

Tasman East Focus Group Meeting #1

19 May 2016

Meeting Minutes

To:	John Davidson	Project Name:	Tasman East
From:	Dennis Dornan	Project No:	491612.000
Meeting:	19 May 2016	Subject:	Kick-off meeting
Location:	Santa Clara City Hall		
Attendees			

Meeting Minutes-Tasman East Kick-off meeting, 21 April 2016

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John Davidson (JD)	City of Santa Clara
Kevin Riley (KR)	City of Santa Clara
Lee Butler (LB)	City of Santa Clara
Geeti Silwal (GS)	Perkins+Will
Dennis Dornan (DD)	Perkins+Will
Dena Belzer (DB)	Perkins+Will
Susan Smartt (SS)	Related
Art May (AM)	Keystone
Tyson Sayles (TS)	Ensemble
Steve Edwards (SE)	Rethink
Lynette Dias (LD)	Urban Planning
John Wayland (JW)	Holland
James Viso (JV)	Kidder Matthews
Kam Babaoff (KB)	Ensemble
Ernesto Vasquez (EV)	SVA Architects
Daniel Simons (DS)	David Baker Architects

#	Item	Resp.	Due
1.0	INTRODUCTIONS		
2.0	PROJECT VISION		
2.1	JD and GS provided a brief overview of the project vision and goals and the City's aspirations for this site		
3.0	LESSONS LEARNED/ DESIGN CRITERIA		
3.1	DD provided a brief overview of the Design team structure and members. Copy of the Org. Chart is attached		
4.0	OUTLINE PROJECT SCHEDULE		
4.1	DD provided a brief overview of the project schedule with key durations, milestones and meetings identified. Copy of the outline schedule is attached		
5.0	FOCUS GROUP DISCUSSION		
5.1	Related overview; <ul style="list-style-type: none"> • No test fits done yet • Looking to maximize density <ul style="list-style-type: none"> ○ Site is adjacent to jobs and transit • Want to utilize existing infrastructure; what capacity is available <ul style="list-style-type: none"> ○ Need quick analysis of infrastructure loads vs. 100 du/ac target 		

	<ul style="list-style-type: none"> • Looking for connectivity to surrounding communities and City Place • Can provide update on City Place Plans <ul style="list-style-type: none"> ○ Pedestrian linkages ○ Public open spaces ○ Planning teams should collaborate • Need to know VTA expansion plans; critical • Would like to see very specific design guidelines relating to heights, massing, setbacks, materials etc. • Timely approval process is important • Have not made any decisions about unit types and sizes <ul style="list-style-type: none"> ○ Plan needs long term flexibility to accommodate market changes and various densities • What are the existing LOS ratings? What impact will the additional traffic from the development have on LOS and what will the subsequent fees be? • Would be great if all development-based impact fees get re-invested in the development site • Fees are high; affects feasibility of development. Can the planning process capture the fee impacts and provide upper limit guarantees? • Is it possible to accelerate the process? When will first plan be available to public? (Note; January 2017) • Is it possible to do separate market analysis studies from feasibility studies (Note; not currently in Design Team Scope of Work) • What are the sustainability goals for the project? 		
5.2	<p>Holland overview;</p> <ul style="list-style-type: none"> • Share all of Related's concerns above • Looking to maximize density • Need predictability in the approval process <ul style="list-style-type: none"> ○ Need predictable fees for Schools, Parks Impact fees etc. • Have assumed that the extension of Lick Mill North into City Place will go through our site; grades have been adjusted to accommodate 		
5.3	<p>Ensemble/ Rethink overview;</p> <ul style="list-style-type: none"> • Share all of Related's and Holland's concerns • Looking to maximize density • Infrastructure capacity will be key factor • Interested in building higher densities than 100 du/ac, depending on infrastructure capacity upgrade requirements • Interested in creating Arts District similar to Hudson Yards • Different unit configurations are possible, depending on infrastructure capacity and impact fees 		

