

## EL CAMINO REAL SPECIFIC PLAN

# WORKSHOP #2 SUMMARY

August 14, 2018, 6:00-8:00 pm

Santa Clara City Library, Redwood Room | 2635 Homestead Rd | Santa Clara, CA 95051

On Tuesday, August 14, 2018, the City of Santa Clara hosted a workshop to engage with community members about land use and transportation concepts for the El Camino Real corridor area. The workshop was held at the Central Library and took place from 6:00-8:00pm. The event was attended by approximately 65 community members and interested stakeholders.

After an introduction by Lesley Xavier, project manager from the City of Santa Clara, including background information regarding the Specific Plan process and a summary of the previous outreach conducted, the workshop commenced with a short presentation by Aaron Welch, project consultant with Raimi + Associates. Aaron described proposed concepts for neighborhood transitions, land uses, transportation, and streetscape improvements along El Camino Real. Aaron followed with some basic project information and instructions for each of the workshop stations, as well as the importance of community participation and collaboration in the process. Copies of the workshop presentation are available on the project website: [www.santaclaraca.gov/ecr](http://www.santaclaraca.gov/ecr)



## Workshop Stations/Exercises:

The workshop included 7 interactive stations:

- **Draft Desired Outcomes**
  - This station provided the draft guiding principles for the project and asked participants to comment on what they liked or disliked, and provide ideas for anything missing.
- **Neighborhood Transitions**
  - This station showed a large map identifying areas along the project boundary that were abutting to single-family residential parcels, across the street from single-family residential parcels, or abutting/across from multi-family residential. The board also provided diagrams to illustrate a proposed approach to neighborhood transitions for each of these conditions. Participants were asked if they “Agree” or “Disagree” with the approach, and prompted to provide additional comments.

- **Land Use Framework & Alternatives**
  - This station consisted of a large-format map of the alternatives framework, with detailed information and images to describe each land use alternative for Activity Centers and “In-Between” Areas. Using a dot-voting exercise, participants were able to identify their preferred alternative for each.
- **Transportation Network**
  - This station consisted of a large-format map of the proposed transportation network outlining modal priorities for key streets. Participants were asked to provide any comments they might have.
- **Transportation Alternatives**
  - This station provided cross-sections of proposed right-of-way (ROW) concepts for El Camino Real and asked participants to choose their preferred alternative using sticky dots.
- **Potential Improvements to Streets & Crossings**
  - This station displayed options for potential street and crossing treatments along El Camino Real and asked participants to provide their comments.
- **Streetscape & Lighting**
  - Participants were presented with a large-format map illustrating utility conditions along a segment of El Camino Real, with corresponding options for how to install street trees under each condition. It also showed existing lighting along El Camino Real, with a recommendation for how to add more pedestrian-oriented lights. Participants were asked to provide their comments on the approach for adding street trees and lighting along the corridor.

## Key Takeaways

In general, workshop participants were supportive of the following principles or ideas:

- Encourage higher-intensity development at activity centers and lower intensity development in the “in-between” areas along the corridor
- Promote affordable housing
- Incorporate neighborhood transition strategies to protect adjacent residential neighborhoods from the potential sunlight and privacy impacts of new development
- Support existing retail uses along ECR and encourage higher quality retail and services
- Remove travel lanes and on street parking along ECR to accommodate wider sidewalks and protected bike lanes
- Improve bicycle and pedestrian safety by adding high-visibility crosswalks, leading pedestrian phase signals, protected bike lanes, and other crossing treatments
- Improve traffic flow and efficiency
- Improve access and connectivity to the Santa Clara Transit Center
- Add street trees along the sidewalk and/or in the parking lane
- Add pedestrian-scale lighting

# Interactive Station Results

## Draft Desired Outcomes

Participants shared a number of comments on the draft desired outcomes, mainly related to housing and retail along the corridor.

