

El Camino Real Specific Plan

Open House Workshop – September 30, 2020

Virtual Meeting Instructions

- The meeting will be recorded so you must choose 'continue' to accept and stay in the meeting.
- If there is an option to change the phone number to your name when you enter the meeting, please do so.
- Use the **Chat** window if you have technical difficulties, or to make *comments*
- Use the **Q&A** function/window to ask **questions** throughout the meeting – we will try to provide a written or verbal response to all questions

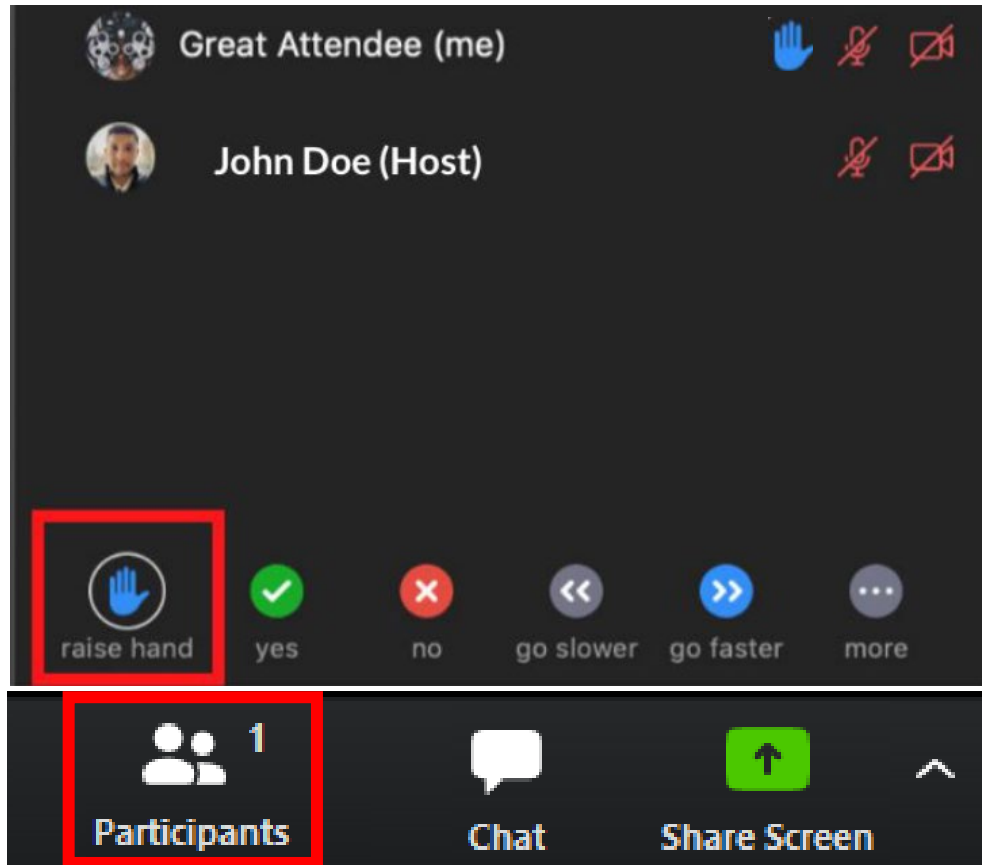
Virtual Meeting Instructions

Q&A Instructions

- Use the raise your hand feature in Zoom if you would like to speak and lower when finished speaking. Press *9 to raise your hand if you are calling in by phone only.
- Mute all other audio before speaking. Using multiple devices can cause an audio feedback.
- Identify yourself by name before speaking.
- Unmute when called on to speak and mute when done speaking. If there is background noise coming from a participant, they will be muted by the host. Press *6 if you are participating by phone to unmute.
- You will also have the opportunity to provide additional written comments after the workshop through the **online survey**

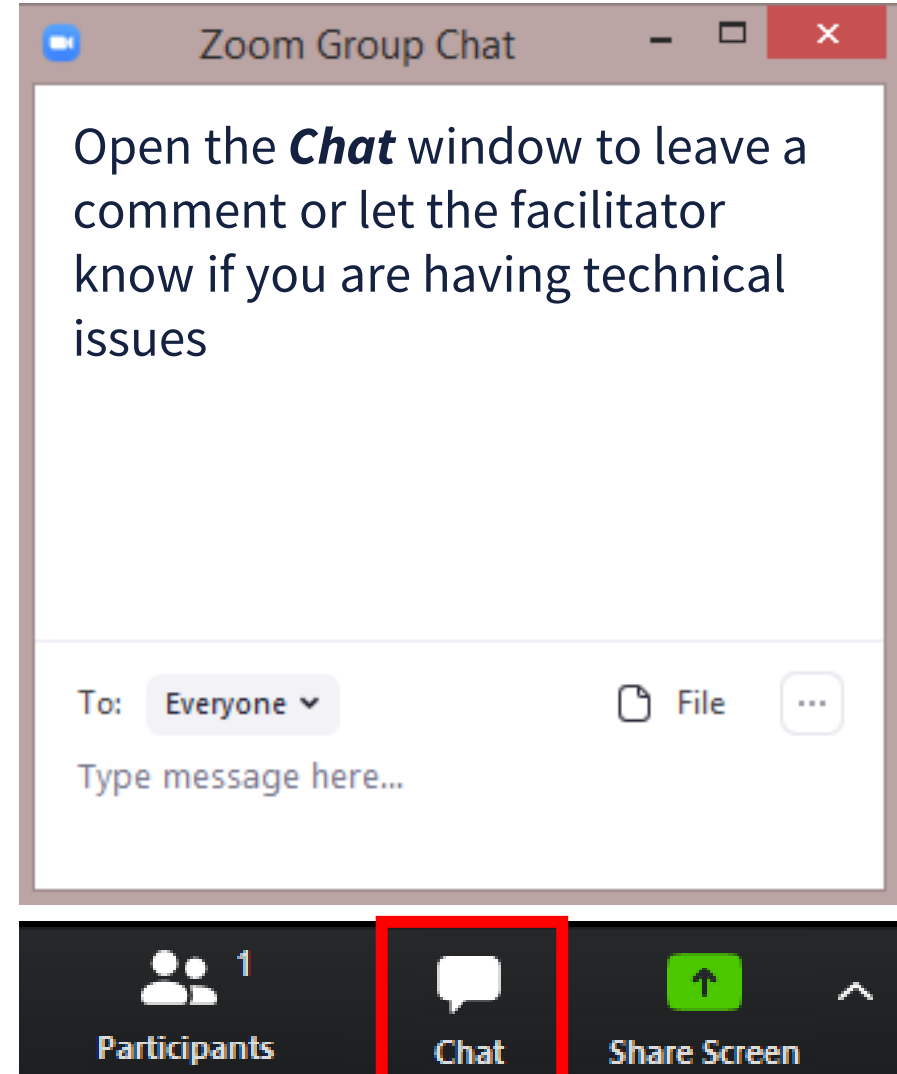
Virtual Meeting Instructions

Q&A - RAISE HAND TOOL



For **QUESTIONS** please open the *Participants* window and select the *Raise Hand* tool at the bottom of the window. If calling in by phone please *Dial *9*

