

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

All Comments sorted chronologically

As of June 13, 2017, 4:41 PM



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El Camino Real Corridor Plan: Land Use Alternatives

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As of June 13, 2017, 4:41 PM, this forum had:

Attendees:	739
All Comments and Comments:	204
Hours of Public Comment:	10.2

This topic started on November 18, 2016, 3:50 PM.

This topic ended on April 21, 2017, 12:27 PM.

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

comments attached to the annotation section 'ALT C Commercial'

Name not available (unclaimed)

February 7, 2017, 10:33 AM

I've lived in Sunnyvale since 1988. I've also lived in Mountain View and San Jose in the 1970s (as a kid). During that time El Camino has served two purposes - commercial shops and transport between Santa Clara, Mountain View, Palo Alto, etc. Traffic flow could be better, but on the other hand this isn't Central Expressway. Nor is it Manhattan. If it were Manhattan it might be Broadway - relatively fast moving with shopping and connecting to residential side streets. Although I love visiting NYC's Upper West Side, I don't want El Camino to become as busy as Broadway is. Clearly it's not going to be University Ave in Palo Alto either.

To preserve traffic flow as well as some shopping, I don't think we can add more bike lanes or residences. Both seem likely to increase the traffic on El Camino and slow traffic further. I am in favor of biking! But, not on El Camino. Biking, and residential, should be at least a block away.

There are many older buildings on this street, and some need face lifts. But, we're not going to get a consistent "look" to El Camino buildings (and certainly not a "retro-style architecture" because we have too many different styles already. This isn't Santa Barbara or some place that historically encouraged people to build Spanish-style (thank god). If there is anything that could be described as Sunnyvale-style it's Eichler - and that varies wildly too.

I've noticed that as new buildings are built they often have some public art. I guess that's a good thing, but there's no theme or consistency. And, things such as was put up in front of the old Best Buy were just odd.

I don't think the landscaping I've seen over the years has been very helpful in softening the appearance. On the other hand I don't see that there's space to add large trees in the median - and trees along side would interfere with sidewalks. Trees are great, but El Camino Real is long enough that adding enough trees to make a difference seems hugely expensive. I wouldn't spend the money there. I'd rather have a better library.

BTW, I'm really annoyed at the removal of right turn corners at El Camino and Mathilda. Larger corner, more difficult to turn? Huh?

Thanks for asking for feedback. Sorry for the length. I hope this makes sense.

Name not shown inside Sunnyvale (registered)

February 6, 2017, 10:21 PM

Sunnyvale zoning easily accommodates commercial buildings. It is nice to have shops along El Camino Real in each node. Land in Sunnyvale has been re-zoned a lot to allow multi-family dwellings, apartments, hotels, and condos. Looking at the El Camino corridor in adjacent cities, the mixed-use buildings are very tall and luminous, reducing the amount of open space and visibility. When transportation catches up to the building boom, having businesses along the El Camino corridor will allow VTA to easily bring constituents to downtown shops.

Name not available (unclaimed)

February 6, 2017, 6:49 PM

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I'm having difficulty logging in using Google+ or LinkedIn, so I'll just sign it here.

David Curbow

rdcurbow@comcast.net

Name not available (unclaimed)

February 6, 2017, 6:47 PM

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elizabeth erickson inside Sunnyvale (registered)

February 4, 2017, 7:48 PM

It preserves the present character of El Camino, limits population growth and the subsequent pressure on services and the environment.

Name not available (unclaimed)

February 4, 2017, 10:00 AM

El Camino should only be for commercial. Adding housing to El Camino does not include impact on schools and other services. If the council chooses that plan, then the council should broaden the scope. Otherwise, there will be more distrust from residents as occurred with Butcher's corners.

Why isn't there a high density node at Mary? Right now, there is too many high density nodes placed on the eastern side of the city (3 vs 1)?

Name not available (unclaimed)

February 3, 2017, 6:45 PM

Regardless of the plan adopted, it should adhere to Sunnyvale's General Plan. City Council needs to stop granting all of the special amendments. The Plan is in place for a reason, and our developer-backed Council is purposefully ignoring it

Larry Yelowitz inside Sunnyvale (registered)

February 3, 2017, 12:50 PM

El Camino Real Corridor Plan: Land Use Alternatives

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I want to minimize my driving to do shopping on ECR; commercial is better for overall traffic flow on ECR; too many additional new Sunnyvale residents will have impact on schools, water usage, etc.

Name not shown inside Sunnyvale (registered)

February 3, 2017, 12:09 PM

Alt C best meets the demonstrated need for commercial and retail space in the City. Alternatives A and B would unduly restrict retail space, forcing residents to travel farther to get obtain needed goods and services. This will result in increased congestion and greater emissions of GHGs. Alt C best implements the City's policies on climate change and best protects the environment. Select the green choice - Alt C!

Name not shown inside Sunnyvale (registered)

February 3, 2017, 11:05 AM

More commercial can bring more revenue to the city and also make residents life more convenient.

Name not shown inside Sunnyvale (registered)

February 3, 2017, 9:19 AM

I would prefer to do most or all of my shopping in Sunnyvale.

Name not shown inside Sunnyvale (registered)

February 3, 2017, 8:42 AM

too much traffic is already choking Sunnyvale and more high density housing is going to make this worse. We already lost so much retail space that I now have to drive to Milpitas to access certain stores - all adding to more and more traffic. Small store, clubs and other business (thinking of the martial arts school my child used to go to) will get pushed out by higher and higher rents. Overall the quality of life for people already living here will decline and your interest should be first and foremost to make this city livable and desirable for those already living here rather than bringing in more and more people. I know that housing is an issue but building more luxury apartments without the necessary infrastructure is not helping anybody.

Name not shown inside Sunnyvale (registered)

February 3, 2017, 7:59 AM

We need good quality commercial options the kind that are inviting and preserve the traditional charm of Sunnyvale. No more high rises. Also the population density is already too high so no more high concentration residential building. Sunnyvale is not a BIG city. I am a long time resident and it pains me to see the new buildings on El Camino - built right up to the El Camino with multiple stories and minimal parking. I never voted for multiple storied buildings lining El Camino or within the El Camino Corridor.

Also keep public spaces, public spaces with OPEN spaces. Not crammed in mixed uses. Maintain the buildings we have (courthouse, library, Sunnyvale office center, police/public safety). What we have is beautiful maintain it do not exploit it and the taxpayers.

Name not available (unclaimed)

February 3, 2017, 7:53 AM

El Camino Real Corridor Plan: Land Use Alternatives

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There seems to be too much residential development in Sunnyvale already. With added housing, the increased volume of vehicles on the road can contribute to more congested traffic.

Name not available (unclaimed)

February 3, 2017, 6:50 AM

Sunnyvale keeps loosing place to shop. We have to go farther and farther to get what we need. WE certainly have enough housing,

Name not available (unclaimed)

January 27, 2017, 4:50 PM

Too much high density residential in other alternatives. High density residential development in Sunnyvale, is ruining my city. traffic is becoming unbearable. No additional lanes on Central are planned as far as I can see. The Evelyn Avenue Corridor is getting very developed with high density residential. The quality of life is dropping with increased population.

Name not shown inside Sunnyvale (registered)

January 27, 2017, 1:28 PM

I am afraid that too many 'high-rises' will result. The corridor is already looking like a canyon. In addition, El Camino would not be able to handle the additional residential traffic.

1 Supporter

Robbert Emery inside Sunnyvale (registered)

January 24, 2017, 9:07 PM

Safety reasons. ECR is a major corridor for traffic movement with timed traffic control. I think mixing the major corridor with more residence will likely increase pedestrian injuries from automobile collisions.

2 Supporters

Name not shown inside Sunnyvale (registered)

January 23, 2017, 4:53 PM

Sunnyvale is mostly residential as it is. I would like to see more local businesses thrive and affordable housing increase and what I mean by affordable I don't mean "low-income" lists. I understand our city has their low income lists but for those who do not make under a certain amount, it still makes it difficult to find a decent pricing apartment. I understand many tech companies in our surrounding areas are attracting people to move nearby, but this makes it difficult for recent grads like myself to even consider Sunnyvale as a place to live since the rent is extremely high.

1 Supporter

Name not available (unclaimed)

January 17, 2017, 3:58 PM

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

Traffic is a huge problem already and building more residential is making the problem worse. There is a lack of investment in schooling and services to facilitate more residential building. Take a drive down downtown Sunnyvale and Mathilda at 5pm and see for yourself, it has now turned into a parking lot forcing rat runs all through the side neighborhoods.

Name not shown inside Sunnyvale (registered)

January 13, 2017, 9:58 PM

What I would really like is a landscape buffer between the bikes and the cars. Cyclist are not protected. Cyclist can coexist with pedestrians. Look at Shoreline. When a cyclist has an accident with a pedestrian a skinned elbow is the result. When a cyclists mixes with a car a fatality is the result.

1 Supporter

Name not available (unclaimed)

January 13, 2017, 11:10 AM

El Camino Real has always been a "gateway" into Sunnyvale. Businesses promote tourism and showcases interest in the City. This in turn provides revenue and encourages positive growth.

Name not shown inside Sunnyvale (registered)

January 6, 2017, 12:47 PM

El Camino is a busy street, and we should rally to get more commercial establishments there. Let's work to bring in more funds through commercial establishments so we can gather a larger kitty. Once we have this as a city, we can prioritize building more parks and schools and then increase housing so that Sunnyvale can continue to have excellent schools and parks for all of it's residents to enjoy.

1 Supporter

Name not shown inside Sunnyvale (registered)

January 3, 2017, 9:55 AM

From what I can see, the plans are not handicap friendly. I have a HORRIBLE time trying to find handicap parking unless I go out at 7am. That is not a good time for most shopping. Your plan has redesign the store fronts on the street and that means a hike from parking. Yes it makes it easy for those commuting by bus or on foot. I can not climb in a bus, and I can not walk long distances. Don't make this another Mountain View. I hate that area. The high density residential is also bad. The traffic is getting worse with every complex that is built. Give us a break, please.

