



City of Santa Clara

Meeting Agenda

Downtown Community Task Force

Thursday, January 21, 2021

6:00 PM

Virtual Meeting

Pursuant to the provisions of California Governor's Executive Order N-29-20, issued on March 17, 2020, to prevent the spread of COVID-19, the City of Santa Clara has implemented the following method for the public to participate remotely:

- Via Zoom:
 - o <https://santaclaraca.zoom.us/j/91975789377>
Meeting ID: 919 7578 9377 or
 - o Phone: 1(669) 900-6833

CALL TO ORDER AND ROLL CALL

CONSENT CALENDAR

1. 21-52 [Downtown Community Task Force \(DCTF\) Meeting Minutes of the December 17, 2020 Meeting.](#)

Recommendation: Approve the DCTF Meeting Minutes of the December 17, 2020 Meeting

GENERAL BUSINESS

2. 21-53 [Public Works Traffic Engineering Informational Presentation](#)

Recommendation: There is no staff recommendation.

3. 21-51 [906 Monroe Street Development Project - Developer Presentation](#)

Recommendation: There is no staff recommendation.

4. 21-107 [Franklin Forward proposal for a community driven art initiative to reclaim the missing Franklin Street alignment.](#)

Recommendation: There is no staff recommendation.

5. 21-55 [Continuation of the DCTF discussion from the December 17, 2020 meeting on their comments made on the Concept Board set up by the consultant and based on their presentation at the November 19, 2020 DCTF meeting](#)

Recommendation: There is no staff recommendation.

PUBLIC PRESENTATIONS

ADJOURNMENT

The next regular scheduled meeting is on Thursday, February 18, 2021 at 6:00 PM.

The time limit within which to commence any lawsuit or legal challenge to any quasi-adjudicative decision made by the City is governed by Section 1094.6 of the Code of Civil Procedure, unless a shorter limitation period is specified by any other provision. Under Section 1094.6, any lawsuit or legal challenge to any quasi-adjudicative decision made by the City must be filed no later than the 90th day following the date on which such decision becomes final. Any lawsuit or legal challenge, which is not filed within that 90-day period, will be barred. If a person wishes to challenge the nature of the above section in court, they may be limited to raising only those issues they or someone else raised at the meeting described in this notice, or in written correspondence delivered to the City of Santa Clara, at or prior to the meeting. In addition, judicial challenge may be limited or barred where the interested party has not sought and exhausted all available administrative remedies.

If a member of the public submits a speaker card for any agenda items, their name will appear in the Minutes. If no speaker card is submitted, the Minutes will reflect "Public Speaker."

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the City of Santa Clara will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities, and will ensure that all existing facilities will be made accessible to the maximum extent feasible. The City of Santa Clara will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities including those with speech, hearing, or vision impairments so they can participate equally in the City's programs, services, and activities. The City of Santa Clara will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities.

Agendas and other written materials distributed during a public meeting that are public record will be made available by the City in an appropriate alternative format. Contact the City Clerk's Office at 1 408-615-2220 with your request for an alternative format copy of the agenda or other written materials.

Individuals who require an auxiliary aid or service for effective communication, or any other disability-related modification of policies or procedures, or other accommodation, in order to participate in a program, service, or activity of the City of Santa Clara, should contact the City's ADA Coordinator at 408-615-3000 as soon as possible but no later than 48 hours before the scheduled event.



City of Santa Clara

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Santa Clara, CA 95050
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Agenda Report

21-52

Agenda Date: 1/21/2021

REPORT TO DOWNTOWN COMMUNITY TASK FORCE

SUBJECT

Downtown Community Task Force (DCTF) Meeting Minutes of the December 17, 2020 Meeting.

RECOMMENDATION

Approve the DCTF Meeting Minutes of the December 17, 2020 Meeting



City of Santa Clara

Meeting Minutes

Downtown Community Task Force

12/17/2020

6:00 PM

Virtual Meeting

Pursuant to the provisions of California Governor's Executive Order N-29-20, issued on March 17, 2020, to prevent the spread of COVID-19, the City of Santa Clara has implemented the following method for the public to participate remotely:

- Via Zoom:
 - o <https://santaclaraca.zoom.us/j/91975789377>
Meeting ID: 919 7578 9377 or
 - o Phone: 1(669) 900-6833

CALL TO ORDER AND ROLL CALL

The DCTF Chair, Adam Thompson called the meeting to order at 6:00 p.m.

Approved

Aye: 8 - Thompson, Ondrasek, Mayer, von Huene, Vargas-Smith, Coyne, Thai, and Varshney

Absent: 1 - Reed

A motion was made by Member Coyne to excuse Member Reed from the beginning of the meeting. The motion was seconded by Member von Huene. Member Reed joined the meeting at 6:10 pm.

Aye: 8 - Thompson, Ondrasek, Mayer, von Huene, Vargas-Smith, Coyne, Thai, and Varshney

Absent: 1 - Reed

CONSENT CALENDAR

1. [20-1268](#) Downtown Community Task Force (DCTF) Meeting Minutes of the November 19, 2020 Meeting.

Recommendation: Approve the DCTF Meeting Minutes of the November 19, 2020 Meeting

Member Coyne made a motion to approve the consent calendar.

The motion was seconded by Member von Huene.

Aye: 8 - Thompson, Ondrasek, Mayer, von Huene, Vargas-Smith, Coyne, Thai, and Varshney

Excused: 1 - Reed

GENERAL BUSINESS

2. [20-1271](#) Informational report on the budget and scope of work for the Downtown Precise Plan

Recommendation: There is no staff recommendation.

3. [20-1305](#) DCTF discussion on their comments made on the Concept Board that was set up by the consultant and based on the consultant presentation at the November 19, 2020 DCTF meeting

Recommendation: There is no staff recommendation.

The DCTF discussed their comments made on the Concept Board that was set up by the consultant and based on the consultant presentation at the November 19, 2020 DCTF meeting.

Member Chan made a motion to continue the discussion on the ConceptBoard at the January 21, 2021 meeting. The motion was seconded by Member von Huene.

Aye: 9 - Thompson, Ondrasek, Mayer, von Huene, Vargas-Smith, Reed, Coyne, Thai, and Varshey

PUBLIC PRESENTATIONS

There were no public presentations.

ADJOURNMENT

A motion was made by Member Vargas-Smith, and seconded by Vice Chair Ondrasek to adjourn the meeting at 10:08 p.m..

The next meeting is scheduled for Thursday, January 21, 2021 at 6 p.m.

Aye: 9 - Thompson, Ondrasek, Mayer, von Huene, Vargas-Smith, Reed, Coyne, Thai, and Varshney



Agenda Report

21-53

Agenda Date: 1/21/2021

REPORT TO DOWNTOWN COMMUNITY TASK FORCE

SUBJECT

Public Works Traffic Engineering Informational Presentation

BACKGROUND

At the request of the Task force, Public Works department staff has prepared information about transportation in and around the Downtown, including information about Lafayette Street and its flex lane.

For reference, attached to this report is an excerpt (Section 7. Movement) of the Existing Conditions Report, prepared by the City's consultant, WRT, at the beginning of the Downtown Precise Plan planning process. This section of the report discusses the existing transportation context for transit and vehicles.

PUBLIC CONTACT

Public contact was made by posting the DCTF agenda on the City's official-notice bulletin board outside City Hall Council Chambers. The agenda is also posted on the Downtown Precise Plan website. A complete agenda packet is available on the City's website and in the City Clerk's Office at least 72 hours prior to a Regular Meeting and 24 hours prior to a Special Meeting. A hard copy of any agenda report may be requested by contacting the City Clerk's Office at (408) 615-2220, email clerk@santaclaraca.gov <<mailto:clerk@santaclaraca.gov>>.

RECOMMENDATION

There is no staff recommendation.