CHAT FUNCTION



agenda

5:30 – 6:00PM **Presentation**

1. Project Overview
2. Community input to date
3. Key elements of the Specific Plan
4. Next steps

6:00 – 7:00PM **Q&A Session**

7:00 **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

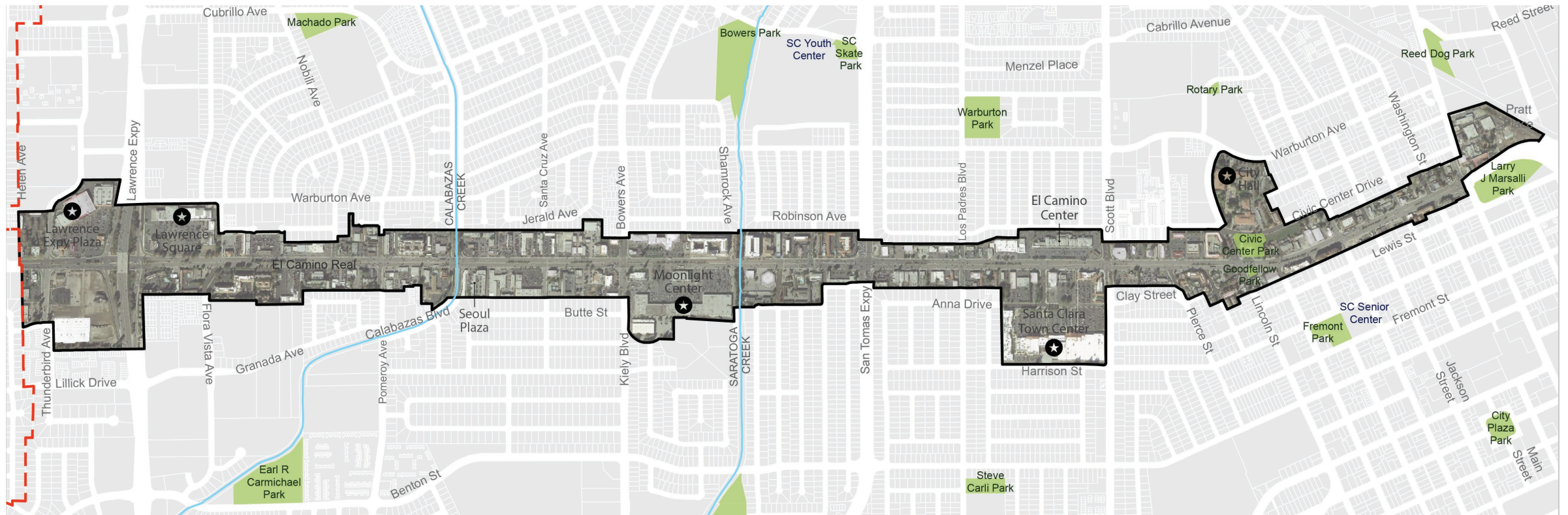
Project Background

- 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 Area

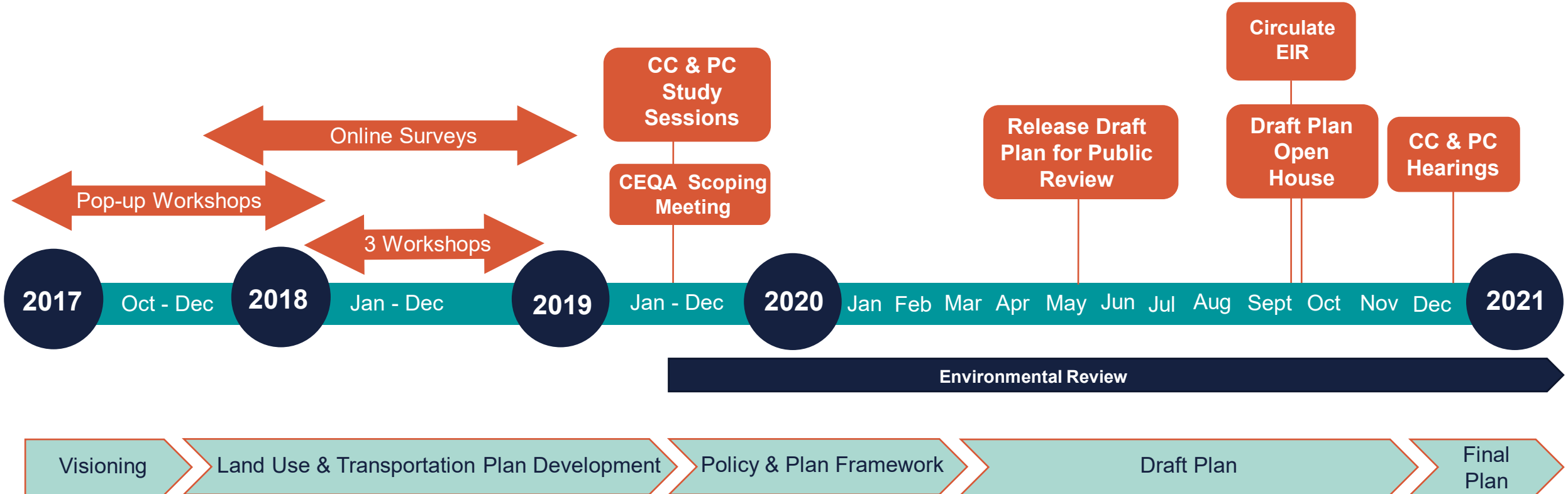
- 3.2 mile corridor from the western city limits to Lafayette St



Legend

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

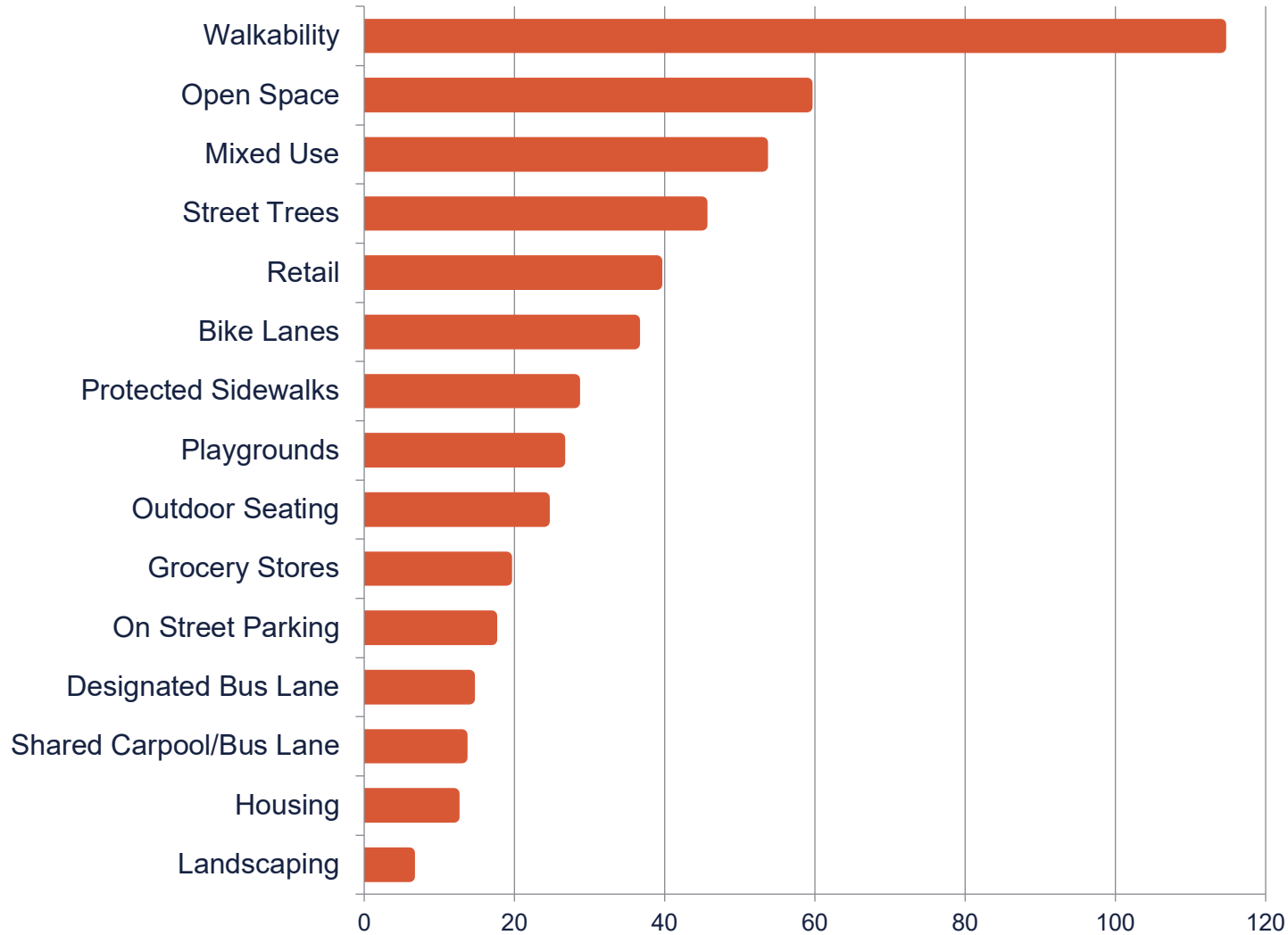
Project Timeline



Engagement & Community Input

Pop Up Event Results

What would you like to see along ECR?

