

COMPARISON OF LUTE VERSIONS

Adopted General Plan	How 2016 Draft compares?	Draft 2016	How Adopted Compares?
Goal LT-1 Coordinated Land Use Planning - Protect and sustain a high quality of life in Sunnyvale by participating in coordinated land use and transportation planning in the Region.	Goal A has similar language and intent	Goal A: Coordinated Regional and Local Planning: Protect the quality of life, the natural environment and property investment, preserve home rule, secure fair share of funding, and provide leadership in the region.	Goal LT-1 has Similar language and intent
Policy LT-1.1 Advocate the City's interests to regional agencies that make land use and transportation system decisions that affect Sunnyvale. <i>(Previously LUTE Policy R1.1)</i>	Policy 1 has similar language and intent	POLICY 1: Participate in coordinated land use and transportation planning in the region.	Policy LT-1.1 has similar language and intent
Policy LT-1.3 Promote integrated coordinated local land use and transportation planning <i>(Previously LUTE Policy R1.3)</i>	Similar in intent to Policy 4 and Policy 6	Action 1: Actively monitor and participate in intergovernmental activities with federal, state, and regional agencies related to regional and sub regional land use and transportation planning in order to advance the City's policies.	similar to Action LT-1.3a
Action LT-1.3a Participate in intergovernmental activities related to regional and sub regional land use and transportation planning in order to advance the City's interests. <i>(Previously LUTE Action Strategy R1.3.1)</i>	Similar to Policy 1, Action 1	Action 2: Actively monitor and participate in <i>Plan Bay Area</i> , with the Association of Bay Area Governments and Metropolitan Transportation Commission, and other major region-wide planning activities.	expanded and separated from Action LT-1.3a
Action LT-1.3b Promote shorter commute trips and ease congestion by advocating that all communities provide housing and employment opportunities. <i>(Previously LUTE Action Strategy R1.3.2)</i>	Same as Policy 6, Action 1	Action 3: Actively monitor and participate in activities of non-government organizations that influence regional land use and transportation planning such as Silicon Valley Leadership Group, Sustainable Silicon Valley and Bay Area Economic Forum.	expanded and separated from Action LT-1.3a
Action LT-1.3c Monitor significant land use and transportation decisions pending in other communities to ensure that Sunnyvale is not adversely affected. <i>(Previously LUTE Action Strategy R1.3.3)</i>	Same as Policy 4, Action 1	POLICY 2: Minimize regional sprawl by endorsing strategically placed development density in Sunnyvale and by utilizing a regional approach to providing and preserving open space for the broader community.	New, Adopted does not have
Policy LT-1.4 Achieve an operation level of service (LOS) "E" or better for all regional roadways and intersections as defined by the City functional classification of the street system. <i>(Previously LUTE Policy R1.4)</i>	Omitted from 2016 draft	Action 1: Promote transit-oriented and mixed-use development near transit centers such as Lawrence Station, Downtown, and El Camino Real, and in neighborhood villages.	Similar to LT-1.10c
Policy LT-1.5 Maintain a functional classification of the street system that identifies Congestion Management Program roadways and intersections, as well as local roadways and intersections of regional significance. <i>(Previously LUTE Policy R1.5)</i>	Omitted	Action 2: In areas with mixed-use land designations, zone appropriate sites for mixed use.	New, Adopted does not have
Policy LT-1.6 Preserve the option of extending Mary Avenue to the industrial areas north of U.S. Highway 101. <i>(Previously LUTE Policy R1.6)</i>	Omitted	Action 3: Allow increased office, commercial, and industrial densities along the light rail line in accordance with the Moffett Park Specific Plan.	New, Adopted does not have
Policy LT-1.7 Contribute to efforts to minimize region-wide average trip length, and single-occupant vehicle trips. <i>(Previously LUTE Policy R1.7)</i>	Similar to Policy 7	Action 4: Facilitate increased development densities in the Woods business park, Moffett Park, and Tasman Station near light rail stations.	New, Adopted does not have

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Action LT-1.7a Locate higher intensity land uses and developments so that they have easy access to transit services. (Previously LUTE Action Strategy R1.7.1)	Generally covered in Policy 19	POLICY 3: Contribute to a healthy jobs-to-housing ratio in the region by considering jobs, housing, transportation, and quality of life as inseparable when making planning decisions that affect any of these components.	expands upon LT-6.3a
Action LT-1.7b Support regional efforts which promote higher densities near major transit and travel facilities, without increasing the overall density of land usage. (Previously LUTE Action Strategy R1.7.2)	Similar to Policy 6, Action 2	POLICY 4: Coordinate with adjacent cities on local land use and transportation planning.	Similar to LT-1.3
Action LT-1.7c Cooperate in efforts to study demand management initiatives including congestion-pricing, flexible schedules, gas taxes and market-based programs. (Previously LUTE Action Strategy R1.7.3)	Generally covered in Policy 77, Action 2	Action 1: Monitor significant land use and transportation decisions pending in adjacent and nearby cities to ensure that Sunnyvale's interests are represented.	Same as Action LT-1.3c
Policy LT-1.8 Support statewide, regional and sub-regional efforts that provide for an effective transportation system. (Previously LUTE Policy R1.8)	Similar in language and intent to Policy 46	POLICY 5: Recognize and plan that neighborhood villages may cross borders into adjacent cities.	New, Adopted does not have
LT-1.8a Endorse funding to provide transportation system improvements that facilitate regional and interregional travel. (Previously LUTE Action Strategy R1.8.1)	Omitted	Action 1: Utilize <i>Best Practices for Inter-Jurisdictional Coordination and Communication on Significant Projects</i> or the most updated Council policy when notifying adjacent cities of projects in Sunnyvale.	Somewhat similar to LT-1.8d
LT-1.8b Advocate the preservation of railroad lines for both commuter and freight transit. (Previously LUTE Action Strategy R1.8.2)	Similar to Policy 46 Action 5	Action 2: Provide timely responses advocating Sunnyvale's interests when notified of a project in an adjacent or nearby city.	New, Adopted does not have
LT-1.8c Advocate improvements to state and county roadways serving Sunnyvale. (Previously LUTE Action Strategy R1.8.3)	Omitted	Action 3: Work with adjacent cities to eliminate barriers and facilitate ways to get across barriers to travel such as discontinuous streets, trails, bike lanes, sidewalks, and paths.	New, Adopted does not have
LT-1.8d Support efforts to plan and implement effective inter-jurisdictional transportation facilities. (Previously LUTE Action Strategy R1.8.4)	Somewhat similar intent to Policy 5 Action 1	Action 4: Partner with cities in the region to prevent and eliminate barriers by using the Santa Clara Valley Transportation Authority Bicycle Standards.	New, Adopted does not have
Policy LT-1.9 Support flexible and appropriate alternative transportation modes and transportation system management measures that reduce reliance on the automobile and serve changing regional and City-wide land use and transportation needs. (Previously LUTE Policy R1.9)	Covered in more detail in a range of policies	POLICY 6: Land use planning in Sunnyvale and the regional transportation system should be integrated.	Almost exactly the same as Policy LT-1.3
LT-1.9a Support state and regional efforts to provide High Occupant Vehicle (HOV) lanes, ridesharing, mass transit service, bicycling and Intelligent Transportation Systems. (Previously LUTE Action Strategy R1.9.1)	Strengthened and covered in Policy 24	Action 1: Promote shorter commute trips and ease congestion by advocating that all communities provide housing and employment opportunities.	Same as Action LT-1.3b
LT-1.9b Promote modes of travel and actions that reduce single-occupant vehicle trips and trip lengths. (Previously LUTE Action Strategy R1.9.2)	Strengthened and covered in Policy 24, Policy 25, Policy 26	Action 2: Support regional efforts which promote higher densities near major transit and travel facilities.	Similar to Action LT-1.7b

Policy LT-1.10 Support land use planning that complements the regional transportation system. (Previously LUTE Policy R1.10)	Strengthened and covered in Policy 6	POLICY 7: Emphasize efforts to reduce regional vehicle miles traveled by supporting active modes of transportation including walking, biking, and public transit.	Similar to Policy LT-1.7
LT-1.10a Encourage a variety of land use types and intensities on a regional level while maintaining and improving regional transportation service levels. (Previously LUTE Action Strategy R1.10.1)	Omitted	POLICY 8: Actively participate in discussions and decisions regarding transportation between regions, including regional airport and regional rail planning, to ensure benefit to the community.	Similar to Policy Lt-1.12
LT-1.10b Support alternative transportation services, such as light rail, buses and commuter rail, through appropriate land use planning. (Previously LUTE Action Strategy R1.10.2)	Modified, mostly covered in Policy 6	Action 1: Comprehensively review any proposed aviation services at Moffett Federal Airfield that could increase aviation activity or noise exposure.	Similar to Policy Lt-1.12a
LT-1.10c Encourage mixed uses near transit centers. (Previously LUTE Action Strategy R1.10.3)	Similar to Policy 2, Action 1	Action 2: Encourage appropriate uses at Moffett Federal Airfield that best support the community's desires in Sunnyvale.	New, Adopted does not have
Policy LT -1.11 Protect regional environmental resources through local land use practices. (Previously LUTE Policy R1.11)	Omitted	Action 3: Pursue annexation of that portion of Moffett Federal Airfield within Sunnyvale's sphere of influence in order to strengthen the City's authority over future use.	Similar to Policy Lt-1.12c
LT-1.11a Participate in state and regional activities to protect the natural environment. (Previously LUTE Action Strategy R1.11.1)	Similar to Policy 10, Action 3	Action 4: Monitor and participate in decision-making processes regarding regional airport planning such as those of the Metropolitan Transportation Commission and the Regional Airport Planning Commission.	Similar to the intent of Policy LT-1.1, but more specific
LT-1.11b Protect and preserve the diked wetland areas in the Baylands, which serve as either salt evaporation ponds or holding ponds for the wastewater treatment plant.	Similar to Policy 10, Action 1	Action 5: Monitor and participate in efforts by the Santa Clara County Airport Land Use Commission to regulate land uses in the vicinity of Moffett Federal Airfield.	Similar to the intent of LT-1.11a
Policy LT -1.12 Protect the quality of life for residents and business as in Sunnyvale by actively participating in discussions and decisions on potential uses of Moffett Federal Airfield.	Similar to Policy 8	Action 6: Monitor and participate in decision-making processes regarding regional rail planning, such as those for High Speed Rail and Caltrain.	Similar to the intent of Policy LT-1.1, but more specific
LT-1.12a Comprehensively review any proposed aviation services at Moffett that could increase aviation activity or noise exposure. (Previously LUTE Action Strategy R1.12.1)	Similar to Policy 8, Action 1	POLICY 9: Work with regional agencies to ensure an adequate water supply that will allow progress toward Sunnyvale's long-term land use plans.	New, Adopted does not have
LT-1.12b Encourage appropriate uses that best support business and residents' desire in Sunnyvale. (Previously LUTE Action Strategy R1.12.2)	Similar to Policy 76, Action 1	Action 1: Increase participation in reclaimed water and water conservation programs as part of land use permit review.	New, Adopted does not have