Reviewed by: Andrew Crabtree, Director, Community Development Department

Approved by: Manuel Pineda, Assistant City Manager

ATTACHMENTS

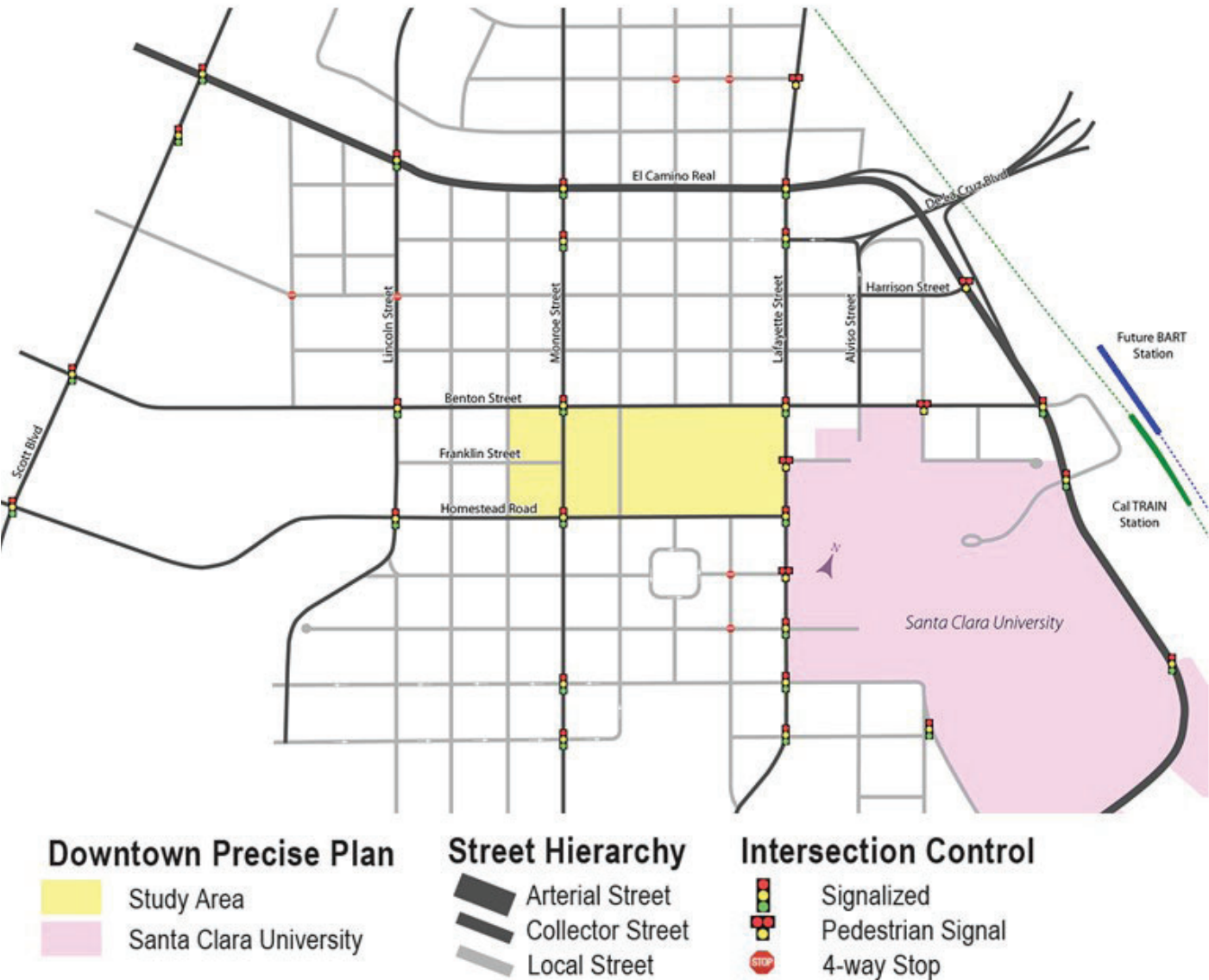
1. Existing Conditions Report Excerpt



07.

MOVEMENT

STREET NETWORK

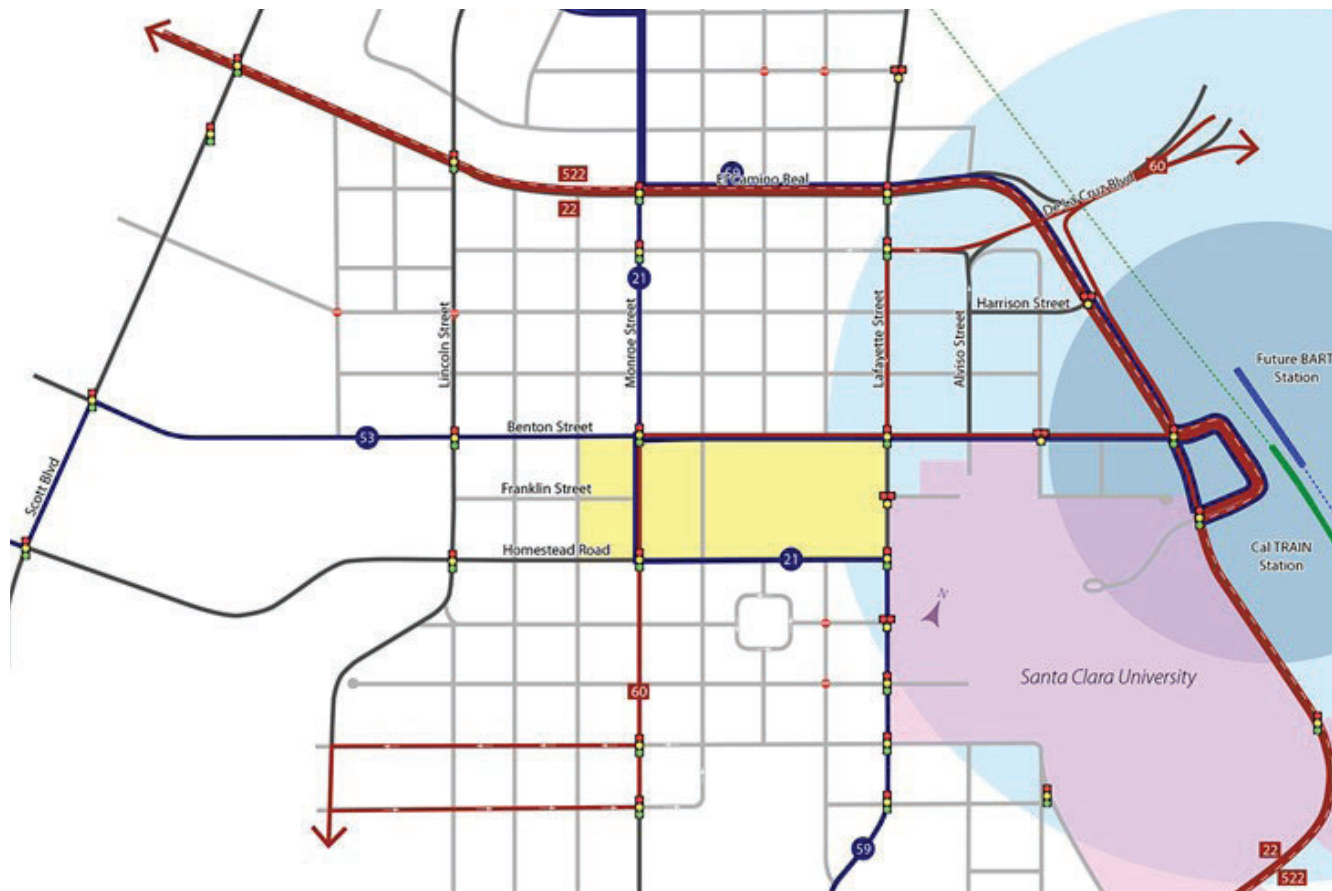


Mobility Context

The transportation elements of the Santa Clara Downtown Precise Plan (SCDPP) operate within a larger mobility context. The quality of the trip, be it in a car, on foot, on a bike, or using transit, is influenced by a larger regional transportation network designed to serve the travel origins and destinations within the SCDPP, the City of Santa Clara, and the Greater Bay Area.

The circulation element of the SCDPP examines transportation facilities within the study area and a larger area bound by Scott Boulevard to the west, El Camino Real to the north, the Santa Clara Rail Station to the east, and Market Street to the south. Major trip generators influencing the SCDPP include Santa Clara University, the El Camino Real Corridor, the Santa Clara Station and a future Bay Area Rapid Transit (BART) extension.

TRANSIT NETWORK



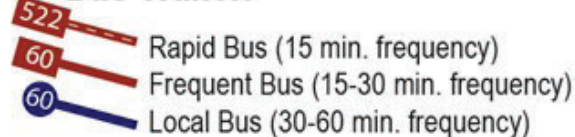
Downtown Precise Plan Walking Distance



Rail Transit



Bus Transit



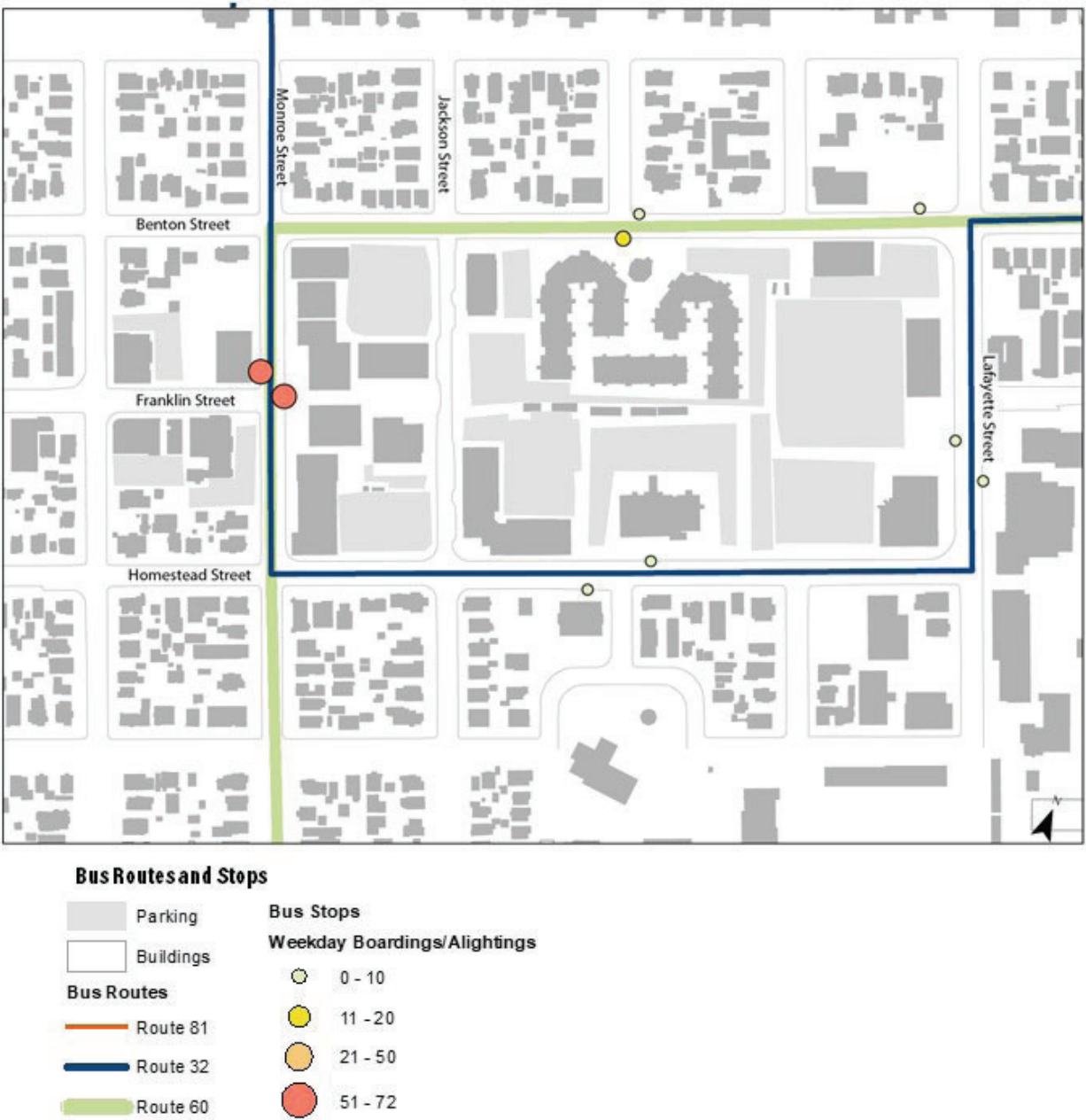
Transit Context

Downtown Santa Clara is situated within a rich transit environment. The eastern portion of the study area is within a ten-minute walk (1/2-mile) of the Santa Clara Rail Station and the future Santa Clara BART Station. Additionally, the study area is located with a five-minute walk (1/4-mile) of the Valley Transit Authority's (VTA) Rapid 522, which provides 10-15-minute service frequencies throughout the day.

