

APPENDIX A

NOP Comments

El Camino Real Specific Plan

EIR Scoping Meeting, May 23, 2019: Central Park Library, 2635 Homestead Road, Santa Clara, California 95051

Welcome! Please Sign In

Printed Name	Email	Address
LINDA LECA	lecalinda2001@yahoo	854 JACKSON ST. S.C. 95050
GARY GALVAN	GARY GALVAN 32 @YAHOO.COM	2733 PRIMROSE POINT AVE MANTENA CA 95336
Howard Sawada	hsawada26@mac.com	P.O. Box 798 Rancho Santa Fe, CA 92067
Mary Hammen	sfgirl1@yahoo.com	1667 LONG ST 95050
ADOLFO A. GARCIA	adolfo.garcia@all.net	1667 LONG ST 95050
Howard Myers	1hmyers1@comcast.net	
Sunil Patel	SKPATIL@YAHOO.COM	2358 Arguello pl Ft. Chan.
James Bell		
LEROY RODRIGUEZ Leroy Rodriguez	leroy725@gmail.com	3500 TRACY DRIVE.

El Camino Real Specific Plan

EIR Scoping Meeting, May 23, 2019: Central Park Library, 2635 Homestead Road, Santa Clara, California 95051

Welcome! Please Sign In

Printed Name	Email	Address
KATHLEEN GANNON	KATHY_GANNON@YAHOO.COM	2823 COZUMEL CIR SANTA CLARA, CA 95051
Vivian Shults	vivianyshults@gmail.com	2268 Bray Ave Santa Clara, CA 95050
Thomas Shults	tshults@pacbell.net	2268 Bray Ave Santa Clara, CA 95050
Betsy Megus	dvortygirl@gmail.com	95050
Gabriela Landaveri	GABBS412@YAHOO.COM	2180 Coolidge Drive 95051

El Camino Real Specific Plan

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Welcome! Please Sign In

Printed Name	Email	Address
Jonathon Evans	santaclara@jthn.com	775 Madison St Santa Clara, CA
Jeff Houston	Sulphur buck wheat @gmail.com	Santa Clara
Huascar Castro	huascar@svathome.org	
MATHEW REED	mathew@svathome.org	SANTA CLARA
Jonghee cho,	kimjh730115@gmail.com	1075 El Camino Real

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be addressed for the proposed project in the Draft EIR?

- ☐ Aesthetics/Visual Resources
- ☐ Agricultural and Forest Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Energy
- ☐ Geology and Soils
- ☒ Greenhouse Gas/Climate Change
- ☐ Hazards/Hazardous Materials
- ☐ Hydrology/Water Quality
- ☐ Land Use/Planning
- ☐ Mineral Resources
- ☒ Noise
- ☒ Population/Housing
- ☒ Public Services
- ☐ Recreation
- ☒ Transportation
- ☐ Tribal Resources
- ☐ Utilities/Service Systems
- ☐ Wildfires

Written Comment Form

Use the space below to comment on areas of concern regarding the content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

This plan will bring disaster to Elcamino. Carpal

Issues:

- Businesses will be significantly reduced, forcing resident to go to different city, which will increase traffic further.*
- It will also put tremendous pressure of city services, police, fire. Worst traffic will make them impossible to reach.*
- Increase traffic will ~~be~~ bring extraordinary pollution.*
-

Please submit comments by June 6, 2019, by:

EMAIL: lxavier@SantaClaraCA.gov

MAIL: City of Santa Clara- Community Development Dept.
Attn: Lesley Xavier, Principal Planner
1500 Warburton Avenue
Santa Clara, California 95050

Contact Information: (Optional, please print clearly)

Name: _____

Representing Agency or Organization: _____

Address: _____

Written Comment Form (Continued)

Let the people have a voice - Ask questions
We inform each other! Good for thought!

El Camino de Real? H.A.!

RF

MAY 29 2019

PLANNING DIVISION

ENVIRONMENTAL ISSUES & IMPACTS

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We know that these projects are all a done deal - The twenty year plan is on schedule! But the city and developers try to pacify the citizens by holding these meetings. Its the same old and I can show that I remember when I was growing up. My parents, neighbors, and business people have tried to have a say, but to no avail. These called Urban Renewal is a good example. EIR and other city reps had a lot of, "I don't know," when they were asked questions. More need for questions and answers time! Good time 5:30-6:30

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Attn: Lesley Xavier, Principal Planner
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Santa Clara, California 95050

Contact Information: (Optional, please print clearly)

Name:

Representing Agency or Organization:

Address:

Second Generation Santa Clara

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- ☒ Hydrology/Water Quality
- ☐ Land Use/Planning
- ☐ Mineral Resources
- ☒ Noise → currently horrible
- ☒ Population/Housing
- ☒ Public Services
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- ☐ Wildfires

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① The largest survey of city of Santa Clara citizens gave one significant result: citizens of the city want more trees. Hopefully the actual result will expand the use of trees & plants along El Camino.

