



**City of
Santa Clara**
The Center of What's Possible

AGENDA ITEM #: J

AGENDA REPORT

Date: January 29, 2019

To: City Manager

From: Executive Assistant to the Mayor & City Council

Subject: Correspondence received regarding Item #1- Action on El Camino Real Specific Plan

From Wednesday, January 23, 2019 at noon, through Tuesday evening, January 29, 2019 at 5:00 pm, the Mayor & Council Offices have received the attached communications regarding Item #1- Action on el Camino Real Specific Plan.

Lynn Garcia
Executive Assistant to the
Mayor & City Council

Documents Related to this Report:

- 1) *Communications received*

L:\Agenda Reports & Memos\Communications Received Memos\01/29/19\ Item #1- Action on El Camino Real Specific Plan

POST MEETING MATERIAL

01/29/19

#1

Lynn Garcia

From: Mayor and Council
To: diane@dianesdreamdestinations.biz
Subject: RE: El Camino Real - Bike Lanes vs a little bit of on-street parking

From: diane@dianesdreamdestinations.biz [mailto:diane@dianesdreamdestinations.biz]
Sent: Tuesday, January 29, 2019 12:12 AM
To: Mayor and Council
Subject: El Camino Real - Bike Lanes vs a little bit of on-street parking

Hi all! I was very disappointed to learn that our (BPAC's) meeting with you was postponed until April. At the meeting January 29th, I wished to bring up (again for some of you, but not for all) the issue of how the El Camino Real will be re-painted after the upcoming Caltrans re-paving. April could be too late. I also notice that the El Camino is on the January 29th council agenda. So, I am reaching out now.

As a Santa Clara resident, utilitarian bicyclist since the mid-70's, and member of the Santa Clara Bicycle & Pedestrian Advisory Committee (BPAC), I would like to urge you to oppose the re-institution of on-street parking on the El Camino Real after the Caltrans re-paving this year. Instead, I, and many others, would like to see bike lanes along the entire stretch of the El Camino.

Here are some of the reasons:

- Bicyclists patronize businesses along the El Camino. I'm a good example as all but 3 of the businesses I go to regularly are on or just off the El Camino. (And one of those 3 is the post office.) I'm by no means the only one; I almost always see other bikes parked near the door.
- Every business has a parking lot. And at times I shop, they do not seem full.
- A legitimate car customer pulls into the parking lot and looks for a space close to the door of the business. A non-customer parks on the street. So does a robber who wants a quick getaway and no security cameras. Street parking around the corner discourages both of these.
- For those businesses who still think they lack adequate parking without a handful of spaces at the curb, there are measures they can take:
 - Offer employees who ride their bike to work or take the bus some incentives, e.g. secure bike parking in a back room, someplace to hang their sweaty clothes and someplace to put their athletic shoes when they change into business attire, a bus pass, a bonus, etc.
 - Offer customers who ride a bike or walk onto the property, thereby not taking up a parking space, a small gift (say worth \$1 or less) with a minimum purchase. This sort of promotion, if adequately marketed, may well have the secondary benefit of an increase in business. Being pro-environment is a plus in California today, and who doesn't like a free gift.

- Create parking lot share agreements with neighboring businesses. A restaurant that serves dinner, for example, will have different peak hours from a bakery or clinic or retail outlet.
- Prioritize spots just in front of the business for handicapped patrons and for short-term pick up of orders and drop off of repairs. (An able-bodied browser can walk a short distance.)
- Bicycling, along with walking and taking public transit, is the wave of the future as the results of climate change grow worse and worse.
- Sunnyvale has installed bike lanes, and removed street parking, for several blocks along the El Camino. I have not seen any signs of distress for any of those businesses fronting that section, but of course, you could always go there and ask them if you wish.

Yes, in the El Camino Real Specific Plan (I've attended all public meetings so far.), you'll notice that parking is eliminated and bike lanes added in the majority of possible scenarios. But, based on the city's Climate Action Plan, <http://santaclaraca.gov/government/departments/community-development/planning-division/general-plan/climate-action-plan>, we have some pretty serious greenhouse gas mandates from the State of California. And they need to be addressed now. Waiting to do something, perhaps for years, while the ECR Specific Plan goes through the process really doesn't cut it.

The El Camino Real Specific plan calls for protected bike lanes (class 4), and maybe that's what will be created, maybe not. I'm only asking for the standard bike lanes (class 2), as in Sunnyvale and all over Santa Clara, and the process can be easy and inexpensive. It just needs the political will of our city council.