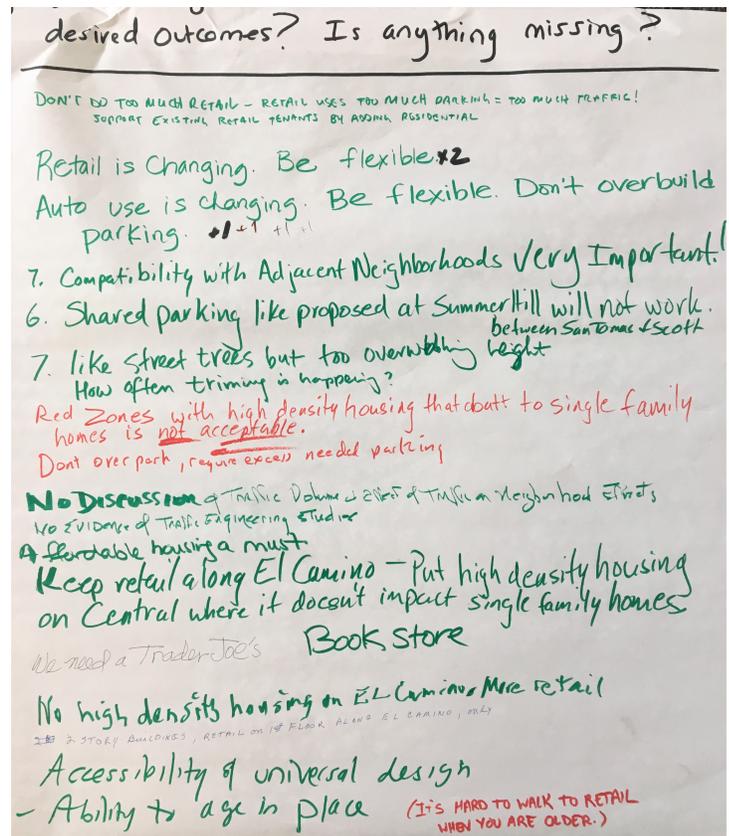
Participants were split, with many people wanting to limit high-density housing, and others wanting more high-density housing along ECR. Many participants also wanted to see continued retail uses along ECR with a focus on higher quality retail and services. Specific comments included the following:

### Housing:

- Need as much high-density living as possible
- More housing. Adjust allow more density to facilitate more affordable/microhousing
- More high-density housing with restaurants/coffee houses/pubs at street level with sidewalk seating
- Affordable housing a must
- Limit high-density housing
- Consider placing high density housing in concentrated locations so that El Camino does not become a “tunnel” that blocks out views/sunlight, etc. Keep open concept on El Camino Real. (*secondary comment: I second this*)
- No high-density housing on El Camino – more retail
- No more high-density housing = quality of life
- More open space, we have enough high-density housing
- #7: Compatibility with adjacent neighborhoods very important!
- Red zones with high density housing that abut to single family homes is not acceptable
- Ability to age in place (*secondary comment: It’s hard to walk to retail when you are older.*)
- #9 Diversity of Uses: Vertically too. A row of apartments is boring to walk past.

### Retail:

- 2-story buildings, retail on 1<sup>st</sup> floor along El Camino only
- Keep retail along El Camino – Put high density housing on Central where it doesn’t impact single family homes
- We need a Trader Joe’s
- Book store
- We need quality restaurants and services plus high density housing so people who work here can live here. Basic justice.
- This City needs “quality” design – and quality retail (I’m tired of leaving the city to go to a Trader Joes)
- The more housing – the more people – need more relevant retail



- Need retail but not necessary on every block
- Don't do too much retail – retail uses too much parking = too much traffic! Support existing retail tenants by adding residential.
- Retail is changing. Be flexible (*secondary comment: agree*)

### **Mobility:**

- Do not slow down car traffic with too many do-dads
- Auto use is changing. Be flexible. Don't overbuild parking (*secondary comments: agree X3*)
- #6: Shared parking like proposed at Summerhill project between San Tomas and Scott will not work
- Likes: focus on improved ped/bike access and safety (also need bike parking and lockers) (*secondary comments: agree; BikeLink.org*)
- #1, 3, 13: Calabazas and San Tomas trails intersect. Give people a reason to pause.
- Don't overpark, require excess needed parking
- No discussion of traffic volume and effect of traffic on neighborhood streets. No evidence of engineering studies.

### **Other:**

- #8 Local and Regional Destinations: Stevens Creek in Cupertino has some good examples of mixed-use/retail/restaurants working in a setting like this
- Include accessibility and universal design guidelines
- Make sure library services match housing
- Public art = public good
- Allow landscaping between street and sidewalk
- #7: Like street trees but too overwhelming height. How often is trimming happening?
- Concerned about how fragmenting this process is – lacks an overall design or theme or architecture type. Very chaotic – lacks integration.

## **Neighborhood Transitions**

There were many opposing viewpoints on neighborhood transitions. Many people chose not to vote on whether they agreed or disagreed with the approach to transitions. Of those that did vote, 6 people agreed and 15 people disagreed with the approach. Specific comments on neighborhood transitions included:

# NEIGHBORHOOD TRANSITIONS



Do you have any comments on the approach to neighborhood transitions?

