Sweeney (joesweeneyplanning@gmail.com); mohsclara@gmail.com; Raj Chahal; Deborah Costa (d_costa1@yahoo.com)
Cc: Debby Fernandez; Amelia Morgia; Cesar Luna; Gabriela Esparza; Zoraya Garay
Subject: FW: 8 June Planning Commssion Meeting - Item 8B City Place

Commissioners

Please see the attached correspondence regarding CityPlace. Copies will be available tonight as well.

Gloria Sciara AICP | Development Review Officer
Planning and Inspection Department
1500 Warburton Avenue | Santa Clara, CA 95050
O: 408.615.2450 | D: 408.615.2453



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

From: jan.hintermeister@sbcglobal.net [mailto:jan.hintermeister@sbcglobal.net]
Sent: Wednesday, June 08, 2016 2:46 PM
To: PlanningCommission
Subject: 8 June Planning Commssion Meeting - Item 8B City Place

Please provide copies of these two attached letters to members of the Planning Commission and staff in attendance. Thank you.

Jan Hintermeister
2342 Castro Place
Santa Clara, CA 95050
408-314-5327

Comments on the City Place Santa Clara Final EIR:

I wish to respond to Master Response 4: Burrowing Owls found in Chapter 3 of the City Place Santa Clara Final EIR, specifically the section regarding what the Final EIR calls the 2000 Directive.

The 2000 Directive refers to the May 2, 2000 City Council motion which unanimously directed the City Staff to take 9 specific actions recommended to mitigate for loss of Burrowing Owls and their habitat. City Council direction included setting aside part of the current City Place Project area as mitigation lands for the Burrowing Owl. The land use proposed by the City Place project violates the mitigation directives made by the City Council on May 2, 2000.

The basic issue here is that the City Council on May 2, 2000 took decisive action directing City staff to take specific actions for Burrowing Owl mitigation. As we now know, no action was taken by City staff. The most generous statement that could be made regarding City staff's actions is that the Council direction fell through the cracks. In fact the only action the City staff has taken regarding the 9 directives of the May 2, 2000 resolution is to deny – 16 years later – that any action was ever required.

I'll briefly review the main arguments that the Final EIR makes regarding the 2000 Directive and show why they do not address the conflict between the Project and the 2000 Directive.

First, the Final EIR quibbles over the wording of the direction "to seek the development and maintenance of 44.5 acres of burrowing owl habitat in some combination on the following three sites: the closed Lafayette landfill adjacent to the PAL/BMX Track, two of the four slopes of the relocated golf course holes and at the San Jose/Santa Clara Water Pollution Control Plant".

The Final EIR suggests that the phrase "to seek" means that there was no obligation to actually develop or maintain burrowing owl habitat. This objection is in complete contradiction to the public record which was provided as part of my original comments. An earlier September 14, 1999 Council resolution had committed to 1:1 mitigation for burrowing owl habitat. The 44.5 acres in the 2000 directive were needed to meet the 1:1 commitment. Further, the 2000 Directive provided funding for the development of burrowing owl habitat. The voluminous documentation provided in my original comments on the Draft EIR clearly show that the intent of the Council was to develop and maintain burrowing owl habitat. The 2000 Directive contained 9 explicit statements, several of which explicitly discuss actions regarding development of Burrowing Owl habitat. The Final EIR does not provide any evidence that *a single one* of the 9 actions were ever acted on by City staff.

Recognizing the weakness of the first argument, the Final EIR authors go on to argue that even if the Council intended to maintain and develop Burrowing Owl habitat on these lands, that was a voluntary commitment, so City staff didn't really need to do it. It is true, as I stated in my original comments, that the City Council committed itself to mitigation that was beyond that required by the State. The State required 58.5 acres of mitigation. The 2000 City Council (in line with its commitment to 1:1 mitigation) committed to 44.5 additional acres of mitigation.

This was a voluntary action by the 2000 City Council. However, the City Council takes voluntary actions all the time. Once the City Council approves a resolution, that resolution is City policy, and it is mandatory (not voluntary) for the City staff to implement Council's direction. In this case, the City staff neglected to take action on direction given by City Council.

