

Community Workshop Summary Notes

Community Center Ballroom - 550 E Remington Drive, Sunnyvale

September 8, 2016 | 6:30-9:30 p.m.

Format:

- Background Presentation on the Purpose of Plan and Activities to Date
- Open Format Discussion to foster feedback on the Draft Vision, Land Use Alternatives and Circulation Priorities

Attendance:

Approximately 100 workshop participants

Project Team / Facilitators:

El Camino Real Planning Advisory Committee (ECRPAC):

Gary Guiffre, Sue Harrison and Rutawari Sharma

City Staff:

Rosemarie Zulueta (Senior Planner/Project Manager), Trudi Ryan (Director, Community Development Department), Andrew Miner (Planning Officer), Jennifer Ng (Assistant City Engineer), Carol Shariat (Principal Transportation Engineer/Planner), Gerri Caruso (Principal Planner), Momoko Ishijima (Associate Planner), George Schroeder (Associate Planner), Cynthia Hom (Assistant Planner), Lilith Wang (Intern)

Consultants:

Dave Javid and Geoff Bradley (M-Group), Magnus Barber (Nelson\Nygaard)

WORKSHOP AGENDA

- I. Welcome and Introductions
- II. Project Update and Objectives
- III. Summary of Activities to Date
- IV. Overview of the Draft Vision Statement, Preliminary Land Use Alternatives and Circulation Priorities
- V. Open Format Discussion
- VI. Close

WORKSHOP SUMMARY

Welcome and Introductions

Andrew Miner welcomed workshop participants and introduced members of the ECRPAC, City staff, and consultant team that were present to help facilitate the meeting.

Project Update and Objectives

Rosemarie Zulueta provided an overview of the meeting objectives and the overall community planning process. She explained the reasons for updating the 2007 Precise Plan for El Camino Real and the purpose of the El Camino Real Corridor Specific Plan in guiding the transformation of the

corridor over the next 20-30 years. Rosemarie identified where we are in the planning process and the anticipated next steps, including identifying a preferred land use alternative and preparing the initial draft of the El Camino Real Corridor Specific Plan to present back to the community.

Summary of Activities to Date

Rosemarie identified the range of outreach events held to date (pop-up workshops, ECRPAC meetings and online survey) and summarized the input received from the community and ECRPAC. She explained that the input received helped shape the planning principles that were used as the foundation from which the draft Vision Statement and Elements and the Preliminary Land Use Alternatives and Circulation strategies were prepared.

Overview of the Draft Vision Statement, Preliminary Land Use Alternatives and Circulation Priorities

Dave Javid with M-Group provided an overview of the Vision Statement and Elements, three preliminary Land Use Alternatives (Alternative C- Commercially Focused, Alternative M – Mixed-Use Focused, and Alternative R – Residentially Focused) and Circulation Priorities and tradeoffs. The presentation included a summary of all the resources that influenced the preparation of the Draft Vision and Land Use Alternatives (i.e. the 2007 Precise Plan, City's General Plan, the Draft Land Use and Transportation Element (LUTE) currently being updated, background analyses, community and stakeholder input). He also identified factors or assumptions that were considered when preparing the alternatives including proximity to transit and amenities, surrounding residential uses, lot size/depth and ownership, and recent entitlements. Dave provided local and regional development examples and showed the wide range and variety of site layouts and building forms the proposed mixed-use designations and related residential densities can take.

The presentation included a numeric output of each alternative (e.g., estimated new square footage of commercial uses and approximate number of new residential units) as compared to existing built and current and proposed General Plan LUTE estimates. Dave provided a summary of the ECRPAC's input on the Draft Vision and Land Use Alternatives.

Open Format Discussion

The majority of the workshop was dedicated to allowing workshop participants to visit the three stations and discuss the Draft Vision Statement and Elements, Preliminary Land Use Alternatives and Circulation Priorities. Participants were asked to place a sticky dot on the Alternative they supported most and the mode of travel (vehicle, pedestrian, bike, transit) they considered as the highest priority in considering circulation improvements throughout the corridor (see pictures below).