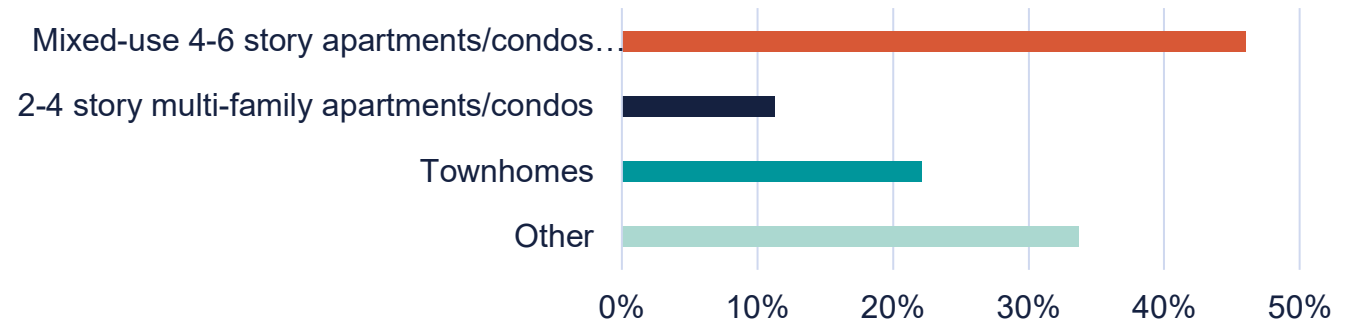


Online Survey Results

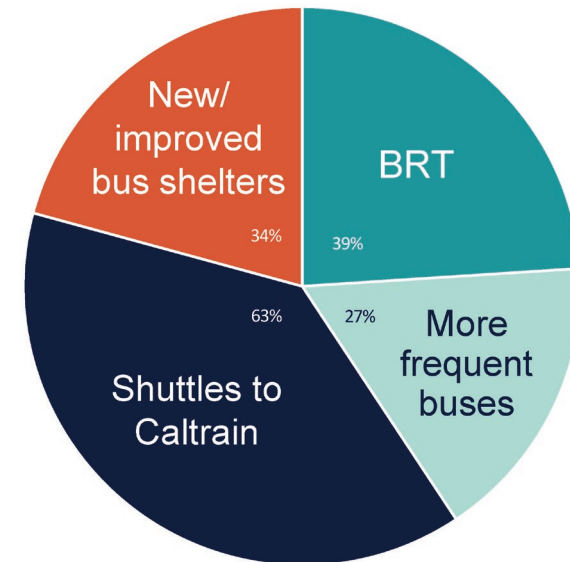
Top rated issues along ECR

- 1 Traffic congestion
- 2 Lack of street trees
- 3 Lack of parks, community centers, & open space

What type of housing is most appropriate along ECR?

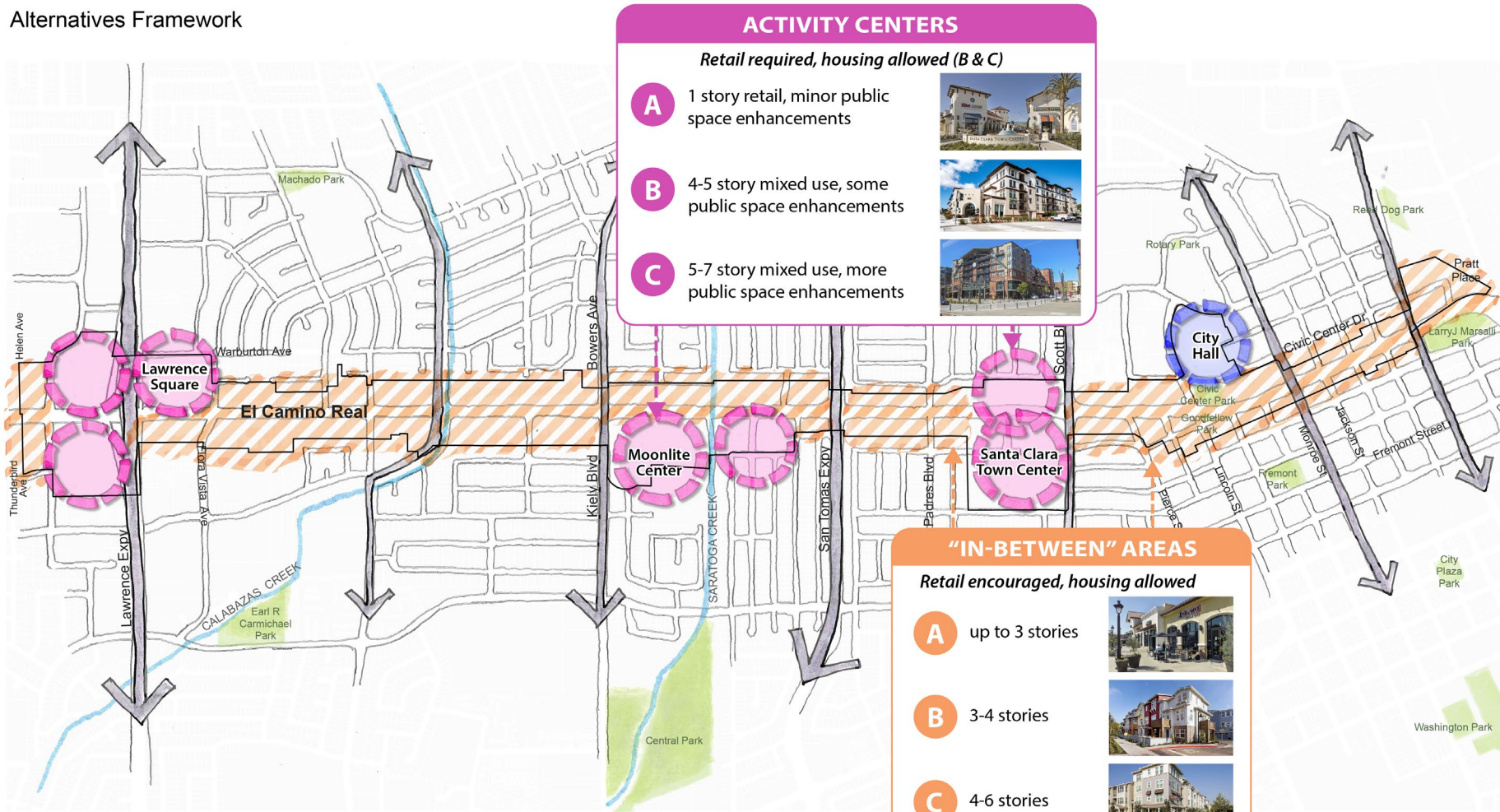


Top transit improvements



Workshop 2 - Alternatives

Alternatives Framework



ACTIVITY CENTERS

Retail required, housing allowed (B & C)

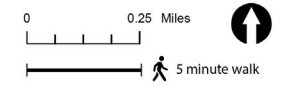
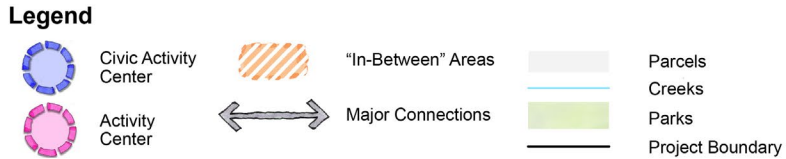
- A** 1 story retail, minor public space enhancements
- B** 4-5 story mixed use, some public space enhancements
- C** 5-7 story mixed use, more public space enhancements



"IN-BETWEEN" AREAS

Retail encouraged, housing allowed

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



TRANSPORTATION ALTERNATIVES

DIRECTIONS: Place ONE sticky dot next to your preferred street alternative for ECR.

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

Place sticky dot here
3 lanes on ECR side, 2 lanes on San Tomas traffic

Keep 3 lanes of traffic - Education
ECR has the worst bike/ped collision rates in our entire city. Strongly recommend - protected bike lane - remove bike/ped safety - remove underutilized on-street parking for improved usability

2A Removes on-street parking to accommodate a protected bike lane with bus boarding island

Place sticky dot here
Bike lane should not have bus stop. Buses can merge into the left turn lane and ahead of the light of the red to temporarily clear - +3
- I disagree, buses provide safety for all, in bus - remains - remove potential for ECR in the future - I agree +1

2B Remove on-street parking to accommodate a protected bike lane with bus pull-out

Bus lane should be for all public/private buses shuttles + car pool vehicles
- I agree! (use out 2 bike lanes) - bus lane is a safety conflict on a bike

3A Roadway reallocation A: remove travel lane(s), widen center median, widen sidewalks, add bulb outs

Place sticky dot here
Wider design not permit right turn bike collisions
Let bus lanes be bike lanes/shoulders

3B Roadway reallocation B: remove travel lane(s), keep on-street parking, widen sidewalks, add bulb outs

Place sticky dot here
AM 2:30pm
Wish - 10:00am
13:30 - 10:00am
@ 10:00/10:00

Workshop 1 - 3

Key Takeaways

Land Use & Character

- Encourage higher-intensity development at activity centers and lower intensity development in the “in-between” areas along the corridor
- Provide variety of housing choices for a mix of income levels
- Minimize traffic, parking, and privacy impacts on surrounding neighborhoods
- Create destinations
- Support existing retail uses along ECR and encourage higher quality retail and services
- Add parks and public spaces at activity centers

Transportation & Streetscape

- Improve bicycle and pedestrian safety through signal and crossing treatments
- Improve traffic flow and efficiency
- Improve access and connectivity to Santa Clara Transit Center and to/between surrounding neighborhoods
- Remove on street parking along ECR to accommodate protected bike lanes and bus boarding islands
- Widen sidewalks and add street trees
- Add pedestrian-scale lighting and street furnishings

