

Lesley Xavier

From: Reena Brilliot
Sent: Tuesday, January 29, 2019 7:27 AM
To: Lesley Xavier; Steve Le
Subject: Fwd: More building on ECR

Sent from my iPhone

Begin forwarded message:

From: Mayor and Council <MAYORANDCOUNCIL@SantaClaraCA.gov>
Date: January 28, 2019 at 8:08:19 PM PST
To: Andrew Crabtree <ACrabtree@SantaClaraCA.gov>, Reena Brilliot <RBrilliot@SantaClaraCA.gov>, Manuel Pineda <MPineda@SantaClaraCA.gov>, Deanna Santana <DSantana@SantaClaraCA.gov>, Walter Rossmann <WRossmann@SantaClaraCA.gov>, Nora Pimentel <NPimentel@SantaClaraCA.gov>, Simrat Dhadli <SDhadli@SantaClaraCA.gov>
Cc: Elizabeth Elliott <EElliott@santaclaraca.gov>, Kathleen McGraw <KMcGraw@SantaClaraCA.gov>, Genevieve Yip <GYip@SantaClaraCA.gov>, Jose Armas <JArmas@santaclaraca.gov>
Subject: FW: More building on ECR

Hello,

Please see the correspondence below, regarding building on the El Camino Real. This email has been forwarded to the full City Council and will be part of the Public Record for the January 29, 2019 City Council meeting.

Thank you,

Lynn

-----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

Sent from my iPhone

Lesley Xavier

From: Andrew Crabtree
Sent: Tuesday, January 29, 2019 8:15 AM
To: Lesley Xavier
Subject: Fwd: El Camino Real - Bike Lanes vs a little bit of on-street parking

----- Original message -----

From: Mayor and Council <MAYORANDCOUNCIL@SantaClaraCA.gov>
Date: 1/29/19 7:52 AM (GMT-08:00)
To: Andrew Crabtree <ACrabtree@SantaClaraCA.gov>, Reena Brilliot <RBrilliot@SantaClaraCA.gov>, Manuel Pineda <MPineda@SantaClaraCA.gov>, Deanna Santana <DSantana@SantaClaraCA.gov>, Walter Rossmann <WRossmann@SantaClaraCA.gov>
Cc: Elizabeth Elliott <EElliott@santaclaraca.gov>, Kathleen McGraw <KMcGraw@SantaClaraCA.gov>, Genevieve Yip <GYip@SantaClaraCA.gov>, Jose Armas <JArmas@santaclaraca.gov>
Subject: FW: El Camino Real - Bike Lanes vs a little bit of on-street parking

Hello,

Please see the email below, regarding the El Camino Real Specific Plan and bicycle lanes. This email has been forwarded to the full City Council and will be part of the Public Record for the January 29, 2019 City Council meeting.

Thank you,
Lynn

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

Lesley Xavier

From: Andrew Crabtree
Sent: Tuesday, January 29, 2019 8:16 AM
To: Lesley Xavier
Subject: Fwd: El Camino Real RIGHT-OF-WAY

----- Original message -----

From: Mayor and Council <MAYORANDCOUNCIL@SantaClaraCA.gov>
Date: 1/29/19 7:39 AM (GMT-08:00)
To: Andrew Crabtree <ACrabtree@SantaClaraCA.gov>, Reena Brilliot <RBrilliot@SantaClaraCA.gov>, Manuel Pineda <MPineda@SantaClaraCA.gov>, Deanna Santana <DSantana@SantaClaraCA.gov>, Walter Rossmann <WRossmann@SantaClaraCA.gov>
Cc: Elizabeth Elliott <EElliott@santaclaraca.gov>, Kathleen McGraw <KMcGraw@SantaClaraCA.gov>, Genevieve Yip <GYip@SantaClaraCA.gov>, Jose Armas <JArmas@santaclaraca.gov>
Subject: FW: El Camino Real RIGHT-OF-WAY

Hello,

Please see the email below regarding the El Camino Real right-of-way. This email has been forwarded to the full City Council and will be part of the Public Record for the January 29, 2019 City Council meeting.

Thank you,
Lynn

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.

Thank you for the opportunity to share ideas and concerns about the El Camino Real (ECR) development. This is a very important part of the community with a long history. I hope it is given forward-looking and public safety considerations for pedestrians, bike riders and automobile passengers.

I hope the Council rejects the bike lane RIGHT-OF-WAY option. I believe the issue is of a significant and grave concern to the community that the RIGHT-OF-WAY options need further study.

Very truly,

Audrey Mitchell, Resident

Lesley Xavier

From: Andrew Crabtree
Sent: Tuesday, January 29, 2019 8:19 AM
To: Lesley Xavier
Cc: Reena Brilliot
Subject: Fwd: Rezoning on ECR;

----- Original message -----

From: Mayor and Council <MAYORANDCOUNCIL@SantaClaraCA.gov>
Date: 1/28/19 9:21 PM (GMT-08:00)
To: Andrew Crabtree <ACrabtree@SantaClaraCA.gov>, Reena Brilliot <RBrilliot@SantaClaraCA.gov>, Manuel Pineda <MPineda@SantaClaraCA.gov>, Deanna Santana <DSantana@SantaClaraCA.gov>, Walter Rossmann <WRossmann@SantaClaraCA.gov>, Nora Pimentel <NPimentel@SantaClaraCA.gov>, Simrat Dhadli <SDhadli@SantaClaraCA.gov>
Cc: Elizabeth Elliott <EElliott@santaclaraca.gov>, Kathleen McGraw <KMcGraw@SantaClaraCA.gov>, Genevieve Yip <GYip@SantaClaraCA.gov>, Jose Armas <JArmas@santaclaraca.gov>
Subject: FW: Rezoning on ECR;

Hello,

Please see the correspondence below, rezoning on the El Camino Real. This email has been forwarded to the full City Council and will be part of the Public Record for the January 29, 2019 City Council meeting.

Thank you,

Lynn

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

Steve Le

From: Donald Sterk <donsterk@gmail.com>
Sent: Monday, January 14, 2019 11:02 PM
To: Marshall Johnson
Cc: Don Sterk; Steve Le
Subject: Re: El Camino Specific Plan

Follow Up Flag: Follow up
Flag Status: Completed

Hi Marshall and Steve,

It's a little hard to capture my idea in an email, but I'll try. The biggest departure from 2B is that the landscaping would be between the street and the bike lane, and the bike lane and sidewalk would be adjacent but with a difference in the pavement, and markings to indicate feet and bicycles. You could have bike parking hoops on the boundary between them to make it more visible.

Basically, from the middle of the street to the right

	total
2 foot median	2
10 foot left turn lane	12
3 11 foot car traffic lanes	45
2 foot gutter	47
4 foot landscaping	51
5 foot bike lane	56
10 foot sidewalk	66 feet

The other side doesn't have a left turn lane or additional median, so it would be

3 11 foot car traffic lanes	99 feet
2 foot gutter	102 feet
3 foot landscaping	105 feet
5 foot bike lane	110 feet
10 feet sidewalk	120 feet

Between left turns, the space taken by the left turn lane can be median landscaping.

I think it makes more sense to put bikes next to pedestrians than bikes next to cars.

German cities frequently use this arrangement; the bikeway is usually brick and the sidewalk concrete.

People learn not to walk to stand on the bricks. Different colors would also work.

This ends up having a smaller landscaping on one side than the other but it could be split evenly at 3.5 feet

```
||_____||_____||_____||_____||<<^^^>>_____-----
m  1. turn  car      car      car      g  l  bike  sidewalk
e                                     u  a
d                                     t  n
```

i
a
n

t d
e s
r c

On Mon, Jan 14, 2019 at 8:06 AM Marshall Johnson <MJohnson@santaclaraca.gov> wrote:





Hi Don,

At the end of the December BPAC meeting you approached me with comments concerning the proposed profile of El Camino Real. Please send those comments to Steve Le who is the project manager for the El Camino Specific Plan. I have copied Steve on the email so you have his email address.

Thanks,

Marshall

MARSHALL JOHNSON | Associate Engineer

Public Works Department | Traffic Engineering Division
1500 Warburton Avenue | Santa Clara, CA 95050
D: 408.615.3023 | F: 408.983-0931    



The information contained in this email may be privileged, confidential and exempt from disclosure under applicable law. The information is intended only for the use of the individual or entity to which it is addressed. If you are not the intended recipient or the employee or agent responsible to deliver it to the intended recipient, you are hereby notified that any use, dissemination, distribution or copying of this communication is strictly prohibited. If you have received this message in error, or are not the named recipient(s), please notify the sender immediately by reply email and delete this message from your computer. Thank you

EL CAMINO REAL SPECIFIC PLAN

Workshop #3

Comment Card

Treat ECR as a traffic
corridor

EL CAMINO REAL SPECIFIC PLAN

Workshop #3

Comment Card

Good meeting with lots of discussion. Big topic over bike lane. My position is to provide bike lanes on roads that are off El Camino Real. I also believe the attendees were mostly bikers and were vocal for bike lanes on El Camino. I wonder if the plan is already set for bike lanes. That is disappointing since bikers are hazardous to both cars and pedestrians at intersections.

I would also like a light rail transit rather than buses that move across lanes and slow traffic significantly

www.santaclaraca.gov/scr

when buses change lanes. My preference is light rail and no bike lane. Light rail would take up 3 lanes.

EL CAMINO REAL SPECIFIC PLAN

Workshop #3

Comment Card

Please keep lanes at 12'

Use 5' easement ^{next to existing sidewalks} as bike lane
for long term plan or where trees
are proposed on all 3 plans.

Keep existing street parking
and park chow islands at
intersections.

→ As properties are redeveloped
have property owners add, trees
(and maintain)
along sidewalks. - Reduce city upkeep!

EL CAMINO REAL SPECIFIC PLAN

Workshop #3

Comment Card

I vote to keep lanes/parking
as is.

EL CAMINO REAL SPECIFIC PLAN

Workshop #3

Comment Card

The presenter lost control of his presentation letting the crowd take over. I just wanted to hear the presentation but I had to listen to all kinds of issues not pertaining

The information was good but most people thought this was set in "stone", he didn't understand it was a "comment" presentation.

EL CAMINO REAL SPECIFIC PLAN

Workshop #3

Comment Card

From Ken Kratz:

- 1) Include bike lanes
- 2) Add free shuttle, say border to border & accessing train depot & university
- 3) All buildings should be mixed use (housing & businesses)
- 4) Much of the housing should be subsidized, i.e. public housing,
- 5) Keep sunshine on ECR, i.e. don't build too high

EL CAMINO REAL SPECIFIC PLAN

Workshop #3

Comment Card

Diane Harrison:

2019- Remove on-street parking and paint bike lanes during Caltrans re-paving. All businesses have a parking lot, but those still concerned can offer incentives to employees & customers to ride a bike or walk or take the bus. (I can provide more details on request.)

