



City of Santa Clara

The Center of What's Possible

EL CAMINO REAL SPECIFIC PLAN Community Advisory Committee

Meeting #4 Summary

*Santa Clara City Hall, Council Chambers
1500 Warburton Avenue, Santa Clara, CA 95050
December 17, 2018 | 5:30 pm – 7:30 pm*

Meeting Objectives

Review and discuss right-of-way alternatives and the draft land use plan.

Meeting Summary

Right-of-Way Alternatives:

- How will we remove the on-street parking?
- Refer to BRT study that may have included data on removal of on-street parking.
- Show examples of where it was removed – Redwood City/Sunnyvale
- Why was 3A and 3B removed?
- What is the bicycle master plan and how will it connect to ECR?
- Can we keep on-street parking at nodes?
- Where can we eliminate on-street parking?
- What percentage of ECR is being utilized by on-street parking? 10%-15%
- Is the raw data on the parking utilization study available?
- Let City Council know that the group forward 3A, but most of members were glad that this lane removal option was gone.
- The first CAC meeting discussed the vision of lane removal in the future. Add lane removal for a boulder vision in 15-20 years out.
- Balance what we need today, as opposed to 20 years from now. Design parking spaces to be convertible to a different use when not needed.
- ECR needs to change in character to not be a thoroughfare.

- New develop should be more walkable.
- More bike share and scooters will encourage people to use bike lane.
- Opportunities for north and south bicycle connection to ECR.
- Bike lane would bring vibrancy.
- Concerned about a narrow median. Staff clarified that the median is only narrow at left turn intersection.
- With multiple activity centers, walking/biking to each one is not that far.
- Keep trees in center median.
- Consider two-ways bike lane on one side of ECR like San Tomas Expressway. – Might save space
- Walkable/vibrancy – will people want to walk on a large sidewalk? Blending life with concrete by adding benches and public art.
- Why are we changing the state highway?
- Consider transition to and from our neighboring cities – SJ and Sunnyvale.
- Communicate the vision as this is the first step in a longer process.
- Agree that we should have the bike lane
- Keep all travel lanes – if the plan is to change it then it should be a highway
- ZA is without 3A/3B being an option.
- None of the option represent our vision – not everyone agreed about the lane removal or more intense development.

Draft Land Use Plan:

- Mariani should not be part of the activity center with a Regional Commercial designation. It should be lower density because it has negative impact on neighbor. It should be like the target area and be developed as commercial. Concerns are on traffic and parking in adjacent neighborhood.
- Transition should push taller height towards ECR.
- Concerned about source of inputs.
- Not enough information – need numbers of units projection for the proposed plan.
- Provide opportunity for the site – knowing that the community will cut it down to a lower intensity.
- Mariani is infill – not self-contained sites will impact single-family homes.
- This site is not the place for big projects.
- Vision is to create a vibrant ECR with new commercial, but you'll need more people close by to support it.
- We need to make a commitment to provide housing in Santa Clara for those who come here every day. It can't just all go in the north of the city. What is our obligation to the future of the city? We created jobs, but no places for employees to live and walk to services and/or transit.
- Affordable housing is needed and density is profitable. – plan should require 20% affordable or require lower affordability ELI, LI – not just moderate.

- Can't reduce density and increase affordable housing
- Include more commercial in between nodes.

Public Comment:

- Signal phasing – let pedestrian go first
- Signal buttons will still be on sidewalk.
- Where do emergency vehicles go with a protected bike lane?
- Online survey did not have an option for none of the above.
- VTA – land use team – look at ridership of buses on ECR. BART will play into this plan – population will increase. 40,000 people commute into Santa Clara to work.
- Mariani will be an activity center with 2 new hotels/restaurant. We need 6 stories for the hotel.
- What about shuttle busses – provision for tram to pick up on ECR. Why do they stop on site streets?
- MDR – should have a height of 1-2 stories consistent with adjacent neighborhood.

Following the public comment period, the CAC voted on retaining the Regional Commercial land use designation with the vote of 4 to 2 and 3 abstained. The CAC also voted for the Right-of-Way alternatives with no vote for option 1, 8 votes for option 2A, and no votes for option 2B. If 3A is brought back, three members would support it.