02.1 VISION

Northern Santa Clara is at a moment of transformation from a patchwork of industrial parks and single-family communities into a walkable, transit and trail-oriented, high density area offering an urban lifestyle alongside regional destinations. The Tasman East Focus Area will be at the heart of this transformation.

In five to ten years we will likely see approximately half of the Tasman East Focus Area redeveloped with open space and high density residential buildings, including some that offer a mix of ground floor uses to support a vibrant public life. These developments will largely occur at the site's perimeter, fashioning a new identity for the urban neighborhood along Tasman Drive and Guadalupe River Trail. Such development will also bookend gateway developments along Lafayette Street.

At the center of the site, the pace of development may be slower as it will align with property owners' decision to redevelop or continue to operate light industrial businesses. This will lend diverse uses to the neighborhood and new development may choose to enhance this character by adding its own mix of urban industrial uses at the ground level of buildings such as beer gardens, furniture-makers, small press publishers, florists, arts and design activities and performance spaces.

Full buildout of the site will likely occur over the next 20 years, as the development of the center of the site responds to market ebbs and flows.

WALKABLE AND TRANSIT AND TRAIL-ORIENTED
Development will build on the site's rich transit connections to both regional heavy-rail and local light-rail. Light-rail will be within a five-minute walk of every front door.

Connections to the Guadalupe River Trail, a recreational and commuter path for bikers and pedestrians, will carry residents through Santa Clara's unique geography of rivers and creeks south to Downtown San Jose and beyond.

COMPLETE COMMUNITY
The Specific Plan targets the development of up to 4,500 residential units to contribute much needed housing supply in response to City Place's increased local employment opportunities. This will include a variety of housing types, retail and active uses within a vibrant urban neighborhood.

~~A minimum of 10 percent of all units that receive a discretionary approval before 2021 will be affordable by deed restriction to households making an average of 100% of area median income with this number increasing to 15% thereafter. This affordable requirement shall override any other City requirements, including General Plan and Affordable Housing Ordinance.~~ Developments in the Specific Plan area shall adhere to the affordable housing requirements referenced in Section 17.40.115 of the Santa Clara City Code. Other market rate units will be made affordable 'by design,' with smaller units targeted for young professionals looking for their first apartment, empty-nesters looking to downsize and others who desire a walkable, urban lifestyle.

SUSTAINABLE COMMUNITY
The site will target reductions in carbon emissions by creating a public realm that is well-connected, safe and walkable, decreasing the demands for private vehicles. Residents will take pleasure in choosing active modes of transit and shared mobility options.

AUTHENTIC CHARACTER
The existing legacy of light industrial uses will be maintained and woven into the character of the Focus Area Plan. As some industrial users sell or redevelop their properties into housing, others will have the option to continue to operate their businesses, or sell to future industrial users that are compatible with an urban, mixed use neighborhood.

03.5 LAND USE FRAMEWORK

Focus Area Targets
The Tasman East Focus Area Specific Plan aims to achieve the following targets for different uses within the overall plan area:

- Up to 4,500 dwelling units;
- Affordable housing in conformance with ~~prevailing city ordinance~~ in Section 17.40.115 of the Santa Clara City Code;
- 10 acres of open space distributed between public, private and semi-private spaces;
- Up to 106,000 square feet of retail uses, including a grocery store of approximately 25,000 square feet; and
- Potential for a small, urban school.

TRANSIT NEIGHBORHOOD USES
Principal Use
This zoning district is intended to provide regulatory standards for height, setbacks, densities, parking standards, and allowed uses.

The Tasman East Focus Area will be principally high density, transit-oriented, residential use for sale and for rent. This includes multi-family dwellings, supportive housing and transitional housing. Private parking and home occupation are permitted as accessory uses. Single-family and two-family dwellings are not permitted in this district.

To achieve a vibrant public realm and support a walkable neighborhood, other active uses are encouraged at the ground floor of residential buildings. See Figure 03-5-2 for a full list of permitted, conditional and excluded uses.

Density
There is a target of 4,500 units in the Tasman East Focus Area. Each parcel of one acre or more in size is required to accommodate a minimum density of 100 dwelling units per acre. Each parcel of less than one acre in size is required to achieve a minimum density of 60 dwelling units per acre. There are no density maximums for individual parcels. Density shall be calculated as net density, which excludes all of the following, whether public or private, from the calculation of minimum density: parks, streets, and greenways.

See Figure 03-5-1 for two scenarios of minimum residential development; one assumes no further consolidation of individual parcels and one assumes consolidation of parcels into an area of at least one acre.

Retail uses
The Tasman East Focus Area will provide neighborhood-serving retail, which is defined as businesses that provide goods and services that people would frequently use to take care of their personal and household needs. Examples include grocery stores, drug stores, eating and drinking establishments, dry cleaners, hair salons etc.

As indicated in the Land Use Framework diagram r~~R~~etail Retail uses are required for ground floor frontages facing onto the existing portion of Calle del Sol, and along the first 50 feet minimum frontage facing the Calle Del Sol Paseo at the intersection with Calle De Luna and Calle Del Mundo, ~~as indicated in the Land Use Framework diagram~~. Ground floor retail is also required along the Calle Del Sol Paseo, except where active ground floor uses are shown as required. This use is also allowed and encouraged along all ground floor frontages.

Neighborhood Light Industrial uses
This use is intended to protect existing industrial businesses and provide an opportunity for the inclusion of uses with an industrial character which have public-facing operations such as breweries, wineries, catering companies, garment manufacturers and crafts or artists studios (or similar).

Light industry is intended to accommodate businesses operating substantially within an enclosed building and without provision of storage or side yards. Such permitted uses shall not be objectionable or detrimental to adjacent properties because of signage, noise, smoke, odor, dust, noxious gases, vibrations, glare, heat, fire hazards or industrial wastes emanating from the property.

Neighborhood light industrial uses are also allowed along the ground floor of any building in the Urban Neighborhood district, except where retail uses are required.

Active uses
To create a pedestrian friendly environment and visual activity at the ground floors of buildings, all buildings shall provide active uses on every frontage facing a public right-of-way, Paseo, greenway or park to the degree feasible, and where not governed by the requirement above to provide retail uses. Building frontage for mechanical equipment, transformer doors, parking garage entrances, exit stairs, and other facilities necessary to the operation of the building are excluded from this requirement.

The following uses qualify as active:

- Retail, Entertainment, Arts and Recreation Use;

- Retail, Entertainment, Arts and Recreation Use;
- Neighborhood Light Industrial Uses;
- Public Uses including a community room, an urban school, a bookmobile dock and/or a book vending machine stocked by the library;
- Residential or live/work units that are individually entered from the street;
- Building lobbies; and
- Spaces accessory to residential uses, such as fitness rooms, work spaces, leasing offices, shared kitchens, mail rooms and Class I bicycle parking facilities with direct access to the sidewalk or street.

Public uses
The Tasman East Focus Area will have a distributed, publicly accessible open space system where a series of neighborhood parks are connected throughout the district by a network of streets and greenways. These neighborhood parks and greenways count towards the 10-acre site-wide open space target.

Where parks and greenways are privately owned but publicly accessible, they shall be considered public uses. The Tasman East Focus Area also allows for other public or quasi-public facilities such as schools, municipal facilities, non-profit facilities and neighborhood recreational enterprises.

School Facility
The Specific Plan allows an urban school. The location would be identified during Specific Plan implementation. It is assumed that this "urban school" can be located at the ground floor of a mixed-use building and must be accessible to a public open space of a minimum of one acre. This urban school may be private or public.

	DEVELOPMENT AREAS	AREA (ACRES)	MINIMUM DEVELOPMENT
Sitewide Areas	Total Site Boundary Area	46.1	
	Developable Area *(Total site boundary area, minus: 7.9 acres of existing and proposed ROWs, 0.75 acre SCVWD easement, 5 acres of fixed open space and approximately 1.1 acres of greenways)*	31.3	
Residential Scenarios	**Scenario 1** Assuming no consolidation of smaller parcels and achieving minimum required density		**2,830 units**
	Parcels larger than 1 acre (minimum 100 du/ac)	23.8	2,380 units
	Parcels smaller than 1 acre (minimum 60 du/ac)	7.5	450 units
	Scenario 2 Assuming consolidation of smaller parcels into parcels of at least one acre in size and achieving minimum required density		**3,140 units**
	Parcels larger than 1 acre (minimum 100 du/ac)	31.3	3,140 units

Figure 03-5-1 Theoretical Residential Yield

- Pump Station
- Transit Neighborhood
- Required Ground Floor Retail
- Active Ground Floor Use
- Dedicated Open Space (acres)*
- Paseo
- Greenway
- To Be Implemented as Development Occurs
- City Easement
- Site Boundary

* Dedicated Open Space areas will be implemented through the City's Parkland Dedication Ordinance and the terms of the Specific Plan.

* Greenway and Park locations depicted are conceptual.

Figure 03-5-3 Land Use Framework

03.6 CIRCULATION FRAMEWORK

COMPLETE STREETS
The streets within the Tasman East Focus Area are designed as "complete streets" designed with people and place in mind, centered around providing a variety of mobility options within an inviting public realm. Complete Streets ensure accessibility for people of all ages and abilities, while balancing multiple mobility needs and supporting local land uses.

The circulation plan includes not only the improvement of existing rights-of-way, but also the addition of new streets to create additional connections in the area.

Streets and other transportation facilities are organized according to typologies that relate to the function and adjacent land uses. All roadways will be designed to accommodate multiple users and anticipated levels of vehicular traffic.

Special attention should be given to ensure safe and convenient pedestrian and bicycle connections to existing transit facilities and neighboring trails.

PEDESTRIAN NETWORK
The City's General Plan encourages pedestrian connections from neighborhoods to public amenities and destinations that are accessible to all segments of the population. High quality pedestrian facilities improve the convenience and safety for pedestrians and reduce vehicle trips made for everyday activities. These facilities include sidewalks, paths, pedestrian bridges and crosswalks. In pedestrian-friendly environments, frequent crossing locations are essential to provide direct paths between origins and destinations. Special attention should be given to ensure safe and convenient pedestrian and bicycle connections to existing transit facilities and neighboring trails.

BICYCLE NETWORK
Bicycles provide a convenient, active and enjoyable method of travel, particularly for trips less than 4 miles. Bicycle facilities improve safety for cyclists and can also promote reductions in vehicle trips and vehicle miles traveled. A good bicycle network includes bike paths, bike lanes and design treatments such as pavement markings, bicycle signals and bicycle wayfinding.

Lick Mill Boulevard and Calle del Mundo will be the main bicycle streets with dedicated lanes that connect through the neighborhood to the bike lanes on Tasman Drive and Lafayette Street, as well as to the Guadalupe River Trail. All other streets will contribute to the bike network with sharrows to indicate that vehicles should share the road with bicycles.

