



**City Council Hearing**

**Item #5 RTC 21-887**

**El Camino Real Specific Plan – Direction on Next Steps**

**July 6, 2021**

1



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

## **El Camino Real Specific Plan**

### **Background**

- 2010 General Plan Update changed corridor to residential / mixed-use
- 2010 – 2017 Land use approvals for 13 Projects (1,292 Units)
- 2017 City Council direction to prepare Specific Plan to provide more detailed policies for new development
- 2017 – 2021 staff worked with consultant and Community Advisory Committee to prepare a Specific Plan
- June 15, 2021 – City Council direction to modify Specific Plan
- June 30, 2010 – Last day of MTC Grant funding

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## El Camino Real Specific Plan

### June 15, 2021 City Council Direction

Return to City Council with a revised plan as follows:

- Corridor Residential - maximum height to be 2-story
- Corridor Mixed-Use - maximum height to be 3-story
- Regional Commercial Mixed-Use - maximum height to be 4-story

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## El Camino Real Specific Plan

### Modification to Land Use Designations

New height limits will change development in each land use designation

Designation	Previous Land Use	Previous Density	New Land Use	New Density
Corridor Residential	3-4 Stories Town House & Stacked Flats	16-45 du/ac	2 Stories Single-Family	12-25 du/ac
Corridor Mixed-Use	4-5 stories Apartments & Mixed-Use	45-65 du/ac	3 Stories Town House	20-45 du/ac
Regional Commercial Mixed-Use	5-6 Stories Vertical and Horizontal Mixed-Use	55-100 du/ac	4 Stories Apartments and Horizontal Mixed-Use	30-60 du/ac

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## El Camino Real Specific Plan

### Modification to Specific Plan Capacity

New height limits result in reduced Plan capacity for new development

Designation	Previous Density	Previous Capacity	New Density	New Capacity
Corridor Residential	16-45 du/ac	500 Units 140K sq. ft. commercial	12-25 du/ac	225 Units
Corridor Mixed-Use	45-65 du/ac	2,050 Units 350K sq. ft. commercial	20-45 du/ac	790 Units
Regional Commercial Mixed-Use	55-100 du/ac	3,650 Units 430K sq. ft. commercial	30-60 du/ac	1,275 Units 210K sq. ft. commercial
Plan Total	77 du/ac	6,200 Units 910K sq. ft. commercial	28 du/ac	2,290 Units 210K sq. ft. commercial

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## El Camino Real Specific Plan

### Revised Plan Considerations

- Requires VMT analysis based on lower density – Density below 32 du/ac is not exempt
- EIR will need to be updated and recirculated due to significant modification to project
- “Activity Centers” not feasible as envisioned within the Specific Plan
- Single-family may not be desirable land use along El Camino Real
- Significantly reduced support for transit

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## El Camino Real Specific Plan

### No Plan Alternative

- Projects may move forward under existing mixed-use and residential General Plan designations
- City required to rezone properties to conform to current General Plan
- Projects may elect to move forward under various State provisions (e.g., SB 330, SB 35, AB 3194, State density bonus law, etc.)
- City review may often be limited to objective standards
- Projects need individual CEQA determinations (MND, EIR or exemption)
- Pending projects may need to modify height, density, etc. or request a separate General Plan amendment

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## El Camino Real Specific Plan

### Mid-Density Alternative

Designation	CAC Plan	6/15/21 Plan	Proposed Alternative
Corridor Residential*	3-4 Stories 16-45 du/ac	2 Stories 12-25 du/ac	2-3 Stories** 12-20 du/ac
Corridor Mixed-Use*	4-5 Stories 45-65 du/ac	3 Stories 20-45 du/ac	4-5 Stories** 45-65 du/ac
Regional Commercial Mixed-Use (3 Sites)	5-6 Stories 55-100 du/ac	4 Stories 30-60 du/ac	5-6 Stories** 55-100 du/ac
<b>Plan Total</b>	6,200 Units 510K sq. ft. commercial	2,290 Units 210K sq. ft. commercial	4,400 Units 510K sq. ft. commercial

\* The amount of Corridor Residential will be increased and Corridor Mixed-Use decreased

