

**From:** Greene, Cary  
**To:** [John Davidson](#)  
**Subject:** NOP Comments: CEQ2016-01026 (Tasman East Specific Plan)  
**Date:** Tuesday, December 20, 2016 8:46:13 AM

---

Hello John,

The City of San Jose Airport Department appreciates receiving the 12/9/16 NOP for the proposed Tasman East Specific Plan. The Airport has one comment to offer on the EIR preparation.

Given the proximity of the project site to the San Jose International Airport (SJC), and the project proposal for high-rise building development up to 220 feet in height above ground, the EIR should reference required compliance with federal airspace safety regulations governing height of structures (not just consistency with ALUC plans/policies as stated in the NOP). This discussion, when applicable, is typically included in an EIR's Hazards and Hazardous Materials section or, alternatively, the Land Use section. The following two paragraphs (in *italics*), similar to language used in other CEQA documents for projects near SJC, are provided for consideration.

*The project site is located approximately three miles from the Norman Y. Mineta San Jose International Airport. Federal Aviation Regulations, Part 77, "Objects Affecting Navigable Airspace" (commonly referred to as FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of proposed structures and minimizing other potential hazards to aircraft such as reflective surfaces, flashing lights, and electronic interference. These regulations require that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above ground.*

*The FAR Part 77 airspace notification surface over the project site ranges from an estimated 175 feet above ground at the southerly end along Tasman Drive to 185 feet above ground at the northerly end. Notification to the FAA would therefore be required for individual proposed structures that would exceed this airspace surface. Consistent with City General Plan policy and County Airport Land Use Commission (ALUC) policy, FAA issuance of "no hazard" determinations, with any conditions set forth in an FAA no-hazard determination also incorporated into the individual project approval, would ensure that the development will not be a hazard to aircraft operation.*

Staff or the CEQA consultant are welcome to contact me for any clarification or questions regarding the above comment. Please include the San Jose Airport Department in the distribution of the Draft EIR document when available for public review.

Thanks,

Cary Greene

Airport Planner, City of San Jose Airport Department

408-392-3623

[cgreene@sjc.org](mailto:cgreene@sjc.org)

**From:** James Allison  
**To:** [John Davidson](#)  
**Cc:** [Cerezo, Melissa](#)  
**Subject:** CCJPA Comments on NOP for Tasman East Specific Plan  
**Date:** Wednesday, December 21, 2016 11:50:46 AM

---

Included below are our NOP comments for the Tasman East Specific Plan.

The Capitol Corridor Joint Power Authority (asks) that the EIR documentation examine pedestrian and bicycle circulation in addition to automobile circulation. Between the proposed site with the planned activities, there is an active freight/passenger rail line that serves Capitol Corridor, Altamont Commuter Express, and Amtrak long distance trains in addition to any freight trains. As well, the VTA light rail station and service cross the freight/passenger rail line over Tasman Drive. The proposed City Place development, Levi's Stadium, and these various transit modes (light rail & heavy passenger rail) will be, in some ways, barriers and attractors to persons travelling between the proposed development and other existing and planned nearby uses. The CCJPA, ACE, and VTA, who each manage their respective transit services see the need to provide safe and convenient pedestrian and bicycle movement to and through our facilities in a way that does not exist today. We are not aware of Santa Clara reaching out to the transit service partners mentioned here to discuss, plan, and fund an effort to allow these services to expand and more safely and conveniently serve the planned land use changes being contemplated in proximity to the core transit facilities. We see the larger need for a re-conceived transit center that operates between this project and the other nearby existing and planned uses simply due to the number of additional residences and businesses entering into the adjacent uses, but also this very project. We ask that as you proceed with the analysis required that consideration of pedestrian and bicyclist safety and access be given to/from the existing and potentially planned transit services so the City can maximize the transit oriented development which is mentioned in the NOP. If we don't plan with the City a convenient and safer access to and from the transit services, the City risks undermining the potential of their developments as well as causing safety and operational problems for all transit services. We believe that better transit connections can help offset any VMT and congestion that may result through the analysis of the Tasman East Specific Plan.

The CCJPA has plans, along with ACE, to expand service frequency to this area, however, doing so will require a greater partnership with the City and adjacent land uses to support the rail footprint that would be required for rail operations but also platform access/egress. We encourage the City to work with all the transit providers to develop a station area that safety supports and lifts the value and attractiveness of the nearby planned uses.

Thank you for the opportunity to make this comment regarding the Tasman East Specific Plan.

Jim Allison  
Manager of Planning  
Capitol Corridor Joint Powers Authority  
300 Lakeside Drive, Oakland, CA 94612  
510-464-6994  
[jjima@capitolcorridor.org](mailto:jjima@capitolcorridor.org)

# County of Santa Clara

## Parks and Recreation Department

298 Garden Hill Drive  
Los Gatos, California 95032-7669  
(408) 355-2200 FAX 355-2290  
Reservations (408) 355-2201

[www.parkhere.org](http://www.parkhere.org)



5 January 2017

Mr. John Davidson  
Principle Planner, Planning Division  
City of Santa Clara  
1500 Warburton Avenue  
Santa Clara, CA 95050

**Subject:** City of Santa Clara proposed Tasman East Specific Plan (CEQ2016-01026, PLN2016-12400)

The County of Santa Clara Parks and Recreation Department (the Department) is in receipt of the Notice of Preparation of an Environmental Impact Report (EIR) for the subject project to redevelop 36 light commercial use parcels into a transit-oriented development to include residences, retail space, and open space. Potential impacts related to the *Countywide Trails Master Plan Update (1995)* relative to countywide trail routes, public access and regional parks are the primary focus of the Department's comments.

The EIR should include a discussion related to the County of Santa Clara *Countywide Trails Master Plan Update (1995)*, an element of the Parks and Recreation Section of the County General Plan. As noted in the Project Location section of the NOP, an existing trail route, the Guadalupe Sub-Regional Trail (S3) borders the east boundary of the project site. The EIR should describe the route and evaluate the potential impacts to this trail during construction and after build out of the project. In addition, the EIR should address access to the trail from the development.

The Aesthetic, Air Quality, Hydrology and Water Quality, Land Use Planning, and Noise and Vibration sections should include analyses of dust, airborne and waterborne pollutants, construction noise and other potential impacts to the Guadalupe Sub-Regional Trail. In addition, an analysis of the potential cumulative impacts resulting from increased trail use should be included.

The Department appreciates the opportunity to provide comments on the NOP of the Environmental Impact Report for the Tasman East Specific Plan. If you should have any questions or concerns, please contact me at 408.355.2228 or by email [Cherise.Orange@prk.sccgov.org](mailto:Cherise.Orange@prk.sccgov.org).

Sincerely,

Cherise Orange  
Associate Planner

**Board of Supervisors:** Mike Wasserman, Dave Cortese, Ken Yeager, S. Joseph Simitian, Cindy Chavez

**County Executive:** Jeffrey V. Smith





**Pacific Gas and  
Electric Company®**

John Spigott  
Land Agent

408.282.7160 (Office)  
JH1M@pge.com

Land Management

111 Almaden Boulevard  
Room 814  
San Jose, CA 95113

January 10, 2017

City of Santa Clara, Planning Division  
John Davidson, Principal Planner  
1500 Warburton Avenue  
Santa Clara, CA 95050

RE: Notice of Preparation, Tasman East Specific Plan  
File Number: CEQ2016-01026, PLN2016-12400

Dear Mr. Davidson:

Thank you for the opportunity to review the Notice of Preparation of an Environmental Impact Report for the proposed Tasman East project. PG&E has the following comments to offer.

PG&E owns and operates gas and electric transmission facilities which are located adjacent to the proposed project. To promote the safe and reliable maintenance and operation of utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, project proponents should coordinate with PG&E early in the development of their project plans. Any proposed development plans should provide for unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities.