When the roadway is scheduled for re-paving, on-street parking will need to be removed during the process, along with other lane closures, as Caltrans paves the roadway. Thus, there will be temporary "no parking" signs. At any point in this process, or later, those temporary signs can be replaced with permanent "no parking" signs. When Caltrans has finished with the re-paving, the painting crew will arrive. And they can be directed to paint the six traffic lanes (plus turn pockets, pedestrian crosswalks, etc.) AND a bike lane next to each curb. All Santa Clara will have to pay for will be the new "no parking" signs, many of which can probably be affixed to existing posts.

I expect that these new bike lanes will greatly increase bicycling along the El Camino Real and may well increase patronage of businesses along the highway. (For example, someone who regularly shops by bicycle at Safeway or Grocery Outlet because Homestead has a bike lane may give Smart & Final or Lucky a second look.)

I know that there are people who don't want any on-street parking removed ever, regardless of the cost. But, that is not the future. We have a huge looming climate catastrophe, and the State of California has recognized this and issued regulations which we must follow. Bicycle trips MUST replace some car trips. Healthy and able-bodied adults need to be encouraged with a lane of our own, not discouraged with little space and the danger of opening car doors. And businesses that follow one or more of my

suggestions above (or other ideas of their own), instead of fighting the future, will be unlikely to lose any business and may well gain some.

Sincerely,

Diane Harrison
3283 Benton St.
Santa Clara, CA 95051
408-554-5854 or 408-246-8149
diane@dianesdreamdestinations.biz

Lynn Garcia

From: Mayor and Council
Subject: FW: El Camino Real RIGHT-OF-WAY

From: yerduanna [<mailto:yerduanna@yahoo.com>]
Sent: Monday, January 28, 2019 2:55 PM
To: Mayor and Council
Subject: El Camino Real RIGHT-OF-WAY

Mayor and Council Members,

I commend the Council and Planning Commission to solicit and consider the concerns of Santa Clara City residents. However, I was disappointed in the December 13, 2018 meeting where the room noise drowned out any discussion provided by the circle of selected advisors and the community was regulated to 10 back from the circle; out of hearing distance and not allowed to participate in any of the discussions.

The ECR Corridor, El Camino Real, is a high traffic corridor. It is a thoroughfare for commuting all across the Santa Clara County, San Mateo County and beyond. The street has a long history and was the main South-bound road from San Francisco to and through Santa Clara County. Today, Santa Clara city population and automobile traffic have increased exponentially. I have reviewed the Santa Clara ECR RIGHT-OF-WAY plans and have the following comments:

1. I would not chose any one of the El Camino Real Transportation Alternatives presented at Workshop #2. I STRONGLY opposed providing bicycle traffic on El Camino Real. It is akin to allowing bicycle traffic on Highway 101 or 280 or any other high traffic thoroughfare. There are many bike-auto and bike-pedestrian accidents on high thoroughfare roads especially where bikes are moving across two or three lanes when making a turn or bikes crossing red lights. There are other options for bicycle movement of El Camino Real that would be safer and a more efficient utilization of the road system. There are public transportation options (bus or rail) that provide safer bike and rider support. Additionally, the off-ECR parallel roads are sufficient to accommodate bicycle traffic.
2. Bus and auto lane sharing is another accident waiting to happen; primarily with auto lane changing to avoid bus movements or to pass a bus. Public transportation must be accommodated on El Camino Real but I would like to see median strip rail system considered opposed to bus systems. I would prefer a BART facility connection and connections with all Santa Clara County rail systems. I would hope we do not get a separate shuttle service connection to BART or other rail systems. There would be a continued need for bus service in Santa Clara City to provide access to off EL CAMINO REAL facilities. A bike rider in a bike lane is also a hazard for people driving automobiles. It is a concern and a distraction that needs attention by the automobile driver.
3. I do not believe parking should be accommodated on El Camino Real. But what is the alternative? Housing facilities should provide parking for residents and guests. What parking facilities can be provided for retail and commercial facilities or residential visitors? Public parking provisions must be provided for El Camino Real access whether is on El Camino Real or a public parking structure.

01/29/19

#1.