Also why ^{has} the Mariani project been included in the EIR project? This is a single development project — not an obvious part of the plan. ^{asked and answered (see "Thank you")}

② When detrimental issues are mentioned — hopeful mitigation will be required not ignored.

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1500 Warburton Avenue
Santa Clara, California 95050

Contact Information: (Optional, please print clearly)

Name: _____

Representing Agency or Organization: _____

Address: _____

George Dix

Subject: RE: Re Notice of Preparation

From: LOU MARIANI <loumariani@comcast.net>

Sent: Tuesday, June 4, 2019 9:07 PM

To: Lesley Xavier <LXavier@santaclaraca.gov>

Subject: Fwd: Re Notice of Preparation

Attention:

Lesley Xavier, Principle Planner

In response to the Notice of Preparation, and on behalf of the Ownership of the parcels located at 2500, 2540, 2550, 2570 El Camino Real and the adjacent 2565 Arroyo Dr, we would ask that the EIR for the El Camino Specific Plan consider an alternative for these parcels. This alternative would consider the environmental benefits of extending the designation for the use and density that is proposed for Moonlight Center to the site immediately to the West of Saratoga Creek.

We would ask--in light of the ECR Specific Plan CAC's previous vote for greater density and height proposed for this site--that the EIR consider the potential for a reduction in VMT by increasing the density of the site fronting on ECR at these parcels and further providing for hospitality uses up to six stories (with rooftop ancillary use for public gathering on the sixth floor of any proposed hospitality use that fronts on the ECR at this location).

This increase--representing an increase of height of less than 15 feet along ECR --would provide for the opportunity for place making consistent with the best tenets of good urban design for mixed-use/hospitality sites. So as to mitigate any potential environmental questions that some neighbors may have, this alternative scenario would not include any changes to the proposed zoning indicated in the proposed Specific Plan within 177' of the center line of the right of way for Arroyo Drive.

This alternative scenario is worthy of consideration for study in EIR, as the greater height fosters the opportunity to support up to two financially viable hotels (and restaurants, roof top bar, and social events for the community locally) on these parcels-- both serving a stated desire by the immediate local community and providing tens of millions of dollars in transient occupancy tax to support and improve public services--which isn't a reasonable expectation with the currently outlined height restrictions.

Lou Mariani

ENVIRONMENTAL ISSUES & IMPACTS

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- ☐ Wildfires

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INCREASED HOUSING ALONG EL CAMINO REAL.
IT WILL INCREASE TRAFFIC. AS A RESULT
PROTECTED LANES WILL BE NEEDED FOR
BICYCLES ALONG THE EL CAMINO REAL.
PLEASE STUDY 2A IN THE E.I.R. THESE
PROTECTED BICYCLE LANES CAN BE USED
BY ELECTRIC BICYCLES, SCOOTER & SKATE
BOARDS. OVER 7000 HOUSING UNITS ARE
PLANNED FOR THE EL CAMINO. PLEASE ST-
THE IMPACT FOR ALL THESE RESIDENTS.

Please submit comments by June 6, 2019, by:

EMAIL: Lxavier@SantaClaraCA.gov

MAIL: City of Santa Clara- Community Development Dept.
Attn: Lesley Xavier, Principal Planner
1500 Warburton Avenue
Santa Clara, California 95050

Contact Information: (Optional, please print clearly)

Name: LeROY RODRIGUEZ

Representing Agency or Organization: N/A

Address: 3500 TRACY DRIVE

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1. Aesthetics:

(a) The height of buildings (3-6 stories) create a tunnel effect along the El Camino from Lawrence to Lafayette.

(b) Construction of buildings have been up to edge of sidewalk and prevents ^{even} very little landscaping.
alternatives:

A) Require height of buildings to be lowered to 2-3 stories → not more than 3 stories.

B) Require construction of buildings to be set back from sidewalk with enough space for growth of trees, bushes, and lawn area. Developers need to be responsible for "air quality" of our environment.

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EMAIL: Lxavier@SantaClaraCA.gov

MAIL: City of Santa Clara- Community Development Dept.
Attn: Lesley Xavier, Principal Planner
1500 Warburton Avenue
Santa Clara, California 95050

Contact Information: (Optional, please print clearly)

Name: Lavelle Souza

Representing Agency or Organization: _____

Address: 1525 Pomerooy

Written Comment Form (Continued)

Lush landscaping takes air of CO_2 and replenishes it with oxygen
It is also a cooling effect on the environment rather
than mass covering of concrete buildings, sidewalks, etc.

D. Developers need to be required to include commercial
stores. Commercial is the "blood" of our economy - it creates
jobs. Commercial on the El Camino prevents residents
from "taking our money" and shopping in another city -
The El Camino is where commercial stores belong -

E. Federal funding for senior housing is used for construction
of residential units along El Camino. The developers need to be
required to open up residential units not used by seniors
to be used by homeless population within same income level -
F. Massive redevelopment on El Camino will have large impact
on arterial streets - (it already does - before redevelopment)
involving safety issues of speed + disregard of safety issues

ENVIRONMENTAL ISSUES & IMPACTS

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Regarding transportation, it is imp. to study traffic/noise effects for Benton + Homestead. El Camino is frustratingly slow + it drives cars to parallel roads. This will be exacerbated.