The facilitators at each station reported out a summary of the discussions and the results of the sticky dot exercises. Participants also spoke to the group about their thoughts, concerns and ideas to consider as the planning effort progresses.

The following is a summary of the input received.

Vision Statement and Elements

- Emphasize Sustainability to support goals of Climate Action Plan (e.g., water and energy efficiency, green roof, bioswales) and sense of community
- Identify circulation improvements and transit, bike and pedestrian connectivity (e.g., from surrounding neighborhoods and to Downtown)

- Include the need for a range of land uses (e.g., housing, services, entertainment)
- Make sure Vision is not too far reaching and achievable

Preliminary Land Use Alternatives

- 31 dots were placed on Alt R , 25 dots on Alt C and 22 dots on Alt M
- Participants showed general support for residential growth outside of the nodes but emphasized that the Plan must have a balanced approach that preserves services along ECR and support the City's fiscal health
 - Need for Affordable Housing must catch up with jobs growth and senior population
 - A range of housing types that attracts a diversity of residents
 - Preserve grocery stores and daily services; don't just focus on restaurants, wine bars and other similar businesses you find Downtown
 - Support small/new businesses; More business diversity
- Access to amenities and public transportation
 - More community gathering spaces (e.g., pocket parks) and entertainment uses
 - Support enhancements to public transportation — not just east-west, but more emphasis on north-south connections
 - Ensure safe pedestrian and bike connections
- Impacts
 - Analyze potential impacts on traffic and parking
 - Assess potential impacts to public services and already crowded schools
 - Support the City's fiscal health

Circulation Priorities

- All travel modes were identified as a priority, with motor vehicle flow slightly higher as compared individually against other modes of travel. However pedestrian, bike and transit improvements combined received more overall support versus automobile travel. Related input included:
 - Concern that peak hour traffic is “bad enough” already
 - Noted that ECR is currently not an interesting or inviting place to walk
 - Support for creating a safer pedestrian environment with wider sidewalks and shorten crossing distances
 - Consider adding bike lanes on ECR due to lack of good east-west alternatives
 - Coordinate regional transit
 - Identify better transit connections between ECR, Caltrain and Downtown
 - Consider a free circulator shuttle connecting to destinations outside the corridor

Many meeting participants also provided input on comment cards that were turned in at the end of the workshop. Those comment cards were scanned and uploaded to the Community Workshop page of the project website.

CLOSE AND NEXT STEPS

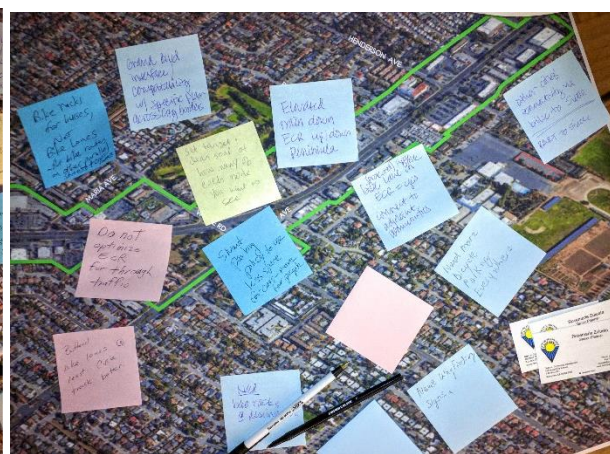
- Online survey and Pop-up Workshop targeted in October to engage more members of the community
- Study Sessions with the Planning Commission (September 12) and City Council (September 13) to provide an update of the project and foster early input on the Draft Vision, Preliminary Land Use Alternatives and Circulation priorities
- Identify a preferred alternative, which will initiate the preparation of the Specific Plan document and environmental analysis