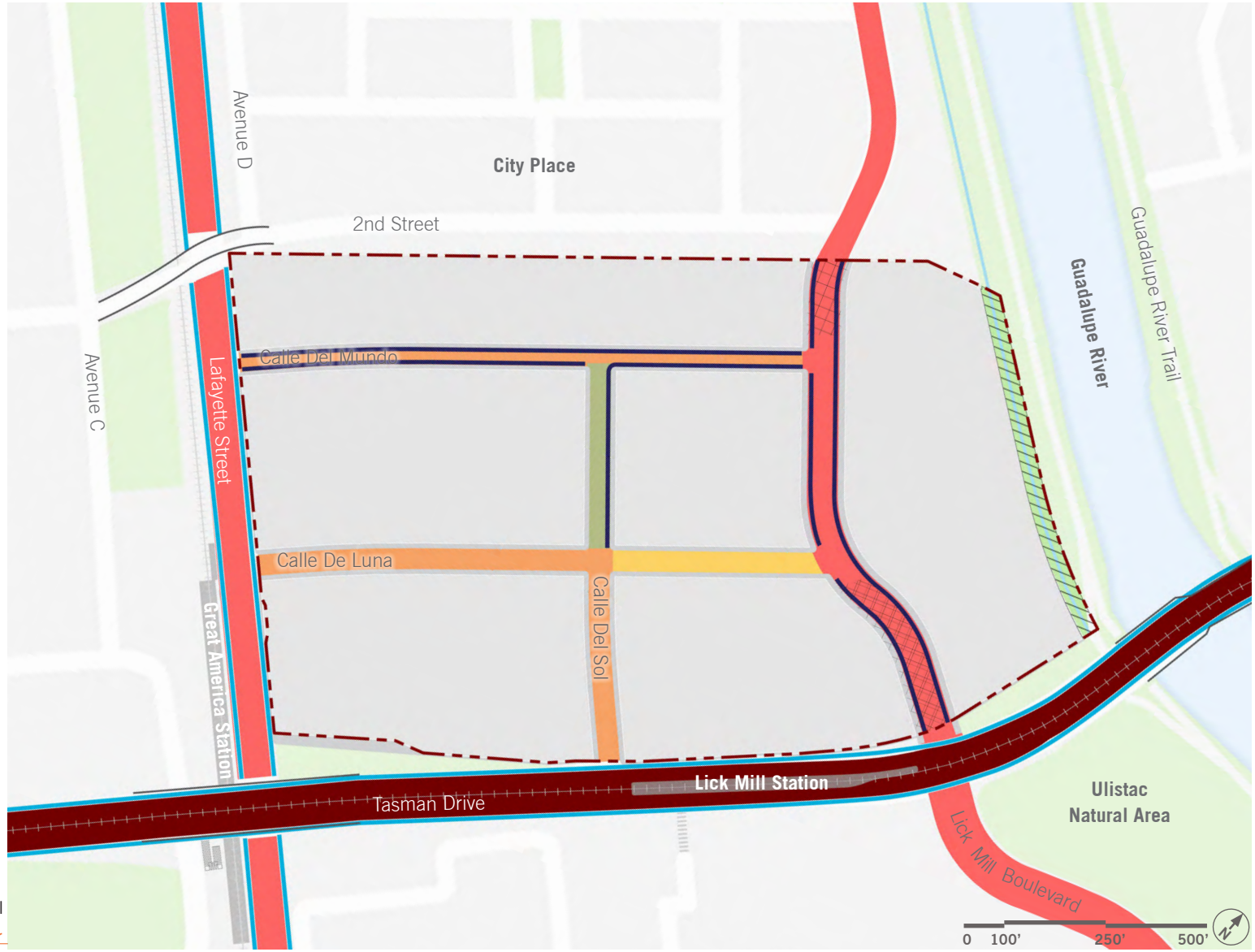
VEHICULAR NETWORK
While some roadways are designed to move higher volumes of vehicles quickly and efficiently, other streets prioritize space for pedestrians, bicyclists, on-street parking, loading zones and passenger drop-off locations. There are 3 street typologies derived from the General Plan within the site boundary: Minor Arterial, Collector Street and Local Street; Tasman Drive is a Major Arterial, but lies beyond the Focus Area site boundary. Goals and policies for roadway classifications as described in Santa Clara's General Plan within the Focus Area are below:

Minor Arterials
Minor arterials serve through-traffic and typically include transit vehicles. Minor arterials are generally designed with two to four travel lanes with dedicated left-turn lanes, traffic signals at major intersections, and parallel street parking. Lafayette Street is a minor arterial that will move traffic to and around the site.

Collector Streets
Collector streets typically provide traffic circulation for residential and commercial uses. These streets penetrate residential neighborhoods and typically feature two to four lanes of vehicular traffic. Lick Mill Boulevard will be designed as a collector street that moves traffic at lower volumes through the Focus Area and connects to the broader network of minor arterials. The Lick Mill Boulevard extension is a responsibility of the adjacent City Place development; its timing is independent of the Tasman East Specific Plan.

Local Streets
Local streets are designed to calm traffic and give pedestrians priority in terms of scale and facility. These streets typically serve as neighborhood streets, generally providing two travel lanes, on-street parallel parking, bike lanes and sidewalks. The eastern portion of Calle de Luna will be designed as local street. Although the eastern portion of Calle De Luna has the same right-of-way width and lane configuration as the western portion, it is anticipated that traffic volumes will be significantly lower due to the fact that it is not part of the current connection between Tasman Drive and Lafayette Street, thus justifying classification as a Local Street.

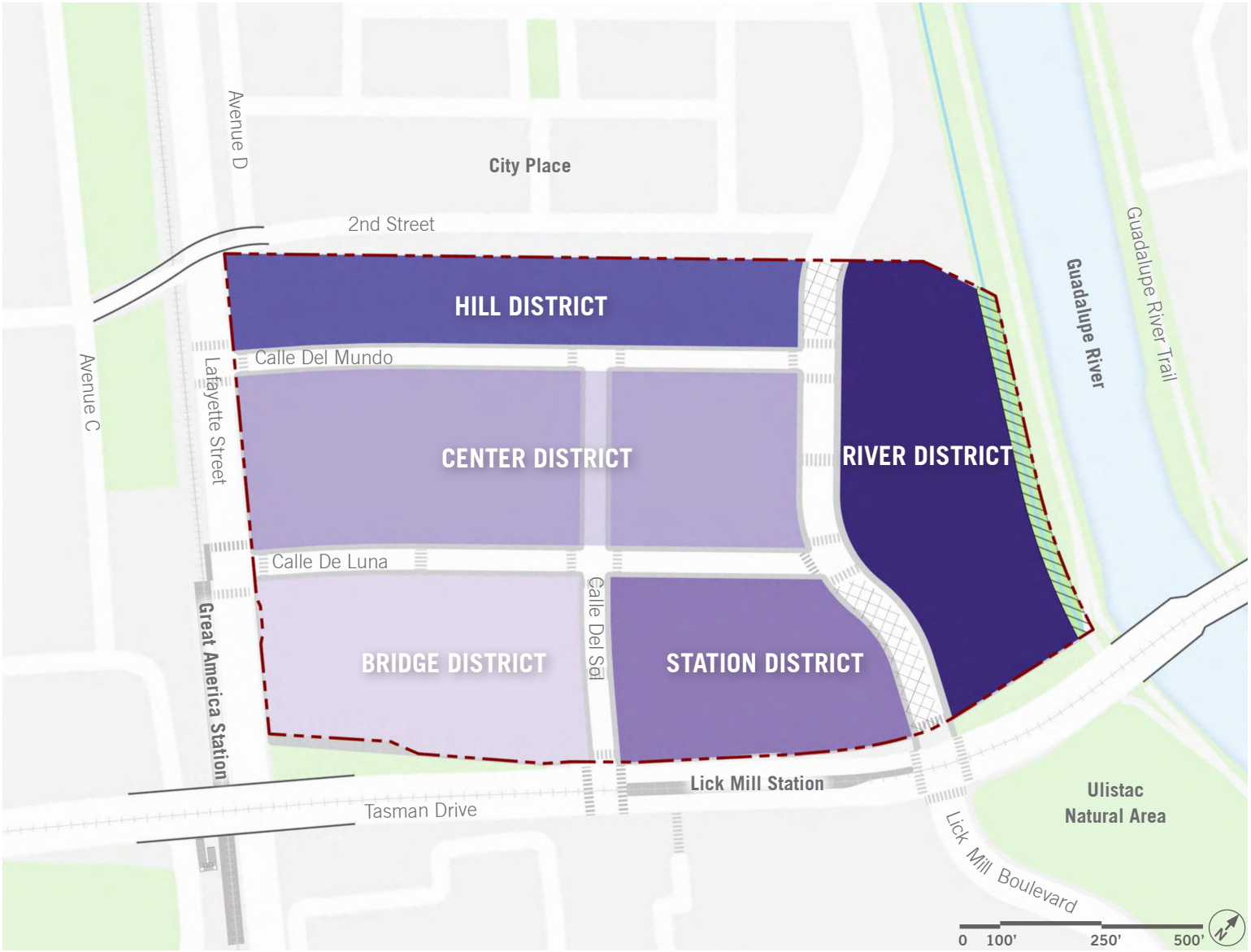
Paseo
The northern extension of Calle Del Sol, between Calle De Luna and Calle Del Mundo, is proposed as a pedestrian and bike oriented street with clearance for emergency vehicle access(EVA), but not open to private vehicles.



- Major Arterial
- Minor Arterial
- Collector Street
- Local Street
- Paseo
- Bike Lane
- Existing Bike Lane
- To Be Implemented as Development Occurs
- City Easement
- Site Boundary

Note: Configuration of bike lanes on Calle Del Sol south of Calle De Luna will be consistent with ~~which ever~~ whichever street configuration adopted .

Figure 03-6-1 Circulation Framework



To Be Implemented as Development Occurs

City Easement

Site Boundary

Figure 03-7-1 Districts

- To ensure visibility and safety, all points along the perimeter of an open space must maintain an unobstructed line of sight to at least one street or greenway frontage;
- The open space shall be generally flat; sloped areas programmed with active uses can be considered for credit.

Privately-owned publicly accessible open space located on a podium must meet all of the above criteria as well as:

- Provide adequate soil volume to support planting; and
- Ensure privacy for podium level units; and.
- Clear and visible signage indicating that the space is open for public use.

PRIVATE OPEN SPACE

In the case of PRIVATE OPEN SPACE, up to 50 percent of the area of each open space is eligible for credit toward the TEFA open space requirement. In addition, balconies or stoops that are a minimum of 36 square feet in area and have a minimum dimension of 5 feet in any direction shall be allowed 25% of area credit toward the TEFA open space requirement.

	ACRES
Total Open Space Requirement	**10.0**
Dedicated Parkland	5.0
Greenways	1.1
Remaining Privately-Owned Open Space	3.9
Need from Each Development (as a percent of 31.35 acres of developable area)	**12.5% (or 3.9 acres)**

Figure 03-7-2 Privately-Owned Open Space Requirement as a Percentage of Development Area.

Parkland Dedication Ordinance and TEFA Additions

Privately-Owned Publicly Accessible Open Space and PRIVATE OPEN SPACE as defined in the Specific Plan shall receive Park and Recreational Land PRIVATE OPEN SPACE credits when the combined area of over 0.75 acres meets 4 of the 8 required elements of the Park Ordinance defined in Municipal Code Section 17.35.070 plus two new as noted below.

The eight required elements of the Park Ordinance defined in Municipal Code Section 17.35.070 are listed below for reference:

- Turfed play field, comprised of a single unit of land which is generally level and free of physical barriers which would inhibit group play activities with a minimum contiguous area of one-half acre;
- Children's play apparatus area that conforms to the then current Federal Consumer Product Safety Commission guidelines;
- Landscaped and furnished, park-like quiet area;
- Recreational community gardens;
- Family picnic area;
- Game, fitness or sport court area;
- Accessible swimming pool (minimum size forty-two (42) feet by seventy-five (75) feet) with adjacent deck or lawn areas;
- Recreation center buildings and grounds;

Two additional recreational elements are noted in the Tasman East Focus Area Plan:

- Dog park with a minimum size of 3,000 square feet, and a minimum dimension of 30 feet; and
- Game area, a minimum of 2,000 square feet in area with a minimum dimension of 30 feet. This minimum area can be reduced to 1,000 square feet if next to another open space.