Name not shown inside Sunnyvale (registered)

January 2, 2017, 1:59 PM

ALT C seems closest to what we have now, but ALT M might be a good alternative if it would help get rid of the poorly maintained and ugly commercial properties. I liked the building and landscape guidelines and pictures. I would vote NO on ALT R mainly because of the higher increased residential footprint. The El Camino Corridor is mainly a high traffic artery for people going thru the city. The last thing we need is more cars and people. It

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would be better to have mixed use away from this "highway" such as near the old SV Mall and shops in a more walkable zone like Murphy Ave (and Castro St in Mtn View, or University Ave in Palo Alto). For comparison, Valley Fair and Santana Row would seem too dense for Sunnyvale streets and distance from freeways. (Note that we live in a single family home in Cherry Hill near Bernardo and Fremont Ave.)

Name not available (unclaimed)

January 2, 2017, 10:13 AM

Less Residential traffic and congestion

Name not shown inside Sunnyvale (registered)

December 19, 2016, 3:26 PM

Of the three plans presented, this seems to be the best from the sake of efficiency - a focus on commercial development and traffic patterns allows for a better El Camino experience. I'm concerned mixing residential and mixed-residential facilities along El Camino will lead to less predictable traffic and development - as well as potential issues in transitioning facilities. I feel residential development is best done "just-off-El Camino" to maximize space, access, and traffic.

Of all of this, re-developing side/back/access roads will be important.

1 Supporter

Name not available (unclaimed)

December 16, 2016, 7:25 PM

We use El Camino to drive to our jobs, to pick up our children, and to shop. There is very little who walk. Transit is great, as long as it is left in the FAR RIGHT LANE where it belongs, express is great as well! We have been here for 50 years so while we have no more orchards, we can't fight progress, we can tell you that we are leaving in droves. We have voted against all incumbents in the City of Sunnyvale Staff and hope we can find some new savvy people who understand our town and our family values that created this town. A town that President Clinton once called a Model City of some sort. Your planning has left us embarrassed and disgraced over our downtown area. Due to the number of years it has been a wreck, we have lost alot and are behind times in terms of a downtown and a shopping mall. Of course, shopping malls are a thing of the past as well, right? The New Cupertino Town Center is amazing! It shows they have money, wealth, class, bravato and GREAT PLANNING! Sunnyvale should not be condoning Did-Dums and other low-end stores into our town, bringing the East Side into our family value town, inside of the West Side like Stanford and Palo Alto. Your planning of El Camino has been ridiculous. You put Chic-Falae traffic right out onto the street right before our central busiest inter-section, instead of diverting it down further before the traffic light or around. Not to mention In-Out-Burger traffic overflow. WE DO NOT WANT EL CAMINO TRANSITIONED to a different corridor. Do you see Cupertino transitioning their Stevens Creek to a different Cooridor. Butcher's Corner is the most ridiculous, ridiculous plan of all. Really? You should be building a park there to commerate the Valley of the Hearts delight. Money for your plans goes where, into the headaches of our everyday lives. We will leave very soon. Carry on with your plans!

Jared Goor inside Sunnyvale (registered)

December 16, 2016, 12:02 PM

El Camino Real Corridor Plan: Land Use Alternatives

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El Camino is a street you drive "TO", not through. It's a great place to concentrate the commercial elements of the community, leaving residential areas untouched and somewhat secluded. What's more, added residential growth without infrastructure, such as schools, road corridors, and hospitals, is just begging for trouble. I already have to get up at 2AM to enroll my kids in school. More residents in an already oversubscribed area is undesirable. Regarding the commercial aspects, appropriate setbacks and height limits are key. I did not choose to live in a big city and neither did anyone in Sunnyvale that I know. Keep the buildings an appropriate size and give the road some space to breathe.

3 Supporters

Robert Hoop inside Sunnyvale (registered)

December 15, 2016, 10:24 AM

Because that is what it is now and it forces residential growth to be elsewhere.

Name not available (unclaimed)

December 14, 2016, 7:02 AM

We have enough residential housing going into the city. Traffic is bad and will get worse with more housing. Commercial will bring in sales taxes and other revenues to the city.

Name not shown inside Sunnyvale (registered)

December 13, 2016, 2:47 PM

Traffic is already horrible in Sunnyvale and adding so many more residential units will make it even worse. Taking shopping opportunities out of Sunnyvale in order to build more housing will also do the same thing as people have to drive further to shop. Already now we have very limited options for say cloth shopping with Kohls's and JC Penny gone. The infrastructure simply does not support so much residential growth. Another issue are small businesses which are already and will be driven out even more by high cost and limited availability of suitable space. My son's sport club is an example, they can't find a place they can afford and is available for rent for more than a few months at a time (landlords rather sell to developers than rent to a small school/club) which will create even more traffic if we need to drive further to get our kids to music classes, clubs, athletic activities.

2 Supporters

Name not shown inside Sunnyvale (registered)

December 13, 2016, 8:57 AM

We need to support small businesses by making it available and affordable for them to run businesses in this already packed neighborhood.

1 Supporter

Name not available (unclaimed)

December 13, 2016, 7:26 AM

El Camino is where I and all my neighbors go to shop and if I am shopping, I need my car to bring home my

El Camino Real Corridor Plan: Land Use Alternatives

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packages, I am NOT going to use public transit if I am shopping and lugging home bags. Turning it into a more residential area is only going to make it more congested. If a place is more congested, people avoid it and shop in less congested locations if they can.

Name not available (unclaimed)

December 13, 2016, 6:38 AM

Public transit simply isn't effective if people need to walk to a major intersection or need to transfer buses at an intersection. Commute times quickly become unpalatable as compared to drive times. This means that residences outside of nodes will most certainly add cars to the road, in which case, concentrated housing will cripple the corridor. Concentrating transit users at major intersections (nodes) also allows for more efficient express bus route planning. i.e. fewer stops so that EVERYONE gets to where they need to go faster... both public transit users and other drivers on the road. Sunnyvale is still a city that loves/needs cars. The existing aging homeowners also need easy and sufficient parking for their big box stores, services, and restaurants.

Name not available (unclaimed)

December 13, 2016, 12:15 AM

Further growth of the South Bay region will put increasing number of vehicles on major thoroughfares. This progress will make ECR:

1. Less desirable as a (even higher density) residency venue due to noise, congestion and pollution.
2. By having an enhanced role toward employment or shopping under option C, increase the case to have Bus Transit (and maybe then full Light Rail) upgrade for this corridor in a reasonable time frame. Route 22/522 already has highest VTA ridership - what will it take to upgrade to fixed guide way transit?

Name not shown inside Sunnyvale (registered)

December 12, 2016, 8:30 PM

El Camino real has always been the commercial center of silicon valley. It is very conveniently located right in the middle of Silicon Valley, and it allows the residents to reduce their shopping commute, compared to the well-known 'shopping centers'. Alternatives with residential units option will create traffic congestion, without contributing to the infrastructure (that is already lacking).

1 Supporter

Name not shown inside Sunnyvale (registered)

December 12, 2016, 8:15 PM

El Camino corridor is strategically located in the very middle of Silicon Valley, and it would be very beneficial to use it for commercial properties. We do need a Santana Row right next to where we live. We cannot have only residential units, we need the supporting infrastructure.

1 Supporter

Name not shown inside Sunnyvale (registered)

December 12, 2016, 7:28 PM

El Camino Real Corridor Plan: Land Use Alternatives

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Commercial focus needs to remain the primary use for ECR. The road is entirely too congested as it is, and adding any more residential developments only adds to that congestions. There is a lack of infrastructure for more housing anywhere in Sunnyvale. Cupertino, Sunnyvale, and Santa Clara school districts are overflowing with students. Transporting those students to already impacted schools, along ECR will be a nightmare. You, the city, are already ruining the corner of ECR/Wolfe/Fremont with the Butchers Corners development. PLEASE leave ECR as is. Plenty of other cities can build housing.

2 Supporters

Name not available (unclaimed) December 12, 2016, 6:13 PM

el camino is too busy for residential. also there are too many new residential places but fewer and fewer commercial places

Name not shown inside Sunnyvale (registered) December 12, 2016, 6:11 PM

I don't like any of the alternatives, but I would rather have more choices for shopping than housing. Too many people and too many cars already.

2 Supporters

Name not available (unclaimed) December 12, 2016, 6:09 PM

More commercial focus will attract more people and activities in this area. This will also bring more convenience to the Sunnyvale residence.

Name not available (unclaimed) December 12, 2016, 5:06 PM

would prefer to see more businesses than housing

Name not available (unclaimed) December 10, 2016, 3:16 PM

El Camino should be left to be commercial and a traffic corridor. Removing traffic lanes will just slow down traffic. I use buses now. They work. A bus with less stops is NOT practical. The stops will not be where I want to catch bus and maybe not where I'm going. Taking a second short stop bus to thru bus will be slower than now

Having built buildings so close to street makes people drive slower since drivers are looking harder for correct driveway

Name not available (unclaimed) December 5, 2016, 12:00 PM

El Camino Real Corridor Plan: Land Use Alternatives

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Sunnyvale's retail is terribly weak for a city of this size. We end up doing much of our shopping in Cupertino, Mt View, and Santa Clara. We'd love to keep the tax dollars here.

Name not shown inside Sunnyvale (registered)

December 3, 2016, 8:13 PM

I would like to see El Camino Real retain its mostly commercial retail nature. It is the main shopping road that serves 150,000 Sunnyvale residents. It also is home to 7 car dealerships which provide an important sales tax base to the community as well as automobile servicing capability. Without this focus, I would have to drive farther to other communities to shop. (As it is we have only one department store left in Sunnyvale and Cupertino combined.) This wastes my time, clogs roads and expends fuel unnecessarily. While not opposed to some mixed-use in the segments, my concern with selecting that option would be a potential lack of restraint on the part of city staff and council, in limiting this activity, therefore I prefer option C.

