



El Camino Real Specific Plan

Workshop #2 – Aug 14, 2018

agenda

6:00-6:15 PM Welcome/Sign-in

6:15-6:45 PM Presentation

1. Project overview
2. Alternatives concepts for land use, neighborhood transitions, transportation, and streetscapes

6:45-7:30 PM Open House: Activity Stations

7:30-7:45 PM Report Back on Activity Stations

7:45-8:00 PM Open House: Activity Stations – continued

8:00 PM Adjourn

Project Overview



What is the project?


- **A Specific Plan** for El Camino Real in Santa Clara
 - Refine and implement the 2035 General Plan vision for the area
 - Create goals, policies, and design standards
 - Identify specific improvements and actions to achieve the vision
 - Address required specific plan topics such as land use, transportation, and infrastructure
- **An Environmental Impact Report (EIR)** to assess potential environmental impacts

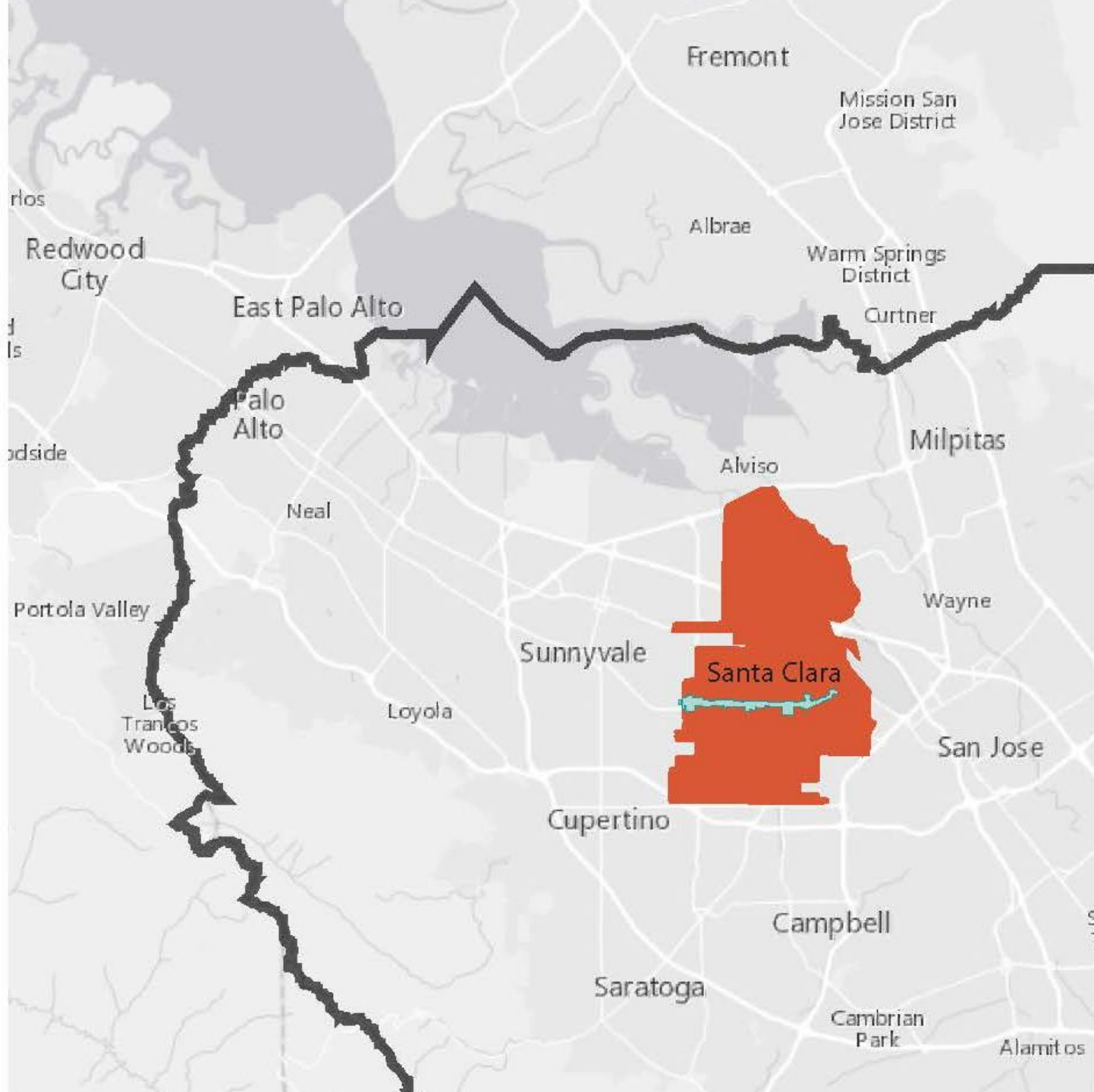
Project Background

- El Camino Real is designated a **Priority Development Area**.
- **Plan Bay Area** establishes PDAs as regional priorities for walkable, transit-served development
- Partnership between Bay Area Metro (formerly ABAG and MTC) and City of Santa Clara
- 170 PDAs around the Bay Area



Plan Context

-  Santa Clara County Boundary
-  Santa Clara City Boundary
-  ECR Specific Plan Boundary



Plan Area

- 3.2 mile corridor from the western city limits to Lafayette St



Legend

- City Boundary
- Plan Parcels
- Landmarks
- Parcels
- Creeks
- Parks
- Plan Boundary

Project Timeline

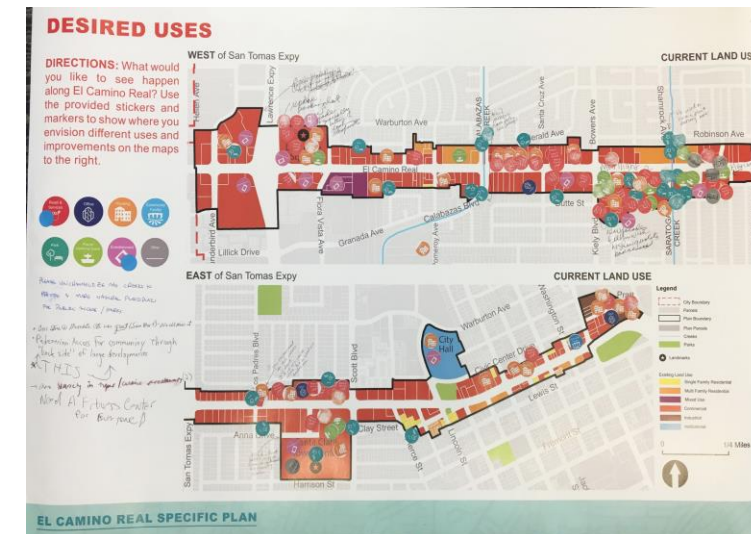


Workshop 1 Results

Workshop 1 – Key Takeaways

Land Use & Neighborhood Character

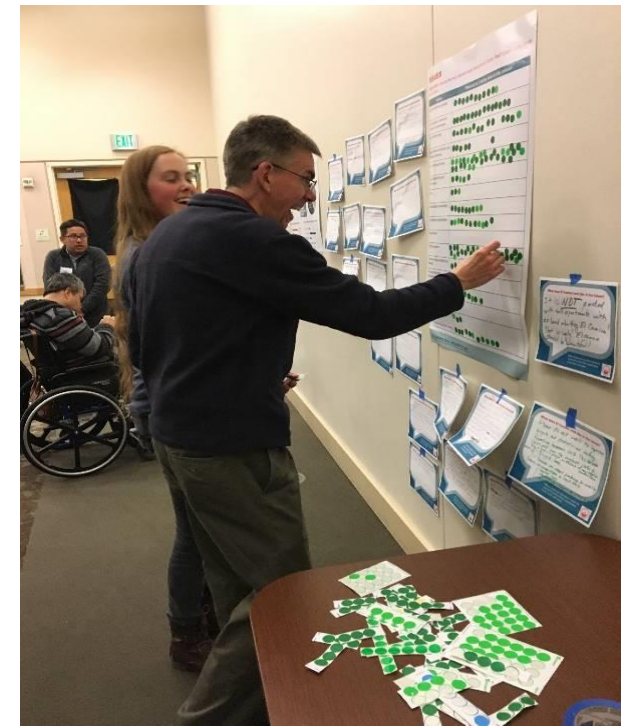
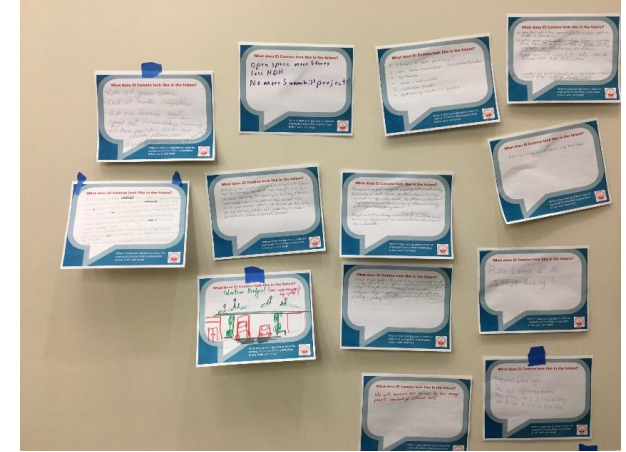
- Add parks and public spaces at major activity centers
- Create destinations that will attract residents and visitors
- Retain key retail establishments while adding a greater variety of quality shops and restaurants
- Introduce a wider variety of housing choices for a mix of income levels
- Consider housing on larger sites such as Lawrence Square and Moonlite Center
- Minimize traffic, parking, and privacy impacts on surrounding neighborhoods



Workshop 1 – Key Takeaways

Transportation & Streetscape

- Widen sidewalks and add street trees along ECR
- Add bike lanes
- Improve pedestrian connectivity between ECR and surrounding neighborhoods
- Create pedestrian and bike connections to and along Calabazas and Saratoga creeks
- Improve crossings at key intersections