\*\* 2-story and/or 30 degree plane will be required for units adjacent to single-family

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## El Camino Real Specific Plan

### City Council Alternatives for Next Steps

1. Proceed per prior direction with 2, 3, and 4 story height limits
  - Requires preparation of VMT analysis, update to design standards and recirculation of EIR (\$200,000)
  - Anticipated completion is early 2022
2. Direct staff to develop mid-density alternative consistent with EIR
  - Anticipated completion is Fall 2021

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## El Camino Real Specific Plan

### City Council Alternatives for Next Steps

3. Direct staff to move forward targeted General Plan changes
  - Staff will work with applicants of pending projects to develop a land use plan and complete CEQA review to address their specific projects and/or other sites per City Council direction.
4. Discontinue preparation of the Specific Plan
5. Alternate Council Direction

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The seal of the City of Santa Clara, California, is circular. It features a central illustration of a mission-style building with a red-tiled roof and a bell tower, set against a blue sky with white clouds. Below the building is a green field. The year "1852" is inscribed in the center. The outer ring of the seal contains the text "CITY OF SANTA CLARA CALIFORNIA" at the top and "THE MISSION CITY" at the bottom, separated by small dots.

**City Council Hearing**

**Item #5 RTC 21-887**

**El Camino Real  
Specific Plan –  
Direction on Next Steps**

**July 6, 2021**





# City of Santa Clara

The Center of What's Possible

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**Date:** July 6, 2021

**To:** City Manager

**From:** Executive Assistant – Mayor and Council Offices

**Subject:** Correspondence received regarding Item 5 on the July 6, 2021 City Council Meeting Agenda

As of July 6, 2021, at 3:00 p.m. the Mayor and Council Offices received the attached communications regarding:

Item 5. Direction on the Next Steps for the El Camino Real Specific Plan.

---

Martha Martinez  
Executive Assistant

*Documents Related to this Report:*

1) *Communications received*

**POST MEETING MATERIAL**

**From:** [Yuju Park](#)  
**To:** [Mayor and Council](#); [Clerk](#); [Lisa Gillmor](#); [Kathy Watanabe](#); [Raj Chahal](#); [Karen Hardy](#); [Kevin Park](#); [Sudhanshu Jain](#); [Anthony Becker](#)  
**Cc:** [Lesley Xavier](#); [Andrew Crabtree](#); [Mathew Reed](#); [David Meyer](#); [Santa Clara Community Advocates](#); [Vince Rocha](#); [jwang@greenbelt.org](#); [Aaron Eckhouse](#)  
**Subject:** Letter RE: El Camino Real Specific Plan - Item 5  
**Date:** Friday, July 2, 2021 4:20:44 PM  
**Attachments:** [image001.png](#)  
[SVH Letter RE - ECR Council Direction Item 5 070621.pdf](#)

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Dear Mayor Gillmor, Vice Mayor Chahal, and Councilmembers Becker, Hardy, Jain, Park, and Watanabe:

On behalf of SV@Home, Silicon Valley Leadership Group, Greenbelt Alliance, California YIMBY, and members of the Santa Clara Community Advocates, we write today to express concern and confusion about the Council's actions related to the El Camino Real Specific Plan at your June 15<sup>th</sup> meeting. The development of the El Camino Real Specific Plan was a multi-year process, which included significant work from experienced city staff and consultants, extensive public outreach and community input, considerable investment of the time and experience of a community advisory committee, and multiple public study sessions held by your body. We believe the foundational elements of the end product of this process were significantly undermined by the Council's recommendations.

While we believe that the El Camino Real Specific Plan as presented in June integrated careful consideration of a broad range of goals and interests (and deserved Council's support), we understand your concerns with specific aspects of the proposed interface with adjacent neighborhoods. **Therefore we would recommend that City Staff return with alternative approaches to addressing these focal concerns.**

The current 2010-2035 General Plan vision for El Camino Real is to transform the corridor from a series of automobile-oriented strip-malls into a tree-lined, pedestrian- and transit-oriented corridor with a mix of residential and retail uses. The El Camino Real Specific Plan was launched in part to create a structure within which to realize this goal, and in part to ensure that this redevelopment process was guided by plans and standards that would optimize the potential for success while providing guardrails to respect surrounding neighborhoods. The setbacks and shadow/sight planes incorporated into the plan are the most stringent in Santa Clara, including single family zones which allow for second stories with much narrower setbacks.