Specific Plan. 2A is ok IF between bus stops, bicyclists can enter/exit the bike lane at will. There should be no other physical barriers. 2B is ok too. We have to keep G+H+G requirements in mind.

EL CAMINO REAL SPECIFIC PLAN

Workshop #3

Comment Card

Eliminating the pork chop island at El Camino Monroe (going east) is a ~~big~~ disaster. The turn is at 45 degrees onto a very narrow line. The corner could have been curved to let you turn right without a 45° angle. The go thru light is not to the lane going south. Keep the bike lanes.

Steve Le

From: yerduanna <yerduanna@yahoo.com>
Sent: Saturday, December 15, 2018 1:01 PM
To: Planning; Steve Le
Subject: ECR CAC on December 17, 2018

I attended Workshop #3 on December 13, 2018 at the Santa Clara Central Library that presented options for transportation on El Camino Real. A stated goal of ECR planning is to remove the automobile strip malls along El Camino Real.

Without plans for land management, transportation plans cannot be adequately defined. Currently, ECR contains three lanes of traffic in each direction, one additional lane for parking, and one left turn lane at appropriate intersections. This configuration accommodates bus and automobile traffic only and is captured in Row Alternatives 1 in the presentation on December 13.

Without automobile parking facilities to accommodate restaurants located on ECR, it is inconceivable to eliminate on-street parking on ECR. There is no discussion of parking structures along ECR to accommodate visitors to restaurants, residences, or retail buildings or any of the facilities on ECR. Multi-unit apartments will provide some, but insufficient, parking for residences but parking for visitors will not be adequate. Parking for restaurants requires parking structures or on-street parking. Location of parking structures is another issue to consider. El Camino Real access from side street intersections would be a four block or more walk from Lincoln Avenue to Lawrence Expressway and beyond. Location of public parking structures could hinder all ECR retail facilities and restaurants and ECR off-street parking is not a winner.

Bus and automobile lane sharing is an 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 a light rail system with dedicated lanes needs to be considered opposed to bus systems. The light rail would need a direct BART facility connection with connection to the airport. Light rail systems do have cars to accommodate bikes. This seems to be a better transfer option for bikers than a bike lane.

Bike use on El Camino Real can only exist if the bike lane is protected with hard barriers and fences. El Camino is a high traffic street and has lots of lane-changing vehicles. An open bike lane is inadequate protection for bikers. It is often dangerous to adults; it is hazardous for children. An open bike lane available to children is not an option. Figure 5.7-3 in the Santa Clara General Plan document illustrates the bicycle network. There are significant E-W bike lanes paralleling El Camino Real with a side street bike lane access every four or more side streets. If automobile passengers

would need to walk four or more blocks after parking in a parking structure or a side street, it is not out of line to have bikers walk their bikes four or more blocks to their destination.

Audrey Mitchell
Resident

Steve Le

From: Omid shakeri <omid@eccobuilders.com>
Sent: Monday, October 15, 2018 3:29 PM
To: Steve Le
Subject: Re: City of Santa Clara El Camino Real Specific Plan Survey #2

Steve:

Thank you for your email. In addition to the survey, I would like to add the following comments regarding the Land Use section of El Camino Real Specific plan:

I believe the dividing line between the mix use properties and the existing homes should be extended to the edge of the streets behind the mix use areas. The streets will provide adequate buffer between the new developments and the existing homes. In addition, as part of the design guidelines, landscaping can be required between the concrete sound walls along their rear property lines and the streets to further soften the impact of the new developments. The benefit of this suggestion is that future developments will not directly butt the existing single family homes reducing any aesthetic or noise impacts. As the result, there will be less oppositions at the hearings during the permit process.

If you have any questions, please feel free to call me at 408-666-6556.

Sincerely;

Omid Shakeri
President

ECCO BUILDERS INC.

Building Americas Finest
2898 Joseph Avenue Unit C
Campbell, CA 95008
Mobile: 408-666-6556
voice: 408-996-9200
Fax: 408-9969210
Email: Omid@eccobuilders.com

VISIT US AT: WWW.ECCOBUILDERS.COM

From: Steve Le <SLe@SantaClaraCA.gov>
Date: Monday, October 15, 2018 at 1:28 PM
To: "<Undisclosed recipients;>"
Subject: City of Santa Clara El Camino Real Specific Plan Survey #2

Please use the updated link below to take the survey.

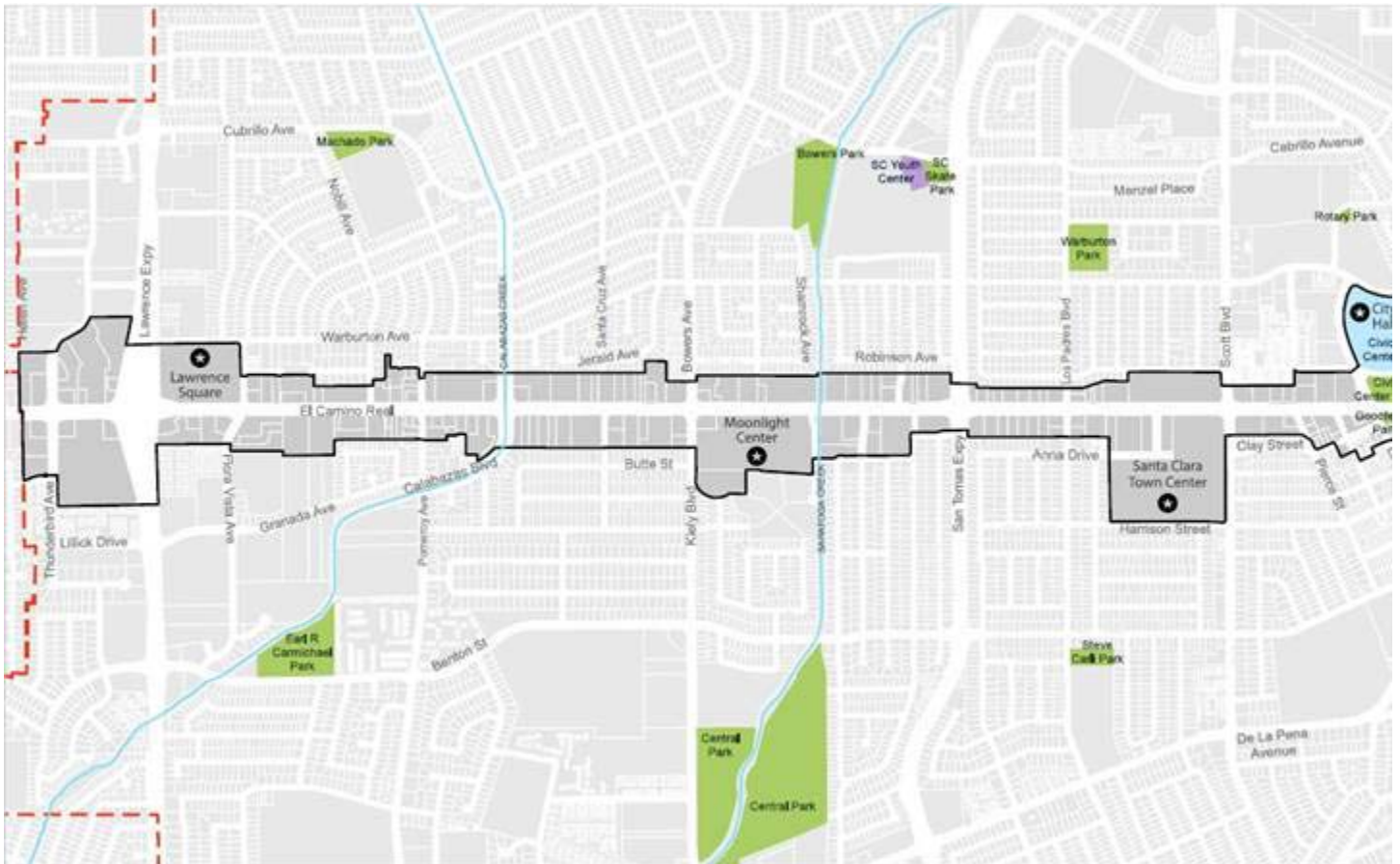
New Survey Available for the El Camino Real Specific Plan:

The City of Santa Clara Community Development Department posted a second survey to seek additional input for the El Camino Real Specific Plan. Based on the community's vision and input received to date through surveys, stakeholder meetings, Advisory Committee meetings, and community workshops, the project team has developed potential land use and transportation alternatives for El Camino Real Specific Plan. These alternatives were shown at the second community workshop held on August 14, 2018 at the Santa Clara Central Library. However, there are new questions relating to the expansion of the Plan area that we are

seeking input on. Help us review the proposed land use and transportation alternatives for the corridor and letting us know which one(s) YOU prefer.

To take the survey, please click on this direct link: [El Camino Real Survey #2](#)

For more background and information on the El Camino Real Specific Plan, please visit City's website at www.santaclaraca.gov/ecr



You are receiving this email because you're on the notification list for the El Camino Real Specific Plan. If you are no longer interested in receiving these notifications, please reply to this email so that you can be removed from the mailing list.

Thank you,

Steve Le | Assistant Planner
Community Development Department
1500 Warburton Avenue | Santa Clara, CA 95050
O:408.615.2450 | D: 408.615.2468



The information contained in this email may be privileged, confidential and exempt from disclosure under applicable law. The information is intended only for the use of the individual or entity to which it is addressed. If you are not the intended recipient or the employee or agent responsible to deliver it to the intended recipient, you are hereby notified that any use, dissemination, distribution or copying of this communication is strictly prohibited. If you have received this message in error, or are not the named recipient(s), please notify the sender immediately by reply email and delete this message from your computer. Thank you

Steve Le

From: Lesley Xavier
Sent: Tuesday, November 06, 2018 11:16 AM
To: Steve Le
Subject: FW: El Camino Specific Plan:
Attachments: image003.png; image001.png; image003.png

From: Mark Apton [mailto:mapton@gmail.com]
Sent: Monday, November 5, 2018 12:33 PM
To: Lesley Xavier
Subject: Re: El Camino Specific Plan:

Dear Xavier,

Thank you for responding.

I will be watching the CAC meetings looking forward to contributing at the public (@ 7:45 pm) public input part of the next meeting. I suggest the CAC meeting should be streamed?