Regional Transit Considerations

These exceptional regional transit services and anticipated improvements with the BART extension provide the City of Santa Clara flexibility to reconsider its transportation policies to become more transit-oriented, which would further support infill redevelopment within the SCDPP. Specific transportation policy considerations are outlined in the traffic and parking sections of this assessment.

BUS ROUTES AND STOPS



In addition to the exceptional regional transit service, the SCDPP area is served by three local VTA routes, Route 32, Route 60, and Route 81. Routes 32 and 81 are designated as a Local Bus Routes with 30-minute service frequencies. Route 60 is designated as a frequent bus route having frequencies of 15-20 minutes throughout the day. VTA local transit routes and service characteristics are further described on the following page.

There are nine stops within the SCDPP area. The most frequently used stops are located on Monroe Street, served Routes 32 and 60. Interestingly, the stops along Monroe Street serve residential areas, shops and restaurants. The more traditional transit generator, office and civic land uses, located on the southern and eastern portion of the study area, have less frequently used transit stops. The other stop that is frequently used is Route 81 stop in front of the apartment buildings along Benton Avenue.

The transit hub connecting the local VTA routes to regional transit and the larger Bay Area is located adjacent to the Santa Clara Rail Stations, a ½-mile east of the SCDPP area. While a 10-minute walk is not insurmountable, the ½-mile distance is on the fringe of what is considered a reasonable walk and the edge of the area that typically benefits economically from high-frequency premium transit service.

Transit Considerations

Several mobility actions should be considered to improve transit operations and transit benefits for the SCDPP to thrive. These include:

- The City could license a micromobility vendor to operate in City rights-of-way to bridge the gap between the SCDPP and the rail stations.
- Improve transit service between the SCDPP and the rail stations. Several opportunities worthy of consideration include:
 - Increase the service frequency of Route 60 to 10-15 minutes
 - Introduce microtransit service connecting both the SCDPP and University to the rail station
 - Develop a pilot shuttle, (possibly autonomous) with a Bay Area partner to connect to the SCDPP and the University to the rail stations
- Increase the density of land uses within the SCDPP to increase the viability of improved transit ridership and performance.
- Reduce parking requirements to increase transit success and housing affordability. This will be further explained within the

VTA ROUTES SERVING DOWNTOWN SANTA CLARA

Route Number	Type	Service Area	Start Time	Stop Time	Frequency	Annual Ridership (2018)
32	Local Bus	San Antonio Shopping Center – Santa Clara Transit Center	5:45 am	8:35 pm	30 minutes	12,516
60	Frequent Bus	Winchester – Great America	5:30 am	11:00 pm	15-20 minutes	22,446
81	Local Bus	Moffett Field/Ames Center – San Jose University	6:00 am	9:00 pm	30 minutes	21,190

Weekday Bus Route Information

Route Number	Type	Service Area	Start Time	Stop Time	Frequency	Annual Ridership (2018)
32	Local Bus	San Antonio Shopping Center – Santa Clara Transit Center	8:45 am	6:00 pm	1 hour	2,925
60	Frequent Bus	Winchester – Great America	6:50 am	10:45 pm	30 minutes	12,253
81	Local Bus	Moffett Field/Ames Center – San Jose University	9:30 am	6:15 pm	1 hour	3,568

Weekend Bus Route Information

EXISTING STREET CONDITIONS

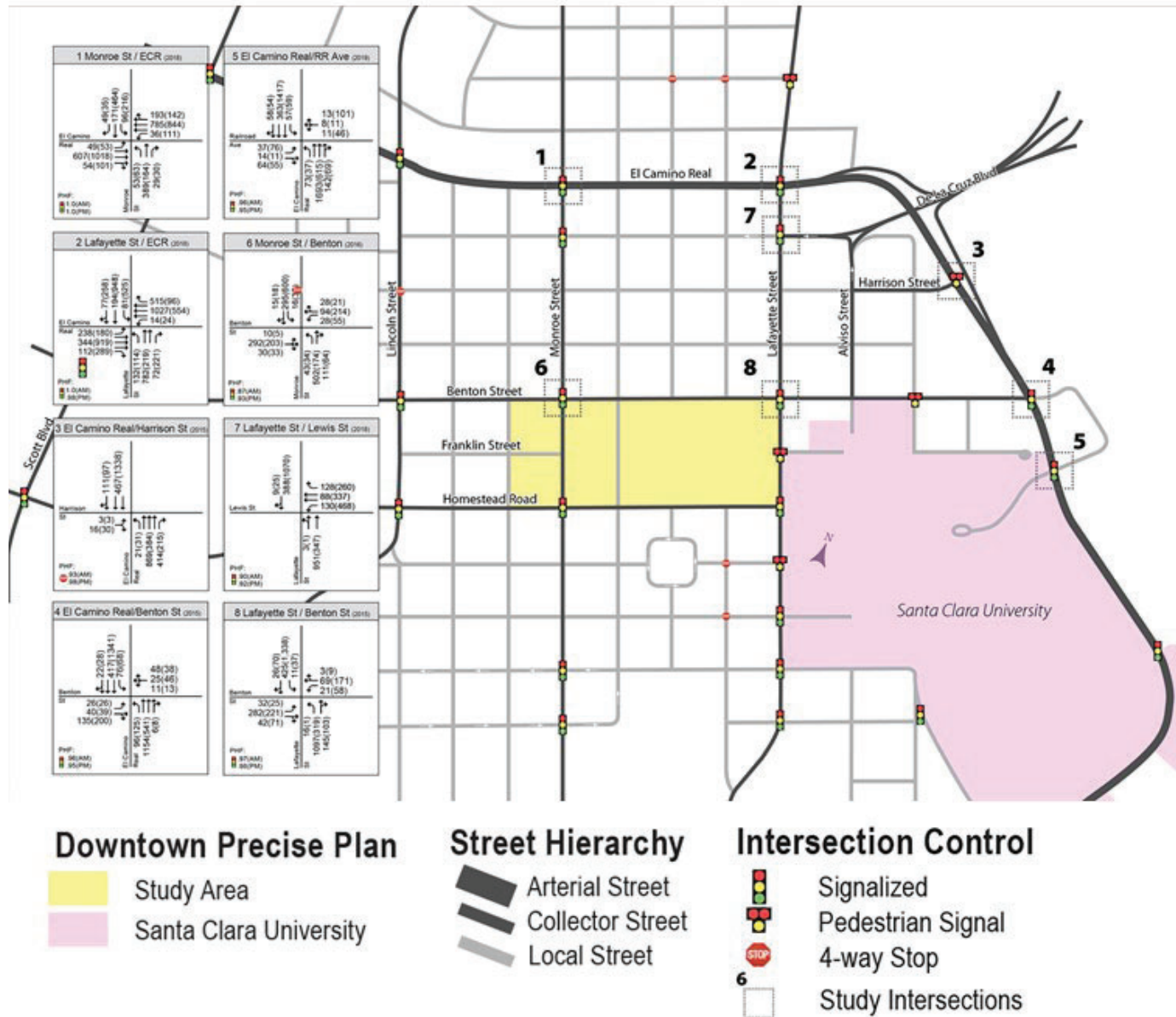
**Benton****Lafayette****Homestead****Monroe****Madison****Franklin**

Vehicular Context

The operation and design of the SCDPP study area's boundary roads, Monroe, Benton, Lafayette, and Homestead Streets influence the quality of the redevelopment potential of the area. However, of the four boundary roadways, three maintain larger regional connectivity. Homestead Street's influence is limited by its terminus at Santa Clara University.

Traffic signals at the intersections of Benton Street with Monroe and Lafayette Streets control traffic operations within SCDPP. However, vehicular circulation in and around Downtown Santa Clara also influence the SCDPP, as they are critical to the larger success of Downtown and the city at-large. This traffic analysis examines eight signalized intersections to establish the baseline for the evaluation of redevelopment scenarios within the SCDPP.