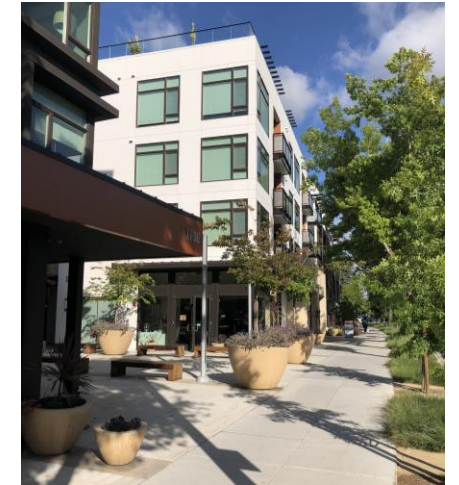


Draft Desired Outcomes



Desired Outcomes

- More Parks, Plazas, and Open Space
- Landscaping and Street Trees
- More Walkable Environment
- Better Mobility and Connections
- More transportation options
- Efficient and Shared Parking
- Compatibility with Adjacent Neighborhoods
- Local and Regional Destination
- Diversity of uses
- Balanced Approach to Housing
- Beautification
- Green Building and Sustainable Infrastructure
- Support Health and Wellbeing



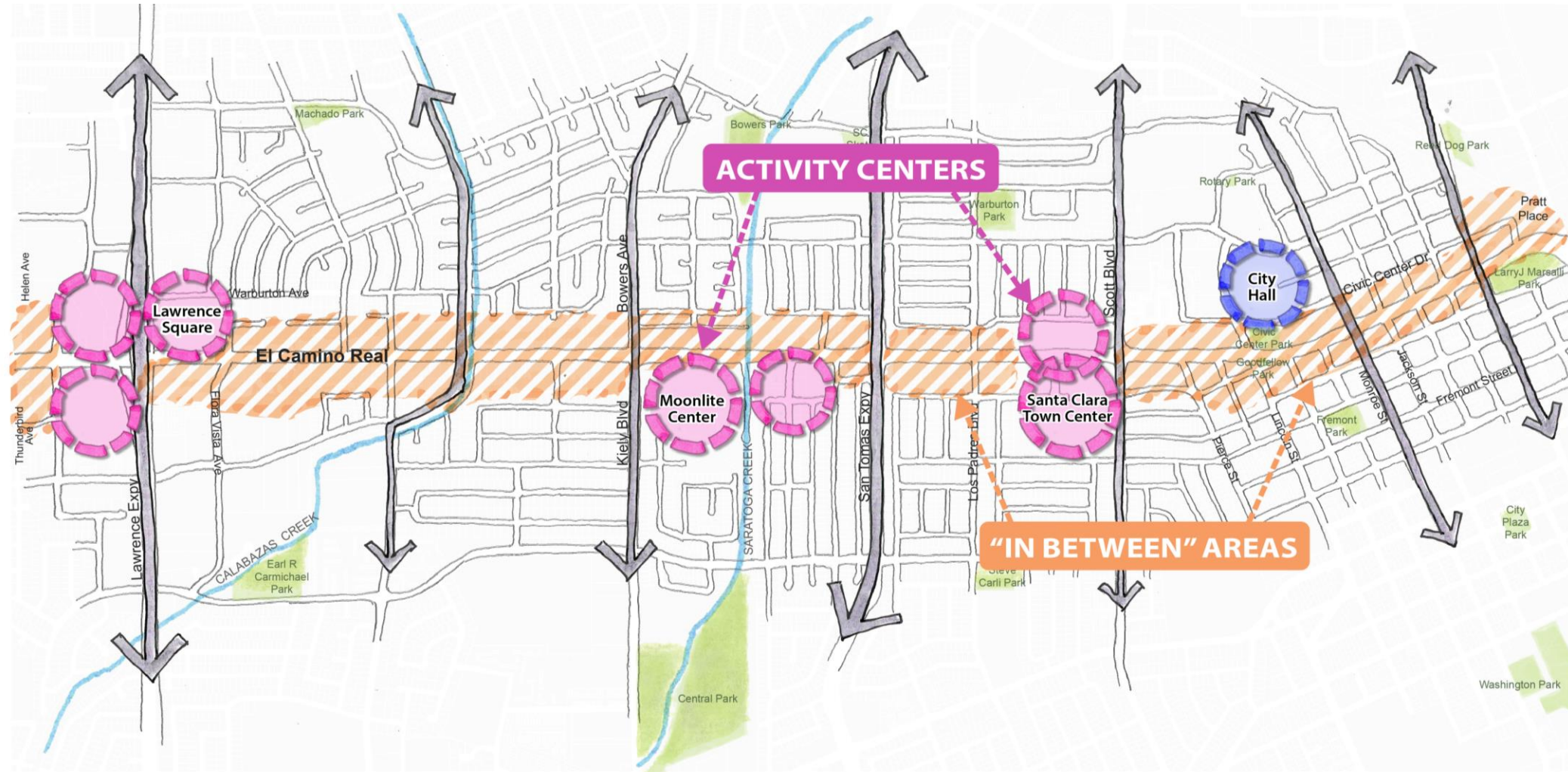
Land Use Alternatives



Goals and Tradeoffs

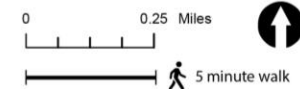
- Parks & open space
- Housing
- Retail & services
- Civic spaces
- Parking
- Community gathering spaces

Alternatives Framework



Legend

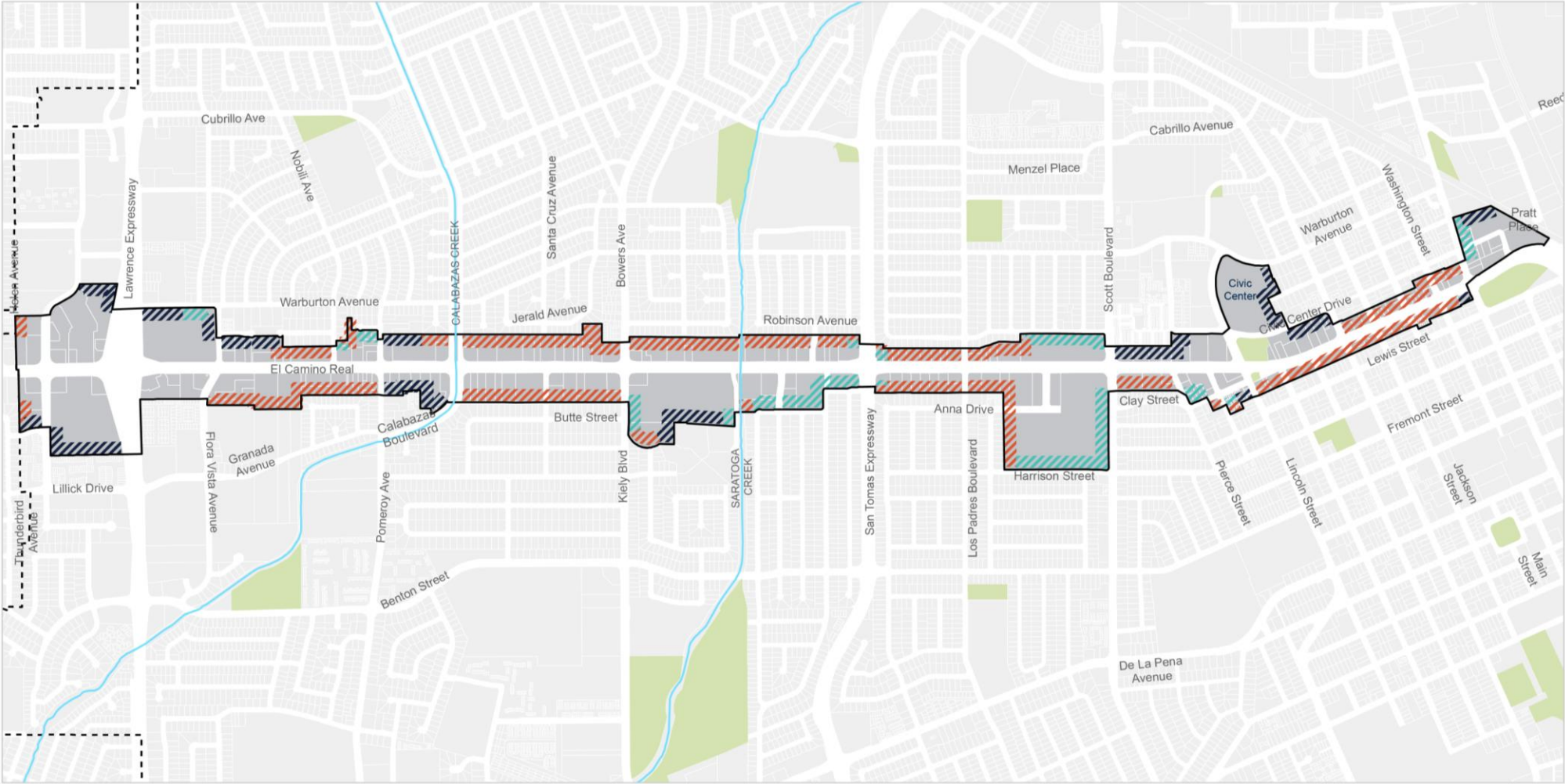
- | | | | | | |
|---|-----------------------|---|--------------------|---|---------|
|  | Civic Activity Center |  | "In-Between" Areas |  | Parcels |
|  | Activity Center |  | Major Connections |  | Creeks |
| | |  | |  | Parks |



Neighborhood Transitions



Neighborhood Transitions



Legend

- City Boundary
- Parcels
- Plan Boundary
- Parks
- Creeks
- Directly abuts a single-family residential parcel
- Across the street from a single-family residential parcel
- Directly abuts or across the street from a multi-family residential parcel