The planning commission has a huge job and does a fantastic job. I love the city you have help build. We are losing our valuable land to developers who are walking away with enormous profits. We know this is true because they keep coming back to take advantage of the comparatively easy permit process. Impact fees are where we are lacking. We have made some gains but there are more impact fees needed. How do you propose we fix this issue?

Thank you,

Mark Apton
408 910-6632

On Mon, Nov 5, 2018 at 10:47 AM Lesley Xavier <LXavier@santaclaraca.gov> wrote:

Hello Mr. Apton:

Thank you for attending the 3rd El Camino Real Community Advisory Committee (CAC) meeting. The CAC was approved by the City Council and is advisory, non-voting and has been, and will be, meeting over the course of the El Camino Real Specific Plan to provide recommendations on the vision, land use, transportation alternatives and key policy issues for the project area. While participation in the ECR CAC meetings is limited to the committee appointees, the meetings are public and members of the community are invited to sit in the audience. As stated at the beginning of the October 25th meeting, the public is welcome to listen and at the end of the evenings agenda there would be a public comment period.

The El Camino Real Specific Plan planning process began in late 2017 with many public engagement activities. As the process continues, there will be more opportunities for public engagement. You can keep up to date with the planning process on our website at:

<http://santaclaraca.gov/government/departments/community-development/planning-division/specific-plans/el-camino-real-precise-plan>

I hope this information is helpful. Please let me know if you have any questions.

Sincerely,

Lesley Xavier

Lesley Xavier | Principal Planner

Community Development Department | Planning Division
1500 Warburton Avenue | Santa Clara, CA 95050
D: 408.615.2484 | email: LXavier@SantaClaraCA.gov

www.SantaClaraCA.gov



From: Planning
Sent: Monday, November 5, 2018 9:33 AM
To: Mark Apton; PlanningCommission; Planning; Mayor and Council
Cc: Lesley Xavier
Subject: RE: El Camino Specific Plan:

Hello Mr. Apton,

We have received your email and have forwarded it to our Principal Planner, Lesley Xavier. Please let us know if you have further questions or concerns.

Regards,

Planning Division | Community Development Department
1500 Warburton Avenue | Santa Clara, CA 95050
PH: 408-615-2450



From: Mark Apton [mailto:mapton@gmail.com]
Sent: Friday, November 02, 2018 11:03 PM
To: PlanningCommission; Planning; Mayor and Council
Subject: El Camino Specific Plan:

Dear Council and Planning Commission;

I went to the "public" ECR Specific Plan meeting the other night. Apparently there had been one prior meeting of this group. Before I could even open my mouth, the city paid moderator saw my name tag and I was told I could listen but could not speak (at all, to anyone), "because I had not been at the previous meeting". I said fine and sat there by myself until some people I knew saw what they had done and invited me over to their table. I sat and only listened why the developer at my table spouted out numbers which no one could confirm or refute. Basically he said, since the entirety of ECR was zoned for 50 units per acre, the price of land has risen so much now they needed at least 100 units per acre to "break even". They had what they called "Activity Zones". These were basically anywhere that was not already permitted or built at 50 units per acre or more. In the Activity Zones they wanted more density. The ECR Specific Plan was started in response to the outcry at the poorly planned General Plan which allowed and encouraged high density the entire length of ECR. The city has seen fit to turn this around into a chance to pitch even more dense housing (without infrastructure or adequate planning). I do not believe you can have a "public meeting" where the public is not allowed to speak if they disagree. When I say proper planning, I mean; traffic, open space, parks, libraries, schools, water, fire, police, all the things we are now being made to pay for with marijuana taxes and bond measures.

Thank you,

Mark Apton

1946 Monterey Ct.

Santa Clara, CA 95051

[408 910-6632](tel:4089106632)

The information contained in this email may be privileged, confidential and exempt from disclosure under applicable law. The information is intended only for the use of the individual or entity to which it is addressed. If you are not the intended recipient or the employee or agent responsible to deliver it to the intended recipient, you are hereby notified that any use, dissemination, distribution or copying of this communication is strictly prohibited. If you have received this message in error, or are not the named recipient(s), please notify the sender immediately by reply email and delete this message from your computer. Thank you

Steve Le

From: Lesley Xavier
Sent: Monday, December 10, 2018 11:09 AM
To: Steve Le
Subject: FW: Comments re El Camino Real Right of Way

FYI

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

From: Planning
Sent: Friday, December 7, 2018 11:27 AM
To: Mike Millen
Cc: Lesley Xavier
Subject: RE: Comments re El Camino Real Right of Way

Hello Mr. Millen,

Thank you for contacting the Santa Clara Planning Department. We have forwarded your email to Lesley Xavier, Principal Planner for the City of Santa Clara.

Regards,

Planning Division | Community Development Department
1500 Warburton Avenue | Santa Clara, CA 95050
PH: 408-615-2450

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

From: Mike Millen [<mailto:MikeMillen@aol.com>]
Sent: Friday, December 07, 2018 10:05 AM
To: Planning
Subject: Comments re El Camino Real Right of Way

I am a City of Santa Clara property owner and am writing to comment on the El Camino Real Right-of-Way Project.

I believe it is a mistake to get rid of on street parking at this stage of community development. I think the bike lane idea is great, but please don't eliminate on-street parking.

Someday, when on-street parking is not utilized, you can always convert it to another traffic lane or something else. However, until then, getting rid of parking doesn't "encourage" people to take the bus; instead, it just irritates them as public transit is not a realistic substitute for individual car ownership and driving in our local region.

I appreciate that in 10 or 15 years self-driving cars will taxi everyone around and at that point perhaps you can get rid of on-street parking. There is a simple test to figure out when that day has arrived: it will be the day when 90% of City employees and council members no longer drive in the City because they carpool, take Uber, or find some other non-individual-car ownership method of accomplishing their daily tasks of living. In my experience, when the people who make policy find themselves having to adjust because the detriment the policy bring to others is fully experienced by them, it may well be that the policy is reasonable.

--

Michael Millen
Attorney at Law
119 Calle Marguerita #100
Los Gatos, CA 95032
(408) 871-2777 [cell]
(408) 866-7480 [fax]
email: MikeMillen@aol.com

Steve Le

From: Omid shakeri <omid@eccobuilders.com>
Sent: Monday, October 15, 2018 3:29 PM
To: Steve Le
Subject: Re: City of Santa Clara El Camino Real Specific Plan Survey #2

Steve:

Thank you for your email. In addition to the survey, I would like to add the following comments regarding the Land Use section of El Camino Real Specific plan:

I believe the dividing line between the mix use properties and the existing homes should be extended to the edge of the streets behind the mix use areas. The streets will provide adequate buffer between the new developments and the existing homes. In addition, as part of the design guidelines, landscaping can be required between the concrete sound walls along their rear property lines and the streets to further soften the impact of the new developments. The benefit of this suggestion is that future developments will not directly butt the existing single family homes reducing any aesthetic or noise impacts. As the result, there will be less oppositions at the hearings during the permit process.

If you have any questions, please feel free to call me at 408-666-6556.

Sincerely;

Omid Shakeri
President

ECCO BUILDERS INC.

Building Americas Finest
2898 Joseph Avenue Unit C
Campbell, CA 95008
Mobile: 408-666-6556
voice: 408-996-9200
Fax: 408-9969210
Email: Omid@eccobuilders.com

VISIT US AT: WWW.ECCOBUILDERS.COM

From: Steve Le <SLe@SantaClaraCA.gov>
Date: Monday, October 15, 2018 at 1:28 PM
To: "<Undisclosed recipients;>"
Subject: City of Santa Clara El Camino Real Specific Plan Survey #2

Please use the updated link below to take the survey.

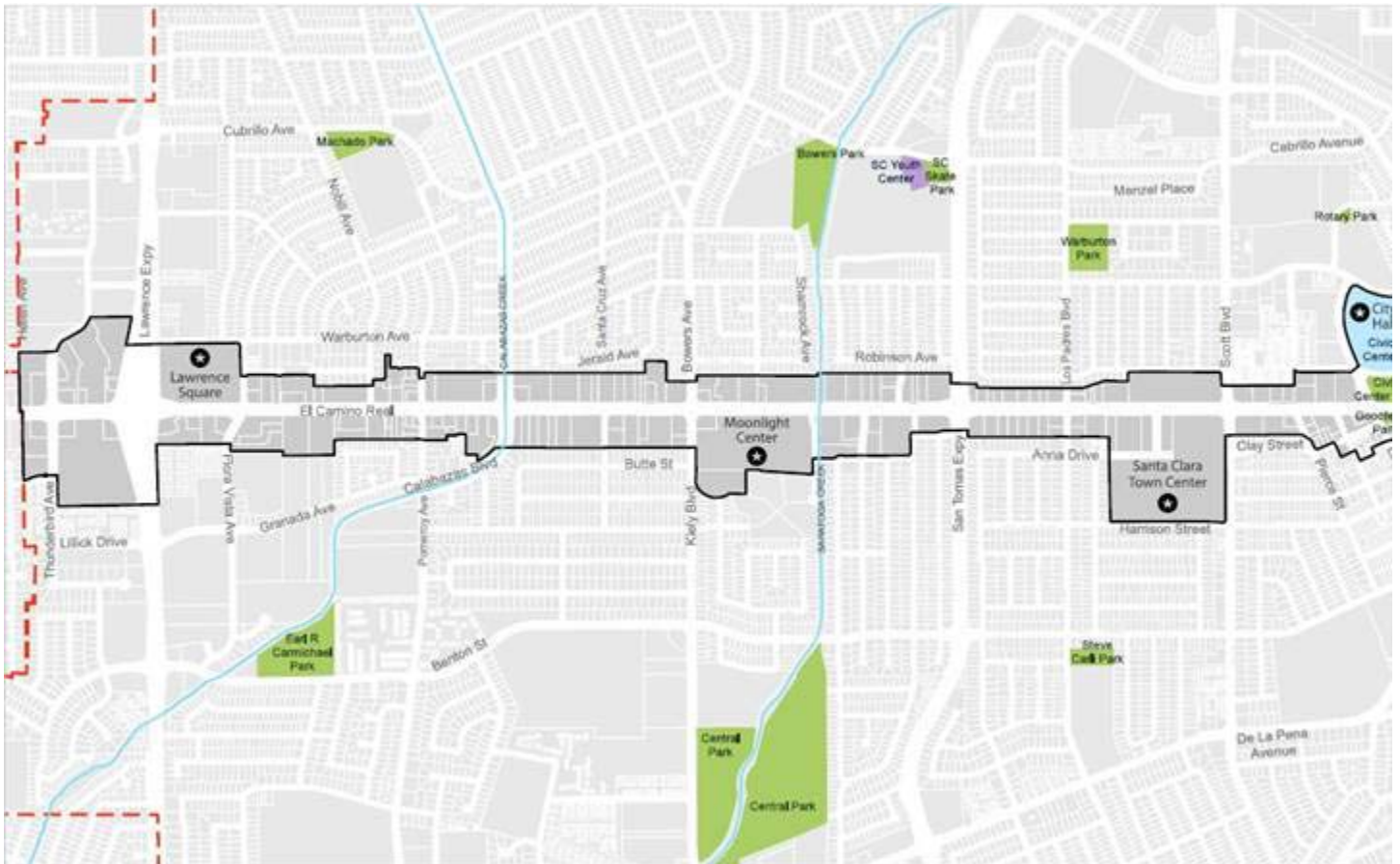
New Survey Available for the El Camino Real Specific Plan:

The City of Santa Clara Community Development Department posted a second survey to seek additional input for the El Camino Real Specific Plan. Based on the community's vision and input received to date through surveys, stakeholder meetings, Advisory Committee meetings, and community workshops, the project team has developed potential land use and transportation alternatives for El Camino Real Specific Plan. These alternatives were shown at the second community workshop held on August 14, 2018 at the Santa Clara Central Library. However, there are new questions relating to the expansion of the Plan area that we are

seeking input on. Help us review the proposed land use and transportation alternatives for the corridor and letting us know which one(s) YOU prefer.