Developers will be responsible for the costs associated with the relocation of existing PG&E facilities to accommodate their proposed development. Because utility facility relocations require long lead times and are not always feasible, developers should be encouraged to consult with PG&E as early in their planning stages as possible.

Relocations of PG&E's electric transmission facilities (50,000 volts and above) could also require formal approval from the California Public Utilities Commission. If required, this approval process could take up to two years to complete. Proponents with development plans which could affect such electric transmission facilities should be referred to PG&E for additional information and assistance in the development of their project schedules.

We would also like to note that continued development consistent with your General Plans will have a cumulative impact on PG&E's gas service systems and may require on-site and off-site additions and improvements to the facilities which supply these services. Because utility facilities are operated as an integrated system, the presence of an existing gas or electric transmission or distribution facility does not necessarily mean the facility has capacity to connect new loads.



Expansion of distribution and transmission lines and related facilities is a necessary consequence of growth and development. In addition to adding new distribution feeders, the range of electric system improvements needed to accommodate growth may include upgrading existing substation and transmission line equipment, expanding existing substations to their ultimate buildout capacity, and building new substations and interconnecting transmission lines. Comparable upgrades or additions needed to accommodate additional load on the gas system could include facilities such as regulator stations, odorizer stations, valve lots, distribution and transmission lines. Coordination of electric service can be directed towards the Silicon Valley Power Company.

We would like to recommend that environmental documents for proposed development projects include adequate evaluation of cumulative impacts to utility systems, the utility facilities needed to serve those developments and any potential environmental issues associated with extending utility service to the proposed project. This will assure the project's compliance with CEQA and reduce potential delays to the project schedule.

PG&E remains committed to working with the city of Santa Clara to provide timely, reliable and cost effective electric service. To coordinate on new gas service and/or relocation of PG&E distribution facilities please coordinate with PG&E Service Planning at 408-494-1700 or by visiting [https://www.pge.com/en\\_US/business/services/building-and-renovation/overview/overview.page](https://www.pge.com/en_US/business/services/building-and-renovation/overview/overview.page).

Please contact me if you have any questions regarding our comments. We would also appreciate being copied on future correspondence regarding this subject as this project develops.

Regards,



John Spigott  
Land Agent  
408-282-7160  
JH1M@pge.com



SANTA  
CLARA  
UNIFIED  
SCHOOL  
DISTRICT

1889 Lawrence Road  
Santa Clara, CA  
95051  
408-423-2000

Stanley Rose III, Ed.D.  
Superintendent

VIA EMAIL

January 10, 2017

John Davidson  
City of Santa Clara  
1500 Warburton Avenue  
Santa Clara, CA 95050  
jdavidson@santaclaraca.gov

RE: Tasman East Specific Plan; CEQ2016-01026

Dear Mr. Davidson:

The Santa Clara Unified School District (District) appreciates the opportunity to respond to the Notice of Preparation of an Environmental Impact Report (EIR) for the Tasman East Specific Plan (TESP), by the City of Santa Clara. The 45 acres comprising the TESP are currently zoned Light Industrial. The TESP proposes to change the land use designation from Light Industrial to Medium, High and Very High Density Residential and Mixed Use. Changing Industrial land uses to Residential has major implications to the Santa Clara Unified School District and surrounding areas the EIR should study.

The TESP is proposing up to 4,500 residential units. As presented to the Community, the TESP has a Vision of small parks and paseos with mixed use development, very high residential density and a transit orientated community. The City Council has encouraged a mix of residential types within the development: apartments, townhomes, condominiums and single family homes both for sale and rent. The combination of these attributes in new developments will attract families.

The Santa Clara Unified School District is concerned about the 4,500 residential units proposed in the specific plan. The EIR must study the impacts to the student population, at Katherine Hughes Elementary and the cumulative impact of all surrounding developments. The TESP and surrounding residential developments will result in hundreds of additional students who will attend District Schools. The existing schools cannot absorb the students coming from future developments. The TESP is not the only residential development planned for north Santa Clara. With the myriad of proposed developments within the District to be constructed, the District will need a new school site location, funds for a new school site, and funds for the design and construction of new schools and modernization of existing schools. Adding the students generated by over 4,500 residential units to existing campuses is not feasible. The District's Enrollment Projection Consultant's report, which will be submitted to the Board of Education on January 24, 2017, states the need for an additional elementary school north of 101 after the new construction at the Agnews property is completed.

In order for the District to be able to accommodate all students within the District, the District requires a Voluntary Community Benefit Payment from the developers. All state and local jurisdictions affected from the Project will

Board  
of Education

...

Jim Canova  
Albert Gonzalez  
Jodi Muirhead  
Andrew Ratermann  
Mark Richardson  
Michele Ryan Ph.D.  
Noelani Sallings

collect 100% or more of the calculated impact of the project, except the SCUSD. School districts are at a disadvantage when collecting funds for capital improvements, since districts are restricted to charging a set amount per square foot of a new development. The Statutory Developer Fee mandated by SB 50 for Residential construction is currently \$3.48 per square foot and the Industrial and Commercial Construction is currently \$0.56 per square foot. These Statutory fees do not adequately cover the land purchase, design, and construction cost incurred by the SCUSD for new or expanded school facilities.

The SCUSD's Residential Development School Fee Justification Study (RS), dated September 1, 2016, calculates the actual school facilities cost impact per residential square foot for detached single family homes to be \$13.20 per square foot and \$18.41 per square foot for multi-family attached houses. This is a deficit of \$9.72 for single family and \$14.93 for multi-family new residential per square foot constructed.

The Commercial/Industrial Development School Fee Justification Study (CID), dated September 1, 2016, calculates the actual net school facilities cost impact of retail new construction to be \$1.50 per square foot. This is a deficit of \$.94 per square foot of retail constructed. The CID calculates the actual net impact of office space is \$2.35 per square foot, which is a deficit of \$1.13 per square foot. Therefore, the Santa Clara Unified School District is requesting developers provide for full mitigation of their impact through a combination of a voluntary community payment and the statutory development fee equal to the calculated impact in the SCUSD CID Study.

If a new elementary school is not located within the TESP boundaries, the students must have a safe route on which to walk to school. Currently the students are slated to attend Katherine Hughes for elementary school. This school is slightly south of Tasman Drive, which is a very high speed roadway. The District requests the EIR to study the opportunities for a safe and secure pathway for students and community members to walk or bike between the TESP and Katherine Hughes Elementary.

Even though the TESP is slated to be transit oriented, the traffic on Tasman Drive, Lafayette Street, and Lick Mill Boulevard will increase greatly. Don Callejon Elementary and Middle School are located on Lick Mill Boulevard south of the proposed development. District busses and parents use all of these roads to transport students to and from school, if they are not close enough to walk. The District requests the EIR traffic study to assess intersections around the schools, including Tasman Drive and Lafayette Street, Lafayette Street and Calle de Primavera, Lick Mill Boulevard and Tasman Drive, and Montague Expressway and Lick Mill Boulevard when school is in session during pick up and drop off.

The combination of constantly increasing construction costs combined with lack of existing capacity in District schools, make it imperative the District continually plan for and collect adequate funding for school construction. The District will not support the Specific Plan or any project within its boundaries without a designated school site within the Tasman East Specific Plan or



nearby and a requirement of all developers to provide full mitigation of their impact through a combination of voluntary community payments and the current statutory development fee. The community benefit payment will allow the District to continue to house the additional students generated by this and other projects Districtwide. The City and District must work together to create the best community for all residents.

Please feel free to contact me with any questions.

Sincerely,



Michal Healy, AIA, LEED AP  
Director of Facilities Development and Planning

cc: Stanley Rose; srose@scusd.net  
Mark Allgire; mallgire@scusd.net

File: 33448  
Guadalupe River

January 11, 2017

Mr. John Davidson  
City of Santa Clara  
1500 Warburton Avenue  
Santa Clara CA 95050



Subject: Notice of Preparation of an Environmental Impact Report for the Tasman East Specific Plan, PLN2016-12400

Dear Mr. Davidson:

The Santa Clara Valley Water District (District) has reviewed the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Tasman East Specific Plan, PLN2016-12400, dated December 9, 2016 and received by the District on December 9, 2016.