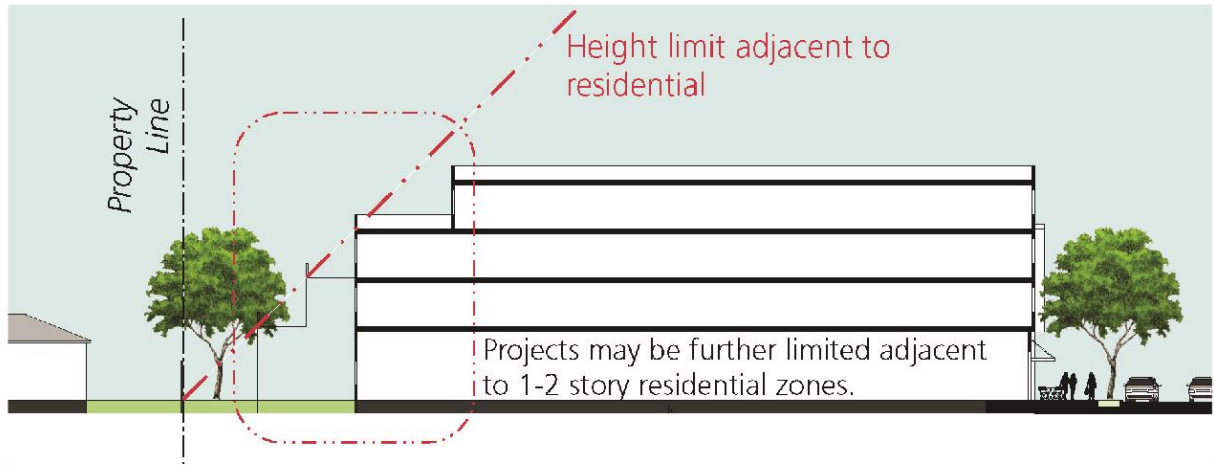


Neighborhood Transitions

- Directly abutting residential parcels

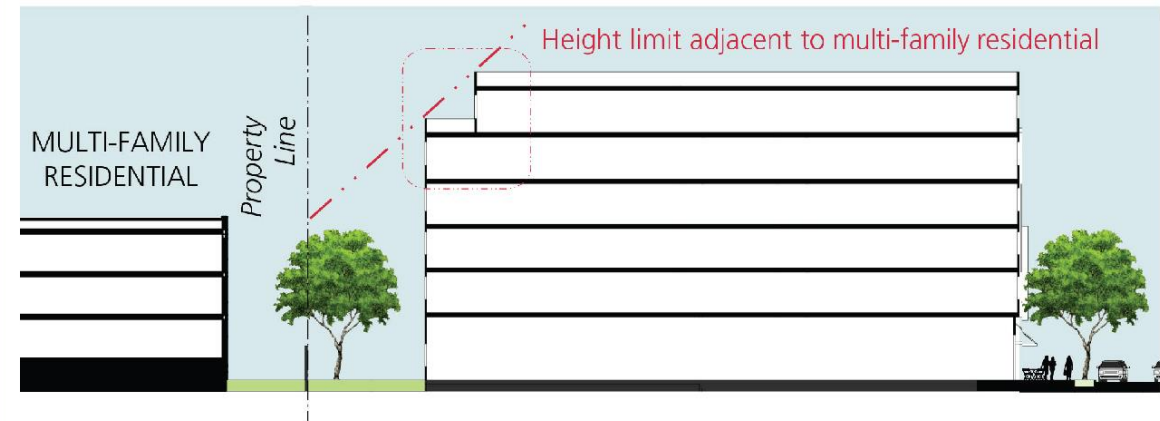
DIRECTLY ABUTTING SINGLE-FAMILY RESIDENTIAL

Maximum height adjacent to residential



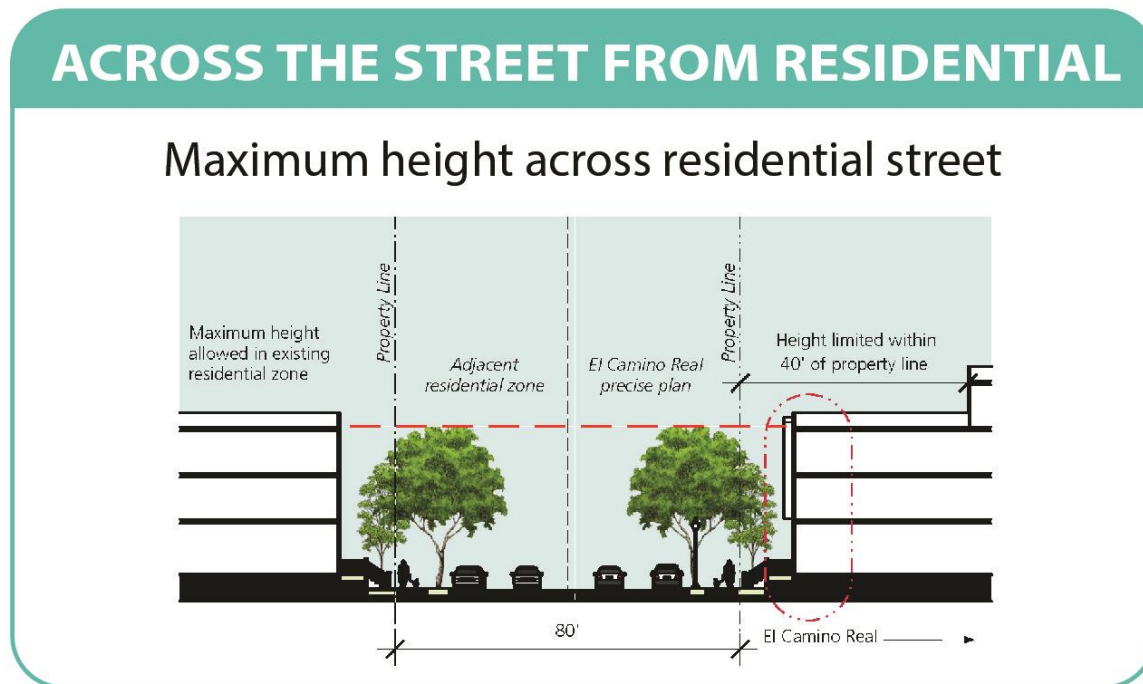
ABUTTING/ACROSS FROM MULTI-FAMILY RESIDENTIAL

Maximum height across residential street



Neighborhood Transitions

- Across the street from residential parcels

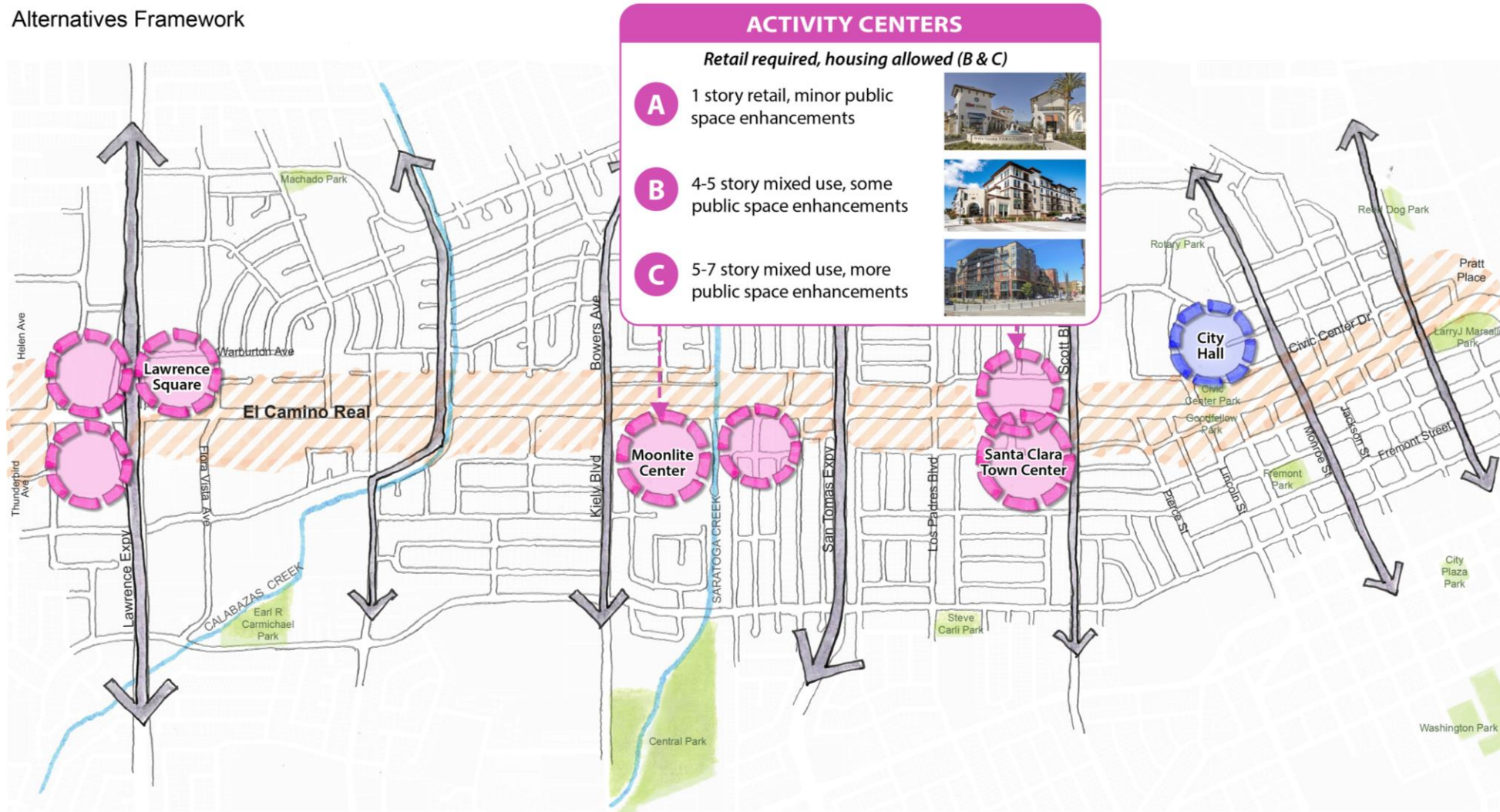


Land Use Alternatives



Alternatives Framework

Alternatives Framework


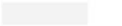

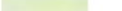


ACTIVITY CENTERS

Retail required, housing allowed (B & C)

