City of Sunnyvale

Notice and Agenda

Sustainability Commission

Monday, October 17, 2016 **7:00 PM** **West Conference Room, City Hall, 456 W. Olive Ave., Sunnyvale, CA 94086**

CALL TO ORDER

SALUTE TO THE FLAG

ROLL CALL

ORAL COMMUNICATIONS

This category provides an opportunity for members of the public to address the commission on items not listed on the agenda and is limited to 15 minutes (may be extended or continued after the public hearings/general business section of the agenda at the discretion of the Chair) with a maximum of up to three minutes per speaker. Please note the Brown Act (Open Meeting Law) does not allow commissioners to take action on an item not listed on the agenda. If you wish to address the commission, please complete a speaker card and give it to the Recording Secretary. Individuals are limited to one appearance during this section.

CONSENT CALENDAR

1 16-0998 Approve the Sustainability Commission Meeting Minutes of September 19, 2016

Recommendation: Approve the Sustainability Commission Minutes of September 19, 2016 as submitted.

PUBLIC HEARINGS/GENERAL BUSINESS

2 16-0974 Forward recommendation to the City Council related to the Horizon 2035 Land Use and Transportation Element

Recommendation: Recommend to City Council Alternative 1: Adoption of the Horizon 2035 Land Use and Transportation Element.

3 16-0999 Discussion of Upcoming Joint Study Session on the Climate Action Plan

STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES

NON-AGENDA ITEMS & COMMENTS

-Commissioner Comments

-Staff Comments

ADJOURNMENT

Notice to the Public:

Any agenda related writings or documents distributed to members of this meeting body regarding any item on this agenda will be made available for public inspection in the Environmental Services Department located at 1444 Borregas Avenue, Sunnyvale or can be accessed through the Office of the City Clerk located at 603 All America Way, Sunnyvale during normal business hours and in the meeting location on the evening of the Sustainability Commission meeting, pursuant to Government Code §54957.5.

Agenda information is available by contacting Nupur Hiremath at (408) 730-7743. Agendas and associated reports are also available on the City's website at sunnyvale.ca.gov or at the Sunnyvale Public Library, 665 W. Olive Ave., Sunnyvale, 72 hours before the meeting.

Pursuant to the Americans with Disabilities Act, if you need special assistance in this meeting, please contact Nupur Hiremath at (408) 730-7743. Notification of 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. (29 CFR 35.106 ADA Title II)

City of Sunnyvale

Agenda Item

16-0998 **Agenda Date:** 10/17/2016

SUBJECT
Approve the Sustainability Commission Meeting Minutes of September 19, 2016

RECOMMENDATION
Approve the Sustainability Commission Minutes of September 19, 2016 as submitted.

City of Sunnyvale

Meeting Minutes - Draft
Sustainability Commission

Monday, September 19, 2016 | **7:00 PM** | **West Conference Room, City Hall, 456 W. Olive Ave., Sunnyvale, CA 94086**

CALL TO ORDER

Vice-Chair Srivastava called the meeting to order at 7:01 p.m. in the West Conference Room.

SALUTE TO THE FLAG

Vice-Chair Srivastava led the salute to the flag.

ROLL CALL

Present: 6 - Vice Chair Amit Srivastava
Commissioner Brian Glazebrook
Commissioner Dan Hafeman
Commissioner Petya Kisyova
Commissioner Kristel Wickham
Commissioner Steven Zornetzer

Absent: 1 - Chair Bruce Paton

Commissioner Hafeman arrived at 7:03 p.m.
Commissioner Glazebrook arrived at 7:04 p.m.
Chair Paton's absence is excused.

Council Liaison – Pat Meyering (absent)

PRESENTATION

16-0904 Building Energy Codes

Diana Perkins, Permit Center Manager, and Amber Blizinski, Principal Planner, provided information to the Commission on the City's current Building Code requirements and how they relate to the CalGreen Code and the City's Green Building Program. The Commission asked clarifying questions about the City's building code requirements for different types of projects, how inspections are conducted, and about the Green Building Program's incentives. Commissioner Kisyova expressed concerned that energy efficiency was lacking in the current

requirements and that energy efficiency should be emphasized. Commissioner Kisyova also expressed concerns with the effectiveness of third party certifications and that the LEED and Green Point Rated rating systems may be behind when the new CalGreen requirements go into effective on January 1, 2017. Staff clarified that it has been standard practice for both programs to update their checklists and scoring systems in response to changes to CalGreen. Commissioner Glazebrook asked if the City could look at focusing LEED points on specific areas based on local priorities such as transportation. Staff clarified that the City's position has been to allow flexibility for project proponents to choose how they will obtain the required points. Staff responded that these types of considerations could be evaluated with the Green Building Program Update in 2017. Commissioner Wickham asked how the Commission could provide input to the update. Staff will include opportunities for Commissions to provide input as the work plan is developed for the update.