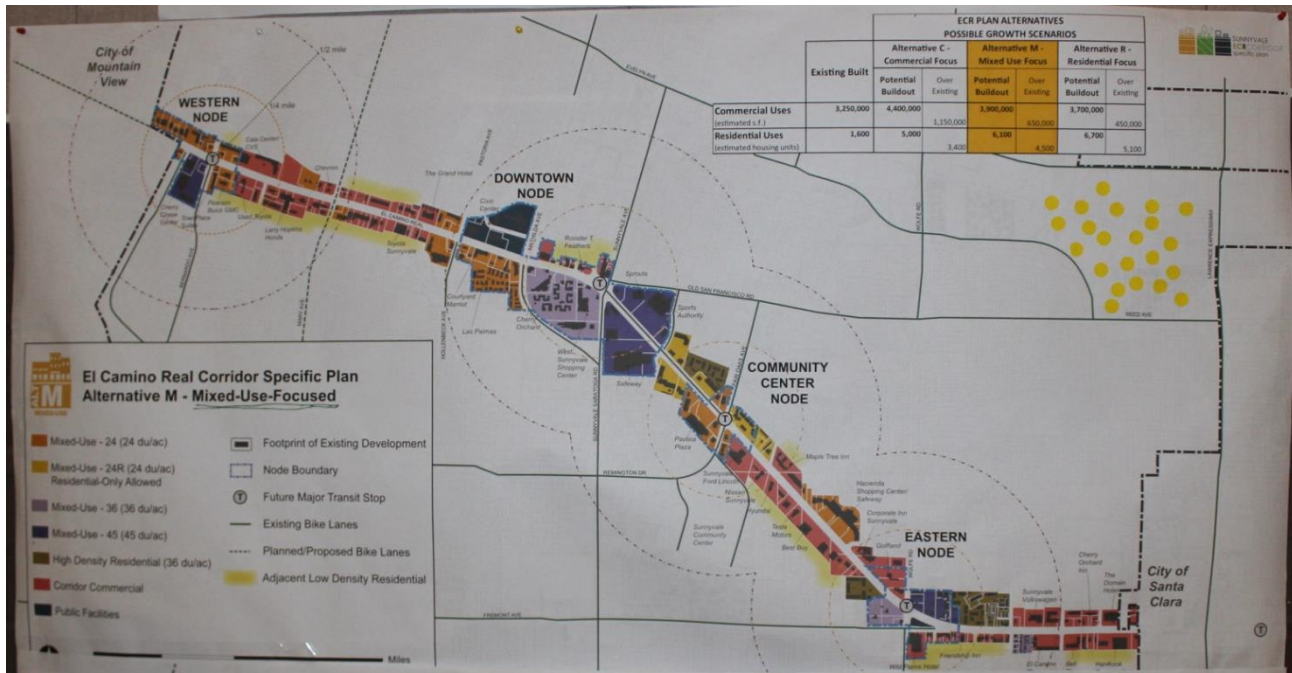
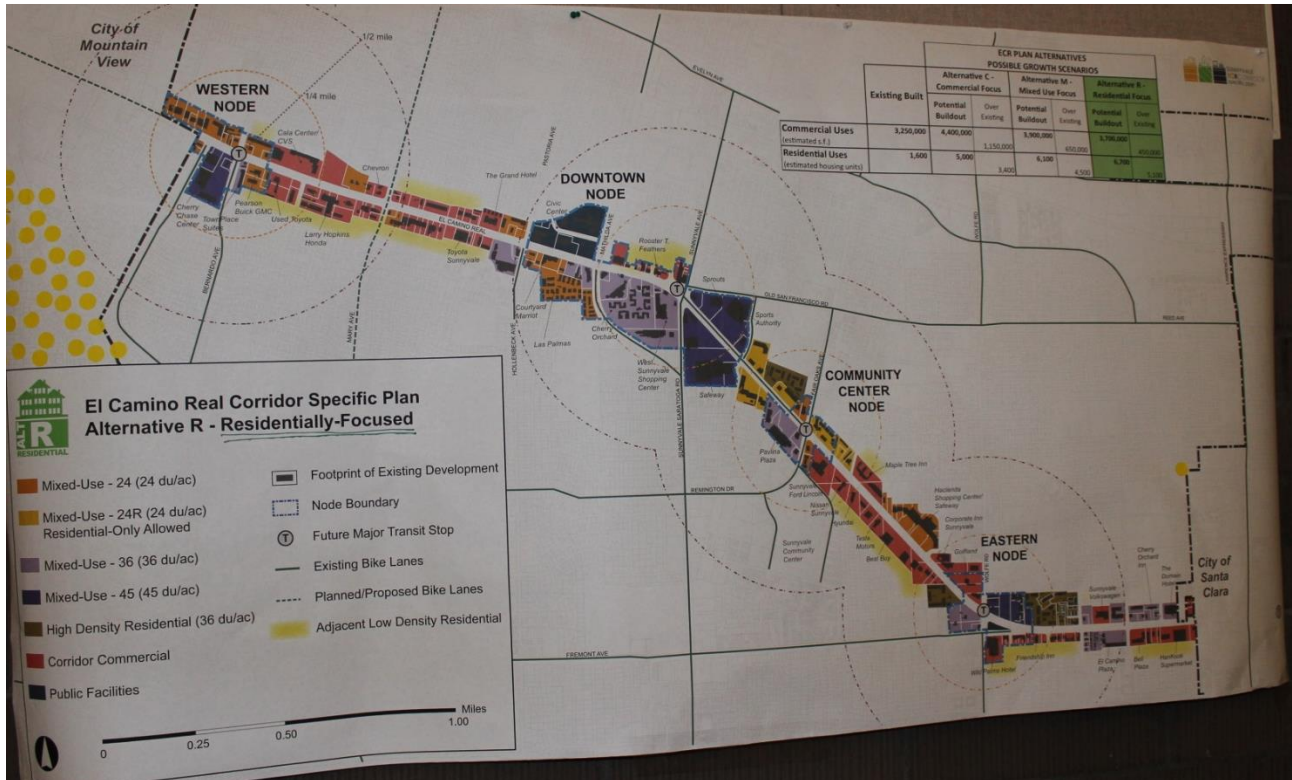
Images and notes from each station at the Community Workshop