INTERSECTION LEVEL OF SERVICE

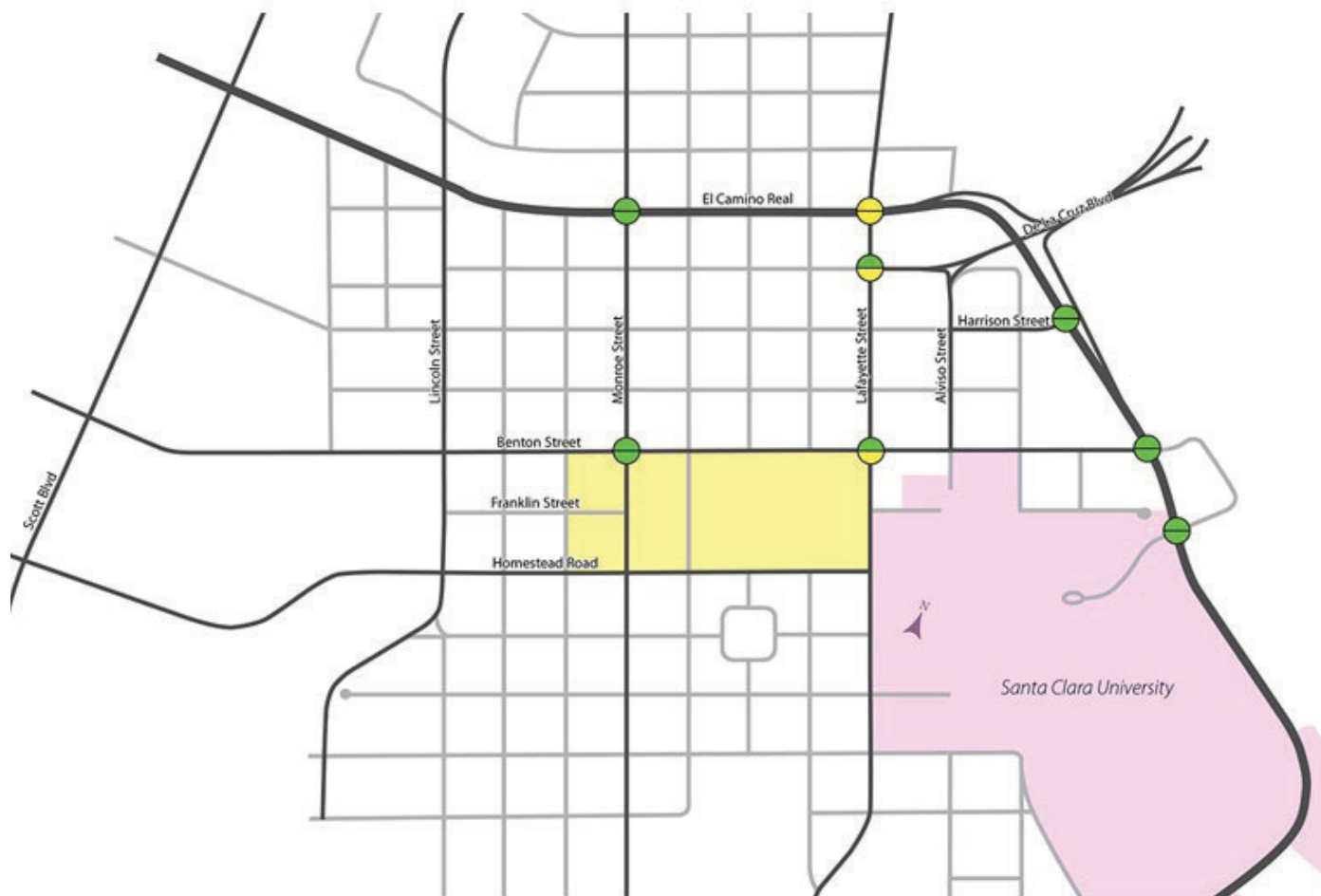


Vehicular traffic counts were collected from various traffic impact assessments (TIAs) conducted over the past several years. No single TIA incorporated all eight identified signalized intersections. Older traffic counts were standardized to match more recent traffic operations.

A traffic impact analysis was performed to evaluate these eight Downtown intersections and their current and future Level of Service (LOS) during the morning and afternoon peak hours. LOS is a measure of vehicle delay ranging from A (very little delay) to F (long delays and congestion). The acceptable intersection LOS in Santa Clara is LOS D.

The analysis shows that all eight intersections currently operate above the City's minimum acceptable LOS.

VEHICLE LEVEL OF SERVICE



Downtown Precise Plan

- Study Area
- Santa Clara University

Street Hierarchy

- Arterial Street
- Collector Street
- Local Street

Traffic Operations

- Level of Service A-C
- Level of Service D
- Level of Service E
- Level of Service F
- AM / PM Peak Hour Operations

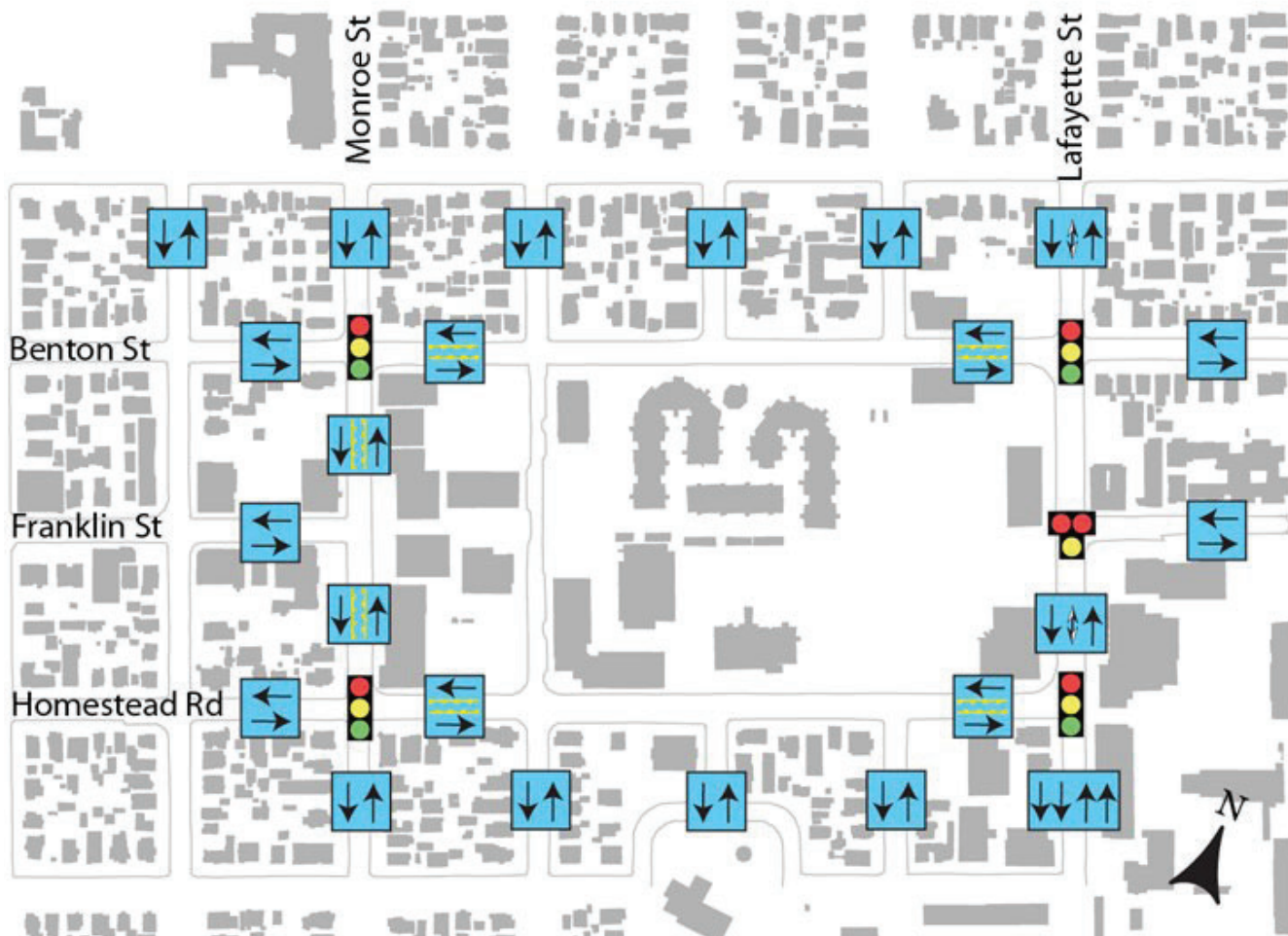
Vehicular Operational Considerations

As redevelopment is defined and modifications to the multimodal networks are desired in the SCDPP, the City should reevaluate its minimum LOS standards.

The intersections studied currently operate above the City's minimum LOS D; however, Downtown's anticipated growth will challenge the intersections' ability to maintain acceptable LOS. Maintaining LOS D will likely cause negative impacts to the physical configuration of the intersections inconsistent with the goals of the SCDPP.

The City could consider lowering its LOS expectation in exchange for improved transit service and multimodal choices. For example, the extension of the BART system to Santa Clara and improved connections to the SCDPP study area enables the City to reconsider how intersection

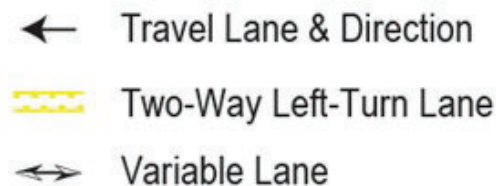
ROADWAY CONFIGURATIONS



Intersection Control Type



Lane Configuration

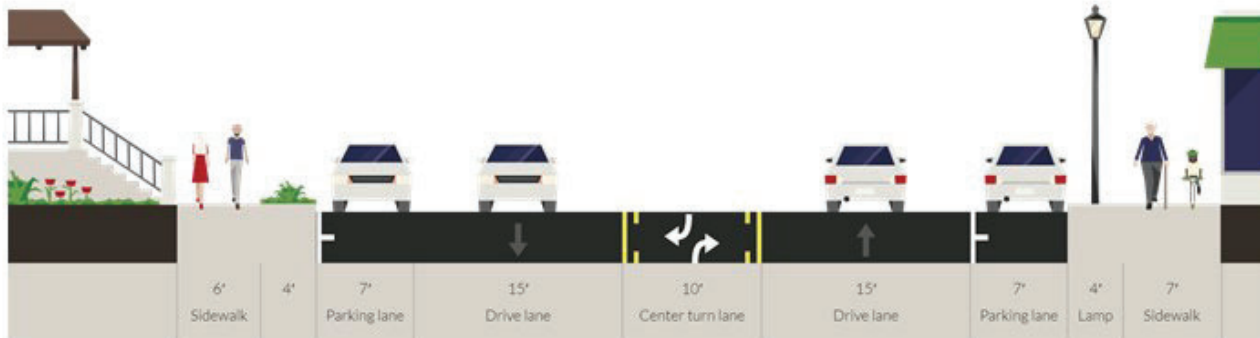


Roadway Configurations and Safety

Vehicular collision data provided by the City of Santa Clara indicates the SCDPP study area streets do not have concerns that need to be addressed. However, the City-wide Bicycle Plan Update indicates the intersection of Monroe Street and Homestead Road is one of the highest bike collision locations in the City. This is concerning as bike and pedestrian collision data is generally underreported.