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LT-1.12c Pursue annexation of that portion of Moffett Federal Airfield within Sunnyvale's sphere of influence. (Previously LUTE Action Strategy R1.12.3)	Similar to Policy 8, Action 3	POLICY 10: Participate in federal, state, and regional programs and processes in order to protect the natural and human environment in Sunnyvale and the region.	Similar to Policy LT-1.11
(Previously LUTE Action Strategy R1.11.2)	Similar to Goal D	Action 1: Protect and preserve the diked wetland areas in the baylands to preserve or enhance flood protection.	Similar to Policy LT-1.11b
Policy LT-2.1 Recognize that the City is composed of residential, industrial and commercial neighborhoods, each with its own individual character; and allow change consistent with reinforcing positive neighborhood values. (Previously LUTE Policy C1.1)	Omitted	Action 2: Coordinate with regional agencies such as the Bay Area Conservation and Development Commission regarding new and changing land uses proposed along the San Francisco Bay.	New, Adopted does not have
LT-2.1a Prepare and update land use and transportation policies, design guidelines, regulations and engineering specifications to reflect community and neighborhood values. (Previously LUTE Action Strategy C1.1.1)	Similar to Policy 56, Action 3	Action 3: Advocate the City's interest to regional, state, and federal agencies that have influence over the natural environment in Sunnyvale.	Similar to Policy LT-1.11a
LT-2.1b Promote and achieve compliance with land use and transportation standards. (Previously LUTE Action Strategy C1.1.2)	Omitted	Action 4: Work with regional agencies on land use and transportation issues that affect the human environmental such as air, water, and noise for Sunnyvale residents and businesses.	New, Adopted does not have
LT-2.1c Require appropriate buffers, edges and transition areas between dissimilar neighborhoods and land uses. (Previously LUTE Action Strategy C1.1.3)	Similar Policy 57 Action 1 and Action 2	Action 5: Continue to evaluate and ensure mitigation of potential biological impacts of future development and redevelopment projects in a manner consistent with applicable local, state, and federal laws and regulations.	New, Adopted does not have
LT-2.1d Require that commercial activities be conducted primarily within a building. (Previously LUTE Action Strategy C1.1.4)	similar to Policy 90 action 2	Action 6: Continue to condition projects to halt all ground-disturbing activities when unusual amounts of shell or bone, isolated artifacts, or other similar features are discovered. Retain an archeologist to determine the significance of the discovery. Mitigation of discovered significant cultural resources shall be consistent with the Public Resources Code Section 21083.2 to ensure protection of the resource.	New, Adopted does not have
Policy LT-2.2 Encourage nodes of interest and activity, such as parks, public open spaces, well planned development, mixed use projects, and other desirable uses, locations and physical attractions. (Previously LUTE Policy C.1.2)	Nearly same as Policy 50	POLICY 11: Prepare for risks and hazards related to climate change prior to their occurrence.	New, Adopted does not have
LT-2.2a Promote downtown as a unique place that is interesting and accessible to the whole City and the region. (Previously LUTE Action Strategy C1.2.1)	Similar to Policy 84	Action 1: Monitor and participate in regional meetings focusing on environmental adaptation and resilience.	New, Adopted does not have
LT-2.2b Encourage development of diversified building forms and intensities. (Previously LUTE Action Strategy C1.2.2)	Omitted	Action 2: Regularly train and inform the Department of Public Safety Office of Emergency Services on potential climate change risks and hazards.	New, Adopted does not have
LT-2.2c Encourage development of multi-modal transportation centers. (Previously LUTE Action Strategy C1.2.3)	Intent covered by Transit Mixed use designation, and Policy 2, Action 2	Action 3: Consider potential climate change impacts when preparing local planning documents and processes.	New, Adopted does not have

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LT-2.2d Maintain public open space areas and require private open space to be maintained. (Previously LUTE Action Strategy C1.2.4) Goal LT-3 Appropriate Housing – Ensure ownership and rental housing options in terms of style, size, and density that are appropriate and contribute positively to the surrounding area. (Previously LUTE Goal C2 / Adopted in 1997)	Omitted as is specifically covered in Open Space element. Also address in Policy 2, Policy 50, Policy 61	Action 4: Analyze and disclose possible impacts of climate change on development projects or plan areas, with an emphasis on sea level rise.	New, Adopted does not have
	Similar to Goal G	Action 5: Integrate climate change adaptation into future updates of the Zoning Code, Building Code, General Plan, and other related documents.	New, Adopted does not have
Policy LT-3.1 Provide land use categories for and maintenance of a variety of residential densities to offer existing and future residents of all income levels, age groups and special needs sufficient opportunities and choices for locating in the community. (Previously LUTE Policy C2.1)	Similar intent to Policy 60	Action 6: Monitor climate change science and policy and regularly inform stakeholders of new information.	New, Adopted does not have
LT-3.1a Ensure consistency with the City's Housing and Community Revitalization Sub-Element. (Previously LUTE Action Strategy C2.1.1)	Omitted	Action 7: Use the City's communication processes, including the website, to discuss climate change and climate change adaptation.	New, Adopted does not have
LT-3.1b Permit and maintain a variety of residential densities; including (Previously LUTE Action Strategy C2.1.2): • Low density (0-7 dwelling units per net acre) • Low-Medium density (7-14 dwelling units per net acre) • Mobile home park (up to 12 mobile home dwelling units per net acre) • Medium density (14-27 dwelling units per net acre) • High density (27-45 dwelling units per net acre) • Very high density (45-65 dwelling units per net acre)	Omitted but generally covered by Policy 60	Action 8: On a regular basis, assess adaptation efforts of the City, region, and state and identify goals or gaps to be addressed.	New, Adopted does not have
LT-3.1c Promote the maintenance and rehabilitation of existing housing. (Previously LUTE Action Strategy C2.1.3)	Similar intent to Policy 56 Action 4	Action 9: Support regional efforts such as those of the Bay Area Conservation and Development Commission and the Joint Policy Committee to analyze and prepare for the impacts of climate change in the Bay Area.	New, Adopted does not have
LT-3.1d Support the transition of Industrial to Residential (ITR) areas as opportunities to increase housing variety and stock. (Previously LUTE Action Strategy C2.1.4)	Similar to Policy 101	Action 10: Share Sunnyvale's knowledge of climate action planning with other jurisdictions and agencies.	New, Adopted does not have
LT-3.1e Study housing alternatives; including, co-housing, live-work spaces and transitional housing options to serve a changing population. (Previously LUTE Action Strategy C2.1.5)	Omitted but generally covered by Policy 60	Goal B: Environmentally Sustainable Land Use and Transportation Planning and Development To support the sustainable vision by incorporating sustainable features into land use and transportation decisions and practices.	New, Adopted does not have
Policy LT-3.2 Encourage the development of ownership housing to maintain a majority of housing in the city for ownership choice. (Previously LUTE Policy C2.2)	Similar to Policy 62	POLICY 12: Enhance the public's health and welfare by promoting the environmental and economic health of the City through sustainable practices for the design, construction, maintenance, operation, and deconstruction of buildings, including measures in the Climate Action Plan.	New, Adopted does not have

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Policy LT-3.3 Maintain lower density residential development areas where feasible. (Previously LUTE Policy C2.3)	Omitted	Action 1: Maintain and regularly review and update green building standards for new construction, additions, and remodels of buildings including additional incentives where feasible.	New, Adopted does not have
LT-3.3a Study the potential rezoning of properties in the R-4 and R-5 zoning districts to other zoning districts. (Previously LUTE Action Strategy C2.3.1)	Omitted	Action 2: Encourage green features such as living roofs, passive solar design, natural ventilation, and building orientation, and apply flexibility when conducting development review	New, Adopted does not have
LT-3.3b Promote and preserve single-family detached housing where appropriate and in existing single-family neighborhoods. (Previously LUTE Action Strategy C2.3.2)	Omitted	Action 3: Establish incentives which encourage green building practices, including conservation, beyond mandated requirements.	New, Adopted does not have
LT-3.3c Monitor the progress of the remediation efforts for Futures Site 5 (General Plan Category of ITR for Low Medium Density Residential) to determine if and when conversion to residential use is appropriate. (Previously LUTE Action Strategy C2.3.3)	Omitted	POLICY 13: Reduce greenhouse gas emissions that affect climate and the environment through land use and transportation planning and development.	New, Adopted does not have
Policy LT-3.4 Determine appropriate density for housing based on site planning opportunities and proximity to services. (Previously LUTE Policy C2.4)	Similar to Policy 61	<i>Action 1:</i> Actively maintain and implement the Climate Action Plan which outlines impacts, policies, and reduction measures related to public and private land use and transportation.	New, Adopted does not have
LT-3.4a Locate higher-density housing with easy access to transportation corridors, rail transit stations, bus transit corridor stops, commercial services and jobs. (Previously LUTE Action Strategy C2.4.1)	Omitted	POLICY 14: Accelerate the planting of large canopy trees to increase tree coverage in Sunnyvale in order to add to the scenic beauty and walkability of the community; provide environmental benefits such as air quality improvements, wildlife habitat, and reduction of heat islands; and enhance the health, safety, and welfare of residents.	New, Adopted does not have
LT-3.4b Locate lower-density housing in proximity to existing lower density housing. (Previously LUTE Action Strategy C2.4.2)	Omitted	Action 1: Prepare and implement an Urban Forestry Plan for City properties and street right-of-ways. The plan should promote planting and maintaining large canopy trees.	New, Adopted does not have
GOAL LT-4 Quality Neighborhoods and Districts - Preserve and enhance the quality character of Sunnyvale's industrial, commercial, and residential neighborhoods by promoting land use patterns and related transportation opportunities that are supportive of the neighborhood concept. (Previously LUTE Goal N1 / Adopted in 1997)	Similar to Goal F	Action 2: Monitor the success of the City's Urban Forestry Plan by periodically measuring the percentage of tree canopy coverage in the community.	New, Adopted does not have
Policy LT-4.1 Protect the integrity of the City's neighborhoods; whether residential, industrial or commercial. (Previously LUTE policy N1.1)	Similar to Policy 56	Action 3: Evaluate increasing the level of required tree planting and canopy coverage for new developments and site renovation projects while preserving solar access for photovoltaic systems.	New, Adopted does not have
LT-4.1a Limit the intrusion of incompatible uses and inappropriate development into city neighborhoods. (Previously LUTE Action Statement N1.1.1)	Almost the same as Policy 57	Action 4: Require tree replacement for any project that results in tree removal, or in cases of constrained space, require payment of an in-lieu fee. Fee revenues shall support urban forestry programs.	similar to LT-8.4