I currently utilize many of the stores on El Camino, car dealerships, banking, restaurants, etc. I shop online as well, but do not anticipate transferring grocery shopping, all clothing shopping, or restaurant experiences to online shopping and getting an automobile fixed can not be done online. I am concerned with Alt R as to its potential to rezone major grocery store centers to residential and would not like either having to wait in long lines to buy groceries or having to schedule trips either very early in the day or very late in the day to avoid the crowds. Finally, I do not agree with any increased density in the Eastern node due to the impending Apple campus opening and other intensive development nearby.

Thank you.

1 Supporter

Name not shown inside Sunnyvale (registered)

November 30, 2016, 9:06 PM

I love being able to use businesses that are close to home. Several of the businesses I used regularly have now closed and I am worried we will loose more as commercial real estate along El Camino becomes more residential. I find myself driving to MV or SC more and more when I would rather have those services in Sunnyvale.

1 Supporter

Name not shown inside Sunnyvale (registered)

November 27, 2016, 9:20 PM

Our diverse community needs a large variety of retail establishments. It would be culturally insensitive to expect everyone to shop at Safeway.

1 Supporter

Name not shown inside Sunnyvale (registered)

November 27, 2016, 1:15 PM

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

I prefer the commercial focus as El Camino is where I go to eat and shop. More residential units will cause even more traffic jams and will push out businesses and in turn commercial lease rents will go up and then prices for consumers will go up.

2 Supporters

Name not shown inside Sunnyvale (registered)

November 26, 2016, 11:30 AM

We already are creating too much residential properties and are unable to handle the resulting increase in traffic.

4 Supporters

Name not available (unclaimed)

November 25, 2016, 6:34 PM

we keep building housing with no plan for traffic...El Camino is so bad to travel...takes over 1 hour to get from Palo Alto to Sunnyvale.

Name not shown inside Sunnyvale (registered)

November 24, 2016, 10:34 PM

I prefer traditional shopping that is clustered along major thoroughfares.

Who wants their residence exposed to traffic and noise caused by nearby commercial properties?

1 Supporter

Name not available (unclaimed)

November 24, 2016, 10:28 PM

I like traditional shopping clustered along major thoroughfares. Who wants to live adjacent to shopping, exposed to noise and traffic?

John Marcellino inside Sunnyvale (registered)

November 23, 2016, 5:24 PM

I prefer ALTERNATIVE C: Commercial Focus because I like to eat, shop and use local businesses which are convenient and provide a neighborhood feeling to our community. I see stores I used on a regular basis (ex. OSH and KOHLS) leaving and I do not like this, as I would need to travel outside Sunnyvale to shop.

1 Supporter

Name not available (unclaimed)

November 23, 2016, 3:57 PM

The residential and hotel projects recently completed on ECR adds traffic that is less compatible with typical ECR usage. Someone going to / from their residence / hotel in a car, and someone using ECR to get to a retail establishment are of different mindset. They create different types and patterns of traffic. ECR should remain a

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Commercial / Retail with Bus access. Bicycling and walking is not a pleasant experience near ECR and dedicated bike lanes would make through put worse. The Bus / Transit / Pedestrian idea sounds nice but occupants of residential developments ultimately jump in there cars.

Robert McGee inside Sunnyvale (registered)

November 23, 2016, 1:02 PM

I Think we should not have high density living added to the corridor. What happens is that developers provide inadequate payments for schooling and traffic control. Also, bus transportation is a joke, VTA continuing to be a failure. If we have to have high density housing, allow it to be built just off El Camino if payments for schools and traffic control is included (and only if).

2 Supporters

Name not available (unclaimed)

November 23, 2016, 11:52 AM

Our schools are already overcrowded and traffic gets backed up on and around El Camino during commute times with school drop offs/pick-ups. Please do NOT increase residents on El Camino or it will be grid lock!

El Camino must be used as a main way to travel through Sunnyvale, especially for emergency vehicles.

Alan Breakstone inside Sunnyvale (registered)

November 23, 2016, 11:19 AM

Frankly, I don't like any of the alternatives, but prefer keeping El Camino Real as primarily a commercial thoroughfare. I very much am against high-density residential properties along El Camino since it will overburden local schools and greatly exacerbate the already high traffic along El Camino.

2 Supporters

Name not shown inside Sunnyvale (registered)

November 23, 2016, 10:34 AM

We have already lost a lot of retail on El Camino Real. For example, on Pastoria and El Camino, we have > 20k sq ft of 100% commercial. But the planning commission approved a plan to make it 4 stories of residential with only 5k sq feet of retail. There are other examples too.

Sunnyvale is becoming such a boring place to live. Everything is becoming either (a) a condo / apartment, (b) a hotel, or (c) an office building. Does anyone really want to live somewhere where there is no place to shop locally? Think of all the bowling alleys, dance studios, pumpkin patch (or x-mas tree) lots, restaurants, and movie theaters that have been replaced by condos/offices/hotels -- including in nearby Mountain View. Are we supposed to have no culture, and no social life outside our jobs and condos?

Do we really want near-zero tax revenue, and the city just survives on property tax? There's not much reason to live here, except to sleep and be near your job.

3 Supporters

Name not shown inside Sunnyvale (registered)

November 23, 2016, 9:45 AM

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

Using El Camino for Residential would, in my opinion, be an inadequate quality of life. This is a main traffic corridor with all of the noise which comes with that 24/7. We live a few blocks from El Camino and it is plenty noisy all hours of the day.

Keeping a commercial focus is also great as a way to travel up and down this corridor and get most, if not all, of our shopping/dining/other errand needs met in one trip; it is convenience. For those who rely on bus transportation for those needs, this also translates into convenience without needing to transfer to other bus lines off of this corridor.

2 Supporters

Name not available (unclaimed)

November 23, 2016, 9:30 AM

I would like to keep everything as is and/or slow development. Definitely less housing because schools are overcrowded! Too many portables already. Traffic congestion is getting worse. Sunnyvale is losing its nice suburban quality of life. That is why all those council members were voted off.

Name not shown inside Sunnyvale (registered)

November 23, 2016, 9:08 AM

Too much residential focus will make the traffic even worse than it is today, and it's not good today.

2 Supporters

Name not available (unclaimed)

November 23, 2016, 8:57 AM

Less density = a happier & better Sunnyvale. I'm all for renovating or giving a fresh look to existing businesses on the ECR corridor - ideally integrating more green/landscaped sections onto existing commercially-zoned land. But the trend toward building more mixed-use (or fully residential) mid-rise structures on the ECR corridor will just continue to clog that already overloaded thoroughfare (both visually and traffic-wise). It will also continue to diminish any remaining sense of suburban calm and elbow-room we have (or used to enjoy) in Sunnyvale. Let's minimize additional development on the ECR (and, in general, throughout Sunnyvale) - leaning more toward having a smaller-town "Los Altos" feel rather than falling for a bigger-city concrete-jungle look!

Dave M inside Sunnyvale (unverified)

November 23, 2016, 8:42 AM

El Camino Real is where I go for shopping and services. Nothing more, ever. Residential development should be completely *off* El Camino by a block or two. There should be zero condos, apartments, etc on El Camino itself.

El Camino is already a bear to try to navigate by car, just to get to where you want to shop. It seems there is a traffic light at every corner, and traveling a half-mile from one store to another takes forever.

I do not want a lot of pedestrian-crossings making the traffic lights even longer, and the traffic even worse!

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

This would make El Camino totally worthless for shopping.

Name not available (unclaimed)

November 23, 2016, 7:43 AM

Residence need more businesses to cater our needz

Name not available (unclaimed)

November 23, 2016, 7:42 AM

the city needs to cater all these high density residential with businesssss and commercials

Name not available (unclaimed)

November 23, 2016, 7:39 AM

Have you ever tried driving ECR on a weekend? Sheer insanity. To add residential or mixed-use to the mix is crazy. ECR is not just used by those of us in Sunnyvale, it's a pathway from one far end of California to the other.

Although I don't see it mentioned in this proposal, the idea of turning a lane into a bus route is simply ridiculous, you can barely move through as is. No one who can afford not to ride the bus rides the bus.

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

comments attached to the annotation section 'ALT M Mixed-Use'

Charlotte Rogers inside Sunnyvale (registered)

March 6, 2017, 8:25 AM

Mixed use is preferred as we need to have housing closer to employment.

Name not available (unclaimed)

February 16, 2017, 1:02 PM

Mixed use will give us a more attractive city, allowing El Camino to not feel like one long shopping center. Many young workers will want denser housing that is convenient to work and shopping; and this preserves the single-family neighborhoods.

Name not shown inside Sunnyvale (registered)

February 11, 2017, 8:22 AM

We already have a lot of large residential buildings/hotels popping up on El Camino. I would prefer to spread out the large buildings and tone down the mega apartment buildings.

1 Supporter

Dennis Feick inside Sunnyvale (registered)

February 9, 2017, 5:03 PM

The corridor is already becoming too commercialized with multi story buildings: (Motels, apartment complexes, etc)

Sunnyvale and Mountain View "used" to have low rise buildings and mandatory small signs

Big business is now erecting six to eight story buildings, chasing people out of trailer parks and destroying the prior ambiance of the area. I.E. Butchers corner at the intersection of Fremont and El Camino Real. "Green" to a proposed eight story building.

Traffic is also becoming a major nightmare. Just try and make a left turn onto Wolf road from El Camino Real. It took me three stoplights at 7:30 in the morning.

Build apartments and motels outside the corridor and have Apple and Google provide shuttle services for their employees.