To take the survey, please click on this direct link: [El Camino Real Survey #2](#)

For more background and information on the El Camino Real Specific Plan, please visit City's website at www.santaclaraca.gov/ecr



You are receiving this email because you're on the notification list for the El Camino Real Specific Plan. If you are no longer interested in receiving these notifications, please reply to this email so that you can be removed from the mailing list.

Thank you,

Steve Le | Assistant Planner
Community Development Department
1500 Warburton Avenue | Santa Clara, CA 95050
O:408.615.2450 | D: 408.615.2468



The information contained in this email may be privileged, confidential and exempt from disclosure under applicable law. The information is intended only for the use of the individual or entity to which it is addressed. If you are not the intended recipient or the employee or agent responsible to deliver it to the intended recipient, you are hereby notified that any use, dissemination, distribution or copying of this communication is strictly prohibited. If you have received this message in error, or are not the named recipient(s), please notify the sender immediately by reply email and delete this message from your computer. Thank you

1750 CATHERINE ST
SANTA CLARA. CA.95050
DECEMBER 5, 2018



SUBJECT: EL CAMINO REAL RIGHT-OF-WAY
COMMUNITY MTG. DEC.13,2018

DEAR COUNCIL MEMBERS:

I AM WRITING YOU ON THIS SUBJECT BECAUSE I WILL NOT BE ABLE TO ATTEND THIS MEETING. SO YOU WILL KNOW WHO I AM, HERE IS A BRIEF RECAP--I MOVED TO SANTA CLARA WITH MY PARENTS IN 1953, 65 YEARS LATER I AM STILL HERE.

THE BRIEF RECAP YOU DID ON THE SURVEY #1 SHOWED THE BIGGEST CONCERN WAS TRAFFIC CONGESTION. I DOUBT THAT HAS CHANGED. APPARENTLY THE POWERS IN CHARGE AGREED AND SHOWED IT BY INSTALLING DUAL LEFT TURN LANES AT SAN TOMAS AND EL CAMINO.

THE DISTANCE FROM LAFAYETTE TO SLIGHTLY BEYOND LAWRENCE EXPY. IS APPROX 3.1 MILES. AT THIS TIME THERE ARE 3 LANES IN EACH DIRECTION FOR TRAFFIC GOING EAST AND WEST. TO REDUCE THE LANES TO TWO IN MY OPINION WOULD CREATE MORE TRAFFIC CONGESTION.

LANDSCAPING WOULD DO NOTHING TO ALLEVIATE CONGESTION. SORRY FOR MY IGNORANCE BUT I HAVE NO IDEA WHAT YOU MEAN BY "PORK CHOP ISLANDS". WIDENING THE MEDIAN WOULD SIMPLY TAKE MORE SURFACE AREA AWAY FROM THE TRAFFIC LANES AND BIKE LANE. NARROWING TRAFFIC LANES TO ACCOMODATE A BIKE LANE COULD POSSIBLY CREATE FENDER BENDERS. TRAVELLING AT 35 TO 40MPH IT DOESN'T TAKE MUCH OF A MOVE OF THE STEERING WHEEL TO FIND YOUR VEHICLE ENCROACHING ON THE CAR NEXT TO YOU.

AS FOR "REMOVE ON STREET PARKING", I WONDER HOW MUCH EFFECT THIS WOULD HAVE ON THE SMALL BUSINESSES ALONG THIS 3.1 MILE PART OF EL CAMINO.

LIKE IT OR NOT IN TODAY'S WORLD THE MAJORITY OF DRIVERS ARE TRYING TO GET FROM POINT A TO POINT B AS QUICKLY AS POSSIBLE AND SOMETIMES ANGER WITH TRAFFIC CONGESTION CAN EFFECT A DRIVER'S ATTENTION SPAN.

SO LETS MAKE CERTAIN THAT WE ARE MAKING CHANGES THAT WILL HELP DRIVERS REMAIN SAFE FROM HARM.

YOURS TRULY,



ROBERT KOPP

Steve Le

From: Planning
Sent: Monday, December 17, 2018 9:51 AM
To: Lesley Xavier
Cc: Andrew Crabtree; Reena Brilliot; Gloria Sciara; John Davidson; Steve Le
Subject: FW: development in Santa Clara and along El Camino

FYI, Comments received in planning inbox from a resident.

Regards,

Rebecca Elizondo | Office Specialist II
Planning Division | Community Development Department
1500 Warburton Avenue | Santa Clara, CA 95050
Office: 408.615.2450 | Direct: 408.615.2469



From: Kevin Brown [<mailto:kevin5brown@yahoo.com>]
Sent: Monday, December 17, 2018 9:36 AM
To: Commission@santaclaraca.gov; Planning
Subject: development in Santa Clara and along El Camino

Hi there planning commission:

I wish the people who actually *live* in Santa Clara got to vote on stuff like this. My solution is simple, even though you won't like it.

No new high density housing. Not in my backyard, not in my neighborhood, not in my city.

I've been a resident of Santa Clara for almost 20 years, and what I've seen here is abhorrent to me. There is the new high density housing at the NE corner of Monroe at Lawrence Expressway, the smaller development at Warburton and Lawrence Rd. The new development at the NE corner at Kifer and Lawrence, and the huge new development at the SE corner of El Camino and Lawrence. Abhorrent, I tell you. Repugnant, disgusting, and totally not wanted or needed. You're trying to turn Santa Clara in downtown San Francisco, and I: Don't. Like. It. More people, more crime, more pollution, more water use, more carbon footprint, more cars, and more traffic. You can talk about per capita all you want, but more is *more*!

I used to think that I'd want to retire in Santa Clara. The tree lined streets, the quiet neighborhoods, the low crime. But not any longer. I have come to find out the more than one neighbor in my neighborhood has had their houses broken into within the last few years. I have seen posts of people accosted walking home on Nextdoor.com. And I've had my parked car vandalized outside our house. More people equals more of everything that's bad about suburban living, and you're trying to turn it into urban living. That's disgusting. Allow me to reiterate:

No new high density housing. Not in my backyard, not in my neighborhood, not in my city.

More people equals more crime, more pollution, more water use, more carbon footprint, more cars, and more traffic. You can talk about per capita all you want, but more is *more*!

Please take my viewpoint into account when you talk about even more high density housing. Santa Clara should be more like Cupertino and Palo Alto, and limit growth.

Thanks for your time,

Kevin Brown.

Santa Clara resident since 1999.

Good Evening. My name is David Murdaugh, and I am the owner of Grand Prix Powersports at 2360 El Camino Real in Santa Clara. I am here to voice my concerns regarding the removal of on-street parking on El Camino Real.

If this proposal were to come to fruition, we and other businesses would be severely impacted. We rely on on-street parking for customer service and access, without which we would not be able to operate. Because of restrictions placed on New Motor Vehicle dealers by the State of California, we are unable to move our dealership to another location within the distance allowed. This would leave us with no option other than closing our dealership that has been on El Camino Real for 50 years and in which I have invested 35 years and my life's savings.

The negative economic consequences would be significant. Not only would 14 good men and women lose their full-time jobs by which they support their families, but local and State revenues would be affected. We collect over \$500,000 per year in Sales Taxes, nearly half of which goes to fund local public safety and criminal justice activities, local health and social services programs, and local transportation projects.

We strongly object to any modification that eliminates the currently available on-street parking on El Camino Real.

Via Email to: planning@santaclaraca.gov

City of Santa Clara

Planning Department

Re: Objection to Removal of On Street Parking – El Camino Real

Dear Planning Department,

Our office represents commercial Golabi Properties, LLC (Golabi). Golabi has invested significant funds to acquire and maintain commercial property located on El Camino Real in the City of Santa Clara.

We are in receipt of a Notice of Community Meeting set for December 13, 2018 to review right of way alternatives including Minor Modifications to median, traffic lanes, landscaping and arterial islands at intersections, as well as Minor Modifications to Remove On-Street Parking to accommodate a protected bike lane.

Please be advised that we are unable to attend the meeting in person. However, our client has authorized our delivery of this notice to you, for presentation at the meeting. Business interests located on El Camino Real rely on on-street parking for customer service and access. Removal of on-street parking will have a significant detrimental effect on business interests and severe economic consequences.

Golabi hereby objects to any Minor Modification that will serve to diminish or eliminate on-street parking currently available on El Camino Real in Santa Clara.

Sincerely,



Greg Close
Asset Manager for Golabi Properties, LLC

EL CAMINO REAL SPECIFIC PLAN

Art & Wine Festival 2018

Comment Card

I do not agree with building higher buildings. I want more landscaping on the street. What is the plan to accommodate for the higher traffic? Are the builders putting money toward street maintenance & improvements. Dense housing with no retail & convenience stores detracts from revenue to the city. we need both.

www.santaclaraca.gov/ecr

crashman1369@yahoo.com

EL CAMINO REAL SPECIFIC PLAN

Art & Wine Festival 2018

Comment Card

KEEP ECR THE WAY
IT IS, AND
PAVE / Fix THE POT HOLES

~~EL CAMINO REAL SPECIFIC PLAN~~

Art & Wine Festival 2018

Comment Card

I am a bicyclist, but I would not be
in favor of a road diet on Pruneridge,
between Winchester + Lawrence. I really
hope that this comes up for a
discussion at an S.C. Council mtg. +
that a bike committee does not make this
decision for us, without the public being
able to voice their opinion. Thanks!