Lynn Garcia

From: Mayor and Council
Subject: FW: Rezoning on ECR;

From: Mark Apton [<mailto:mapton@gmail.com>]
Sent: Monday, January 28, 2019 11:15 AM
To: Mayor and Council; Lynn Garcia
Subject: Rezoning on ECR;

Dear Mayor and Council Members;

Here is what I wrote on Nextdoor;

"Rezoning is Essentially Robbery:

On the 29th the council (at least part of it) will hear the rezoning request for three properties on El Camino Real. Why is zoning put in place if it can be changed to suit the developers agenda? They just announced the meeting. They obviously do not want people to see how they work. Half the council cannot vote. Not sure why, but it happens to be the ones most likely to oppose these developments. One development is on the Wheels and Deals property. One is the Mariani property. I oppose these two because they are nowhere near public transportation and we do not have sufficient impact fees in place to offset the reduction in quality of life for the existing residents. Not to mention the immediate neighbors who will have 3 story balconies hanging over their backyards, robbing them of the privacy they bought their house for. The third property is on ECR by City Hall a little closer to the train station but there is already too much high density housing in that area and much, much more already approved (by Costco on Coleman, ~1.5k+ units). These are not below market rate housing. Most if not all, will be market rate expensive apartments. This will do nothing for the service workers and teachers. Your backyard may be next. Gridlock traffic affects all of us and overcrowded schools are not what our kids need in this competitive world."

The more density you allow the more dense it will have to be in the future because the value of the land will increase as a result.

Thank you,

Mark Apton (resident)1946 Monterey Ct.Santa Clara, CA 95051

01/29/19

#1.

Lynn Garcia

From: Mayor and Council
Subject: FW: Concerning Jan 29 1 1. Agenda item: "Action on El Camino Real Specific Plan"

-----Original Message-----

From: Susan Hinton [mailto:suewalt@comcast.net]
Sent: Monday, January 28, 2019 10:25 AM
To: Mayor and Council
Subject: Concerning Jan 29 1 1. Agenda item: "Action on El Camino Real Specific Plan"

Dear City of Santa Clara Mayor and Council,

Regarding the January 29, 2019 agenda item 1 1. "Action on El Camino Real Specific Plan ... "

(<https://na01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsantaclaralegistar.com%2FlegislationDetail.aspx%3FID%3D3846794%26GUID%3DD1122B22-5E77-442C-BDC6-5285B800893C&data=02%7C01%7Cmayorandcouncil%40santaclaraca.gov%7C3ac61e7c2791428beacd08d6854df1b8%7C28ea354810694e81aa0b6e4b3271a5cb%7C0%7C0%7C636842967142732945&sd=0>),

it is far from clear what action is being considered as there is no proposed or recommended action in the agenda, but rather a set of four

(4) documents having no supporting statements nor contextual texts.

1) The first document is simply a graphic. Is this the action item? To vote the draft up or down? If so, why is this not stated in the agenda?

2) The second document is a list of "Pending Development Applications" for specific locations along El Camino Real. Is this the action item? To vote these up or down? Again, why is this not stated in the agenda?

3) The third document contains graphics comparing El Camino Real's current street configuration to proposed alternatives. These alternatives coincide with a recent City survey, Land Use & Transportation Concepts for El Camino Real

(https://na01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fsantaclaraca.gov%2Fgovernment%2Fopen-city-hall%3Fpd_url%3Dhttps%253A%252F%252Fwww.opentownhall.com%252Fportals%252F98%252Fissue_5781%252Fsurvey_responses%23peak_democracy&data=02%7C01%7Cmayorandcouncil%40santaclaraca.gov%7C3ac61e7c2791428beacd08d6854df1b8%7C28ea354810694e81aa0b6e4b3271a5cb%7C0%7C0%7C636842967142732945&sd=CM74oSJiP6AjtXW2aDuFP7QStmj2CSARbDNkQ0wNps%3D&reserved=0)

and with presentations made at several community meetings. The survey was a dud in several respects: Firstly (1st), it was scientifically an improperly composed survey that presented a small set of biased and leading alternatives. Writers of such surveys should consult with social scientists in order to create a properly worded set of questions. Secondly (2nd), there was a total of 139 registered responses and the responses are not statistically valid - there is not a statistically significant finding anywhere from that survey. The city department in charge of presenting these results acknowledged that the survey findings are not significant (i.e., not valid) at the December 13, 2018 Community Meeting at the Central Library.

So is the action item to decide among the alternatives presented in the third document, referenced directly above? To vote for one of the alternatives? If so, why is this not stated in the agenda?

Lynn Garcia

From: Mayor and Council
Subject: FW: More building on ECR

-----Original Message-----

From: lxknepper@gmail.com [<mailto:lxknepper@gmail.com>]
Sent: Saturday, January 26, 2019 4:43 PM
To: Mayor and Council
Subject: More building on ECR

Please add housing to ECR. The rent and own cost are way too high because there are so few places. We are not rural anymore. Only adding jobs soon leads to only the rich or old buyers living here, and everyone else polluting this city.

A Santa Clara resident for 30 years

Linda Knepper
[Lxknepper@gmail.com](mailto:lxknepper@gmail.com)

Sent from my iPhone