ORAL COMMUNICATIONS

None.

CONSENT CALENDAR

16-0848 Approve the Sustainability Commission Meeting Minutes of August 15, 2016

Commissioner Hafeman moved, and Commissioner Glazebrook seconded, a motion to approve the August 15, 2016 meeting minutes as submitted. The motion carried by the following vote:

Yes: 6 - Vice Chair Srivastava
Commissioner Glazebrook
Commissioner Hafeman
Commissioner Kisyova
Commissioner Wickham
Commissioner Zornetzer

No: 0

Absent: 1 - Chair Paton

STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES

16-0714 Draft Study Issue: Solar-Ready Roofs

Vice-Chair Srivastava provided a brief summary of the draft study and the intent. The Commission discussed the scope and clarified the objectives. Vice-chair Srivastava moved to sponsor the Study Issue because it is important for the City to

continue to advance solar readiness. Commissioner Glazebrook offered a friendly amendment to fold this Study Issue into the 2017 Green Building Program Update. After discussion by the Commission, the motion died.

Vice-Chair Srivastava moved, and Commission Zornetzer seconded, a motion that the Commission strongly recommends that staff consider enhancing the City's solar ready requirements as part of the 2017 Green Building Program Update in lieu of a separate Study Issue on the topic. Commissioner Kisyova stated that she would not support the motion because the solar ready requirements are already included in State Building Code (Part 6 of the California Energy Code) and in recognition of the limited staffing resources available within the Community Development Department for Study Issues.

The motion carried by the following vote:

Yes: 5 - Vice Chair Srivastava
Commissioner Glazebrook
Commissioner Hafeman
Commissioner Wickham
Commissioner Zornetzer

No: 1 - Commissioner Kisyova

Absent: 1 - Chair Paton

16-0924 Draft Study Issue: Eliminate the Use of Chemical Pesticides on City Owned or Leased Property

Commissioner Wickham provided a summary of the proposed study. The Commission discussed the objectives and scope. Commissioner Wickham moved, and Commissioner Hafeman seconded, a motion that the Commission sponsors the Study Issue as proposed.

The motion carried by the following vote:

Yes: 6 - Vice Chair Srivastava
Commissioner Glazebrook
Commissioner Hafeman
Commissioner Kisyova
Commissioner Wickham
Commissioner Zornetzer

No: 0

Absent: 1 - Chair Paton

NON-AGENDA ITEMS & COMMENTS

-Commissioner Comments

Sustainability Speaker Series Subcommittee Report: Commissioners Wickham and Zornetzer provided an update on the development of the proposed plan for the Sustainability Speaker Series and gathered input from the Commission on the framing of the speaker series including potential themes, topics, and speakers. The subcommittee will continue to work on developing a proposal for the Commission to consider.

Vice-Chair Srivastava reported on attending an El Camino Real Corridor Workshop. There were 200-250 people in attendance. One of the key take-aways from the workshop is that a recent poll of Sunnyvale residents found overwhelming support for shifting the El Camino Real Corridor towards denser residential land uses. This is a significant change from polling results from about three years ago which favored keeping the area as commercial and mixed use. This change is driven by residents' desire to reduce traffic and to create a more walkable community in the area. Additional workshops will be scheduled.

-Staff Comments

Elaine Marshall, Environmental Programs Manager, reported that there were several study sessions and joint meetings scheduled in the next two months including: All Commissions Meeting on the Land Use and Transportation Element (September 22nd), City Council Study Session with Commission Chairs and Vice Chairs (October 25th), and City Council and Sustainability Commission Joint Study Session on the Climate Action Plan (November 1st). Additionally, Ms. Marshall announced that three sustainable landscape classes will be held in Sunnyvale starting in October and that she will send the schedule to the Commission.

ADJOURNMENT

The meeting was adjourned at 9:17 p.m.