Consider making Benton/Homestead more bike friendly + turning traffic there. I ride my bike thru this corridor to work + I avoid diesel fumes/exhaust on El Camino.

I am very concerned about the city's plans regarding trees. The ecosystem services provided by trees, such as shading/reducing cooling costs/energy expenditure. Trees cannot shade + cool 6-story buildings.

What are the estimates of road kill for birds + other wildlife on El Camino + how will this change?

Contact Information: (Optional, please print clearly)

Name: Michelle Marver
 Representing Agency or Organization: NA
 Address: 3362 Rayanne Ave

Please submit comments by June 6, 2019, by:

EMAIL: lxavier@SantaClaraCA.gov

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Moonlite Associates LLC is the owner of the Moonlite Shopping Center. Palo Alto Medical Foundation (Sutter Health) operates two clinics, one for pediatrics and another for family practice/ internal medicine at the shopping center. Sutter Health (or their predecessor) has been a tenant in the shopping center for 25 years. Sutter Health has also indicated interest in expanding as part of a redevelopment of the property.

We inquired with the Planning Department whether the existing Sutter Health clinics would be permitted under the contemplated Regional Commercial zoning designation and were told this should not be a problem. We request that the City continue to permit the same medical uses in Regional Commercial as it does currently in its various commercial and office zoning districts (specifically, the CC, CN, and OG districts). Thank you.

Please submit comments by June 6, 2019, by:

EMAIL: Lxavier@SantaClaraCA.gov

MAIL: City of Santa Clara- Community Development Dept.
Attn: Lesley Xavier, Principal Planner
1500 Warburton Avenue
Santa Clara, California 95050

Contact Information: (Optional, please print clearly)

Name: Michael Schwartz

Representing Agency or Organization: Moonlite Associates LLC

Address: 1350 Old Bayshore Highway, Ste. 800, Burlingame, CA 94010

ENVIRONMENTAL ISSUES & IMPACTS

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TRAFFIC AND VEHICLE FLOW ARE VERY IMPORTANT.

PRIVACY FOR EXISTING SINGLE FAMILY HOMES.

Please submit comments by June 6, 2019, by:

EMAIL: Lxavier@SantaClaraCA.gov

MAIL: City of Santa Clara- Community Development Dept.
Attn: Lesley Xavier, Principal Planner
1500 Warburton Avenue
Santa Clara, California 95050

Contact Information: (Optional, please print clearly)

Name: RICHARD BONITO
Representing Agency or Organization: _____
Address: _____

June 6, 2019

Lesley Xavier, Principal Planner
Santa Clara Community Development Department
1500 Warburton Avenue
Santa Clara, CA 95051

Dear Ms. Xavier:

Thank you for the opportunity to comment on the forthcoming EIR scoping of the El Camino (ECR) Specific Plan.

Santa Clara Community Advocates is a homegrown group of Santa Clara residents and representatives from local non-profit organizations. We work to provide input and support for creating a sustainable and equitable ECR Specific Plan. We have organized walking tours along El Camino Real for residents and city staff members, which have enabled us to solicit feedback and general comments about El Camino Real.

We strongly encourage the City Council to adopt Alternative 2A (removal of on-street parking to accommodate a buffered bike lane with a bus boarding island).

Alternative 2A will provide much-needed safety improvements and decrease the rate of collisions involving cyclists—currently the highest rate of any street in the city. Protected and buffered bike lanes will also encourage would-be cyclists. Providing easy access for buses will make bus-riding more attractive and thus increase ridership. Additionally, reduced vehicle speed on El Camino Real will also provide a safer environment to cyclists, pedestrians, and drivers. Reducing the width of travel lanes on El Camino Real is one way to reduce vehicle speed.

Removal of on-street parking will increase visibility for drivers, pedestrians, and cyclists, making El Camino Real safer, which will encourage walking and cycling as transportation options. To accommodate the businesses who do not have sufficient parking spaces, the city should facilitate shared parking between businesses. Our walking tours have revealed that business parking lots are not 100% full, even weekdays at 5pm or on weekends; thus, shared parking will help maximize utility of these parking lots while resolving the businesses' concern with removal of on-street parking.

We also strongly support the increase of housing capacity to 7,004 units. In addition to that, we recommend that a minimum of 20% of the new homes built along ECR are affordable to low- and moderate-income individuals and families.

This would enhance the city's economic future, as it would strengthen the local customer base, since it would provide the needed proximity of residents to support new and existing businesses. It would help reduce city expenses that result from our housing affordability challenges, including strains on city infrastructure from long-distance commute patterns and increase in city services required to serve residents who are struggling with homelessness. The City of Mountain View's 2011 General Plan Update found that the housing rich option had less impact on the environment because it addressed travel patterns caused by the city's

jobs-housing imbalance. We encourage the city to study the per-capita water use benefits of more compact development.