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LT-4.1b Foster the establishment of neighborhood associations throughout Sunnyvale to facilitate community building. (Previously LUTE Action Statement N1.1.2)	Similar language to Action 1 of Policy 56	POLICY 15: Maintain and regularly review and update regulations and practices for the planting, protection, removal, replacement, and long-term management of large trees on private property and City-owned golf courses and parks.	New, Adopted does not have
LT-4.1c Use density to transition between land use and to buffer between sensitive uses and less compatible uses. (Previously LUTE Action Statement N1.1.3)	Similar language to Policy 90	Action 1: Strictly enforce unauthorized removal and irreversible damage and pruning of large protected trees.	New, Adopted does not have
LT-4.1d Anticipate and avoid whenever practical the incompatibility that can arise between dissimilar uses. (Previously LUTE Action Statement N1.1.4)	Similar language to Policy 90 Action 1. However 2016 draft identifies incompatibility between residential and business uses.	POLICY 16: Recognize the value of protected trees and heritage landmark trees (as defined in City ordinances) to the legacy, character, and livability of the community by expanding the designation and protection of large signature and native trees on private property and in City parks.	New, Adopted does not have
LT-4.1e Establish and monitor standards for community appearance and property maintenance. (Previously LUTE Action Statement N1.1.5)	Similar to Action 4 of Policy 56 and Action 4 of Policy 89 .	Action 1: Expand community education on the value of trees and the benefits of tree planting and preservation.	New, Adopted does not have
Policy LT-4.2 Require new development to be compatible with the neighborhood, adjacent land uses, and the transportation system. (Previously LUTE policy N1.2)	Similar to Policy 55, but excludes transportation system	Action 2: Maintain and publicize a database of designated heritage trees. Require public noticing for proposed removal of heritage trees.	New, Adopted does not have
LT-4.2a Integrate new development and redevelopment into existing neighborhoods. (Previously LUTE Action Statement N1.2.1)	Similar to Policy 55	Action 3: Emphasize tree relocation, site redesign, or special construction provisions over removing and irreparably damaging healthy heritage landmark trees and protected trees. Consider more than the economic value of a tree.	New, Adopted does not have
LT-4.2b Utilize adopted City design guidelines to achieve compatible architecture and scale for renovation and new development in Sunnyvale's neighborhoods. (Previously LUTE Action Statement N1.2.2)	Almost the same as Action 1 of Policy 91, Action 1 of Policy 55 and Action 1 of Policy 95.	POLICY 17: Address sea level rise, increased rainfall, and other impacts of climate change when reviewing new development near creeks, and consider the projected flood levels over the economic lifespan of the project.	New, Adopted does not have
LT-4.2c Develop specific area plans to guide change in neighborhoods that need special attention. (Previously LUTE Action Statement N1.2.3)	Almost the same as Action 6 of Policy 89 and Action 5 of Policy 56.	POLICY 18: Provide Sunnyvale residents and businesses with opportunities to develop private, renewable energy facilities.	New, Adopted does not have
Policy LT-4.3 Support a full spectrum of conveniently located commercial, public, and quasi-public uses that add to the positive image of the City. (Previously LUTE policy N1.3)	Same as Policy 75. Similar to Action 2 of Policy 54 and Policy 91.	Action 1: Maintain and regularly review and update uniform and comprehensive standards for the development, siting, and installation of solar, wind, and other renewable energy and energy conservation systems on private property which address public health, safety, community welfare, and the aesthetic quality of the City.	New, Adopted does not have
LT-4.3a Review development proposals for compatibility within neighborhoods. (Previously LUTE Action Statement N1.3.1)	Omitted	Action 2: Consider deviations from development standards such as setbacks, design guidelines, or heights to encourage innovative energy-efficient building design.	New, Adopted does not have
LT-4.3b Study the adequacy /deficiency of bicycle and pedestrian access and circulation within neighborhoods. (Previously LUTE Action Statement N1.3.2)	Omitted	Action 3: Explore the feasibility of establishing a Community Choice Energy program in Sunnyvale or in partnership with neighboring jurisdictions.	New, Adopted does not have
LT-4.3c Design streets, pedestrian paths and bicycle paths to link neighborhoods with services. (Previously LUTE Action Statement N1.3.3)	Omitted	Goal C: An Effective Multi-modal Transportation System	Similar to Goal LT-5

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Policy LT-4.4 Preserve and enhance the high quality character of residential neighborhoods. (Previously LUTE policy N1.4)	Similar to Policy 56	POLICY 19: Use land use planning, including mixed and higher-intensity uses, to support alternatives to the single-occupant automobile such as walking and bicycling, and to attract and support high investment transit such as light rail, buses, and commuter rail.	Similar to Policy LT-1.7 and Action LT-1.7a
LT-4.4a Require infill development to complement the character of the residential neighborhood. (Previously LUTE Action Statement N1.4.1)	Similar to Policy 51 Action 4	Action 1: As part of the project development review process in mixed-use and other high-intensity use areas, require that adequate off-street loading areas for transit stops are provided, even if bus stops are not yet located there. Ensure that off-street loading areas do not conflict with adjacent uses, or impede pedestrian, bicycle, or transit access.	New, Adopted does not have
LT-4.4b Site higher density residential development in areas to provide transitions between dissimilar neighborhoods and where impacts on adjacent land uses and the transportation system are minimal. (Previously LUTE Action Statement N1.4.2)	Similar to Action 1 of Policy 57	Action 2: Establish reduced parking requirements for transit, corridor, and village mixed-use developments and for developments with comprehensive transportation demand management programs that are consistent with City's established goals.	New, Adopted does not have
LT-4.4c Encourage and support home businesses that accommodate changing technologies and lifestyles, while remaining secondary to the nature of the residential neighborhood. (Previously LUTE Action Statement N1.4.3)	Similar to Policy 58	POLICY 20: Refine land use patterns and the transportation network so they work together to protect sensitive uses and provide convenient transportation options throughout the planning area.	New, Adopted does not have
LT-4.4d Promote small-scale, well-designed, pedestrian-friendly spaces within neighborhoods to establish safe and attractive gathering areas. (Previously LUTE Action Statement N1.4.4)	Similar to Action 3 of Policy 54.	Action 1: Use transportation services and facilities to facilitate connections between neighborhood Village Centers both within and outside of Sunnyvale.	New, Adopted does not have
LT-4.4e Require amenities with new development that serve the needs of residents. (Previously LUTE Action Statement N1.4.5)	Similar to the second draft's Action 4 of Policy 54.	Action 2: Require needed street right-of-way dedications and improvements as development occurs. Any additional right-of-way beyond that required by the Roadway Classification should be used for alternative mode amenities, such as bus-pullouts or medians, wider bike lanes, or walkways.	New, Adopted does not have
Policy LT-4.5 Support a roadway system that protects internal residential areas from City-wide and regional traffic. (Previously LUTE policy N1.5)	Similar to Policy 34	POLICY 21: Establish appropriately scaled car-free and pedestrian-only zones in higher-density locations and high pedestrian demand locations.	New, Adopted does not have
LT-4.5a Have internal residential neighborhood streets adequately serve traffic that is oriented to that neighborhood. (Previously LUTE Action Statement N1.5.1)	Omitted	Action 1: In areas with high pedestrian demand, provide road closures for specified periods of time.	New, Adopted does not have
LT-4.5b Utilize the City's residential neighborhood "Traffic Calming" techniques to address specific neighborhood traffic concerns. (Previously LUTE Action Statement N1.5.2)	Similar to Policy 69 Action 3, and Policy 34	Action 2: Study the implementation of Cyclovía events.	New, Adopted does not have
LT-4.5c Discourage non-neighborhood traffic from using residential neighborhood streets by accommodating traffic demand on Citywide and regional streets (Previously LUTE Action Statement N1.5.3)	Omitted	POLICY 22: Require large employers to develop and maintain transportation demand management programs to reduce the vehicle trips generated by their employees.	Similar to LT-6.1b, but 2016 Draft has stronger language requiring demand management programs

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LT-4.5d Coordinate with adjacent communities to reduce and minimize commute traffic through Sunnyvale's residential neighborhoods. (Previously LUTE Action Statement N1.5.4)	Omitted	Action 1: Work with large employers to develop appropriate target trip reduction goals by company size and a system to track results and establish penalties for non-compliance.	New, Adopted does not have
Policy LT-4.6 Safeguard industry's ability to operate effectively, by limiting the establishment of incompatible uses in industrial areas. (Previously LUTE policy N1.6)	Similar to Action 1 of Policy 109, however only focuses on places of worship	POLICY 23: Follow California Environmental Quality Act requirements, Congestion Management Program requirements, and additional City requirements when analyzing transportation impacts of proposed projects and assessing the need for offsetting transportation system improvements or limiting transportation demand	Similar to LT-5.2d, but 2016 Draft is more specific in regards to CEQA and CMP
Policy LT-4.7 Support the location of convenient retail and commercial services (e.g., restaurants and hotels) in industrial areas to support businesses, their customers and their employees. (Previously LUTE policy N1.7)	Similar to Action 1 of Policy 76	Action 1: Reduce peak hour and total daily single-occupant vehicle trips by expanding the use of transportation demand management programs in the City.	Similar to LT-6.1b, but 2016 Draft has stronger language to reduce single-occupant vehicle trips.
Policy LT-4.8 Cluster high intensity industrial uses in areas with easy access to transportation corridors. (Previously LUTE policy N1.8)	Omitted	Action 2: As part of a future update to the City's Transportation Impact Assessment Guidelines, establish and monitor development-based transportation goals and indicators for the following: · Vehicle miles traveled in the City per service population (population + jobs)	New, Adopted does not have
LT-4.8a Require high quality site, landscaping and building design for higher intensity industrial development. (Previously LUTE Action Statement N1.8.1)	Omitted	Action 3: As part of a future update to the City's Transportation Impact Assessment Guidelines, consider establishing additional development-based transportation goals and indicators for the following: · Vehicle trips · Service population within walking distance to bicycle facilities and transit stations · Service population within walking distance to daily destinations for services, amenities, and entertainment	New, Adopted does not have
Policy LT-4.9 Allow industrial, residential, commercial, and office uses in the Industrial to Residential (ITR) Futures sites (Sites 4a, 4b, 6a, 6b, 7, 8, and 10). (Previously LUTE policy N1.9)	Similar to Policy 101	POLICY 24: Promote modes of travel and actions that provide safe access to City streets and reduce single-occupant vehicle trips, and trip lengths locally and regionally. The order of consideration of transportation users shall be: (1) Pedestrians (2) Non-automotive (bikes, three-wheeled bikes, scooters etc.) (3) Mass transit vehicles (4) Delivery vehicles (5) Single-occupant automobiles	Expands from LT-1.9b
Policy LT-4.10 Provide appropriate site access to commercial and office uses while preserving available road capacity. (Previously LUTE policy N1.10)	Omitted	POLICY 25: Among motorized vehicles, priority in all services such as carpools shall be given to low emission, zero emission, or environmentally friendly vehicles in providing parking and planning for lane priority and other operations.	New, Adopted does not have
LT-4.10a Locate commercial uses where traffic can be accommodated, especially during peak periods (e.g. lunch time and commute times). (Previously LUTE Action Statement N1.10.1)	Omitted	POLICY 26: Prioritize safe accommodation of all transportation users over non-transport uses. As City streets are public spaces dedicated to the transport movement of vehicles, bicycles, and pedestrians, facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.	Expands from LT-1.9
LT-4.10b Encourage commercial enterprises and offices to provide support facilities for bicycles and pedestrians. (Previously LUTE Action Statement N1.10.2)	Omitted	POLICY 27: As parking is the temporary storage of transportation vehicles, do not consider parking a transport use of public streets.	Similar to Policy LT-5.13