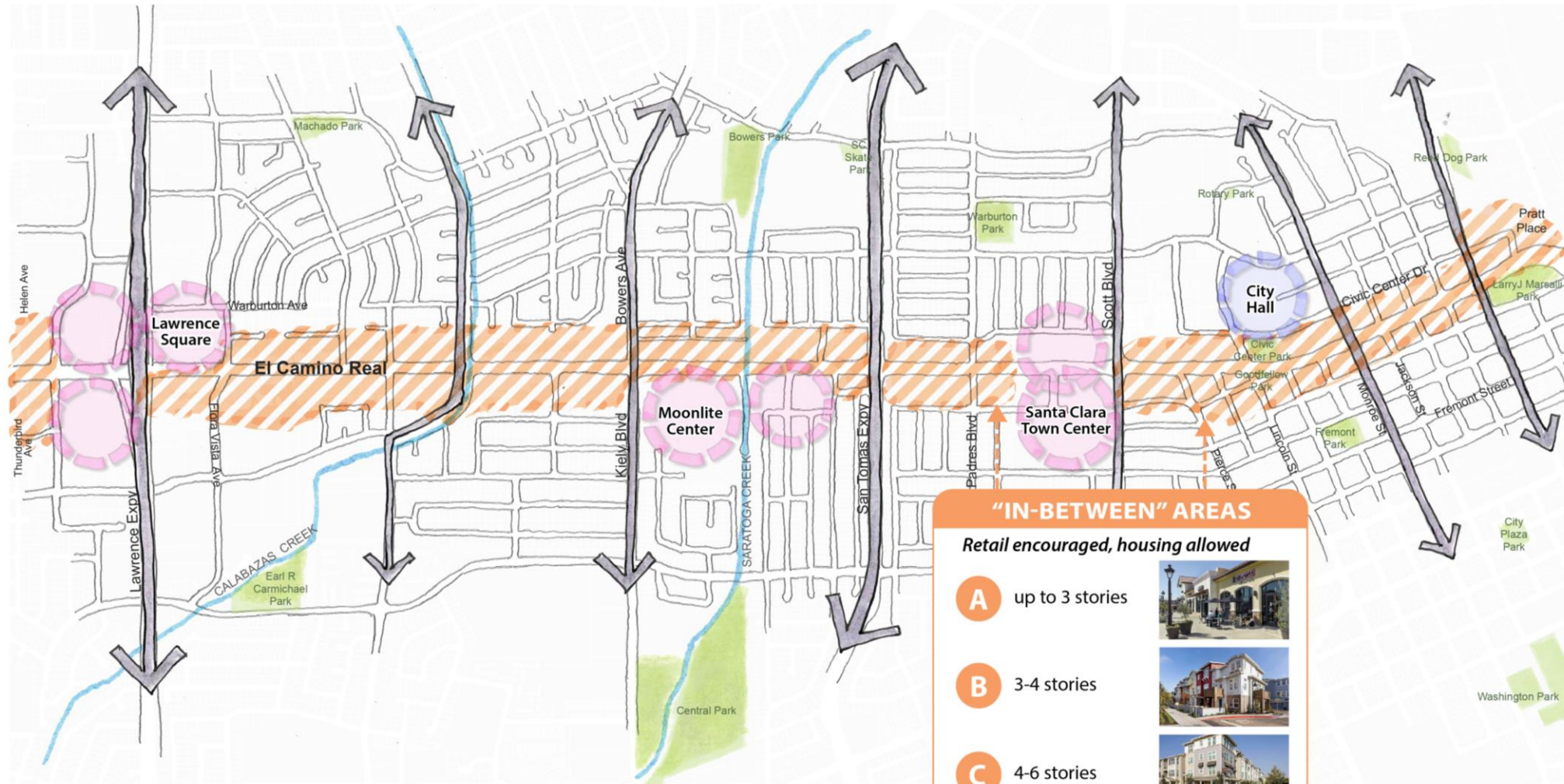
- A** 1 story retail, minor public space enhancements 
- B** 4-5 story mixed use, some public space enhancements 
- C** 5-7 story mixed use, more public space enhancements 

Legend

-  Civic Activity Center
-  "In-Between" Areas
-  Parcels
-  Activity Center
-  Major Connections
-  Creeks
-  Parks



Alternatives Framework

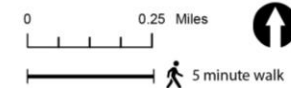


"IN-BETWEEN" AREAS
Retail encouraged, housing allowed

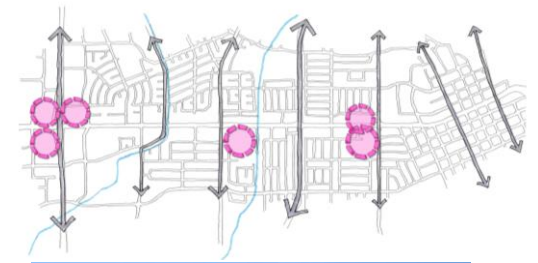
- A** up to 3 stories 
- B** 3-4 stories 
- C** 4-6 stories 

Legend

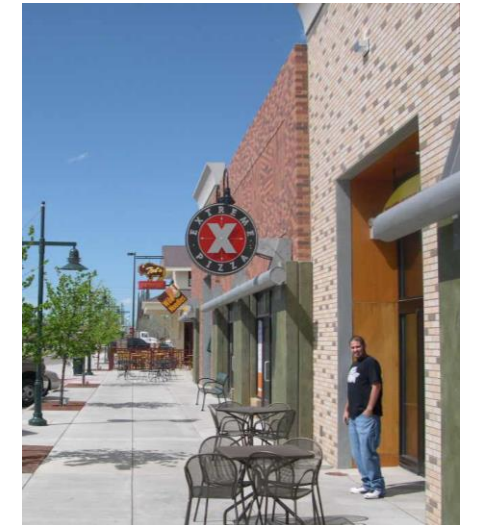
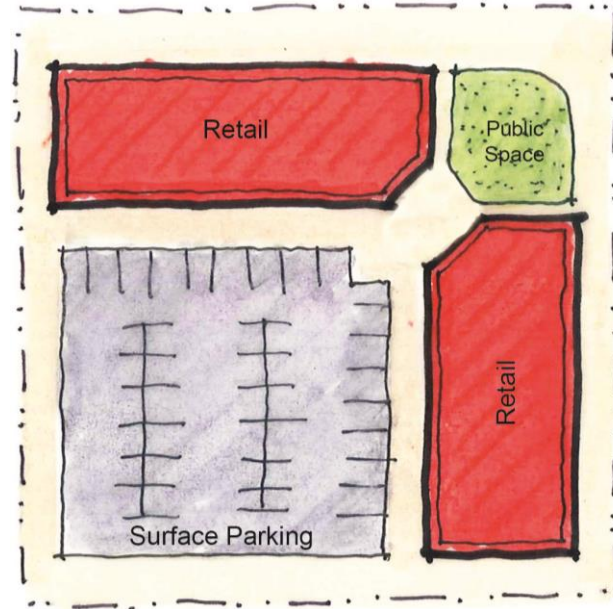
-  Civic Activity Center
-  "In-Between" Areas
-  Parcels
-  Creeks
-  Activity Center
-  Major Connections
-  Parks



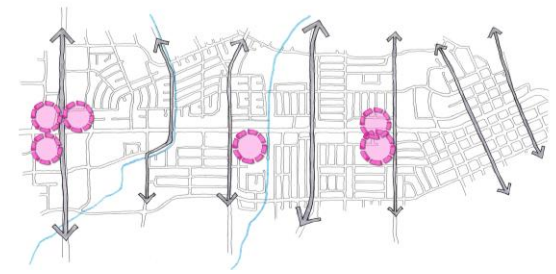
Activity Center Alternatives



- 1-story retail
- Surface parking
- Minor public space enhancements

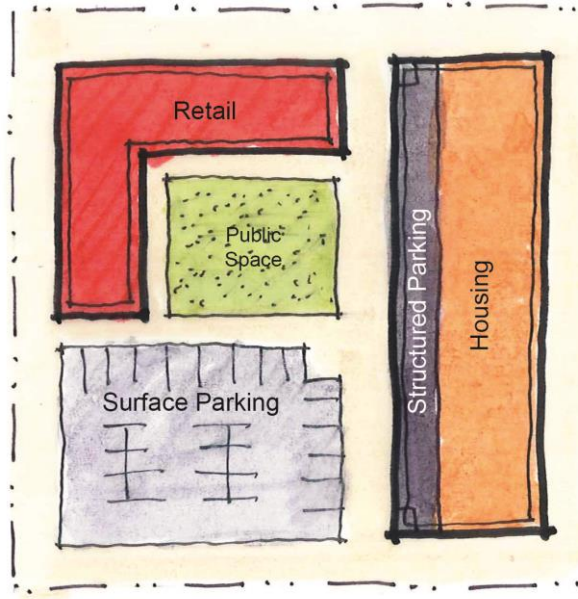


Activity Center Alternatives

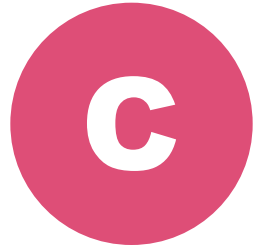
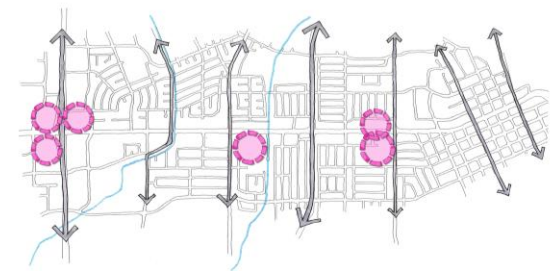


B

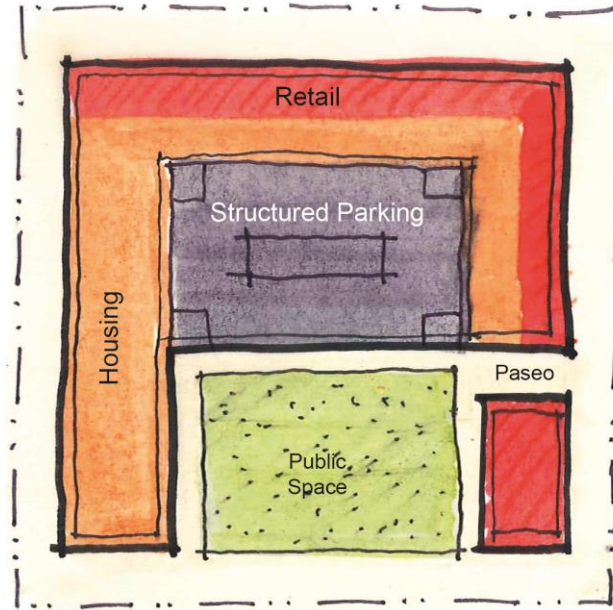
- Retail (1-story or ground floor)
- 4-5-story multifamily housing (retail optional)
- Less surface parking
- Some public space