Increasing walkability and public transit options along El Camino Real will reduce new residents' dependence on single-passenger car trips. VTA-22 runs every 15 minutes, making El Camino Real the ideal location for 7,004 residential units to reduce VMT. Since business parking lots are near-empty between business closing time and opening time, the City should mandate shared parking between these businesses and residences, thus greatly reducing or eliminating the need for parking space per unit requirements. Reduced parking requirements would reduce the rent price and allow land that would have been used for parking to be put to better use, such as community parks, benches, public art, and other uses that all residents and visitors can enjoy.

In conclusion, we would like the City Council to adopt a plan that promotes walkability and encourages active modes of transportation (buses, bicycles, e-scooters). Decreasing traffic and noise on El Camino Real will not only help make it a thriving and vibrant place for residents, businesses, and visitors alike, but it will also help the city's and state's goals of reducing carbon emissions.

Thank you for your time and consideration. We look forward to working with you to continue to make Santa Clara an inviting and great place to live.

Sincerely,

Santa Clara Community Advocates

Gabriela Landaveri (Resident)

Vikas Gupta (Resident)

Betsy Megas (Resident)

Sudhanshu Jain (Resident)

Jeff Houston (Resident)

Non-Profit Partners

Kiyomi Honda Yamamoto, South Bay Regional Representative, Greenbelt Alliance

John Cordes, Santa Clara County Advocate, SVBC Coalition

Mathew Reed, Policy Manager, Silicon Valley at Home

Huascar Castro, Policy Associate, Silicon Valley at Home

Nathan Ho, Senior Director, Housing and Community Development, Silicon Valley Leadership Group

About the Santa Clara Community Advocates: We have formed this coalition to provide input and support for a long-term solution to creating a more sustainable and equitable Santa Clara community. We advocate for solutions that improve walkability, provide diverse modes of transportation, and provide affordable housing.

File: 33858
Various

June 4, 2019

Mr. Steve Le
City of Santa Clara
Community Development Department
1500 Warburton Avenue
Santa Clara, CA 95050

Subject: NOP of the EIR for the El Camino Real Specific Plan, City of Santa Clara

Dear Mr. Le:

The Santa Clara Valley Water District (Valley Water) has received the Notice of Preparation (NOP) of the Environmental Impact Report (EIR) for the proposed El Camino Real Specific Plan for the area between Lafayette Street to the east and the City limit line to the west, received by Valley Water on May 8, 2019.

The project area includes Valley Water property and easements over East Branch El Camino Storm Drain, Calabazas Creek, Saratoga Creek, and San Tomas Aquino Creek within the project area. Based on our review of the NOP, we have the following comments:

1. On all project maps, please clearly label all creeks that cross through the Specific Plan area, including East Branch El Camino Storm Drain, Calabazas Creek, Saratoga Creek, and San Tomas Aquino Creek. The map included in the NOP does not identify East Branch El Camino Storm Drain or San Tomas Creek.
2. The El Camino Real Specific Plan should include criteria for setbacks from the creeks as they cross through the Specific Plan area. Elements to consider are setbacks for environmental purposes, including enhancements, for trail purposes, and for flood protection benefits.
3. Landscape and streetscape plans should be in conformance with the Guidelines and Standards for Land Use Near Streams which was adopted by the City of Santa Clara and includes guides for projects whose landscaping goals are larger scale revegetation/mitigation projects (Design Guide 2 attached) and guides for ornamental landscape where the goals are geared toward human aesthetics (Design Guide 3 attached).

Design Guide 3 will help ensure landscaping will be maintained in a manner consistent with the goals of protecting the local natives and replacement plants consistent with this guide are commercially available. This guide provides options for use of either non-invasive, drought-tolerant, non-native ornamental plants that will not have the potential to cross pollinate with native riparian species or non-invasive, drought-tolerant, non-local California natives (ornamental natives) with no potential to cross-pollinate with the local native species.

June 4, 2019

Mr. Le


NOP of the EIR for the El Camino Real Specific Plan, City of Santa Clara

Design Guide 2 requires use of locally native riparian species grown from propagules collected from the local watershed which are not available at conventional nurseries nor are they available in large container sizes. Such plants typically require a custom nursery contract to collect and grow the plants with a one-year lead time with resulting plants, including trees, smaller than 1 gallon in size. As noted above, this is more suited for mitigation/ restoration sites, not ornamental landscaping within a development.