City of Sunnyvale

Agenda Item

16-0974 **Agenda Date:** 10/17/2016

REPORT TO SUSTAINABILITY COMMISSION

SUBJECT
Forward recommendation to the City Council related to the Horizon 2035 Land Use and Transportation Element

REPORT IN BRIEF
The Land Use and Transportation Element (LUTE) <http://www.pmcworld.com/client/sunnyvale/documents/aug2016/1._Draft_LUTE.pdf> draft is currently available for public review. The LUTE includes two of the seven State required elements of Sunnyvale's General Plan and establishes goals and policies for the physical development and transportation system of the city. The LUTE will be incorporated into the Land Use and Transportation chapter of the General Plan; the chapter also includes Economy and Open Space sections which will not be modified by this update. Attachment 1 is the Table of Contents for the entire adopted General Plan. The Housing Element (Chapter 5) was updated in 2015; other elements will be updated in the future. The LUTE incorporates major land use and transportation changes in areas highlighted in the Changing Conditions map (Figure 1 on page 11 of the Draft LUTE), including areas of the Peery Park Specific Plan, Lawrence Station Area Plan, El Camino Real Plan, and Village Centers. The Horizon 2035 LUTE plans for the potential buildout of 72,100 housing units and 59.8 million square feet of industrial, office and commercial space; compared to the currently adopted General Plan, levels represent an increased potential of 5,530 housing units and 4.3 million square feet of industrial, office, and commercial space. Transportation policies in the draft LUTE focus on a regional approach to reducing vehicle miles traveled, complete streets, alternative transportation, and supporting mixed use development that allows for car-light and car-free living in Sunnyvale.

The LUTE Draft Environmental Impact Report (EIR) <http://www.pmcworld.com/client/sunnyvale/documents/aug2016/2.1._LUTE-DEIR_August-2016.pdf> analyzes the potential environmental impacts of LUTE policies and mitigates those impacts to less than significant levels, if feasible. The Draft EIR was available for a 45-day public review and comment period from August 26, 2016, through October 11, 2016, as required by the California Environmental Quality Act (CEQA). The Final EIR will streamline the review of potential development projects in the city under CEQA when those proposed projects are consistent with applicable policy documents.

The Commission is not being requested to provide a recommendation on the EIR, although commissioners may do so as individuals. Staff recommends the Commission recommend to City Council: adoption of the Horizon 2035 Land Use and Transportation Element.

BACKGROUND
The current update to the Sunnyvale LUTE began in 2011 as part of an effort titled Horizon 2035; the effort combined the preparation of the City's first Climate Action Plan (CAP) with the update to the

Land Use and Transportation Element (LUTE) of the General Plan. A 15 person committee made up of residents and business representatives was appointed by a City Council sub-committee. The Horizon 2035 Committee recommended a set of integrated goals, policies and actions for both of the documents. Preparation of an Environmental Impact Report commenced in 2013, however, due to a flaw in one of the studies, work was temporarily put on hold. The CAP was revised to reflect the adopted General Plan and was adopted by the City Council in 2014. In 2015, an updated transportation analysis was completed and additional community outreach was conducted using Open City Hall (an online participation center that allows additional community engagement and input). Study sessions were held with the Planning Commission and City Council to update them on the progress and receive feedback on the proposed LUTE policies. A revised draft LUTE (see Attachment 2 for link to the draft LUTE) was prepared to address some of the feedback. The new Draft LUTE and a Draft EIR were released in August 2016. Comments on the adequacy of the Draft EIR closed on October 11, 2016.

The Draft LUTE is being presented to the Bicycle and Pedestrian Advisory Commission, the Sustainability Commission and the Housing and Human Services Commission in October 2016. After the Final EIR is available, public hearings will be scheduled for the Planning Commission to make a recommendation and for the City Council to consider actions on the EIR and Draft LUTE.

EXISTING POLICY

The existing LUTE has the following themes for the goals that guide land development and transportation in Sunnyvale:

- Appropriate housing
- Strong economy
- Transportation efficiency
- Community character

Complete text of the current Land Use and Transportation element can be found in the General Plan, Chapter 3, available on the City's website (see link in Attachment 2).

A detailed comparison of the Draft LUTE and the currently adopted LUTE is available as Attachment 5.

LAND USE AND TRANSPORTATION ELEMENT DISCUSSION

The Land Use and Transportation Element of the Sunnyvale General Plan establishes a land use plan and related transportation plan for development in the City for approximately the next 20 years. Compared to 2014 conditions (referred to as "existing conditions" in the EIR), the updated LUTE will allow for an additional 15,100 housing units and 13 million square feet of office, industrial, and commercial development. The plan also represents an additional 5,500 housing units and 4.3 million square feet of office, industrial, and commercial development over the adopted LUTE at build-out, primarily in Peery Park, Lawrence Station, El Camino Real, Reamwood and mixed use Village Centers. The following table highlights the growth expected from the adoption of the updated LUTE:

	2014 Conditions	Existing LUTE Buildout	Horizon 2035 LUTE Buildout
Population	147,055	161,099	174,500
Housing Units	57,000	66,570	72,100
Industrial/Office/Commercial (million s.f.)	47.3	55.5	59.8
Jobs*	82,000	109,901	124,410
Jobs-to-Housing Units Ratio	1.44	1.65	1.73

*Jobs as reported by Census (2014) and as estimated by ABAG (2035) for existing LUTE; Horizon 2035 estimate uses similar jobs/sf plus 5%.