The City has the discretion to also allow Park Ordinance credit for costs associated with off-site improvements in areas which are functionally contiguous to dedicated parkland (or an easement with public access).

DEDICATED PARKLAND (MINIMUM 5 ACRES)

- Hill District 0.85 acre
- Center District 1.0 acre
- River District 2.5 acres (Including 0.75 acre easement)
- Bridge District 0.5 acre
- Station District 0.15 acre

+

PRIVATELY-OWNED OPEN SPACE

- Greenways
- At Grade & Publicly Accessible (100% Credit)
- PRIVATE OPEN SPACE (50% Credit)

=

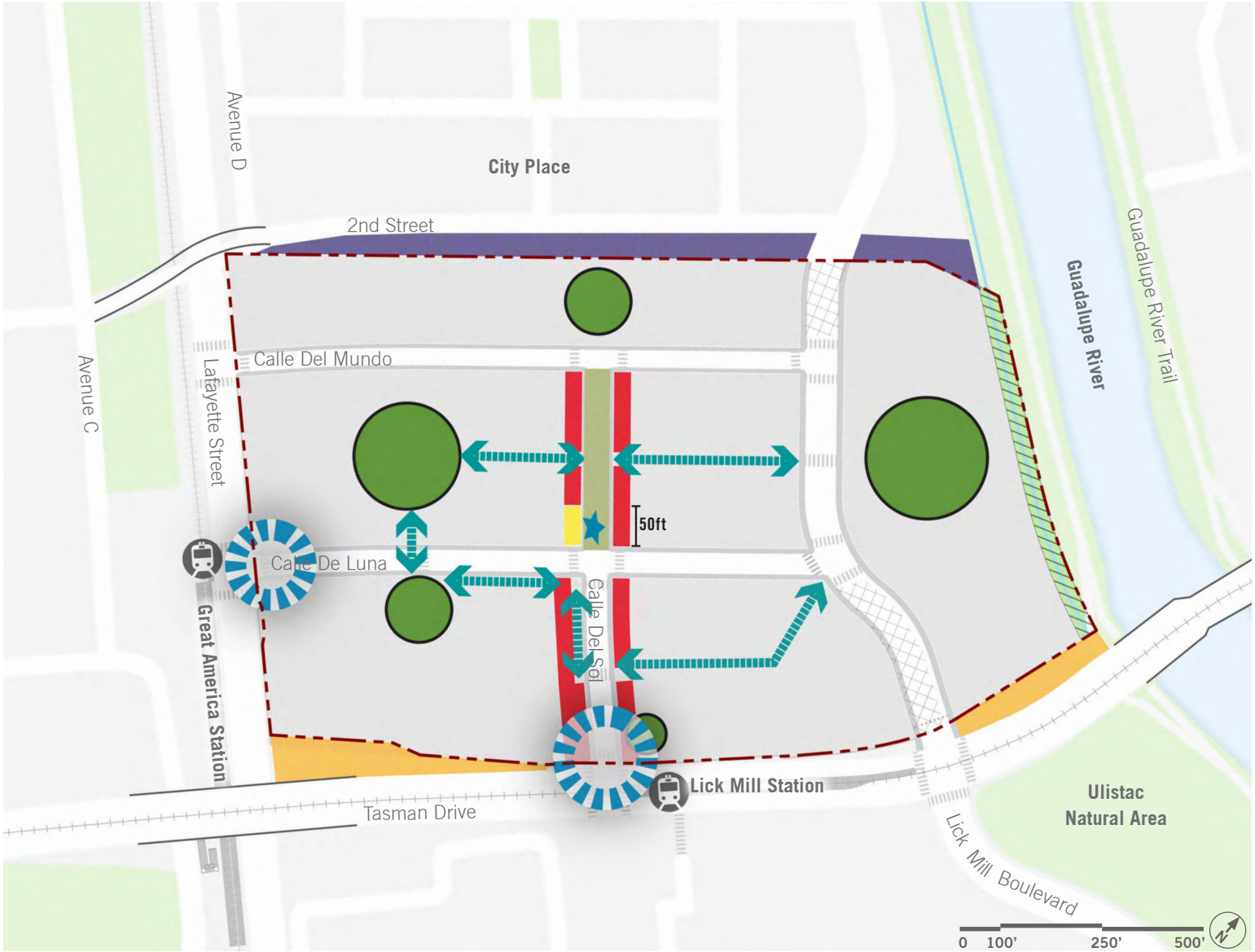
TOTAL 10 ACRES

Public improvements beyond the site not included in 10.0 acres

* Greenway and Park locations depicted are conceptual.

- Paseo
- Public Improvement Beyond the Site
- To Be Implemented as Development Occurs
- City Easement
- Site Boundary

Figure 03-7-3 Open Space Framework



- Gateway
- Pump Station
- Grade Change Beyond Site
- Filled and Landscaped Grade Change
- Active Ground Floor Use
- Required Ground Floor Retail
- Dedicated Open Space*
- Paseo
- Greenway
- Vertical Circulation
- To Be Implemented as Development Occurs
- City Easement
- Site Boundary

* Greenway and ~~P~~park locations depicted are conceptual.

Figure 03-8-1 Urban Design Framework

04.1 RIGHTS OF WAY & SIDEWALK EASEMENTS

Intent

The street network at Tasman East will be improved to create a safe, comfortable, and complete system. A well designed network will promote walking, encourage cycling and slow vehicles as they drive through this residential neighborhood.

Existing rights of way will remain, but the street network will be expanded to improve connections and increase widths as indicated in Figure 04-1-1.

Calle del Sol will be extended north of Calle de Luna as a pedestrian and bicycle paseo, Lick Mill Road will be extended for all modes of travel through the site northward to create a more robust, connected network. The Calle del Sol and Lick Mill Boulevard extensions will be implemented as development occurs.

Substandard sidewalks will be expanded within the right of way, or through easements within adjacent properties. See Figure 08-1-5 in the appendix for existing pedestrian sidewalks.

All street cross sections and figures shown in this Section of the Specific Plan depict the intent and vision for the individual rights-of-way. Should conflicts with utilities or easements make the right-of-way cross sections infeasible, adjustments to cross sections may be approved at the discretion of the Director of Community Development.

Standards

(A) Comfortable sidewalks shall line both sides of every street. A sidewalk easement may be required within a property line adjacent to a right of way to expand the clear walkway of a sidewalk. Dimensions and locations vary, see Figure 04-1-1 and street sections for requirements. Sidewalk easements are to be measured as a perpendicular dimension from the edge of the right of way, horizontally into the adjacent property.

(B) Striped pedestrian crosswalks shall be marked at intersections and mid-block crossings as illustrated in Figure 04-1-1.

(C) Sidewalk extensions or bulb-outs shall be implemented at crosswalks on streets with parking for traffic calming.

(D) The plan proposes an optional 15-foot diameter traffic circle at the intersection of Calle Del Sol and Calle De Luna as a traffic-calming measure. As an alternative, this intersection may be designed as a 4-way stop. The City of Santa Clara Department of Transportation will determine the daily traffic thresholds, below which the alternative may be implemented.

(E) The existing sidewalk on Tasman Drive is sub-standard; the sidewalk shall be expanded within the Tasman Drive right of way and in accordance with plans for Tasman Drive (beyond the scope of this Specific Plan).

Guidelines

(F) Sidewalks should be designed with considerations for universal accessibility to accommodate people with disabilities, children, seniors and adults.

(G) Sidewalks should be designed with adequate space for street furniture that will provide an enhanced pedestrian environment with opportunities for people to linger, socialize and rest.

Existing Right of Way

Additional Right of Way

Sidewalk Easement (Beyond R.O.W.)

Paseo

To Be Implemented as Development Occurs

City Easement

Site Boundary

Figure 04-1-1 Rights of Way and Sidewalk Easements

- Existing Sidewalk
- Proposed Sidewalk within Site Boundary
- Proposed Sidewalk beyond Site Boundary
- Proposed Dedicated Bike Lanes
- Greenway
- Guadalupe River Trail
- Paseo
- To Be Implemented as Development Occurs
- City Easement
- Site Boundary

* Greenway locations depicted are conceptual.

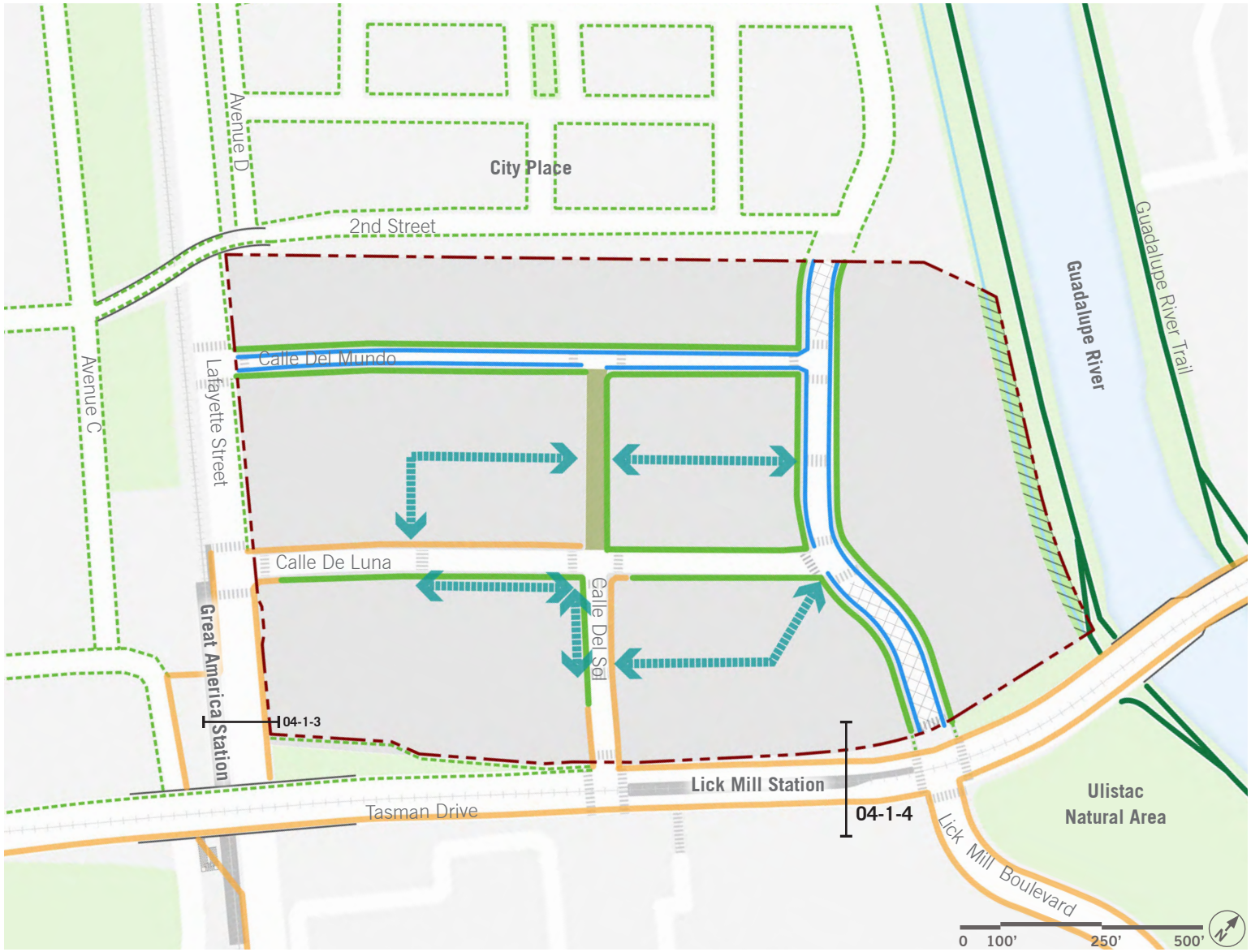


Figure 04-1-2 Pedestrian and Bike Network Connectivity

04.4 CALLE DEL SOL

Intent

The existing section of Calle del Sol and its intersection with Calle De ~~Sol~~ Luna will be the main retail focus of the Tasman East neighborhood, home to restaurants, cafes and neighborhood serving amenities that will support a vibrant public life. It will be enhanced and made more pedestrian-oriented, allowing the street to serve as a critical pedestrian link to the VTA Lick Mill Station. In addition to the existing street segment, Calle del Sol will be extended north of Calle de Luna, to connect to Calle del Mundo~~, creating a more complete street network~~ for pedestrians, bicycles and emergency vehicles.

