

## Attachment 1 – Project Tables

Table 1 – Project Data

	Existing	Proposed
<b>General Plan Designation</b>	Transit Neighborhood	No change
<b>Zoning District</b>	Transit Neighborhood	No change
<b>Land Use</b>	Unoccupied Industrial Buildings	Residential, Live-Work, Co-Working
<b>Lot Size</b>	1.94 acres	
<b>Building Square Footage (sf.)</b>	16,490 sf. and 17,470 sf. Total: 33,960 sf.	Residential/Leasing/Amenity: 303,180 sf Co-working: 650 sf Park Amenity: 1,457 sf Garage: 120,710 sf Total: 426,010 sf
<b>Residential Units</b>	None	301
<b>Parking</b>	Surface parking	308 within a parking structure 248 = universal spaces 9 = EV compliant 26 = tandem 10 = accessible spaces 15 = guest spaces

Table 2 – General Plan Consistency Analysis

<b>PROJECT CONSISTENCY WITH SANTA CLARA GENERAL PLAN LAND USE POLICIES</b>	
<b>Land Use Policies</b>	<b>Project Consistency</b>
5.3.1-P2: Encourage advance notification and neighborhood meetings to provide an opportunity for early community review of new development proposals.	The project included a community meeting that was held on July 15, 2019.
5.3.1-P3: Support high quality design consistent with adopted design guidelines and the City's architectural review process.	The project is consistent with the Tasman East Specific Plan design guidelines. The project includes a variety of materials and design techniques when combined makes the project aesthetically compatible with the vision of the area.
5.3.1-P4: Encourage new development that meets the minimum intensities and densities specified in	The project's density of 177 dwelling units per net acre is within the minimum and

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the land use classifications or as defined through applicable Focus Area, Neighborhood Compatibility or Historic Preservation policies of the General Plan.	maximum range indicated in the General Plan.
5.3.1-P9: Require that new development provide adequate public services and facilities, infrastructure, and amenities to serve the new employment or residential growth.	The project will be required to upgrade infrastructure facilities in accordance of the Tasman East Specific Plan implementation program.
5.3.1-P10: Provide opportunities for increased landscaping and trees in the community, including requirements for new development to provide street trees and a minimum 2:1 on- or off-site replacement for trees removed as part of the proposal to help increase the urban forest and minimize the heat island effect.	Twenty trees currently exist on-site and as well as street trees, which will all be replaced. The project will have more than 2:1 replacement with 54 new trees within the project area and other trees to be determined with the dedicated park area.
5.3.1-P12: Encourage convenient pedestrian connections within new and existing developments.	The project includes sidewalks and bicycle lanes as well as connections to the new park area to the rear of the property.
5.3.1-P13: Support high density and intensity development within a quarter-mile of transit hubs and stations and along transit corridors.	The project is located near the Santa Clara/Great America Train Station (ACE/Amtrak) and the Lick Mill Station (Santa Clara Valley Light Rail).
5.3.1-P14: Encourage Transportation Demand Management strategies and the provision of bicycle and pedestrian amenities in all new development greater than 25 housing units or more than 10,000 non-residential square feet, and for City employees, in order to decrease use of the single-occupant automobile and reduce vehicle miles traveled, consistent with the CAP.	The project will implement a Transportation Demand Management program. The project includes bicycle parking on-site in a dedicated bike room with parking for 151 bicycles.
5.3.2-P2: Encourage higher-density residential development in transit and mixed-use areas and in other locations throughout the City where appropriate.	The project is approximately 177 dwelling units per net acre and is within walking distance of transit stations.
5.3.2-P8: Require new residential development to comply with applicable regulations for the provision of affordable housing.	The project is conditioned to include 26.65 affordable units and will also pay an in-lieu fee in accordance with the City's ordinance.
5.4.6-P4: Promote pedestrian-friendly design that includes features such as shade trees, streetscapes that contain lighting and	The project will implement the pedestrian friendly street designs indicated in the Tasman East Specific Plan including the

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landscaping, street furniture, pedestrian and bike paths, limited driveway curb cuts, traffic-calming features, and pedestrian street crossings.	bicycle lanes and wider sidewalks along Lick Mill Boulevard. The project provides 290 bicycle parking spaces.
5.4.6-P5: Provide publically accessible open space within the Tasman East Focus Area that is accessible to all residents, adequate to meet their activity needs, and consistent with the General Plan requirements and other City regulations.	The project will dedicate 10,494 sf. park dedicated in fee to the City to establishing a public park.
5.4.6-P7: Provide for future connections, which encourage walking and bicycling, to the new development in the north when it is redeveloped to promote accessibility between the two areas.	The future public park would provide connections to the City Place project located north of the project site.
5.4.6-P11: Require new buildings to maintain a consistent setback/build-to-line from the public right-of-way in order to create a well-defined public sidewalk and street.	The project maintains the required setback along the street. A main lobby and amenity building is centrally located in the building where the new street identified in the TESP would intersect Calle del Mundo. All aspects of the garage would be screened from view. Defined steps lead to the podium deck area from the street.
5.4.6-P13: Require that building facades and entrances directly face street frontages, with a high proportion of transparent windows facing the street for nonresidential uses.	The project's fenestration is designed to include glazing where common amenities and common entryways are planned.
5.4.6-P14: Encourage sensitive design and site planning to minimize the scale of larger buildings through use of building massing, setbacks, façade articulation, fenestration, varied parapets and roof lines, and pedestrian-scaled architectural details.	The project provides features with visual interest such as balconies and plane changes. Material changes and color are introduced to help minimize the scale of the building. An amenity building is centrally located at the street to provide some visual interest.
5.4.6-P15: Encourage parking to be located in structures to minimize their visibility from streets and public spaces.	Parking is provided within the building in a three-level parking garage. The entries to the garage are located on the sides (north and south property lines).
5.4.6-P17: Encourage new development to build to a green neighborhood rating standard.	The project will be consistent with the City's green building requirements.