2 Supporters

Name not shown inside Sunnyvale (registered)

February 6, 2017, 11:47 AM

I live one block off of El Camino, and find its current unpleasantness to be caused by the large islands of car-intensive commercial properties. Hopefully, a mixed use focus would mean that services that local residents need are closer by and does not require driving. In other cities, El Camino is a much more pleasant area, with

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

storefronts facing the road without too many huge parking lots in front. This also makes for a much nicer experience for pedestrians.

Name not shown inside Sunnyvale (registered)

February 5, 2017, 12:22 AM

I think this option offers more freedom to assess development proposals instead of having a priori preference for residential or commercial use.

Name not shown inside Sunnyvale (registered)

February 4, 2017, 2:57 PM

This is the historic spine and strongest non-Caltrain transit route. Mixed use supports both. It will also help El Camino become a place for people.

Larry Rosenblum inside Sunnyvale (registered)

February 3, 2017, 4:03 PM

It seems to be a reasonable middle plan between the other two alternatives.

Name not available (unclaimed)

February 3, 2017, 10:05 AM

El Camino is always going to be a commercial zone but the mixed-use model where people will live above or behind the businesses seems most practical.

Steve Pavlina inside Sunnyvale (registered)

February 3, 2017, 9:09 AM

We need balance, not extremism. Mixed-Use provides flexibility for our city and direction. We need to push more commercial spaces to add more residential, but not in all cases.

2 Supporters

Name not available (unclaimed)

February 3, 2017, 7:48 AM

Turning El Camino into a more pedestrian, transit and cyclist-friendly corridor should be the #1 priority. The number of traffic lanes must be reduced, as the current state of traffic on El Camino is dangerous for pedestrians and cyclists. More public transit would also be a great step in the right direction. El Camino should not be a commuting thoroughfare.

Name not available (unclaimed)

January 30, 2017, 5:15 PM

El Camino Real Corridor Plan update is an opportunity to improve upon the existing plan and create a more

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

vibrant and safer neighborhood along the corridor. A sound land use planning along ECR corridor is of prime importance as it will guide the future development opportunities and help in creating new homes, jobs, and retail centres in walkable and people friendly setting.

As a resident of Sunnyvale who frequently uses ECR corridor for her commute, I strongly support the “Mixed Use Focus “ECR Corridor Specific Plan” and believe that a mix of residential and commercial development along the corridor will help the growing city combat developmental issues and create more people friendly places along the multi modal street. To achieve this, priority should be given on creating a more pedestrian and bicycle friendly corridor and encourage more public transportation use and less reliance on the automobile along El Camino Real.

I would like to focus on following key points to ascertain my support for “Mixed Use Focus” ECR Corridor Specific Plan”

- **Creating a safer pedestrian friendly setting along ECR Corridor**

El Camino Real is wide and auto-centric with long blocks, few crosswalks, fast car traffic and minimal pedestrian amenities. A mixed use focus shall provide a balance of commercial and residential development in nodes and segments, creating smaller blocks and more crosswalks, allowing people to walk safely to nearby commercial or retail areas. Efforts to widen sidewalks, add bike lanes, and plant more street trees should be encouraged to create walkable streets.

- **Provision of Open Green Public Spaces**

More open public spaces in the form of parks and plazas can be accommodated in segments between nodes to create additional breathing spaces, making the corridor safer and livelier. Also as density increases, there will be a need to create more open spaces for the residents in future.

- **Provision of connected bike network**

For people who walk or bike, ECR corridor is not very safe. Connected network of bike paths is highly essential to reduce the rising pollution levels along the ECR corridor. More people on transit, on foot and on bikes mean more shoppers with less parking required and fewer vehicles on the road.

- **Affordable Housing:**

Focus should be on providing greater affordable housing options. High density housing for lower income people working in retail stores and commercial businesses along ECR should be planned and implemented.

- **Enhance Public Transport System**

Syncing up land uses with public transportation will help in reducing traffic during peak hours in the city. As ECR corridor is both, origination and destination for VTA connections, mixed use focus plan could use this to their benefit to reduce auto vehicular traffic on road.

- **Create a “Complete Street”**

A Complete Street approach is in line with the guiding principles of the Grand Boulevard Initiative (GBI), which

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

aims to create a corridor that “will achieve its full potential for residents to work, live, shop, and play, creating links between communities that promote walking and transit and an improved and meaningful quality of life.”
- Arpita.K

Name not available (unclaimed)

January 8, 2017, 11:29 PM

It's the middle ground. I don't like the increased density allowed by the Residential focus.

Name not shown inside Sunnyvale (registered)

January 4, 2017, 2:52 PM

This is a good balance of workplace, retail place and residential -- all on El Camino Real.

2 Supporters

Lidia Marchioni inside Sunnyvale (registered)

January 3, 2017, 1:02 PM

I would like to see mixed use to reduce traffic and have more of a city feel, since we are moving to a denser design. That said, I would like to see the following:

- 1.) The buildings should not exceed 4 stories in height so it is not so suffocating and allows for views of the sky above.
- 2.) We need to create more small, open, public space in forms of parks and plazas, where people can walk to (not drive to), to get some rest and relax. Not just shops, apartments and office buildings. With denser design it is crucial that people have breathing space.
- 3.) The design has to incorporate biking paths and I don't just mean biking lanes on busy city streets. If we are redesigning Sunnyvale, we need to create real alternatives to driving. Public transportation is great, but biking is best for shorter distances - creates zero pollution and is healthy, provided one is not biking in smog. We need a sound network of connected biking paths - we should work with local businesses to get easements for bikes crossing parking lots, where necessary. There is a great potential here and it is worth exploring. Regarding biking lanes on streets - all need to have green paving close to intersections, like in the city of Santa Clara, to make bikers more visible.
- 4.) All buildings need to have solar panels on roofs. We cannot afford to keep roofs empty and heating up in this era. It would be great to see more green walls as well. It will soften the view of the city, take out some of the carbon dioxide and add some oxygen for our lungs.
- 5.) More trees. We need more tall, shading trees, more trellises with vines that withstand the heat and create shade. It would be great if the city or some tenants could work with local non profits and plant fruit/nut trees that would be harvested and fruit donated to food banks. This used to be a valley of orchards and it would be great to see local fruit feed local families.
- 6.) We should use rain water for city landscapes as much as possible. We should adopt Tuscon, Arizona Green Streets Policy (see <http://www.harvestingrainwater.com/street-runoff-harvesting/tucson-arizona-green-streets-policy/>, all resources for street runoff harvesting: <http://www.harvestingrainwater.com/street-runoff-harvesting/>).

That's all I can think of right now.

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

3 Supporters

Name not available (unclaimed)

January 3, 2017, 11:10 AM

It would provide more housing for those who like to live along a busy corridor. The mixture of residential and commercial would hopefully enable a lively and livable street scene. The emphasis should be on not more than four stories and wide sidewalks (at least 15') with large shade trees. The setbacks of the buildings should be at least 10'. Only this type of setting will make El Camino a lovely and livable street.

Name not available (unclaimed)

December 27, 2016, 3:41 PM

There is relatively limited opportunity for new housing development in Sunnyvale (like most nearby cities) because of all the existing single-family neighborhoods, so El Camino represents one of the best opportunities to accommodate growth. However, it is important to preserve the capacity for retail and office development at key nodes, mixed in with the new residential. Both new residential and retail/office development should be considerably more dense than what's there now (hopefully at least 4 or 5 stories).

Name not shown inside Sunnyvale (registered)

December 16, 2016, 11:46 AM

I believe that a mixed use design might reduce traffic because people could walk to the adjacent businesses close to where they live. It's obvious that we need more housing, that is why I've chosen the mixed use plan instead of the commercial plan. I don't believe the residential plan is appropriate.

2 Supporters

Name not available (unclaimed)

December 15, 2016, 9:42 AM

It seems the lesser of three evils.

Name not shown inside Sunnyvale (registered)

December 14, 2016, 11:28 PM

A mixed-use focus solution provides more commercial and residential development. By balancing both, it provides more "walkability" for residential development to commercial and retail stores. The additional tax revenue from the commercial development should help improve the schools and public services are needed for the increased residential development.

It is important that the mixed use retail and commercial development improves walkability for the residential development and is balanced to allow the commercial and retail businesses to thrive. There should be consideration to provide for high-density housing for low income workers in the area that can work in the commercial businesses. It would reduce traffic if these workers have the ability to walk to work.

The only concern I have is in parking and traffic so there needs to be a thoughtful consideration on traffic

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

congestion and parking.

3 Supporters

Name not available (unclaimed)

December 13, 2016, 12:06 PM

Mixing residential and commercial throughout could enable more walkable areas throughout the corridor and create more demand for good transit.

Gary Maxwell inside Sunnyvale (registered)

December 13, 2016, 11:52 AM

Generally, I believe it is important to have a mix of both residential units and commercial in the ECR corridor. There are few alternatives in South Sunnyvale for new residential housing as well as commercial development. ECR is both an origination and destination because of the VTA connections.

That being said, I STRONGLY encourage the city to carefully grow out the corridor and not go "all in" as cities like Mountain View have done in the last year.

2 Supporters

Name not shown inside Sunnyvale (registered)

December 12, 2016, 7:05 PM

We need both. Sunnyvale was mainly residential area. We have no choice keep it residential mainly. At least we can have both.

Name not available (unclaimed)

December 12, 2016, 6:54 PM

Balanced approach to better support new commercial development and higher quality businesses

Name not available (unclaimed)

December 12, 2016, 6:25 PM

I live very close to El Camino and chose this option because I'm concerned about the potential for increased commercial development which could lead to more noise and light pollution, traffic increases, etc.

That said, I found the proposals a little confusing. I'm not familiar with the "node" terminology and it's not clear if the circles drawn on the maps indicate actual development zones or something else. Also I don't see any obvious differences between the three maps shown for the three options.

I'd like to be involved in the community and these types of decisions, but like many citizens I'm sure, I have very little time to devote to this sort of thing. Thanks for reaching out on NextDoor, and I hope this issue can be further clarified.

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

Thanks, and I hope to hear from you.