<p>5.4</p>	<p>Kidder Matthews overview;</p> <ul style="list-style-type: none"> • We represent 6 owners grouped together along the norther side of the site; 200' lot depth limits the options for building types and 		
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- City fees relatively high for urban environment; they are more similar to fees levied on low density suburban developments
- We believe in creating a rich mix of uses – ‘anti-masterplans’ - letting complementary uses co-exist and allowing for long-term pervasive interim uses in existing buildings
- Streets, bike-lanes, connectivity are important
- Would like to provide more, smaller, affordable units if infrastructure capacity allows; demographics are favorable to filling the gap in the market for smaller units which rent out in the \$1,700 to \$2,500 range per month
- How will the masterplan guidelines be applied; site-wide or parcel-by-parcel?
- How soon will we know the street layout; which ones remain in place?
- Can the existing streets be narrower?
 - What would the impact be on existing parcels
 - Affects porosity/connectivity
 - Include Fire department, Public Works in street width discussions
- Open space within the development will be better if it is programmed or aligned with adjacent active uses
- Is it possible to accelerate the planning process? Don’t want to miss this cycle of the economy. Don’t know how long the current window of opportunity will last
- We have underwritten 85’ high Type III construction on our site; 2 levels of concrete podium with 5 levels wood frame above
- We are building 200 du/ac with very small units in So Cal (new IBC which allows this form of construction should be adopted in December 2016 and in place by January 2017)
- Need flexibility for phasing; towers are possible in the future, dependent on fees and linkages
 - Master plan should allow owners to develop sites in the future and allow for high-rise developments even on smaller parcels.
 - Would like to see parking unbundled from units. Interested in assessing the impact of autonomous vehicles, driverless cars; could this be a car-free neighborhood?

