SECTION 3.0 PROJECT DESCRIPTION

Existing Conditions

The project site is comprised of two parcels (APNs 220-32-057 and 220-32-058) totaling approximately 2.46 acres located at 3141 – 3155 El Camino Real on the northeast corner of El Camino Real and Calabazas Boulevard. The project site is currently developed with multiple commercial buildings and a car wash totaling approximately 21,780 square feet. The site is within the El Camino Real Specific Plan area, which has not yet been adopted. Where applicable, this analysis discusses the proposed project's consistency with the draft plan.

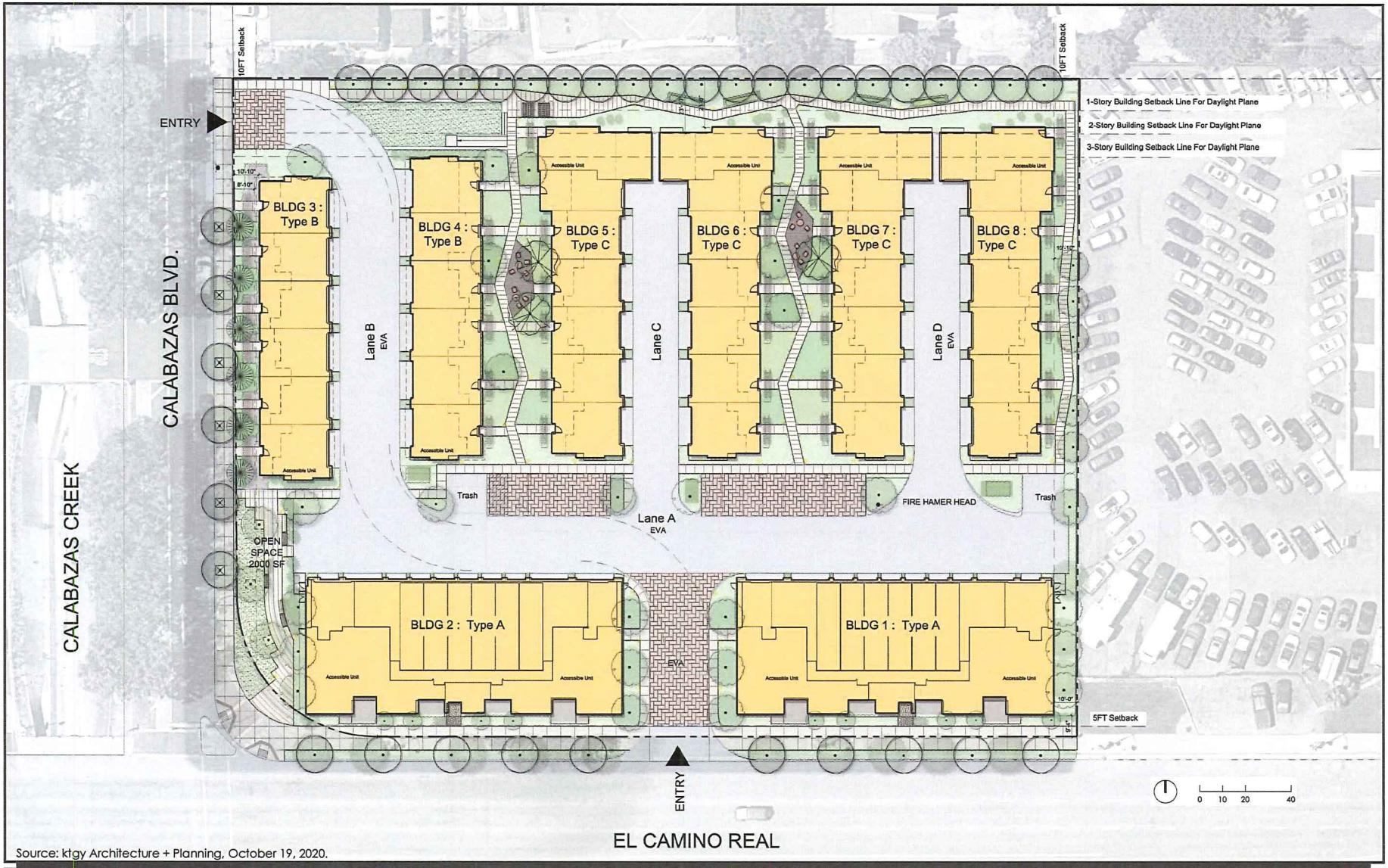
Proposed Project

The proposed project would construct eight, residential buildings containing a total of 60 residential units. The buildings would range from two to three stories with a height of approximately 34 feet to 40 feet tall. Buildings 1 and 2 would be a mix of townhouses and flats (20 units total). The remaining 40 units would be townhouses and would be located in Buildings 3-8. Individual parking for each unit would be integrated into the buildings. The proposed project would include 110 parking spaces. The project site would need to be rezoned to Planned Development (PD) for the new residential use and would have a density of 24.4 dwelling units per acre. The site plan of the proposed project is included in Figure 3.0-1. The project proposes to include water-efficient fixtures, energy-efficient heating and cooling, and energy-star rated appliances in all units to comply with applicable green building standards.

The project would include a greenbelt along the northern boundary and throughout the central landscaped area, totaling approximately 0.08 acres (3,650 square feet). There are 16 trees currently on-site. As proposed, the project would remove all 16 trees and plant 90 new trees within the open space areas.

As a condition of developing the project site, the City of Santa Clara will require the removal of the Calabazas Creek bridge directly adjacent to the project site. The work would include removal of the bridge itself and the central support column. The central concrete support column for the bridge is above the ordinary high-water mark (OHWM), outside of Army Corps of Engineers (Corps) jurisdiction. All work to remove the bridge would be performed above the OHWM, with equipment positioned at street level above the top of bank (TOB). The proposed project would use a waterproof debris catchment system suspended below the bridge deck to avoid the contribution of fill to the creek. Additionally, no fill would occur within the nearby channelized, concrete channel of Calabazas Creek and no dewatering would occur as part of the project.

The construction work to remove the bridge would be performed within the dry season work window (April 1 to October 31) in late summer when the channel is anticipated to be completely dry. Bridge removal would be performed by strategically cutting the existing concrete bridge using equipment staged above the TOB, which would take approximately five working days with bridge removal activity needing approximately one to two days.



Source: ktgy Architecture + Planning, October 19, 2020.

PROJECT SITE PLAN

FIGURE 3.0-1

Site Access

Access for the proposed project would be provided via one right-in/right-out driveway located on El Camino Real and one right-in/right-out driveway on Calabazas Boulevard. Circulation throughout the site would be provided by an internal private street linking the two entry points and two private drives for access to units on the northeast side of the site. The proposed project would remove two right-in/right out driveways on El Camino Real, one close to the corner of Calabazas Boulevard and El Camino Real and one on the southeast corner of the project site. The sidewalks adjacent to the project site would be reconstructed to a width of 10.5 feet with a 4.5-foot green strip between the sidewalk and road.