

El Camino Real Plan Advisory Committee (ECRPAC) Meeting #4 Summary Notes

Senior Center (Laurel Room) - 550 E Remington Drive, Sunnyvale

July 14, 2016 | 6:30-9:30 p.m.

ATTENDEES

ECRPAC:

Patti Evans, Chris Figone, Gary Guiffre, Sue Harrison, Petya Kisyova, Margaret Okuzumi, Steve Pavlina, Rutawari Sharma, Michael Shum, Raj Singh, Christopher Wiegel

Members not present: Linda Garcia; alternates Shelby Troxell, John McGowan, Karen Galatis, Tracy Tripp

Project Team:

City Staff:

Rosemarie Zulueta (Senior Planner/Project Manager), Trudi Ryan (Director, Community Development Department) and Andrew Miner (Planning Officer)

Consultants:

Dave Javid and Geoff Bradley (M-Group)

Community Members:

Approximately 12 members of the public were present at the meeting

MEETING AGENDA

- I. Welcome and Introductions
- II. Project Update
- III. Overview of Vision Statement
- IV. Discussion of Land Use Alternatives
- V. Public Comment
- VI. Next Steps
- VII. Adjourn

MEETING HIGHLIGHTS

Welcome and Introductions

Patti Evans, Chair of the ECRPAC, welcomed Committee members to the fourth ECRPAC meeting. The ECRPAC, City staff and consultant team introduced themselves. Members of the public in attendance also introduced themselves.

Project Update

Rosemarie Zulueta provided a brief overview of the meeting objectives, recent efforts and the updated project schedule. Rosemarie also identified the next steps in the planning process including identifying a preferred land use alternative and preparing the initial draft of the El Camino Real Corridor Specific Plan.

Overview of Vision Statement

Dave Javid with M-Group briefly revisited the input received from the community and ECRPAC on the Planning Principles reviewed at the previous meeting. He explained that those principles were used

as the foundation from which the draft Vision Statement and Elements were prepared. The following is a summary of the feedback received from the ECRPAC on the draft Vision:

- **Circulation**
 - Consider emphasizing that the ECR corridor is a “key transportation corridor”. Committee members discussed thinking of ECR as a transportation corridor in a different way, as one with more destinations and more options/modes to allow people to get from one destination to another efficiently.
 - Refine the language related to “enhancing access to the corridor” to specifically note that it includes multi-modal access for a range of users (e.g., direct pedestrian and bike paths).
 - Explore the potential for safe mid-block crossings.
- **Land Use**
 - Emphasize that ECR is a destination for a range of uses.
 - Identify the importance of creating a connection between ECR and the Downtown area in terms of land uses and character of development, and circulation connections.
 - Support people-friendly (e.g., land uses and areas accessible by all ages) design and development that is called for in the City’s General Plan.
 - Ensure the impact of taller buildings adjacent to single-family neighborhoods is mitigated. On that point members of the committee shared that buildings can be articulated and stepped back appropriately to reduce impacts on surrounding uses.

Members from the public generally agreed with the ECRPAC’s input and also noted the following:

- Consider transportation system improvements and technological advancements.
- Emphasize the need for affordable housing.
- Focus on walkability. If the residents from surrounding neighborhoods are not able to easily access the corridor, then it is not “walkable” despite any sidewalk improvements along the corridor itself.
- Consider ECR as a “main street” with destinations that serve residents instead of just a means to getting people from one end to the other. If cars are speeding by, they will miss seeing the businesses along ECR.