The Final EIR summarizes its argument as follows: "The City (which is the entity primarily responsible for interpreting its past directives and actions) has advised that the directive was not intended to be mandatory." (pg. 3-18) I think the current City Council would be surprised that its directives are not considered mandatory.

Finally, the Final EIR offers one final summary argument. It argues that even if the 2000 Directive meant what it said, and even if it was mandatory for City staff to implement the 2000 Directive:

"implementation of the Project would not definitively conflict with the Directive, as the City could fulfill the Directive by seeking to designate 44.5 acres of land at the WPCP site as burrowing owl habitat" (pg. 3-19)

The final Burrowing Owl Committee report (whose conclusions were approved in the 2000 Directive) identified 44.5 acres of Burrowing Owl mitigation lands; 24 acres on the project site and 20.5 acres on the Water Pollution Control Plant site. As discussed in the Burrowing Owl Committee meetings, 20.5 acres were identified on WPCP land. Because of the joint ownership of the Plant, City staff at that time thought that 20.5 acres would be possible to use as mitigation lands because that number corresponded to Santa Clara's ownership "share" of the Plant. The actual number useable for mitigation was to be determined in negotiation with San Jose. As the 2000 Directive stated in its 2nd required action, the City Manager was directed:

"to work with the City of San Jose in the identification and development of burrowing owl habitat land at the San Jose/Santa Clara Water Pollution Control Plant"

Sixteen (16) years after City Council directed the City staff to negotiate with the City of San Jose to identify and develop Burrowing Owl habitat as WPCP, the Final EIR authors now suggest that this option is still open to prevent the Project from conflicting with the 2000 Directive. If that is a viable option, why hasn't it been done in the last 16 years? Where is the conservation easement identifying 44.5 acres (or 20.5 acres as envisioned in the 2000 Directive) as mitigation land? I agree that technically this is a viable option to meet the 2000 Directive and avoid the conflict between the Project and the mitigation lands that were identified in the 2000 Directive. However given that 16 years have passed since this idea was originally brought forward, if it is a viable option, why this has already not been done in accordance with the 2000 Directive?

In conclusion, the discussion of the 2000 Directive in the Master Response section fails to address the conflict between the Project and the Burrowing Owl mitigation lands as defined in the 2000 Directive that are part of the Project site.

There are options to remove the conflict between the 2000 Directive and the Project. One option would be to do as the Final EIR suggests, negotiate an agreement with the City of San Jose on the jointly owned Plant to set aside 44.5 acres as mitigation for development in the City of Santa

Clara. Any agreement would need to be done prior to any development on the Project. A perhaps simpler option is for the Project proponents to coordinate with the Santa Clara Valley Habitat Plan (SCVHP) on a mitigation payment to the SCVHP corresponding to the 44.5 acres of mitigation land. Although the Project area is not within the boundaries of the SCVHP, the SCVHP (for Burrowing Owl-specific mitigation) has an expanded area which includes the Project area and which can be used for regional Burrowing Owl conservation activities.

Thank you for the opportunity to comment on the EIR. If you have any questions, please contact Jan Hintermeister at (408) 314-5327.

Sincerely,

Jan Hintermeister

November 20, 2015

Ms. Debby Fernandez
City of Santa Clara
1500 Warburton Avenue
Santa Clara, California 95050

Re: City Place Santa Clara Project—Comments on Draft Environmental Impact Report
SCH#2014072078, CEQ2014-01180 and PLN2014-10440

Dear Ms. Fernandez,

Thank you for the opportunity to submit these comments on the Draft Environmental Impact Report (DEIR) for the City Place Project. These comments address impacts to the Burrowing Owl.

The Draft EIR for the City Place Santa Clara Project is deficient in its description of impacts on the burrowing owl (*Athene cunicularia*), a special-status wildlife species. The Project location, as described in Chapter 2 of the DEIR, covers 24 acres that have been set aside as mitigation lands for the burrowing owl. This fact is not acknowledged in the DEIR. Specifically, the Existing Conditions section entitled "Burrowing Owl Conservation in the Project Area" in Section 3.8 is deficient because it incorrectly describes the mitigation commitment made by the City of Santa Clara for the Bayshore North Redevelopment Plan (BNRP). The draft EIR (pg 3.8-6) states that

"No portion of the Project site has been set aside for burrowing owl mitigation..."