4. The proposal would allow a substantial net increase in residential dwelling units, therefore a Water Supply Assessment (WSA) is required to be prepared by the City and incorporated into the EIR. Valley Water requests the opportunity to review the draft WSA to comment on the consistency with countywide water supply planning efforts; especially if future growth will be relying on the groundwater basin, which is managed by Valley Water. The WSA will need to determine if the additional growth allowed under the Specific Plan is accounted for in the City's Urban Water Management Plan. If not, the WSA will need to consider if total projected water supplies determined to be available by the City for the plan during normal, single dry, and multiple dry water years during a 20-year projection, will meet the projected water demand associated with the Specific Plan, in addition to existing and other planned growth.
5. Re-development of the site provides opportunities to minimize water and associated energy use by using recycled water, incorporating on-site reuse for both storm and graywater, and requiring water conservation measures above State standards (i.e., CALGreen). To reduce or avoid adverse impacts to water supply, the City and applicant should consider the following:
 - Landscaping that exceeds the requirements of the City's water efficient landscape regulations;
 - Weather- or soil-based irrigation controllers;
 - Dedicated landscape meters;
 - Submeters for multi-family housing and individual spaces within commercial buildings;
 - Dual plumbing to facilitate and maximize the use of alternative water sources for irrigation, toilet flushing, cooling towers, and other non-potable water uses; and
 - Alternative water sources for non-potable uses including recycled water, stormwater, rainwater, and graywater.

If you have any questions, or need further information, you can reach me at (408) 630-2955, or by e-mail at L.Brancatelli@valleywater.org. Please reference Valley Water File No. 33858 on future correspondence regarding this project.

Sincerely,



Lisa Brancatelli
Assistant Engineer II
Community Projects Review Unit

Enclosure: Guidelines and Standards for Land Use Near Streams Design Guide 2 & 3

cc: U. Chatwani, C. Haggerty, J. Alvarado, Lisa Brancatelli, M. Richert, M. Martin, File

George Dix

Subject: RE: NOP Comments for El Camino Real Specific Plan

From: Greene, Cary <CGreene@sjc.org>
Sent: Tuesday, June 4, 2019 11:43 AM
To: Lesley Xavier <LXavier@santaclaraca.gov>
Cc: Sheelen, Ryan <rsheelen@sjc.org>
Subject: NOP Comments for El Camino Real Specific Plan

Hi Lesley,

The City of San Jose Airport Department has reviewed the EIR Notice of Preparation dated May 6, 2019 for the subject project and offers the following comments:

As the Project Description includes proposed buildings of up to six stories in height, and given the corridor's proximity to the San Jose International Airport (SJC), the EIR's Hazard and Hazardous Materials section should reference the potential for development compliance with federal airspace safety regulations governing height of structures.

The following two paragraphs (in *italics*), similar in language used in other CEQA documents for projects in the SJC vicinity, is provided for consideration.

The Norman Y. Mineta San Jose International Airport is located less than one mile from the eastern end of the project area. Federal Aviation Regulations, Part 77, "Objects Affecting Navigable Airspace" (commonly referred to as FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of proposed structures and minimizing other potential hazards to aircraft such as reflective surfaces, flashing lights, and electronic interference. These regulations require that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above ground.

The FAR Part 77 airspace notification surface for the Airport overlays the Specific Plan project area at an approximate height of 15 feet above ground at the easterly end, increasing to approximately 110 feet above ground near the westerly end. Notification to the FAA would therefore be required for individual proposed structures that would exceed this airspace surface. FAA review and issuance of determinations that a proposed structure would not be a hazard to air navigation, and project compliance with any conditions set forth in such FAA determinations, would ensure that the development will not be an air safety hazard.

Compliance with federal airspace safety regulations, where applicable, appears to be the only aviation-related issue of relevance to the proposed Specific Plan.

Staff or the CEQA consultant team are welcome to contact me or Ryan Sheelen in the San Jose Airport Department's Planning Section for any clarification or questions regarding the above comments. Please

include the San Jose Airport Department in the distribution of the Draft EIR document when available for public review.

Thanks.

Cary Greene
Airport Planner, City of San Jose Airport Department
408-392-3623
cgreene@sjc.org



Sunnyvale

June 6, 2019

Lesley Xavier, Principal Planner
City of Santa Clara
Planning Division
1500 Warburton Avenue
Santa Clara, CA 95050
lxavier@santaclaraca.gov

456 West Olive Avenue
Sunnyvale, CA 94088-3707
TDD/TYY 408-730-7501
sunnyvale.ca.gov

Re: Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Santa Clara El Camino Real Specific Plan

Dear Ms. Xavier,

Thank you for the opportunity to review the Notice of Preparation (NOP) for the proposed El Camino Real Specific Plan in Santa Clara. The City of Sunnyvale has reviewed the associated project documents, and have the following comments for consideration.