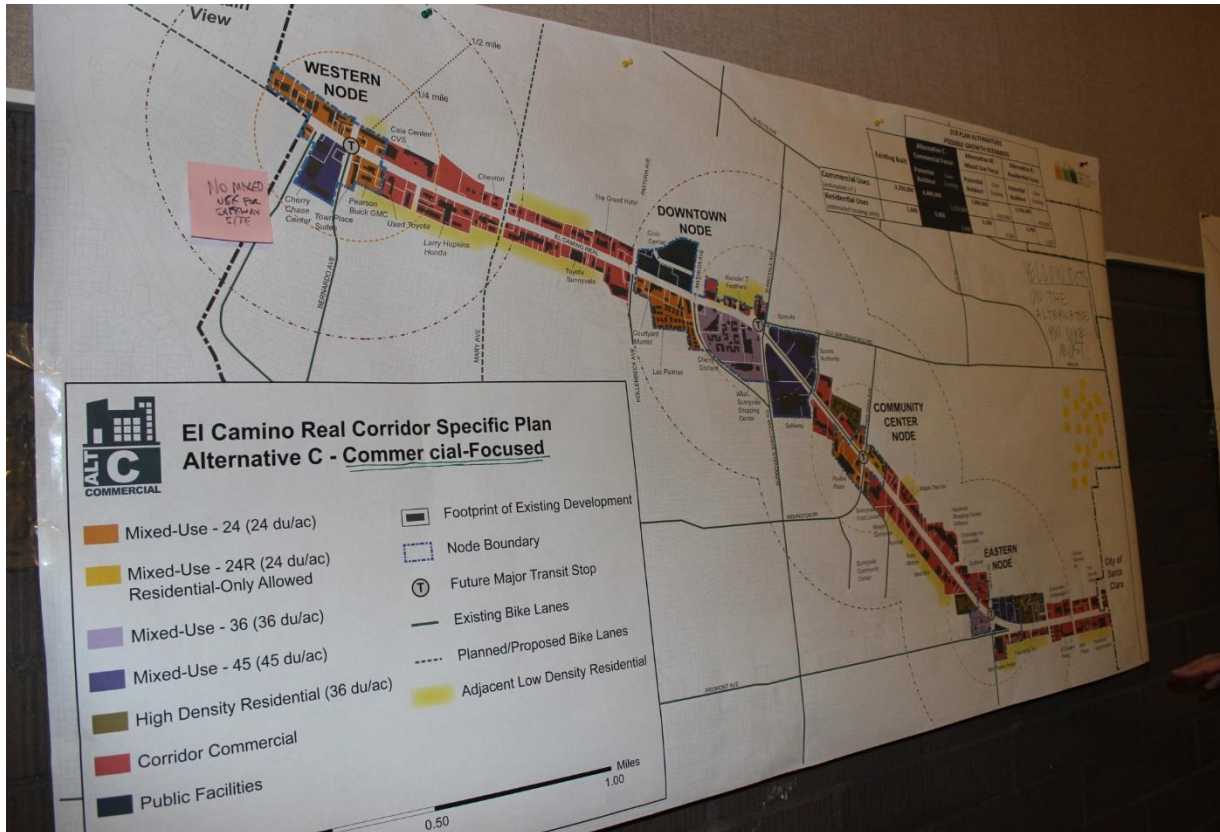












Then these are the implications for...					Vote here ↓
Development	Pedestrians	Bicyclists	Transit	Motorists	Place your sticky dot below to show your preference
Less walkable urban design	Less walkability, continued collision patterns	Continued collision patterns	Lower transit speed, reliability & ridership	Lower speeds or ongoing road widening, continued collision patterns	
Development around stations	Improved transit access	Bike parking & access around stops	Increased speed, reliability, ridership	Lower vehicle throughput, higher person throughput	
Unclear impact	Narrower crossings & more buffer	Improved bike facilities, use & fewer collisions	Increased transit catchment, more bikes on buses	Slower speeds and fewer collisions	
More walkable urban design	Fewer collisions, more walking	Potentially more bicycle use	Improved access will increase ridership	Slower speeds and fewer collisions	

Land Use Station Notes

- 9/10/16
ECR LAND USE SECTION COMMENT/SUGGESTIONS
- BNRetail opportunities (Below Market Rate) x 23
 - Lower residential densities at Eastern Node
 - Keep center median street trees
 - increase housing if neighborhood schools can support them
 - I want a residential focus x HHH |
 - add BART stops @ each node or 3/4 nodes
(makes regional access possible - especially downtown)
above or below - not @ street level
 - Require ~~transit~~ transit passes for all new residential along ECR