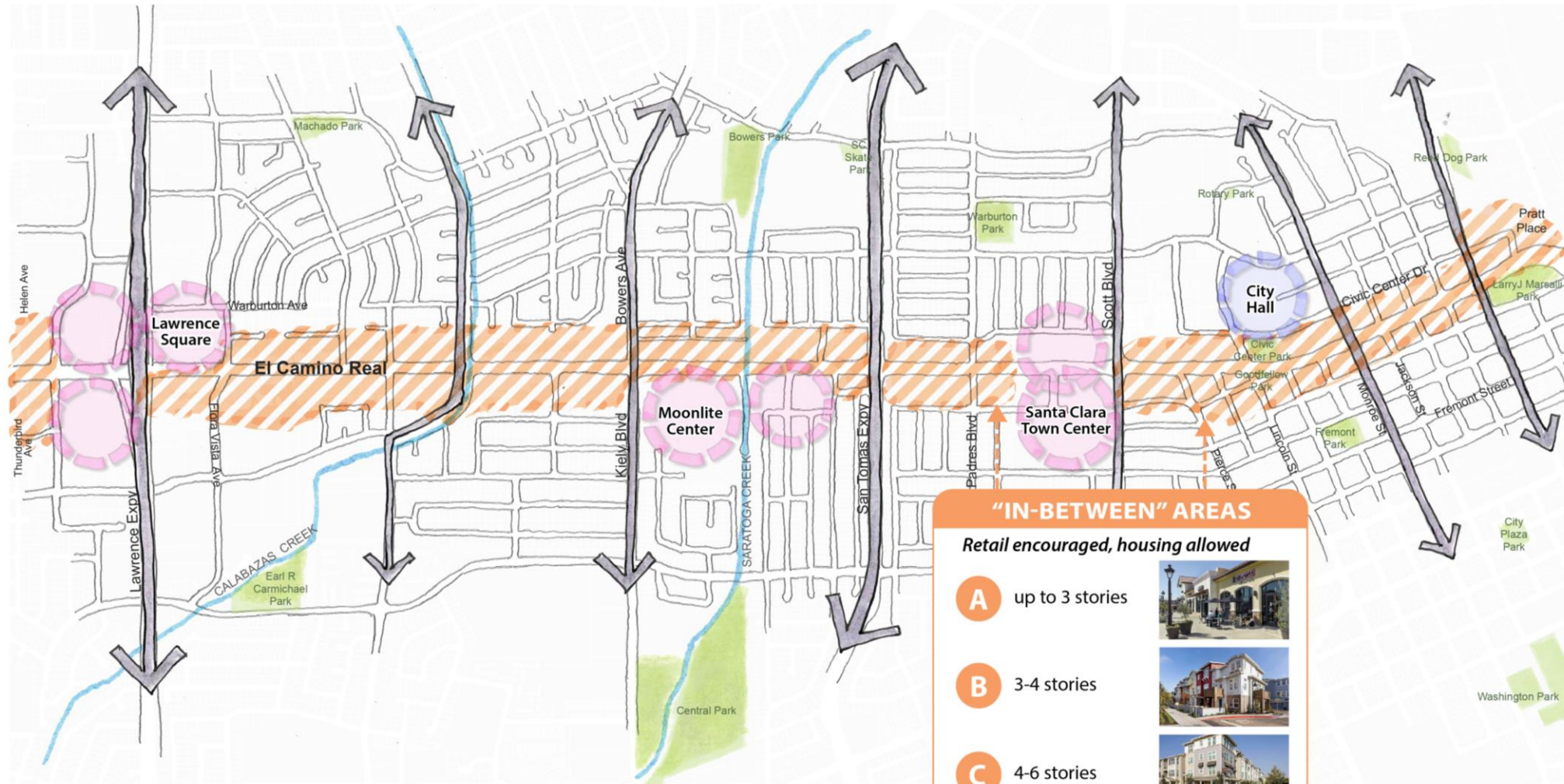
Activity Center Alternatives



- Retail (1-story or ground floor)
- 5-7-story multifamily housing (retail optional)
- Structured parking, no surface parking
- More public space



Alternatives Framework

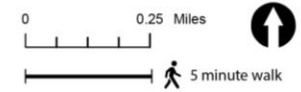


Legend

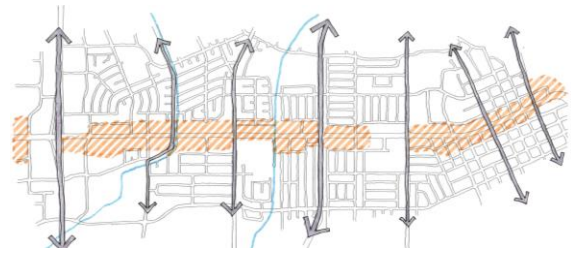
-  Civic Activity Center
-  Activity Center
-  "In-Between" Areas
-  Major Connections
-  Parcels
-  Creeks
-  Parks

"IN-BETWEEN" AREAS
Retail encouraged, housing allowed

- A** up to 3 stories 
- B** 3-4 stories 
- C** 4-6 stories 



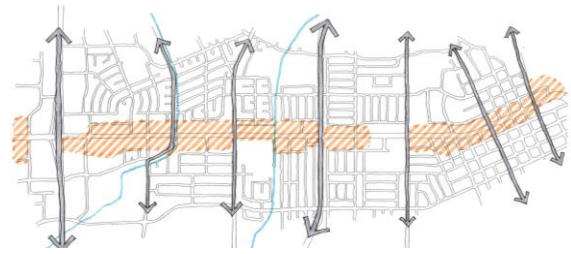
“In-Between Area” Alternatives



- Retail allowed & encouraged
- Housing up to 3 stories



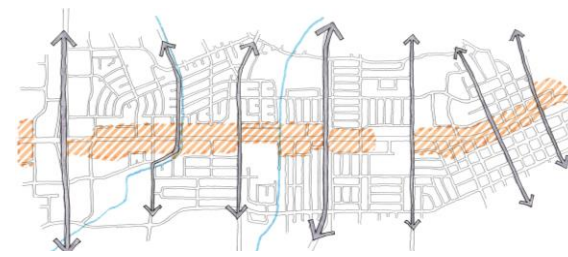
“In-Between Area” Alternatives



- Retail allowed & encouraged
- 3-4 story housing



“In-Between Area” Alternatives



- Retail allowed & encouraged
- 4-6 story housing



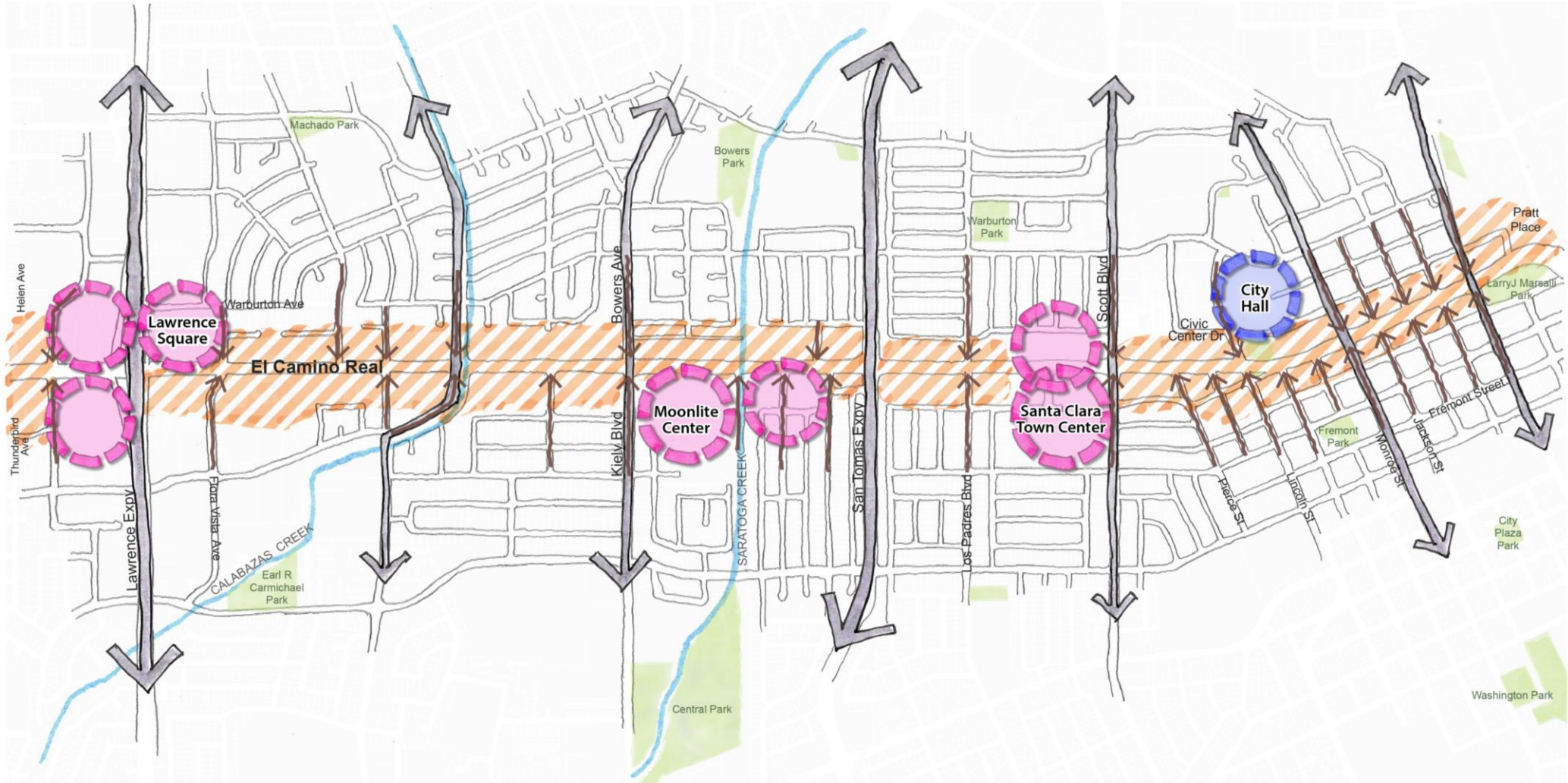
Transportation Alternatives



Goals and Tradeoffs

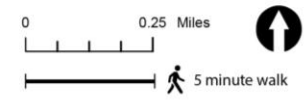
- Pedestrian connectivity & safety
- Safe routes to schools
- Bicycle facilities
- High-quality transit
- Vehicle circulation
- Parking
- Trees and landscaping