*Not sure of best 20' between buildings*

*Keep El Camino zoned retail - Put high density housing on Central - I second that!*

*SET A MAX HEIGHT OF BUILDINGS NEXT TO SINGLE FAMILY HOMES. ALSO SET GUIDELINES SO SINGLE FAMILY PROPERTY DOESN'T LOSE ALL SUNSHINE (BUILDINGS ON SOUTH SIDE)*

*NO 2 STORY+ STRUCTURES ABUTTING SINGLE STORY / 2 STORY STRUCTURES*

*Deference to SFH character seems in conflict with the purpose of Priority Development Areas*

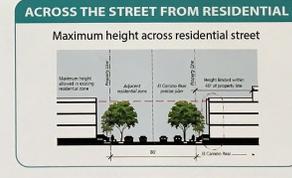
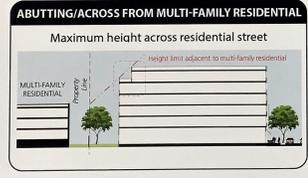
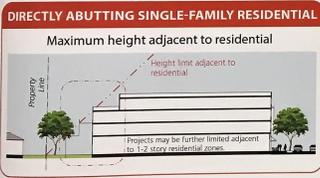
**DIRECTIONS:** Do you agree or disagree with this approach to neighborhood transitions.

Directly abutting residential parcels

Across from residential parcels

Agree

Disagree



Agree	Disagree
Place sticky dot here	Place sticky dot here



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- Make sure at least 20 ft between buildings
- Keep El Camino zoned retail – put high-density housing on Central (*secondary comment: I second that*)
- Set a max height of buildings and minimum setback next to single family homes. Also set guidelines so single-family property doesn't lose all sunshine (buildings on south side)
- No 2 story+ structures abutting single family structures
- Deference to SFH character seems in conflict with the purpose of Priority Development Areas
- What happened to BRT?
- Need 3D model (either computer or physical) to understand impact of height vs sunlight on single-family homes
- On-street parking is misuse of public space

## Land Use Framework and Alternatives

At this station, participants were asked to vote for their preferred alternative for both Activity Centers and “In-Between” Areas. For both Activity Centers and “In-Between” Areas, Alternative C received the most votes. Again, there was a split between individuals who wanted to see more housing and higher densities along the corridor, particularly at activity centers, and those that were concerned with building higher, denser housing. Below are the detailed results of the voting exercise:

# LAND USE ALTERNATIVES: ACTIVITY CENTERS

#1 allow flexibility for intelligent variations along ECR  
#2 allow flexibility for intelligent variations along ECR



**DIRECTIONS:** Place ONE sticky dot next to your preferred alternative for activity centers along ECR.

1

- 1-story retail
- Surface parking
- Minor public space enhancements
- Minimal potential to fund community benefits

WINDS TO THE STREET



Housing 3-4 stories.  
Issues to be: not more than 2 stories along the left street

Do you have any other comments on these land use alternatives for activity centers?

**NO 7 FLOOR DEVELOPMENTS NEXT TO SINGLE FAMILY HOMES NO MATTER WHAT SET-BACK/ANGLE.**

Parking needs to be 2/unit at a minimum  
No shared parking

CONSIDER DIRECTION OF SUN + WIND - STAIR BUILDINGS ON SOUTH SIDE OF STREET SHADE ENTIRE STREET (=> GLOOM, CRIME). WIND BLOWS WEST - DON'T CREATE WIND TUNNEL WITH TALL BUILDINGS ON BOTH SIDES OF STREET

Need more green space included

No Demand when being because of parking

Consider more underground parking for retail + housing = less congestion + less noise

Build more housing. Design for pedestrians, bikes and buses, not cars. Activity centers for space to use space

Need more housing. Greater heights give more flexibility for all

Intelligent, innovative design. New design for all

Do you have any comments on the future of Civic Center?

great spot for high density / micro-urban

move city hall to old downtown. Lift up

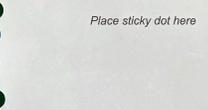
Higher density would increase transit ridership and encourage multi-modal transportation

**- Unbundle parking and consider TDM policies #1 #1**

encourage other community uses such as pre-school. Repair or incentivize developers to

2

- Retail (1-story or ground floor)
- 4-5-story multifamily housing (retail optional)
- Less surface parking
- Some public space
- Moderate potential to fund community benefits



3

- Retail (1-story or ground floor)
- 5-7-story multifamily housing (retail optional)
- Structured parking
- More public space
- Significant potential to fund community benefits



**Activity Centers:**

Alternative	Number of Votes
Alternative A:	11
Alternative B:	4
Alternative C	26

**“In-Between” Areas:**

Alternative	Number of Votes
Alternative A:	16
Alternative B:	5
Alternative C	18

Participants also provided the following comments on the alternatives:

**Activity Centers:**

- No 5-7 floor developments next to single family homes, no matter what set-back/angle
- Parking needs to be 2/unit at a minimum. No shared parking.
- Housing no more than 2 stories – retail on 1<sup>st</sup> story
- Possible stream restoration?
- Consider direction of sun and wind – tall buildings on south side of street shade entire street (= gloom, crime). Wind blows W to E. Don't create wind tunnel with tall buildings on both sides of street.
- Need more green space included
- No development where existing businesses
- Consider more underground parking for both retail and housing = no impact to houses and other retail = less congestion in neighborhoods
- Build more housing
- Design for pedestrians, bikes, and buses – not cars
- Activity centers bring opportunity for denser development and housing
- Why is so much space for parking?
- Need affordable housing for service workers (*secondary comment: I agree*)
- #3: Need more housing – greater heights give more flexibility for intelligent, innovate design
- Need denser housing to create affordable units (BMR)
- Don't create parking per unit – hold area for drop-off/pickup.
- Add bike storage, allow parking for zip cars, transit vehicles, etc.

**“In-Between” Areas:**

- Alt A is the best plan
- Chunkiness of development – should be cohesive
- Require trees in new development

- Trader Joe's
- Need ped/bike cut-through in long blocks to get to El Camino in between major intersections
- Should not be as tall as activity center areas
- As a home owner very concerned about total height of buildings. 1<sup>st</sup> floor very tall in most retail and that makes a 3 story much higher than a housing height.
- More housing where compatible to neighbors
- Do not need retail on every block but need retail
- Ground-floor retail, better streets, engagement and visibility
- We need more homes to provide opportunities across income spectrum. Compact housing also helps to preserve our natural resources.
- Mariani's shouldn't be taller than 30 feet since part of residential
- 4-6 stories, but only if policy allows must be affordable to go higher and/or preserve retail (*secondary comments: I agree X 2*)
- Retail, residential, and small-scale offices
- Allow greater densities for affordable and/or microhousing
- Higher density creates more affordable (BMR) units
- Put high density housing in newly developed areas of Santa Clara (north), not in established single-family neighborhoods
- Encourage space for other community usage such as preschools to be allocated by developers

### **Civic Center**

- Great spot for high-density housing/microunits
- Move City Hall to old Downtown/Lafayette
- Higher density would increase transit ridership and encourage multimodal transportation
- Unbundle parking and consider TDM policies (*secondary comment: I agree X2*)
- Encourage other community usage such as a preschool. Require or incentivize developers.

### **Other comments:**

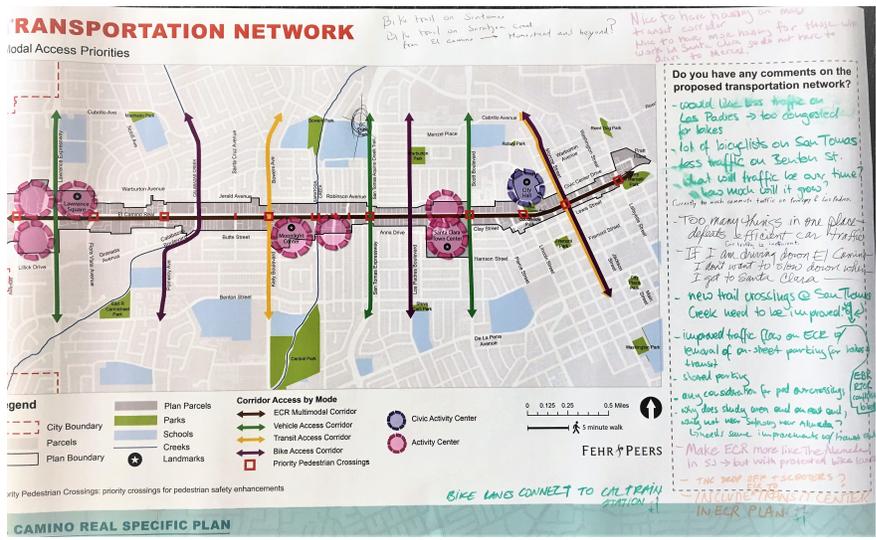
- Build less homes due to overpopulation
- Affordable housing

## **Transportation Network**

At this station, participants were asked to provide general comments on the proposed transportation network and modal priorities for El Camino Real. Many of the comments focused concerns over traffic congestion along ECR and other arterials and the need for bike corridors/facilities and safer crossings. In addition, some participants suggested that the plan should address and include the area around the Santa Clara Transit Center (Caltrain and future BART station). Specific comments included:

- Need bike trail on San Tomas
- Need bike trail on Saratoga Creek from El Camino – Homestead and beyond?
- Nice to have housing on mass transit corridor
- Nice to have more housing for those who work in Santa Clara so do not have to drive to Merced
- Would like less traffic on Los Padres – too congested for bikes