- Susan Horvath

EL CAMINO REAL SPECIFIC PLAN

Art & Wine Festival 2018

Comment Card

Because there is no much pedestrian
on sidewalk of El Camino I would
split the sidewalk for pedestrian
and bicycle. Keep parking in the street
for free.

EL CAMINO REAL SPECIFIC PLAN

Art & Wine Festival 2018

Comment Card

_____ parks, parking, stores.

_____ We can and should have
_____ High rise built with
_____ all the services around.

_____ Hotels

EL CAMINO REAL SPECIFIC PLAN

Art & Wine Festival 2018

Comment Card

REMOVING grocery stores
to add more people.

DOES NOT MAKE
SENSE!

Stop building more than
we can handle!

Bikes don't get a lane
until they pay taxes

EL CAMINO REAL SPECIFIC PLAN

Art & Wine Festival 2018

Comment Card

EL CAMINO REAL REALLY
NEED NEW RE-PAVING!
POOR ROADS!

Thanks!
N

EL CAMINO REAL SPECIFIC PLAN

Art & Wine Festival 2018

Comment Card

I like the idea of
standard transitions
but need to review max
height.

Don't make the street
too built up. I like the
openness + trees

EL CAMINO REAL SPECIFIC PLAN

Art & Wine Festival 2018

Comment Card

I believe some high density housing options are necessary, but I don't want to see high density everywhere or too continuously! It is better if high density can be kept to three or four stories, along major thoroughfares, like El Camino Real, too.

F. Lemmon

Margann Dr. 95050

EL CAMINO REAL SPECIFIC PLAN

Art & Wine Festival 2018

Comment Card

max ht residential - 2 story - green
zone

EL CAMINO REAL SPECIFIC PLAN

Art & Wine Festival 2018

Comment Card

Fix EL CAMINO
From Lawrence to Lafayette St
Potholes & Wash board Pavement

EL CAMINO REAL SPECIFIC PLAN

Art & Wine Festival 2018

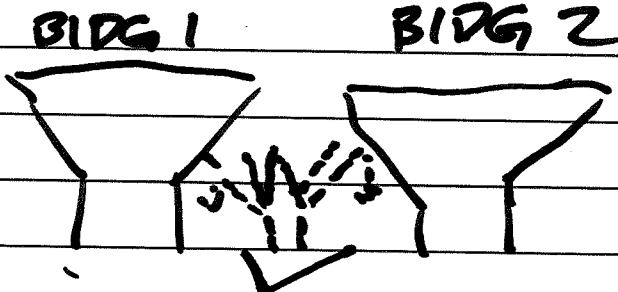
Comment Card

Consider SCALE, width
of street, don't reduce
of lanes for driving

EL CAMINO REAL SPECIFIC PLAN

Art & Wine Festival 2018

Comment Card



MINIMIZE LIGHT POLLUTION.

STREET LIGHTS

EL CAMINO REAL SPECIFIC PLAN

Art & Wine Festival 2018

Comment Card

Santa Clara housing
an El Camino should
include a mandatory
ratio of ownership
Townhouses or condos
TO rentals - apts.
THIS should be
a mandate!

EL CAMINO REAL SPECIFIC PLAN

Art & Wine Festival 2018

Comment Card

Please no "Canyon"
effect on Camino.

Traffic is already much
worse - I drive 3 mi.
to work on El Camino
every work day.

Have to drive instead of
walk as my Sept. store
left ~~to~~ to be big ^{art/retail} complex.
Developers seem to "buy"
S.C. politicians!

EL CAMINO REAL SPECIFIC PLAN

Art & Wine Festival 2018

Comment Card

Changing el Camino from bussiness
to residential sucks! Even mixed use
is a bad idea. The rental/ lease cost
for bussinesses is way to high. This
will drive out existing and new bussiness
to someplace else.

EL CAMINO REAL SPECIFIC PLAN

Art & Wine Festival 2018

Comment Card

No Bulb out

CAUSE MORE ACCIDENTS
MORE WHEEL DAMAGE TO CARS

EL CAMINO REAL SPECIFIC PLAN

Art & Wine Festival 2018

Comment Card

Charge development companies
more to develop in Santa
Clara and give that to schools.
That seems better than
borrowing and charging that
to home owners (Measure BB)

EL CAMINO REAL SPECIFIC PLAN

Art & Wine Festival 2018

Comment Card

The Signal Phase and Timing
needs to be more coordinated
to clear traffic during
peak hours.

P.S. Joel Rourke - I'm
looking at you!
- Jill W.

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

EL CAMINO REAL SPECIFIC PLAN

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

EL CAMINO REAL SPECIFIC PLAN

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.

EL CAMINO REAL SPECIFIC PLAN

Workshop #2

Comment Card

Moratorium on High
Density Housing

Move Low density
housing
And Parks

EL CAMINO REAL SPECIFIC PLAN

Workshop #2

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.

EL CAMINO REAL SPECIFIC PLAN

Workshop #2

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

allow greater density
to encourage affordable
housing + micro units

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

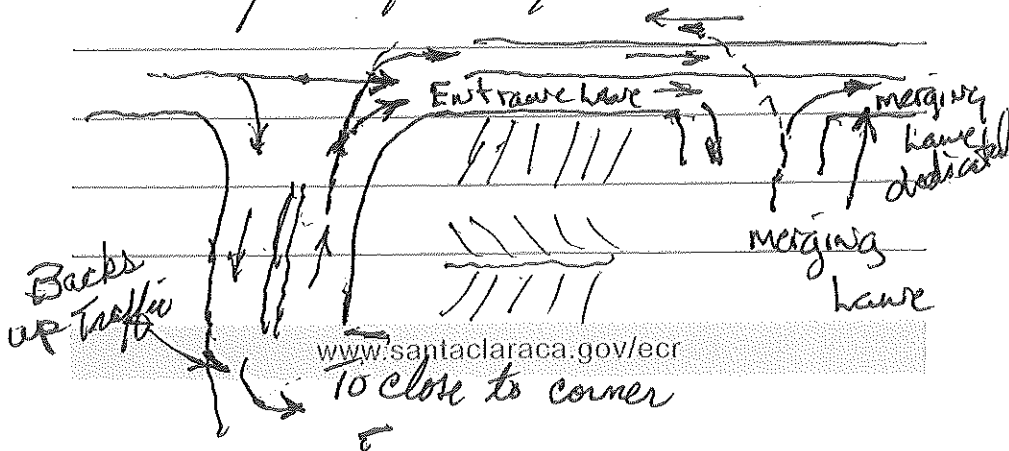
With respect to neighborhood transition, for the development on the north side ECR, a 45° elevation is going to cast shadows on the property behind the building, especially in winter. The sun is below 45° at noon from about October to February or March. If I was a property owner here, I would be upset.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

Steve Le

From: Maria Le
Sent: Thursday, August 02, 2018 9:14 AM
To: Lesley Xavier
Subject: Public Comment ECR

Just sending you these to keep a log in case:

Gary A.

, Fremont Park Vicinity-Edited 16h ago

Shouldn't they have had these workshops about 5 years ago before they started turning the El Camino into apartment row . Seems like they are trying to cover their ass and make it seem like the public can be involved , but let's be real . They have approved just about everything that has been presented to them, no matter how it affects the area , and it's a little late to start making a plan now . Hundreds of empty over priced apartments' traffic everywhere and no where to shop or eat . I went to alot of council meetings where the public opposed a project and the council acted like they were listening and then they passed it anyway . Great job city council .

Maria Le

Communications Coordinator | City Manager's Office
1500 Warburton Ave. Santa Clara, CA 95050
(direct) 408-615-5517

[Website](#) | [Facebook](#) | [Twitter](#) | [Youtube](#)



Steve Le

From: Maria Le
Sent: Monday, August 06, 2018 8:37 AM
To: Lesley Xavier
Subject: RE: Public Comment ECR

Good Morning Lesley,
I have received another inquiry on Next Door.
Would you like me to provide the constituent with your email or planning@santaclaraca.gov to send public comment.

Chad B.

, Moreland · 10h ago New

What is the online method of participating in this planning, for people who have kids & work and cannot spend hours and hours for little reward?

From: Lesley Xavier
Sent: Thursday, August 02, 2018 9:24 AM
To: Maria Le
Subject: RE: Public Comment ECR

No, things are not set.

City staff was directed by Council to develop a plan because there were many projects coming forward with little direction provided by existing policies. The Council felt that there should be more specific goals, policies, and guidelines for new development on ECR.

Any new development, that is not already permitted or one of 5 applications that were on file at the start of the process, will be required to conform to the plan once adopted by the City Council.

Lesley

From: Maria Le
Sent: Thursday, August 2, 2018 9:21 AM
To: Lesley Xavier
Subject: RE: Public Comment ECR

Is it quite true that things are set in stone as far as planned development?
I try to respond to the best of my ability but sometimes on Nextdoor, I just let the residents go back and forth about it.

From: Lesley Xavier
Sent: Thursday, August 02, 2018 9:20 AM
To: Maria Le
Subject: RE: Public Comment ECR

Thank you much!
Lesley

From: Maria Le
Sent: Thursday, August 2, 2018 9:14 AM
To: Lesley Xavier
Subject: Public Comment ECR

Just sending you these to keep a log in case:

Gary A.

, Fremont Park Vicinity-Edited 16h ago

Shouldn't they have had these workshops about 5 years ago before they started turning the El Camino into apartment row . Seems like they are trying to cover their ass and make it seem like the public can be involved , but let's be real . They have approved just about everything that has been presented to them, no matter how it affects the area , and it's a little late to start making a plan now . Hundreds of empty over priced apartments' traffic everywhere and no where to shop or eat . I went to alot of council meetings where the public opposed a project and the council acted like they were listening and then they passed it anyway . Great job city council .