Standards

(A) The alignment and phasing of the northern segment of Calle del Sol will be determined based on the availability of land.

(B) North of Calle de Luna, Calle del Sol will be designed ~~with street zones and lane configurations~~ as a pedestrian and bicycle paseo according to Figure 04-4-1 and Figure 04-4-2.

(C) There are several options proposed for the segment of Calle del Sol between Tasman Drive and Calle de Luna that accommodate different levels of vehicular capacity, see Figure 04-4-3 through Figure 04-4-8. The most appropriate option will be selected before adoption of this plan based on input from the Transportation Impact Analysis (TIA).

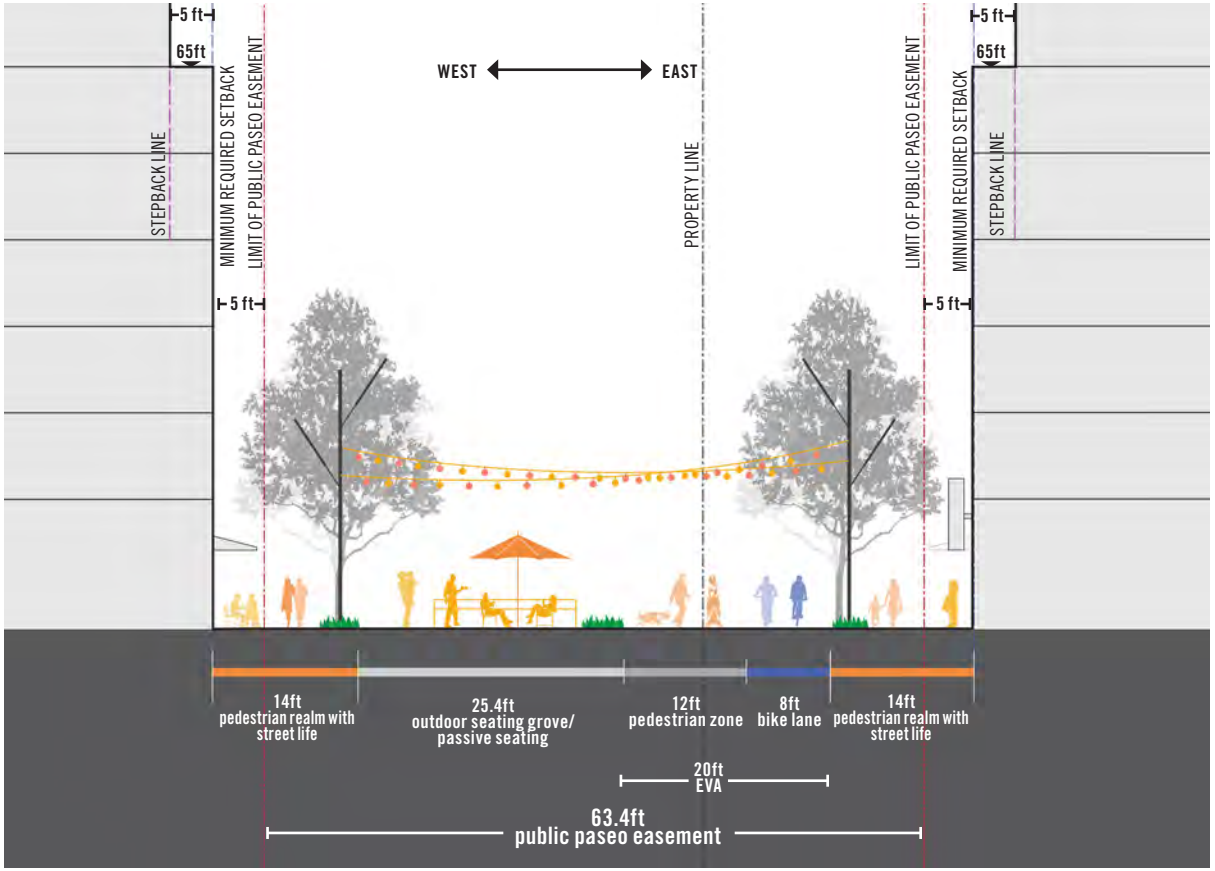


Figure 04-4-1 Calle Del Sol Street Section: North of Calle de Luna & North of Pump Station

Intent

The proposed location of the Paseo affects four existing properties; development may occur incrementally in conjunction with the development of these properties. A public easement through the affected properties will facilitate a privately owned public open space. Buildings facing each other across the Paseo will be required to be set back from their property lines in accordance with the dimensions shown in Figures 04-4-2 and 04-4-4. The Paseo width shall be in accordance with the dimensions as shown on Figure 4-4-1, 4-4-2 and 4-4-3. At the Primavera Sewer Pump Station enclosure, an additional 15 feet setback will be required on the western adjacent property for maintenance and circulation.

As sections of the Paseo may be constructed by separate entities at different times, the following standards and guidelines will ensure a cohesive design.

Standards

(A) The paseo shall provide a continuous 12 feet wide pedestrian 'street life' zone alongside an 8 feet wide two-way cycle track. These two zones shall together constitute a minimum 20 feet wide emergency vehicle lane (EVA), paved with suitable high-quality material to accommodate fire trucks. The cycle track shall be demarcated separately from the pedestrian zone with alternative texture/color/materials and shall include directional striping and signage.

(B) Both ends of the EVA lane shall be equipped with electronically retractable bollards to prevent private vehicle access but to permit emergency vehicle access.

(C) In the interim condition where only a portion of the Paseo is constructed at a given phase, the access requirements of (A) and (B) above shall be provided within the partial or the temporary condition.

(D) The Paseo should include, at various points along its length, gathering areas, seating zones, stormwater management zones, sufficiently large outdoor space to accommodate a farmers market, outdoor performance etc. and lawn areas.

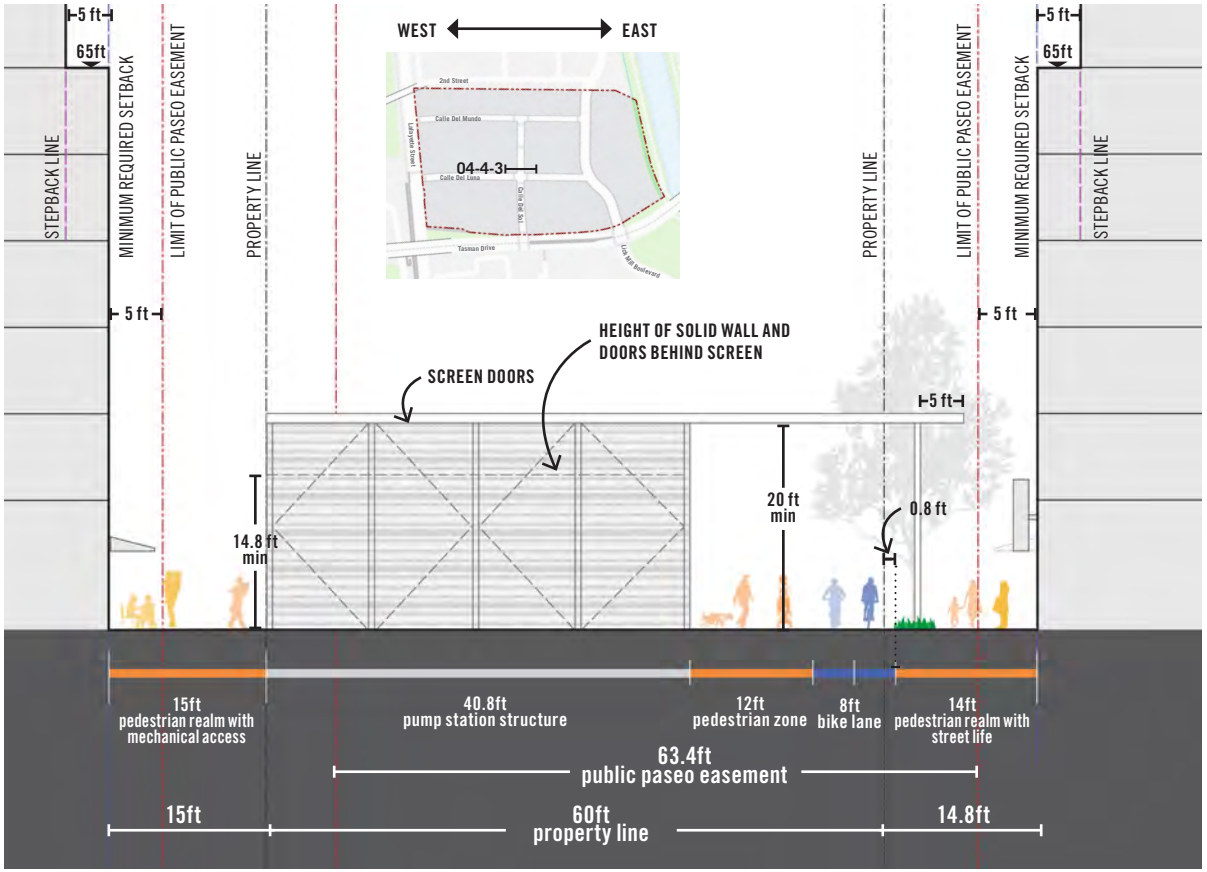


Figure 04-4-2 Calle Del Sol Street Section: North of Calle de Luna

(E) At the southernmost end of the paseo, the existing Primavera Sewer Pump Station and associated equipment must be enclosed in accordance with Figure 04-4-2 and 04-4-3. The relevant developer and/or property owner shall coordinate all access and maintenance requirements with City of Santa Clara Public Works and Planning Departments. ~~with Santa Clara City staff to determine all access and maintenance clearance requirements and establish the minimum size enclosure required.~~ This enclosure shall be constructed of an inner solid wall, minimum 14 feet 6 inches high, with roll-up shutter-type openings as required for access and maintenance, and an outer screen wall with partial opacity, minimum 20ft high on all sides. The upper portion of the screen wall shall provide ventilation for the enclosure. The outer screen wall shall include 'blind' outward opening

doors, designed to match the fixed sections of screen, to provide access to the inner wall roll-up shutter openings. The design and rating of the wall shall comply with building code requirements for building separation. The enclosure shall be covered with an open trellis which is complementary to the design of the outer screen and which shall provide coverage of the entire enclosure. The trellis may extend on the north, west and south sides up to 10 feet beyond the walls of the enclosure, subject to access agreements on adjacent properties. On the east side, the trellis shall extend a minimum 20 feet to cover the pedestrian zone and bike lanes and be supported by a row of columns in the street-life zone. The screen walls, trellis and supporting columns in the street-life zone shall be constructed of high-quality tactile materials such as stainless steel, wood or terra-cotta or some combination thereof. The design of the enclosure shall be submitted for City approval. If the enclosure is constructed in phases as adjacent development occurs, Phase one shall, at a minimum, include the inner solid walls, outer screen walls and that portion of the trellis which covers the entire enclosure. Future phases may extend the trellis beyond the walls of the enclosure as noted above.