General Comments

1. Please provide a discussion of how the proposed project will coordinate with the Draft Sunnyvale El Camino Real Corridor Specific Plan (ECRCSP). Items from the Sunnyvale ECRCSP to consider include:
 - a. Emphasis on mixed-use development, additional housing options, and retention of retail uses.
 - b. Circulation plan, including streetscape improvements, bicycle and pedestrian updates, and future roadway improvements.
2. The proposed project will allow buildings up to six stories in height. Please provide contextual aesthetic and visual information on how the potential development allowed under the plan will fit into the surrounding area, including potential visibility/compatibility with Sunnyvale. The plan should ensure that development near the Sunnyvale border will be sensitive to existing development through massing, design guidelines, and standards.
3. The NOP indicates that the proposed project recommends conceptual modifications to the roadway and streetscape on El Camino Real to enable additional multi-modal transportation options. Please ensure, through discussion with Sunnyvale staff, that the proposed modifications to El Camino Real will provide a safe and effective transition to and from the portion of El Camino Real at the Sunnyvale border.
4. The Sunnyvale ECRCSP will provide a development cap for the project area. The Sunnyvale City Council selected Alternative R PLUS as the land use plan to be studied and developed further. This alternative will allow for 730,000 square feet of

commercial floor area and 6,900 residential units above what is currently existing in the project area, which is 220,000 square feet of commercial floor area and 2,700 residential units above what is allowed in the Sunnyvale 2035 Land Use and Transportation Element. Please ensure these numbers have been incorporated into the cumulative impacts analysis of the Environmental Impact Report.

5. We request that the City of Santa Clara provide outreach to Sunnyvale residents, and that the notice area be expanded if the traffic information shows impacts to the nearby Sunnyvale neighborhoods.

Traffic and Transportation Comments

If you have questions on the following traffic related items, please contact Lillian Tsang, Principal Transportation Engineer, Department of Public Works at ltsang@sunnyvale.ca.gov or (408) 730-7556.

1. The City of Sunnyvale uses criteria from the Valley Transportation Authority (VTA) Transportation Impact Analysis (TIA) Guidelines as a basis for determining study intersections. Accordingly, we recommend analyzing municipal and Congestion Management Program (CMP) intersections with ten or more project trips per approach lane. Due to the project size and location, project trips are expected to travel to the north and west through Sunnyvale, which will likely trigger the need for intersection analysis along El Camino Real, Lawrence Expressway, Wolfe Road, Mathilda Avenue, and Sunnyvale-Saratoga Road Avenue. The following intersections should be included in the analysis:

- El Camino Real and Henderson Avenue
- El Camino Real and Poplar Avenue
- El Camino Real and Wolfe Road
- E Fremont Road and Wolfe Road
- El Camino Real and Fair Oaks Avenue
- El Camino Real and Sunnyvale Avenue
- El Camino Real and Mathilda Avenue
- Reed Avenue/Monroe Street and Lawrence Expressway
- Kifer Road and Lawrence Expressway
- Arques Avenue and Lawrence Expressway
- E. Duane Avenue/Oakmead Parkway and Lawrence Expressway
- US 101 Ramps and Lawrence Expressway
- Tasman Drive and Lawrence Expressway
- SR 237 Ramps and Lawrence Expressway

Traffic conditions at the study intersections are typically conducted for the AM and PM peak 3-hours under existing and future analysis scenarios.

2. Please consider corridor analysis for El Camino Real, Lawrence Expressway, Mathilda Avenue and Wolfe Road.
3. Please emphasize the need for evaluating alternative modes of transportation for this project. The VTA CMP Guidelines indicate that traffic analysis must include transit facilities in terms of transit service availability, transit capacity relative to the increased demand, impact of increased traffic delays on the service, and the need for transit access improvements. According to the CMP Guidelines, the traffic analysis must also evaluate bicycle and pedestrian facilities in terms of their availability, project effects on future bike/pedestrian plans, and improvements proposed by the project. Maps and information on existing and planned bicycle facilities can be supplied upon request.
4. The project site is located on the eastern boundary of the City of Sunnyvale. Relevant approved projects within Sunnyvale and other neighboring jurisdictions need to be included in the study estimates of the Background traffic volumes. This is consistent with the CMP TIA Guidelines. Similarly, pending projects and/or the application of an annual growth rate need to be incorporated in the cumulative traffic volume estimates to reflect the growth in both local and regional traffic. Please be advised that the City of Sunnyvale regularly updates a list of its approved and pending development projects, which can be provided upon request.
5. Besides capturing local and regional traffic growth, background analysis is typically conducted for the year of project completion and occupancy, while cumulative analysis is performed for a longer-term horizon year.
6. If necessary, please investigate and mitigate truck routes and construction-related activity impacts on the City of Sunnyvale and regional corridors.
7. The NOP lists the EIR's requirement to identify the environmental consequences including (a) any significant environmental effects which cannot be avoided, (b) the growth inducing impacts, and (c) the cumulative impacts. Besides identifying the individual and cumulative project impacts along with associated feasible mitigations, please also explain the project's full/pro-rata share financial contributions towards the implementation of these mitigations.
8. Please provide detailed information on any proposed Transportation Demand Management (TDM) initiatives, especially if it is offered as project mitigation.

Assumptions regarding alternative means for traveling to/from this office development need to be realistic and achievable in light of their implementation and monitoring plan.

9. The proposed project is significant in size and is expected to impact the Sunnyvale street system. The City of Sunnyvale would like to review the proposed Scope of Work prior to the Consultant starting on the traffic related analysis to ensure the TIA would include all the necessary analyses within the City of Sunnyvale. Following the CMP guidelines, the City of Sunnyvale would also like to review the draft TIA report. We believe that early review of the project's traffic analysis and potential impacts could save time in the review and approval process of the EIR.