The following pages document the SCDPP study area's roadway configurations and safety concerns. All roads in the SCDPP study area are three-lane configurations with left-turn lanes or continuous center left-turn lanes, except Lafayette Street, which is four-lanes with left-turn lanes south of Homestead Road.

BENTON STREET CONFIGURATION

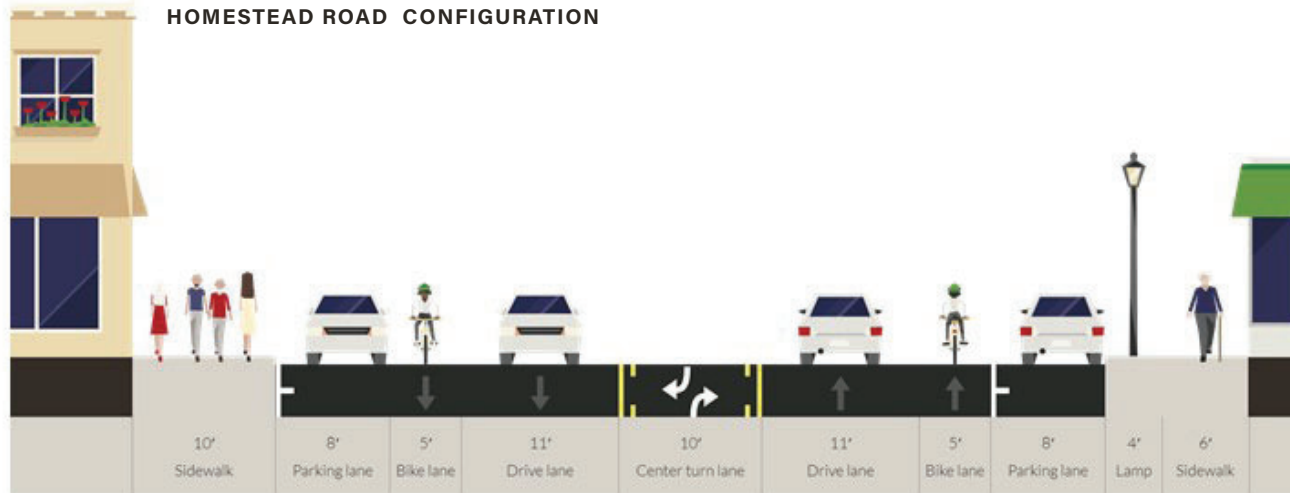


Benton Street is immediately north of the Downtown core, with a consistent cross-section along the study area. The roadway is configured as a two-lane roadway with continuous center left-turn lane and on-street parking. There is no painted delineation between the travel lane and parking lane.

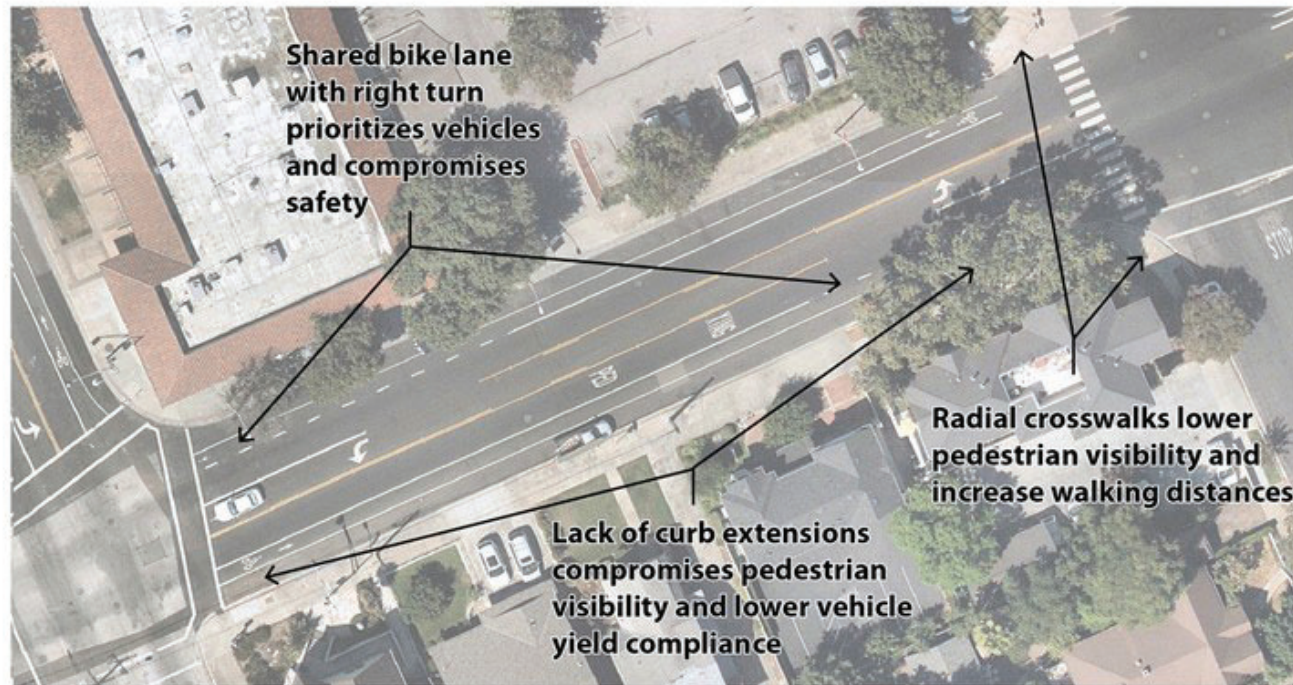


Roadway Considerations

The Bicycle Plan update identified Benton Street as needing to be enhanced to a Class II facility bike lane. The existing 15-foot travel lanes can be reconfigured, similar to Homestead Road, with 10-foot travel lanes and five-foot bicycle lanes. Additionally, Benton Street is a key connection between Downtown and the Santa Clara Caltrain Station and future BART Station. Pedestrian improvements along the corridor and at its intersections are recommended to increase the economic influence the rail service can have on the SCDPP study area.



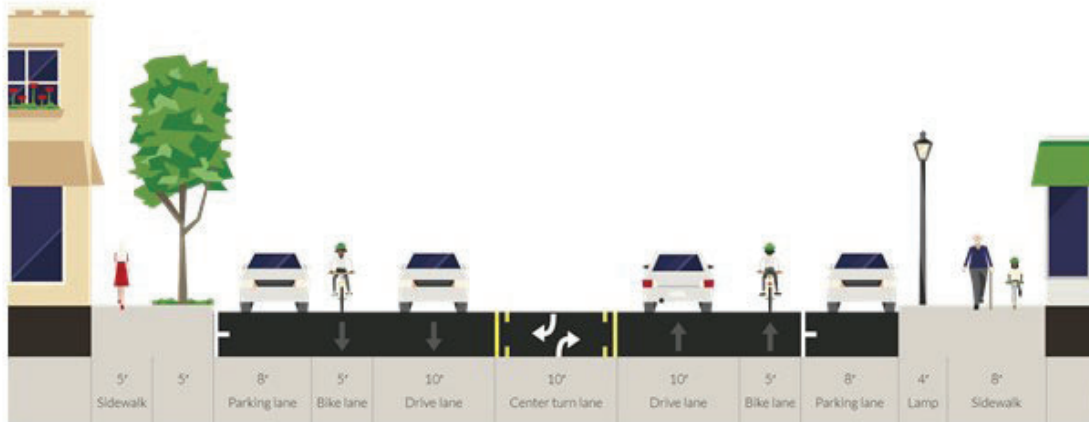
Homestead Road traverses the southern boundary of the SCDPP study area. The roadway is also configured as a two-lane roadway with a continuous center left-turn lane with Class II facility bike lanes and on-street parking. There is no painted delineation between the travel lane and parking lane.



Roadway Considerations

Homestead Road can be further improved and safety concerns addressed. Curb extensions at intersections will shorten pedestrian walking distances and improve their visibility for motorists. Additionally, Santa Clara should consider limiting shared right-turn lane with bicycle lanes along Homestead Road to improve bicycle safety. Lowering the City's minimum LOS standards could allow this to occur.

MONROE STREET CONFIGURATION



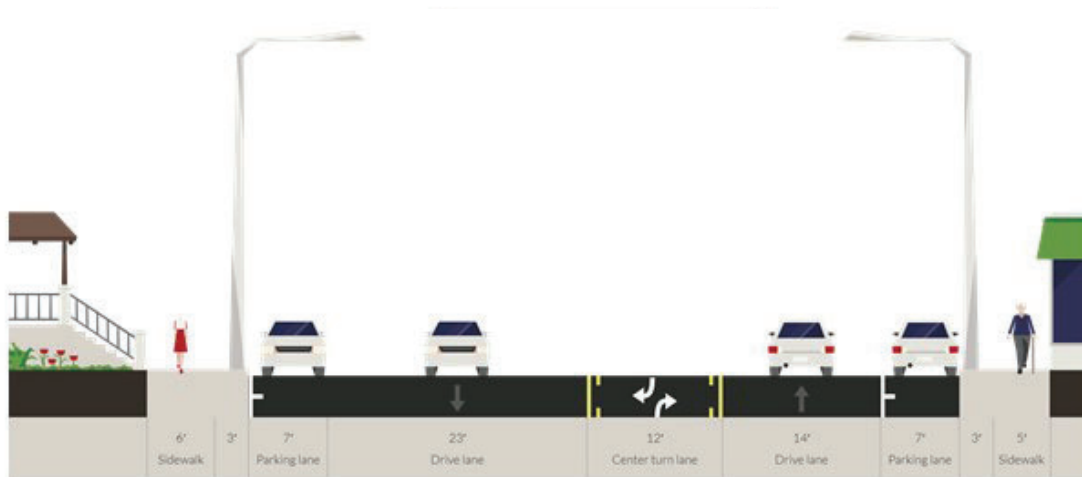
Monroe Street traverses the western portion of the study area. The street is configured as a two-lane roadway with left-turn lanes. The street has a Class II facility bicycle lanes and on-street parking. The western block face of Monroe Street between Benton and Franklin Streets has recent development with improved sidewalks and intersection designs with curb extensions and directional sidewalks.