- Lot of bicyclists on San Tomas
- Less traffic on Benton St
- What will traffic be over time? How much will it grow?
- Currently too much commute traffic on Pomeroy and Los Padres
- Too many things in one place – defeats efficient traffic
- Car traffic is inefficient
- If I am driving down El Camino I don't want to slow down when I get to Santa Clara
- New trail crossings at San Tomas Creek need to be improved
- Improved traffic flow on ECR with removal of on-street parking for bikes and transit
- Shared parking
- Any consideration for ped crossings
- Why does study area and on east side, why not near Safeway near Alameda? – needs same improvements with transit center
- Make ECR more like the Alameda in SJ – but with protected bike lanes.
- TNC drop off and scooters?
- Include transit center in ECR plan
- Bike lanes need to connect to Caltrain station

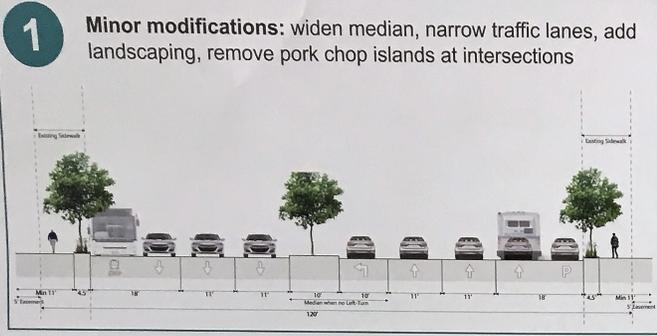


## Transportation Alternatives

At this station participants were asked to vote on their preferred ROW alternative for El Camino Real. Option 3A: Roadway Reallocation A which proposed removal of travel lanes, widening of the center median and sidewalks, and adding protected bike lanes and bulb outs received the most votes. Below are the detailed results of the voting exercise and comments on each alternative:

# TRANSPORTATION ALTERNATIVES

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



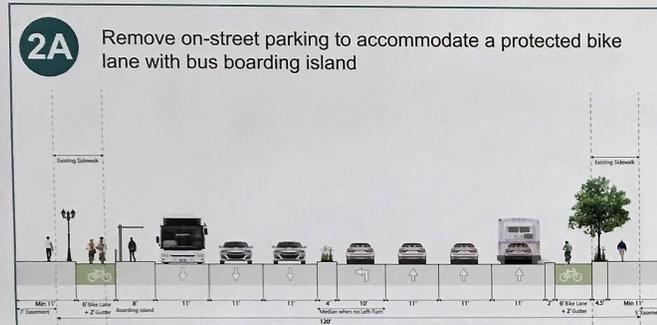
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3 lanes on Elk just encourages Summits to San Jose traffic

Keep 3 Lanes of traffic +1 — Education

ECR has the worst bike/ped collision rates in our entire city.

Strongly recommend:  
 - protected bike lane  
 - review bike/ped safety.  
 - remove underutilized on-street parking for improved visibility.

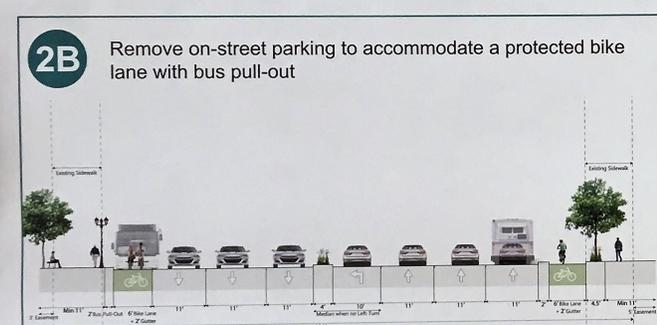


Place sticky dot here

Bike lanes should not have barriers so you can merge into the left turn lane well ahead of the light if the road is temporarily clear. +1

- I disagree; barriers provide safety for all, in turn in crosswalks

Preserve potential for BRT in the future - I agree +1

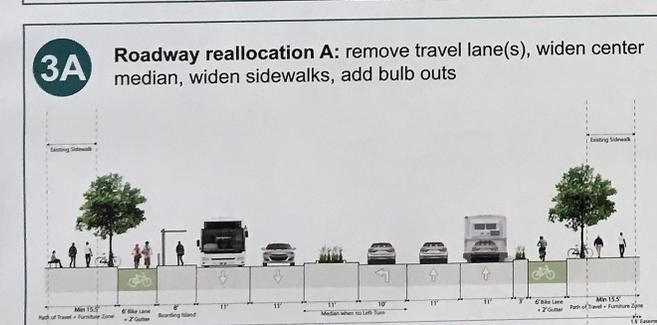


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Bus lane should be for all Public/Private Buses Shuttles + Car Pool vehicles