 - consider over street crossings in conjunction with new development
 - affordable housing (young people can't afford to live here) x HHH |||
or old or in between 25%
 - ~~want~~ less residential - (should be closer to highway)
more residential
 - encourage public transportation w/ public parking
opportunities - need more education on how to
use it
 - ensure new development encourages/supports ^{pedestrian} access to ECR
wants less traffic.
 - ~~want~~ more diversity of people
 - want better pedestrian access / safety / in binary (more people)
 - Want another shuttle trial (like Penny Park)

- This would lead to more longer carting

- MIXED USE PROJECTS → MORE RESIDENTIAL THAN COM'L
 - REDUCTION IN REQUIREMENT FOR COMMERCIAL SPACE
- WE HAVE A HOUSING SHORTAGE - MORE RESIDENTIAL NEEDED
- DEVELOPMENT SHOULD RESPECT ADJACENT CONDO COMPLEXES AT THE SAME LEVEL AS SFR
- MAIN ENTRANCE TO SITES MUST BE ON ECR, NOT SIDE STREETS
- TRANSIT HUB SHOULD BE AT MATHILDA, NOT SUNNYVALE
- CONCERNED W/ LOSS OF GROCERY STORES (E.G. SAFEWAY) - DON'T WANT RESIDENTIAL ASPECT TO DOMINATE MIXED USE PROJECT
 - DON'T REZONE (E) SAFEWAY SITE TO MIXED USE
- BETTER ACCOUNT FOR # OF CHILDREN IN A RES PROJECT
 - DON'T UNDERESTIMATE IMPACT TO SCHOOLS
 - FULLY FUND SCHOOL FACILITIES - DEVELOPERS SHOULD
- EASTERN NODE - LOWER INTENSITY DEVELOPMENT, A LOT OF EXISTING RES NEARBY
 - STAND OUT FROM SANTA CLARA
- AFFORD. HOUSING SHOULD BE PLACED NEAR HIGHWAYS