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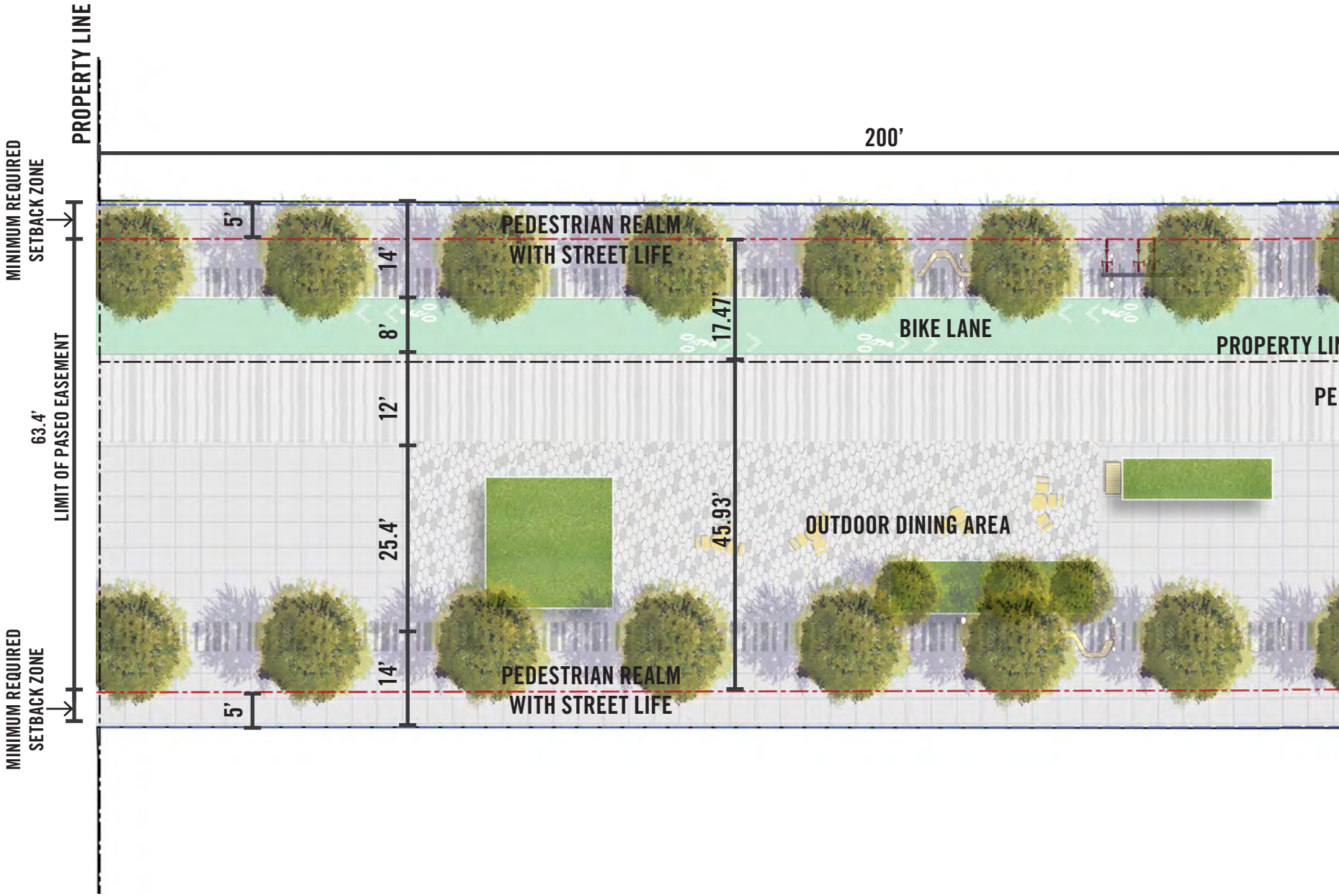
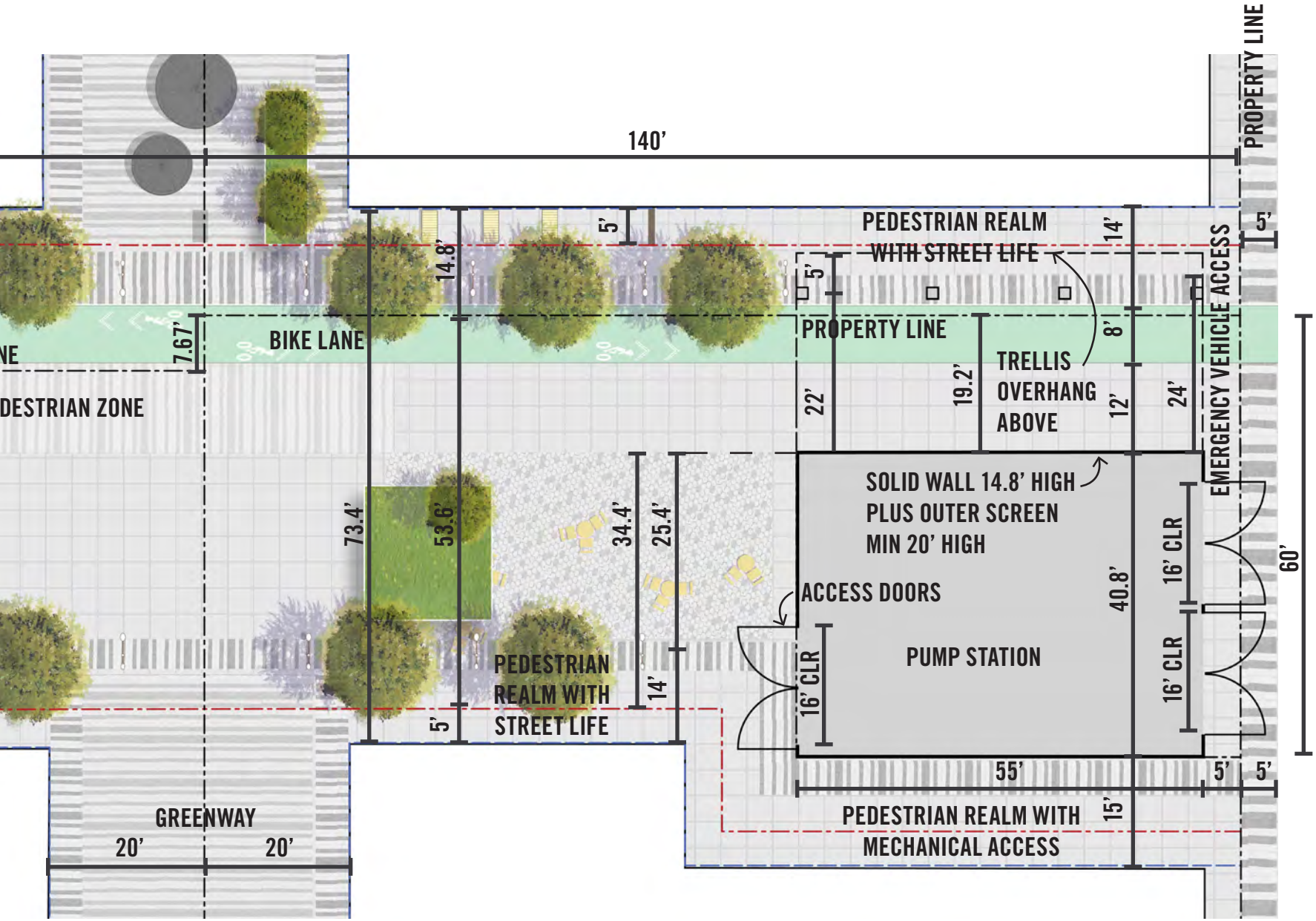
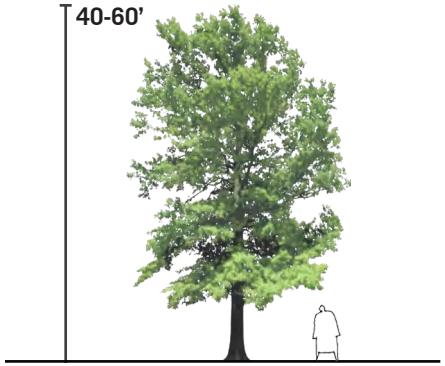


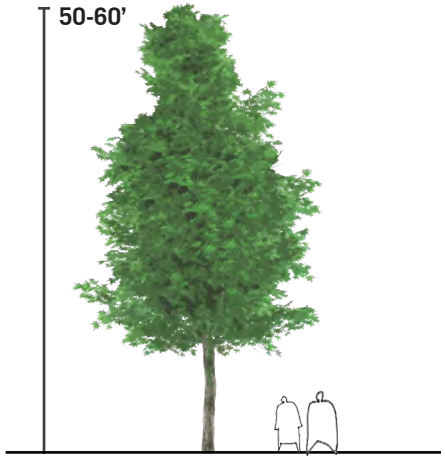
Figure 04-4-3 Calle Del Sol Street Plan: North of Calle de Luna


140'
PROPERTY LINE
PEDESTRIAN REALM
WITH STREET LIFE
5'
14'
5'
14.8'
5'
7.67'
BIKE LANE
PROPERTY LINE
8'
NE
DESTRIAN ZONE
22'
19.2'
TRELLIS
OVERHANG
ABOVE
12'
24'
EMERGENCY VEHICLE ACCESS
SOLID WALL 14.8' HIGH
PLUS OUTER SCREEN
MIN 20' HIGH
73.4'
53.6'
34.4'
25.4'
16' CLR
60'
ACCESS DOORS
40.8'
PUMP STATION
16' CLR
16' CLR
PEDESTRIAN
REALM WITH
STREET LIFE
14'
5'
55'
5'
5'
15'
PEDESTRIAN REALM WITH
MECHANICAL ACCESS
GREENWAY
20'
20'



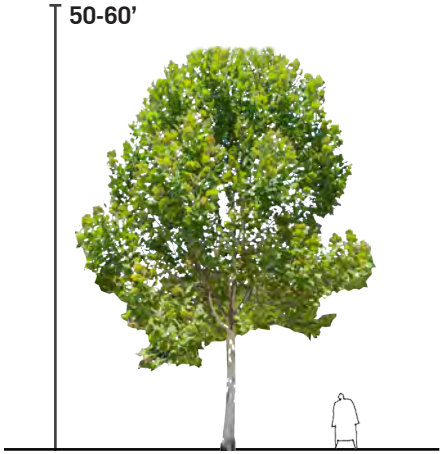
PARK TREES

- Medium to large Evergreen or deciduous tree based on sun/shade and location (40-60 feet tall at maturity)
- Minimum 48 inch box at installation
- Upright/Arching or spreading, graceful form, with special ornamental character
- Soil volume: 1,000 cubic feet
- Tolerances: medium wind tolerance; tolerant of full-sun to part-shade
- Low water use
- Recommended species: Quercus agrifolia; Rhus lancea; Gleditsia triacanthos; Acer macrophyllum