I agree! (we are 8 bikes household too)

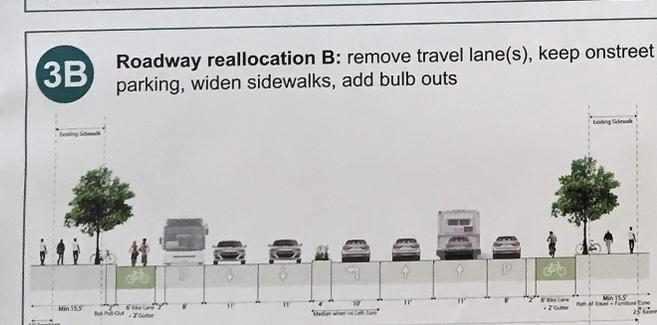
Bust bikes is a scary conflict on a bike.



Place sticky dot here

Intersection design must prevent right hook bicycle collisions

Left turn buses for bikes at intersections



Place sticky dot here

IN 24 YEARS WHEN TRAM SIT IS IMPROVED & EFFICIENT

Alternative	Number of Votes	Comments
<b>1: Minor modifications</b> – widen median, narrow traffic lanes, add landscaping, remove pork chop islands	5	<ul style="list-style-type: none"> <li>• 3 lanes on ECR just encourages Sunnyvale to San Jose traffic</li> <li>• Keep 3 lanes of traffic (+1)</li> <li>• ECR has the worst bike and ped collision rates in the entire city</li> <li>• Strongly recommend: protected bike lane, review bike/ped safety, remove underutilized on-street parking for improved visibility</li> </ul>
<b>2A:</b> Remove on-street parking to accommodate a protected bike lane with bus boarding island	4	<ul style="list-style-type: none"> <li>• Bike lanes should not have barriers so you can merge into the left turn lane well ahead of the light if the road is temporarily clear (+1)</li> <li>• I disagree – barriers provide safety for all, can turn in crosswalks (+1)</li> <li>• Preserve potential for BRT in future (+3)</li> </ul>
<b>2B:</b> Remove on-street parking to accommodate a protected bike lane with bus pull-out	5	<ul style="list-style-type: none"> <li>• Bus lanes should be for all public/private buses, shuttles, and carpool vehicles</li> <li>• Bus + bikes is a scary conflict on a bike (+1)</li> </ul>
<b>3A: Roadway Reallocation A</b> - remove travel lanes, widen median, widen sidewalks, add bulb outs	19	<ul style="list-style-type: none"> <li>• Intersection design must prevent right hook bicycle collisions</li> <li>• Left turn lanes(?) for bikers at intersections</li> </ul>
<b>3C: Roadway Reallocation B</b> – remove travel lanes, keep on-street parking, widen sidewalks, add bulb outs	4	<ul style="list-style-type: none"> <li>• In 25 years when transit is improved and efficient this would be an option</li> </ul>

## Potential Improvements to Streets and Crossings

This station provided potential options for crossing treatments, signal treatments, and bicycle treatments along ECR. While this station was not originally designed as a voting activity, many participants used sticky dots to select their preferred treatment options. In general, people seemed to be in favor of high-visibility crosswalks, leading pedestrian phase signals, and protected bike lanes. Below are the detailed results of the sticky dot voting:

### Pedestrian Crossing Treatments

Treatment	Number of Votes
Bulb out	3
High visibility crosswalk	6
Median refuge island	3
Pedestrian detection	1

## Pedestrian Signal Treatments

Treatment	Number of Votes
Yield to pedestrians	0
Leading pedestrian phase	7
Pedestrian hybrid beacon	3
No right-turn on red	3

## Bicycle Treatments

Treatment	Number of Votes
Buffered bike lane	3
Protected bike lane	17
Bike lane next to right-turn lane	2
Marked crosswalk with separate cyclist area	3

**POTENTIAL IMPROVEMENTS TO STREETS & CROSSINGS**

**Pedestrian Crossing Treatment Options**

- Bulb Out
- High Visibility Crosswalk
- Median Refuge Island
- Pedestrian Detection

**Pedestrian Signal Treatment Options**

- Yield to Pedestrians
- Leading Pedestrian Phase
- Pedestrian Hybrid Beacon
- No Right-Turn on Red

**Bicycle Treatment Options**

- Buffered Bike Lane
- Protected Bike Lane
- Bike Lane Next to Right-Turn Lane
- Marked Crosswalk w/ Separate Cyclist Area