Maria Le

Communications Coordinator | City Manager's Office
1500 Warburton Ave. Santa Clara, CA 95050
(direct) 408-615-5517

[Website](#) | [Facebook](#) | [Twitter](#) | [Youtube](#)



Steve Le

From: Chad Brower <chad.brower@usa.net>
Sent: Tuesday, August 07, 2018 8:57 AM
To: Lesley Xavier
Subject: El Camino Real Community Workshop #2 - Help us shape the future of the El Camino Real

Hello Lesley,

Maria linked me to you, regarding El Camino Real public input. I'm not entirely sure what the questions are yet, but here's my input:

- * Zone everything for flexible use residential & retail & clean-office, so that people don't have to drive so far, and so that space can be repurposed from residential to commercial (etc) as local demand varies.
- * Stop building residential complexes without matching green-space.
- * Enforce rules at shared parks, to prevent "tragedy of the commons", like off-leash dogs & homeless people.
- * Physically separated bikeway

--Chad

Communications Coordinator Maria Le-23h ago Hello Chad, If you are unable to attend the workshop, we encourage you to email your comments to Lesley Xavier, Principal Planner at lxavier@santaclaraca.gov . In addition, after the workshop, the presentation with public comment/input will be posted to our website. The website page is www.santaclaraca.gov/ecr

El Camino Real Community Workshop #2 - Help us shape the future of the El Camino Real The Community is invited to participate in the El Camino Real Workshop #2.

The El Camino Real is the City's most visible and identifiable commercial corridor. The El Camino Real Specific Plan will provide a vision and detailed guidance on preferred land uses, transportation improvements, and design standards for the corridor over the next 20 to 30 years.

El Camino Real Workshop #2
Planning Alternatives
6:00 PM - 8:00 PM
Tuesday, August 14, 2018
Santa Clara Central Park Library, Redwood Room
2635 Homestead Road, Santa Clara

For more information and project background, please visit the webpage:
www.santaclaraca.gov/ecr



City of Santa Clara
Community Development Department
1500 Warburton Avenue
Santa Clara, California 95050

August 8, 2018

Attn: Ms. Xavier – El Camino Real Plan Administrator
Subject: Presentation slides on Lighting and Trees for Workshop #3

Ms. Xavier,

We discussed the agenda for the coming workshop concerning the tree landscape and lighting designs for the specific plan report on the Real. Attached are my comments on the subjects. You indicated the format of the meeting does not allow for Public Power Point exhibits or 3 minute verbal presentations by the Public.

I have provided these comments to insure that if some aspects of the Workshop consultant's comment statements are too limited in scope, this submittal will complement the Consultant's points of review to some degree.

Thank you for the information you provided to me and for discussions and investigations.

A handwritten signature in blue ink, appearing to read "Bruce Donoghue".

Mr. Bruce Donoghue
bdonog4579@aol.com

EL CAMINO REAL SPECIFIC PLAN COMMENTS

WITH PHOTOGRAPHIC EXHIBITS ATTACHED

BY: Mr. B. Donoghue

INTRODUCTION

THE FOLLOWING SPECIFIC COMMENTS ARE A SERIES OF IMPRESSIONS DEALING WITH MY YEARS OF TRAVELING ALONG THE EL CAMINO REAL. THE LOCAL CITIES OF CONCORD AND CUPERTINO HAVE DESIGNED AND CONSTRUCTED MAJOR BOULEVARD STREET TREE IMPROVEMENTS THAT OFFER THE PUBLIC A PLEASANT WELL DESIGNED AND CONTINUOUS BOULEVARD WITH A SHADED SIDEWALK AREA WITHOUT THE HEAT ISLAND EFFECT. THE TREES HAVE BEEN WELL MAINTAINED TO INSURE NORMAL GROWTH.

THE EL CAMINO REAL WILL HAVE TALLER BUILDING STRUCTURES THAT DEMAND VISUAL SCREENING AND PROTECTION FROM THE SUN. THE STREET SCAPE WILL NEED STREET LIGHTING PHOTOMETRIC MINIMUM AND MAXIMUM STANDARDS WHICH WILL CREATE AN INVITATION TO THE PUBLIC TO USE THE SIDEWALKS.

REVIEW OF EXISTING LIGHTING AND POLES:

A. NEW DECORATIVE LIGHTING POLES AND FIXTURES:

- 1. SOME ARE MISSING AT NEW BUILDINGS**
- 2. IRREGULAR SPACING EXISTS AT RANDOM LOCATIONS**
- 3. REAR LOWER LUMINAIRE IS MISSING AT RANDOM LOCATIONS**
- 4. OLDER ALUMINUM POLES ARE EXISTING AT LOCATIONS**
- 5. NEW DECORATIVE POLES PLACED AT CROSSWALKS IN LIEU
ALUMINUM POLES WITH LONG ARMS AND WITH HIGHER
INTENSITY AND BETTER PERFORMING LED LUMINAIRES**
- 6. NEW SINGLE LUMINAIRE POLES WITH STANDARD ON CENTER
SPACING PROVIDE 0.7+/- foot-candles(ftcds) AT CENTER OF SPACING
AT REAR OF SIDE WALK**
- 7. NEW DUAL LUMINAIRE POLES WITH STANDARD ON CENTER
SPACING PROVIDE 0.9 ftcds AT CENTER OF DUAL
LUMINAIRE SPACING AT REAR OF SIDEWALK**
- 8. NEW DUAL LUMINAIRE POLES PROVIDE 2.6 ftcds AT 10'
FROM EITHER POLE AT REAR OF SIDEWALK**
- 9. PHOTOMETRICS AND THE FIXTURE MANUFACTURE AND CATALOG
NUMBERS WERE NOT AVAILABLE FROM THE CITY**

REVIEW OF EXISTING LIGHTING AND POLE CONDITIONS (continued)

B. OLDER POLES

- 1. SIGNAL POLES HAVE RANDOM(short and long)LUMINAIRE ARM LENGTHS ALONG EL CAMINO REAL AND THE SIDE STREETS AND “T” INTERSECTIONS**
- 2. INTERSECTIONS AND CROSSWALKS HAVE DIFFERENT LUMINAIRE POLE LOCATIONS ALONG THE WIDE EL CAMINO REAL**
- 3. INTERSECTIONS AND CROSSWALKS HAVE DIFFERENT TYPES OF LUMINAIRES AND DIFFERENT PHOTOMETRIC PATTERNS OF LIGHT AND DIFFERENT TYPES OF LIGHT**
- 4. LIGHTING LEVELS VARY AT THE FACE OF CURBS FROM 0.2 foot-candles(ftcds) to 2.6 ftcds AT CROSSWALKS**
- 5. LIGHTING LEVELS VARY AT THE CENTER OF EL CAMINO REAL CROSSWALKS FROM 0.3 ftcds TO 2.3 ftcds**
- 6. LIGHTING AT BUS STOPS VARY AND MOST ARE DIM(STANDARD UNKNOWN)**
- 7. LIGHTING AT SIDE STREET CROSSWALKS IS DIM AND NONSYMMETRICAL**
- 8. LIGHTING AT SIDE STREET CROSSWALKS IS NOT FROM AN LED LUMINAIRE ON A LONG ARM**

C. OTHER

- 1. STRIPING AT CROSSWALKS ALONG EL CAMINO REAL IS VERY WELL WORN**
- 2. STRIPING AT "HAWK" INTERSECTIONS IS EASILY SEEN**
- 3. "HAWK" SIGNALS ARE CONFUSING AND ATYPICAL, AND HAVE A LACK OF INFORMATIONAL SIGNS. THE LAW REQUIRES A FULL STOP AT A BLANK SIGNAL SYSTEM, AND A FULL STOP UNTIL A CROSSWALK IS COMPLETELY CLEAR OF PEDESTRIANS**
- 4. THE LED SIGNAL FACES APPEAR TO BE TOO BRIGHT AFTER DARK, AND IT APPEARS SOME SIGNAL FACES ARE NOT LEDS**
- 5. THE LIGHTING DESIGN AT THE SAINT CLARA STATUE IS DIM AND THE LIGHT IS SPOTTY.**

REVIEW OF EXISTING TREES WITHIN EL CAMINO REAL:

A. NEW STANDARD TREE(Acer Rubrum Armstrong)

- 1. NEW STANDARD TREES WITHIN THE SIDEWALK ARE MISSING AT SOME NEW BUILDINGS**
- 2. PALM TREES ARE BEING PLANTED WITHIN NEW SIDEWALKS AT SOME NEW BUILDINGS**
- 3. NEW TREE SPACINGS ARE NOT UNIFORM AT SOME LOCATIONS**
- 4. ORIGINAL IRRIGATION DESIGN AND CURRENT MAINTENANCE EFFORTS ARE UNKNOWN**

B. OLDER TREES

- 1. EXISTING OLDER TREES GROWTH HAS BEEN STUNTED AND THEY ARE TOO SHORT, BLOCKING VIEWS OF STOREFRONTS**
- 2. THE SPACING AND LOCATIONS ARE IRREGULAR**
- 3. SOME LOTS ARE MISSING TREES**
- 4. ONLY A FEW TREES ARE AS LARGE AS THE SPECIES GUIDELINES STIPULATE**
- 5. MOST EXISTING TREES DO NOT OFFER SHADE AND SCREENING ABOVE 12'**

REVIEW OF EXISTING TREE ALONG EL CAMINO REAL (CONTINUED)

C. PALM TREES

- 1. PALM TREES HAVE BEEN PLANTED ON THE SOUTH SIDE AND ARE TOO TALL TO PROVIDE AN ATTRACTIVE STREET SCAPE**

D. ON-SITE TREES AND LANDSCAPING

- 1. NARROW PLANTING LANDSCAPE SETBACKS BEHIND SIDEWALKS HAVE BEEN USED TO PLANT PALM TREES IN LIEU OF STREET TREES THESE TREES ARE TOO TALL AND LARGE TO OFFER ANY CONSTRUCTIVE VISUAL PRESENCE WITHIN THE BUILDING FAÇADE, AND WILL RUB AGAINST THE BUILDING AND THEIR NEW BALCONIES**
- 2. LIMITED SHRUB SPACINGS HAVE BEEN ESTABLISHED, AND THESE ARE TOO SMALL AND DO NOT SOFTEN THE BUILDING'S FAÇADE**

REQUESTS FOR REVIEW BY EL CAMINO REAL SPECIFIC PLAN COMMITTEE

- A. CREATE A BASE PLAN FOR UNDERGROUND UTILITY FACILITY CONFLICTS**
- B. CREATE A REVISED PLAN FOR EL CAMINO REAL THAT OUTLINES THE FOLLOWING:**
 - 1. PLANTING OF STANDARD ADOPTED ACER TREE IN ALL AREAS ALONG EL CAMINO REAL IN SIDEWALK OR STREET OR IN WIDENED BUILDING**

REQUESTS FOR REVIEW BY EL CAMINO REAL SPECIFIC PLAN COMMITTEE(CONTINUED)