The above table does not illustrate how the plan will guide the manner in which growth and change will be accomplished in the City. The proposed Horizon 2035 LUTE draft sets forth 12 objectives for land use and transportation in the city over the next 20 years. The goals, policies, and actions reflect these guiding objectives.

To achieve these components, the plan emphasizes mixed use and village centers, the jobs/housing ratio, and a multimodal transit system. The following three sections provide a brief overview of each of these planning concepts with historical context and a description of how the concept will be brought to fruition.

Mixed Use and Village Centers
While transit mixed use and corridor mixed use developments are already present in Sunnyvale, the goals and policies of the updated LUTE provide for additional mixed use areas, and introduce the Village Centers concept. Village Centers will serve existing lower density residential neighborhoods by providing retail and service uses along with additional variety of residential types. They will be accessible via multiple modes of transportation and include gathering spaces such as plazas and parks.

Mixed use development is not a new concept for Sunnyvale. It was introduced to Sunnyvale when private developers offered mixed use retail/housing projects on El Camino Real; two such sites were built in the 1980s. The 1989 101/Lawrence Specific Plan envisioned mixed use (although the non-residential component was not exercised). The nearby Lakeside Specific Plan (2005) allows hotel and residential uses on the same site. Horizontal mixed use with shared driveways was accomplished in 2001 at the Cherry Orchard shopping center and apartments, also on El Camino Real. In 2006 the Precise Plan for El Camino Real enabled more mixed use developments in the corridor; however, the Precise Plan provided more guidance on preserving the retail nature of the corridor and little guidance on desirable residential densities. The Horizon 2035 Committee has recommended an increase in allowable housing along El Camino Real (2,700 dwelling units more than the adopted plans); an update to the Precise Plan is currently underway.

The 2003 update to the Downtown Specific Plan required and encouraged mixed use development at higher residential densities than allowed elsewhere in the community. This is the first mixed use transit village for Sunnyvale. No change to the Downtown Specific Plan is included in the Draft LUTE. The Lawrence Station Area Plan, an area confirmed by the Horizon 2035 Committee to accommodate a mixed use transit village with increased development potential (both office and residential) is also pending and action is expected on that plan prior to the Planning Commission and

City Council hearings on the LUTE.

A mixed use retail with high density housing site was enabled through updated zoning at the Tasman Fair Oaks Light Rail Transit station (completed in 2011) and a mixed use zoning combining district was developed in 2008 and implemented at Lawrence Station Road in 2012.

The Horizon 2035 Committee recommends mixed use village centers at several existing shopping centers throughout the City. These sites would be required to provide the basic retail/service needs for the neighborhood, in a redesigned form that incorporates residential uses. Each of the village center sites would be subject to the preparation of a more detailed plan before it could transition to mixed use. These sites allow "neighborhood-serving commercial uses integrated with residential uses, typically located near arterial intersections or major collector streets providing pedestrian and bicycle connections." Page 72 of the Draft LUTE <http://www.pmcworld.com/client/sunnyvale/documents/aug2016/1._Draft_LUTE.pdf> provides more details about these areas and Figure 5 (page 71) shows where they would be located.

Jobs/Housing Ratio
In 1979 the City Council adopted a policy on the Jobs-Housing Imbalance acknowledging that the problem was endemic to all cities in Santa Clara County and that all the cities needed to be part of the solution (Attachment 3). In 1972 the General Plan buildout predicted 52,604 housing units; there was not a prediction of buildout for jobs (compare, also, to the 1955 General Plan which estimated 120,000 jobs at buildout and 47,789 housing units). The City embarked on a series of planning and housing programs over the next 25 years to increase the housing supply, increase the availability of affordable housing and decrease the number of potential jobs. These efforts included:

- rezoning industrial and commercial properties to allow for additional housing (three phases over 13 years, including the final phase called Futures);
- implementing controls on the intensity of industrially zoned developments and require payment of a housing mitigation fee for developments approved by Use Permit to exceed 35% floor area ratio (FAR);
- allowing higher density housing in transit rich areas such as the downtown (and later on, Lawrence Station);
- allowing the development of accessory living units on single-family and duplex properties of minimum size;
- allowing housing in all zoning districts;
- preserving the mobile home parks by creating a Mobile Home Park General Plan designation (previously, most mobile home parks had an underlying industrial general plan designation);
- requiring inclusionary affordable dwelling units (Below Market Rate);
- requiring housing mitigation fees for net new non-residential development regardless of zoning district; and,
- in compliance with State requirements, removing barriers to obtaining approvals for new residential development.