The District owns property along the easterly side of the site over the Guadalupe River. The District is a Responsible Agency under CEQA if any work is proposed on the District's property and any such work will require issuance of a District permit as per the District's Water Resources Protection Ordinance.

Based on our review of the NOP we have the following comments:

1. The project description notes that the project will include connections to the Guadalupe River Trail which is located on District property along the top of levee maintenance road and operated by the City of Santa Clara under a Joint Use Agreement with the District. Any new connection point to the trail need to be open to the public at large and may require modification of the existing Joint Use Agreement to include the new access.

Connection points that are not located at existing street crossings of the river, can negatively impact the structural integrity of the levee and District levee maintenance operations. Connections to the trail should be coordinated with the adjacent City Place development to minimize the number and access points within this overall reach of the river. The City should have an overall plan for trail access points as the District will not allow access points to be constructed at each development along the river. Additionally, such connections should utilize placement of fill adjacent to the levee as it minimizes the levee height. Also, note the existing trail is unpaved and the District will not allow paving of the existing west side levee trail.

2. Development and landscaping of the area along the levee should consider opportunities such as site layout, fencing, landscaping and education to discourage the public from creating pioneer trails up the levee slope to access the existing trail. Pioneer trails are



- problematic as they negatively impact the levee integrity, levee maintenance, drainage, and create liability issues.
3. As noted in previous communications to the City, the project should consider the potential for regulatory requirements to change from 100 year to 200 year flood protection and climate change in the future. The 200 year requirement has been imposed in other parts of the Country and State so the possibly of such a change exists. Generally, levee raising is preferable to floodwalls but it requires a larger footprint.
  4. The levee for the Guadalupe River is located along the east side of the site. To protect the levee and allow for adequate room for emergency access in the event that the levee is compromised, buildings should be adequately setback from the levee and landscaping should allow for a 15-foot tree free zone from the levee toe to meet Army Corps of Engineers levee guidelines.
  5. The District records indicate that there are 14 active wells within the project site and possibly one abandoned well. If currently active wells will continue to be used following development of the site, they must be protected so that they do not become lost or damaged during construction. If the wells will not be used following development of the site, they must be properly destroyed under permit from the District. The abandoned well if found during construction must be properly destroyed under from the District or registered with the District and protected from damage. It should be noted that while the District has records for most wells located in the County, it is always possible that a well exists that is not in the District's records. All wells found at the site, must be destroyed or registered with the District as noted above. For questions about the wells, please contact the District Wells and Water Measurement Unit at (408) 630-2660.
  6. Re-development of the site provides opportunities to minimize potable water usage and water use in general through the use of recycled water, incorporation of on-site re-use for both storm and gray water; and requiring water conservation measures above State standards as well as the City's efficient landscape ordinance measures.
  7. If native plants are proposed for use at the site, their use should be in conformance with the Guidelines and Standards for Land Use Near Streams to protect the existing locally native plants along the river and the District's mitigation areas. Generally, this requires natives proposed that are found naturally in this area of the Guadalupe River to be grown from locally collected propagules.

Please forward a copy of the Draft EIR when available for public review. Please reference District File No. 33448 on further correspondence regarding this project.

If you have any questions or need further information, you can reach me at (408) 630-2322.

Sincerely,



Colleen Haggerty, P.E.  
Associate Civil Engineer  
Community Projects Review Unit

cc: C. Haggerty, R. Kaur, T. Hemmeter, File



January 11, 2017

City of Santa Clara, Planning Division  
1500 Warburton Ave  
Santa Clara, CA 95050  
Via email: [JDavidson@santaclaraca.gov](mailto:JDavidson@santaclaraca.gov)

**Re: Tasman East Specific Plan; File CEQ2016-01 026, PLN2016-12400**

Dear Mr. Davidson:

Thank you for the opportunity to comment on the Tasman East Specific Plan Notice of Preparation (NOP). We support the land use intensification strategically located adjacent to our Great America Station. We appreciated being invited to participate in the Tasman East Technical Advisory Committee and we hope to have the opportunity to continue as partners during your planning process. Please consider the following points in the Tasman East Specific Plan Draft Environmental Impact Statement (DEIR).

1. Please note that today, roughly 10,000 trips begin or end at Santa Clara-Great America Station each weekday, boarding and alighting from ACE and Capitol Corridor trains. Many of our riders transfer to train-adjacent commuter shuttles at Great America Station, or walk roughly 0.5 mile to VTA's Lick Mill Station off Tasman Drive. Some riders walk or bike to nearby destinations from the station. (*Transportation*)
2. In just ten years, well before the City Place and Tasman East projects are likely to be fully built out the number of trips beginning or ending at Santa Clara-Great America Station each weekday is expected to grow to roughly 50,000 trips. ACE plans to serve Santa Clara-Great America station with six (6) peak-period, peak-direction trips within several years (roughly 30-40 minutes between trains), growing to ten (10) trips within the next decade (roughly 15-25 minutes between trains). Our service will connect jobs-rich north Santa Clara County to affordable communities in San Joaquin, Stanislaus, and Merced counties. (*Cumulative Impacts*)
3. Please note that ACE has plans to double-track the existing single-track alignment between Santa Clara County and Niles Junction, which would mean two sets of railroad tracks at Great America Station. As discussed previously with City staff, this will shift the Great America Station platform north, and thus would make a second staircase to the north side of the Tasman overcrossing the best connection between this station and the VTA Lick Mill Light Rail station. (*Cumulative Impacts*)
4. Page 2 of the Notice of Preparation document for the Tasman East project states that "Other intersection and roadway segments are to receive *improvements* [emphasis added] based upon the City Place EIR traffic analysis." ACE recommends replacing the term "improvements" with more neutral language, such as "changes," since an



improvement that enhances the level of service for vehicles will often degrade comfort, convenience, and safety for other users of the street, such as pedestrians, bicyclists, transit riders, and shared mobility users. For example, widening local access streets like Calle del Sol and Calle de Luna to accommodate cut-through traffic from Tasman Drive will increase pedestrian exposure to noise, traffic, pollution, and high-speed vehicle traffic along a corridor many ACE riders must walk through to access the VTA light rail system at Lick Mill Station. (*Air Quality, Noise & Vibration, Public Facilities & Services, Transportation*)

5. Please note that ACE, in partnership with VTA, operates an extensive network of commuter shuttles out of Santa Clara Great America Station, directly adjacent to the project site. These shuttles fan out across jobs-rich north Santa Clara County. Rather than reinvent the wheel, please consider building on and enhancing this existing commuter shuttle program to help reduce VMT generated by the Tasman East project. Furthermore, construction will certainly affect ACE and private shuttle operations and we ask that the City consider construction effects on transit. (*Air Quality, Public Facilities & Services, Transportation*)
6. Please consider that ACE and Capitol corridor can serve as an important complement to existing VTA light rail and bus service for local commuters. During the morning and afternoon commute period, Tasman East residents commuting to and from downtown Santa Clara or downtown San Jose can utilize ACE and Capitol Corridor trains as an “express” alternative (20 minutes to Diridon) to VTA light rail (44 minutes to Diridon). For this to work seamlessly, please consider exploring options for physically and fiscally integrating ACE, CC, and VTA service through, for example, (1) an integrated multimodal station that consolidates Great America Station with VTA’s Lick Mill Station, and (2) an expanded transit pass system that integrates VTA with ACE/CC within Santa Clara County. For example, San Francisco Muni currently offers an expanded transit pass option for riders who use Muni and BART within city limits. (*Air Quality, Public Facilities & Services, Transportation*)
7. Both the City of San Jose (Vision San Jose plans to bring 83,000 new jobs to the formerly industrial north San Jose area) and the City of Santa Clara (City Place, General Plan goals to redevelop formerly industrial northern Santa Clara) envision North County becoming a new jobs-rich center that will draw workers from across the region, and in particular from the east (eastern Alameda county, San Joaquin County, and the Central Valley)--communities which ACE currently serves. The logical regional hub for North County is not Diridon (5-6 miles away; 45 minutes on transit). Nor is it a future BART station (4 miles away to future Milpitas Station, across I-880, relatively circuitous route from tri-valley to Santa Clara). A logical regional hub is Santa Clara-Great America, which serves Capitol Corridor, ACE, VTA, and offers a faster, more direct access to Santa Clara from the east, thanks to ACE’s Niles Canyon alignment. ACE encourages the City of Santa Clara to envision ACE as a “Caltrain of the East”, serving a regional transit hub for north county centered at Great America Station. (*Land Use, Public Facilities & Services, Transportation, Cumulative Impacts*)