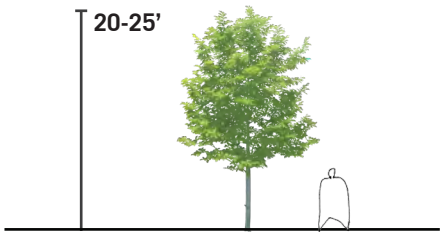
STREET TREES (EXCEPT CALLE DEL SOL)

- Large Deciduous or Evergreen tree (50-60 feet tall at maturity)
- Minimum 48 inch box at installation
- Upright form with winter and summer interest; iconic seasonal ornamental character in leaf or flower
- Spacing as uniform as possible
- Soil volume: 1,000 cubic feet
- Tolerant of full-sun to part-shade conditions; healthy in paving, with minimal root disruption at sidewalk
- Low water use
- Recommended species: Platanus x acerifolia 'Columbia'; Lyonothamnus floribundus aspleniifolius; Aesculus x carnea 'Briotii'



CALLE DEL SOL TREES

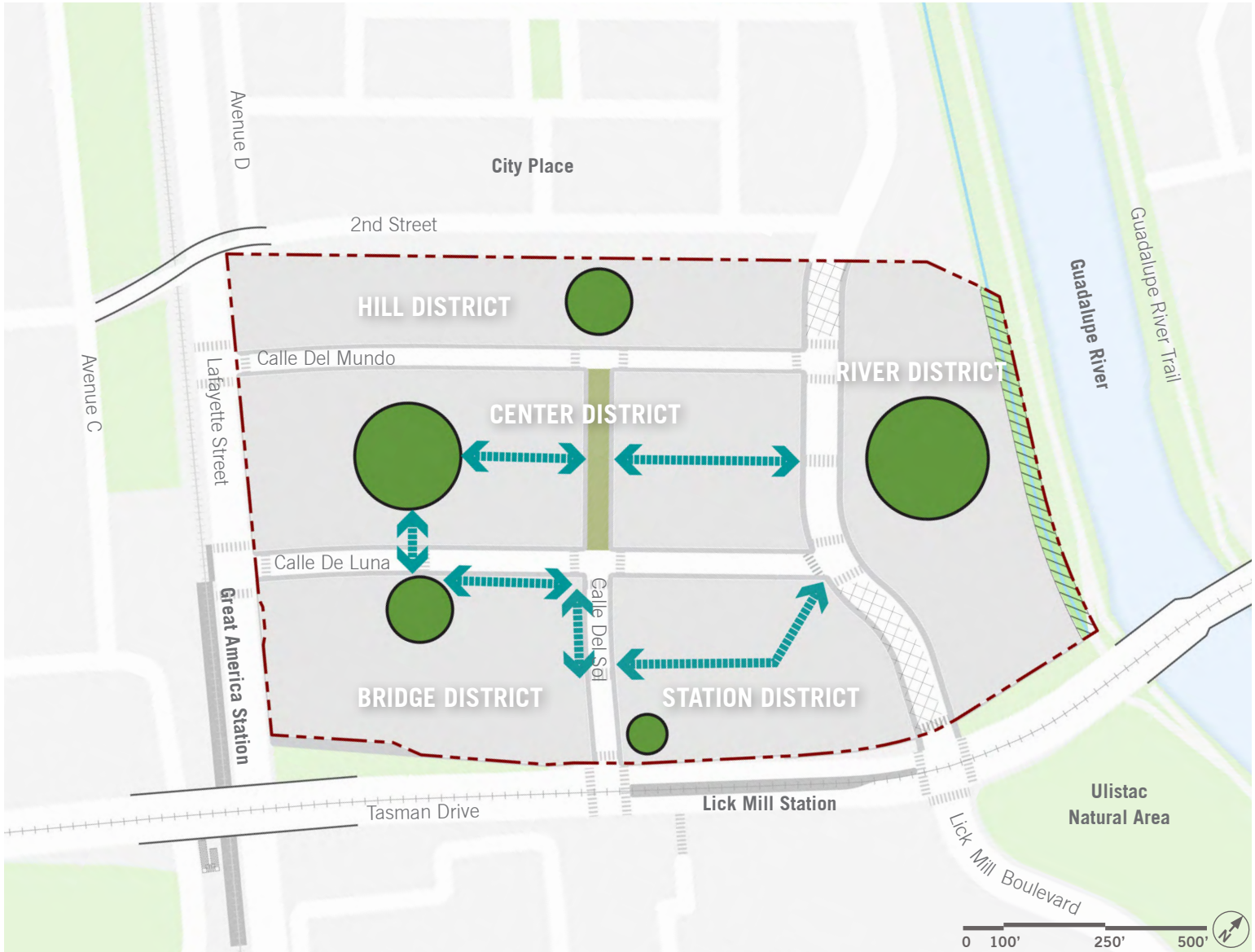
- Large Deciduous tree (50-60 feet tall at maturity)
- Minimum 48 inch box at installation
- Rounded Form; showy bark
- 25 foot spacing on center minimum
- Soil volume: 1,000 cubic feet
- Tolerances: Full-sun to part-shade; drought tolerant; with minimal root disruption at sidewalk
- Low water use
- Required species: Platanus x acerifolia 'Columbia';



GREENWAY AND PASEO TREES

- Medium Deciduous or Evergreen tree; Deciduous acceptable if other requirements are satisfied (20-25 feet tall at maturity)
- Minimum 36 inch box at installation
- Upright form; fine-textured canopy; showy bark
- 25 foot spacing on center
- Soil volume: 600 cubic feet
- Tolerances: Full-sun to part-shade; drought tolerant; minimal root disruption of paving
- Low water use
- Recommended species: Arbutus 'Marina'; Lagerstroemia indica x fauriei 'Natchez'; Geijera parviflora

Figure 04-9-1 Urban Canopy Tree Selection



Dedicated Open Space

Paseo

Greenway

Vertical Circulation

To Be Implemented as Development Occurs

City Easement

Site Boundary

* Greenway and Park locations depicted are conceptual.

Figure 05-1-1 Open Space Locations

05.3 HILL DISTRICT

Intent
The Hill District park could potentially connect the site and City Place's proposed Second Street. Second Street connects northward and serves as an important bridge connection across Lafayette Street.

Guidelines

(A) Ramps and stairs should be aesthetically pleasing as well as functional.

(B) Terraces along the grade change should be designed to serve as meeting points and visual landmarks. In bridging the grade change, the elevated open space should open views to Levi's Stadium, the Guadalupe River and beyond.

(C) This park should include amenities to support the ~~retail environment on Calle Del Sol~~ neighborhood retail within the district such as flexible seating areas, social gathering spaces, play spaces and public art.

(D) Surrounded by development on two sides, this park should be designed to be protected from wind and down-drafts from buildings with strategic tree planting and thoughtful siting of passive programming.

Seating and landscape enhances and diversifies the functionality vertical circulation

Permanent game tables create a social gathering space

A variety of soft and hard scape creates a varied and interesting experience

07.1 FUNDING, FINANCING, AND IMPLEMENTATION

INTRODUCTION AND APPROACH

The Tasman East Specific Plan specifies new public infrastructure and amenities required to support the emergence of a walkable, transit-oriented district with residential and retail uses. This section outlines a strategic approach to selecting and implementing funding sources for constructing these public improvements. The first part of the strategy identifies major projects and their costs, followed by an overview of funding and financing sources/mechanisms applicable to the projects. This section concludes with a description of the next steps for determining final public and private funding responsibilities and mechanisms.

MAJOR PROJECTS AND COSTS

The public infrastructure and amenity improvements identified in this Specific Plan fall into three primary categories of streets, utilities, and parks and open space. ~~The s~~Street and utility improvements are estimated to cost a total of approximately $~~25-30~~30-50 million (in ~~2018~~2020 nominal dollars) for related design, construction, and land acquisition~~, demolition,and construction~~ costs. ~~Implementation of the Plan relies on the creation of an Infrastructure Fee, which will assign the individual developments a prorated share of the $25-35 million infrastructure costs~~. These improvements do not include project frontage sidewalks, driveways, curb & gutter, ADA ramps, streetlights, or utility lateral connections. To complete the street and utility improvements, there is a proposed Infrastructure Impact Fee for proposed residential development within the Specific Plan area. The proposed fee will be determined by dividing the total cost of street and utility improvements by the total number of residential units within the Specific Plan area. This fee will be due prior to issuance of building permits. The City Council will review and adopt the Infrastructure Impact Fee, which is anticipated to include funding the costs of the following construction items:

- ~~Relocation of~~ Sanitary Sewer: Upgrades to the Primavera Sanitary Sewer Pump Station, a pump station enclosure with enhanced design and art work;
- Storm Drainage: Storm drain extension at Calle de Mundo at Lafayette Street and a 33-inch storm drain relocation.
- Pavement repair on Calle de Luna, Calle de Mundo, Calle de Sol
- Calle de Sol Pedestrian and Bicycle Paseo: Paseo construction and land dedication costs
- Traffic mitigations and fair share funding, new traffic signals, and traffic safety devices
- ~~Rabello & Northside Pump Stations Resizing~~
- Water line replacement on Calle Del Sol, Calle De Luna, & Calle De Mundo
- ~~Water line upsize (12-inch to 16-inch on Lafayette Drive~~
- New Recycled Water Lines
- ~~Storm Drain Extension for Calle Del Mundo/Lafayette~~
- ~~Calle Del Sol Extension~~
- ~~Pavement Repair, Overlay, Reconstruction, Striping, and Pavement Markings~~
- ~~Traffic Mitigations identified in EIR~~

FUNDING SOURCE CATEGORIES AND EXAMPLES

CATEGORY	EXAMPLES
Developer Contributions	~~Infrastructure Fee~~ Development Standards
	CEQA Mitigations
	Infrastructure Fee / Impact / In-Lieu Fees
	Negotiated Agreements
City Resources	General Fund
	Capital Improvement Program
	User Fees
Outside Grants	Regional, State, and Federal Grants
District-Based Tools	Assessment District
	Community Facilities District
	Enhanced Infrastructure Finance District

FUNDING SOURCE CATEGORIES AND EXAMPLES
CATEGORY EXAMPLES
Developer Contributions Infrastructure Fee Development Standards

CEQA Mitigations

Impact / In-Lieu Fees

Negotiated Agreements

City Resources General Fund

Capital Improvement Program

User Fees

Outside Grants Regional, State, and Federal Grants

District-Based Tools Assessment District

Community Facilities District

Enhanced Infrastructure Finance District

The Tasman East Specific Plan will also require ongoing funding for operation and maintenance costs associated with new infrastructure, amenities, and general population growth. Examples include street maintenance, park maintenance, police and fire services, general government services, and administrative costs for implementation of the Specific Plan and any Transportation Demand Management programs.

FUNDING AND FINANCING SOURCES AND MECHANISMS
A spectrum of potential funding sources and mechanisms exist for implementing the improvements identified in the Tasman East Specific Plan. This section describes these sources and mechanisms and their potential uses in Tasman East. ~~In many cases,~~ While the Infrastructure Fee is anticipated to contribute substantial funding for the improvements, in some cases multiple funding sources ~~will~~ may need to be combined to pay for specific projects.