Thank you for your consideration in this matter. We hope that we can schedule additional meetings to discuss some of these comments in person. Please contact Jay Lee, Senior Planner, at (408) 730-7466 or jlee@sunnyvale.ca.gov if you have any questions or concerns about items discussed in this letter.

Sincerely,



Amber Blizinski
Principal Planner
Community Development Department

Cc: Trudi Ryan, Director, Community Development Department
Chip Taylor, Director, Department of Public Works
Andrew Miner, Assistant Director, Community Development Department
Shahid Abbas, Transportation and Traffic Manager, Department of Public Works
Lillian Tsang, Principal Traffic Engineer, Department of Public Works

George Dix

Subject: RE: Comments on EIR Scoping Meeting May 23, 2019

From: Vivian Shults <vivianyshults@gmail.com>

Sent: Tuesday, May 28, 2019 8:45 PM

To: Lesley Xavier <LXavier@santaclaraca.gov>; PlanningCommission <PLANNINGCOMMISSION@santaclaraca.gov>; Mayor and Council <MAYORANDCOUNCIL@SantaClaraCA.gov>; Steve Le <SLe@SantaClaraCA.gov>

Cc: kristin haney <klhaney@sbcglobal.net>; Dave Haney <Dave@serranoelectric.com>; avanindra avanindra (avanindra@hotmail.com) <avanindra@hotmail.com>; jasonF_home@yahoo.com; Fhsiao0917@gmail.com; bie97tw@yahoo.com.tw; dcasey123@hotmail.com; kimflores21@gmail.com; Tom Shults <tshults@pacbell.net>

Subject: Comments on EIR Scoping Meeting May 23, 2019

May 28, 2019

City of Santa Clara – Community Development Dept.

Attn: Lesley Xavier, Principal Planner

1500 Warburton Avenue

Santa Clara, CA 95050

Lxavier@SantaClaraCA.gov

Written Comments regarding EIR Scoping Meeting May 23, 2019 on El Camino Specific Plan Proposal of Environmental Impact Report

Regarding the Scoping Meeting, my husband Tom and I have concerns about the issues and impact of the EIR primarily in the following three areas:

1) Population/Housing 2) Transportation/Parking 3) Land Use/Planning.

Population/Housing

The current plan proposes 3-6 store apartment complexes be built directly behind many single-family neighborhoods of million dollar plus homes. The single-family homeowners who pay high property taxes to the County and City should have their privacy protected. Developers should be restricted from building more than two stories along properties adjacent to single family neighborhoods. No windows should be allowed on second levels facing existing homes.

Granted this will reduce the number of living units that can be constructed along El Camino. Perhaps more units will need to be placed along Central Expressway or other thoroughfares, where the impact to single-family homes is a non-issue.

Transportation/Parking - Land Use/Planning

If State Highway 82 (El Camino Real) is reconfigured per plan 2A, all street parking will eventually be eliminated, and buses will be stopping in traffic lanes.

Eliminating the parking on El Camino will cause parking to overflow on to side streets. Single-family homeowners will not have enough space to place their garbage/recycle/yard waste at the curb (as is the situation with the development at Lawrence and Monroe).

To mitigate this inevitable situation we are suggesting the following:

- 1) Update the 1950s standard of 1.5 cars per dwelling unit to a more realistic 2 cars per dwelling unit.
- 2) Do not allow parking spaces to be counted twice for both housing and retail.
- 3) Advise developers of new parking space requirements so they can factor in the additional cost of development.

Traffic study or trip study should be based on having 12 thousand additional cars along the 3.2 miles of El Camino.

To further mitigate the issue of new housing and commercial business on El Camino, consideration should also be given to eliminating the protected bike lane in favor of maintaining parking and the pull out for busses.

Not creating a bike lane is in accordance with the Caltrans "Highway Design Manual" Section 1000-8 - of item (7) is titled "*Bike Paths Parallel and Adjacent to Streets and Highway*" paragraph two states:

"Bike paths immediately adjacent to streets and highways are not recommended. While they can provide separation between vehicles and nonmotorized traffic, they typically introduce significant conflicts at intersections. In addition, they can create conflicts with passengers at public transit facilities, and with vehicle occupants crossing the path.... Factors such as urban density, the number of conflict points, the presence or absence of a sidewalk, speed and volume should be considered."

Respectfully submitted,
Vivian Shults
2268 Bray Avenue
Santa Clara, CA 95050
(408) 616-9097
vivianyshults@gmail.com

Tom Shults
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VTA DEVELOPMENT REVIEW PROGRAM CONTACT LIST

Last Updated: 2/27/2019

PURPOSE OF THIS DOCUMENT: As part of the VTA Congestion Management Program (CMP), the VTA Development Review Program provides the review of Transportation Impact Analysis (TIA) notifications and reports for proposed projects and plans required to conform with CMP requirements. VTA also reviews California Environmental Quality Act (CEQA) environmental documents, site plans, and other miscellaneous referrals provided to VTA by other agencies. This document identifies the appropriate VTA points of contact for referrals and special topics.