Roadway Considerations

Monroe Street, like Homestead Road, has improved bicycle facilities, but can be improved further. Each intersection could be modified with curb-extensions and directional crosswalks where the crosswalk ramps are perpendicular to travel lanes. Also, similar to Homestead Road, the City should consider eliminating shared right-turn lanes with bicycle lanes in an effort to improve bicycle safety.



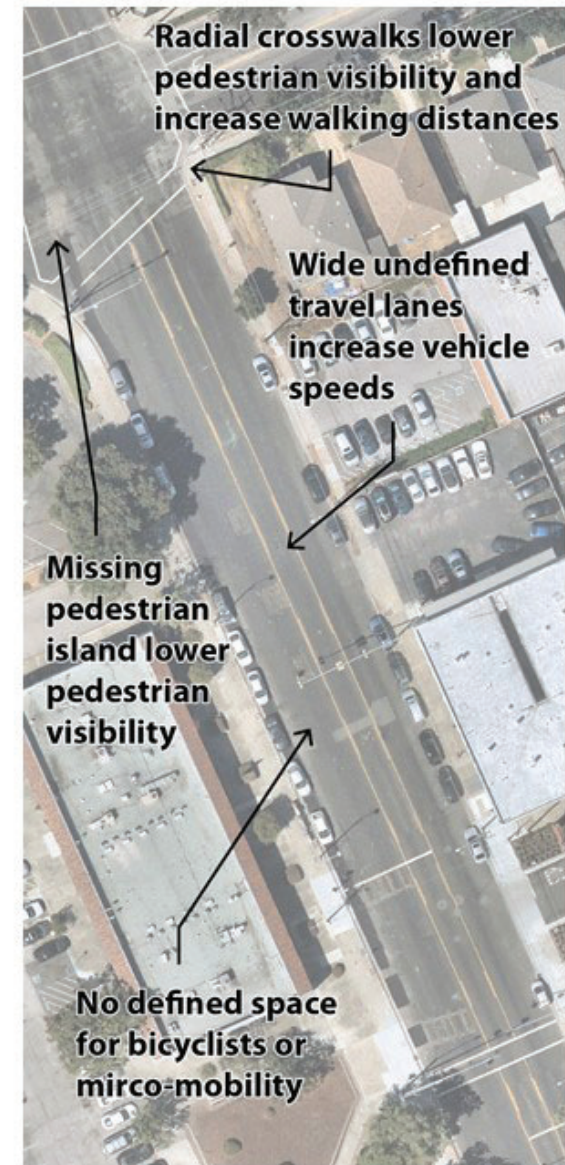
LAFAYETTE STREET CONFIGURATION



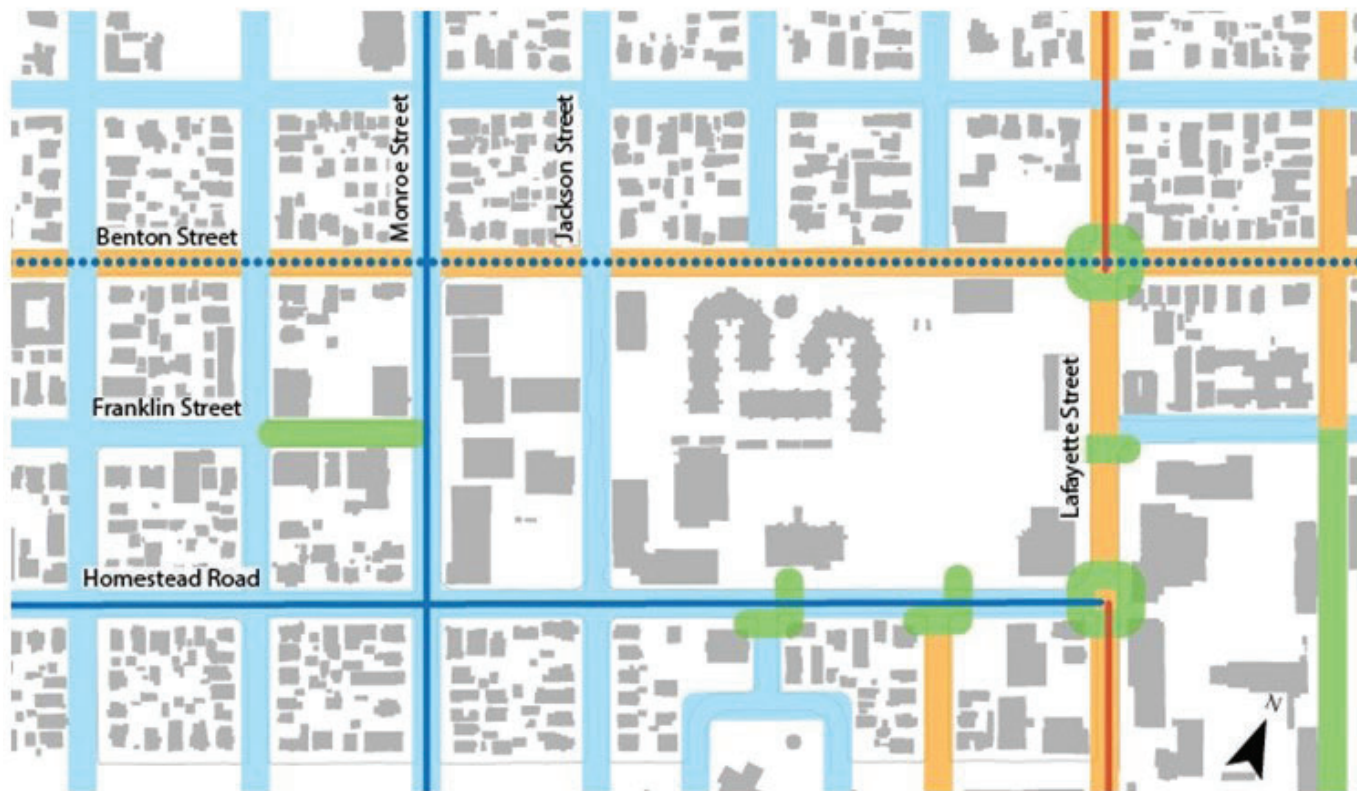
Lafayette Street operates as the eastern boundary of the SCDPP study area. Lafayette Street separates the Downtown from Santa Clara University. The roadway's configuration functions as a barrier to connecting Downtown Santa Clara to the University, and ultimately, the Santa Clara Rail Stations. The roadway operates as a two-lane roadway with continuous center left-turn lane and on-street parking. The intersection of Lafayette and Benton Streets is strangely configured, accommodating a heavy right-turn movement from eastbound Benton Street to southbound Lafayette.

Roadway Considerations

No bicycle improvements were identified for Lafayette Street in the City-wide bicycle Master Plan. Needed pedestrian improvements include the introduction of intersection curb extensions and directional, along with better clarification for southbound travel lanes.



EXISTING AND PLANNED BIKE NETWORK



Santa Clara Bicycle Plan Update 2018

Existing Bikeways

- Class II Bicycle Lane
- Class III Bicycle Route

Recommended Bikeways

- ... Class II Bicycle Lane
(recommended to remove parking from Benton Street)

Bicycling Level of Traffic Stress

- Level 1 - All Ages and Abilities
- Level 2 - Average Adult
- Level 3 - Confident Adult