It is important to recognize that the recommendations made to lower residential heights for the plan area to between two to four stories are not cosmetic amendments, but are highly consequential and impact the interconnection of plan elements in ways that undermine the integrity of the plan itself. We believe the Council's initial direction would have unintended consequences in both the short term and longer term.

The attached letter includes more details regarding our concerns on short and long term consequences of downzoning all of the El Camino Real Corridor.

**We strongly urge the City Council to allow for city staff to return with modifications to the Plan in a way that ensures that the integrity of the plan as proposed is maintained, and the concerns**



about appropriate transitions to surrounding neighborhoods are addressed.

Sincerely,

Mathew Reed, Policy Director, **SV@Home**

Vince Rocha, Senior Director of Housing and Community Development, **Silicon Valley Leadership Group**

Justin Wang, Advocacy Manager, **Greenbelt Alliance**

Aaron Eckhouse, Regional Policy Director, **California YIMBY**

**Santa Clara County Advocates (SCCA):**

Jeff Houston - *Chair, SCCA*

Atisha Varshney, *SCCA Member, Santa Clara Resident, Local Urban Planner and Small Business Owner, Member of Santa Clara BPAC and DCTF (Signing as a Private Resident)*

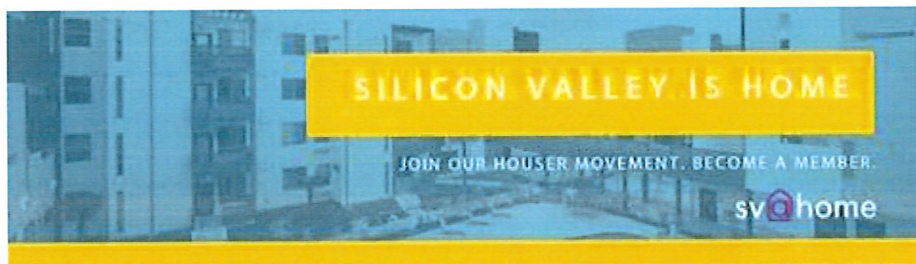
Betsy Megaw - *SCCA Member, Santa Clara Resident, Member of the Santa Clara and VTA BPACs (Signing as a Private Resident)*

**Yuju Park**

Senior Planning Associate, SV@Home

510-394-5367

[yuju@siliconvalleyathome.org](mailto:yuju@siliconvalleyathome.org)



**Silicon Valley Is Home.** Join our Houser Movement. [Become a member!](#)

350 W Julian St. #5, San Jose, CA 95110

[Website](#) [Facebook](#) [LinkedIn](#) [Twitter](#) [Become a Member](#)

## Board of Directors

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*United Way Bay Area*

Gina Dalma, Vice Chair  
*Silicon Valley Community  
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Candice Gonzalez, Secretary  
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Andrea Osgood, Treasurer  
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*Silicon Valley Bicycle Coalition*

Bob Brownstein  
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Amie Fishman  
*Non-Profit Housing  
Association of Northern CA*

Ron Gonzales  
*Hispanic Foundation  
of Silicon Valley*

Javier Gonzalez  
*Google*

Poncho Guevara  
*Sacred Heart Community  
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Janice Jensen  
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East Bay/Silicon Valley*

Janikke Klem

Jan Lindenthal  
*MidPen Housing*

Jennifer Loving  
*Destination: Home*

Mary Murtagh  
*EAH Housing*

Chris Neale  
*The Core Companies*

Kelly Snider  
*Kelly Snider Consulting*

Jennifer Van Every  
*The Van Every Group*

## STAFF

Leslye Corsiglia  
*Executive Director*

## TRANSMITTED VIA EMAIL

July 2nd, 2021

Mayor Gillmor and the Santa Clara City Council  
City of Santa Clara  
1500 Warburton Ave,  
Santa Clara, CA 95050