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Policy LT-4.11 Recognize El Camino Real as a primary retail corridor with a mix of uses. (Previously LUTE policy N1.11)	Similar to Action 1 of Policy 2 and Policy 63	POLICY 28: Prioritize street space allocated for transportation uses over parking when deterring the appropriate future use of street space.	New, Adopted does not have
LT-4.11a Use the Precise Plan for El Camino Real to protect legitimate business interests, while providing sufficient buffer and protection for adjacent and nearby residential uses. (Previously LUTE Action Statement N1.11.1)	Similar to Policy 98	POLICY 29: As they become available, use multimodal measures of effectiveness to assess the transportation system in order to minimize the adverse effect of congestion. Continue to use level of service (LOS) to describe congestion levels. Use vehicle miles traveled (VMT) analysis to describe potential environmental effects and impacts to the regional transportation system.	New, Adopted does not have
LT-4.11b Minimize linear "strip development" in favor of commercial development patterns that reduce single-purpose vehicle trips. (Previously LUTE Action Statement N1.11.2)	Omitted	POLICY 30: Maintain a funding mechanism where new and existing land uses equitably participate in transportation system improvements.	Similar to LT-5.7b
Policy LT-4.12 Permit more intense commercial and office development in the downtown, given its central location and accessibility to transit. (Previously LUTE policy N1.12)	Similar to Action 1 of Policy 2 which promotes transit-oriented and mixed-use development, but does not specifically promote "intense commercial and office development."	POLICY 31: Move progressively toward eliminating direct and hidden subsidies of motor vehicle parking and driving, making the true costs of parking and driving visible to motorists.	New, Adopted does not have
LT-4.12a Use the Downtown Specific Plan to facilitate the redevelopment of downtown. (Previously LUTE Action Statement N1.12.1)	Omitted	Action 1: Pursue opportunities for user fees such as paid parking, paid parking permits at workplaces, and paid parking places for on-street parking in residential neighborhoods, and promote corporate parking cash out programs.	New, Adopted does not have
Policy LT-4.13 Promote an attractive and functional commercial environment. (Previously LUTE policy N1.13)	Similar to Action 4 of Policy 50	Action 2: Manage City-provided public parking through pricing and location strategies in order to match supply and demand, shift the market costs to users of vehicle parking, maintain mobility and access to Sunnyvale businesses, and reduce vehicle trips.	New, Adopted does not have
LT-4.13a Discourage commercial uses and designs that result in a boxy appearance. (Previously LUTE Action Statement N1.13.1)	Similar to Action 2 of Policy 91	Action 3: Advocate at regional, state, and federal levels for actions that increase the visibility of the true costs of parking and driving to motorists, and improve the cost return attributable to driving.	New, Adopted does not have
LT-4.13b Support convenient neighborhood commercial services that reduce automobile dependency and contribute positively to neighborhood character. (Previously LUTE Action Statement N1.13.2)	Almost the same as Policy 92	POLICY 32: Require roadway and signal improvements for development projects to improve multimodal transportation system efficiency within the planning area.	Similar to Policy LT-5.1c with new focus on multimodal transportation
LT-4.13c Provide opportunities for, and encourage neighborhood-serving commercial services in, each residential neighborhood. (Previously LUTE Action Statement N1.13.3)	Similar to Policy 92	POLICY 33: Prioritize transportation subsidies and project financing over time to the most environmentally friendly modes and services. Support bicycling through planning, engineering, education, encouragement, and enforcement.	New, Adopted does not have
LT-4.13d Encourage the maintenance and revitalization of shopping centers. (Previously LUTE Action Statement N1.13.4)	Similar to Policy 94	Action 1: Maintain and implement a citywide bicycle plan to maximize the provision of safe and efficient bicycle and pedestrian facilities throughout the planning area.	Expands on LT-5.5e
LT-4.13e Provide pedestrian and bicycling opportunities to neighborhood and commercial services. (Previously LUTE Action Statement N1.13.5)	Omitted	POLICY 34: Support neighborhood traffic calming and parking policies that protect internal residential areas from citywide and regional traffic, consistent with engineering criteria, operating parameters, and resident preferences.	Expands on Policy LT-4.5

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Policy LT-4.14 Support the provision of a full spectrum of public and quasi-public services (e.g., parks, day care, group living, recreation centers, religious institutions) that are appropriately located in residential, commercial, and industrial neighborhoods and ensure that they have beneficial effects on the surrounding area. (Previously LUTE policy N1.14)	Almost the same as Policy 105	POLICY 35: Set speed limits at the lowest practicable levels consistent with state law.	New, Adopted does not have
LT-4.14a Encourage carpooling to public and quasi-public services to minimize adverse traffic and parking impacts on neighborhoods (Previously LUTE Action Statement N1.14.1)	Almost the same as Action 1 of Policy 105	Action 1: Advocate for changes to state speed laws to provide further ability to lower speed limits.	New, Adopted does not have
LT-4.14b Ensure the provision of bicycle support facilities at all major public use locations. (Previously LUTE Action Statement N1.14.2)	Exactly the same as Action 2 of Policy 105	POLICY 36: Facilitate safe and orderly traffic flow and promote school pedestrian and bicycle safety.	New, Adopted does not have
LT-4.14c Encourage multiple uses of some facilities (e.g. religious institutions, schools, social organizations, day care) within the capacity of the land and roadway system. (Previously LUTE Action Statement N1.14.3)	Similar to Policy 106	Action 1: Help manage school traffic on City streets and develop management plans.	New, Adopted does not have
LT-4.14d Encourage employers to provide on-site facilities such as usable open space, health club facilities, and child care where appropriate. (Previously LUTE Action Statement N1.14.4)	Omitted	Action 2: Work with school districts to facilitate efficient on-site traffic circulation and minimize safety and congestion impacts of school drop-off and pickup traffic on the public street system.	New, Adopted does not have
LT-4.14e Maintain and promote convenient community centers and services that enhance neighborhood cohesiveness and provide social and recreational opportunities. (Previously LUTE Action Statement N1.14.5)	Similar to Policy 107	Action 3: Encourage and support non-automobile trips to public and private schools.	New, Adopted does not have
LT-4.14f Promote co-locating government (federal, state, county, city) activities to improve access to the community-at-large. (Previously LUTE Action Statement N1.14.6)	Exactly the same as Action 2 of Policy 113	POLICY 37: Utilize intelligent transportation systems and other technological applications to improve travel efficiency and safety.	New, Adopted does not have
Goal LT-5 Effective and Safe Transportation - Attain a transportation system that is effective, safe, pleasant, and convenient. (Previously LUTE Goal C3 / Adopted in 1997)	Similar to the intent of Goal C	POLICY 38: Optimize the City multimodal traffic signal system and respond quickly to signal breakdowns.	similar to LT-5.3, LT-5.3a
Policy LT-5.1 Achieve an operating level-of-service (LOS) of "D" or better on the City-wide roadways and intersections, as defined by the functional classification of the street system. (Previously LUTE Policy C3.1)	Omitted	POLICY 39: Implement best practices, innovative facilities, and technology to enhance complete streets.	New, Adopted does not have
LT-5.1a Maintain and update a functional classification of the street system. (Previously LUTE Action Strategy C3.1.1)	Similar to Policy 43	POLICY 40: Provide safe access to City streets for all modes of transportation. Safety considerations of all transport modes shall take priority over capacity considerations of any one transport mode.	Expands on LT-5.10 and Policy LT-5.12

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LT-5.1b Monitor the operation and performance of the street system by establishing a routine data collection program and by conducting special data collection as the need arises. (Previously LUTE Action Strategy C3.1.2)	Omitted	Action 1: Give priority to meeting minimum design and safety standards for all users. Determine configuration of the roadway space based on options, including at a minimum an option that meets minimum safety-related design standards for motor vehicles, bicycles, and pedestrians.	New, Adopted does not have
LT-5.1c Require roadway and signal improvements for development projects to minimize decline of existing levels of service. (Previously LUTE Action Strategy C3.1.3)	similar to Policy 32 with modification of intent	Action 2: Evaluate bicycle and pedestrian retrofit projects based on the merits of each project in the context of engineering and planning criteria. Minimize driveway curb cuts, and require coordinated access.	New, Adopted does not have
LT-5.1d Study and implement physical and operational improvements to optimize roadway and intersection capacities. (Previously LUTE Action Strategy C3.1.4)	Omitted	Action 3: Minimize driveway curb cuts, and require coordinated access.	similar to LT-5.2b
LT-5.1e Promote the reduction of single occupant vehicle (SOV) trips and encourage an increase in the share of trips taken by all other forms of travel. (Previously LUTE Action Strategy C3.1.5)	Similar in intent to Policy 19	Action 4: The City Council shall make the final decisions on roadway space reconfiguration when roadway reconfiguration will result in changes to existing transport accommodations; public input shall be considered independently of technical engineering and planning analyses.	New, Adopted does not have
LT-5.1f Study the use of density, floor area limits, parking management, peak hour allocations and other techniques to maintain or achieve acceptable levels of service on existing roadways. (Previously LUTE Action Strategy C3.1.6)	Omitted	Action 5: Implement road diets as a means of adding or enhancing bicycle and pedestrian facilities, increasing traffic safety, and enhancing street character.	New, Adopted does not have
LT-5.1g Minimize the total number of vehicle miles traveled by Sunnyvale residents and commuters. (Previously LUTE Action Strategy C3.1.7)	Similar in intent to Policy 7	Action 6: Actively evaluate possible candidate locations for alternative traffic control installations (e.g., roundabouts, curb extensions) in order to provide "Stage 2" traffic calming for minor residential streets, particularly locations with a significant collision history.	expands on Policy LT-4.5b
Policy LT-5.2 Integrate the use of land and the transportation system. (Previously LUTE Policy C3.2)	Similar to Policy 6	POLICY 41: Ensure that the movement of cars, trucks and transit vehicles, bicycles, and pedestrians of all ages and abilities shall not divide the community. City streets are public spaces and an integral part of the community fabric.	New, Adopted does not have
LT-5.2a Allow land uses that can be supported by the planned transportation system. (Previously LUTE Action Strategy C3.2.1)	Omitted	Action 1: Provide clear, safe, and convenient links between all modes of travel, including access to transit stations/stops and connections between work, home, commercial uses, and public/quasi-public uses.	similar to LT-5.5g
LT-5.2b Minimize driveway curb cuts and require coordinated access when appropriate. (Previously LUTE Action Strategy C3.2.2)	Similar to Action 3 of Policy 40.	Action 2: Encourage incorporation of features that enhance street public spaces, such as street trees, public socialization spaces, and non-monolithic sidewalks.	New, Adopted does not have
LT-5.2c Encourage mixed use developments that provide pedestrian scale and transit oriented services and amenities. (Previously LUTE Action Strategy C3.2.3)	now covered by Policy 68, and addressed through 3 mixed use land uses discussed in Policy 2, Policy 19 Action 1, Policy 48, and Policy 50	Action 3: Consider transforming public on-street parking spaces into pocket parks in locations with the potential for use of such spaces.	New, Adopted does not have