	<p>developments. Hoping to close escrow Early June but would prefer to know what guidelines for development would apply before closing.</p> <p>5.5 San Jose Mineta Airport flight path restrictions;</p> <ul style="list-style-type: none"> • City Council has authority to overrule restrictions on placing residential units in flight path • Height restrictions cannot be overruled <p>5.6 Public Open Space;</p> <ul style="list-style-type: none"> • General Plan requirement for Tasman East is 10 acres • General Plan also indicates 2.5 acres per 1000 residents @ 2.24 residents per unit = approx. 25 to 30 acres on Tasman East <ul style="list-style-type: none"> ○ City staff confirmed these are goals, not absolute requirements • Ensemble suggested open space requirement might be achieved by creating better connections to existing surrounding open space • City staff indicated that City Council may be asked to consider alternatives to the GP requirements <p>5.7 Sustainability;</p> <ul style="list-style-type: none"> • General support for sustainability goals but not keen on LEED rating system; expensive and complicated. Prefer LEED-equivalent • Should be win/win with density and connectivity being proposed for site • Could be incentives for specific areas of sustainability, e.g. water conservation/re-use • District system would be possible, dependent on fees and operating costs • Methane is already captured on City Place site; however, amounts are small • Value to developer lies in reduced demand but risk is with expensive infrastructure to supply the demand • Sustainability goals make more sense at the site-wide district scale, not the individual parcel/building scale • Is it possible to set up an Infrastructure Financing District (IFD) to divert fees back into the site? <p>5.8 Other uses (non-residential);</p> <ul style="list-style-type: none"> • Retail which supports residential and existing businesses • Lifestyle boutique hotel? • How to accommodate existing businesses which do not wish to relocate or redevelop; we need to ensure they feel welcome within 		
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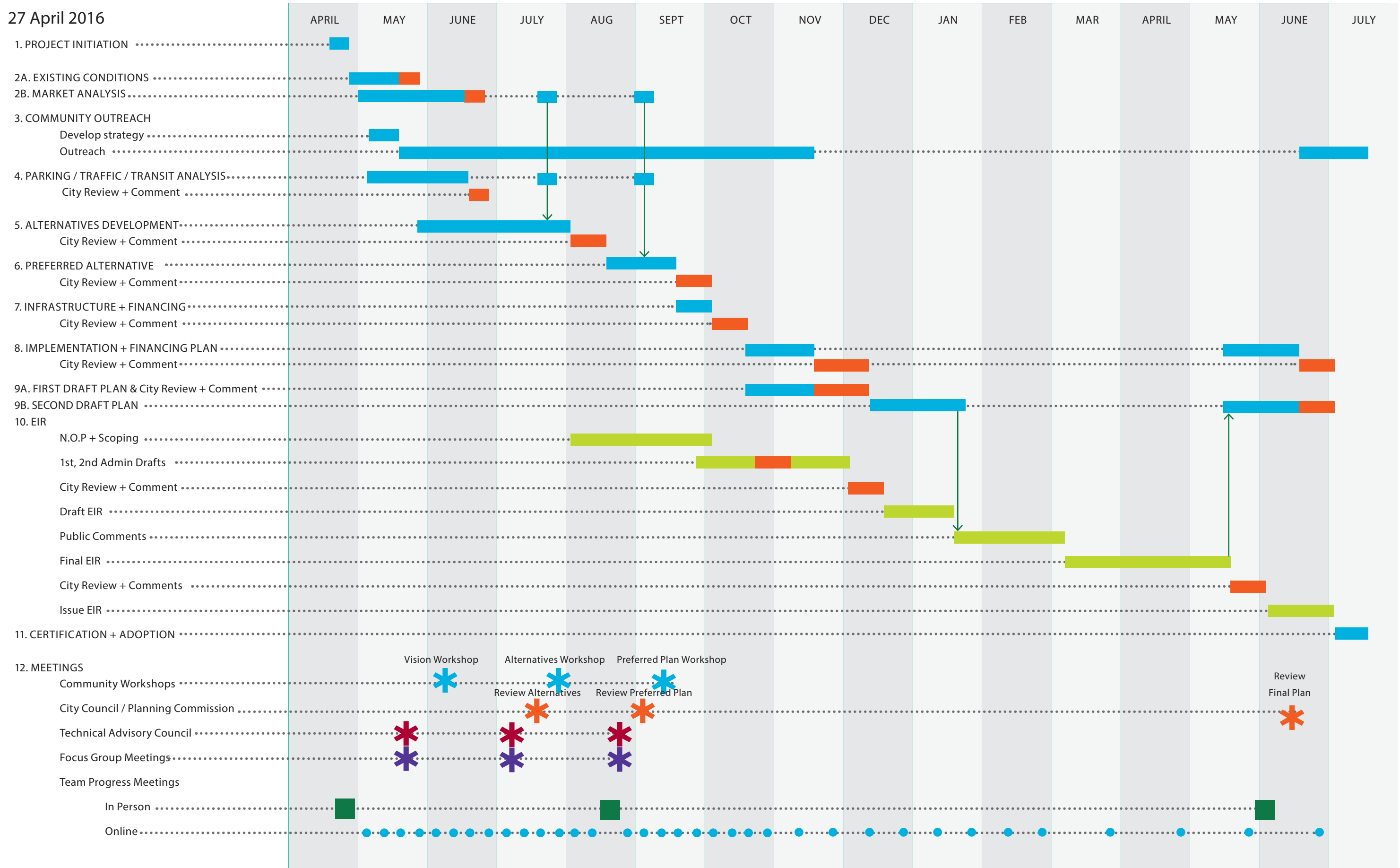
<p>5.9</p> <p>5.10</p> <p>5.11</p>	<p>the new development. Some owners are adamant about not selling/redeveloping</p> <p>Priority Development Area;</p> <ul style="list-style-type: none"> • VTA grants available for streetscape improvements etc. • New cycle of grants starting soon <p>Traffic Analysis</p> <ul style="list-style-type: none"> • Use existing City Place data • SB 473 removes requirement LOS analysis (City staff stated they expect LOS analysis to be included for this project) • VMT analysis will be necessary for Greenhouse Gas section of EIR • Could use this project to highlight changes; shift from emphasis from LOS to VMT <p>Parking Ratios;</p> <ul style="list-style-type: none"> • General agreement to lower parking ratios; no regulatory minimum; let the market decide? • General support for unbundled parking supply • Holland currently providing 1 space per bedroom plus 0.2 per guest • Ensemble going as low as 0.3 spaces per unit <ul style="list-style-type: none"> ○ However, this is still a very car-centric environment ○ Beginning to see shifts with UBER etc; some demographics moving away from car ownership • Need flexibility to transition short-term parking supply into long-term development opportunities • Automated parking is good; it can be transitioned into storage facilities over the long-term 		
<p>6.0</p>	<p>ANY OTHER BUSINESS</p>		
<p>6.1</p>	<p>None raised</p>		

OUTLINE PROJECT SCHEDULE

27 April 2016

2016

2017



ORGANIZATION CHART /