Dear Mayor Gillmor, Vice Mayor Chahal, and Councilmembers Becker, Hardy, Jain, Park, and Watanabe:

On behalf of SV@Home, Silicon Valley Leadership Group, Greenbelt Alliance, California YIMBY, and members of the Santa Clara Community Advocates, we write today to express concern and confusion about the Council's actions related to the El Camino Real Specific Plan at your June 15<sup>th</sup> meeting. The development of the El Camino Real Specific Plan was a multi-year process, which included significant work from experienced city staff and consultants, extensive public outreach and community input, considerable investment of the time and experience of a community advisory committee, and multiple public study sessions held by your body. We believe the foundational elements of the end product of this process were significantly undermined by the Council's recommendations.

While we believe that the El Camino Real Specific Plan as presented in June integrated careful consideration of a broad range of goals and interests (and deserved Council's support), we understand your concerns with specific aspects of the proposed interface with adjacent neighborhoods. **Therefore we would recommend that City Staff return with alternative approaches to addressing these focal concerns.**

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It is important to recognize that the recommendations made to lower residential heights for the plan area to between two to four stories are not cosmetic amendments, but are highly consequential and impact the interconnection of plan elements in ways that undermine the integrity of the plan itself. We believe the Council's initial direction would have unintended consequences in both the short term and longer term.

In the short term we would expect the following impacts:

- The City may be required to contract out, and recirculate for comments, a number of amendments to the Environmental Impact Report, including a new Vehicle Miles Traveled



July 2<sup>nd</sup>, 2021

Re: El Camino Real Specific Plan

Page 2 of 4

(VMT) analysis. This would likely cost the City over \$150,000 -- funds which are no longer available from the original planning grant -- and take six months to a year to complete.

- Given the magnitude of the proposed changes, we would expect the city to reopen the community engagement process to solicit community feedback. This should include meaningful feasibility analysis of the new framework for the Plan Area, as many of the community amenities and housing types in the plan will no longer be viable. Additionally, this engagement should be conducted citywide as the ECR is the primary mixed-use corridor in the city and its future affects the future of the city. The timeline for this outreach would be determined by the capacity of city staff.
- We have heard directly from a number of affordable housing developers that their planned developments, currently moving through the planning process, will face the risk of being unable to proceed as planned due to both the changes in allowable heights, and the additional significant delays that will upend timelines for local, state, and federal financing.
- We believe that adopting the proposed decreases in residential uses will have immediate impacts on the viability of other commercial and residential developments which have yet to be formally submitted to the Planning Department for review. As you are aware, there are a significant number of sites along the corridor that have been assembled for near term redevelopment. The feasibility of any new development will have to be carefully reassessed.
- The proposed height limits would essentially constitute a "downzoning" from current allowable densities of every parcel along the El Camino Real, and would potentially require an explicit "upzoning" of some other parcel within the city or put Santa Clara out of compliance with State Law SB 330.
- The new density restrictions and infeasibility of many types of residential development throughout the corridor will greatly limit the inclusion of sites along the ECR in the Housing Element Update currently under development. This will be particularly true for planning for the affordable housing allocation, as the new state laws require far more robust feasibility assessment than during past cycles.

In the long term, the impacts are likely more profound:

- Both residential and commercial development along El Camino will be significantly reduced over the roughly 20-30 year build out of the Plan. We estimate a reduction of 50-70% of the total number of potential new homes. Bringing more people onto El Camino Real was the linchpin of the mixed-use vision, and was expected to increase the consumer base necessary to sustain commercial redevelopment by 15%.
- The height restrictions will make residential uses above commercial/retail (a central element to making the Activity Centers functional and activating the transitional Corridor Mixed Use areas) infeasible throughout the plan area.
- Planning for high-density commercial or mixed-use residential and commercial development at the Activity Centers was intended to financially support significant public investment into open and community gathering space, and streetscape improvements for bicyclists and pedestrians. Lower density development will be unable to support these public amenities.
- The two-story limit for the "corridor residential" zones will accommodate only detached single family homes, as even townhouses are only feasible at three to four stories with ground floor garages. Medium

July 2<sup>nd</sup>, 2021

Re: El Camino Real Specific Plan

Page 3 of 4

density between the activity centers was essential to the multi-modal, walkability/bikeability of the corridor, and to providing the demand for the commercial activity.