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LT-5.2d Continue to evaluate transportation impacts from land use proposals at a neighborhood and citywide level. (Previously LUTE Action Strategy C3.2.4)	Omitted	POLICY 42: Ensure effective and safe traffic flows for all modes of transport through physical and operational transportation improvements.	New, Adopted does not have
LT-5.2e Study potential transit station mixed use development. (Previously LUTE Action Strategy C3.2.5)	Omitted	Action 1: Continue to utilize the City's traffic fee program to apply fee revenues to any right-of-way improvements that will improve alternative transportation access and experience.	New, Adopted does not have
Policy LT-5.3 Optimize city traffic signal system performance. (Previously LUTE Policy C3.3)	Similar to Policy 38	POLICY 43: Maintain a functional classification of the street system that identifies local roadways, Congestion Management Program roadways and intersections, and intersections of regional significance.	Similar to LT-5.1a
LT-5.3a Maintain the signal system and respond quickly to signal breakdowns. (Previously LUTE Action Strategy C3.3.1)	Similar to Policy 38	POLICY 44: Support proliferation of multiuse trails within Sunnyvale and their connection to regional trails in order to provide enhanced access to open space, promote alternative transportation options, and increase recreational opportunities while balancing those needs with the preservation of natural habitat, public safety, and quality of life in residential neighborhoods.	New, Adopted does not have
LT-5.3b Monitor traffic signal control performance. (Previously LUTE Action Strategy C3.3.2)	Omitted	POLICY 45: Require appropriate roadway design practice for private development consistent with City standards and the intended use of the roadway.	New, Adopted does not have
LT-5.3c Interconnect groups of traffic signals where practicable. (Previously LUTE Action Strategy C3.3.3)	Omitted	POLICY 46: Support statewide, regional, and sub regional efforts that provide for a safe, effective transportation system that serves all travel modes consistent with established service standards.	Similar in language and intent to policy LT-1.8
LT-5.3d Make appropriate hardware and software improvements to traffic signals. (Previously LUTE Action Strategy C3.3.4)	Omitted	Action 1: Periodically review service standards to assure achievement of City transportation goals and support modernization and innovation.	New, Adopted does not have
LT-5.3e Make the traffic signal system responsive to all users, including bicyclists and pedestrians. (Previously LUTE Action Strategy C3.3.5)	Omitted	Action 2: Advocate expansion and enhancement to bus, light rail, commuter rail and shuttle services within Sunnyvale, consistent with adopted service level standards and incorporating a certainty of ongoing investment.	New, Adopted does not have
LT-5.3f Install and remove signals when warranted and establish an implementation schedule. (Previously LUTE Action Strategy C3.3.6)	Omitted	Action 3: Monitor and participate in planning and implementation of the Grand Boulevard Initiative and Bus Rapid Transit on El Camino Real to ensure that local Sunnyvale interests such as a quality streetscape, bicycle facilities, and pedestrian facility enhancements are incorporated, and that capacity for transit does not sacrifice safety and service for other travel modes.	New, Adopted does not have
Policy LT-5.4 Maintain roadways and traffic control devices in good operating condition. (Previously LUTE Policy C3.4)	Omitted	Action 4: Work in coordination with the Santa Clara Valley Transportation Authority to ensure that the City creates streets that are transit-friendly, including bus signal preemption, adequate street and transit stop furniture, and appropriate lighting for nighttime riders.	New, Adopted does not have
LT-5.4a Inventory and monitor roadway conditions and implement a regular program of pavement maintenance. (Previously LUTE Action Strategy C3.4.1)	Omitted	Action 5: Advocate for the preservation of railroad lines for intercity passenger, commuter, and freight transport.	similar to LT-1.8b

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LT-5.4b Install permanent and painted pavement markings. (Previously LUTE Action Strategy C3.4.2) n LT-5.4c Implement programs for repair of roadbeds, barriers and lighting. (Previously LUTE Action Strategy C3.4.3)	Omitted	POLICY 47: Support an efficient and effective paratransit service and transportation facilities for people with special transportation needs.	Same as LT-5.5f
LT-5.4d Respond quickly to sign damages and losses. (Previously LUTE Action Strategy C3.4.4)	Omitted	POLICY 48: Support regional and cross-regional transportation improvements and corridors while minimizing impacts to community form and intracity travel.	similar to LT-5.2c
LT-5.4e Develop and implement a program for long term transportation infrastructure replacement. (Previously LUTE Action Strategy C3.4.5)	similar to policy 104	Action 1: Continue to improve north/south transit routes and facilities that connect to areas in Sunnyvale and through destinations such as transit stations, jobs centers, mixed-use areas, and retail/entertainment centers.	New, Adopted does not have
LT-5.4f Manage on-street parking to assure safe, efficient traffic flow. (Previously LUTE Action Strategy C3.4.6)	Omitted	Action 2: Continue to support second-Last-Mile transit, bicycle, and pedestrian improvements that connect to regional-serving transit.	New, Adopted does not have
LT-5.4g Conduct periodic analyses of roadway facilities and collision data in order to assure traffic safety. (Previously LUTE Action Strategy C3.4.7)	Omitted	Action 3: Explore public and private opportunities to provide transportation and Complete Street improvements near regional-serving transit.	New, Adopted does not have
Policy LT-5.5 Support a variety of transportation modes. (Previously LUTE Policy C3.5)	Similar to Policy 24	Goal D: An Attractive Community for Residents and Businesses In combination with the City's Community Design Sub-Element, ensure that all areas of the City are attractive and that the City's image is enhanced by following policies and principles of good urban design while valued elements of the community fabric are preserved.	Similar to Goal LT-2
LT-5.5a Promote alternate modes of travel to the automobile. (Previously LUTE Action Strategy C3.5.1)	Similar to Policy 24	Policy 49: Preserve and enhance an attractive community, with a positive image, a sense of place, landscaping, and a human scale.	New, Adopted does not have
LT-5.5b Require sidewalk installation in subdivisions of land and in new, reconstructed or expanded development. (Previously LUTE Action Strategy C3.5.2)	Omitted	Action 1: Support a robust code enforcement program to maintain and enhance the appearance of neighborhoods and commercial districts and encourage property and area cleanup and beautification projects.	New, Adopted does not have
LT-5.5c Support land uses that increase the likelihood of travel mode split. (Previously LUTE Action Strategy C3.5.3)	Omitted	POLICY 50: Encourage Nodes of interest and activity, public open spaces, well-planned development, mixed-use projects, signature commercial uses, and buildings and other desirable uses, locations, and physical attractions.	Nearly the same as Policy LT-2.2
LT-5.5d Maximize the provision of bicycle and pedestrian facilities. (Previously LUTE Action Strategy C3.5.4)	Similar intent to Action 1 of Policy 33	Action 1: Promote the development of signature buildings and monuments that provide visual landmarks and create a more distinctive and positive impression of Sunnyvale within the greater Bay Area.	New, Adopted does not have
LT-5.5e Implement the City of Sunnyvale Bicycle Plan. (Previously LUTE Action Strategy C3.5.5)	Similar to Policy 74	Action 2: Amend the Zoning Code and Zoning Map to incorporate mixed-use zoning districts in appropriate portions of Village Centers and Corridor Mixed-Use designations.	New, Adopted does not have
LT-5.5f Support an efficient and effective paratransit service and transportation facilities for people with special transportation needs. (Previously LUTE Action Strategy C3.5.6)	Exactly the same as Policy 47	Action 3: Allow for innovative architectural design.	New, Adopted does not have

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LT-5.5g Ensure safe and efficient pedestrian and bicycle connections to neighborhood transit stops. (Previously LUTE Action Strategy C3.5.7)	Similar intent to Action 1 of Policy 41	Action 4: Promote distinctive commercial uses.	nearly the same as Policy LT-4.13
LT-5.5h Work to improve bus service within the City, including linkages to rail. (Previously LUTE Action Strategy C3.5.8)	Omitted	POLICY 51: Enforce design review guidelines and zoning standards that ensure the mass and scale of new structures are compatible with adjacent structures but recognize the City's vision of the future for transition areas such as neighborhood Village Centers and El Camino Real Nodes.	updated from LT-2.1a
Policy LT-5.6 Minimize expansion of the current roadway system, which maximizing opportunities for alternative transportation systems and related programs. (Previously LUTE Policy C3.6)	Omitted	Action 1: Review the City's zoning, building, and subdivision standards to ensure that they support and contribute to the urban design principles set forth in the General Plan policies.	New, Adopted does not have
LT-5.6a Develop clear, safe and convenient linkages between all modes of travel; including, access to transit stations and stops and connections between work, home and commercial sites. (Previously LUTE Action Strategy C3.6.1)	Almost the same as Action 1 of Policy 41	Action 2: Develop zoning incentives (such as floor area bonuses or height exceptions) for projects that incorporate special architectural and pedestrian design features, such as landscaped courtyards or plazas.	New, Adopted does not have
LT-5.6b Promote public and private transportation demand management. (Previously LUTE Action Strategy C3.6.2)	Similar to Action 1 of Policy 23	Action 3: Local design guidelines should ensure that buildings and monuments respect the character, scale, and context of the surrounding area.	similar to LT-4.2b
Policy LT-5.7 Pursue local, state and federal transportation funding sources to finance City transportation capital improvement projects consistent with City priorities. (Previously LUTE Policy C3.7)	Omitted	Action 4: Ensure that new construction and renovation contribute to the quality and overall image of the community.	similar to LT-4.4a
LT-5.7a Develop alternatives and recommendations for funding mechanisms to finance the planned transportation system. (Previously LUTE Action Strategy C3.7.1)	Omitted	Action 5: Use the development review and permitting processes to promote high-quality architecture and site design.	New, Adopted does not have
LT-5.7b Develop a funding mechanism where new and existing land uses equitably participate in transportation system improvements. (Previously LUTE Action Strategy C3.7.2)	Similar to Policy 30	POLICY 52: Avoid monotony and maintain visual interest in newly developing neighborhoods, and promote appropriate architectural diversity and variety. Encourage appropriate variations in lot sizes, setbacks, orientation of homes, and other site features.	New, Adopted does not have
Policy LT-5.8 Provide a safe and comfortable system of pedestrian and bicycle pathways. (Previously Community Design Policy B.2)	Omitted	Action 1: Develop design guidelines that address the pedestrian scale of development.	New, Adopted does not have
Policy LT-5.9 Appropriate accommodations for motor vehicles, bicycles, and pedestrians shall be determined for City streets to increase the use of bicycles for transportation and to enhance the safety and efficiency of the overall street network for bicyclists, pedestrians, and motor vehicles.	Omitted	Goal E: Creation, Preservation, and Enhancement of village Centers and Neighborhood Facilities that are Compatible with Residential Neighborhoods.	New, Adopted does not have