This statement on pg. 3.8-6 is inconsistent with the public record. In fact, on May 2, 2000, the City Council committed 24 acres of land for burrowing owl mitigation. These mitigation lands are now being planned as part of the Project.

The draft EIR also states:

In 2000, City Council considered taking additional steps related to burrowing owl conservation but never took any final actions. On May 2, 2000, the City Council gave the City Manager the direction to look into potentially developing and maintaining "44.5 acres of burrowing owl habitat in some combination on the following three sites: the closed Lafayette landfill adjacent to the Santa Clara P.A.L. Track, two of the four slopes of the relocated golf holes on the Project site, and at the San José/Santa Clara Water Pollution Control Plant."

This statement misrepresents the May 2, 2000 City Council resolution. The direction by the City Council to the City Manager was very clear and direct, i.e. "to seek the development and maintenance of 44.5 acres of burrowing owl habitat....." The Draft EIR paraphrase of the Council resolution transforms this very clear direction into a much weaker statement "look into potentially developing and maintaining 44.5 acres of burrowing owl habitat". In fact the City Manager and other staff, along with three Council members and multiple additional stakeholders had spent the previous 6 months in a series of nine meetings of the Council-appointed Burrowing Owl Habitat Committee rigorously evaluating the suitability of 10 locations that could be used as mitigation for the loss of burrowing owl habitat.

This Committee also carefully considered the management actions that would be required to develop and maintain this habitat as well as estimating the cost for developing and maintaining these mitigation

lands. The May 2, 2000 resolution of the Council was its final action on burrowing owl mitigation for the Bayshore North Redevelopment Plan (BNRP). This final resolution identified the 44.5 acres of additional mitigation lands, adopted a set of Best Management Practices (BMP) for the development and maintenance of the mitigation lands, and identified funding sources for the development and maintenance of the mitigation lands.

The remainder of this section on burrowing owl mitigation will go into more depth on the actions that led up to the 2 May, 2000 Council resolution identifying 44.5 acres of mitigation, which includes 24 acres that are part of the City Place Santa Clara Project.

In 1999, the EIR for the Bayshore North Redevelopment Plan (BNRP) was being considered. One of the biological impacts was the loss of 103 acres of burrowing owl habitat and the loss of numerous pairs of breeding burrowing owls. This was a significant impact because even 15 years ago, it was clear that burrowing owl population was plummeting. Based on a formula of 6.5 acres per burrowing owl pair, the City was required by the California Department of Fish and Game to provide 58.5 acres of mitigation lands. The City provided for that mitigation by contributing to a mitigation bank near Byron, CA. However, because the impact was so great, many Santa Clara citizens and members of the City Council insisted on a mitigation ratio of 1:1, i.e. 103 acres of mitigation. In response to the public and Council interest in 1:1 mitigation, the City Council took 2 actions in August/September 1999.

The first council action was to set up a Burrowing Owl Habitat Committee to look into options for additional mitigation beyond that required by California Fish and Game. This motion was passed unanimously on August 24, 1999 (Exhibit A):

MOTION was then made by Matthews, seconded and unanimously approved (Gillmor and Mahan absent), that the Council approve the formation of a Burrowing Owl Habitat Committee chaired by Council Member McLemore to develop a recommendation on the following: 1) identify potential pocket habitats within the City; 2) develop an outreach plan to other regional cities to coordinate efforts wherever possible; 3) develop Best Management Practices (BMP) for maintenance of City properties to prevent habitat impacts where possible; 4) include community stakeholders and provide notification to identified and interested parties to be included in the process; 5) disseminate information in normal ways and also on the web site and through other City publications to be developed in conjunction with staff; and to return to the Council by February 2000 with a recommendation.