- Feasibility analysis conducted for the ECR Plan Area, and a similar analysis presented to the Downtown Community Task Force, showed that residential development, with the exception of low-density townhomes, required densities of 50-70 units an acre to be economically feasible. In the current market the heights proposed would make rental housing extremely difficult to finance and build.
- Similar constraints would make deed-restricted affordable housing very difficult to build within the plan area. While current state and federal financing programs have a floor of around 35 units per acre, projects require significantly higher densities to remain competitive and pencil out. Promoting a mix of housing types, in a neighborhood that was accessible to Santa Clarans of all incomes, and opportunities to respond to the housing affordability crisis facing a significant portion of households in the City, was a central goal articulated throughout the planning process.
- The change of plan would compromise continuity and consistency with other cities' developments on the corridor and undermine credibility and predictability in the city's collaborations with developers and local agencies. It could reduce the city's eligibility for funding from grants. The roadway and the public transportation on ECR are maintained by Caltrans and VTA (and Caltrain), respectively. Much of the money to build bicycle facilities and maintain streets and roads in Santa Clara comes from competitive grants. Scaling back transit-oriented development only makes it harder to make the case to support and improve transportation options.

El Camino Real is the most transit-rich corridor in the City. It has been identified in every major planning document as a key area for planned mixed-residential development. It is currently the primary east/west gateway to the Caltrain/BART Station Area, and as proposed would be uniquely planned to facilitate multi-modal access to that station for significant numbers of working people. Planning for a more coherent mixed-use El Camino Real, with medium density residential uses supporting concentrated commercial redevelopment, has always been the plan. This is a critical opportunity to ensure this vision is realized in the future.

Together, transit-oriented development strategies will provide more and healthier transportation choices for residents and visitors, reduce traffic and congestion, improve air quality, increase development potential, improve housing affordability, and ultimately, foster a more walkable and bikeable El Camino Real. The vision for El Camino Real needs to meet many goals: improving quality of life, improving sustainability, and providing more housing with a focus on affordability. The plan is a transition from an automobile-centric past to a walkable, bikeable, sustainable future.

For example, including housing that features multi-family homes at five or more stories potentially reduces water consumption per dwelling unit by 65% compared to single story detached homes. Adding more housing and density makes transportation work better, reduces vehicle miles travelled, which in turn, reduces fossil fuel emissions and pollution while improving quality of life.

**We strongly urge the City Council to allow for city staff to return with modifications to the Plan in a way that ensures that the integrity of the plan as proposed is maintained, and the concerns about appropriate transitions to surrounding neighborhoods are addressed.**



July 2<sup>nd</sup>, 2021  
Re: El Camino Real Specific Plan  
Page 4 of 4

Sincerely,

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Betsy Megas - *SCCA Member, Santa Clara Resident, Member of the Santa Clara and VTA BPACs (Signing as a Private Citizen)*

**From:** [Domarina Ebrahimi](#)  
**To:** [Anthony Becker](#); [Kathy Watanabe](#); [Karen Hardy](#); [Kevin Park](#); [Lisa Gillmor](#); [Mayor and Council](#); [Raj Chahal](#); [Sudhanshu Jain](#)  
**Cc:** [Christian Malesic](#)  
**Subject:** SVC Chamber El Camino Real Specific plan  
**Date:** Tuesday, July 6, 2021 10:56:44 AM  
**Attachments:** [image001.png](#)  
[SVC Chamber El Camino Real Specific Plan Letter #2 to Council - 07.06.21.pdf](#)

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Hello Mayor and City Council,  
Please find attached Silicon Valley Central Chamber El Camino Real specific plan letter.  
Cheers,

**Domarina Ebrahimi**

Office Manager

Silicon Valley Central Chamber of  
Commerce

[Subscribe to our newsletter](#)

408-244-8244

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# SILICON VALLEY CENTRAL

## CHAMBER OF COMMERCE

July 6, 2021

### UPDATED: EL CAMINO REAL SPECIFIC PLAN COMMENTS

Dear Mayor Gillmor and City Councilmembers,

The Silicon Valley Central Chamber of Commerce (SVC Chamber) is aware that the City Council recently gave Planning staff direction to make modifications to the draft *El Camino Real Specific Plan* to reflect specific lower height limits in the three primary land use designations. We are concerned that the impact of the height limits directed by Council will be to greatly reduce the potential for new housing along El Camino Real. Most townhouse projects, for example, require a minimum of three stories to attract housing development. We request that you reconsider the height limits.