Although net new industrial/office development has taken place in Sunnyvale since 1979, the number of jobs has decreased (i.e., ABAG reports the number of jobs in 1990 was 121,000 compared to 82,000 in 2014). This decrease in jobs is a result of changes in the character of industry (fewer

businesses supporting two or three daily shifts of employees) and also changes in the local economy (a considerable number of jobs were lost during the recession in 2008). In 1989 the City of Sunnyvale formalized the Economic Development program and created staffing positions to coordinate with long -range planning activities and development services, and to support and represent business as business needs changed. As part of the business-attraction program was a recognition that the across-the-board 35% FAR requirement limited the variety of job types that would be attracted to the City. This recognition resulted in the Futures intensification areas that allowed higher FAR developments on industrial properties in Moffett Park (50% FAR) and Peery Park (70% and 100% FAR). Later, specific plans for these areas further increased the allowable development; the increase allowances were made dependent on the reduction of vehicle trips through transportation demand management (TDM) programs, requiring up to 35% reduction in peak hour trips.

Multimodal Transit System

A significant change from the currently adopted LUTE is the stronger emphasis on complete streets, carpooling, transit, and the integration of land uses so that a resident had choices to live without or to live with less reliance on automobiles. The use of Level of Service will be phased out over a number of years with direction to focus on vehicle miles travelled, and, when available, multi-modal measures of effectiveness (see Policy 29 on page 28 of the Draft LUTE). The policies and resulting design of the transportation system will create safer and more convenient travel while providing greater choice in mobility and reducing traffic, emissions, and the need for large, multi-lane streets.

The 1972 General Plan Circulation chapter focused largely on automobile use of the street system, better flow and traffic signal interconnects, and keeping roads safe and efficient (for automobiles). Transit use was promoted, with policies about coordinating with transit agencies. Only one goal addressed bicycles, which was to provide an experimental bike route on Hollenbeck. The 1981Transportation Element of the General Plan introduced goals for convenient and efficient alternatives to the automobile and for increased use of non-auto travel and off-peak travel (demand management). In 1997 the combined Land Use and Transportation Element continued the trend to support more modes of travel; however, the level of service standards measuring automotive use at intersections were still important values in the community. The element was updated in 2008 when complete streets policies were added with a focus on modal balance and transport vs. non-transport uses.

Since 1981 the City has supported a number of infrastructure, policy and regulatory changes to address a broader set of transportation modes.

- Industrial sites prior to 1982 had no sidewalk requirements. Sidewalk installation is required on new industrial development and for additions and change of use over specified sizes.
- New standards requiring wider sidewalks were adopted in 2014.
- A bicycle master plan has been adopted and will be updated in 2017.
- Bicycle infrastructure and network have been significantly expanded through the City:
    - 31 miles of bike lanes in 1993, 79 miles in 2006, 169 miles in 2016.
- New bicycle standards have been developed including the use of buffered bike lanes, bike boxes, and green bike lanes.
- Bicycle parking is required in new multi-family residential and non-residential development.
- Light Rail was constructed through the northern portion of Sunnyvale.

- Area plans have been adopted to support transit ridership near Caltrain and Light Rail Transit stations.
- Sense of Place plans have been adopted for transitioning neighborhoods to expand pedestrian and bicycle connections and to improve the overall experience on public streets.
- City Staff members and Council participate in regional transportation planning activities: staff on technical/advisory committees at Valley Transportation Agency (VTA); Councilmembers serve on the VTA advisory committees and the Board of Directors, as Sunnyvale's rotation allows.
- The City has partnered with the Santa Clara Valley Water District on pedestrian pathways as a joint use with streams and flood control channels. The SCVWD will be constructing the East-West Channel trail in 2017-2018.
- Traffic signals have been timed to interconnect and optimize vehicle travel but also been modified to provide safe pedestrian crossing. The new signal system includes SafeWalk 3D pedestrian detection system and an infra-red bike detection system.
- Transportation Demand Management (TDM) programs are required for higher intensity non-residential development.
- Residential TDM requirements were adopted recently.