- MIXED USE A ^{MORE} PARKING SUPPLY SHOULD BE PROVIDED
- BETTER ANALYZE ONSITE TRAFFIC CIRCULATION
- PROBLEMS W/ CHIK FIL-A SITE
 - Bike Lanes on Olive Bridge across Mary
 - CONCERN W/ ADD'L HOUSING AND IMPACTS TO SCHOOLS
 - SCHOOLS ARE ALREADY FULL, (E) RESIDENTS CAN'T GET IN
 - MAINTAIN EXISTING COMMERCIAL ON ECR
 - DON'T WANT A "DOWNTOWN" NEXT TO HOMES, *ASSOC. IMPACTS
 - ↳ OR SANTANA ROW
 - ~~MORE~~ EVEN MORE RES. NEEDED THAN IN ALTERNATIVES
 - PLACE RES NEAR EMPLOYMENT
 - REDUCE COMMUTES, AIR QUALITY, GHG
 - ALTS WON'T MEET CAP GOALS
 - SVALE SHOULD SET THE EXAMPLE
 - IF EMPLOYEES CAN'T AFFORD HOUSING NEAR JOBS, COULD BUSINESSES

- BETTER PED. ACCOMMODATIONS ON ECR
- CREATE VIBRANT STREETSCAPES
- MORE DESTINATIONS
- NEED MORE AFFORDABLE HOUSING
- WANT MORE RESIDENTIAL BUT AT LOWER HEIGHTS AND DENSITIES
- ~~DON'T~~ PLACE COM'L SHOPPING CENTERS ^{+ SERVICE} WITHIN WALKING DISTANCE TO RGS
- DON'T ~~THE~~ REDEVELOP COM'L SHOPPING CENTERS
- MIXED USE BLDGS DON'T USUALLY PROVIDE THE COM'L SERVICES THAT RESIDENTS ACTUALLY NEED
 - SMALLER ~~TENANT~~ SPACES FOR EXAMPLE
- KEEP HOUSING ON PACE W/ JOB GROWTH
- GROW SMARTLY, INFILL DEVELOPMENT TO PREVENT SPRAWL
- REDUCE VEHICLE TRIPS, MANDATORY SHUTTLE SERVICE FOR HOTELS
- BUILD OVERPASSES TO ACCOMMODATE MORE TRAFFIC

Circulation Station Notes

- Ste ~~VEN~~ ^{VEN} ~~ANSON~~ in ^{city of} Fremont - Blvd w. local st. either side
 6 lane street - we need extra lanes separated lane on each side from traffic
- Regional coordination of transit
- Crossings over/under - safer, less wait for ped/bike
- Signs w. real time arrival info
- Don't Divide Sunnyvale
 IN HALF (WALK, DRIVE, TRANSIT ACROSS)
- Pull outs for buses
- Trees/planters/shade
- Lower, safer, speeds ← re-design st. for slower speeds
- Reduced parking near transit/nodes
- Protected bike lanes ✓
- Shuttles to/from - nodes/transit/neighborhoods
 train

- ECR - 16 hotels coming
 - should have shuttles x 10 mile radius 24/7
 - + SFO/SJC airports MANDATORY
- Overpasses for ped/bikes + cars across N/5
- Increase height allowance (70' up)
- Mixed use
- Housing nearer freeways
- Add flashing beacons at unsignalized xings
- Bicyclists should wear reflective vests (mandatory)
 - Sunnyvale would be 1st in USA.
- Coordinate w. Caltrain corridor plan

Vision Station Notes