Also, as you decide on further direction to Planning staff during the July 6<sup>th</sup> meeting, we request that you include the following specific points in your staff direction:

- Only require retail at key nodes or intersections with high traffic flow where retail has a better chance to be successful, such as in the Regional Commercial Mixed-Use segments.
- Do not require first floor retail below affordable housing, as the affordable developer has to find separate financing for the retail segment or absorb the cost. (During the Council's deliberations at the June 15<sup>th</sup> meeting, you indicated support of this request, but it was not included in the final motion.)
- Encourage active uses on other El Camino segments, particularly in the Corridor Mixed Use designated areas, using a flexible range of permissible uses including retail, rather than making first floor retail mandatory.
- Encourage retail by designing street landscaping such that visibility of retail sites and signage are not screened.
- Allow side street parking for short term retail visitors and count towards parking requirements.

While we all want to see as much retail in Santa Clara as possible, in these changing and challenging times, retail business requires specific operating and financial conditions to be successful and sustainable. The SVC Chamber supports your vision of having the most vital, engaging, and prosperous El Camino Real, one that best meets the needs of the residents of Santa Clara, as is possible. We urge you to provide the detailed direction to Planning staff, including our requests above, to help ensure that this happens.

Thank you for your consideration. We look forward to continuing to work with the City Council to make Santa Clara an even better place to live, work, and play. Please let us know if we can answer questions or provide additional information.

Respectfully,

A handwritten signature in blue ink that reads "Christian D. Malesic".

Christian D. Malesic, MBA, CAE, CMP, IOM  
President/CEO

ADVOCATE  
EDUCATE  
CONNECT

f in t o y  
@SVCchamber

3350 Scott Blvd., Bld. 54 (408) 244-8244  
Santa Clara, CA 95054 www.SVCentralChamber.com



From: [KEYHAN SINAI](#)  
To: [Mayor and Council](#)  
Cc: [Raj Chahal](#); [Morteza Shafiei](#)  
Subject: Citizen input on the El Camino Real Specific Plan - to be considered for the Public Hearing of July 6 2021  
Date: Tuesday, July 6, 2021 11:08:24 AM

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Dear Santa Clara Mayor and Council,

We are writing to register our views to be considered in the Public Hearing of July 6 2021 on the El Camino Real Specific Plan.

We live in Civic Center Village Homeowner's Association, on Triton Ct., off of Civic Center Drive. Our PUD (Planned Unit Development) consists of 17 two-story homes located across the street from the former Underwriters Laboratories site on Civic Center Drive. The UL site was zoned to become 3-story homes. Our views are based on years of factual and actual experience, while our quality of life has severely deteriorated and still declining due to the impact of dense housing PUDs.

As a side but important note: For ordinary working Citizens such as us, the public hearing and consideration process is opaque, and to understand what is at stake takes great effort and time. Navigating the City web site takes skill and understanding of what to look for. As a result, by the time Citizens become aware of key developments, it is too late. Once the Council and the City staff become vested in a project, it becomes very difficult to turn the tide. May we humbly suggest that notices of Public Hearings sent out to residents contain a digest of what is at stake, why it is important, and the potential impact on Citizens? This would be similar to the Analyst Report accompanying the ballot for State Propositions. The current hearing notices barely contain any actionable information.

We have become aware that the Council is considering dense housing (higher than 2 levels) along the El Camino Real Corridor. **Respectfully, we are concerned and opposed to any residential or commercial buildings higher than 2 levels along El Camino Real.** Our City needs more green and recreational space, and open skies, not less. Recent 3-4 story residential buildings along El Camino (e.g. Madison Place and Catalina at Monroe X El Camino, **have not contributed to a vibrant pedestrian life along their residential corridors.** On a normal day one can hardly see any pedestrians on the **narrow** sidewalks of the "corridor".