Plan Organization
The LUTE is organized into the following sections:

- Chapter Lead-in
- Introduction
- Plan Structure
- Goals and Policies
- General Plan Land Use Framework
- Area Plans
- General Plan Transportation System

The Chapter Lead-In provides background and legislative information that will not be included in the final adopted LUTE. It describes the California Government Code requirements for general plans, the relevant Sunnyvale planning documents, and a description of the Complete Community purpose and strategies.

The Introduction describes that the purpose of the General Plan is to guide the development and transportation system of the City by establishing a framework for decision-making regarding land use and transportation over the next 20 years. This section also summarizes the policy direction of the document, and provides information on addressing climate change, creating a complete community, and the character of change in Sunnyvale.

The Plan Structure includes the guiding principles for the Sunnyvale LUTE (listed below), and a list of the goals included in the element.

- **Complete Community.** Create a place to live that is less dependent on automobiles and reduces environmental impacts, with distinctive activity centers and neighborhoods with character and access to nearby services.

- **Regional Planning Coordination.** Coordinate regional and local planning efforts with other agencies and organizations to ensure Sunnyvale's competitive edge in the regional economy.
- **Neighborhood and Transit-Oriented Place-Making.** Develop mixed use areas that incorporate commercial, public, and residential uses that are compatible with the surrounding neighborhoods, create dynamic gathering spaces, establish unique visual character, provide nearby services, and reduce reliance on automobiles.
- **Economic Development**. Foster an economic development environment which provides a wide variety of businesses and promotes a strong economy that can resist downturns within existing environmental, social, fiscal, and land use constraints**.**
- **Environmental Sustainability.** Provide environmental leadership through land use patterns, renewable energy opportunities, and a multimodal transportation system.
- **Multimodal Transportation.** Offer the community a variety of options for travel in and around the city that are connected to regional transportation systems and destinations.
- **Healthy Living.** Maximize healthy living choices by providing easy access to fresh and healthy food, a range of recreation and open space options for community members of all ages, and convenient and safe biking and walking options throughout the community.
- **Attractive Design.** Protect the design and feel of buildings and spaces to ensure an attractive community for residents and businesses.
- **Diverse Housing.** Provide residential options for all incomes and lifestyles, including a variety of dwelling types, sizes, and densities that contribute positively to the surrounding area and the diversity of the community.
- **Special and Unique Land Uses.** Allow for land uses such as child care, nursing homes, and places of worship that complete the community fabric.
- **Neighborhood Preservation.** Ensure that all residential areas and business districts retain the desired character and are enhanced through urban design and compatible mixes of activities.

Goals and Policies follow, with a description of each goal's context and purpose, followed by supporting policies and action items.

The General Plan Land Use Framework section includes the land use designations for residential, mixed use, and commercial, office, and industrial designations with descriptions and allowed density and intensity. It also includes maps of the allowed designations and their locations throughout the city.

The Area Plans section describes the existing and future area and specific plans in place for Sunnyvale. These plans include the following:

- Arques Campus Specific Plan
- Downtown Specific Plan
- East Sunnyvale Sense of Place Plan

- Fair Oaks Junction Sense of Place Plan
- Lakeside Specific Plan
- Lawrence/101 Site Specific Plan
- Lawrence Station Area Plan
- Moffett Park Specific Plan
- Peery Park Specific Plan
- Precise Plan for El Camino Real
- Reamwood Light Rail (*future*)
- Mixed Use Villages (*future, one per site*)

The Southern Pacific Corridor Specific Plan, adopted in 1984, was intended to guide redevelopment of older industrial sites (mostly canneries) and included nine areas adjacent to the railroad tracks. Several of these sites have been incorporated into other plans (Peery Park, Downtown) and others have been redeveloped in accordance with the plan. Staff recommends repeal of the remainder of the SPCSP.

The General Plan Transportation System section covers the classifications of roadways and their descriptions, and explains that the updated LUTE prioritizes investment in pedestrian, bicycle, and transit improvements. It also states that to stay ahead of state legislation and transportation advancements, Sunnyvale will require that all new projects assess both level of service (LOS) and vehicle miles traveled (VMT) impacts. The LOS approach measures levels of congestion at specific intersections and roadway segments resulting from a project and grades them from a free-flowing LOS A to a stop-and-go LOS F. The VMT approach focuses on the anticipated vehicle travel distances associated with a project. In the future, multi-modal measures of effectiveness will provide better insight into the impacts or benefits on all methods of transportation.