Workshop 1 - 3
Key
Takeaways

Key Elements of the Plan





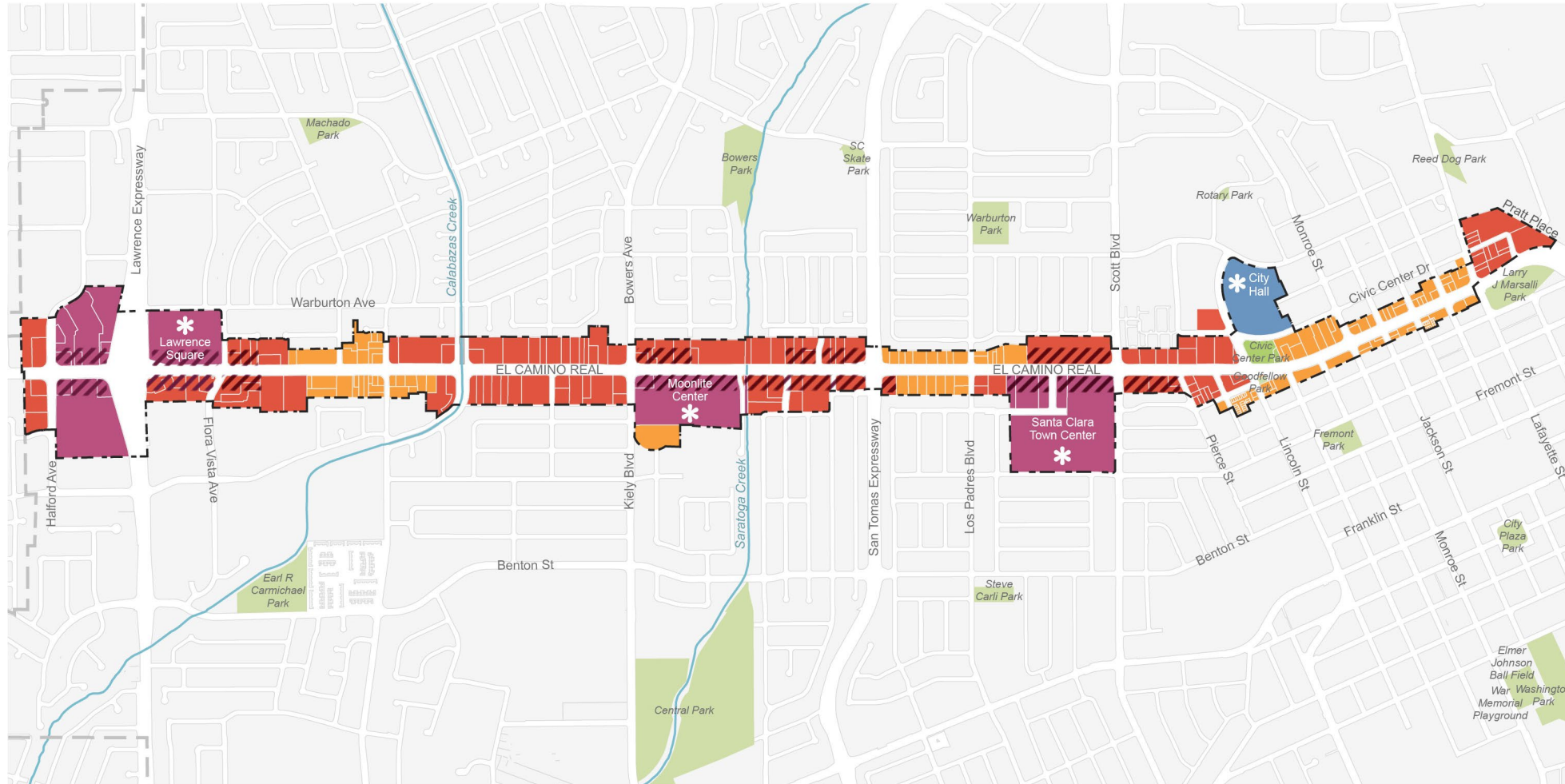
Desired Outcomes

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



land use & character areas

Land Use Plan



Legend

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

Land Use Designation

- Regional Commercial Mixed Use
- Corridor Mixed Use
- Corridor Residential
- Public/Quasi-Public

Commercial Overlay

- Ground Floor Commercial Required

0 0.125 0.25 0.5 Miles

5 minute walk



Regional Commercial Mixed Use

Residential Density: 55-100 dwelling units/acre

Min Commercial FAR: 0.2

Allowed Height: 5-6 stories

- Retail (1-story or ground floor)
- Ground floor commercial required along ECR
- Pedestrian-oriented frontages and facades
- 5-6-story multifamily housing
- Mostly structured parking
- Large publicly-accessible open space
- Significant public streetscape and pedestrian improvements





Activity Center Conceptual Diagrams

Moonlite Center

Corridor Mixed Use

Residential Density: 45-65 dwelling units/acre

Allowed Height: 4-5 stories

- Retail (1-story or ground floor)
- Commercial required in specific locations along ECR
- Medium-to-high density residential at smaller cross-streets
- Parking behind buildings, below-grade, or in structures
- Some shared open space



Corridor Residential

Residential Density: 16-45 dwelling units/acre

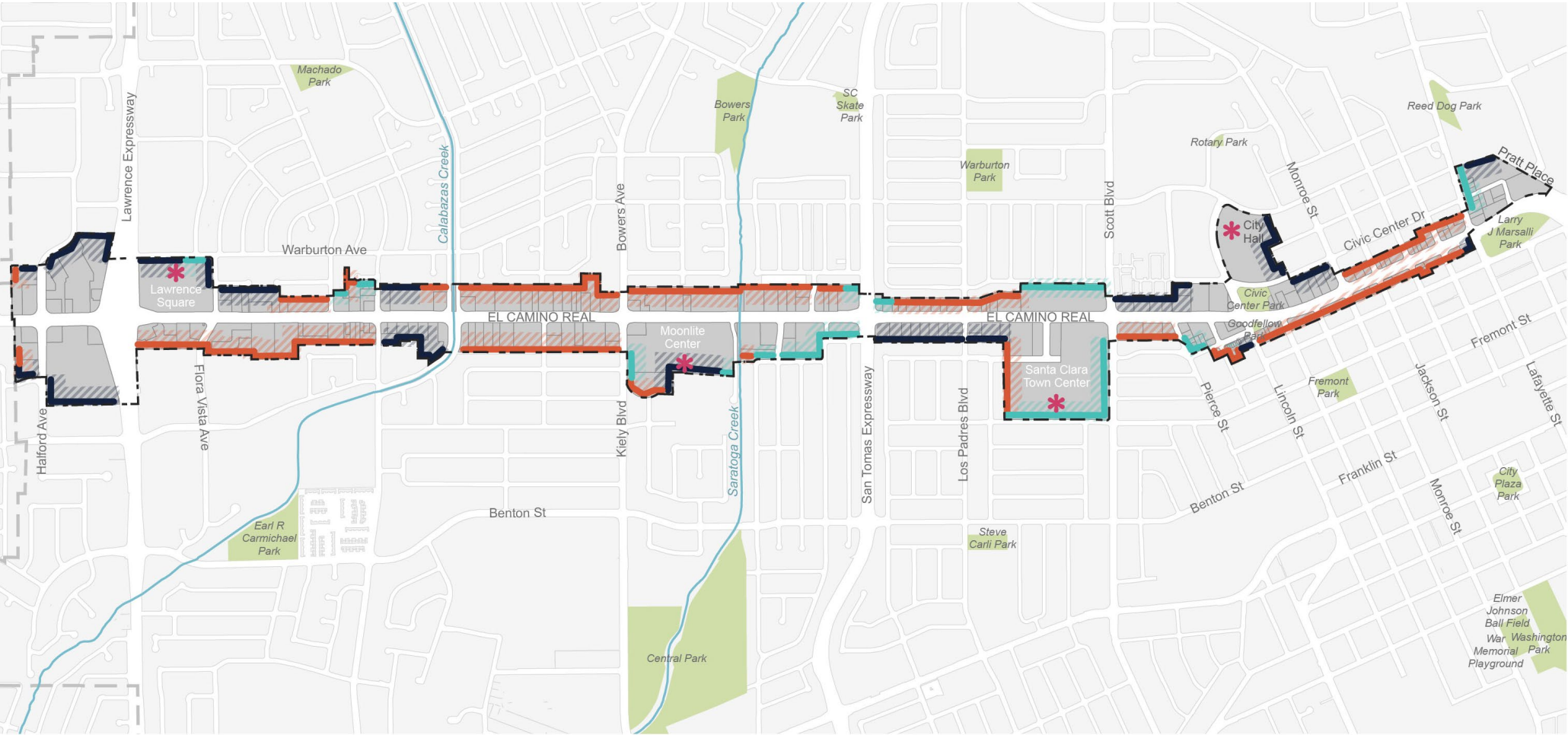
Allowed Height: 3-4 stories

- Low- to mid-rise residential building types (e.g. garden apartments, townhouses)
- Commercial ground floor uses allowed and encouraged, but not required
- Transition to single-family neighborhoods
- Applies to smaller parcels



neighborhood transitions

Neighborhood Transitions



Legend

- City Boundary
- Plan Boundary
- █ Plan Parcels
- █ 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