Further on September 14, 1999, the Council affirmed its commitment to provide 1:1 mitigation for the loss of burrowing owl habitat (Exhibit B):

MOTION was then made by McLemore, seconded and unanimously carried, that the Council approve the policy that the City will provide mitigation for the loss of 103 acres of open space and associated wildlife values. The mitigation will be at a goal of 1 to 1 ratio, and can occur in either within or outside of the city boundaries and will consider environmental and financial impacts to the city. The 58.5 acres protected in accordance with the existing agreement with the California Department of Fish and Game shall count towards the mitigation acreage.

Councilmembers John McLemore, Patricia Mahan and Aldyth Parle were appointed to the Burrowing Owl Habitat Committee. City staff were heavily involved in the Committee deliberations with City Manager Jennifer Sparacino, Assistant City Manager Ron Garratt and Senior Staff Aide Pam Morrison in attendance. The Committee meetings were well attended by Council representatives, City staff,

stakeholders representing an array of interested organizations and many members of the public. This Committee worked diligently for six months to accomplish their goals. As reported in the Santa Clara Weekly of 16-20 May 2000:

The Committee met nine times since its establishment, for about 2 ½ hours each meeting. The Committee had good representation by a number of city groups, the Loma Prieta Chapter of the Sierra Club, the Northside Residents Association, a Mission College representative, People for Open Space, the Santa Clara Chamber of Commerce, the Santa Clara Police Activities League, the Santa Clara Valley Audubon Society, Santa Clara University, the State Department of Fish and Game, and Council Representatives.

Prior to the first meeting of the Burrowing Owl Habitat Committee, City staff and Councilmembers were already quite familiar with at least 10 potential mitigation areas. Prior to the signing of the Mitigation Agreement between the City and the California Department of Fish and Game, the City (with DFG) had studied 10 locations that represented potential mitigation habitat. David Plumpton, a burrowing owl specialist with H.T. Harvey provided detailed technical reports on the suitability of various locations for burrowing owl habitat. These locations included the Lafayette landfill, Open Space Park (to become Ulistac Natural Area), Airport Radar Station at De La Cruz and Central, Water Pollution Control Plant property, land owned by the City electric utility near Benicia, land near Byron and other locations. For the legally required 58.5 acres of mitigation, the City selected the mitigation bank near Byron, but City staff and council were already quite familiar with the potential of the Lafayette landfill and the Water Pollution Control Plant for burrowing owl habitat. The various locations and habitat evaluations can be seen in Exhibit C, a memo from the City Attorney to Assistant City Manager Ron Garratt.

At the first meeting on November 1, 1999, the Committee Chair outlined the goals of the Committee in the context of previous Council resolutions (Exhibit D):

The Council goal is to mitigate 103 acres, including 58.5 already approved under the agreement with the California Department of Fish and Game. The Committee's goal will be to identify the remaining 44.5 acres.

The November 15, 1999 Committee meeting considered additional properties (in addition to those identified in Exhibit C) within the City limits that could be considered for burrowing owl mitigation, including the closed landfill near the Irvine property, the Hetch-Hetchy right-of-way and Our Lady of Peace Church (Exhibit E). Review of these properties continued over the life of the Committee. As a result of the work done prior to the signing of the Mitigation Agreement with DFG and the work done by the Burrowing Owl Habitat Committee, City staff, the Council and the Committee were well-informed on the potential for each of these areas as mitigation lands for burrowing owls.

Other Committee meetings looked at management requirements for the various sites. Each site was evaluated with respect to whether the existing vegetation was appropriate or whether the site would need to be revegetated. In parallel, David Plumpton developed a set of Best Management Practices for management of lands for burrowing conservation (Exhibits F-M).

The February 28, 2000 Committee meeting reviewed cost estimates prepared by staff for managing the Lafayette landfill for burrowing owls. This cost was based on the Best Management Practices developed during the course of the Committee meetings. (Exhibits K, M)

Over the course of 9 meetings, the Committee considered ten potential sites, including locations on City-owned land, privately owned land within the City, land adjacent to the City and land owned by

other local entities. Burrowing owl biologist, David Plumpton with H.T. Harvey, provided technical support in evaluating the suitability of various sites and management strategies that might be appropriate in different locations. The Committee spent significant time evaluating both potential habitat sites and management strategies (Exhibits F-M).