REFERRAL ROUTING

Transportation Impact Analysis (TIA) Reports and Notification Forms		Environmental (CEQA) Documents, Site Plans, other miscellaneous referrals
Brent Pearce Brent.Pearse@vta.org 408.546.7985	Eugene Maeda Eugene.Maeda@vta.org 408.952.4298	Roy Molseed Roy.Molseed@vta.org 408.321.5784
Please email (preferred) electronic development referrals to the above. Hardcopy documents may be sent to: [Name of recipient(s) as detailed above, depending on type of document] Planning & Programming Division, 3331 North First Street, Building B-2, San Jose, CA 95134-1906		

VTA CONTACTS – SPECIAL TOPICS

General Questions - VTA Comments Roy Molseed Roy.Molseed@vta.org 408.321.5784	Transportation Impact Analysis (TIA) Guidelines Brent Pearce Brent.Pearse@vta.org 408.546.7985	Auto LOS Methodology - VTA Highway Projects & Freeway Ramp Metering Shanthi Chatradhi Shanthi.Chatradhi@vta.org 408.952.4224
VTA Permits (Construction Access Permit, Restricted Access Permit) Victoria King-Dethlefs Victoria.King-Dethlefs@vta.org 408.321.5824 Cheryl D. Gonzales Cheryl.gonzales@vta.org 408.546.7608	Bicycle & Pedestrian Projects Lauren Ledbetter Lauren.Ledbetter@vta.org 408.321.5716	Vehicle-Miles-Traveled (VMT) Analysis Robert Swierk Robert.Swierk@vta.org 408.321.5949
VTA Real Estate Kevin Balak Kevin.Balak@vta.org 408.321.7516 Jessie O'Malley Solis Jessie.Thielen@vta.org 408.321.5950	VTA System Safety Denise Patrick Denise.Patrick@vta.org 408.321.5714 Antonio Tovar Antonio.Tovar@vta.org 408.321.5944	VTA SmartPass Program SmartPass Team SmartPass@vta.org
Transit Service, Ridership & Bus Stops Nikki Diaz Nikki.Diaz@vta.org 408.321.5939 Michael Catangay Michael.Catangay@vta.org 408.321.7072	BART Silicon Valley Extension Kevin Kurimoto Kevin.Kurimoto@vta.org 408.942.6126	



June 6, 2019

City of Santa Clara
Department of Planning
1500 Warburton Avenue
Santa Clara, CA 95050

Attention: Lesley Xavier

Subject: City File No. PLN2019-13798 / El Camino Real Specific Plan

Dear Ms. Xavier:

VTA appreciates City staff's overall efforts to engage VTA early and often in the City of Santa Clara's El Camino Real Specific Plan through the Technical Advisory Committee, and through proactive and ongoing coordination between City-VTA staff. The El Camino Real Specific Plan will help shape new growth and mobility options on the El Camino Real Corridor, which is VTA's most-used transit corridor in the County, containing the Frequent 22 and Rapid 522. VTA has reviewed the Notice of Preparation for the El Camino Real Specific Plan and has the following comments.

Transportation Analysis – Bus Boarding Islands

The NOP's project description states that "the project would alter vehicle movement and circulation in the El Camino Real Corridor and enhance transit and active transportation modes" (p. 5). VTA supports the City's leadership in designing the street with people in mind to achieve a more balanced multimodal, "Complete Street" that ensures walking, biking and transit are safe and most convenient, while still serving motorists.

VTA supports draft right-of-way Alternative "2A" that was developed as part of the El Camino Real Specific Plan process, which will remove on-street parking to accommodate three travel lanes, a cycle track and transit-supportive bus boarding islands. Bus boarding islands provide for in-lane stopping, allowing buses to move in a straight line, eliminating the time spent pulling out and re-entering traffic. This transit-supportive feature complements VTA's Board-adopted Transit Speed Policy to improve systemwide transit speeds and reliability. The *VTA Bus Stop Design and Passenger Facilities Standards* provide design guidance for accommodating boarding islands and cycle tracks.

VTA recommends analyzing existing curb utilization by various users along El Camino Real, including, but not limited to passenger pick-up/drop-off, freight loading, and courier services. VTA is currently developing a Commuter Shuttle Parking at Bus Stops Policy with partner agencies to preserve the safety and efficient operation of VTA bus stops and a balanced response to their existing utilization for commuter shuttles.

City of Santa Clara
June 6, 2019
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Transportation Analysis – Existing Conditions

For purposes of estimating existing project conditions, VTA supports acquiring intersection counts during the June 2019 timeframe, or using the 2018 VTA Congestion Management Program Monitoring Report, anticipated for VTA Board adoption on June 6, 2019.

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,



Roy Molseed
Senior Environmental Planner

cc: Patricia Maurice, Caltrans
Brian Ashurst, Caltrans

SC1709