SAN JOAQUIN  
REGIONAL  
RAIL COMMISSION

Commissioner, **Bob Johnson**, Chair, City of Lodi  
Commissioner, **Debbie Moorhead**, City of Manteca  
Commissioner, **Christina Fugazi**, City of Stockton

Commissioner, **Steve Dresser**, City of Lathrop  
Commissioner, **Scott Haggerty**, Alameda County  
Commissioner, **John Marchand**, Mayor of Livermore

Executive Director, **Stacey Mortensen**

If you or any member of your staff would like to discuss any of these items further, please contact Corinne Winter, ACE outreach lead in Santa Clara County, at [corinne@winter.associates](mailto:corinne@winter.associates).

Sincerely,

A handwritten signature in black ink that reads "Stacey Mortensen".

Stacey Mortensen, Executive Director



January 11, 2017

John Davidson, Principal Planner  
City of Santa Clara  
Planning Division  
1500 Warburton Avenue  
Santa Clara, CA 95050

Re: Comments on Notice of Preparation of a Draft Environmental Impact Report  
for the Tasman East Specific Plan

Dear Mr. Davidson:

Thank you for the opportunity to review the Notice of Preparation (NOP) for the proposed Tasman East Specific Plan in Santa Clara. This letter includes all City of Sunnyvale comments to the project NOP.

The following comments cover issues the City of Sunnyvale would like to be discussed in the DEIR:

**A. General Questions and Comments:**

1. Please provide a discussion of how the proposed project works with the 49er stadium parking and traffic circulation plan, especially during construction of the proposed project.
2. If applicable, provide the current Levi Stadium parking plan (as part of the Transportation Management and Operations Plan- TMOP) and envisioned TMOP parking plan at initial and complete project build-out as it appears some of the stadium parking may be currently accommodated on this site.
3. Provide contextual aesthetic and visual information on how the proposed 220 foot buildings fit into the surrounding area, including potential visibility in Sunnyvale.

4. We would like to request that the City of Santa Clara provide outreach to Sunnyvale residents, and that the notice area be expanded if the traffic information shows impacts to the nearby Sunnyvale neighborhoods.

**B. Traffic and Transportation Input for the Notice of Preparation:**

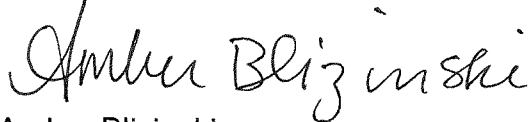
If you have questions on the following traffic related items, please contact Carol Shariat, Dept. of Public Works, [cshariat@sunnyvale.ca.gov](mailto:cshariat@sunnyvale.ca.gov) or (408) 730-2713.

1. The City of Sunnyvale uses criteria found within the VTA *Transportation Impact Analysis (TIA) Guidelines* as a basis for determining study intersections. It is likely that project trips would travel to and from the west through intersections located within the City of Sunnyvale. Accordingly, municipal and CMP intersections with ten or more project trips per lane added to any intersection movement should be analyzed. The intersections of Tasman / Lawrence, Tasman/Fair Oaks, Lawrence/ SR 237 Ramps, Fair Oaks / SR 237 Ramps, Lawrence/US 101 Ramps, and Fair Oaks/US 101 Ramps should be considered for inclusion within the traffic analysis. Traffic conditions at the study intersections are typically conducted for the AM and PM peak hours under existing and future analysis scenarios.
2. Corridor analysis should be considered for Tasman Drive, Lawrence Expressway and Fair Oaks Avenue.
3. The project site is located near the City of Sunnyvale's eastern border. Relevant approved projects within Sunnyvale and other neighboring jurisdictions need to be included in the study estimates of the Background traffic volumes. This is consistent with the VTA TIA Guidelines. Please contact the City of Sunnyvale to get a list of approved projects to include in the study.
4. Similarly, pending projects within Sunnyvale and other neighboring municipalities and/or the application of an annual growth rate need to be incorporated in the Cumulative traffic volume estimates in order to reflect the growth in both the local and regional traffic. Please contact the City of Sunnyvale to get a list of pending projects to include in the study.
5. Since this project is northeast of the Levi's Stadium, a game day scenario should be included in the analysis. This should include an alternative route analysis of the surrounding transportation network during road closures for stadium events.
6. The project's parking analysis should ensure avoiding any potential parking diversion into the nearby Sunnyvale residential neighborhoods including south of Tasman Drive. This should include an analysis of overflow parking demand during stadium events and parking for transit access.
7. Evaluation of the alternative modes of transportation should be included in this project's traffic analysis. The VTA CMP Guidelines indicate that traffic

analysis must include transit facilities in terms of transit service availability, transit capacity relative to the increased demand, impact of increased traffic delays on the service, and the need for transit access improvements. According to the CMP Guidelines, the traffic analysis must also evaluate bicycle and pedestrian facilities in terms of their availability, project effects on future bike/pedestrian plans, and improvements proposed by the project. Maps and information on existing and planned bicycle facilities within Sunnyvale can be supplied upon request.

The City of Sunnyvale appreciates your consideration of the requested study scope elements described above. Please contact me at (408) 730-2723 (ablizinski@sunnyvale.ca.gov) if you have any questions or concerns about items discussed in this letter.

Sincerely,

A handwritten signature in black ink that reads "Amber Blizinski". The signature is written in a cursive, flowing style.

Amber Blizinski  
Principal Planner, Community Development Department

cc: Trudi Ryan, CDD Director  
Andrew Miner, Planning Officer  
Manuel Pineda, Director of Public Works  
Shahid Abbas, Transportation/Traffic Manager  
Carol Shariat, Principal Transportation Engineer/Planner



January 11, 2017

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

Attention: John Davidson

Subject: City File No. PLN2016-12400 / Tasman East Specific Plan

Dear Mr. Davidson:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Initial Study for the Tasman East Specific Plan. We have the following comments.

Project Location and Land Use/Transportation Integration

VTA supports the proposed land use intensification in the plan area, located on the regional transportation network adjacent to the VTA Lick Mill Light Rail Transit (LRT) Station and Santa Clara Great America train station served by Altamont Corridor Express (ACE) and Capitol Corridor services. Additionally, this LRT segment along Tasman Drive will benefit from increased service frequency and a new connection to the Milpitas BART station, opening in fall 2017.

VTA commends the City for proposing high-density residential with retail use in the plan area, strengthened by minimum densities of 60 and 100 dwelling units per acre, depending on site size. Such measures significantly support transit ridership. Additionally, the high-density residential land use complements the area's current and future regional office, retail and entertainment uses, such as Levi's Stadium and City Place. VTA supports a mix of land uses that encourage a live-work-play activity center for Santa Clara that offers additional opportunities for residents and employees to reduce vehicle trips, and greenhouse gas emissions.

VTA supports policies and plans that target growth around the established cores, transportation corridors, and station areas in the County, as described in VTA's *Community Design & Transportation* (CDT) Program and CDT Manual. The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, and has been endorsed by all 15 Santa Clara County cities and the County.

VTA recommends that the City to work with the Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC), to designate the plan area as a Priority Development Area (PDA). This would assist in leveraging grant funding opportunities for sustainable transportation solutions.