Bicycle Circulation

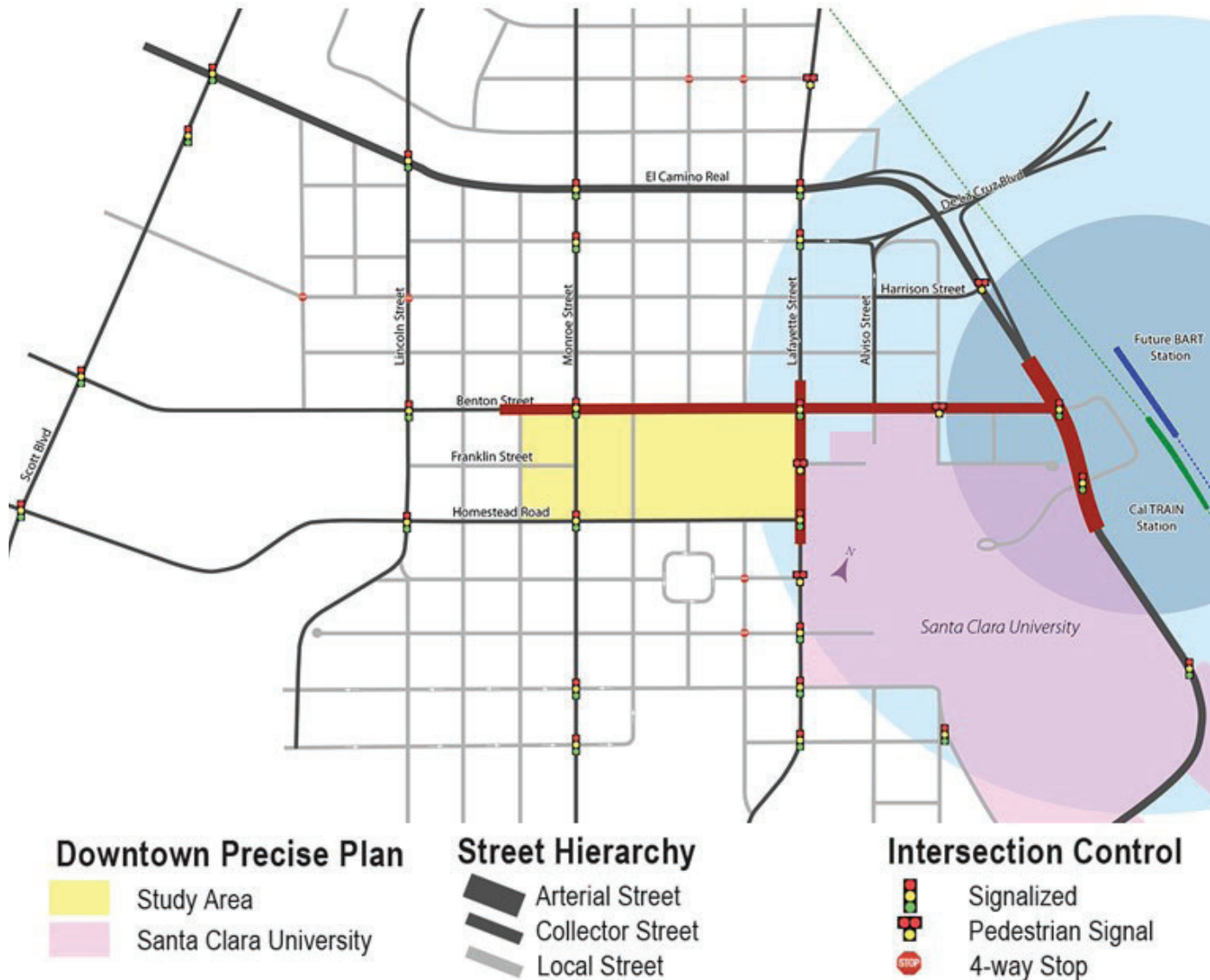
Santa Clara's Bicycle Plan update included the identification of three bicycle levels of traffic stress, scaled between Level 1 to Level 3. Level 1 indicates the bicycling experience is comfortable for bicyclists of all ages and ability levels. Level 2 indicates an experience that is comfortable to an average or better adult bicyclist. The final category indicates a comfort level appropriate only to a confident adult bicyclist.

The assessment shows the bicycling environment in Downtown Santa Clara largely comprises streets that are comfortable for Level 2 bicyclists. Benton Street and Lafayette Streets on the northern and eastern boundaries of the SCDPP area are appropriate only for Level 3 bicyclists.

Bike Considerations

The Bicycle Plan Update recommended implementation of a Class II bicycle lane along Benton Street, similar to Homestead Road. The plan also identified the Monroe Street and Homestead Road intersection as a fairly common crash site for bicyclists. The elimination of the shared vehicular right-turn lane with the bike lane at that intersection could reduce crash rates.

ACCESS BARRIERS



Access Barriers

Three transportation barriers influence the success of the SCDPP study area. The current configurations of Benton Street, Lafayette Street, and El Camino Real isolate Downtown from the University of Santa Clara, and the mobility economic benefits provided by the Santa Clara CalTrain Station and the future BART Station.

Barrier Reduction Considerations

The City should consider reducing El Camino Real from six to four lanes between Rail Road Avenue and Dela Cruz Boulevard. This lane reduction would improve pedestrian accessibility between Downtown and the Santa Clara Rail Stations. It is expected that modification to the City's LOS minimum standard will be needed to accommodate this recommendation. Like El Camino Real, Lafayette Street is also a physical barrier, separating Downtown from the University. Pedestrian improvements at both the Benton and Franklin Streets intersections with Lafayette are recommended to mitigate the barrier.



Agenda Report

21-51

Agenda Date: 1/21/2021

REPORT TO DOWNTOWN COMMUNITY TASK FORCE

SUBJECT

906 Monroe Street Development Project - Developer Presentation

BACKGROUND

An application has been submitted to the Planning Division for a residential mixed-use redevelopment project within the Downtown Precise Plan area. The project is located on an 0.87-acre site located at 906, 930, 940, and 950 Monroe (906 Monroe Street). The project includes a General Plan Amendment and Rezoning from Historic Combining, General Office, and Community Commercial to Planned Development (PD) to construct a five story building with 61 condo rental units, 3,844 square feet of general retail, a 6,224 square foot restaurant on the ground floor, 116 residential parking spaces, and 71 retail parking spaces. The project also includes relocation of two existing historic houses located at 906 and 930 Monroe.

DISCUSSION

On December 1, 2020 a virtual public community meeting was held by the applicant/developer to discuss the proposed project. The meeting notes taken by City Staff are attached to this report. Per staff's request, the applicant/developer will also be presenting the project to the Task Force for their review and discussion.

PUBLIC CONTACT

Public contact was made by posting the DCTF agenda on the City's official-notice bulletin board outside City Hall Council Chambers. The agenda is also posted on the Downtown Precise Plan website. A complete agenda packet is available on the City's website and in the City Clerk's Office at least 72 hours prior to a Regular Meeting and 24 hours prior to a Special Meeting. A hard copy of any agenda report may be requested by contacting the City Clerk's Office at (408) 615-2220, email clerk@santaclaraca.gov <<mailto:clerk@santaclaraca.gov>>.

RECOMMENDATION

There is no staff recommendation.

Reviewed by: Andrew Crabtree, Director, Community Development Department

Approved by: Manuel Pineda, Assistant City Manager

ATTACHMENTS

1. Community Meeting Notes



**906 Monroe Virtual Community Meeting Minutes
December 1, 2020**

Applicant:	Salvatore Caruso Farinaz Moslemi
City Staff Members:	Planning Manager, Reena Brilliot Development Review Officer, Gloria Sciara Principal Planner, Lesley Xavier Associate Planner, Elaheh Kerachian
Community Members:	Approximately 107 community members

I. Call to Order& Introductions

II. Applicant's presentation

III. Discussion, Questions and answers

The applicant noted that the historic house not located at the corner is proposed to relocation to 290 Alviso street (a corner lot) within the Old Quad. The house interior is needed to be fully renovated. The other house will be located to the 1175 Lafayette Street.

Speaker 1, Atisha Varshney: She raised questions about street trees along the project site and sustainability and resiliency of the project. How do you address authenticity?

Applicant: Sustainability is important and was implemented in my previous projects. Details would make the difference in authenticity as shown in the presentation with previous work projects.

Speaker 2, Janet Stevenson: She raised concerns regarding the relocation of the historic houses and suggested to keep the historic houses and build a housing development that complement them.

Speaker 3, Gavin Lohry: He expressed interest in the project.

Speaker 4, Joya: She was the nextdoor neighbor located at 1391 and 1399 Homestead. She raised concerns regarding the privacy and suggested to not have any balconies at the back.

Applicant: Several strategies has been implemented in design of the back of the building including: balconies are setback a few feet, recessing the windows, incorporating details to not make sure residents cannot look down into neighbors backyard.

Speaker 5, Frank: Why aren't you waiting until the Downtown Precise Plan is complete.

Applicant: The process might take a few years while this project is viable. This project wants to be part of the process and be a benchmark.



City of Santa Clara

The Center of What's Possible

Staff: Proposal includes a General Plan Amendment which is a legislative action. Staff will be seeking City Council feedback for this project after we receive community feedback today at the early part of the next year January or February on how do we consider this application in light of the fact that the community process is underway for downtown precise plan

Speaker 6, Darin: She mentioned that the new design of the project is much more compatible with the historic nature of the neighborhood.

Applicant: He would present the project to the Downtown Task Force. This is just the start of the conversation.

Speaker 7, Janine: She expressed concerns regarding the relocation of the historic houses toward the university and future maintenance of these houses.

Applicant: These houses would be restored and moved up to the standards. Historic reports would be done before the moving process.

Staff: No historic analysis has been conducted yet, but historic analysis are required to be done and as part of the CEQA review. We are happy to hear your feedback today as well. It will go to HLC for review

Speaker 8, Suska: What is the zoning of the property?

Staff: The project site includes three parcels:

906 Monroe, Historic House

GP: Community Mixed Use

ZN: Historic Combining, HT

930 Monroe, Historic House

GP: Community Mixed Use

ZN: General Office, OG

940 Monroe:

GP: Community Mixed Use

ZN: Community Commercial, CC

Speaker 9, Gracie: Is there any interest for the proposed commercial space? She expressed concerns regarding the crosswalk safety and parking during the construction.

Applicant: Infrastructure would be provided for retailers. Traffic issues would be analyzed as part of the traffic study and CEQA document.

Speaker 10, Yuhan: He expressed concerns regarding the relocation of the houses and pedestrian safety and traffic. This development should be done in conjunction with the Downtown Precise Plan.

Staff: The relocation of the two house is not absolute. Just like 575 Benton historic analysis shall be done. In 575 Benton project two of the seven houses on the site were retained. It is possible to retain the historic houses if that is the consensus of the community.

Speaker 11, Carter Fulhorst: Why do you have floor plans before coming to the community?

Applicant: We wanted to start the conversation and initiate the dialogue.



City of Santa Clara

The Center of What's Possible

Speaker 12, Jonathan Evans: He expressed concerns regarding the relocation of the historic houses and suggested to incorporate existing house as part of the development.

Speaker 13, Dan: He suggested to wait for the precise plan to be completed and follow the guidelines.

Applicant: This is a viable project and the applicant is open to incorporate communities' input.

Staff: During El Camino Real Specific Plan process, City Council indicated to not submit development project applications for properties along El Camino Real.

Speaker 14, Bob: He expressed concerns regarding the relocation of the historic houses and wanted to keep them at current location.

Staff: The applicant is hosting the meeting. This is not a City sponsored meeting. City staff are controlling the webinar and providing transparency and are here to hear the input.