Although the terms "funding" and "financing" are often used interchangeably, there is an important distinction between the two terms. "Funding" typically refers to a revenue source such as a tax, fee, or grant that is used to pay for an improvement. Some funding sources, such as impact fees, are one-time payments, while others, such as assessments, are ongoing payments. "Financing" involves borrowing from future revenues by issuing bonds or other debt instruments that are paid back over time through taxes or fee payments, enabling agencies to pay for infrastructure before the revenue to cover the full cost of the infrastructure is available.

Funding for improvements in Tasman East will come from a mix of developer contributions (both required and negotiated), city resources, outside grants, and district-based "value capture" mechanisms. The funding responsibilities for private developers and the City are clear in some instances – for example, developers must meet minimum development standards requirements and pay citywide impact fees for infrastructure. However, funding many of the infrastructure improvements in Tasman East – improvements that are necessary to support the higher-density growth mutually desired by the City and developers – will require negotiations with developers and property owners to clarify funding responsibilities and to establish new mechanisms, such as the Infrastructure Fee.

Implementation of the Tasman East plan will also require more detailed studies and an ongoing management process involving the City, developers/property owners, and local utility providers. This process is described in more detailed following this description of funding sources.

Developer Contributions:

- Development Standards: Each new development project will contribute to the Specific Plan's implementation by meeting requirements regulating each project's land uses, height, density, bulk, parking requirements, on-site circulation, on-site open space, street frontage improvements, and other requirements specified in the Specific Plan. These standards are adopted in the City's zoning ordinance and must be satisfied in order for a project to be granted approval.
- Infrastructure Fee: As stated above, there are $25-35 million of anticipated infrastructure improvements, which will be paid for by the individual developers through a prorated Infrastructure Fee. The Infrastructure Fee is subject to City Council review and approval.
- Reimbursement Agreements: If a developer is required to provide additional infrastructure capacity or amenities to serve the entire district, a reimbursement agreement ~~can~~ could be established to receive payments from later developers who benefit from these early improvements.
- CEQA Mitigations: As a requirement of approval under the Specific Plan Environmental Impact Report, developers may be required to contribute to mitigation measures. Traffic mitigations are anticipated to be paid for through the Infrastructure Fee.

- Impact / In-Lieu Fees: Impact fees are one-time fees imposed on new developments to pay for improvements and facilities that either serve the new development or reduce the impacts of the project on the existing community. Fee revenues cannot be used to fund existing deficiencies in infrastructure. The City of Santa Clara already has citywide impact fees for traffic mitigation, sanitary sewer, storm drain, and parks, but ~~may~~ can also ~~choose to~~ establish fees unique to the Specific Plan Area through a nexus study. Any Specific Plan fee and corresponding study will be brought forward for City Council review and approval.
- Negotiated Agreements: Community benefits are developer contributions that exceed the baseline features required under development standards, environmental mitigation measures, and ~~impact~~ fees. Community benefits agreements can be negotiated with developers individually, but the existence of multiple major developers in Tasman East creates an opportunity to craft a negotiated agreement with these developers simultaneously.

City Resources:

- General Fund: General Fund revenues include property tax, sales tax, transient occupancy tax, and other revenues that are primarily used to pay for ongoing municipal services and operations. Both the General Fund and the Capital Improvement Program are likely to be needed to fund the Specific Plan's highest-priority infrastructure improvements.
- Capital Improvement Program (CIP): Infrastructure projects identified in the Specific Plan are candidates for inclusion in the City's Capital Improvement Program.
- User Fees: User fees and rates include the fees charged for the use of public infrastructure or goods. It may be possible to use a portion of user fee or rate revenue toward financing the costs of new infrastructure, but user fees are unlikely to be a major source of funding for implementation of the Specific Plan.

Outside Grants:

Various federal, state, and regional grant programs distribute funding for public improvements. Because grant programs are typically competitive, grant funds are an unpredictable funding source, and the City of Santa Clara must remain vigilant in applying for grants to implement the Specific Plan. Unique grant funding opportunities may become available due to Tasman East's designation as a priority development area and its inclusion of high-capacity transit service.

District-Based "Value Capture" Tools:

Land-based financing tools are typically associated with new real estate development to generate benefit-based special assessment revenues or property tax revenues to finance improvements through bond repayment or paying for improvements over time. District-based tools provide a stable revenue stream while ensuring that properties benefitting from improvements also contribute to those public investments. The following table describes the three primary types of district-based funding and financing tools. Note that assessment districts and community facilities districts primarily capture additional funding from private entities, while the enhanced infrastructure financing district reinvests growth in public property tax revenues within the district.

IMPLEMENTING THE INFRASTRUCTURE IMPROVEMENTS

The envisioned growth in Tasman East represents a long-term, ongoing generator of operating revenues for Santa Clara. Tasman East is likely to generate significant net revenue due to increases in assessed values. Growth will also help the City of Santa Clara accommodate desired housing increases in a format and setting that encourages fewer automobile trips on the City's roadways.

Achieving these fiscal, housing, and transportation benefits will require new infrastructure and amenities identified in this Specific Plan. Some infrastructure items need to be constructed or initiated in the early stages of transformation to support future population densities and avoid missed opportunities for land acquisition. Thus, the City must play an active role in these early investments, while ensuring that each development project contributes its fair share toward capital and operating costs.

The following implementation strategy outlines the process for delivering the infrastructure and programs necessary to support Tasman East's growth. ~~The actions are incorporated in the larger Implementation section of this plan.~~

Short-Term Actions: Immediate Steps

"Short-term actions" should be undertaken immediately upon adoption of the Tasman East Specific Plan. These actions include determining more detailed costs of area improvements, establishing the specific legal mechanisms to fund development and implementation of the Specific Plan itself, and engaging with developers active in Tasman East to determine funding/financing responsibilities. The goal of the short-term actions is to ensure that the City and private property owners/developers share a clear understanding of who is paying for different improvements, and to lay the groundwork for establishing new funding/financing tools.

1. Establish an ongoing City management structure and staffing resources for Specific Plan implementation: The City should ensure adequate staff resources and decision-making authority are in place to proactively undertake implementation of the Specific Plan and achieve the General Fund revenue increases resulting from growth in Tasman East.
2. Establish a reimbursement fee for Specific Plan and EIR creation, adoption, and ongoing implementation costs. A reimbursement fee will ensure developers contribute toward the City's costs of implementing the Specific Plan. These fees are enabled under Section 65456 of the California Government Code.
3. (previous 6.)Identify projects requiring partnerships with other implementing agencies/organizations. Several infrastructure projects – particularly utilities projects – are likely to require partnerships with other agencies, such as Santa Clara Valley Water District and Silicon Valley Power. The City must identify required partnerships to lay the groundwork for later construction and to explore funding and financing options.
4. (previous 3.)Engage with developers and property owners to evaluate the potential creation of district-based funding mechanisms for infrastructure construction ~~and~~ or operations and maintenance of improvements. As shown in the following section, a variety of district-based funding mechanisms can be applied to the infrastructure and/or operations and maintenance costs of public facilities in Tasman East, each with unique considerations for use and approval. Many of these tools require a vote of local property owners, and may take time to study and approve.
5. (previous 4.) Identify any infrastructure projects that will require funding sources beyond those required as a development standard or CEQA mitigation. ~~These infrastructure projects will require use of a public or district-based funding tool.~~ Explore creation of a new Infrastructure Fee to fund these projects.
6. Complete a detailed public facilities financing plan. The plan would identify precise cost estimates for improvements, phasing of improvements, allocation of costs between public and private entities, and a detailed funding and financing plan.

Mid-Term Actions: Tying to Development Activity

"Mid-term actions" should occur as development activity commences. These actions focus on establishing new funding/financing tools, commencing the first phases of construction of public improvements, and ensuring that developers build agreed-upon development-related and site-specific improvements. High priority should be given to acquiring any land needed for later infrastructure and parks projects. Major actions include:

1. Establish an Infrastructure Fee, as determined in previous actions.
2. (previous 1.) If agreement can be reached with property owners and developers, establish district-based funding mechanisms~~, as determined in prior actions~~. The City, property owners, and developers should establish agreed-upon district-based funding mechanisms, including any impact fees, voter approvals, and enabling legislation.
3. (previous 2.)Pursue partnerships for implementation with other agencies/organizations, as determined in the short-term actions.

INFRASTRUCTURE IMPROVEMENTS AND APPLICABLE FUNDING SOURCES IN THE TASMAN EAST SPECIFIC PLAN AREA

	DEVELOPER CONTRIBUTIONS				DISTRICT-BASED MECHANISMS			CITY RESOURCES			OUTSIDE SOURCES
IMPROVEMENT CATEGORIES	Development Standards	CEQA Mitigations of Project Impacts	Impact / In-Lieu / Other Fees*	Negotiated Agreements	Assessment District (LLD, PBID, CBD)	CFD	EIFD	General Fund	Capital Improvement Program Funds	User Fees	Other Regional, State, and Federal Grants
Streets and Sidewalks											
Major intersection and street construction		X	X	X	X	X	X		X		X
Additions of new streets	X	X	X	X		X	X		X		X
New intersections at new streets	X	X	X	X		X	X	X	X		X
Streetscape enhancements: widened sidewalks, landscaping, lighting, street furniture	X		X	X	X	X	X	X	X		X
Parks and Open Space											
Acquisition of land for parks and plazas	X		X	X	X	X	X				X
Construction of new parks and plazas	X		X	X		X	X		X		X
Land Use											
Desired ground floor uses	X			X							
Utilities											
District-wide utilities improvements		X	X	X		X	X		X	X	
On-site utilities improvements	X	X	X	X		X				X	
School		X	X	X	X						X

* Includes Infrastructure Fee

Long-Term and Ongoing Actions

"Long-term and ongoing actions" should occur over time as development proposals are submitted, outside grant funding opportunities arise and growth generates new needs.

1. Pursue grant funding opportunities, as available and applicable. The City should continuously monitor and pursue state, regional and local grant funding opportunities as they emerge.
2. Developments in the Tasman East Specific Plan may be required to participate in a Transportation Management Association, which may include a shuttle and/or other alternative mode measures.

07.2 PHASING & THRESHOLDS

Although it is not possible to accurately predict if and when each of the individual properties within Tasman East will redevelop, it is reasonable to assume, given the shared intentions of various property owners and stakeholders/developers, that the first phase of transformation is likely to include most of the perimeter properties (except the data center near Tasman Drive and Lafayette Street and the strip mall facing Tasman Drive), including the "loop" roads of Calle De Luna and Calle Del Mundo.
See "Figure 07-2-1 Phase One Diagram".

Phase two will include redevelopment of the "island properties", should that occur, extension of Calle Del Sol, and relocation of the Primavera Pump Station and cell towers which are affected by the Calle Del Sol extension "Figure 07-2-2 Phase Two Diagram."

The Lick Mill Boulevard extension between Tasman Drive and City Place 2nd Street will be contingent on the City Place development schedule.