Alternatives Framework



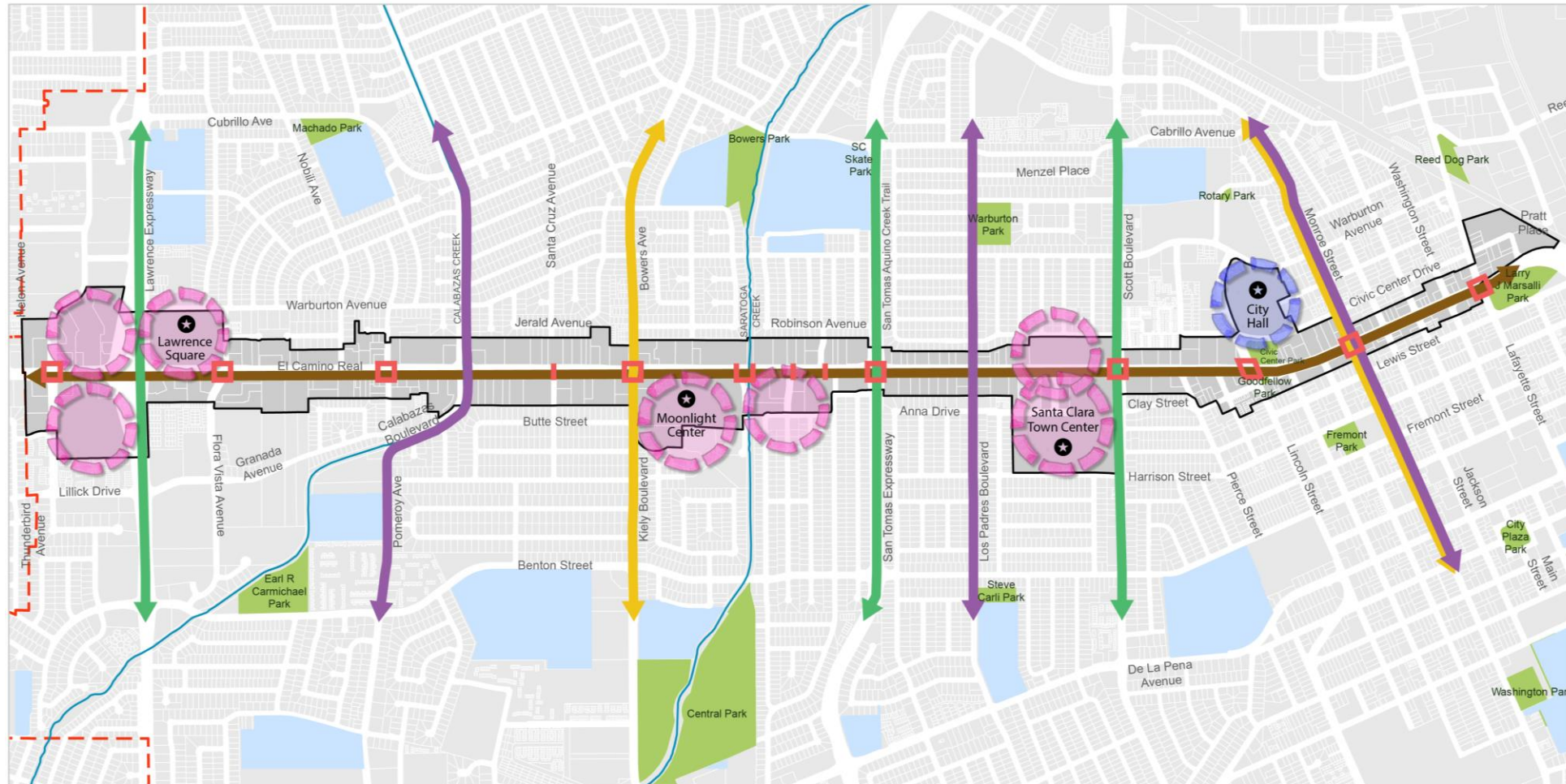
Legend

- | | | | | | |
|---|-----------------------|---|--------------------------|---|---------|
|  | Civic Activity Center |  | "In-Between" Areas |  | Parcels |
|  | Activity Center |  | Major Connections |  | Creeks |
| | |  | Neighborhood Connections |  | Parks |



Transportation network

Modal Access Priorities



Legend

- City Boundary
- Parcels
- Plan Boundary
- Parks
- Schools
- Creeks
- Landmarks
- Plan Parcels

Corridor Access by Mode

- ECR Multimodal Corridor
- Vehicle Access Corridor
- Transit Access Corridor
- Bike Access Corridor
- Priority Pedestrian Crossings

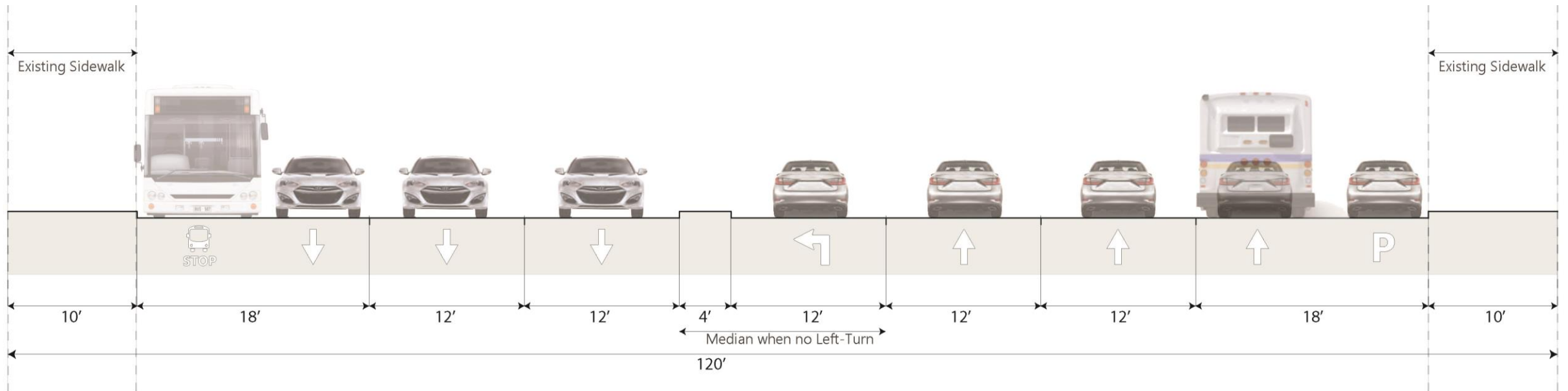
- Civic Activity Center
- Activity Center

0 0.125 0.25 0.5 Miles



ROW – Existing Conditions

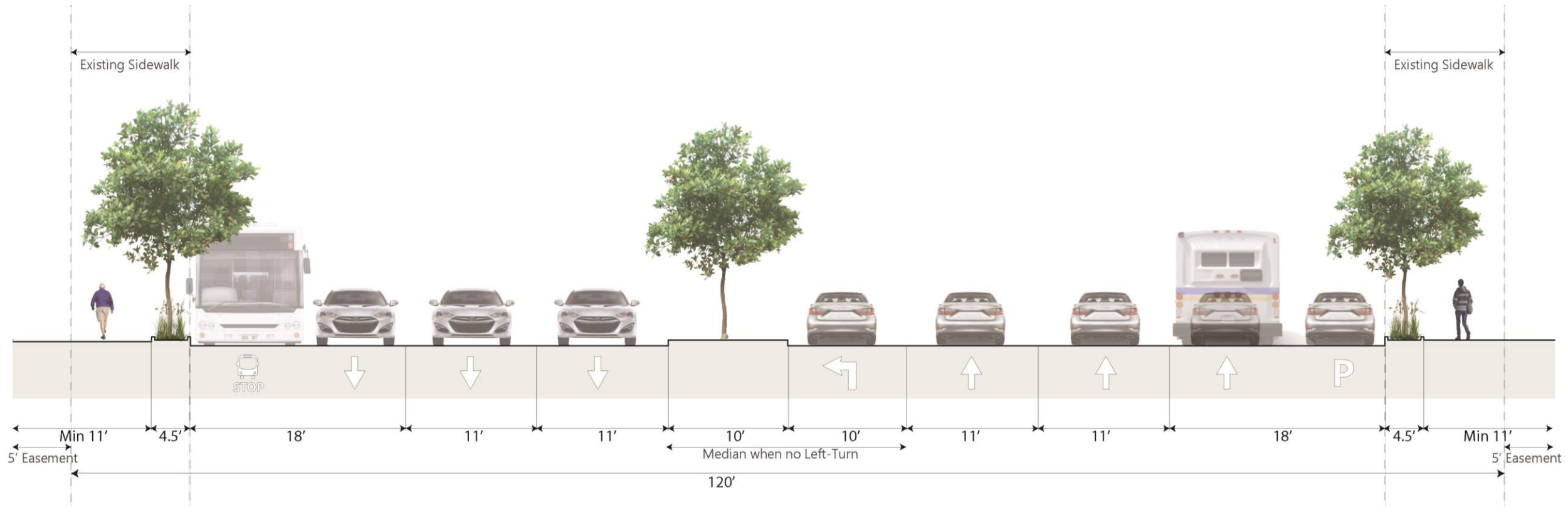
- 3 travel lanes with left-turn lane, on-street parking and bus boarding