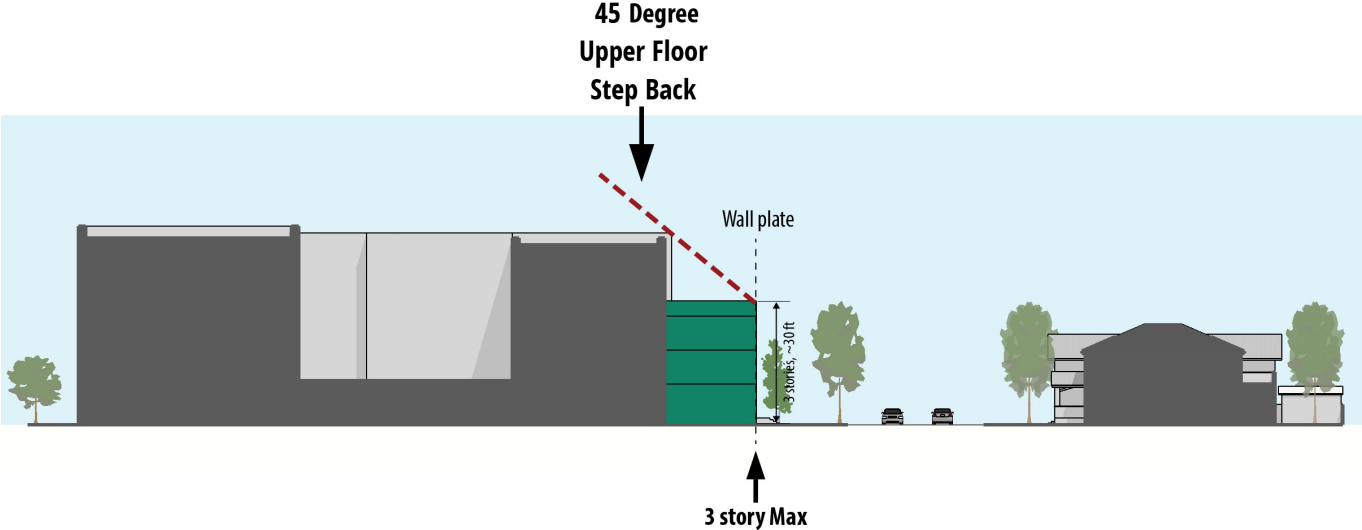
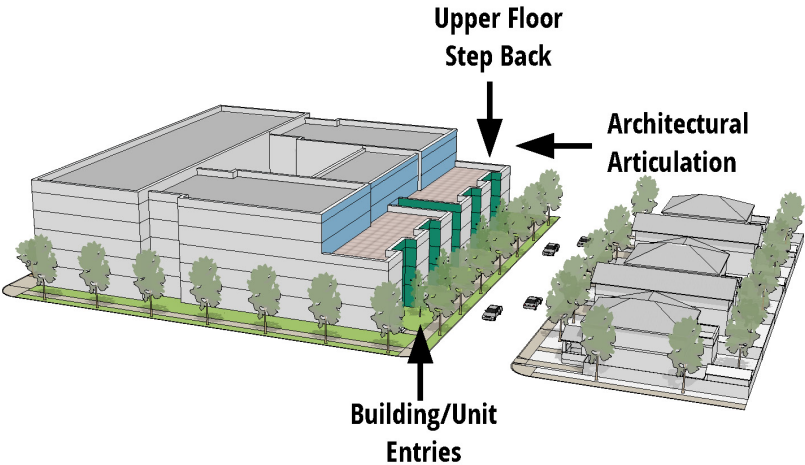
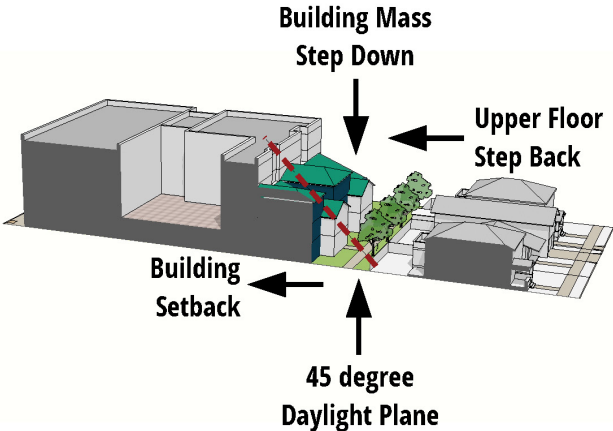
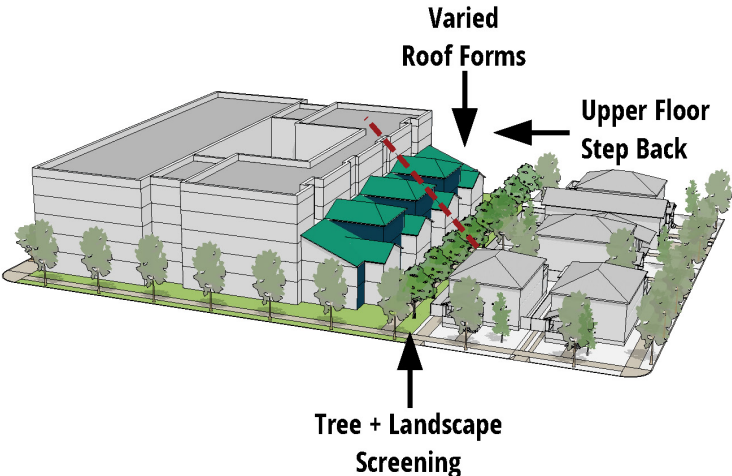


Neighborhood Transition Strategies

- 45-Degree Daylight Plane
- Increased building setbacks
- Upper-story step backs
- Architectural articulation
- Smaller scale/house-form building types and varied roof lines
- Orientating primary windows and balconies away from existing homes
- Landscape buffers