Neal Evans
neal.d.evans@gmail.com

Name not shown inside Sunnyvale (registered)

December 5, 2016, 10:43 PM

Sunnyvale should implement the Grand Blvd vision for El Camino Real.

Name not shown outside Sunnyvale (registered)

November 27, 2016, 3:44 PM

I prefer Alt "M". Sunnyvale will continue to need both commercial and residential development. El Camino is a major North-South roadway with commercial along the way. I do not think that the proposed dedicated bus lane is a good proposal. This will only create more traffic congestion, since we are not going to leave our cars at home. With self-drive cars and Uber. we will continue to drive. I do like the shuttle service being tried out now. That would be partial solution to congestion. Any development along El Camino must include adequate parking weather residential or commercial. This must include underground parking in the future. Smart signals should be considered, to manage the flow of traffic.

1 Supporter

Sharyl Iwata inside Sunnyvale (registered)

November 26, 2016, 10:47 AM

My preference is the mixture of commercial and residential use of the El Camino Corridor. I like the convenience of having businesses located on El Camino and understand the need for residences located near businesses particularly as our population ages. We need to be able to walk to grocery stores, restaurants, drug stores, etc.

JOHN redstrom inside Sunnyvale (registered)

November 26, 2016, 6:51 AM

I would like to see more Commercial space on the first levels , and residential on the upper levels. " Green " roofs like in Europe, with play areas, gardening and picnic tables . Lets get serious about affordable housing . People working in the commercial space should be able to live there, NOT commute from MODESTO !!!!!!!

3 Supporters

Name not available (unclaimed)

November 25, 2016, 8:50 PM

It has been shown in many communities that mixed use provides the most vibrant and desirable neighborhoods, improving both residential and commercial lifestyles choices. No matter which alternative is selected, we need to embrace the idea that there will be less automobile traffic through the corridor as necessary to making our city more vibrant. We cannot afford to use more land to encourage more or faster travel by private car, and we

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

need to increase the usage of some of the current space to pedestrians and bicycling which are friendly to reduced auto use. And we need to be extremely sensitive to the views of existing residents as to how dense and how many new citizens we accommodate -- It is our residents who have made the ultimate investment in the city over many years.

Name not available (unclaimed)

November 23, 2016, 5:12 PM

Alternate M provides a balance between the various use alternatives. Rather than a Stevens Creek style, the mixed use hopefully integrates residential and commercial. Seems to be the most reasonable and efficient approach - allowing side by side commercial and residential.

I do not favor a dedicated bus lane on El Camino. We already see traffic at busy times invading neighborhood streets while seeking a way to beat El Camino traffic. Removing a traffic lane by designating one for buses only will divert more traffic into the neighborhoods. While planners dream of everyone leaving their car at home and taking the bus, that is not going to happen. People are time focused and the bus is not efficient in spread out Silicon Valley. Who will walk 10 or 15 minutes to a bus stop, wait for the bus, take it to shopping and reverse course lugging their groceries?

Name not available (unclaimed)

November 23, 2016, 4:47 PM

Alt M is preferred. However, El Camino should remain a major thoroughfare and remain a commercial district. the street should be designed to get people efficiently from east to west. And west to east. Sufficient Parking for commercial and resident should be high priority. This may mean parking underground as needed. The recent developments have shown recognition of a mix of commercial and residential. (Lower floors commercial and upper floors residential.).

One proposal that doesn't make any sense is the dedicated bus corridor lane. This would make travel along el Camino very difficult, since we still love our cars and will not be leaving them. Behind for a long time. Bus travel currently along el Camino has minimal use and I don't see it improving in the future. Self driving cars, Uber and other solutions to getting around will prevail. I do think the idea of a bus shuttle being tried in a trial basis does have some merit and should be considered in the planning.

William Blanchard inside Sunnyvale (registered)

November 23, 2016, 2:08 PM

The El Camino corridor is and should remain a predominantly commercial area. However, a moderate number of additional housing units is appropriate to increase the availability of housing without significantly impacting El Camino traffic flow, Alternative M seems to best meet that compromise.

Regardless of the selected alternative, the one thing City Council must stand firmly against is the ill-advised 'rapid bus lane' that would close one lane of El Camino (see general comment).

2 Supporters

Kennita Watson inside Sunnyvale (registered)

November 23, 2016, 1:19 PM

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

Not attached to either commercial or residential, since I don't live near El Camino; think there should be opportunity for both.

Name not shown inside Sunnyvale (registered)

November 23, 2016, 11:57 AM

We need to put businesses near travel corridors (roads) and people near transit corridors. El Camino is both. I suspect that fronting most businesses along the corridor and putting the residences a block away off the corridor is the best way to get both businesses easy access and people tree-lined streets and lower traffic places to live.

Name not shown inside Sunnyvale (registered)

November 23, 2016, 10:49 AM

I like the commercial opportunities along ECR but think that there is a need for more / affordable housing in the community in general.

Name not available (unclaimed)

November 23, 2016, 9:02 AM

Mixed residential and commercial will allow for more use of public transport, walking or biking. We should be looking for the most environmentally sustainable solution.

Name not shown inside Sunnyvale (registered)

November 23, 2016, 8:00 AM

We need more housing in Sunnyvale but increasing the density is not going to be healthy for our city. The right mix of commercial and residential developments is the correct alternative in my opinion. It will preserve El Camino as a commercial corridor and it will add much needed housing without straining the city and adding too much traffic.

Scott Duncan inside Sunnyvale (registered)

November 23, 2016, 7:49 AM

I prefer higher density mixed use development along transit routes. I prefer this to create a more urban environment where a car is not necessary to access all retail/commercial outlets. I do not like big box stores or retail stores/shopping areas with large parking lots facing EC.

3 Supporters

Name not shown inside Sunnyvale (registered)

November 23, 2016, 7:40 AM

El Camino traffic may get worse if high density residences are focused in a few areas rather than spread out.

1 Supporter

Name not available (unclaimed)

November 23, 2016, 6:05 AM

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

We need continued balanced growth in Sunnyvale. Residential property growth is important to keep the cost of rents as low as possible. However, no one benefits if we go too far and create an overcrowded city with even worse traffic that our infrastructure and roads can't support.

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

comments attached to the annotation section 'ALT R Residential'

Name not available (unclaimed)

March 30, 2017, 10:02 AM

I'd like to see as much commercial/residential mixed used as possible. I think we need more housing, and the more it's mixed in with other uses, the more choice residents will have to minimize commuting.

Name not available (unclaimed)

March 18, 2017, 10:44 AM

It seems to me that there is not enough affordable housing in this area. None of my children can live here and four live out of state. We won't be able to live here after retirement. More housing means more competition for prices and conceivably prices might fall. That is my hope.

kevin wang outside Sunnyvale (registered)

March 6, 2017, 7:59 AM

need more high density housing

Name not shown inside Sunnyvale (registered)

March 2, 2017, 11:04 PM

We have a long-standing regional housing shortage as evidenced by the increasing number of mega-commutes. This housing shortage threatens the economic viability of our region, it wastes huge amounts of time as people are forced to commute longer and longer distances, it drives housing prices up, and it damages the environment through ever-lengthening, pollution-generating commutes. We need more housing near jobs in the core cities that ring the Bay. ALT R adds more housing than the other options, better addressing this shortage.

El Camino is a reasonable place for additional homes because there is access to some of the best E/W bus transportation in the County on ECR, with many destinations along this corridor--universities, sports venues, medical facilities, grocery stores.... It is reasonable to expect that residents who live along El Camino would replace some car trips with transit and therefore contribute less to congestion than if housing were placed in areas more distant from good transit. Let's put as much housing as feasible along El Camino.

Name not shown inside Sunnyvale (registered)

February 16, 2017, 5:52 PM

We desperately need more affordable housing and we should take advantage of this great opportunity to have as much density in housing all along El Camino as possible. To mix with retail in village centers at the nodes would be ideal.

2 Supporters

Name not available (unclaimed)

February 8, 2017, 1:10 PM

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

Because this people will have easy access to El Camino Real, which is a main road to move throughout the city.

Name not available (unclaimed)

February 7, 2017, 7:14 PM

The Bay Area is short on residential units, while many cities allow the building of office units, making the imbalance worse.

Tres Wood inside Sunnyvale (registered)

February 5, 2017, 6:27 PM

We need more housing with less restriction on where it is located

Andrew Fitting inside Sunnyvale (registered)

February 3, 2017, 3:43 PM

We need more housing more than more commercial space. Near El Camino is a reasonable place to add some housing since it is close to businesses and such transit as we have.

2 Supporters

Brian Colker outside Sunnyvale (registered)

February 3, 2017, 12:37 PM

I think the future is for less commercial, as people shop on line. We do need services, such as sports, and recreation alongside the residential, but it can be set back from the actual corridor.

I also think we need a bike lane along all of El Camino to enable people to safely use this practical mode of transportation. By limiting commercial activity we can eliminate the parking on El Camino, which could be used as a bike lane.

2 Supporters

Name not available (unclaimed)

February 3, 2017, 9:55 AM

Rents are rocketing sky high because of scarcity of residential homes. I am a resident earning high salary but I am still finding it hard to keep up with rent. There are so many people like me who will have to move to other places if we can't reduce the rents.

Name not shown inside Sunnyvale (registered)

February 3, 2017, 8:29 AM

Lets try to imagine the future with autonomous cars or at the very least "car sharing" and frequent mass transit. Add in high speed rail along the existing Cal train line or even have BART. If this vision is correct then high density residential makes transportation more practical.