ROW Alternatives

1

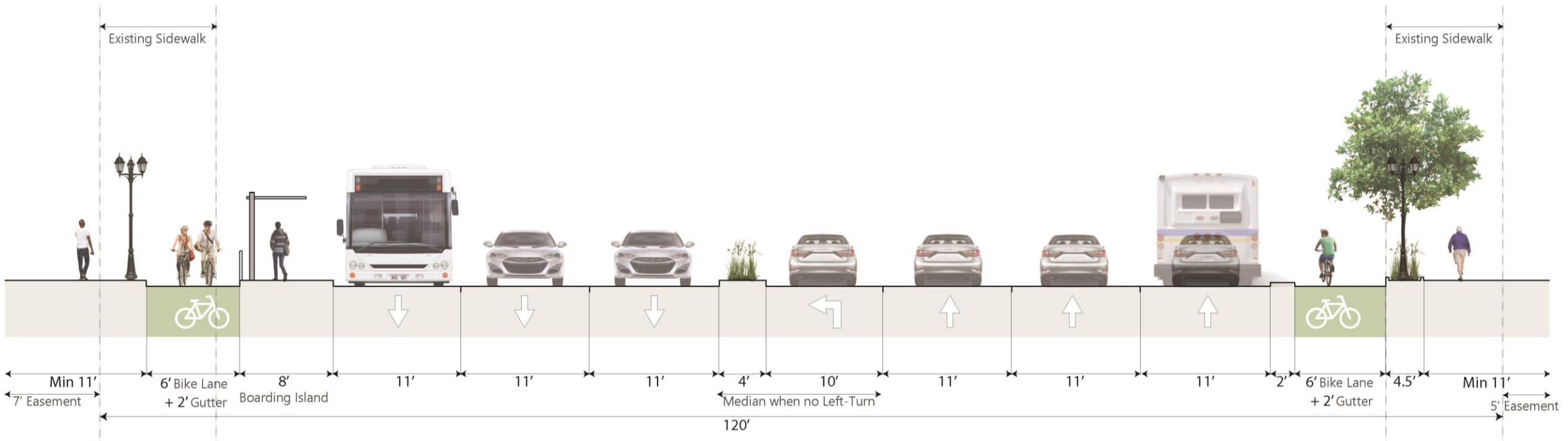
- Minor modifications: widen median, narrow traffic lanes, add landscaping, remove pork chop islands at intersections



ROW Alternatives

2A

- Remove on-street parking to accommodate buffered bike lane with bus boarding island

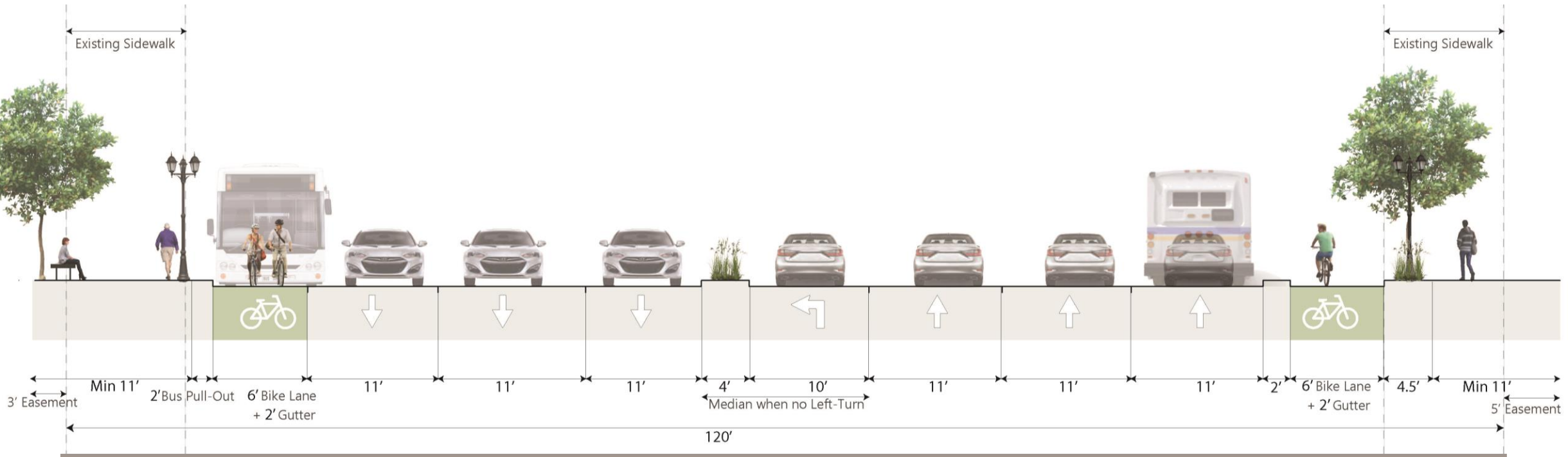


Due to the high frequency of transit services along El Camino Real, it is recommended to design the bike lanes passing behind bus boarding islands at bus stop locations to minimize the potential conflicts between cyclists and buses.

ROW Alternatives

2B

- Remove on-street parking to accommodate cycle track with bus bulb-out

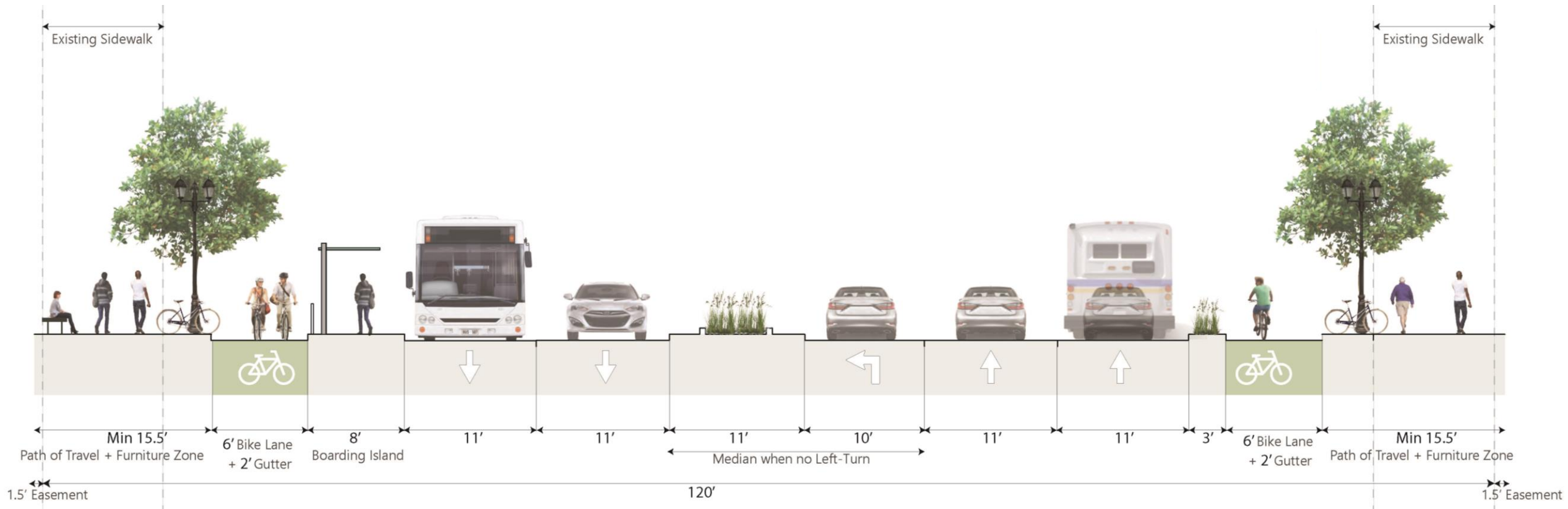


In this Scenario, 2 feet bus pull-out extension is proposed at bus stop locations. This scenario would not be as efficient as scenario 2-A in minimizing the conflicts between cyclists and buses at bus stop locations. However, it would preserve more space for sidewalks. At locations without bus stops, protected bike lanes are placed between sidewalk and the traffic lanes as it is shown on the left side of this cross section. In this scenario cars can pass buses stopping at bus stops to drop-off/pick-up passengers.

ROW Alternatives

3A

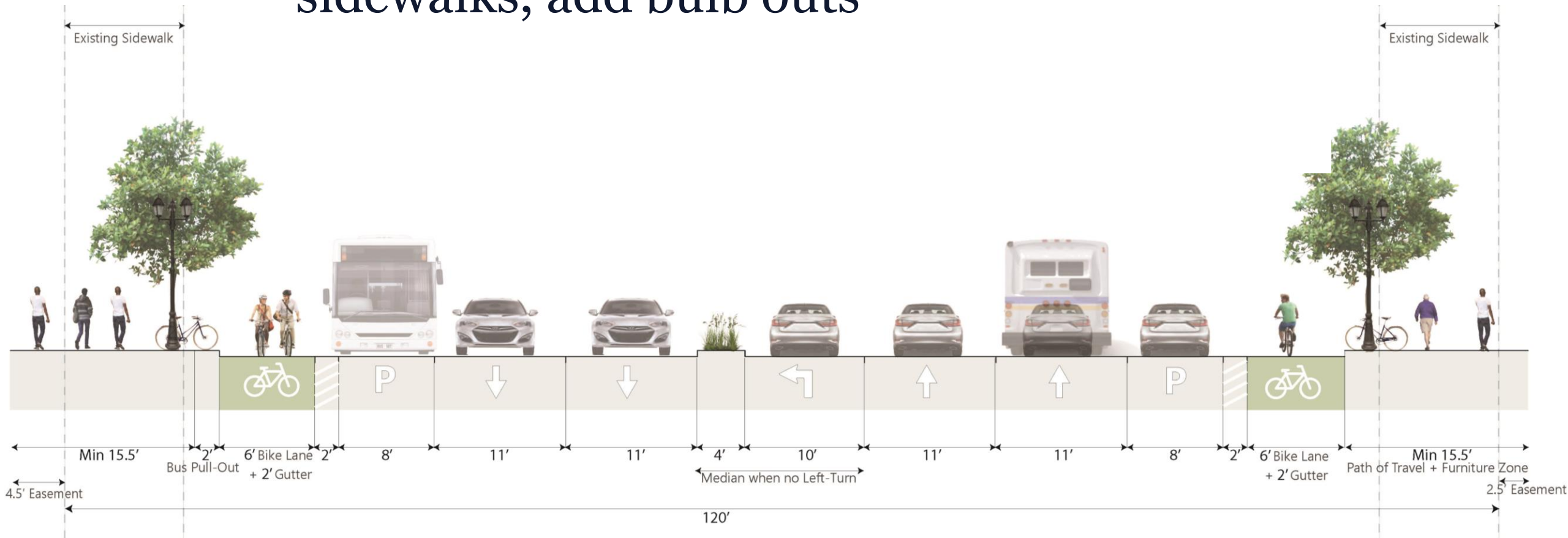
- Roadway reallocation: remove travel lane(s), widen center median and sidewalks, add bulb outs