- 2. REQUIRE ALL STREET LIGHTS TO BE OF THE DECORATIVE TYPE**
- 3. REQUIRE REPLACEMENT OF STUNTED TREES AND TRIMMING OF STREET TREES OBSCURING RETAIL SIGNAGE AND REMOVAL OF POORLY LOCATED STREET TREES**
- 4. REQUIRE ALL CROSSWALKS TO BE ADEQUATELY ILLUMINATED TO AN ADOPTED DESIGN STANDARD. ALONG EL CAMINO REAL AND INTERSECTING SIDE STREETS**
- 5. REQUIRE ALL ADJOINING NEW BUILDINGS TO PROVIDE LIGHTING DESIGNS FOR SIDEWALK AREAS. REQUIRE NO DIRECT GLARE INTO STREET AREA**
- 6. REQUIRE IMPROVED CHRISTMAS LIGHTING AT MEDIAN TREES AND GENERAL LIGHTING AT THE STATUE OF SAINT CLARE**
- 7. REQUIRE ALL TREES BE WATERED AND MAINTAINED EFFECTIVELY AND CONTINUALLY**
- 8. INVESTIGATE THE HEAT ISLAND EFFECT AND COMMENT THE LOWERING OF DAY TIME AIR TEMPERATURES BY 4 DEGREES AND NIGHT TEMPERATURES BY 22 DEGREES DUE TO TREE SHADING AND RESPIRATION**

Steve Le

From: bdonog4579@aol.com
Sent: Monday, August 20, 2018 12:34 PM
To: Lesley Xavier
Subject: EL CAMINO REAL SPECIFIC PLAN- LIGHTING

Ms. Xavier,

Again, thank you for your discussions concerning the implementation of the Specific Plan's recommendations during Workshop #2.

I have contacted the Traffic department and the Silicon Valley Power department concerning the existing conditions at crosswalks and intersections along ECR. My perception is the City manager failed to include intersections in the decorative lighting project a few years ago. Decorative poles have been installed at intersections and crosswalks. The light distribution from these poles and the lack of long armed poles at signal equipment and crosswalks has left the Real a dangerous place at night.

The Specific Plan identification of these needed upgrade areas, I hope, will be mentioned and a funding plan outlined. However, it is my belief the two mentioned City departments should fund the prompt upgrading of some of the intersections. I request this approach of funding be reviewed by the Plan and the City.

Mr. B. Donoghue

EL CAMINO REAL - SOUTH SIDE.

**MADISON
PLACE**

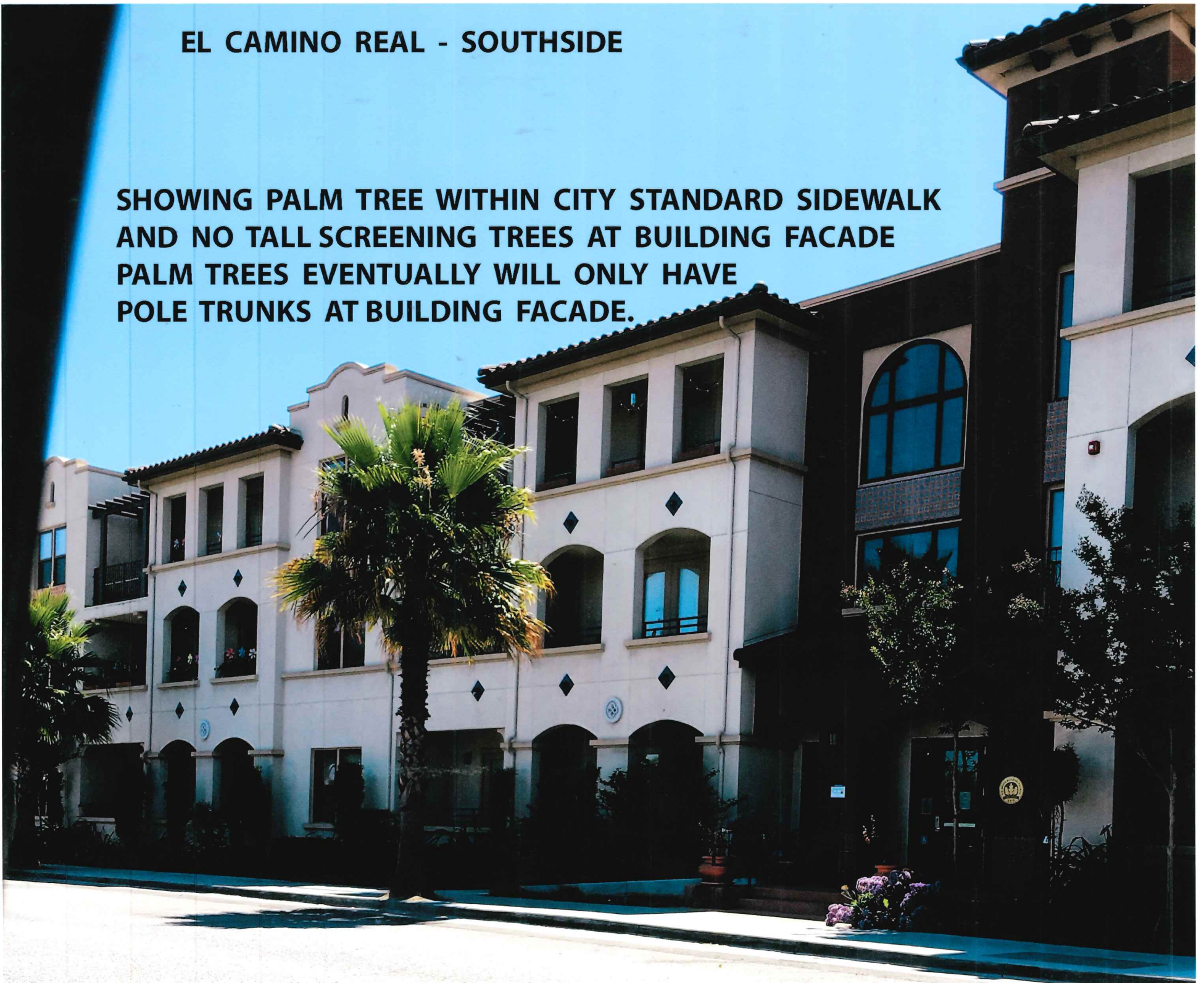
1368

1374

**SHOWING PALM TREES TOO CLOSE TO BUILDING FACADE
AND LIMITED LANDSCAPING BETWEEN STORE FRONTS.
CITY STANDARD STREET TREES MISSING WITHIN SIDEWALK.
WALL LIGHT SCONCES PRESENT.**

EL CAMINO REAL - SOUTHSIDE

**SHOWING PALM TREE WITHIN CITY STANDARD SIDEWALK
AND NO TALL SCREENING TREES AT BUILDING FACADE
PALM TREES EVENTUALLY WILL ONLY HAVE
POLE TRUNKS AT BUILDING FACADE.**