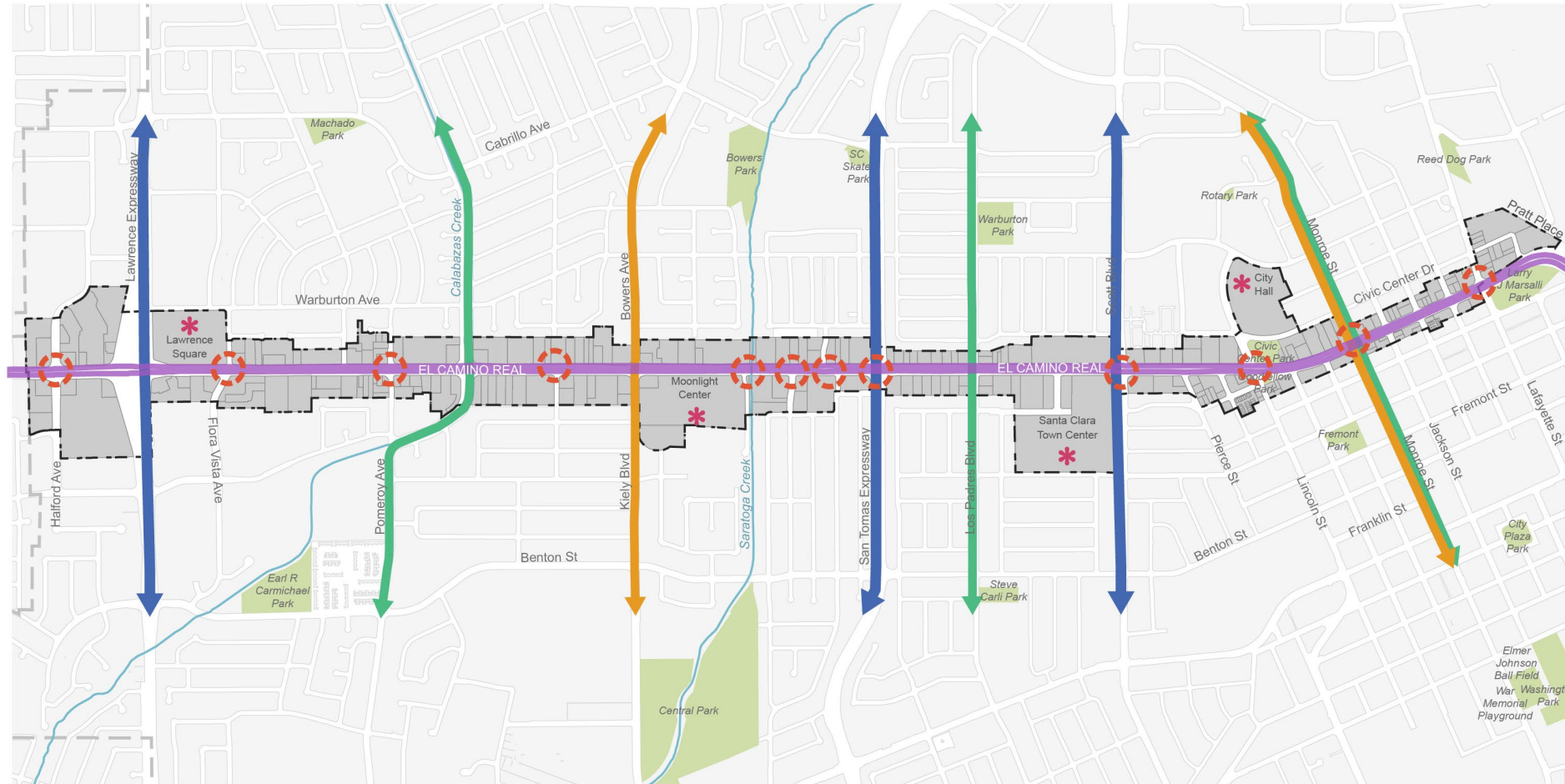


Neighborhood Transition Strategies



mobility framework & ROW concept

Mobility Framework

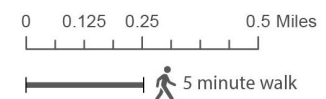


Legend

- City Boundary
- Plan Boundary
- Parcels
- Plan Parcels
- Parks
- Creeks
- Civic Center
- * Landmarks

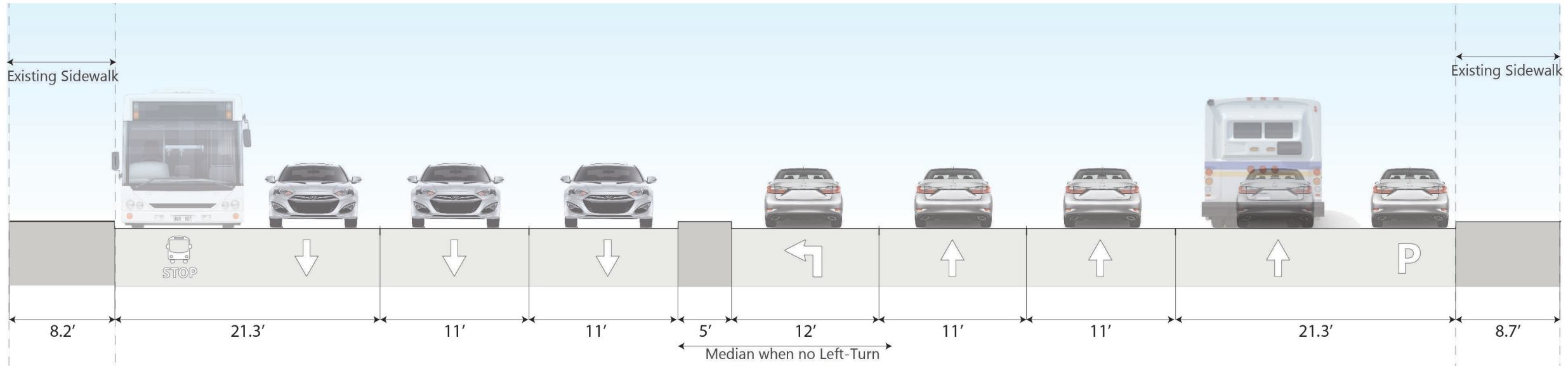
Modal Priority

- El Camino Real - Multimodal Complete Street
- Vehicle Priority Access Corridor
- Bicycle Priority Access Corridor
- Transit Priority Access Corridor
- Priority Pedestrian Crossing Improvement



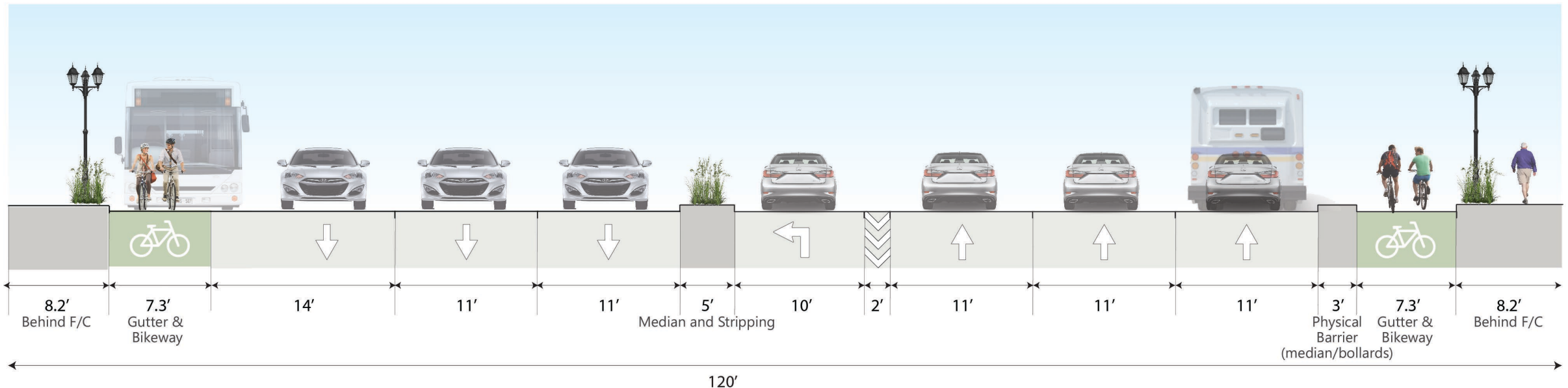
ROW – Existing Conditions

- 3 travel lanes with left-turn lane; on-street parking
- Sidewalk bus boarding
- Narrow sidewalks
- No bike facilities



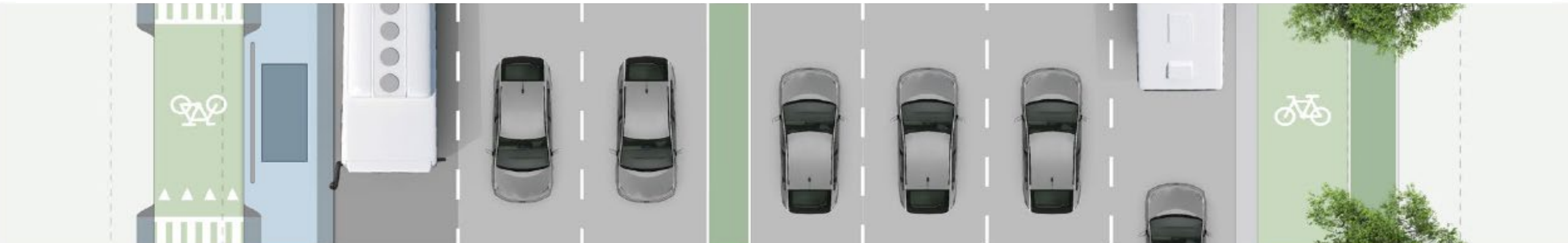
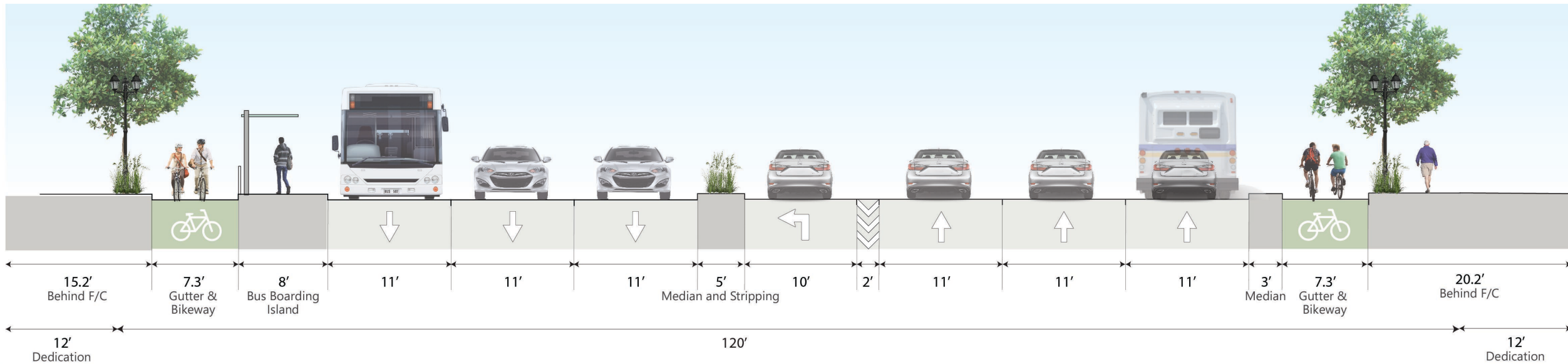
ROW Interim Concept