Discussion of Land Use Alternatives

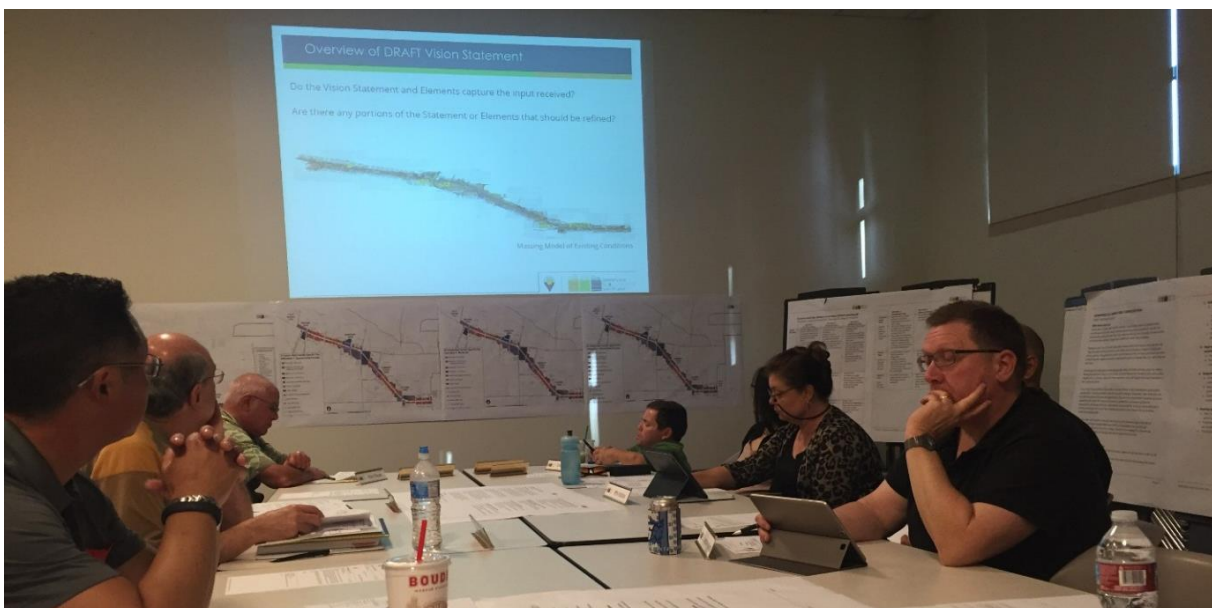
A significant portion of the meeting was dedicated to discussing the preliminary land use alternatives prepared by the project team. The project team identified the many resources and input that influenced the preliminary land use alternatives (e.g., 2007 Precise Plan, General Plan and Draft Land Use and Transportation Element (LUTE), background analyses, and community and stakeholder input). An overview of the factors or assumptions that were considered when preparing the alternatives was provided, including proximity to transit and amenities, surrounding residential uses, lot size/depth and ownership, and recent entitlements. The project team also provided local and regional development examples and discussed with the ECRPAC the range and variety of site layouts and building forms the proposed mixed-use zoning districts and related residential densities can take.

After much discussion, the residentially focused Alternative (Alternative 3) received the most support from the ECRPAC members (seven supported Alternative 3 and three leaned more towards Alternative 2). The following is a summary of the input received related to the land use alternatives discussion:

- There is more need for housing since the increase of jobs within the City and in the region. ECR is an opportunity to provide the needed housing.
- Balance higher density and intensity of developments with tradeoffs or community benefits (e.g., shuttles to transit hubs, accessible pedestrian and bike paths, outdoor public spaces and pocket parks, more recreational opportunities).
- Protect and incentivize grocery stores in mixed-use development as they are valued by the community.
- Support mixed use development and higher density housing, but carefully analyze the impact on services, traffic, parking and the City's fiscal health.

The public in attendance also strongly supported the residentially focused Alternative 3, emphasizing the need for more housing diversity and more affordable options.

Images from the ECRPAC #4 Meeting



NEXT STEPS

The next step in the process includes a Community Workshop targeted in early September, along with Study Sessions with the Planning Commission and City Council to foster additional input on the preliminary land use alternatives. Once input is received, a preferred alternative will be identified and analyzed, and will initiate the preparation of the Specific Plan document and environmental analysis.