Policy LT-5.10 All modes of transportation shall have safe access to City streets.	Similar to Policy 40	POLICY 53: Strengthen the image that the community is composed of cohesive residential neighborhoods, each with its own individual character and Village Center; allow for change and reinvestment that reinforces positive neighborhood concepts and standards such as walkability, positive architectural character, site design, and proximity to supporting uses.	New, Adopted does not have
Policy LT-5.11 The City should consider enhancing standards for pedestrian facilities.	Omitted	Action 1: Promote land use patterns and urban design in Village Centers that reflect context and iconic aspects of the surrounding neighborhood to strengthen the sense of uniqueness and community.	New, Adopted does not have
Policy LT-5.12 City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all transportation modes takes priority over non-transport uses. Facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.	Similar to Policy 26	Action 2: Develop an area plan, development standards, or other guidelines for each Village Center to assist in achieving desired objectives and preserving or enhancing surrounding neighborhood values.	New, Adopted does not have
Policy LT-5.13 Parking is the storage of transportation vehicles and shall not be considered a transport use.	Similar to Policy 27	Action 3: Allow for mixed-use development at appropriate Village Centers while preserving sufficient commercial zoning to serve neighborhood retail and service needs.	New, Adopted does not have
Policy LT-5.14 Historical precedence for street space dedicated for parking shall be a lesser consideration than providing street space for transportation uses when determining the appropriate future use of street space.	Similar to Policy 28	Action 4: Provide public gathering places with appropriate amenities for residents, such as Village Centers and neighborhood and community parks.	New, Adopted does not have
Policy LT-5.15 Parking requirements for private development shall apply to off-street parking only.	Omitted	Action 5: Seek opportunities to create distinctive landmark features or focal elements at Village Centers and at points of entry or gateways into neighborhoods.	New, Adopted does not have
LT-5.15a Incentives to offset impacts of roadway changes to non-transportation users shall be considered when retrofitting roadways.	Omitted	POLICY 54: Preserve and enhance the character of Sunnyvale's residential neighborhoods by promoting land use patterns and transportation opportunities that support a neighborhood concept as a place to live, work, shop, entertain, and enjoy public services, open space, and community near one's home and without significant travel.	New, Adopted does not have
Policy LT-5.16 When decisions on the configuration of roadway space are made, staff shall present options, including at a minimum an option that meets minimum safety-related design standards for motor vehicles, bicycles and pedestrians.	Similar to Action 1 of Policy 40	Action 1: Enhance existing residential neighborhoods by retaining and creating Village Centers with safe and convenient pedestrian and bicycle access.	New, Adopted does not have
Policy LT-5.17 Bike retrofit projects shall be evaluated based on the merits of each project in the context of engineering and planning criteria.	Similar to Action 2 of Policy 40	Action 2: Support a full spectrum of conveniently located commercial, public, and quasi-public uses that support and enhance the livability of residential neighborhoods.	similar to Policy LT-4.3

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LT-5.17a The City shall maintain engineering and planning criteria with respect to roadway geometry, collisions, travel speed, motor vehicle traffic volume, and parking supply and demand (on and off street) to guide decisions on the provision of bike lanes.	Omitted	Action 3: In addition to parks, promote small-scale, well-designed, pedestrian-friendly spaces within neighborhoods to establish safe and attractive gathering areas.	Similar to LT-4.4d
Policy LT-5.18 The City Council shall make the final decisions on roadway space reconfiguration when roadway reconfiguration will result in changes to existing accommodations.	Similar to Action 4 of Policy 40	Action 4: Require amenities in new development and Village Centers that serve the needs of residents.	New, Adopted does not have
Policy LT-5.19 Public input on roadway space reconfiguration shall be encouraged and presented independently of technical engineering and planning analyses.	Similar to Action 4 of Policy 40	POLICY 55: Require new development, renovation, and redevelopment to be compatible and well-integrated with existing residential neighborhoods.	Similar to LT-4.2a and Policy LT-4.2
Policy LT-5.20 If street configurations do not meet minimum design and safety standards for all users, than standardization for all users shall be priority.	Similar to Action 1 of Policy 40	Action 1: Utilize adopted City design guidelines to achieve compatible and complementary architecture and scale for new development, renovation, and redevelopment.	Similar to LT-4.2b
Policy LT-5.21 Safety considerations of all modes shall take priority over capacity considerations of any one mode.	Included in Policy 40	Action 2: Consider land use transitions, such as blended or mixed-use zoning and graduated densities, in areas to be defined around Village Centers.	New, Adopted does not have
LT-5.21a For each roadway space retrofit project, a bike and pedestrian safety study shall be included in the staff report to evaluate the route in question.	Omitted	Action 3: Where an opportunity arises, consider integrating or colocating a Village Center with a neighborhood park or open space.	New, Adopted does not have
GOAL F: PROTECTIVE ECONOMIC DEVELOPMENT ENVIRONMENT An economic development environment that is supportive of a wide variety of businesses and promotes a strong economy within existing environmental, social, fiscal and land use constraints. Goal LT-7	Same as Goal I	Goal F: Protected, Maintained, and Enhanced Residential Neighborhoods	Similar to Goal LT-4 but focused only on residential neighborhoods, true of policies below.
BALANCED ECONOMIC BASE A balanced economic base that can resist downturns of any one industry and provides revenue for city services.	Same as Goal J	POLICY 56: Improve and preserve the character and cohesiveness of existing residential neighborhoods.	similar to Policy LT-4.1 but for residential only
LT-6.1a Monitor the effect of City policies on business development and consider the effects on the overall health of business within the City.	similar to Policy 74, Action 1	Action 1: Support neighborhood associations throughout Sunnyvale to facilitate community building and neighborhood identity and to encourage participation in land use and transportation decisions.	similar to LT-4.1a
LT-6.1b Support transportation demand management programs and other ride sharing programs countywide	Similar to Policy 77 Action 2	Action 2: Explore developing design standards and guidelines, similar to the Eichler Design Guidelines, to preserve the defining character of existing distinctive neighborhoods.	New, Adopted does not have
LT-6.1c Participate in partnerships with local industry/businesses in order to facilitate communication and address mutual concerns.	Similar to Policy 74, Action 2	Action 3: Use land use and transportation policies, guidelines, regulations, and engineering specifications to respect community and neighborhood identities and values for quality and design.	Similar to LT-2.1a

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Policy LT -6.2 Promote business opportunities and business retention in Sunnyvale.	Similar to Policy 76	Action 4: Establish standards and promote and support programs that result in the maintenance and rehabilitation of existing housing and residential neighborhoods.	Similar to LT-3.1c
Policy LT-6.3 Participate in regional efforts to respond to transportation and housing problems caused by economic growth in order to improve the quality of life and create a better environment for business to flourish.	Similar to Policy 77	Action 5: Develop special area plans and neighborhood preservation programs to guide change in neighborhoods that need special attention.	similar to LT-4.2c
LT-6.3a Support land use policies to achieve a healthy relationship between the creation of new jobs and housing.	Similar to Policy 77 Action 1	Action 6: Look for opportunities to reclaim unneeded and underperforming paved areas (public and private) that could be converted to neighborhood-enhancing features such as additional tree coverage, gathering areas, pocket parks, or community gardens.	New, Adopted does not have
Policy LT-6.4 Encourage sustainable industries that emphasize resource efficiency, environmental responsibility, and the prevention of pollution and waste.	omitted	POLICY 57: Limit the intrusion of incompatible uses and inappropriate development in and near residential neighborhoods, but allow transition areas at the edges of neighborhoods.	nearly the same as LT-4.1a
Policy LT-6.5 Encourage creation or installation of pilot programs (such as Bloom Boxes or Voice Over Internet Protocol) for emerging industries in both private and public facilities.	similar to Policy 80	Action 1: Where appropriate, use higher-density residential and higher-intensity uses as buffers between neighborhood commercial centers and transportation and rail corridors.	Similar to LT-2.1c
Policy LT -6.6 Support a seamless development review process(DPIC) and expand the One-Stop Permit Center.	Policy 82 action 4	Action 2: Require appropriate noise attenuation, visual screening, landscape buffers, or setbacks between residential areas and dissimilar land uses.	Similar to LT-2.1c
Policy LT -7.1 Maintain a diversity of commercial enterprises and industrial uses to sustain and bolster the local economy.	Similar to Policy 82	Action 3: While respecting the character of existing residential neighborhoods, consider interspersing duets, paired homes, and similar housing that are designed to appear as one dwelling within new single-family subdivisions to introduce greater housing choices.	New, Adopted does not have
LT-7.2a Monitor revenues generated by different economic sectors on an on-going basis.	Policy 83 Action 1	POLICY 58: Encourage and support home businesses that remain secondary to the use of each home and do not detract from the primary residential character of the neighborhood.	nearly the same as LT-4.4c
Policy LT -7.3 Promote commercial uses that respond to the current and future retail service needs of the community.	Similar to Policy 85	Action 1: Monitor home business trends to ensure City regulations accommodate changing technologies, lifestyles, and neighborhood needs.	New, Adopted does not have
Policy LT -7.4 Create a strong, identifiable central business district that provides regional and City wide shopping opportunities.	Omitted	POLICY 59: Allow compatible and supporting uses such as group homes, places of assembly, community centers, recreational centers, and child care centers in residential neighborhoods (including single-family neighborhoods) subject to review and consideration of operations, traffic, parking, and architecture.	New, Adopted does not have
Policy LT -7.5 Encourage the attraction and retention of businesses that provide a range of job opportunities.	Similar to Policy 76	Goal G: Diverse Housing Opportunities Ensure ownership and rental housing options with a variety of dwelling types, sizes, and densities that contribute positively to the surrounding area and the health of the community.	Similar to Goal LT-3

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Policy LT -8.4 Maintain existing park and open space tree inventory through the replacement of trees with an equal or greater number of trees when trees are removed due to disease, park development or other reasons.	Omitted, new series of tree policies	POLICY 60: In addition to more traditional forms of housing (single-family detached, townhouses, garden apartments, and shared corridor multi-family housing), also support alternative housing types including co-housing, single-room occupancy units, live/work spaces, transitional housing, senior housing, assisted living, and other types that may become necessary and appropriate to serve a changing population.	Similar to Policy LT-3.1
Policy LT-8.5 Maintain park and open space tree inventory on a system wide basis rather than a site-by-site basis with an understanding that there is no single optimum number of trees for a particular site.	Omitted, new series of tree policies	POLICY 61: Determine appropriate residential density for a site by evaluating the site planning opportunities and proximity of services (such as transportation, open space, jobs, and supporting commercial and public uses).	Similar to LT-3.4
Policy LT-8.6 Maintain a working fruit orchard throughout the largest portion of Orchard Heritage Park for as long as practical.	Omitted	POLICY 62: Encourage the development of housing options with the goal that the majority of housing in the planning area is owner-occupied.	Similar to Policy LT-3.2
Policy LT-8.7 Conduct a cost /benefit analysis is to determine whether the general community would be well-served during non-school hours by capital improvements to school-owned open space and/or recreational facilities. The cost /benefit analysis should take into account ongoing maintenance costs and responsibilities. When it is determined that the community would be well served by the capital improvement, the City will consider funding a share of the costs of those improvements proportionate to the City's use.	Omitted	POLICY 63: Promote new mixed-use development and allow higher-residential density zoning districts (medium and higher) primarily in Village Centers, El Camino Real Nodes, and future industrial-to-residential areas.	New, Adopted does not have
Policy LT-8.8 Support the acquisition or joint use through agreements with partners of sustainable sites to enhance Sunnyvale's open spaces and recreation facilities based on community need and through such strategies as development of easements and right-of-ways for open space use, conversion of sites to open space from	Similar to 70, Action 2	POLICY 64: Consider the impacts of all land use decisions on housing affordability, and housing needs of special needs groups within Sunnyvale.	New, Adopted does not have
Policy LT-8.9 Refrain from engaging in the development of open space and/or recreational facilities without prior assurance that ongoing maintenance needs will be addressed.	Omitted	Goal H: Options for Healthy Living Create a City development pattern and improve the City's infrastructure in order to maximize healthy choices for all ages, including physical activity, use of the outdoors, and access to fresh food.	New, Adopted does not have
Policy LT-8.10 Facilitate and encourage pedestrian traffic in public recreational open spaces and utilize the Santa Clara Valley Transportation Authority's Pedestrian Technical Design guidelines whenever appropriate and feasible.	Omitted	POLICY 65: Promote community gardens and urban farms.	New, Adopted does not have