- **Remove** on-street parking to accommodate a protected bikeway (median or other physical barrier)
- Sidewalk bus boarding
- Wider sidewalks and street trees as parcels redevelop



ROW Final Concept

- **Remove** on-street parking to accommodate a cycle track and bus boarding islands; 20 ft sidewalks; street trees + furnishings





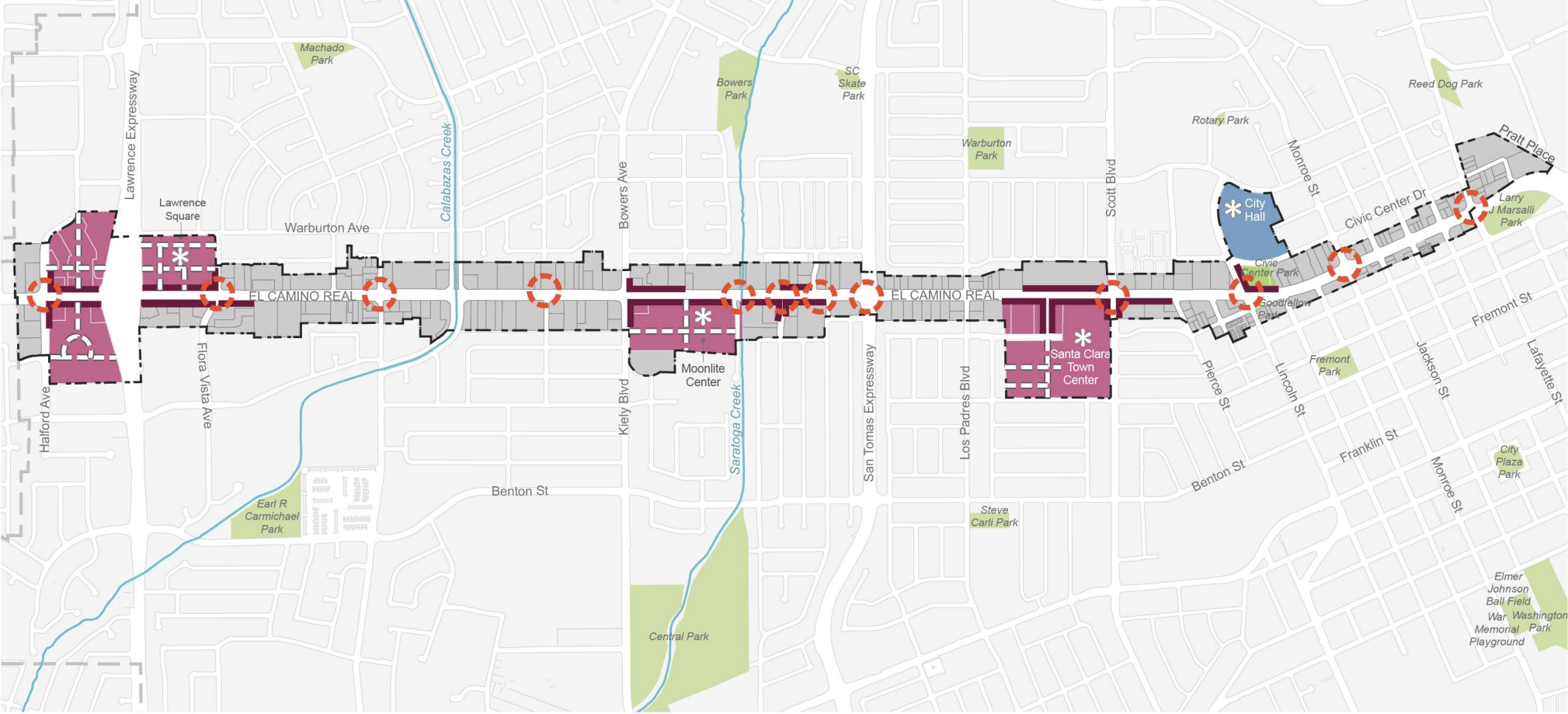
bus boarding island



cycle track

street & public realm improvements

Priority Pedestrian Improvements



Legend

- City Boundary
- - - Plan Boundary
- ▭ Parcels
- ✻ Landmarks
- ▭ Parks
- Creeks
- ▭ Commercial Activity Center
- ▭ Civic Activity Center
- Priority Pedestrian Areas
- Priority Pedestrian Crossing Improvement
- ==== New Street or Bike/Ped Connection (conceptual)