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

1 Supporter

Name not available (unclaimed)

February 3, 2017, 8:11 AM

All the alternatives provide for mixed use: commercial and residential and some office. But the component that is most lacking in our city at this time is housing. We have lots of land built on, zoned for, entitled for jobs within the approved Perry Park, Moffit Park and balanced in Lawrence station area plans. We have fewer areas that are available for denser housing and our need for housing is so great because of huge recent activity in the entitlement and building of places for jobs. Housing is by no means affordable by almost anyone and is a drain on most peoples ability to survive well with their families. Shopping is going more and more to online. Certainly we need brick and mortar shopping opportunities, but not to the extent we did in 1950, even for so much more population. And we need more entertainment opportunities in our city. Yes we can watch movies on line and even play games remotely with others, but sometimes we want actual bowling, ice skating, movies, socializing, music, etc.

Name not shown inside Sunnyvale (registered)

February 3, 2017, 7:36 AM

C and M are too similar, and too much like the current mess along ECR. R is the only alternative that actually makes the current situation more balanced. There are cautions: traffic can be an issue, and the focus on car-centric development has to be avoided. ECR is in desperate need of a regional transportation system that punishes driving and encourage alternatives; this corridor is begging for Light Rail!

3 Supporters

Name not shown outside Sunnyvale (registered)

January 31, 2017, 4:58 PM

More affordable housing options are needed in this area.

Name not available (unclaimed)

January 31, 2017, 4:15 PM

We need to be a City where people can live and be part of a community and not just have commercial development ad nauseam. We also need open and recreational space in the city.

Name not available (unclaimed)

January 31, 2017, 3:44 PM

We have already gone commercial crazy, we need nicer neighborhoods. We need go back to creating a lovely place for people to stroll, hangout or have a meal. Where in Sunnyvale is that place? We need less pavement and more trees.

Jeff Jones inside Sunnyvale (registered)

January 31, 2017, 3:21 PM

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

Increasing the housing options on El Camino will revitalize the area by creating a community that will allow all these commuters that work in Sunnyvale to move into the city and spend their money here. It will be a big boost to the economy.

1 Supporter

Name not available (unclaimed)

January 31, 2017, 10:50 AM

Absolutely! We need more Affordable Housing in Sunnyvale!

Bob Beyer inside Sunnyvale (registered)

January 30, 2017, 4:54 PM

I am excited for the possibility of redevelopment along El Camino. There are many underutilized sites throughout the corridor that would be great for quality residential communities. Affordable and Mixed-income housing is a big need for this area.

2 Supporters

Marvin O'Dell inside Sunnyvale (registered)

January 30, 2017, 3:38 PM

As someone that rents a home within this plan area I know how hard it is to find quality housing in Sunnyvale. More housing options along El Camino Real would greatly improve the walkability and make it a great place to go to and not just pass through.

Name not available (unclaimed)

January 30, 2017, 3:13 PM

Introduction of residential along a historically commercial corridor provides for a vibrant, walkable housing alternative.

Name not available (unclaimed)

January 30, 2017, 12:40 PM

I am in favor of Alternative R because it is the most logical choice.

Name not shown outside Sunnyvale (registered)

January 30, 2017, 10:59 AM

It's simple, we have residential to jobs imbalance which has created a housing crisis. The creative tech industry needs more housing solutions by local jurisdictions

Name not available (unclaimed)

January 30, 2017, 10:29 AM

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

The city needs more residential.

Name not available (unclaimed)

January 30, 2017, 10:06 AM

Sunnyvale needs more housing.

Name not available (unclaimed)

January 30, 2017, 10:03 AM

It would be great to have more housing options

Name not available (unclaimed)

January 30, 2017, 10:02 AM

There needs to be more housing options in Sunnyvale.

Name not available (unclaimed)

January 30, 2017, 10:00 AM

we need more affordable housing.

Name not available (unclaimed)

January 30, 2017, 9:56 AM

We need more residential housing. Housing is too expensive.

Name not available (unclaimed)

January 30, 2017, 9:55 AM

There is a need for more affordable housing in Sunnyvale.

Name not available (unclaimed)

January 30, 2017, 9:55 AM

More housing is needed along El Camino Real

Name not available (unclaimed)

January 30, 2017, 9:54 AM

Housing is too expensive in the bay area.

Name not available (unclaimed)

January 30, 2017, 9:52 AM

We need more housing because housing is unaffordable.

Name not available (unclaimed)

January 30, 2017, 9:51 AM

All Comments sorted chronologically

As of June 13, 2017, 4:41 PM

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El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

There's a shortage of housing in Sunnyvale.

Name not available (unclaimed)

January 30, 2017, 9:50 AM

We need housing on El Camino Real.

Name not available (unclaimed)

January 30, 2017, 9:48 AM

This is the most logical choice. I am strongly in favor of Alternative R: Residential Focus.

Name not available (unclaimed)

January 30, 2017, 9:47 AM

This is the best land use for this area, which is hugely underserved for housing.

Name not available (unclaimed)

January 30, 2017, 9:47 AM

The City needs housing. This is the most logical use for the land.

Name not available (unclaimed)

January 30, 2017, 9:44 AM

Residential is needed on the El Camino Real.

Name not available (unclaimed)

January 27, 2017, 10:28 AM

I am a resident in the Corridor Plan area and would like to see more affordable housing options and a more walkable community.

Name not available (unclaimed)

January 27, 2017, 8:22 AM

More affordable housing options along the corridor

Name not available (unclaimed)

January 19, 2017, 9:05 AM

The impact of the additional housing is worth more to me than the impact of more commercial square footage. The El Camino corridor already has a very heavy commercial footprint, and all of these options expand that significantly. The option with the most housing will allow for that many more consumers to enjoy the goods and services to be provided. Also, maximizing the combination of housing and commercial allows more walk-able options, reducing the need to drive short distances to our favorite shops and restaurants.

Name not shown inside Sunnyvale (registered)

January 7, 2017, 3:52 PM

All Comments sorted chronologically

As of June 13, 2017, 4:41 PM

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El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

We need to freeze jobs until housing and transportation catch up. Transportation has reached a critical impasse: Developing anything without some provision for high-speed rail that can reach into the highest-density areas of the city should be a No. 1 priority. There will never be high-speed rail on El Camino. It is not designed for it, and it would be disproportionately expensive to locate it there. El Camino does not really connect residents with jobs. The more commercial it becomes, the fewer the options for transportation improvements.

Name not available (unclaimed)

January 6, 2017, 3:48 PM

Need more housing on ECR.

Tammy Harvey inside Sunnyvale (registered)

January 4, 2017, 2:40 PM

Affordable, universal designed housing is a must. Smaller spaces for those who want to stay in Sunnyvale but do not want the up keep of a home any longer. Smaller spaces for people just starting out. And places for people working in Sunnyvale yet do not have a job that affords them to live here due to the crazy housing/rental market. LOTS AND LOTS of affordable house, some or many using a universal design concept built close to transportation and community amenities like, restaurants, shops, and parks.

1 Supporter

Name not available (unclaimed)

December 28, 2016, 4:04 PM

The city appears to already be adding a significant amount of commercial space/businesses. Having a business friendly city is imperative for a economically sustainable city, and it also makes good common sense. In my opinion, what also makes good common sense is to ensure that the employees (all pay levels) of those businesses live in Sunnyvale! Providing ample housing will increase the likelihood that the city's workforce will find reasonably priced housing. This will be a win-win-win. The city's tax revenue will increase, the businesses will benefit by having their employees living closer to their workplace (a more refreshed/rejuvenated workforce and therefore more productive), and the employees will be able to appreciate a community in which he/she is connected to.

Myk Melez inside Sunnyvale (registered)

December 16, 2016, 8:27 AM

The area badly needs more housing, and El Camino is a rich source of space to build it. That doesn't prevent us from using it for commercial too. We can mix the uses, especially if we build big buildings with commercial spaces on the ground floor and residential above. Build, baby, build!

Name not shown inside Sunnyvale (registered)

December 14, 2016, 9:41 PM

The residential focus will result in a more livable and vibrant community. Also, we need more affordable housing in order to keep Sunnyvale viable.

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

1 Supporter

Name not shown inside Sunnyvale (registered)

December 13, 2016, 7:22 AM

We need more housing in Sunnyvale and the bay area in general. It's easy for long term home owners to day "leave it as is," but with so many unhoused people and no chance for anyone else to even have a way of establishing long term residency, it's time for Sunnyvale to step up as a leader in the Bay Area's quest for affordable middle class housing. More tax revenue would come in from increased spending and a higher rate of parcel tax. More people would be happier with the city council. It would give everyone, not just 40 year residents, a voice.

3 Supporters

Name not available (unclaimed)

December 12, 2016, 10:01 PM

I feel that more residential option makes the city more walkable and friendlier where people might want to stroll. A more European feel with cafes, among denser residential clumps, to stop at while strolling would be nice. Maybe a bit like Santana Row? It seems we always need more housing and some nice, affordable housing options would be good (like San Jose's Archer Studios: <https://ww2.kqed.org/arts/2016/12/07/for-the-formerly-homeless-san-joses-archer-studios-prioritizes-good-design/>). Attention to increasing trees and bioswales for rain water are critical.

Name not available (unclaimed)

December 12, 2016, 9:54 PM

We need to develop more residential housing to support the increased industry development and keep housing costs at a reasonable level.

Drew Eckhardt inside Sunnyvale (registered)

December 12, 2016, 7:55 PM

Sunnyvale's huge imbalance between jobs (the proposed 20 year plan calls for 42,000) and homes (just 14,000 for 1 in 3 workers) is causing residential rents to skyrocket, making Sunnyvale unlivable for the 53.4% of our households that don't own their own homes.

As long as Sunnyvale is allowing areas with enormous new commercial developments (4.5 million square feet of office space in Moffet Park with room for 23,000 employees) with limited nearby residential development (680 apartments nearby) we need to balance that with areas of significant residential development with no new office space.