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Policy LT -8.11 Support the acquisition of existing open space within the City limits as long as financially feasible.	Omitted	Action 1: Modify the Zoning Code to create specific provisions for community gardens and urban farms as allowed uses, including those in and near residential areas.	New, Adopted does not have
Policy LT -8.12 Utilize Design and Development Guidelines for all park types within the City's open space system.	Omitted	Action 2: Identify appropriate locations in the planning area for community gardens and urban farms.	New, Adopted does not have
Policy LT -8.13 Mitigate as feasible the open space need in areas identified as underserved through the acquisition of new parkland and/or the addition of amenities in order to bring sites in line with Design and Development Guidelines.	Omitted	Action 3: Accept community gardens as meeting the requirements for on-site landscaping.	New, Adopted does not have
Policy LT -8.14 In applying the Park Dedication requirements for new development, place a priority on acquiring land over in-lieu payment, particularly when the development is in areas identified as underserved and/or when the land is of sufficient size or can be combined with other land dedication to form larger Mini Parks or Neighborhood Parks.	Similar to Policy 70 Action 3	Action 4: Develop standards for community gardens in Village Centers.	New, Adopted does not have
Policy LT -8.15 Place a priority on ensuring that each site has the minimum resources identified in the Design Guidelines for its park classification before adding new amenities over and above the minimum required resources for the park classification.	Omitted	POLICY 66: Increase the number and frequency of farmers markets.	New, Adopted does not have
Policy LT -8.16 If amenities are no longer needed (e.g., due to fiscal constraints, environmental reasons, change in community needs) give strong consideration to redesigning the amenity to serve community needs.	Omitted	Action 1: Study modifying the Zoning Code to create provisions for farmers markets.	New, Adopted does not have
Policy LT -9.1 Support activities and legislation that will provide additional local, county and regional park acquisition, development and maintenance and recreational opportunities.	Omitted	Action 2: Identify appropriate locations in the planning area for additional farmers markets.	New, Adopted does not have
Policy LT-9.2 Support public and private efforts in and around Sunnyvale to acquire, develop and maintain open space and recreation facilities and services for public use.	Omitted	Action 3: Create standards for the operation of farmers markets.	New, Adopted does not have
Policy LT-9.3 Encourage school districts to make available school sites in and around Sunnyvale for community open space and recreation programs.	Similar to Policy 70, Action 2	POLICY 67: Enable the availability of fresh food in the community.	New, Adopted does not have

Policy LT-9.4 Support a regional trail system by coordinating with adjacent jurisdictions to facilitate trail connections wherever possible.	Similar to Policy 5 Action 3 and Policy 44	Action 1: Enact zoning changes for outdoor retail display in order to improve visibility of fresh food.	New, Adopted does not have
		Action 2: Maintain provisions in the Zoning Code that allow retail food sales in commercial zoning districts.	New, Adopted does not have
		Action 3: Protect neighborhood commercial districts from redevelopment that would eliminate opportunities for access to local fresh food.	New, Adopted does not have
		Action 4: Study revised zoning standards to allow raising smaller livestock, poultry, and bees in the planning area, including near and in residential areas.	New, Adopted does not have
		POLICY 68: Promote compact, mixed-use, and transit-oriented development in appropriate neighborhoods to provide opportunities for walking and biking as an alternative to auto trips.	New, Adopted does not have
		POLICY 69: Promote walking and bicycling through street design.	New, Adopted does not have
		Action 1: Develop complete streets principles to accommodate all users, including pedestrians, bicyclists, skaters, and wheelchairs along with motor vehicles in transportation corridors.	New, Adopted does not have
		Action 2: Enhance connectivity by removing barriers and improving travel time between streets, trails, transit stops, and other pedestrian thoroughfares.	New, Adopted does not have
		Action 3: Support traffic calming to slow down vehicles in order to promote safety for non-motorists.	similar to LT-4.5b, builds off Policy 34 which is also similar to LT-4.5b
		Action 4: Promote separation of streets and sidewalks with planter strips and widened sidewalks, especially on streets with no parking lane.	New, Adopted does not have
		Action 5: Install and connect sidewalks and install safe crosswalks in industrial and office areas.	New, Adopted does not have
		Action 6: Maintain and implement a citywide bicycle plan that supports bicycling through planning, engineering, education, encouragement, and enforcement.	REPEAT of Policy 33, Action 1
		Action 7: Support streetscape standards for vegetation, trees, and art installations to enhance the aesthetics of walking and biking.	New, Adopted does not have
		POLICY 70: Ensure that the planned availability of open space both in the City and the region is adequate.	New, Adopted does not have
		Action 1: Define a minimum open space standard for residential uses, mixed-use developments, business developments, and Village Centers.	New, Adopted does not have
		Action 2: Utilize joint agreements between the City and local school districts to create community recreational opportunities.	similar to Policy LT-8.8 and LT-9.3
		Action 3: At regular intervals, review the park dedication requirements.	similar to LT -8.14 but no emphasis on prioritizing purchase
		Action 4: Integrate usable open spaces and plazas into commercial and office developments.	New, Adopted does not have
		Action 5: Update the Parks and Recreation Element by 2020.	New, Adopted does not have
		POLICY 71: Improve accessibility to parks and open space by removing barriers.	New, Adopted does not have
		Action 1: Provide and maintain adequate bicycle lockers at parks.	New, Adopted does not have

		Action 2: Evaluate feasibility of flood control channels and other utility easements for pedestrian and bicycle greenways.	New, Adopted does not have
		Action 3: Develop and adopt a standard for a walkable distance from housing to parks.	New, Adopted does not have
		POLICY 72: Protect creeks and wetlands as important parts of the community's natural environment and open space, and for their contribution to flood control.	expands on LT-1.11b
		Action 1: Work with other agencies to maintain creeks and wetlands in their natural state.	New, Adopted does not have
		Action 2: Work with appropriate agencies to identify creek channels and wetlands to use as recreational areas.	New, Adopted does not have
		Action 3: Minimize or divert pollutants from draining into creeks and wetlands by enforcing best management practices during construction and site development.	New, Adopted does not have
		POLICY 73: Engage in regional efforts to enhance and protect land uses near streams and to respond to sea level rise and climate change.	New, Adopted does not have
		Action 1: Maintain and regularly review and update a streamside development review and permitting process.	New, Adopted does not have
		Action 2: Apply development standards provided by Santa Clara Valley Water District.	New, Adopted does not have
		Action 3: Streamside development review shall be conducted as part of a building permit plan check process, design review, miscellaneous plan permit, and/or the discretionary review process.	New, Adopted does not have
		Action 4: Minimize effects of development on natural streambeds.	New, Adopted does not have
		Action 5: When opportunities exist, remove existing structures adjacent to streams that impact the streambed.	New, Adopted does not have
		Goal I: Supportive Economic Development Environment. An economic development environment that supports a wide variety of businesses and promotes a strong economy within existing environmental, social, fiscal, and land use constraints.	Same as Goal LT-6
		POLICY 74: Provide existing businesses with opportunities to grow in Sunnyvale and provide opportunities to expand into new technologies.	similar to Policy LT-6.1
		Action 1: Monitor the effect of City policies on business development and consider the effects on the overall health of business in the planning area.	similar to LT-6.1a
		Action 2: Participate in partnerships with local industry/businesses in order to facilitate communication and address mutual concerns.	similar to LT-6.1c
		Action 3: Work with start-up companies to address their unique land use and transportation needs during product development and placement of their new technologies.	New, Adopted does not have
		POLICY 75: Support a full spectrum of conveniently located commercial, mixed-use, public, and quasi-public uses that add to the positive image of the community.	New, Adopted does not have

		POLICY 76: Promote business opportunities and business retention in Sunnysvale.	similar to LT-7.5
		Action 1: Encourage conveniently located retail, restaurant, and other supportive land uses near business areas of the planning area.	similar to LT-1.12b
		POLICY 77: Participate in regional efforts to respond to transportation and housing problems caused by economic growth in order to improve the quality of life and create a better environment for businesses to flourish.	same as LT-6.3
		Action 1: Support land use policies to achieve a healthy relationship between the creation of new jobs and housing.	same as LT-6.3a
		Action 2: Support transportation demand management programs and other ride-sharing programs countywide.	similar to LT-6.1b
		POLICY 78: Encourage businesses to emphasize resource efficiency, environmental responsibility, and minimize pollution and waste in their daily operations.	LT-6.4
		Goal J: A Balanced Economic Base: A balanced economic base that can resist downturns of any one industry and provides revenue for City services.	same as Goal LT-7
		POLICY 79: Encourage green technology industries.	New, Adopted does not have
		POLICY 80: Encourage creation or installation of pilot programs for emerging industries in both private and public facilities.	Similar to LT-6.5
		POLICY 81: Support a variety of land and building ownership forms, including business condominiums, planned developments, and more traditional single-owner developments.	New, Adopted does not have
		POLICY 82: Attract and retain a diversity of commercial enterprises and industrial uses to sustain and bolster the local economy and provide a range of job opportunities.	similar to LT-7.5
		Action 1: Promote a variety of commercial, retail, and industrial uses, including neighborhood shopping, general business, office, clean technology, and industrial/research and development.	New, Adopted does not have
		Action 2: Ensure that rezoning of industrial or commercial areas and sites will not significantly hurt the community's economic base.	LT-7.1b
		Action 3: Encourage independent local businesses.	New, Adopted does not have
		Action 4: Support a seamless development review process.	similar to LT-6.6
		Action 5: Expand the One Stop Permit Center and reflect "time to market" needs of business.	similar to LT-6.6
		POLICY 83: Encourage land uses that generate revenue, while preserving a balance with other community needs, such as housing.	New, Adopted does not have
		Action 1: Monitor revenues generated by different economic sectors on an ongoing basis.	similar to LT-7.2a
		POLICY 84: Create a strong, identifiable Downtown that provides regional and citywide shopping opportunities and entertainment.	Similar to LT-2.2a