#### Tasman Corridor Complete Streets Study

VTA is currently leading a planning and conceptual design study for improvements along Tasman Drive and Great Mall Parkway through four cities that support pedestrian, bicycle and transit modes while still serving the needs of motorists. The Complete Streets planning study began in December 2016, with target completion in late 2018. Staff from cities of San Jose, Sunnyvale, Santa Clara and Milpitas will be closely involved to advance shared goals for multimodal transportation and sustainability. VTA and City of Santa Clara staff will continue to coordinate efforts to advance the Complete Streets study; however, VTA recommends that the Tasman East Specific Plan framework and Draft Environmental Impact Report (DEIR) include appropriate flexibility to ensure that recommendations resulting from the Complete Streets study can be accommodated. VTA staff looks forward to continuing to share information and work closely with City of Santa Clara staff on these two related planning efforts.

#### Transportation Impact Analysis (TIA) Report

VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis (TIA) for any project that is expected to generate 100 or more net new peak-hour trips. Based on the information provided on the size of this project, a TIA may be required. The updated 2014 VTA *TIA Guidelines*, which can be found at <http://www.vta.org/cmp/tia-guidelines>, include updated procedures for documenting auto trip reductions, analyzing non-auto modes, and evaluating mitigation measures and improvements to address project impacts and effects on the transportation system. For any questions about the updated *TIA Guidelines*, please contact Robert Swierk of the VTA Planning and Program Development Division at 408-321-5949 or [Robert.Swierk@vta.org](mailto:Robert.Swierk@vta.org).

#### Pedestrian and Bicycle Accommodations

VTA recommends that the DEIR/TIA include an analysis of Pedestrian and Bicycle Accommodations, including access and connectivity within and near the plan area. Such analysis should consider the completeness and quality of the pedestrian and bicycle network on roadways and intersections adjacent to and nearby the project site. See sections 6.4 and 9.3 of the VTA *TIA Guidelines* for further details.

Given the increased pedestrian and bicycle volumes associated with the plan, VTA recommends that the DEIR evaluate the safety of pedestrians and bicyclists travelling across Tasman Drive. VTA also recommends that the plan provide exceptional pedestrian and bicycle accommodations, both internally and along arterial roadways to accommodate the volumes of trips expected to, from and within the plan area. VTA supports the City's draft concepts for the Tasman East Specific Plan, which include a finer-grained pedestrian and bicycle network of bike lanes, wide sidewalks, and paseos within the plan boundaries. VTA notes that the City's draft concepts place buffer strips between pedestrians and automobiles with consistent street trees. Resources on quality of service, such as the Highway Capacity Manual 2010 Pedestrian methodologies, indicate that such accommodations improve perceptions of comfort and safety on a roadway.



VTA recommends that the plan area provide abundant conveniently located bicycle parking. Bicycle parking facilities can include bicycle lockers or secure indoor parking for all-day storage and bicycle racks for short-term parking. VTA's Bicycle Technical Guidelines provide guidance for estimating supply, siting and design for bicycle parking facilities. This document may be downloaded from <http://www.vta.org/bikeprogram>.

#### Potential Congestion Impacts on Transit Travel Times

The DEIR/TIA should include an analysis of potential impacts that increased motor vehicle traffic and congestion associated with the specific plan build-out may have on transit travel times, particularly increased travel times for light rail and buses. VTA emphasizes that the plan's objective to create a "transit-oriented neighborhood" should serve to enhance, and not diminish, the speed and efficiency of nearby transit services. While VTA is supportive of increasing development densities along this corridor, increased congestion could degrade the schedule reliability of transit and increase travel times, making transit a less attractive option for travelers in the corridor. If increased transit delay is found, appropriate off-setting measures, such as strengthened Transit Signal Priority for light rail, should be identified in the DEIR/TIA.

#### Future Changes to the ACE/Capitol Corridor Great America Station

VTA notes that ACE/Capitol Corridor have near-term plans to expand service frequency to the area, which will likely result in station/platform reconfiguration and passenger/pedestrian/bicycle access changes. Additionally, as part of VTA's engagement in the City's Tasman East Specific Plan Technical Advisory Committee, VTA discussed its support for a future integrated, intermodal Great America Station that brings together ACE, Capitol Corridor, VTA light rail, buses, and public/private shuttles. Such a long-range improvement would enhance regional and local access to the burgeoning Tasman Drive area, and create a convenient, accessible, and seamless transit connection between all transit modes and the neighboring development. VTA notes that the City is planning to prepare a Multimodal Improvement Plan in connection with the City Place project, which may include the funding of station area master plan for an ACE/Capitol Corridor/VTA Great America Station. VTA recommends that the Transportation analysis in the DEIR/TIA reflect such near- and long-term plans, and their effects on access, connectivity, and safety of all users.

#### CMP Facilities

Based on the size and location of the project, there may be impacts to one or more Congestion Management Program (CMP) facilities, including freeway segments and CMP intersections. If the transportation analysis in the DEIR indicates that there will be significant impacts according to CMP standards, VTA suggests early coordination with the appropriate agencies to identify potential mitigation measures and opportunities for voluntary contributions to regional transportation improvements in or near the impacted facility in the latest Valley Transportation Plan (e.g. SR 237 Express Lanes Phase II, and US 101 Express Lanes) or pedestrian/bicycle/transit improvements that come from the Tasman Corridor Complete Streets Study. Other potential improvements include a grade-separated pedestrian-bicycle facility across Tasman Drive.

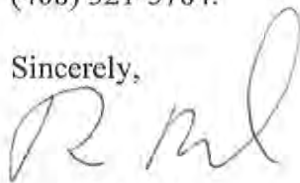
Transportation Demand Management/Trip Reduction

Given the size of the project and limited roadway access to and from the project area, the project should include a robust Transportation Demand Management (TDM) Program to reduce auto trips, vehicle miles traveled and greenhouse gas emissions. Such measures will be critical in order to facilitate efficient transportation access to and from the site and reduce transportation impacts associated with the project. VTA recommends that the City consider the following TDM/Trip Reduction strategies:

- Project design to encourage walking, bicycling, and convenient transit access;
- Parking cash out/parking pricing;
- Adoption of an aggressive trip reduction target with a Lead Agency monitoring and enforcement program;
- Transit fare incentives such as such as free or discounted transit passes on a continuing basis;
- Public-private partnerships or employer contributions to provide improved transit or shuttle service in the project area.
- Bicycle lockers and bicycle racks
- Showers and clothes lockers for bicycle commuters
- Parking for car-sharing vehicles

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,



Roy Molseed  
Senior Environmental Planner

cc: Patricia Maurice, Caltrans  
Brian Ashurst, Caltrans



Loma Prieta Chapter serving San Mateo, Santa Clara & San Benito Counties

January 17, 2017

John Davidson, Principal Planner,  
City of Santa Clara  
1500 Warburton Avenue, Santa Clara 95050

## **Re Tasman East Specific Plan - EIR Scoping Comments**

Dear Mr Davidson,

We thank the City of Santa Clara for providing the Sierra Club Loma Prieta the opportunity to comment on the preparation of the environmental impact report for Tasman East Specific Plan. We believe that the proposed residential mixed use development will help to improve the pressing issue of jobs-housing imbalance prevailing in the city and the Bay area.

The notice of preparation covers various environmental and social issues impacted by the proposed development, but we believe a few more areas need to be analyzed in the environmental impact report.

### **A. Proposed Alternative for Reduced Impacts**

**Reduced density at the site is not the appropriate alternative to study, for reduced impacts, since the reason for revising the General Plan with the Specific Plan is to provide a higher density at this location.** We believe the addition of supportive infrastructure is the appropriate Alternative to analyze for reduced impact. This is particularly appropriate given that it is adjacent to the large City Place development, Levi's stadium and the Convention Center.