2 Supporters

Name not available (unclaimed)

December 12, 2016, 7:39 PM

more homes for more people

John Benoit inside Sunnyvale (registered)

December 12, 2016, 7:21 PM

All Comments sorted chronologically

As of June 13, 2017, 4:41 PM

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El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

I've been a Sunnyvale resident for 19 years, and have seen a lot of development. Progress (or at least change) is a way of life here in Silicon Valley. A good plan, focusing not just on commercial or housing development is a must, and it must also address critical transportation needs. I was disappointed there wasn't information (or at least links) for transportation / transit plans for the ECR Corridor plan. I support 'ALTERNATIVE R', as we (all Sunnyvale / Silicon Valley residents) need to adopt higher density usage and moving away from single occupancy vehicles, and I believe 'ALTERNATIVE R' is the best choice to move us in that direction.

Name not shown inside Sunnyvale (registered)

December 10, 2016, 7:32 AM

Because, by having housing near stores, residents will not need cars, so it will decrease the number of vehicles on our roads

1 Supporter

Name not shown inside Sunnyvale (registered)

December 7, 2016, 10:59 AM

Two main reasons: 1) I live in a neighborhood that is walking distance to El Camino Real. I do not often walk to the current existing strip malls that are there (not pedestrian friendly), but am attracted to the idea of having much more vibrant mixed-use development readily accessible within walking distance of my home. 2) I think it's critical to build MUCH more housing in order to get housing prices under control by better balancing housing supply with demand. Long term our economy will suffer if people at a range of incomes can't find a place to live.

3 Supporters

timvachon@gmail.com Vachon inside Sunnyvale (registered)

November 29, 2016, 4:19 PM

I agree with most of the others who have commented on this option. We need more residential housing in general, and affordable housing in particular. I do have a concern on the potential for increased traffic. I live off Mathilda, and it is getting increasingly difficult to just get out of the neighborhood in the mornings due to increased traffic on Mathilda. Finding ways to make mass transit a reasonable alternative, as well as more support for bicycle traffic would help a lot.

1 Supporter

Name not shown inside Sunnyvale (registered)

November 28, 2016, 11:01 AM

We need more housing and walkability and if R provides that, then I support it as my #1 choice. My concern with all of these options is the increase in traffic. As someone who lives near City Hall, the impacts have been major over the last 5 years. I would like to see free or reduced cost shuttle between City Hall and the businesses in the Moffett Park area as well as other areas. My commute has doubled and it will only get worse. If I can walk or take public transportation to these nodes, it will be a benefit to the community and environment.

2 Supporters

Mark Thompson inside Sunnyvale (registered)

November 27, 2016, 12:40 PM

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

The lack of sufficient housing is the number one cause of traffic in our area, which degrades the quality of life for all of us. While I'm generally in favor of more moderate mixed-use, Alternative R increases residential possibilities without sacrificing any actual commercial space, by increasing allowed densities in a few specified areas. That sounds like a reasonable and effective approach.

1 Supporter

Raj Singh inside Sunnyvale (registered)

November 26, 2016, 9:13 PM

El Camino Real is already a mixed use corridor. There is limited need for further commercialism of El Camino Real. There is a much greater need for housing now and in the future that is close to transportation hubs such as those found along the ECR corridor. I support an ALT R that improves safety, transportation and housing along ECR.

Chris Wiegel inside Sunnyvale (registered)

November 26, 2016, 8:00 PM

More residential along ECR is one of the few places to add significant amounts of new housing in Sunnyvale without disrupting existing neighborhoods.

1 Supporter

John Cordes inside Sunnyvale (registered)

November 26, 2016, 4:08 PM

Sunnyvale needs more housing to help reduce the jobs-housing imbalance and make it possible for a few more people to avoid long commutes to reach jobs in Sunnyvale.

Richard Kolber inside Sunnyvale (registered)

November 25, 2016, 3:34 PM

The City is in desperate need of housing and the nodes and adjoined areas are good locations because of the availability of alternative transportation (buses, etc).

2 Supporters

Molly Cox inside Sunnyvale (registered)

November 23, 2016, 7:37 PM

Silicon Valley is in dire need of more affordable housing, and building housing on the street with the best transportation and most stores makes sense. However, I am concerned about increased traffic, especially at the Eastern node, where traffic at the Wolfe/Fremont/El Camino intersection is particularly bad. Housing units there should be designed for people that don't need cars, especially since there is no viable street parking there. The current Butcher's corner plan presented by the developer isn't geared toward this demographic.

1 Supporter

Ben Juteau outside Sunnyvale (registered)

November 23, 2016, 5:02 PM

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

We need to quickly get to the point where we come to terms with the fact that residential dwellings and commercial units should not be distinct buildings. Land is too scarce to be using it so inefficiently right now. Alternative R provides the greatest use of mixed-use zoning.

Name not shown inside Sunnyvale (registered)

November 23, 2016, 3:07 PM

I prefer Alt R because of the larger emphasis on Mixed Use zoning. For the El Camino Corridor to be a vibrant area at all hours of the day, 7 days a week it needs to promote an area where people live and shop not just shop.

1 Supporter

Jason Uhlenkott inside Sunnyvale (registered)

November 23, 2016, 9:48 AM

Alternative R will help maintain a jobs/housing balance to keep Sunnyvale livable. Our wonderful city is facing an acute housing shortage and can't function if everyone who isn't already a homeowner or rich is displaced.

Giving people the opportunity to live near jobs, amenities, and transit gives everyone a better quality of life, is good for the environment, and creates a broader customer base for the retail businesses nearby.

2 Supporters

Karen Schlessler inside Sunnyvale (registered)

November 23, 2016, 9:18 AM

Sunnyvale is in desperate need of more housing. In order to maintain a healthy community we need to provide appropriate housing for all segments of our population. Apartments allow seniors and young professionals to live affordably. This plan includes enough commercial development that we can encourage walkable communities. Concentrating residential along El Camino is also the right decision because of increased access to public transportation. I feel the higher densities and building heights are very appropriate for the planned sites. I am encouraged that Sunnyvale is considering these vital issues with a forward-looking perspective.

4 Supporters

Name not available (unclaimed)

November 23, 2016, 8:57 AM

I think we have enough hotels and shopping already and prefer to keep city space involved here more residential and green.

Victoria Armigo inside Sunnyvale (registered)

November 23, 2016, 8:39 AM

I think this alternative gets us more residential density. As much as I don't like it, I think we are responsible to plan for it.

Sue Harrison inside Sunnyvale (registered)

November 23, 2016, 8:18 AM

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

Because there are already a lot of services and the best public transit in the city along El Camino, adding increased housing there makes the potential of walking or biking or using public transit a possibility. Also there are a lot of "households" who don't need or want large units, but instead want studio or 1 bedroom units. I am thinking of the growing percentage of people over 65 that our community and every community will be experiencing the the coming 50 years and beyond. I am also thinking of young people, just starting in the job market and young couples who are not having children yet. These folks have very few, certainly very few affordable, options for such housing. Combining the no-car or car lite with smaller units means a lot of housing for a lot of households that doesn't increase the traffic a lot. It fulfills a lot of needs without creating a lot of problems.

5 Supporters

Name not available (unclaimed)

November 23, 2016, 7:49 AM

There are already too many cars on El Camino making it very dangerous to bike. Most stores are ugly.

Stephen Meier inside Sunnyvale (registered)

November 23, 2016, 7:40 AM

Sunnyvale has a housing and transportation problem. Increased residential units near transit line addressed both key problems.

3 Supporters

Name not available (unclaimed)

November 23, 2016, 5:38 AM

City of Sunnyvale has always been home to families and has always promoted and prioritized residential housing over multi-billion commercial investments. Let's keep it that way

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

comments attached to the annotation section 'General Comments'

Name not shown inside Sunnyvale (registered)

March 6, 2017, 8:43 AM

Try to make a right turn at Mathilda from Eastbound El Camino Real. There one can sit for three to four cycles of the signal. Exiting parking is a challenge, too. Low density private homes should occupy any available open space that is not dedicated to parks.

Matthew Leeper inside Sunnyvale (registered)

March 3, 2017, 1:57 PM

It's hard to decide since I don't see any clear information on how tall the buildings in the various nodes are allowed to be, as that is a central issue, specifically for any part of ECR that directly backs up to a primarily single-story residential neighborhood. I'm leaning towards Alternative C since it sounds like that would have the least impact on traffic, and we need to dial down the congestion being created by excess population growth in Sunnyvale.

Name not shown inside Sunnyvale (registered)

February 6, 2017, 12:12 PM

None of the suggestions show plans for bike lanes, and the map is also quite telling: there are very few safe bike paths parallell to El Camino either. While a mixed-use focus might make it easier to reach stores by foot, it seems like a huge oversight to not plan for the increasing population that prefers to transport themselves by bike rather than being stuck in traffic. In order to become a livable community, Sunnyvale needs a serious plan to limit vehicle traffic, and providing safer solutions such as buffered bike lanes or bike path shortcuts could be first step. As a reference, many other cities around the world plan around the goal that no trip under 3 miles should require a car for someone who is able to walk or bike.

While the frequent 22 & 522 buses are great alternatives, cars in the rightmost lane often need to make stops for the bus. To increase the speed of the bus and make the right lane safer for bikes, adding a dedicated bus lane as the leftmost lane and having passengers enter and exit in the median could also help improve traffic conditions.

Name not available (unclaimed)

February 4, 2017, 5:14 PM

It's not bike path if you would not feel safe letting your 5 year old kid ride on it !!!
European cities put the bike path next to the sidewalk
-> sidewalk, bike path, parked cars, road traffic.
Hear we put the bike path next to the traffic.
-> sidewalk, parked cars, bike path, road traffic.

I rode my bike to work in Hamburg Germany every day for about 8 years.
I tried riding my bike to work here and did not feel safe.

Teresa Wiegman inside Sunnyvale (registered)

February 3, 2017, 4:22 PM

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

Alternative C is my preferred land use alternative. El Camino is noisy and extremely busy and not the place for families.