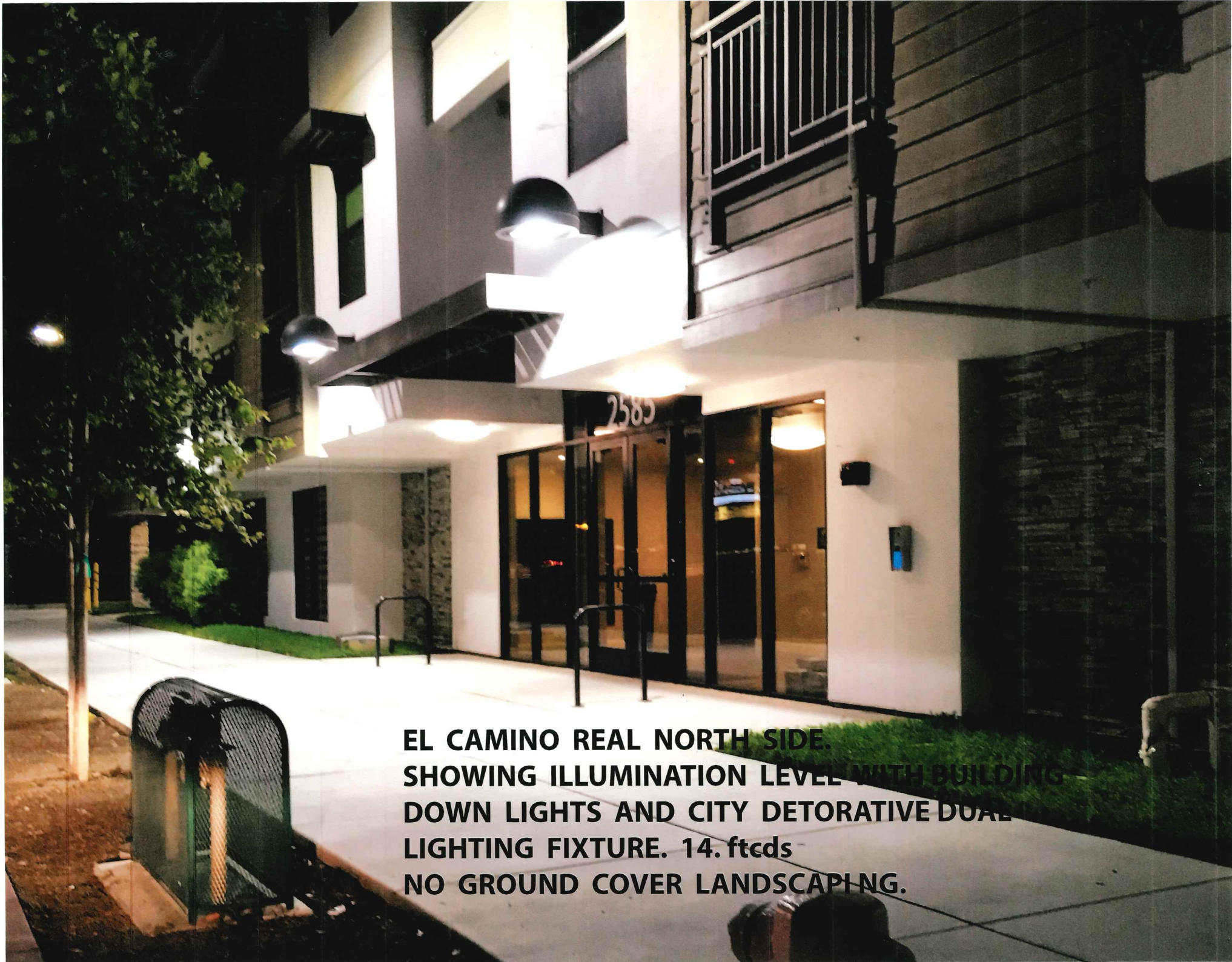


EL CAMINO REAL SOUTH SIDE
SHOWING THE GROWTH HEIGHT AND SCREENING
OF A PALM TREE

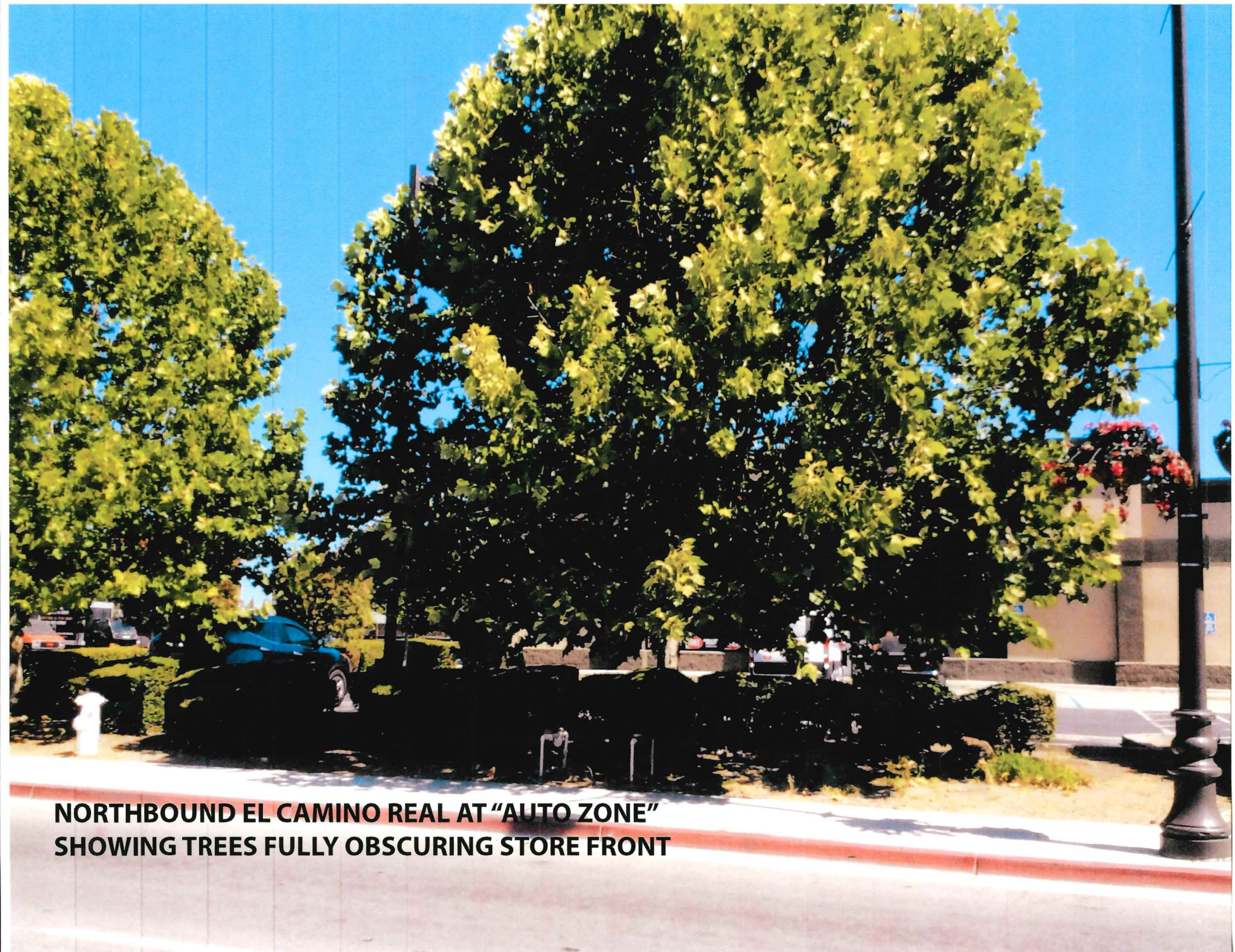


**EL CAMINO REAL SOUTH SIDE.
SHOWING CONFLICT BETWEEN
GROWING PALM TREE AND
OVERHANGING BALCONY.
ALSO, BOLLARD DOWNLIGHT
AT PLANTER.**





**EL CAMINO REAL NORTH SIDE.
SHOWING ILLUMINATION LEVEL WITH BUILDING
DOWN LIGHTS AND CITY DETORATIVE DUAL
LIGHTING FIXTURE. 14. ftcds
NO GROUND COVER LANDSCAPING.**



**NORTHBOUND EL CAMINO REAL AT "AUTO ZONE"
SHOWING TREES FULLY OBSCURING STORE FRONT**

A dark, blurry photograph of a street at night. The image is mostly black with some out-of-focus lights. In the upper left, there are several warm, yellowish-white lights. In the upper center, there is a single, bright blue light. To the right of the blue light, there are a few dimmer, reddish-brown lights. The overall scene is very dark and lacks detail.

**EL CAMINO REAL NORTHSIDE.
SHOWING ILLUMINATION LEVEL AT SIDEWALK
WITH ONLY ONE DECORATIVE LIGHTING FIXTURE ON CURB SIDE.**

Steve Le

From: bdonog4579@aol.com
Sent: Wednesday, August 15, 2018 11:25 AM
To: Lesley Xavier
Subject: EL CAMINO SPECIFIC PLAN MEETING

Ms. Xavier,

The meeting last night was very informative. Thank you for the discussions and inserting a Public comment period.

My comment package was reviewed by the Consultant, however his limited comments and wall information sheet caused me to create this email.

He stated that the lighting subject was not within his knowledge base, and as no statement on the wall sheet addressed the following issues, I am concerned.

Issues:

1. The establishment and publishing of standards for minimum sidewalk illumination levels. and a maximum/minimum illumination ratio.
2. The establishment and publishing of a standard for minimum crosswalk illumination levels and maximum/minimum illumination ratio. A standard for the location of these poles and luminaire arm lengths is also needed.
3. A comment on the existing median tree lighting and the illumination of the Saint Clare statue area
4. A maximum illumination standard and for *direct glare* on to the street area. Signage illumination standards and sign locations zones and size was also not mentioned.
5. A standard for illuminated cross street name signage.

The inclusion within the report of cost estimates, funding sources, and improvement schedules for needed City up grades to City facilities to comply with the Specific Plan recommendations is a vital report section. In other words there are areas that will not develop for decades and local areas that need tree and lighting upgrades and work. These areas will degrade any new work that new developments will accomplish. There are also areas of recent completed developments that need their frontages reworked to comply with their approved plans and the new Specific Plan guidelines. The City needs to understand for the guide lines to work and upgrade the Real the City must play its independent part and invest in the Real. This work should be funded by local Improvement District assessments, bonds or in some cases department budgets(change in a luminaire and arm at isolated locations).

The discussions of trees also appeared very limited. The power point exhibits showed many tree heights and locations along the Real. The inclusions of tree standards and types, irrigation and maintenance requirements and the relocation and planting of existing problem trees should be identified. It appears the Consultant is limiting his report to a few identified areas and not providing a master plan for the long term improvement of the Real. You might argue that this is beyond his Scope of Work, however it is a necessity. The inclusion of a utility conflict master plan was great. The integration of tree planting zones planting options where conflicts occur is a basic Specific Plan requirement, in my view.

Thank you again for the discussions and keep up the good work.

Mr. B. Donoghue

PS The HAWK crosswalk beacon system seems to be criticized at most all the various recent meetings I have attended

Steve Le

From: Planning
Sent: Wednesday, August 15, 2018 11:34 AM
To: Reena Brilliot; Gloria Sciara; Lesley Xavier; John Davidson
Subject: FW: ECR Specific Plan, solar and LEED certification.

FYI , part 2 of residents email received in planning inbox.

Thank you,

Rebecca Elizondo, OS II

From: Joseph Rich [<mailto:joseph.a.rich@gmail.com>]
Sent: Wednesday, August 15, 2018 10:59 AM
To: Planning
Subject: ECR Specific Plan, solar and LEED certification.

Sorry, one more comment.

With all the new construction, why not require it to be LEED certified and also use as much solar power as possible, not only for electrical, but for heating, also. This would possibly increase the initial costs, but it is shown to reduce the long term operational costs.

Joe Rich

Steve Le

From: Planning
Sent: Wednesday, August 15, 2018 10:55 AM
To: Reena Brilliot; Lesley Xavier; John Davidson; Gloria Sciara
Subject: FW: El Camino Real planning

FYI, email from resident received in planning inbox.

Rebecca Elizondo | Office Specialist II
Planning Division | Community Development Department
1500 Warburton Avenue | Santa Clara, CA 95050
O : 408-615-2469



From: Joseph Rich [<mailto:joseph.a.rich@gmail.com>]
Sent: Wednesday, August 15, 2018 10:44 AM
To: Planning
Subject: El Camino Real planning

I was at the ECR Specific Plan meeting last night at the library, but had to leave early because of health reasons. However, I have a few comments, one of which I left at the desk.

However, before I give my specific comments I would like to make the general observation that I believe, done right, high density housing is what is needed for the valley. Many folks say this lowers life quality, but I disagree, in fact, I see where it can bring people together.

1. With respect to the transition, for those buildings on the north side of El Camino, a 45 degree angle will block the sun for those residences behind those buildings. At noon, the sun is not above 45 degrees from around mid October to mid February. It is worse for times earlier and later in the day. If I was a resident in one of these homes, I would be greatly upset about this.
2. The traffic maps do not even show the bike / pedestrian path along San Thomas / Saratoga Creek. From my experience, this path is well used by not only people walking and riding for pleasure and health, but also by commuters to the high tech companies in northern Santa Clara. This needs to be more emphasized in the planning and methods to allow easy and safe passage from the sidewalks and bike paths along ECR to this path needs to be designed into the plan. I think we need to encourage bicycling as a major form of transportation for all of the new residents who will be living along ECR.
3. Automobile traffic: It would be good to know what the rates and patterns are for the current and future expected automobile traffic along ECR versus time of day, day of week, etc. A significant effort needs to be done in modeling this traffic using computer models and this needs to be presented to the citizens who live in Santa Clara. We do not want another fiasco like what has happened to those who live around the stadium during game days. This is not only not fair the current citizens, but will impact how well the development will

be received by future residents. Remember, Santa Clara has a reputation for doing dumb things, like previously demolishing the downtown, resulting in a Santa Clara without a there there.

Thank you

Joe Rich