0 0.125 0.25 0.5 Miles





Bulb out



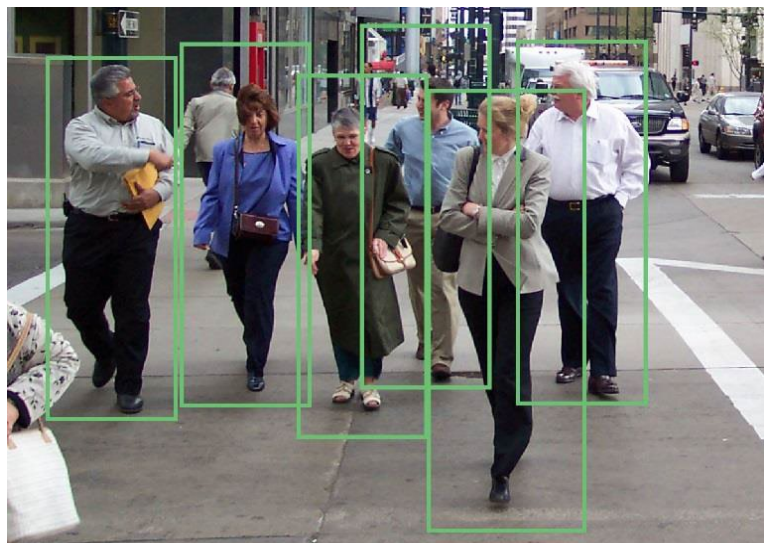
Median Refuge Island



Decorative/ High-Visibility Crosswalk



HAWK Signal

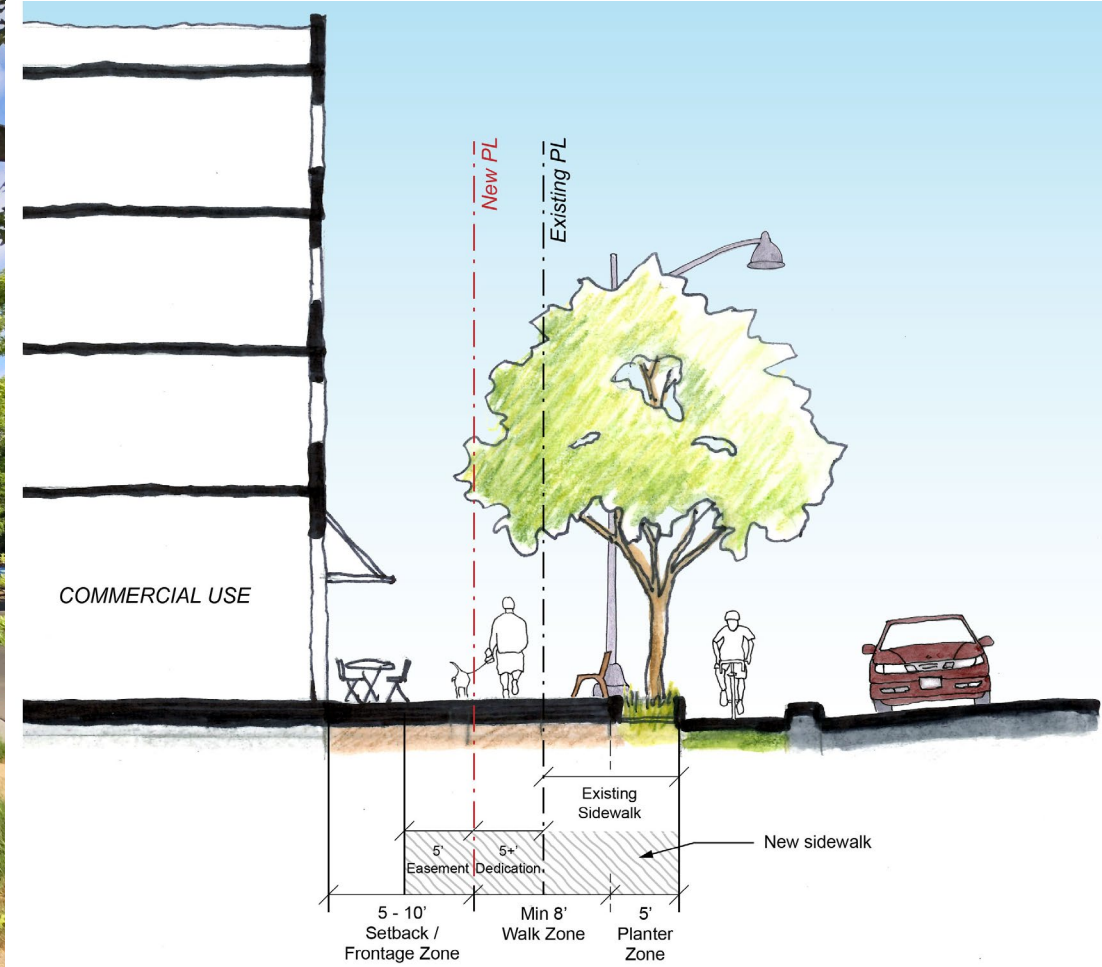


Pedestrian Detection

Signal & Crossing Treatments



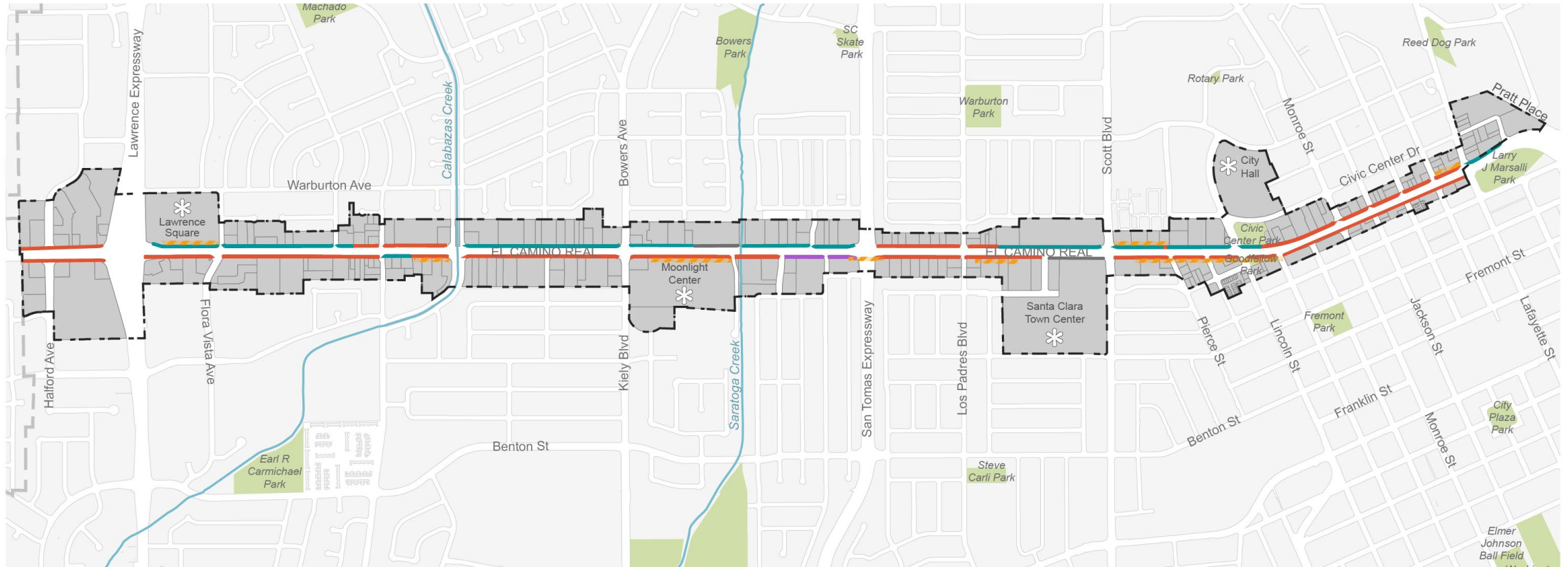
Existing conditions



Proposed Pedestrian Improvements

20 ft sidewalks, pedestrian-scale furnishings, planter strip & street trees

Utility Constraints



Legend

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

Utility Conditions

- Condition A:** Potential for trees/rain gardens from face of curb 3 ft back
- Condition A - Existing:** Planting strip with street trees recently installed
- Condition B:** Storm drain and sanitary sewer lines would need to be relocated in these locations for street trees and landscaping to be planted in planter zone from face of curb approximately 3 ft back
- Condition C:** Multiple utility conflicts - street trees/rain gardens not possible
- Potential locations for permeable paving

0 0.125 0.25 0.5 Miles

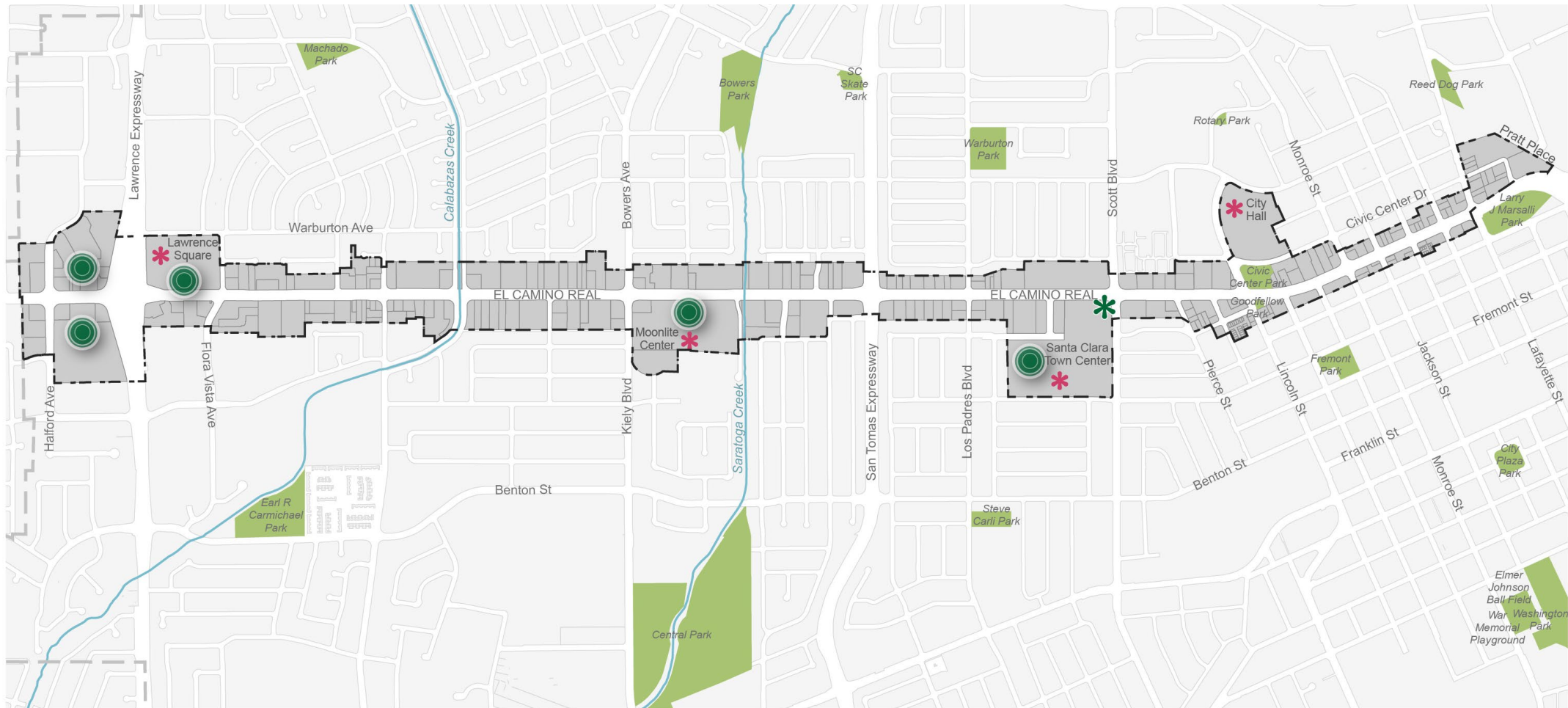


Street Trees, Landscaping, & Stormwater

- Planter strips with landscaping & street trees
- Above-ground planters in areas with utility conflicts
- Curb cuts and stormwater flow-through planters
- Landscaped medians/buffers
- Permeable paving
- Native/drought-tolerant landscaping



Open Space Framework



Legend

- City Boundary
- Plan Boundary
- Parcels
- ✱ Landmarks
- ✱ Existing Publicly Accessible Private Open Space
- Parks
- Conceptual Parks and Plazas
- Creeks

0 0.125 0.25 0.5 Miles

5 minute walk





publicly-accessible open space

Next Steps

- Public Draft EIR – Oct/Nov 2020
- PC/CC Sessions – Fall 2020
- PC/CC Adoption Hearings – Late Winter 2020/Early 2021
- Final Draft incorporating public comments – Winter 2020/Early 2021

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

www.santaclearaca.gov/lecr

Project Contact:

Lesley Xavier, Project Manager
408.615.2484

Q&A