At the Committee's final meeting on March 27, 2000, the Committee agreed on a set of recommendations. These recommendations are summarized in the Final Report from the Council Appointed Burrowing Owl Habitat Committee, dated 28 April 28, 2000 (Exhibit M).

The Committee decided on three mitigation locations:

- | | | |
|--|------------|-------------------------|
| 1. Closed landfill adjacent to PAL BMX track | 17.0 acres | in Santa Clara |
| 2. Closed landfill slopes for the new golf holes | 7.0 acres | in Santa Clara |
| 3. Portion of the SJ/SC Treatment Plant Property | 20.5 acres | adjacent to Santa Clara |

These three locations total 44.5 mitigation acres. Together with the 58.5 mitigation acres in the DFG agreement, this gave a total of 103 acres of mitigation, which met the September 14, 1999 Council goal to achieve 1:1 mitigation or 103 mitigation acres. The City Place Santa Clara Project covers the first two sites: the closed landfill adjacent to BMX track and the closed landfill slopes for the new golf holes, a total of 24.0 acres.

Note that in this Final Report (written by staff) that staff concurs with the Committee on several recommendations, including the location of the 44.5 acres of burrowing owl mitigation habitat, Best Management Practices (BMP) for maintenance of City properties for wildlife, and other issues. Staff also assessed the fiscal and economic impact of developing habitat on the additional 44.5 acres (pg 5/8, Exhibit M) and recommended that the Council direct the City Manager "to use appropriated Redevelopment Agency funds.....for the development of burrowing habitat on the voluntary 44.5 acres" (pg. 6/8, Exhibit M).

On May 2, 2000, the City Council reviewed the recommendations of the Burrowing Owl Habitat Committee and in the following motion, unanimously accepted all recommendations of the Committee (Exhibit N):

MOTION was made by McLemore, seconded and unanimously carried, that the Council approve the following recommendations: Staff Recommendations: 1) Direct the City Manager to seek the development and maintenance of 44.5 acres of burrowing owl habitat in some combination on the following three sites: the closed Lafayette landfill adjacent to the PAL/BMX Track, two of the four slopes of the relocated golf course holes and at the San Jose/Santa Clara Water Pollution Control Plant; 2) Direct the City Manager to work with the City of San Jose in the identification and development of burrowing owl habitat land at the San Jose/Santa Clara Water Pollution Control Plant; 3) Direct the City Manager to adopt and implement Best Management Practices for the long-term maintenance of City-owned designated habitat; 4) Direct the City Manager to communicate the status of the City's efforts in the area of burrowing habitat management through use of the City's web site, the City newspaper, the City's Cable Channel 15, and Mission City SCENES; 5) Direct the City Manager to work with the Police Athletics League to create an amendment to the existing BMX Track lease to redefine the land area included in the lease with the land area remaining at +/- 12 acres; 6) Direct the City Manager to use appropriated Redevelopment Agency funds (939-9011-8030-9048), not to exceed \$90,000, for the development of burrowing owl habitat on the voluntary 44.5 acres and added Committee

recommendations: 7) Direct the City Manager to perform an annual survey of burrowing owls in the general area of the golf course and adjacent City-owned properties; 8) Direct the City Manager to request that the City/Mission College Liaison Committee place an annual item on their meeting agenda to have the College provide the Liaison Committee with an update of facilities development on the campus and the effect of development on the College's burrowing owl population; and 9) Direct the City Manager to negotiate a Safe Harbor Agreement with the State of California, Department of Fish and Game that would allow owls to return to the slope areas along Tasman Drive/Centennial Boulevard and not have the City held to the construction clearance requirements from nesting owls currently enforced by the Department of Fish and Game.