Nor have the tall buildings on El Camino Real, next to the Train Station, attracted a vibrant pedestrian life. We believe the field experience from these developments must be used as future indicators to modify and improve the Specific Plan. Please recall how in the 1950's the plan for Santa Clara downtown (Monroe) fell apart and we never saw the vibrant downtown we had hoped for. There is simply not enough pockets of green space along El Camino Real. While small parks such as Geoffrey Goodfellow Park at the corner of Lincoln St. and El Camino Real, break the monotony of tall buildings along El Camino Real, **residents do not**

**actually use the park.** There is a serious shortage of green **contagious** parkland along El Camino Real. Dense housing along El Camino Real and the adjoining neighborhoods will also result in Santa Clara's loss of identity and its agricultural past. Many of us have raised our families in Santa Clara. We do not believe our children will be able to live in Santa Clara if current trends continue.

We also note in passing the high price tag of \$1.5 million condos/town homes, \$500-a-month homeowner association fees, and \$15000 property taxes-a-year. This is in spite of the PR about more "affordable dense housing". If the past is any indication of the future, we have glimpses of it right now.

Our need to preserve our quality of life is paramount and takes precedence over dense new development. We strongly believe there has to be a better balance between the need for housing and improving the quality of life for existing residents. This balance has been lost. The City simply does not have adequate resources or infrastructure to maintain our current quality of life, let alone improve it. Allowing more dense housing along El Camino Real will result in more burden/cost to existing residents and the City, and exacerbate parking congestion. The spill-over of parking into residential neighborhoods will result in added cost to residents/visitors. Examples are: parking fees for garage spaces, parking meters and violations, and conflicts over parking space. As another example of our deteriorating quality of life: During the past year, when many of us were lucky to work from home, we were exposed and affected by petty crime, homeless camps behind City Hall buildings and the vacant lot behind our PUD, inadequate parking, and incessant blower noise. All this disrupted our work and sleep hours. There is hardly any parking space available along Civic Center Dr. The parking lot of Triton Museum is at times full. This is all due to the un-forecasted spillover of parking from dense housing. Now that some of the dense housing PUDs are operational, the burden and cost of parking has shifted to the City and its residents. Please beware of dense development proposals asking for exemptions from Parkland, Parking, and waivers based on tools such as the "State Density Bonus Law". The "bonus" is actually a take-away from our quality of life. And the "affordability" premise underlying it is also in dispute, based on the actual outcomes.

**In conclusion, we respectfully urge you to restrict dense housing to no more than 2 levels along El Camino Real and its adjoining neighborhoods. And to please consider the impact of spill-over parking and traffic into residential streets adjacent to El Camino Real.** We also hope the City will take steps to **lessen the need to rely on higher property taxes per square foot**, and developer fees. There has to be a better balance between dense housing and our quality of life. Even though your terms are only for 4 years, the residents of our great City have to live with the foresight and wisdom of your decisions for

generations to come.

We are happy to provide you with more information and feedback, if so desired.

Respectfully

Keyhan Sinai

Cc:

Morteza Shafiei, President, Civic Center Village Home Owners Association  
on Triton Ct., Santa Clara



From: [1hmvers1@comcast.net](mailto:1hmvers1@comcast.net)  
To: [Mayor and Council](#)  
Cc: [Andrew Crabtree](#)  
Subject: ECR Specific Plan and Council direction  
Date: Tuesday, July 6, 2021 11:37:20 AM

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Madam Mayor, Council Members and Staff,

I understand the situation the Council asked staff to adjust the ECR Specific Plan to reduce density numbers and building heights. Based on this how can the staff recommend they do that while keeping the density the same? They obviously intend to ignore the will of the residents and the council.

(Council directs staff to reduce density and building height. Staff suggests: Prepare an alternative form of the Specific Plan that reduces densities from the prior draft Specific Plan, but maintains an overall average density greater than 35 units per acre.)

- Where is the average density of the latest plan stated? I cannot find it?
- If the density doesn't change how will they reduce it? They obviously don't plan to.
- City planning has already admitted the initial purpose of the ECR Specific Plan was to increase density, now it is becoming apparent the rest is just bells and whistles to disguise the actual intent.