Bill Hilton inside Sunnyvale (registered)

February 3, 2017, 2:38 PM

ECR will remain a messy conglomerate of buildings and uses until and unless the City takes a bold vision about what it really wants in the corridor. That's not different from other cities' use of ECR--it has been subjected to opportunistic uses since the days of buckboards and horse-drawn wagons ran along it. In my view, Sunnyvale (and other cities) will not/cannot escape their pasts unless we craft a long-range vision and plan and get buy-in from the citizens. The City plans for mixed uses of the land, the VTA plans for mixed traffic uses, and the County/State have some role (unclear to me) for paving the street. Maybe that's all that is practical but I wish the City would try to articulate a vision for 50 years into the future; if it were done, there would be some chance of achieving it.

Sharon Hohmann inside Sunnyvale (registered)

February 3, 2017, 9:45 AM

With the two huge Apple complexes going in at both ends of Wolfe Road, and the realization that Butcher's Corner has been zoned for housing, I wonder how those of us living in this area will be able to drive anywhere in the future. Also, I'm very concerned about the impact on our schools of these apartment homes. Nowhere have I seen how the two school districts are going to absorb the new students in their existing facilities. Sharon Hohmann

Don Dubocq inside Sunnyvale (registered)

February 3, 2017, 9:05 AM

Hello,

I have been a home owner in Sunnyvale for 30+ years. And have seen the many changes our town has gone thru over three decades. The planning and decisions made by those in positions of authority have been, at times, grossly neglectful of what is in the best interest of Sunnyvale's residents.

There has been such a change to the environment from the development of most open space, the quality of life has been negatively affected. Population growth is far beyond Sunnyvale's infrastructure capabilities. To approve the plans of any further development, whether residential or commercial, is absurd.

A plan to approve the repair and the maintaining of existing roads along with plans to preserve and create more open space would be in the best interest of Sunnyvale's residents. The ECR Plan, Peery Plan and any other Plan that would increase population and create more congestion need not be considered.

1 Supporter

Name not available (unclaimed)

January 31, 2017, 4:17 PM

We need attractive places to be in the city where we can be a little away from the hurly burly of commercial and work environments.

Name not available (unclaimed)

January 31, 2017, 3:50 PM

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

We are the only city in the world that doesn't have a pedestrian mall. We also lack shuttles to get us to downtown so we can get there directly. This would help both shoppers and commuters.

Name not available (unclaimed)

January 8, 2017, 11:35 PM

I would like to see increased setbacks for the buildings along ECR. When the buildings are so close to the street they create a canyon-like environment and leave little room for wide sidewalks. The Marriott Courtyard between Mathilda and Hollenbeck seems to be just inches from the traffic lanes. Ugh!!

Name not shown inside Sunnyvale (registered)

January 4, 2017, 2:55 PM

The City of Sunnyvale should consider child care centers in Alternative M. Currently, they are not allowed on El Camino Real. With all of the new housing, new workplaces and new retail spaces child care should become a priority. All of the mentioned spaces will bring in new families into Sunnyvale who will be seeking child care in the area and there is not enough in Sunnyvale. Consider a HeadStart program like San Jose and offer a child care center for low income households who are working.

Brian Colker outside Sunnyvale (registered)

December 28, 2016, 12:37 PM

I have been bicycling to work in Sunnyvale for the past 20 years. By having mixed development along El Camino it will be feasible to have a bike lane to safely navigate. This is especially true along the Civic Center frontage where the road is so narrow I must ride along the sidewalk.

2 Supporters

Eilia Ariana (unverified)

December 13, 2016, 10:58 PM

I am against all of these schemes. I/we do NOT need any more "development" Sunnyvale, is overdeveloped already!

Yair Barniv

Name not available (unclaimed)

December 13, 2016, 1:05 AM

You seem to have considered all the visual aspects of a city, but not the functional ones.

#1 We need AFFORDABLE housing. That is what causes all the traffic problems. There are more than enough luxury high rise apartments that few can afford. We need more low rise accessible housing. In practice many people pack in the expensive ones for the week and leave for the weekend. We need homes we can live in all week and raise families with space to create a good quality of life.

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

The Cherry Orchard looks good, but the parking lot is hazardous. Too many SMALL parking places and poor access. Hard to get into, hard to get out of the car in, hard to get out of the spaces. I avoid it even though I would like to shop there.

Sunnyvale needs functional living at reasonable prices. Landscaping is nice, but Sunnyvale won awards for being livable and people friendly. That seems to have been discarded.

I would like to see more care for the elderly in their own homes. Moving an older person is very hard on them. Plowing under the lowest cost spaces for the profit of people who don't live here is irresponsible. The old people cared for the young ones. Now they need that favor returned. Think beyond just appearance and profit! Quality seems to have been forgotten. BE the BEST you can be, don't just look the best you can. No one can see the landscaping with all the traffic!

Name not shown inside Sunnyvale (registered)

December 12, 2016, 11:55 PM

Start investigating NEW truly alternative ideas for increasing housing in the city.

We neither need nor want residential development on what the community has relied on as a commercial route.

The citizens of this community want to keep the El Camino Real route commercial.

We reject all the proposed options.

The city already has many large unused streets on the weekends that can be used in a smarter way.

Sunnyvale business parks are ghost towns on the weekends while the rest of the city is being so overbuilt that it is becoming more and more unlivable.

Doubling down on packing more housing into commercial and residential space is not a solution, it is a short sighted and misguided continuation of a failed plan.

Assess the reason business parks have traditionally been separate from residential and update the thought processes for the reality of today's businesses and the current and future needs of the city.

If it's OK to build high density housing near a car dealership, it is more than OK to build high density housing near a software company.

Arques between Fair Oaks and Wolfe has been rezoned to permit high density housing. The rezoning makes sense because it is making use of previously barren weekend streets. Rezoning the rest of the business parks to allow high density housing amongst the business park businesses would keep workers closer to their jobs, encourage walking, make use of unused weekend streets, and curb the overcrowding in the rest of the city.

Let's also be clear on what people were voting on in the recent election. People in the entire county were voting to extend BART in spite of the fact that the corridor plan was mentioned in the text of the measure. Sunnyvale

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

citizens were not voting to approve any of these corridor 'alternatives'.

A large section of Palo Alto on ECR has become a dangerous dead space that people speed through in order to access commercial establishments beyond the dead zone. It no longer has a community feel and PA and LA residents now spend their sales tax dollars elsewhere.

Arques between Fair Oaks and Wolfe has been rezoned to permit high density housing. The rezoning makes sense because it is making use of previously barren weekend streets. Rezoning the rest of the business parks to allow high density housing amongst the business park businesses would keep workers closer to their jobs, make use of unused weekend streets, and curb the overcrowding in the rest of the city.

The city council can easily partner with developers who are happy to build up housing units in our huge business parks.

Listen to citizen ideas and let the old El Camino Real ideas cool off and go where the citizens want them to go: nowhere.

Additionally, the city needs to immediately raise the permit fees for high density housing to account for the impact on city infrastructure such as streets and water. The fee structure is far too low for such a high long term community cost. High density housing permits should be based on maximum occupancy numbers and charged at a minimum of 2x the fees for new construction of a single family dwelling. $HD\ fee = \max\ occupancy\ \# \times 2 \times SFD\ permit\ fee$

2 Supporters

Name not shown inside Sunnyvale (registered)

December 12, 2016, 10:38 PM

I can't make heads or tails out of the bureaucratic double speak in the Alternatives. I get to El Camino by car and travel El Camino by car. I can't imagine a situation when I would walk or take transit there. And if it gets so bad that I can't shop by car on El Camino, I will drive to Cupertino. I already go to the Target in Cupertino to avoid the traffic hassles at the Sunnyvale Target.

Keep El Camino open and flowing for cars. Time the lights with the objective of moving cars. If you want to spend money, build pedestrian overpasses so cars don't have to wait for people. And so cars don't have to wait 45 seconds on the count down clock for someone to cross. You could also improve El Camino travel times by constantly monitoring the health of the red light sensors and fix stuck buttons or broken sensors ASAP.

2 Supporters

Name not shown inside Sunnyvale (registered)

November 23, 2016, 2:40 PM

I wanted to reiterate my strongest possible objection to the El Camino Rapid Bus Lane idea promulgated by the Valley Transit Authority. According to their own report, it would double or triple the number of peak traffic choke points at El Camino and major cross streets. VTA's assertion that large number of riders would walk or bike to El Camino from their homes is unsubstantiated and highly suspect. Consequently, VTA's financial projections

El Camino Real Corridor Plan: Land Use Alternatives

What do you think of the three land use alternatives proposed for the El Camino Real Corridor? Which one do you prefer?

are absurdly optimistic I recall similar projections about Light Rail, whose cars remain eerily empty whenever I see one. The impact on vehicular traffic - and the impact on El Camino businesses when people go to alternate stores because of the traffic jams on a two-lane El Camino - is ignored. In short, it is a fundamentally flawed concept. Based on the lack of news about the project, I'm hoping it is dead. But should it make a zombie-like comeback, I urge City Council to decapitate it.

3 Supporters

Name not available (unclaimed)

November 23, 2016, 12:48 PM

I don't find any information about the anticipated change in vehicle traffic for each of the plans. That is probably my biggest concern, so crucial to any decision. I would think it would be crucial to yours as well. Please include any assumptions you make about number of visits, time of day, transit alternatives, road realignments required. We already suffer from too much traffic, especially on Bernardo. Any consideration given to using smaller buses on El Camino, or elsewhere. I see 90% of the buses with no passengers, even at rush hour. They block traffic, to pull over, especially the articulated buses.

Cobe Chatwood

Eleanor Field inside Sunnyvale (registered)

November 23, 2016, 11:47 AM

R by a mile. Residents feel overwhelmed by Sunnyvale's mindless high-rise development. If Plan R were adopted, we would in 20 years regain something resembling the balance we had as recently as ten years ago.

1 Supporter

Name not available (unclaimed)

November 23, 2016, 11:19 AM

Why must all choices have 'residential'; traffic is already maxed out and there is already many new residential buildings going up.