Speaker 15, Anthony: He expressed concerns regarding the restaurant vacancy in future.

Speaker 16, Mike Walke: He wanted the applicant to work with Reclaiming Downtown.

Speaker 17, Rob Mayer: The revised elevation looks like it has been built over time. He suggested to work around the historic houses, incorporate more outdoor seating spaces and have sidewalks with street trees along the project frontage.

Speaker 18, Lucy Haro: She is one of the adjacent neighbors and wanted to keep the historic houses. He expressed concerns regarding the massing and balconies at the back.
Applicant: the project is designed to address the privacy concern.

Speaker 19, Donna West: why did you wait for the election to present this project to the community?

Applicant: it is not related to the election. We were working on the project to start the dialogue. This is a live document and project.

Speaker 20: She expressed concern regarding the preservation of the neighborhood and relocation of the historic houses.

Applicant: we are taking the input and some of the member are supportive of moving the historic houses. It is a matter of a choice for this project.

Speaker 21: He loves the project.

Speaker 22, Jeff: He suggested to keep the historic houses at the current location.

Speaker 23: His main concern is the relocation of the historic houses.

Speaker 24, Rebecca: how are you handling the commercial and residential parking?

Applicant: the project includes a rolling gate to close the parking for after hours.

Underground parking access point has a security gate for residents.



City of Santa Clara

The Center of What's Possible

Speaker 25, Erick Jensen: He does not see local businesses move here. This project is not a diverse inviting housing project. safety can not be achieved by building walls and gates.

He also expressed concerns regarding the relocation of the historic houses.

Applicant: This type of housing is very limited in the downtown core which will bring diversity and will invite different group of people.

Speaker 26, Patricia Leung: preserving the fabric of the neighborhood is very important. She expressed concern regarding the relocation of the historic houses. The architecture should complement the neighborhood character and not to copy and paste the pieces. She suggested to provide financial incentives for retail spaces.

Speaker 27: she acknowledged that the revised elevation is more appropriate and has a nostalgic feeling.

Speaker 28, Gabby: She expressed concerns regarding the relocation of the historic houses.

Speaker 29, Brian: He was supportive of the overall project and creating a destination.

Speaker 30, Adam Thompson: The relocation of the historic houses is questionable. The infrastructure for the retails shall be provided.

Speaker 31: He is one of the adjacent neighbors at the back. He expressed concerns regarding the size of the proposed project, privacy and balconies at the back.

Applicant: Privacy is going to be maintained specially at the back of the project with studying the line of sight.

Speaker 32, Adam Thompson: Applicant and staff to post their notes for the community.

Speaker 33, Atisha Varshney: She supports density and housing. The second façade is much better than the first elevation. Sidewalk with street trees to be incorporated along the project site.



City of Santa Clara

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Agenda Report

21-107

Agenda Date: 1/21/2021

REPORT TO DOWNTOWN COMMUNITY TASK FORCE

SUBJECT

Franklin Forward proposal for a community driven art initiative to reclaim the missing Franklin Street alignment.

BACKGROUND

Franklin Forward is a proposal for a community driven art initiative to reclaim the missing Franklin Street alignment. The initiative proposes painting the 70' wide Franklin Street alignment on city-owned land with street art in the short term while the project is being planned with consultants and later as a developer is brought on board to build each portion of Franklin Street.

DISCUSSION

This concept was presented to the City of Santa Clara Cultural Commission at their meeting on November 2, 2020. The outline presented at that meeting is attached for reference.

Members Varsheny and von Huene are requesting support from the DCTF in seeking guidance on the approval process from the City on how to pursue this project.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall Council Chambers, as well as on the Downtown Precise Plan City website. A complete agenda packet is available on the City's website and in the City Clerk's Office at least 72 hours prior to a Regular Meeting and 24 hours prior to a Special Meeting. A hard copy of any agenda report may be requested by contacting the City Clerk's Office at (408) 615-2220, email clerk@santaclaraca.gov <<mailto:clerk@santaclaraca.gov>>

RECOMMENDATION

There is no staff recommendation.

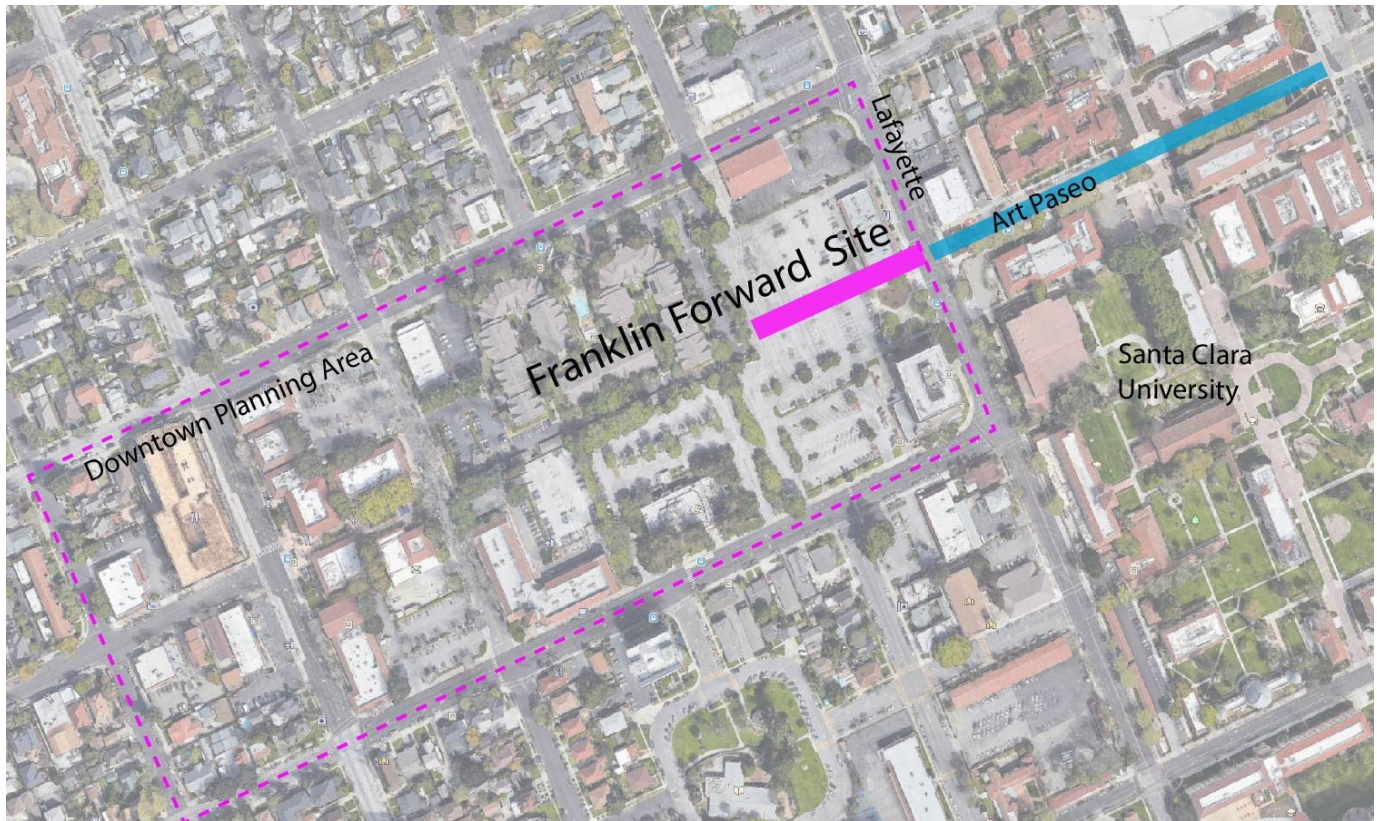
Reviewed by: Andrew Crabtree, Director, Community Development Department

Approved by: Manuel Pineda, Assistant City Manager

ATTACHMENTS

1. Franklin Forward Outline

Franklin Forward: Sowing the seeds of downtown development through art and activation



Franklin Forward is a community driven art initiative to reclaim the missing Franklin Street alignment. The initiative proposes painting the 70' wide Franklin Street alignment on city owned land with street art in short term while the project is being planned with consultants and later as developer is brought on board to build the block A and B.

Goals:

1. Bring activation of downtown through tactical urbanism initiative
2. Promote Art as a key driver for downtown and inform upcoming development
3. Build community in times of covid with an outdoor activity
4. Form creative partnerships to bring art to Santa Clara

Theme: timeless and of its time.

Art to represent Santa Clara and their aspiration, rooted in history and forward looking towards a progressive sustainable innovative future.

Franklin Forward: Sowing the seeds of downtown development through art and activation



Strategy and steps: 6 month timeline Fall 2020 to Spring 2021

- Partnering with community groups and art organisations in Santa Clara and the region
- Establishing a independent working group
- Fund raising
- Local artist competition to design a thematic framework pattern
- All hand on deck painting festival- Spring 2021



Budget \$30k:

- Administrative and operation costs (5k)
- artist grant(15K)
- Material(5k)
- Outreach and promotion (5K)



Fundraising:

- Crowdfunding, 1500 people to contribute \$20
- Support from art commuission and cultural commission
- Art grants and funding support
- Community Grants



Seeking Partnership:

- City to allow painting on its property (Bblock A and B)
- SC Cultural Commission
- DCTF- Align goals with Downtown placemaking and identity creation
- SCPOC NPO (Confirmed)
- Triton Museum
- SCU to promote the art paseo extension and support
- ROD
- OQRA
- SPUR
- ULI
- Create SV





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Agenda Report

21-55

Agenda Date: 1/21/2021

REPORT TO DOWNTOWN COMMUNITY TASK FORCE

SUBJECT

A continuation of the DCTF's discussion from the December 17, 2020 meeting on their comments on the Concept Board that was set up by the consultant and based on the consultant presentation at the November 19, 2020 DCTF meeting.

RECOMMENDATION

There is no staff recommendation.