- Site Boundary
- Phase One
- Phase Two
- Non-participating properties
- Phase One Roadway
- Paseo(Phase Two)

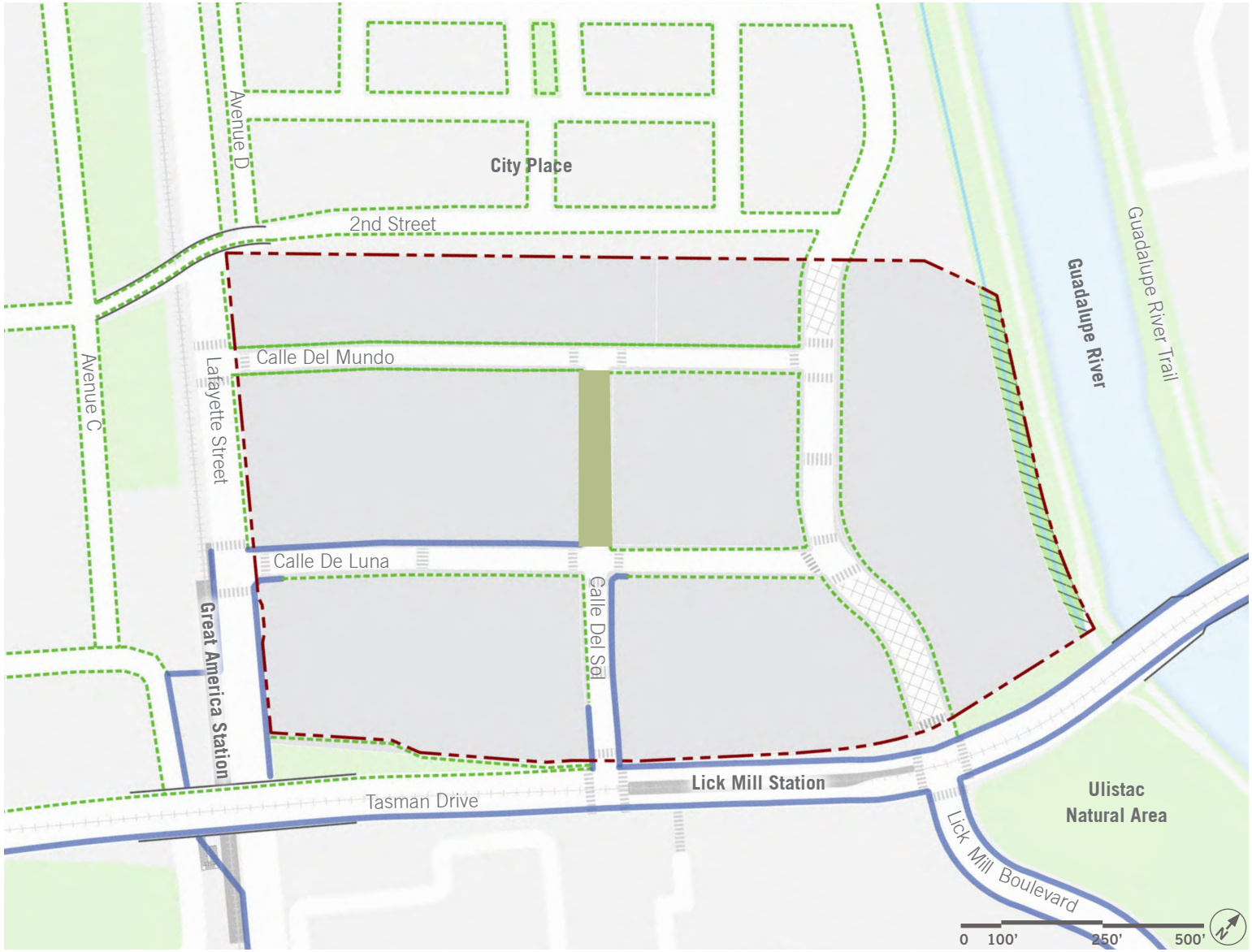
Figure 07-2-1 Phase One Diagram

Figure 07-2-2 Phase Two Diagram.

OPEN SPACE
Each landowner/developer will be responsible for construction, dedication and maintenance of their parkland contribution.

CALLE DEL SOL PEDESTRIAN AND BICYCLE PASEO ~~EXTENSION~~
The extension of Calle Del Sol between Calle De Luna and Calle Del Mundo ~~is not anticipated until triggered by development~~ as a pedestrian and bicycle paseo will be implemented as development on the central block occurs. The extension will require partial dedication of four ~~two~~ properties, upgrades to ~~the relocation and/or undergrounding of~~ the Primavera Pump Station at its current location including an enclosure with enhanced design and art work, and the relocation of one cell tower, located towards the rear of the property facing Calle De Luna. The cost of these improvements, excluding the cell tower relocation, will need to be shared among all ~~Tasman East~~ owners intending to redevelop their properties within all of the Tasman East Specific Plan through a proposed area-wide Infrastructure Impact Fee which is to be adopted by the City Council. The pedestrian and bicycle paseo is to be maintained privately by properties that are redeveloping within Tasman East privately through participation in a Property Owners Association, Community Facilities District, or through another method of fair share contribution approved by the City of Santa Clara. ~~A mechanism for contributing to the necessary funds will be negotiated~~created ~~by City of Santa Clara staff.~~

LICK MILL BOULEVARD EXTENSION
The construction of Lick Mill Boulevard by the Related Companies is required as a mitigation measure for the development of City Place. If the implementation of Lick Mill Boulevard, or some temporary alternative, is required by Tasman East prior to the date of intended implementation by City Place, further negotiations with the Related Companies will be required.



Existing Sidewalk
Planned Sidewalk
Paseo
To Be Implemented as Development Occurs
City Easement
Site Boundary

Figure 08-1-5 Existing and City Place planned pedestrian network

The Tasman East TDM program is centered on an ambitious target for reducing single-occupancy vehicle trips and vehicle miles traveled relative to the rates seen today in the surrounding area. A new plan-area-wide entity, The Tasman East Transportation Coordination Group (TETCG), comprised of property owners and developers of residential development, will be charged with implementing and managing programs that are most cost effectively executed at a neighborhood scale. The owners and managers of individual parcels will be paying and voting members of the TETCG, and they will also be required to implement their own site-level programs that ensure that they are helping to encourage their residents, employees, and visitors to make smart travel choices. The TETCG and the owners of individual parcels will also be required to regularly monitor travel behavior and adjust programs to ensure that they are working effectively. Finally, the City will play an important role in holding everyone accountable and supporting various players as they work to meet targets.

Sitewide Mode Split

Because the strategies outlined in the TDM program below are generally aimed at encouraging people to shift to modes other than private automobiles, this should translate VMT reduction on the order of 20%. This reduction is consistent with the city's Climate Action Plan. This reduction is considered reasonable given the many characteristics of the site that make it particularly ripe for encouraging multimodal lifestyles, including its high levels of density relative to its surroundings, its mixed-use nature, its close proximity to what is anticipated to be a major shopping destination in CityPlace, and its location in the center of a regionally important cluster of jobs. The TDM program components described below have been designed to enable the neighborhood to comfortably comply with the target.

SITEWIDE PROGRAM COMPONENTS

To reach the target, the following are TDM program components that shall be provided for the entire site and administered by the TETCG, which is described below.

Tasman East Transportation Coordination Group (TETCG)

This organization will provide transportation services, support for non-motorized modes, and/or personal travel planning assistance. The programs implemented are typically most cost-efficient when implemented at the district scale, rather than by single building managers.

The remainder of this section describes the specific TDM programs that are anticipated to be under the TETCG 's purview.

Universal Transit Pass Program

Universal transit passes typically provide unlimited transit rides on local or regional transit providers for a monthly fee that is lower than the individual cost to purchase a pass, based on a bulk discount provided by the transit agency. By providing a universal pass to all residents and/or employees of a given site, tenants who currently do not use transit will often try taking transit since there is no cost barrier to do so. For this reason, universal transit pass programs are much more effective at reducing vehicle trips than a standard transit subsidy.

The TETCG will work to create partnerships with the Valley Transportation Agency (VTA) to establish a universal pass for local transit services that the managers of individual parcels can choose to buy into as part of their own TDM strategies. VTA's Smart Pass program is a universal transit pass program that is available to any residential complex with 25 units or more in Santa Clara County. The program requires that building management purchase a pass for every resident or employee of the development. It is available in two forms: (1) "Regular," which is valid for unlimited rides on all VTA service, and (2) "Express," which is valid for unlimited rides on all VTA services as well as the Highway 17 Express, Dumbarton Express, and Monterey-San Jose Express bus service. Smart Pass pricing is based on the number of residents/employees and level of VTA services at a given site.

The TETCG would be responsible for establishing the Smart Pass program. The TETCG will purchase Smart Passes (currently priced at $46 per pass for purchases of 3,000 passes or greater) for each resident of Tasman East after occupancy of 3,000 residents in constructed units. ~~The TETCG must offer Smart Passes for a period of three years.~~ The TETCG must offer Smart Passes for a period of three years unless an alternate measure that is at least as effective in reducing single vehicle trips or vehicle miles traveled as the Smart Passes is proposed by the TETCG and accepted by the City. These alternate measures must be verified for effectiveness through annual reporting by the TETCG to ensure that the site-wide goal of 10% VMT reduction, through a combination of program measures, is achieved. Afterwards, the TETCG may propose an alternate measure that is at least as effective in reducing single vehicle trips as the Smart Passes or the previously approved alternative. Individual parcel owners would be represented on the TETCG and be required to defray the costs of covering their residents and/or employees.

Figure 08-4-7 Plan Level Trip Reduction

CAPCOA Strategy	CAPCOA Description	Tasman Project Elements	CAPCOA Trip Reduction
Increase Density (LUT-1)	Designing the Project with increased densities reduces GHG emissions associated with traffic in several ways. Density is usually measured in terms of persons, jobs, or dwellings per unit area. Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. This strategy also provides a foundation for implementation of many other strategies which would benefit from increased densities. For example, transit ridership increases with density, which justifies enhanced transit service.	• High-density residential	0.8 - 30.0%
Increase Diversity of Urban and Suburban Developments (LUT-3)	Having different types of land uses near one another can decrease VMT since trips between land use types are shorter and may be accommodated by non-auto modes of transport. For example when residential areas are in the same neighborhood as retail and office buildings, a resident does not need to travel outside of the neighborhood to meet his/her trip needs.	• On-site retail • On-site open space • Neighborhood serving amenities	0.9 - 30.0%
Increase Destination Accessibility (LUT-4)	The project will be located in an area with high accessibility to destinations. Destination accessibility is measured in terms of the number of jobs or other attractions reachable within a given travel time, which tends to be highest at central locations and lowest at peripheral ones. The location of the project also increases the potential for pedestrians to walk and bike to these destinations and therefore reduces the VMT.	• Proximity and access to City Place	0.9 - 30.0%
Increase Transit Accessibility (LUT-5)	Locating a project with high density near transit will facilitate the use of transit by people traveling to or from the Project site. The use of transit results in a mode shift and therefore reduced VMT. A project with a residential/commercial center designed around a rail or bus station, is called a transit-oriented development (TOD).	• Proximity to transit including VTA light-rail	0.5 – 24.6%
Integrate Affordable and Below Market Rate Housing (LUT-6)	Income has a statistically significant effect on the probability that a commuter will take transit or walk to work. BMR housing provides greater opportunity for lower income families to live closer to jobs centers and achieve jobs/housing match near transit. Lower income families tend to have lower levels of auto ownership, allowing buildings to be designed with less parking which, in some cases, represents the difference between a project being economically viable or not.	• ~~A minimum of 10 percent of all units that receive a discretionary approval before 2021 will be affordable by deed restriction to households making an average of 100% of area median income with this number increasing to 15% thereafter.~~ Affordable housing shall be provided in conformance with Section 17.40.115 of the Santa Clara City Code	0.04 – 1.20%