		POLICY 85: Maintain an adequate supply of land zoned for office, industrial, and retail development to meet projected needs.	New, Adopted does not have
		POLICY 86: Provide quality neighborhood, community, and regional retail centers/uses to meet the needs of residents.	similar to Policy LT -7.3
		Action 1: Track retail leakage to encourage businesses that meet missing retail needs.	New, Adopted does not have
		POLICY 87: Consider the importance of tax generation (retail, hotel, auto, and business-to-business uses) to support the fiscal health of the community and fund municipal services.	New, Adopted does not have
		Goal K: Protected, Maintained, and Enhanced Commercial Areas, Shopping Centers, and Business Districts: Achieve attractive commercial centers and business districts and buildings that are maintained and allow a full spectrum of businesses that operate unencumbered.	New, Adopted does not have
		POLICY 88: Identify valuable physical characteristics and business aspects, and protect the uniqueness and integrity of all business areas and districts.	New, Adopted does not have
		POLICY 89: Improve the visual appearance of business areas and districts by applying high standards of architectural design, landscaping, and sign standards for new development and the reuse or remodeling of existing buildings.	New, Adopted does not have
		Action 1: Promote land use patterns and urban design that strengthens the sense of uniqueness within existing and new business areas and districts.	New, Adopted does not have
		Action 2: Look for opportunities to create points of entry or gateways to unique business areas and districts.	New, Adopted does not have
		Action 3: As needed, create and update land use and transportation policies, architectural and site planning guidelines, regulations, and engineering standards that respect community and neighborhood identities and protect quality design.	New, Adopted does not have
		Action 4: Establish and monitor standards for property appearance and maintenance.	New, Adopted does not have
		Action 5: Promote and support programs that result in the maintenance and rehabilitation of existing properties.	New, Adopted does not have
		Action 6: Develop special area plans and neighborhood preservation programs to guide change in business areas and districts that need special attention.	similar to LT-4.2c
		POLICY 90: Use density and design principles, such as physical transitions, between different land uses and to buffer between sensitive uses and less compatible uses.	similar to LT-4.1c
		Action 1: When making land use decisions, anticipate and avoid whenever practical the incompatibility that can arise between dissimilar uses such as the encroachment of residential uses into business areas.	similar to LT-4.1d

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		Action 2: Require that commercial activities near or adjacent to residential uses be conducted with minimally invasive exterior activity.	similar to LT-2.1d
		POLICY 91: Support a full spectrum of conveniently located commercial uses and shopping centers that add to the positive image of the community.	New, Adopted does not have
		Action 1: Utilize adopted City design guidelines to achieve compatible architecture and scale for renovation and new development in shopping centers and commercial buildings.	similar to LT-4.2b
		Action 2: Promote commercial uses and designs that mitigate a boxy appearance or mass of large buildings (e.g., wall offsets, building articulation, or pedestrian scale design).	similar to LT-4.13a
		Action 3: Promote distinctive and well-coordinated master sign programs for commercial centers and downtown.	New, Adopted does not have
		Action 4: Develop a toolkit that addresses the pedestrian focus of shopping areas by encouraging pedestrian-oriented architecture that addresses the street (e.g., uniform setbacks, continuous building façades, building articulation, and appropriate signage).	New, Adopted does not have
		POLICY 92: Support convenient neighborhood-serving commercial centers that provide services that reduce automobile dependency and contribute positively to neighborhood character.	similar to LT-4.13b and LT-4.13c
		POLICY 93: Support a regional commercial district in Downtown Sunnyvale.	New, Adopted does not have
		POLICY 94: Promote continuous reinvestment in shopping centers through maintenance, revitalization, and redevelopment.	similar to LT-4.13d
		Action 1: During the development review process, work with owners of older shopping centers to revitalize façades and bring other site standards up to code.	New, Adopted does not have
		Action 2: Consider providing incentives for renovating and upgrading the appearance of existing older shopping centers, such as a façade improvement grant program and similar economic development tools.	New, Adopted does not have
		Action 3: Utilize neighborhood enhancement programs and code enforcement to achieve maintenance at shopping centers that are neglected.	New, Adopted does not have
		Action 4: Require increased landscaping, tree planting, and internal sidewalks when considering a revitalized or redeveloped shopping center.	New, Adopted does not have
		POLICY 95: Require high design standards for office, industrial, and research and development buildings in all business districts.	New, Adopted does not have
		Action 1: Utilize adopted City design guidelines to achieve compatible architecture and scale for renovation and new development in business areas.	similar to LT-4.2b
		Action 2: Maintain and review, as needed, criteria for superior quality architecture, landscaping, and site development for office, industrial, and research and development projects that request to develop beyond standard floor-area ratio limits.	New, Adopted does not have

		Action 3: Carefully review the impacts, such as noise, odors, and facility operations, of commercial, office, and industrial uses and development adjacent to residential areas.	New, Adopted does not have
		POLICY 96: Maintain areas of Class B and C buildings to support all types of businesses and provide a complete community.	New, Adopted does not have
		Goal L: Special and Unique Land Uses to Create a Diverse and Complete Community : Provide land use and design guidance so that special and unique areas and land uses can fulfill their distinctive purposes and provide a diverse and complete community fabric.	New, Adopted does not have
		POLICY 97: Prepare specific area plans and special zoning tools (including but not limited to specific plans, precise plans, design guidelines, specialized zoning, and sense of place plans) to guide change in areas of the planning area that need special attention.	New, Adopted does not have
		POLICY 98: Support the following adopted specialized plans and zoning tools, and update them as needed to keep up with evolving values and new challenges in the community: Downtown Specific Plan, Lakeside Specific Plan, Precise Plan for El Camino Real, Moffett Park Specific Plan, Peery Park Specific Plan, Lawrence Station Area Plan. (See Figure 3 Area Plans)	New, Adopted does not have
		POLICY 99: Use special area plans to guide land use and development in areas that support alternative travel modes, Village Centers, economic development, and a better jobs/housing ratio.	expands on LT-6.3a/policy 77, Action 1
		Action 1: Maintain Sense of Place plans that provide more focused policies and development standards to guide future land use and transportation decisions.	New, Adopted does not have
		Action 2: Prepare a special area plan for each of the Village Centers to provide focused land use, transportation, and design standards, policies, and guidelines.	New, Adopted does not have
		Policy 100: Use specialized zoning districts and other zoning tools to address issues in the community, and update as needed to keep up with evolving values and new challenges in the community.	New, Adopted does not have
		POLICY 101: Use the Industrial-to-Residential (ITR) combining district to help meet the community's housing needs for all ages and economic sectors and balance its use with maintain a healthy economy and employment base. ITR zoning allows industrial/commercial/office uses to continue as conforming uses while an area transitions to residential uses. ITR areas include Tasman Crossing, East Sunnyvale, the Lawrence Station Area, the Evelyn Corridor (Fair Oaks at Wolfe), and Fair Oaks Junction.	Similar to LT-3.1d
		Action 1: Update the Zoning Code to indicate that once a site zoned ITR has transitioned to residential use (or other use only allowed in a residential zoning district), it cannot be returned to industrial use.	New, Adopted does not have

		<i>Action 2:</i> During transition from industrial to residential uses, anticipate and monitor compatibility issues between residential and industrial uses (e.g., noise, odors, hazardous materials).	New, Adopted does not have
		<i>Action 3:</i> Incorporate "sense of place" requirements for new ITR areas in order to enhance the residential feeling of new neighborhoods by requiring pedestrian, bicycle, and streetscape enhancements that reflect the unique character of each new neighborhood.	New, Adopted does not have
		<i>Action 4:</i> Rezone transitioned neighborhoods from ITR to appropriate residential zoning after 75% of the land area has been redeveloped with residential use.	New, Adopted does not have
		<i>Action 5:</i> Consider sense of place or pedestrian circulation plans to address access in ITR neighborhoods.	New, Adopted does not have
		POLICY 102: Ensure that Industrial uses in the ITR generally do not intensify beyond the base floor area ratio of 35% allowed in the zoning district (including any incentives to allow higher-intensity development).	New, Adopted does not have
		POLICY 103: Balance the need for additional residential uses with industrial uses needed for a healthy economy.	New, Adopted does not have
		<i>Action 1:</i> Require any future study to change from industrial to residential shall include a full evaluation of the economic and fiscal impacts of converting an industrial area to residential uses, including the potential impacts on community facilities, municipal services, and schools.	New, Adopted does not have
		POLICY 104: Ensure that development projects provide appropriate improvements or resources to meet the future infrastructure and facility needs of the City, and provide development incentives that result in community benefits and enhance the quality of life for residents and workers.	expands on LT-5.4e
		<i>Action 1:</i> Update development impact fees periodically to provide fair-share funding for transportation, utilities, parks, and other public improvements and to address community needs such as affordable housing.	New, Adopted does not have
		<i>Action 2:</i> Establish zoning incentives, density bonuses, or other land use tools where higher development potential may be allowed based on contributions toward desired community benefits.	New, Adopted does not have
		<i>Action 3:</i> Include a discussion of community benefits in area plans and specific plans that defines the City's priorities and outlines an implementation program.	New, Adopted does not have
		POLICY 105: Support the provision of a full spectrum of public and quasi-public services (e.g., parks, day care, group living, recreation centers, religious institutions, schools, hospitals, large medical clinics) that are appropriately located in residential, commercial, and industrial neighborhoods and ensure that they do not have a negative effect on the surrounding area.	similar to Policy LT-4.14

		<i>Action 1:</i> Encourage carpooling, shuttles, and transit access to public and quasi-public services to minimize adverse traffic and parking impacts on neighborhoods.	similar to LT-4.14a
		<i>Action 2:</i> Ensure the provision of bicycle support facilities at all major public use locations.	same as LT-4.14b
		POLICY 106: Encourage multiple uses of public and quasi-public facilities (e.g., religious institutions, schools, social organizations, day care), such as community events, after-school programs, and festivals.	similar to LT-4.14c
		POLICY 107: Maintain and promote conveniently located public and quasi-public uses and services that enhance neighborhood cohesiveness and provide social and recreational opportunities.	similar to LT-4.14e
		POLICY 108: Recognize child care and places of assembly as essential services and land uses that support the diverse needs of the community. Avoid locating these sensitive uses near hazardous materials, noise, dust, etc.	New, Adopted does not have
		<i>Action 1:</i> Periodically review the availability and demand of sites appropriate for places of assembly and consider expanding available sites if appropriate.	New, Adopted does not have
		POLICY 109: Locate place of assembly uses where they provide benefit to the community and do not adversely impact nearby uses.	New, Adopted does not have
		<i>Action 1:</i> Maintain zoning tools to limit the locations and type of places of assembly in industrial areas.	New, Adopted does not have
		POLICY 110: Allow community-serving places of assembly in commercial zoning districts if the provision of a full range of conveniently located retail and retail services is not compromised.	New, Adopted does not have
		POLICY 111: Recognize schools, both public and private, as integral parts of the community that require special consideration to manage traffic, support residential development, and provide open space.	New, Adopted does not have
		<i>Action 1:</i> Work with school districts and private school operators during and after the City review and permitting process to minimize negative effects on the surrounding area.	New, Adopted does not have
		<i>Action 2:</i> Maintain a working relationship with school districts on transportation, pedestrian and bicycle access, safe routes to school, and other neighborhood issues.	New, Adopted does not have
		<i>Action 3:</i> Assist public and private schools in neighborhood relations regarding land use and transportation issues.	New, Adopted does not have
		<i>Action 4:</i> Work closely with school districts to review the impacts of proposed residential development on school capacity and facilities.	New, Adopted does not have
		POLICY 112: Support continuous education (beyond grades K–12) and educational enrichment programs while minimizing impacts on the surrounding land uses.	New, Adopted does not have
		POLICY 113: Give due consideration to the location and operation of government uses in order to provide benefit to the greater community.	New, Adopted does not have

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