General Plan Land Use Map
The updated General Plan Land Use Map looks very similar to the current plan. What is different is the plan updates the General Plan designation on several sites to reflect the current use of the property when it is not expected that the use will change (e.g., lower density townhouses in a higher density designation). The map also employs new descriptions of land use designations, better aligning the residential densities to the zoning maximums. The current range reflects a 10% increase in density that was allowed through inclusionary zoning categories. State laws have changed the landscape on inclusionary housing and density bonus so that a simpler General Plan density range is maintained. Policies in the housing element to support at least 75% of maximum zoning density are unchanged.

Addressing Public Feedback
In response to City Council and Planning Commission requests to identify ways to address public feedback, the staff developed possible changes to the LUTE in response to the results from Open City Hall. The following two changes were developed:

1. Consider lowering the number of allowable residential units in certain portions of the mixed use areas or removing a few potential mixed use village sites.
2. Revise policies on reduced parking to phase in parking reductions for mixed use projects or

allow case-by-case consideration of reduced parking.

Next Steps
After adoption of an updated Land Use and Transportation Element, staff will embark on several implementation efforts and updates to other plans. These include:

- Transportation Strategic Plan - update
- Noise and Air Quality Elements of the General Plan - update
- Climate Action Plan - implementation items and potential update
- Housing Element - implementation items
- Bicycle Plan - update
- Green Building Program - update

FISCAL IMPACT
Costs associated with the preparation of the LUTE and EIR were covered with operating budgets (primarily staff hours), and from a special project (EIR) funded with General Plan Maintenance fees and from other general fund revenues. The special project included funding for EIR consultants and project specific expenses.

The updated General Plan Land Use and Transportation Element will allow the City to be more competitive for funding, particularly transportation projects.

The plan will support reinvestment in properties which generate additional revenue through increased property taxes, sales taxes, and in-lieu fees (such as transportation impact fees) which can be utilized for capital improvements and services throughout the City. In addition, proposed Community Benefits policy (Policy 104 of the Draft LUTE) ensures that future development projects provide appropriate improvements or resources to meet the City's future infrastructure and facility needs, and that in turn, the City provides development incentives that result in community benefits and enhance the quality of life for residents and workers. These Community Benefits revenues can be used to support specific City projects that will be prioritized by the City Council.

As no specific development projects are proposed by the LUTE, no financial analysis has been prepared to assess any potential increase in land values that could be realized from adoption and implementation of the LUTE or value of revenue that could be realized by the City under the Community Benefits policy.

PUBLIC CONTACT
The Horizon 2035 Committee met 29 times from December 2010 to September 2016 to work on the LUTE and the CAP, including hosting public outreach/information sessions and reconvening twice after the first document was prepared. In January 2015, staff updated the committee on the reinvigorated work on the LUTE and its relation to other specific plans and projects under way, and requested guidance on incorporation of certain key existing LUTE policies into the proposed Horizon 2035 policies. In September 2016, staff provided the committee with a summary of the revised Draft LUTE and the Draft EIR, answered questions, and accepted comments. The Committee generally endorsed the changes to the plan. Staff presented two potential modifications to the LUTE that could be considered to address community feedback from the Open City Hall topics: several committee members expressed concern about these possible modifications to the plan. Agendas, handouts and

notes of the Horizon 2035 committee meetings are available on the project website: *Horizon2035.inSunnyvale.com <http://www.Horizon2035.inSunnyvale.com>*

Staff also held an All Commissions Congress in September 2016, presenting the Draft LUTE to a broader audience than the boards and commissions who will provide formal feedback on the Draft LUTE. The Sustainability Commission, Housing and Human Services Commission and Bicycle and Pedestrian Advisory Commission will consider the draft LUTE at their October 2016 meetings.

The LUTE was shared for public review on the Horizon 2035 website, tabled at community events, and shared on business and neighborhood group listservs.

In summary, between 2010 and 2016, public contact regarding the LUTE included outreach through the following:

- City Council Study Sessions (*see details below*)
- Neighborhood associations
- Business groups
- Boards and commissions
    - Planning
    - Bicycle and Pedestrian Advisory
    - Housing Commission
    - Sustainability
- Interested-party mail and email lists
- Open City Hall (*see fuller description below*)
- Paper and online surveys
- Pop-up venues
- Project Website *(Horizon2035.inSunnyvale.com <http://www.Horizon2035.inSunnyvale.com>*)

Open City Hall
The most extensive public outreach conducted for the LUTE over the last two years took place through Open City Hall, Sunnyvale's online public participation tool. Four topics were posted for public participation and open comment. These topics and participation rates are summarized in the table below. Summary results are available in Attachment 4 and full results including all comments made on Open City Hall are available on the Open City Hall website (see link in Attachment 2).