Also, the plan proposed by the Bayview Development for 3155 El Camino is proposed in a way that is friendly to residents and the developer. It should be a model on how it is done instead of a reason to put it on the back burner. A builder should not be punished for wanting to preserve a neighborhood.

Regards,

Howard Myers

**From:** [Dave Haney](#)  
**To:** [Mayor and Council](#)  
**Cc:** [Public Comment](#); [Dave Haney](#); [Kristian Haney](#)  
**Subject:** "Agenda Item 5.21-887 - Next Steps for the El Camino Real Specific Area Plan"  
**Date:** Tuesday, July 6, 2021 1:27:05 PM

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Dear Council members,

My wife and I still remain very concerned about the proposed adoption of the El Camino corridor in regard to the one-story single-family home up against the proposed corridor. Although My wife and I do appreciate the efforts to reduce the height to a maximum of 2 stories in the Orange tier (Corridor Residential) which land behind our home and would agree this would be more in-line with building standards within any neighborhood setting. If the Developers cannot make the bottom-line profit needed to build these reduced types of projects, then that should certainly not be a concern of the Planning or City Council members as I would hope. The Planning department and City Council members that represent the residents must be held to a higher standard and try to preserve the highest quality of life for themselves and the residents they represent over any financial gains by other.

With that said, My wife and I still have some very concerning issues with existing infrastructure, water, sewer, and electricity along with the ongoing parking issues any of these changes would certainly create.

Traffic is already severely congested with the recently added traffic lights. With this new adoption to the road changes, removing any parking along El Camino for a dedicated bike lane addition along with the buss transit lane changes, will certainly push more parking onto residential street just behind El Camino when the public comes to shop and eat at restaurants. As it is we have had a constant parking issue for the existing restaurants in the area for years. The public will come and park for lunch and dinner hours and then dumps their food trash in the street before they leave. This is only going to get worse by removing street parking. Because the parking requirement for the new planned developments always fall short many times of what is actually needed, this will certainly add yet more parking issues from the new development shortages as they will be parking onto the close's neighborhood streets adding another layer of congestion.

My wife and I still think there must be better solutions for future projects budded up against residential homes that would have less impact on the neighborhoods yet still benefit the community as a hole.

Please approve and adopt the proposed changes as outlined below or please consider other designs, ideas for these areas of land use.

- \* Corridor Residential - maximum height to be 2-story (This is the area on El Camino abutting the existing single-family residences)
- \* Corridor Mixed-Use - maximum height to be 3-story.
- \* Regional Commercial Mixed-Use - maximum height to be 4-story.
- \* Use of a 30-degree daylight plane for projects abutting single-family development along the north side of El Camino Real (to avoid shadow effects on the residential properties behind El Camino)

Thank you,  
David and Kristian Haney  
2288 Bray Ave.

7/6/2021

Item # 5

**Nora Pimentel**

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**From:** Vivian Shults <vivianyshults@gmail.com>  
**Sent:** Tuesday, July 6, 2021 8:47 AM  
**To:** Public Comment; Tom Ice Shults; Raj Chahal  
**Subject:** El Camino Specific Plan

Dear Council Members,

My husband Tom Shults and I want to express our support to have the draft El Camino Specific Plan modified according to Raj Chahal's suggestions.

With appreciation for your interest in keeping Santa Clara a great community to live in for existing residents while welcoming a reasonable number of new residents, per Mr. Chahal's proposal, along the El Camino corridor.

Sincerely,  
Vivian and Tom Shults

Sent from my iPhone

**POST MEETING MATERIAL**



7/6/2021

Item #5

**Nora Pimentel**

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**From:** Dave Haney <Dave@serranoelectric.com>  
**Sent:** Tuesday, July 6, 2021 1:27 PM  
**To:** Mayor and Council  
**Cc:** Public Comment; Dave Haney; Kristian Haney  
**Subject:** "Agenda Item 5.21-887 - Next Steps for the El Camino Real Specific Area Plan"

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David and Kristian Haney  
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**POST MEETING MATERIAL**