**Comments?**

Need protected lanes - anything else feels too unsafe  
 Who has priority? People or Bikes? Lots NOT make bikes a priority  
 Yes to Protected Bike Lane!  
 Yes to Marked Crosswalk w/ Sep Cyclist Area!  
 Let people choose even when the choice isn't "car".  
 Yes to protected bike lane, also more education for drivers to know how to drive around cyclists  
 median refuge takes up too much room for refuge island  
 make sure there is \$\$\$ for maintenance for new public improvements including landscaping  
 Education for drivers on how to handle flashing lights (+1)  
 Education for drivers how to handle flashing lights (+1)

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In addition, participants shared the following comments:

- Need education for drivers on how to handle flashing lights (+1)
- Bike lane next to right-turn lane – this is scary for bikes with oncoming traffic focused on merging
- Hawk signals are confusing – does not count down
- Need protected bike lanes – anything else feels too unsafe
- Who has priority? People on bikes? Let's not make bikes a priority
- Yes to protected bike lane!
- Yes to marked crosswalk with separate cyclist area!
- Let people choose even when the choice isn't "car"
- Yes to protected bike lane, also more education for drivers to know how to drive around cyclists
- Median refuge takes up too much room
- Make sure there is money for maintenance for new public improvements including landscaping
- Pedestrian crossing near Dollar Tree takes way too long for green even if clear of cars. Shorten pedestrian wait time.

# Streetscape and Lighting

At this station, participants were given an opportunity to comment on the proposed approach for adding street trees and pedestrian lighting along ECR. Participants seemed to be supportive of the approach for both, with some additional suggestions to add festive lighting in activity areas and encourage larger street trees and other types of landscaping such as shrubs and flowering plants. Detailed comments included:

## STREETSCAPE & LIGHTING

### Utility Constraints & Street Trees

### Lighting

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

Trees

Street trees in parking lane good idea

<b>Trees on sidewalk</b>	
<b>Trees on sidewalk – no more than 4' deep</b>	
<b>Utility conflicts – trees must be in street</b>	

Do you have any comments on the approach for adding street trees and pedestrian lighting along ECR?

Larger trees

- Can rise above lighting standards so they don't cast shadows at night
- Provide better shade & noise mitigation
- Soften the appearance of the corridor and make it a more pleasant place to walk, or to sit/eat.

Moonlight Shopping Center – a large open space that needs large open trees

Plants – besides trees – there are vines – plants can grow on trellises. Hanging vines from large planters

Sculpture/Group

Make good observations from audible features (Preston for Safety... of day)

TREES IN PARKER OR ON PRIVATE PROPERTY

FESTIVE LIGHTING IN ACTIVITY AREAS

Bike racks in curb/landscaping strips, please.

NOT JUST TREES BUT SHRUBS AND FLOWERING PLANTS TO ENCOURAGE BIRDS AND BUTTERFLIES – ADD SOME NATURE MORE FOR SALE HOUSING AFFORDABLE FOR OUR KIDS 15% GOOD!

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- Street trees in parking lane good idea
- Larger trees
  - Can rise above lighting standards so they don't cast shadows at night
  - Provide better shade and noise mitigation
  - Soften the appearance of the corridor and make it a more pleasant place to walk, or sit/eat
- Moonlight Shopping Center – a large open space that needs large open trees
- Plants – besides trees there are vines – plants can grow on trellises. Hanging vines from large planters
- Need audible features for safety for all at crossings
- Trees in planter or on private property
- Add festive lighting in activity areas
- Bike racks in curb/landscaping strip please
- Not just trees but shrubs and flowering plants to encourage birds and butterflies and add some nature
- More for sale housing affordable for our kids – 15% good!

# **APPENDIX A: COMMENT CARDS**

# EL CAMINO REAL SPECIFIC PLAN

## Workshop #2

### Comment Card

LIMIT RETAIL ON MIXED USE  
RETAIL REQUIRES TOO MUCH PARKING AND  
PRODUCES TOO MUCH TRAFFIC!  
MAXIMIZE RESIDENTIAL ON LAND TO  
GET MORE PEOPLE LIVING HERE TO  
SUPPORT OUR EXISTING SMALL BUSINESSES

# EL CAMINO REAL SPECIFIC PLAN

## Workshop #2

Comment Card

WHAT ABOUT

- BIKE SHARE
- LYFT / UBER DROP OFF
- SELF DRIVING
- SCOOTERS

ATISHA

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## Workshop #2

### Comment Card

Pedestrian cross signal  
(HAWK) is ineffective  
cars sometimes do not  
stop at.

~~Build~~ Build overcross/bridges  
across from high density  
developments and largest  
activity centers.