The DEIR states that "In 2000, City Council considered taking additional steps related to burrowing owl conservation but never took any final actions." Based on the above review of the historical record, this statement is incorrect. On May 2, 2000, the City Council took a host of final actions. With regards to burrowing owl mitigation lands, the Council made two commitments, a legally-required commitment with the California Department of Fish and Game for 58.5 acres of burrowing owl mitigation, and a voluntary commitment to 44.5 acres of burrowing owl mitigation, consistent with their September 14, 1999 resolution.

The DEIR states that the May 2, 2000 Council direction "gave the City Manager the direction to look into potentially developing and maintaining 44.5 acres of burrowing owl habitat". The record is clear that the direction was not "to look into potentially developing" 44.5 acres of burrowing owl habitat. On the contrary the direction was to actively develop and maintain the habitat. "Looking into" habitat potential had occurred during the lengthy period while the City was negotiating with DFG over the legally required mitigation and in the 9 meetings of the Burrowing Owl Habitat Committee. The Council clearly stated that the 44.5 acres were to be developed and maintained as burrowing owl habitat. The Council also clearly identified in its resolution the source of funds for both initial development and maintenance of the burrowing owl habitat.

In order to approve the City Place Santa Clara EIR, the 24.0 acres of mitigation lands on the Project Site (the closed Lafayette landfill adjacent to the PAL/BMX Track, two of the four slopes of the relocated golf course holes) must be mitigated for, either through other mitigation lands or other mechanism. Since the Santa Clara Valley Habitat Agency is pursuing a regional plan for conservation of the burrowing owl, working with that Agency to identify equivalent mitigation seems like a reasonable approach.

Previous development has reduced the once-thriving population of burrowing owls in Santa Clara to a single pair which was identified during the 2015 burrowing owl survey performed by the Santa Clara Valley Habitat Agency. Development of lands on the Project site, both the 24.0 acres of mitigation land, the golf course and other open land in the area, eliminates the nearest foraging habitat for the owls and almost certainly will lead to the complete extirpation of the burrowing owl from Santa Clara. This must be considered a significant impact.

In addition, the Project plans to develop these mitigation lands and other burrowing owl habitat at a time when a regional effort is being made by the Santa Clara Valley Habitat Agency to stabilize the existing owl population. Thus, the Project's impact is to undercut regional efforts to halt the precipitous decline of this species. This is also a significant impact.

If you have any questions, please contact Jan Hintermeister at (408) 314-5327.

Sincerely,

Jan Hintermeister

List of Exhibits

Exhibit A	City Council Minutes (partial), 24 Aug 1999
Exhibit B	City Council Minutes (partial), 14 Sep, 1999
Exhibit C	Interoffice Memorandum (partial), 9 Aug 1999
Exhibit D	Burrowing Owl Habitat Committee Agenda and Minutes, 1 Nov 1999
Exhibit E	Burrowing Owl Habitat Committee Agenda and Minutes, 15 Nov 1999
Exhibit F	Burrowing Owl Habitat Committee Agenda and Minutes, 29 Nov 1999
Exhibit G	Burrowing Owl Habitat Committee Agenda and Minutes with attachment, 13 Dec 1999
Exhibit H	Burrowing Owl Habitat Committee Agenda and Minutes with attachment, 10 Jan 2000
Exhibit I	Burrowing Owl Habitat Committee Agenda and Minutes with attachment, 24 Jan 2000
Exhibit J	Burrowing Owl Habitat Committee Agenda and Minutes, 14 Feb 2000
Exhibit K	Burrowing Owl Habitat Committee Agenda and Minutes with attachment, 28 Feb 2000
Exhibit L	Burrowing Owl Habitat Committee Agenda and Minutes, 27 Mar 2000
Exhibit M	Burrowing Owl Habitat Committee Final Report with attachments, 28 Apr 2000
Exhibit N	City Council Minutes (partial), 2 May 2000



SANTA CLARA

Valley Transportation Authority

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

VTA Talking Points for Public Presentation

City of Santa Clara Planning Commission

Item 8.B City Place Santa Clara

June 8, 2016

Speaker 1 – VTA Concerns:

- Thank you, Chair Costa, and Planning Commissioners. My name is John Ristow, VTA Director of Planning and Program Development. I will be addressing several of VTA's concerns; my colleague, Steve Keller, will address VTA's specific safety concerns.
- As a reminder, VTA serves many roles in Santa Clara County. We operate bus, light rail, and paratransit transit service; we serve as the Congestion Management Agency; and plan, fund and implement transportation projects including transit, roadway, bicycle and pedestrian improvements.
- VTA generally supports intensified development near core transit and works with agencies and developers to help address transportation demands and impacts of new development. We are pleased to see the strengthened TDM mitigation measure included in the City's response to the FEIR comments.
- In the Draft EIR, the City found that the project would cause significant and unavoidable impacts to transit travel times, including light rail on Tasman Drive. In our EIR comments, VTA suggested mitigation measures to reduce and/avoid the impact. In the Final FEIR, the City dismissed all of VTA's suggested mitigation measures. The Development Agreement contains a brief reference to improving light rail signal priority, however, the language is vague and unenforceable. **VTA requests that the Planning Commission add specific, enforceable language to the Development Agreement committing the City to provide Transit Signal Pre-emption for light rail, and requiring the developer to provide funding for signal monitoring and maintenance.**

- VTA has been clear in our request for the project to construct near-term improvements (Transit Center) at the Great America ACE/Capitol Corridor Station, without the Avenue C signalized intersection. **We are asking the Planning Commission to require the developer to provide these improvements through the Development Agreement.**
- VTA originally requested \$60 million for a slate of regional roadway improvements to help offset the project's many identified freeway impacts. The current Development Agreement identifies a voluntary contribution of approximately \$16 million, plus up to an additional \$17 million in developer funding for the Multimodal Improvement Plan. **We believe that these contributions should be increased given the extraordinary scale and magnitude of City Place and considering the size of contributions from other recent development projects in Santa Clara County.** We believe that these are reasonable requests given the strong fiscal benefits discussed in the City's economic analysis.
- Thank you for this opportunity to comment. I would be happy to answer any questions the Planning Commission might have.

Speaker 2 – VTA Safety Concerns:

- Thank you, Chair Costa, and Planning Commissioners. My name is Steve Keller, VTA Director of System Safety and Security.
- VTA makes safety a number one priority and is required by Federal Regulations to proactively evaluate processes, procedures and features of our system to continually improve safety and adapt to changing safety needs.
- VTA is mandated by Federal Law which is enforced by the California Public Utilities Commission to assure the safety of passengers, pedestrians, vehicles and the system itself. VTA's system is also subject to continuous monitoring and audit by the California Public Utilities Commission, and when safety concerns are identified, VTA could be sanctioned, fined and even ordered to cease all operations.
- VTA generally supports intensified development near core transit and works with agencies and developers to address all safety concerns related to our system.

- The City Place project presents certain project features that raise serious safety concerns. First, the project would allow for a roadway variant that would locate a new intersection and traffic signal along the Tasman VTA light rail tracks. VTA strongly discourages new at-grade crossings because they present new areas of conflict between all users along an alignment. It appears that Avenue C would be located at a very dangerous position due to the topography and grade of that section of our system. Rather than adding a new left turn crossing of the tracks, VTA would support a right-in/right-out configuration at Avenue C, which would address VTA's safety concerns.
- **We are asking the Planning Commission to modify the approval to limit the Avenue C/Tasman Drive intersection to right-in/right-out only.**
- Secondly, in order to safeguard the travelling public along Tasman Drive, VTA requests that a grade-separated pedestrian crossing be required as part of the approval. While this crossing would improve safety during Levi's Stadium events, we believe that the level of pedestrian activity generated by City Place will also justify it on non-event days. While City staff has stated that there is no nexus to require such a crossing with City Place, we note that the project will provide a range of improvements and community benefits beyond what is justified by a CEQA nexus, through the Development Agreement.
- **We are asking the Planning Commission to add a requirement to the Development Agreement for the developer to construct a grade-separated pedestrian crossing of Tasman Drive.**
- Thank you for this opportunity to comment. I would be happy to answer any questions the Planning Commission might have.