Therefore, rather than looking at the impacts of decreasing development, the most effective strategy for decreasing the environmental impact is to examine what changes could be made in the infrastructure to achieve lower traffic environmental impacts.

#### **Proposed Alternative One:**

1. With an approach of "Mobility as a Service" , also known as MaaS<sup>1</sup>, to reduce the traffic impacts at this project, consider the addition of a new multi-modal station at the NW of the

---

<sup>1</sup> [Mobility-as-a-Service \(MaaS\)](#), describes a shift away from personally owned modes of transportation and towards mobility solutions that are consumed as a service or utility. This shift is also fueled by a myriad of innovative new mobility service providers such as [ride-sharing](#) and [e-hailing](#) services, [bike-sharing](#) programs, and [car-sharing](#) services as well as on-demand "pop-up" bus services. On the other hand, the trend is motivated by the anticipation of [self-driving cars](#), which put in question the economic benefit of owning a personal car over using on-demand car services.

intersection of Tasman and Lafayette, that would serve Tasman East, City Place and Levi's Stadium and would provide:

- More frequent and regular heavy and light rail service.
  - Local bus service with several lines, discussed during City Place Study Sessions
  - Regular and frequent shuttle service to Downtown Santa Clara station and Diridon station, BART, Caltrain and future hi-speed rail
  - Car share, bike share, bike valet parking and repair and autonomous (self-driving) vehicles<sup>2</sup> parking
  - Easy and attractive pedestrian and bike access connecting across Lafayette street to Tasman East and access across Tasman to Levi's stadium
2. In addition, analyze and include the reduced environmental impacts of ALL unbundled, paid parking in every building at Tasman East.
  3. Assume every building to be Zero-Net Energy<sup>3</sup>, as will be required by CA code in 2020.
  4. Assume improvements to the bicycle trail system for connected and safe access improving the percentage of people able to use bicycles safely for trips

## **B. EIR Sections**

Additional issues that we would request be included in the following sections of the EIR include:

1. **Aesthetics:** Bird-friendly design<sup>4</sup> requires careful use of glass surfaces and building volume design to minimize bird strikes.

Attractive design, with articulated volumes and facades, and high quality detailing and materials, make higher density buildings more appealing to the public. These features should be included as mitigation for desired higher density.

### **2. Air Quality:**

In order to meet the BAAQMD's requirements for air quality, we would prefer that the EIR not be satisfied with suggesting that reduced air quality is a significant and unmitigatable impact. We expect that robust mitigation strategies will be included in mitigation strategies to promote improved access to mobility to reduce auto use.

- Include a robust transportation demand management plan that will provide various travel options to the future residents of the proposed site.
- We also recommend a Transportation Management Association (TMA- hopefully in association with City Place), as a mitigation strategy, for the study area. It will not

---

<sup>2</sup> The DMV released its updated draft of its "autonomous vehicles deployment regulations" in September 2016 and [final rules are expected shortly](#) to provide a clear path for driverless testing in the coming months. Senator Jerry Hill announced Senate Bill 145 to eliminate a 180-day waiting period in order to get autonomous vehicles on the road in 2017.

<sup>3</sup> [Zero-Net Energy](#): California's revisions to Title 24 put in place ambitious performance goals: all residential buildings must be Zero Net Energy (ZNE) by 2020, and all commercial buildings must follow suit by 2030.

<sup>4</sup> [Bird-friendly design guidelines](#): Reduce glass reflectivity, light pollution, etc <http://sf-planning.org/standards-bird-safe-buildings> and <http://sanjoseca.gov/DocumentCenter/View/35>



only analyze the travel patterns, but also pool resources to facilitate appropriate travel options that connect various destinations in the vicinity.

### **3. Biological Resources:**

Increased intensity of development along the Guadalupe River will tend to have a negative effect of the riparian corridor as well as the adjacent Ulistac Natural Area. We look to the EIR to consider strategies to mitigate these negative effects

Along the river edge, mitigations should include a 200' setback within which the natural edge of the river be restored to healthy habitat.

Factors such as height of the buildings adjacent to the river, glazing of the buildings, and lighting along the river edge and the buildings' interior and exterior lighting can have significant negative impact on the birds, insects and wildlife along the river and need to be addressed in the environmental impact report. We recommend adding a Habitat Overlay Zone<sup>5</sup> of 200' that protects the wildlife along the river and bird-friendly design guidelines for the project.

We recommend including a resilient landscape framework<sup>6</sup>, as mitigation, that minimizes impacts and revitalizes the ecology impacted due to development of the proposed project. The plan proposes to require open spaces of varying sizes. We recommend connecting the spaces by green corridors to create a connected ecology within the proposed site as mitigation for increased density's negative impact that replaces the existing low rise development.

**Section 4. Cultural Resources:** The notice of preparation suggests the environmental impact report will discuss impacts to the cultural, archaeological, and historical impacts of the development. Currently the area is a relatively quiet, semi industrial zone with no activity at night.

- The natural environment does not benefit from activity 24/7. We recommend analyzing the quality of place created by the proposed project that enhances the street activity and makes the streets and outdoor spaces a social place and we look to the EIR to include mitigations that keep the river edge, and the zone close to the river, quiet and dark during the night.

### **Section 6. GHG and Energy and Section 12. Transportation**

Traffic impacts and transportation are key elements in this EIR (as well as in the adjacent proposed City Place development). To reduce automobile usage and the associated GHG and air quality

- Along with the analysis of impact of vehicular traffic generated by the proposed project on key intersections and freeways, it is essential that traffic mitigation measures should

---

<sup>5</sup> See [Section 5 Habitat and Biological resources](#), City of Mountain View, North Bayshore Precise Plan includes Habitat Overlay Zones along habitat corridors and edges.  
<http://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=20935>

<sup>6</sup> ["Landscape resilience Framework"](#) by San Francisco Estuary Institute  
[http://www.sfei.org/sites/default/files/biblio\\_files/SFEI\\_2015\\_Landscape%20Resilience%20Framework.pdf](http://www.sfei.org/sites/default/files/biblio_files/SFEI_2015_Landscape%20Resilience%20Framework.pdf)

be devised. These measures will work to reduce auto trips and encourage alternative transportation and mobility<sup>7</sup> travel patterns.

- To reduce auto-oriented development, mitigations should include reducing the parking ratios in the development, implement paid parking for the residents, and provide car-pooling and car-sharing options for the residents, include bicycle facilities.
- Along with minimum, maximum parking ratios should be required mitigation.
- Provision for electric vehicle chargers should be made mandatory in the development of the proposed project.
- A very critical element is a pedestrian priority environment and the EIR should comment on the "walkability" of the proposed project. Making walking the easiest mode of transport for errands is an important goal.

### **Section 8: Hydrology and Water Quality**

Water quality will be effected by both construction period and later, by the higher percentage of impervious surface and water conservation.

In order to prevent any deterioration in water quality in the river and in ground water:

- Include Low Impact Development (LID)<sup>8</sup> strategies, as mitigation strategies, to protect water quality, reduce run-off and save storm and waste water at the source.
- The setback at the River edge should be required to be fenced and protected during construction to ensure that dust, dirt and debris during construction does not pollute the water. Dust control shall used during construction.

### **Section 10: Noise**

Currently the area is relatively quiet with the adjacency of the golf course. In addition, traffic noise would be amplified in high density development with the noise contained between the hard surfaces of buildings.

- As mitigation we believe that noise reduction asphalt<sup>9</sup> roadways, increasingly popular in the Bay Area, will reduce the newly introduced traffic noise significantly, making high density development less stressful due to the increase in noise levels.