- Pavel

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## Workshop #2

### Comment Card

HAWK signals are confusing but effective. Los Padres, Pomeroy, San Tomas Creek Trail and prospective Calabazas Creek Trail are major bike corridors. Pay special attention to crossings, placemaking.

Protected bike lanes are necessary here, to correct very bad safety records. Please think through conflicts with buses, bus boulevards, and intersections.

Please think ahead about cleaning & maintaining protected bike lanes, so they don't end up full of trash cans, loading zones, debris, etc.

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## Workshop #2

### Comment Card

Moratorium on High  
Density Housing

Move Low density  
housing  
And Parks

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### Comment Card

- ① How will you ensure the road surface is maintained appropriately with the extra traffic? The state is responsible today and the condition of the road surface is horrible.
- ② For transportation impact plan, consider impact to small driveways close to El Camino (private roads) such as Cozumel Circle (at Bowers). It is already hard to turn in & out with traffic backup on Bowers. Fewer lanes on El Camino can cause more backup on side roads.

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### Comment Card

need retail but not

necessary on every block

allowing higher stories

gives food to design more

intelligent, innovative

plans with potential

greater community benefits

need more housing



# EL CAMINO REAL SPECIFIC PLAN

## Workshop #2

Comment Card

~~parking~~ landscaping allowed

between curb & sidewalk

# EL CAMINO REAL SPECIFIC PLAN

## Workshop #2

### Comment Card

Good job.  
Thanks for keeping the  
Community engaged.

# EL CAMINO REAL SPECIFIC PLAN

## Workshop #2

### Comment Card

BEFORE ALLOWING PEOPLE TO VOTE, YOU SHOULD MAKE SURE THEY LIVE IN SANTA CLARA. THERE WERE A FEW "BALLOT STUFFERS" FROM OTHER AREAS I SPOKE WITH TODAY. YOU SHOULD TRY TO GET THE OPINIONS OF PEOPLE WHO LIVE HERE, NOT THOSE WHO JUST THINK SOMETHING SOUNDS GOOD, BUT WON'T HAVE TO LIVE WITH IT.

# EL CAMINO REAL SPECIFIC PLAN

## Workshop #2

### Comment Card

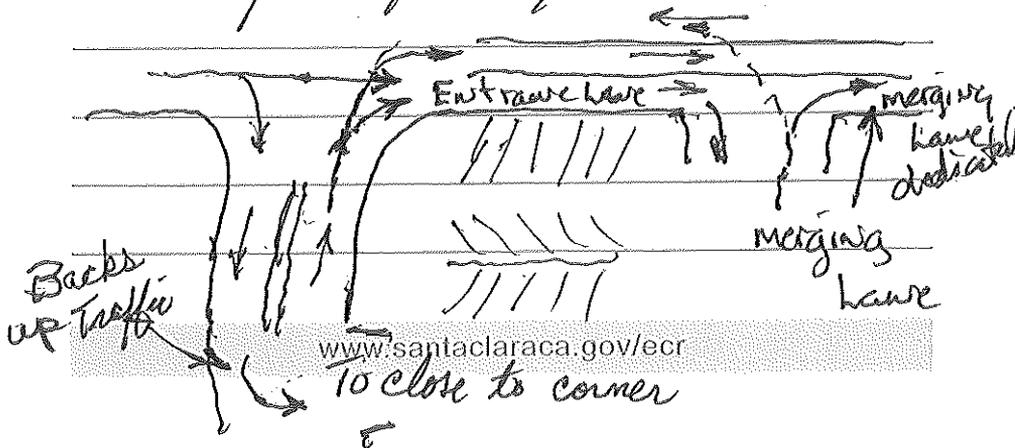
With respect to neighborhood transition, for the development on the north side ECR, a 45° elevation is going to cast shadows on the property behind the building, especially in winter. The sun is below 45° at noon from about October to February or March. If I was a property owner here, I would be upset. May consider lowering the elevation angle for the north side of ECR.

# EL CAMINO REAL SPECIFIC PLAN

## Workshop #2

### Comment Card

This is my first time here (my fault) one) 90% of the time there is never enough parking. The problem that is the main point, access into and out of the developments either it stalls traffic not visiting the development going into the facility or the merging cross lanes leaving the facility.



# EL CAMINO REAL SPECIFIC PLAN

## Workshop #2

### Comment Card

With the larger developments is it possible to dedicate the ~~the~~ Right lane just for that to reduce the grid lock of clock work customers. Going in and out of multiple entrances and exits.

Labeled on the street itself.

It can not be any more confusing than the pedestrian crosswalks with the red lights and red flashing lights. Can you proceed when their flashing or do you wait till the red light disappears? El camino does have 3 lanes.