



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

September 8, 2016

Mayor Gillmor and Members of the City Council and
Rajeev Batra, City Manager,
City of Santa Clara, California **via email**

Re: Tasman East Specific Plan Area Study Session on August 30, 2016

Thank you for the opportunity for Sierra Club to provide input into the Tasman East Specific Plan. We agree with all the Council members comments at the study session. In addition, we hope you will consider including these suggestions:

1. **Public Open Spaces** - Create a greater feeling of openness between hi-density buildings
2. **Transit Station planning critical**- Start joint transit station planning concurrently
3. **Tower Typology** - Consider Vancouver-style towers for active pedestrian street design
4. **Affordable housing** - Needed to address the jobs housing imbalance created by City Place jobs
5. **Parking** - Require maximum parking ratios

1. Public Open Spaces:

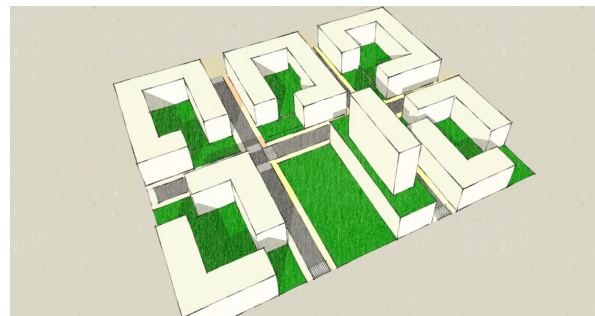
The site layout currently demonstrates a dense urban form with very few public open spaces.

In a development of high density, with **100 units/acre**, it is essential that there be a feeling of adequate open spaces for various purposes and various age groups.

The layout showed courtyard style development with private open space for building dwellers.

We recommend that these courtyard spaces should be opened up to merge with public open spaces in a way that a connected experience of open spaces is created.

Visual barriers can be created to ensure building dwellers have some private open space.



2. Transit Station Planning:

We suggest prioritizing the joint train station plans as, without this, Tasman East will not be a well-functioning transit-oriented neighborhood.

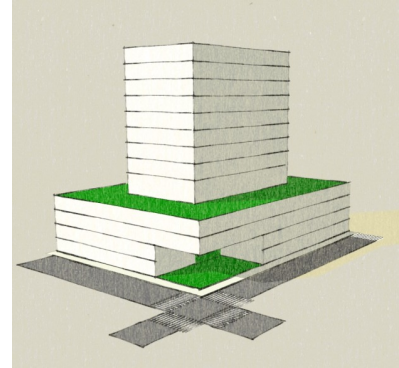
The absence of a well-connected transit station will force the employees and residents to rely on automobile until transit options are improved. If we don't improve transit station and reduce parking

requirements, the developers will build excessive parking, changing the desired character of the proposed residential district.

3. Building Typology

The buildings as shown in the site view demonstrates mostly mid-rise building types with a few high-rise buildings, indicating developer preference.

If more high rises are considered, we suggest considering the "Vancouver style" high rise buildings which have four floors of walk-ups, with little setback and porches animating the street. The tower above has large set-backs and is not visible from the street. It provides usable private open space on podium level. Townhouse entrances at the street, with porches, creates pedestrian scale at street level and a sense of safety for pedestrians walking on the street.



4. Affordable housing

The creation of 25,000 jobs by the City Place project, many of these being low wage retail jobs, has created a critical need for affordable housing near this job center.

Hence, we recommend fifteen to twenty percent affordable housing be considered for the proposed precise plan area.

5. Parking

In order to minimize added traffic in an already congested traffic area, the proposed project needs to be aggressively transit oriented. To discourage drive alone trips, an robust program of TDM must be part of this development and that parking spaces should be minimized.

We recommend maximum parking ratios, parking be unbundled from the lease, shared parking be required to the greatest extent possible, congestion pricing be applied to parking spaces and trips be monitored and reported.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Rita Dv.", with a horizontal line underneath.

Co-Chair, Sustainable Land Use Committee

cc Lee Butler, Planning Director
Mike Ferreira, Chair, Sierra Club Loma Prieta
James Eggers, Exec. Dir., Sierra Club Loma Prieta