---

<sup>7</sup> Including [Safe Routes to School](http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm) for nearby elementary school across Tasman.  
[www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm](http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm)

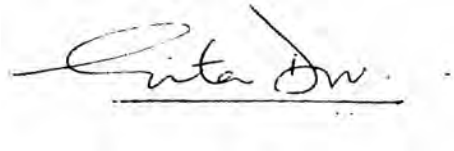
<sup>8</sup> [Low Impact Development \(LID\)](http://www.lowimpactdevelopment.org/links.htm) – Low Impact Development is a sustainable practice that benefits water supply, increases infiltration and storage of storm water and contributes to water quality protection.  
<http://www.lowimpactdevelopment.org/links.htm>

<sup>9</sup> [Report on Status of Rubberized Asphalt Traffic Noise Reduction](#): The conclusions of the 6-year study, in Sacramento, California, indicate that the use of rubberized asphalt on Alta Arden Expressway resulted in a 60% reduction in traffic noise energy, and a clearly perceptible decrease in traffic noise. This traffic noise attenuation from rubberized paving is similar to the results documented in several non-related studies conducted in recent years at other locations, both nationally and internationally.

**In Summary:** We hope these comments will be helpful in analyzing the impacts created by the proposed project as well as devise the mitigation measures needed to create a Specific Plan for a sustainable development at East Tasman.

We strongly believe that the only useful Alternative to be analyzed for reduced impacts is requiring implementation of infrastructure to support **increased Mobility options**.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Gita Dev", is written over a horizontal line.

Gita Dev, Co-Chair, Sustainable Land Use Committee  
Sierra Club Loma Prieta

cc     Santa Clara Planning Commission  
         Melissa Cerezo, Valley Transportation Authority  
         Corinne M. Winter, Winter Consulting Group  
         Gladwyn D'Souza, Transportation Committee, Sierra Club Loma Prieta  
         James Eggers, Exec. Director, Sierra Club Loma Prieta  
         Mike Ferreira, Chair, Conservation Committee, Sierra Club Loma Prieta



City of Santa Clara  
Attn: John Davidson, Principal Planner 1500 Warburton Avenue  
Santa Clara, CA 95050  
Via email to: [jdavidson@santaclaraca.gov](mailto:jdavidson@santaclaraca.gov)

**Re: Tasman East Specific Plan NOP Comments**

Dear Mr. Davidson:

The following are Notice of Preparation comments on the Tasman East Specific Plan by the Santa Clara Valley Audubon Society (SCVAS). SCVAS has a strong interest in how this area develops due to its proximity to both the Guadalupe River and the Ulistac Natural Area.

Glass and Bird Collision

The issue of bird collision with glass structures should be paramount in evaluating the biological resource impacts of the proposed Project. SCVAS is very concerned that the Project proposes to place buildings up to 220-feet high adjacent to the Guadalupe River corridor. The EIR should adhere strictly to *Bird-Friendly Building Design* principles, similar to the mitigation provided for the recently approved City Place project, when setting out mitigations and design guidelines for the site. The EIR should also look at an alternative that would lower building heights and minimize potential for bird strikes.

Burrowing Owls

While the Project site is largely developed, there remain some areas where Burrowing Owls habitat exists on the site. We know that owls have historically inhabited the adjacent golf course, and owls remain in nearby areas. A qualified biologist should thoroughly investigate the property prior to any site disturbance. In addition, mitigation fees should be required to be paid to the Habitat Agency at the rate that would be required by the Habitat Agency for properties across the Guadalupe in San Jose.

Guadalupe River Corridor

SCVAS suggests that the Specific Plan and EIR evaluate leaving a strip of land along the Guadalupe River for riparian restoration. As the Santa Clara General Plan notes regarding the creeks running through the City, “All of these creeks have been modified for flood control purposes. As a result, there is limited native riparian vegetation along these creek corridors, **providing the City an opportunity to restore habitat in these areas.**” (Emphasis added) The redevelopment of this site leads to an opportunity to restore riparian habitat along the river. This would expand upon the native vegetation currently at the Ulistac Natural Area. We recommend that this strip of native riparian vegetation be at least 100 feet wide.

It should be noted that the Notice of Preparation states that a minimum of 4 acres of the site shall be public open space. Rather than a typical park, we believe that a natural area of land with a trail through riparian vegetation would fit this particular site.

#### Cultural Resources

Cultural resources exist near to the Guadalupe River in the immediate area. Therefore, the EIR should include a rigorous investigation of potential cultural resources on the proposed Project site. There should be a cultural resource expert

Santa Clara Valley Audubon Society is concerned with development projects that could impact birds, especially projects north/east of Highway 101 and projects near parks, open space or riparian corridors. We are concerned with potential impacts of the proposed Mercedes Benz Dealership, a three-story automobile dealership with roof deck parking and detached car wash facility:

Thank you for the opportunity to provide scoping comments,

A handwritten signature in cursive script, appearing to read "Shani Kleinhaus".

Shani Kleinhaus

Environmental Advocate



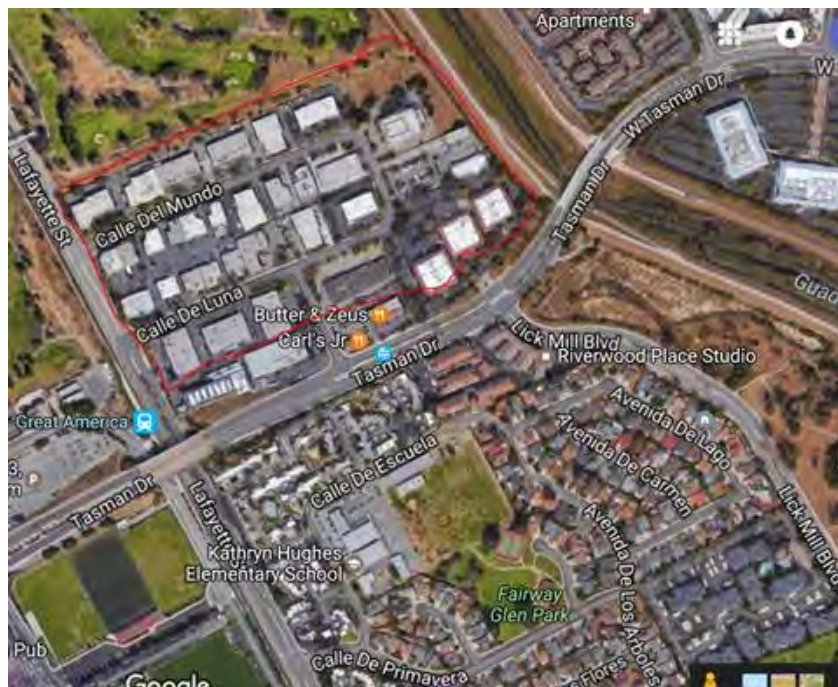
**From:** Hellstrom, Julie  
**To:** [John Davidson](#)  
**Subject:** FW: Santa Clara Notice  
**Date:** Wednesday, December 14, 2016 4:52:11 PM  
**Attachments:** [image001.jpg](#)  
[Santa Clara Notice.pdf](#)

---

Dear John,

Please let me know if you have given consideration to bicycle traffic across the Guadalupe River near Tasman. The bridge farther south by Mansion Grove is very helpful for bikes and pedestrians. The Tasman bridge is suitable for cars and is narrow, but acceptable for pedestrians, but not bikes. Bikes on the bridge are too close to traffic and there is a lot of traffic. The trail on the east side of the Guadalupe River is heavily used and much appreciated by many non-car users. I believe accounting for bicycles is an important part of reducing the environmental impact.

Regards,  
**Julie Hellstrom**  
**2125 Corte Primavera**  
**Santa Clara, CA 95054**  
**[Julie.hellstrom@stryker.com](mailto:Julie.hellstrom@stryker.com)**



**From:** sudsjain@zoho.com  
**To:** [John Davidson](#); [Gloria Sciara](#); [Andrew Crabtree](#); [Lee Butler](#); [kathy@k3watanabe.com](#)  
**Subject:** Public Comments for Tasman East Scoping Meeting  
**Date:** Thursday, December 22, 2016 2:21:34 PM

---

Hello All,

Yesterday I attended the Tasman East Scoping meeting.

I have the following public comments for the preparation of the DEIR.