ROW Alternatives

3B

- Roadway reallocation: remove travel lane(s), keep parking, add parking protected bike lane, widen sidewalks, add bulb outs

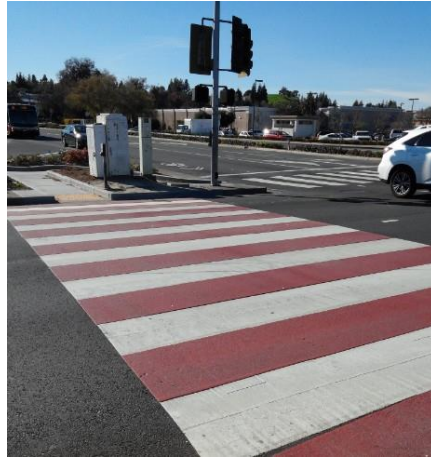


Pedestrian Crossing Treatment Options

- Priority pedestrian crossing treatments options



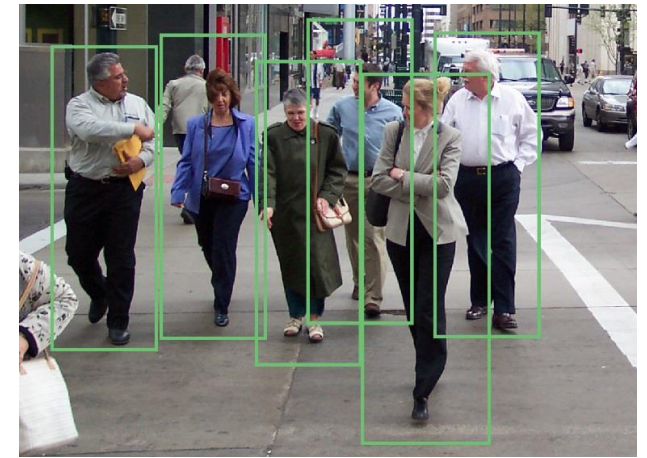
Bulb out



**High
Visibility
Crosswalk**



**Median Refuge
Island**



**Pedestrian
Detection**

Pedestrian Crossing Treatment Options

- Priority pedestrian crossing treatments options



Yield to Pedestrians



Leading Pedestrians Phase



Pedestrian Hybrid Beacon



No Right-Turn on Red

Bicycle Treatment Options

- Potential bicycle treatment options along the corridor and/or at key intersections



**Buffered
Bike Lane**



**Protected Bike
Lane (Class IV)**



**Bike Lane Next
to Right-turn
Lane**

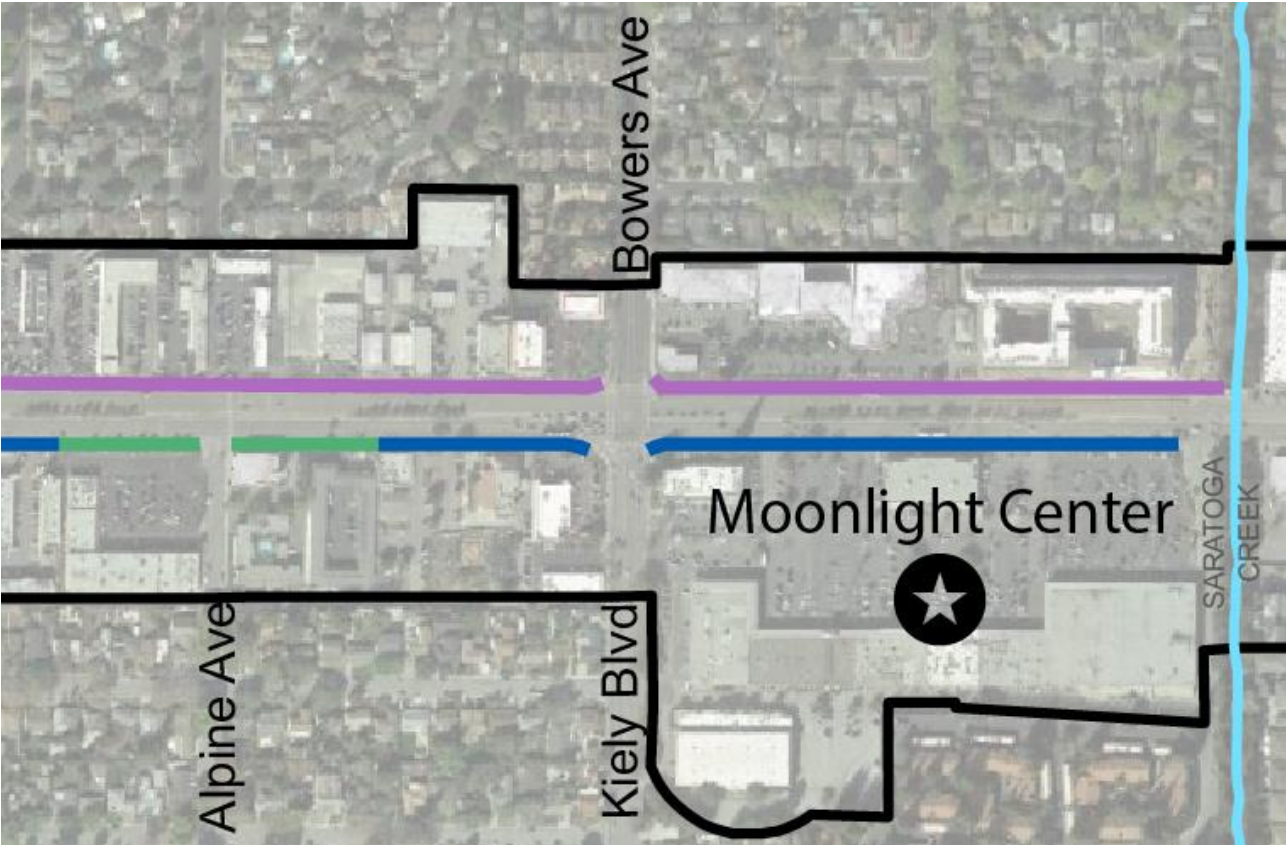





**Marked
Crosswalk with
Separate Cyclist
Area**

Streetscape Alternatives



Utility Constraints



-  Electrical lines at back of walk - potential for trees from face of curb approx 3 ft back
-  Electrical lines at back of walk & storm drain under gutter potential for trees from face of curb approx 3 ft back, no more than 4 ft deep
-  Multiple utility conflicts no trees within curb area

Streetscape Alternatives



Trees on sidewalk



Trees on sidewalk – no more than 4' deep



Utility conflicts – trees must be in street



Lighting



- Potential to add pedestrian-oriented lamps on existing light poles, particularly at activity centers

Existing lighting along ECR



Open House



Activity Stations

- **Draft Desired Outcomes**
- **Land Use Framework & Alternatives**
- **Neighborhood Transitions**
- **Transportation Network**
- **Transportation Alternatives**
- **Potential Improvements to Streets & Crossings**
- **Streetscape & Lighting**

Instructions for each station

-  Review the informational boards to understand the big picture
-  Next, read the instructions for the activity and share your input using sticky dots and/or written comments

***Note:** After 45 minutes, we will break for 5 minutes to allow participants to comment on what they have been seeing at the stations and any other thoughts they would like to share with the larger group.*

Stay involved!



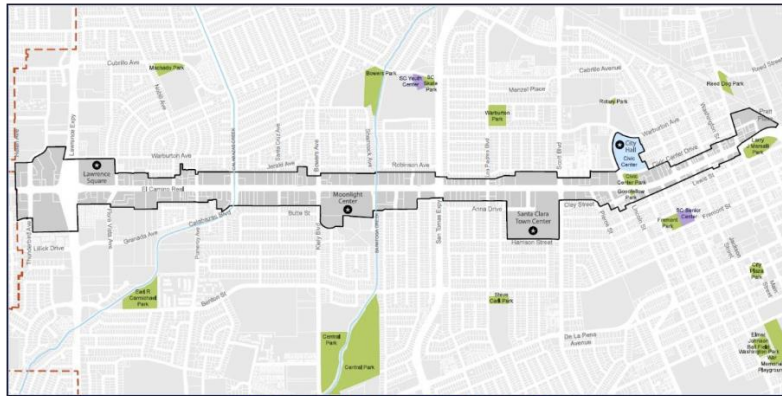
- Community Development
 - Building Division
 - Housing & Community Services Division
 - Planning Division
 - Permit Application Process
 - Development Activity
 - General Plan and Specific Plans
 - El Camino Real**
 - Lawrence Station
 - Tasman East
 - Climate Action Plan
 - Planning City Council Policies
 - Zoning
 - MAP Santa Clara
 - FAQs
 - How Are We Doing?
 - Architectural Review
 - Environmental Review/CEQA
 - Planning Community Meetings

Government » Departments » Community Development » Planning Division » General Plan and Specific Plans

El Camino Real Specific Plan

Font Size: + - + Share & Bookmark Feedback Print

The El Camino Real is the City's most visible and identifiable commercial corridor. The City's General Plan vision for El Camino Real is to transform the Focus Area from a series of automobile-oriented strip malls to a tree-lined, pedestrian and transit-oriented corridor with a mix of residential and retail uses.



(El Camino Real Specific Plan Boundary Map)

The City has been working with chosen consultant, Raimi and Associates, to develop a comprehensive Community Involvement Strategy to engage citizen and stakeholder participation through the Specific Plan process. As part of this engagement strategy, outlined below are engagement activities that are planned for the next few months.

Go to the website for more information and to stay involved!

www.santaclaraca.gov/ecr

Project Contact:

Lesley Xavier, Project Manager

408.615.2484

lxavier@santaclaraca.gov