1. I would like to see robust communication with City of San Jose to try to prevent a future lawsuit over traffic impacts of the project. Perhaps some impact fees need to be paid to San Jose.
2. I would like to see a TDM plan that includes a TMA in conjunction with Related City Place -- perhaps a joint shuttle to the Santa Clara Transit Center on Benton. Perhaps a regular employee shuttle between TE and RCP.
3. The alternative plans proposed in the DEIR need to be feasible. I was not happy that the reduced intensity alternative in the Related City Place project was deemed to be not economically feasible.
4. I would like to see incentives for inclusion of a grocery store within the TE project in order to reduce VMT. These could be in the form of reduced regulatory measures, expediting in Planning Dept, or tax incentives.
5. San Jose has provided tax incentives for tall housing structures downtown. Developers at TE are reluctant to build towers there because those are more expensive than 5 over 2 podium structures. Santa Clara should stack bonuses (LEED Gold, density, transit, low income) to encourage these taller structures so that more space will be available for parks and open space.
6. TE should provide impact fees for the improvement of the Great America ACE/Amtrak station such that ACE can provide more frequent service and perhaps Caltrain can have a spur line
7. There should be a mandate of 5% installed EV chargers and rewiring for at least 10% chargers since the Gov. Brown executive order mandates 1.5 million ZEV vehicles in California by 2025.
8. There should be a minimum of 0.67 Class1 bicycle parking spots per housing unit.
9. There should be a linear park along Guadalupe River.

Thank you,  
Sudhanshu Jain  
Cell: 408-499-2955  
[suds@sudsjain.com](mailto:suds@sudsjain.com)

**From:** Hazel  
**To:** [John Davidson](#)  
**Subject:** Re: Tasman East Specific Plan Notice of Preparation and scoping meeting notice  
**Date:** Tuesday, January 10, 2017 9:16:39 AM

---

Hi John,

I want to confirm that the comments I made at the NOP scope meeting on December 21, 2016 were captured. Here are the topics that I would like to see addressed in the Tasman East Environmental Impact Report (EIR). North Santa Clara, North San Jose, and Alviso are targeted for transformational growth and development in the near and long term future, and the EIR should include the approved, in review, and targeted future developments listed to ensure the best infrastructure is planned, quality of life for residents is maintained or improved, and quality of service for businesses and visitors are met.

- **City of Santa Clara General Plan** (i.e. City Place, Great America Theme Park Master Plan, Mixed Project, and Future Mixed use along Great America Parkway) as well as the
- **City of San Jose**
  - **Alviso Master Plan** (including Terra Top Golf development plan)
  - **Vision North San Jose** (high density housing and large technology campuses)

**Here are the topics to include to the EIR scope.**

1. Density
  - i. Current Eisenhower Drive, Lafayette St is the only street to access the neighborhood. What are ways to reduce traffic congestion?
  - ii. In addition, traveling on North on Lafayette, Calle de Sol and Calle de Luna provides access to Tasman Dr. Provide ways to reduce congestion.
  - iii. What improvements will be made to access or widen 237?
  - a. Strategies, such as pick-up and drop-off zones, for company shuttles, rideshare companies, taxis to reduce traffic stops / standing on Lafayette St, Lick Mill Blvd and other nearby streets
  - b. Strategies for bike storage, bike stations, etc.
  - c. Strategies and incentives to promote transit or other modes
  - d. Sidewalk and bike pathway improvements
  - e. Impact on Levi's Stadium event days – traffic flow plan through the project site
  - f. If approved, strategies to avoid construction noise, including restricting access roads, along Lick Mill Blvd from Tasman and Montague Expressway especially during night hours.
2. Retail and services to reduce vehicular trips for both existing Northside Santa Clara and future Tasman East residents
  - a. Parking management to reduce project residents and patrons from parking in existing residential neighborhoods
    - i. What happens today - Overflow car parking from River Grove Apartment residents currently park in existing residential neighborhoods, and Levi stadium event parking on Calle de Escuela, Avenida De Los Arboles, [Avenida de Carmen](#), and Avenida de Lago, and Calle de Primavera
3. Housing

- a. Opportunity to buy single family homes or townhomes
- b. Percentage dedicated to senior and affordable housing
- c. Programs / opportunities for Santa Clara residents to downsize to smaller units
- 4. Parks and Recreation
  - a. Opportunities for multi-generational playgrounds
  - b. Since there are no Youth, Teen, Adult or Senior community centers located in North Santa Clara, what opportunities can be addressed with adding centers, health and wellness classes?
  - c. Synergy / Opportunity with Ulistac, such as a Nature Center
  - d. Opportunity for urban agricultural gardening
- 5. Neighborhood Protection and Parking
  - a. Parking management
    - i. Include solutions and strategies to prevent and deter parking from project site.
    - ii. Include alternative for greater number of parking spots for residents.
      - 1. Parking from extremely high density dwellings – currently affected by existing Riverwood Apartment Complex on the corner of Tasman and [Lick Mill](#) Blvd, Vista 99, Domain (in North SJ), River View, Crescent Village, and North Park
  - b. With other developments in the area, what is the plan for the Fire Station, including type?
  - c. Will fire and police service times be impacted?
- 6. Environmental and Health Concerns
  - a. Any health risks to nearby elementary school, nearby residents from construction?
  - b. Former landfill borders the project site. Any issues or risks?
- 7. SCUSD
  - a. In my opinion, the assumption for the number of students to be added to SCUSD is low, and there should be an alternative where the number is higher.
  - b. Is there an opportunity to reduce the overall overcrowded class sizes in nearby SCUSD schools (Hughes, Mayne, Don Callejon, Montague)?
  - c. Opportunities to co-locate retirement (ageing) community and childcare/pre-school/schools

Hazel

On Jan 9, 2017, at 3:41 PM, John Davidson <[JDavidson@SantaClaraCA.gov](mailto:JDavidson@SantaClaraCA.gov)> wrote:

Hi Hazel:

Yes, Today is the last day—thanks!

John Davidson  
408/615-2478

---

**From:** Hazel [[mailto:hen\\_alabado@yahoo.com](mailto:hen_alabado@yahoo.com)]  
**Sent:** Monday, January 09, 2017 2:58 PM



**To:** John Davidson

**Subject:** Re: Tasman East Specific Plan Notice of Preparation and scoping meeting notice

Hi John,

I believe today is the last day to comment. Is that correct?

Hazel

On Dec 13, 2016, at 5:29 PM, John Davidson <[JDavidson@SantaClaraCA.gov](mailto:JDavidson@SantaClaraCA.gov)> wrote:

Please see the attached Notice of Preparation and Public Scoping Meeting Notice for the Tasman East Specific Plan .

**You may provide written comments and attend the City-sponsored EIR Scoping Meeting at:**

**When: Wednesday, December 21, 2016,  
from 2:00 p.m. to 4:00p.m.**

**Where: Northside Library, 695 Moreland  
Way, Santa Clara, CA, 95054**

Let me know if you have any questions—thanks!

John Davidson  
City of Santa Clara  
408/615-2478

---

The information contained in this email may be privileged, confidential and exempt from disclosure under applicable law. The information is intended only for the use of the individual or entity to which it is addressed. If you are not the intended recipient or the employee or agent responsible to deliver it to the intended recipient, you are hereby notified that any use, dissemination, distribution or copying of this communication is strictly prohibited. If you have received this message in error, or are not the named recipient(s), please notify the sender immediately by reply email and delete this message from your computer. Thank you

<EIR & Public Scoping Notice - 12.09.16.pdf>

<NOP - 12.09.16.pdf>

---

The information contained in this email may be privileged, confidential and exempt from disclosure under applicable law. The information is intended only for the use of the individual or entity to which it is addressed. If you are not the intended recipient or the employee or agent responsible to deliver it to the intended recipient, you are hereby notified that any use, dissemination, distribution or copying of this communication is strictly prohibited. If you have received this message in error, or are not the named recipient(s), please notify the sender immediately by reply email and delete this message from your computer. Thank you