LUTE Open City Hall Topics and Response

Topic	Time Period	Views	Responses
LUTE Objectives	May, 2015	468	110
Alternative Transportation	September, 2015	333	134
Mixed Use Areas	September, 2015	420	140
Growth and Development	December, 2015	256	104
Total		1,477	488

2015-2016 Study Sessions with City Council and Planning Commission
May 5, 2015 Joint Study Session with Planning Commission
- Land Use and Transportation Element (LUTE)

August 18, 2015 City Council Study Session:
- Update on Draft Land Use and Transportation Element and Consideration of Land Use Alternatives for Environmental Impact Report

August 23, 2016, Joint Study Session with City Council and Planning Commission:
- Draft Environmental Impact Report and Land Use and Transportation Element

ALTERNATIVES
Recommend to City Council:

1. Adoption of the Horizon 2035 Land Use and Transportation Element.
2. Adoption of the Horizon 2035 Land Use and Transportation Element, with modifications.
3. Provide comments to the City Council.

STAFF RECOMMENDATION
Recommend to City Council Alternative 1: Adoption of the Horizon 2035 Land Use and Transportation Element.

The LUTE includes the fiscally, economically, and environmentally sustainable land use and transportation policies necessary to support the goals established in the other General Plan chapters. The LUTE will be incorporated into the Land Use and Transportation chapter of the General Plan. Adoption of the LUTE will provide a consistent and comprehensive framework for the City over the next 20 years, and will provide clear policy direction and regulations for development to proceed in a well-planned and coordinated manner. Further, the LUTE EIR will provide the opportunity for tiering and streamlining the development review process for individual projects in the city which are consistent with the LUTE.

If the LUTE is not adopted, development applications and transportation improvements would be considered on an individual and incremental basis subject to the existing LUTE. This approach, however, does not reflect the more current vision of the community and the needs for future of development in Sunnyvale. Additionally, not adopting the LUTE could result in inconsistencies and conflicts between adopted specific plans and projects. The LUTE is a proactive and coordinated development strategy that can address issues facing the city today and in the future.

Prepared by: Dana Hoffman, Staff Planner
Reviewed by: Jeff Henderson, Senior Project Planner
Reviewed by: Manuel Pineda, Director, Public Works
Approved by: Trudi Ryan, Director, Community Development

ATTACHMENTS
1. General Plan Table of Contents
2. Links to Horizon 2035 Website and Other Sources
3. Council Policy, Jobs-Housing Imbalance
4. Open City Hall Results-Snapshot
5. Comparison of Goals and Policies: Adopted LUTE to Draft LUTE

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APPENDIX E, F, G AND H

Links to the Horizon 2035 website and other Sources:

Horizon 2035 website
Horizon2035.inSunnyvale.com
(redirects to hosted website)

Review Draft Land Use and Transportation Element
(August 2016)
http://www.pmcworld.com/client/sunnyvale/documents/aug2016/1._Draft_LUTE.pdf

All Commissions Meeting Presentation on the Review Draft LUTE
(September 2016)
http://www.pmcworld.com/client/sunnyvale/documents/sept2016/Commissions_9-22-16.pdf

Open City Hall Results Snapshot
(December 2015)
http://www.pmcworld.com/client/sunnyvale/documents/june2016/Sunnyvale_Fact_Sheet_FINAL.pdf

Open City Hall Topics and Full Results
(February 2016)
https://sunnyvale.peakdemocracy.com/portals/209/forum_home?phase=closed

Current Sunnyvale General Plan
Consolidated in 2011
http://ecityhall.sunnyvale.ca.gov/cd/GeneralPlan.pdf

Policy 1.1.5 Jobs/Housing Imbalance

POLICY PURPOSE:

This policy is designed to define the jobs/housing imbalance problem and to serve as an acknowledgement by the City Council that the jobs/housing imbalance and related problems are endemic to all cities in the County of Santa Clara.

POLICY STATEMENT:

In recognition of the jobs/housing imbalance and related problems, the Sunnyvale City Council

- Views the severe jobs-housing shortage and imbalance as endemic to all county cities and recognizes that it must be addressed through mutual co-operation and goal-setting.

- Defines the jobs-housing imbalance not only as a problem of too little housing but also as one of rapid industrial development serviced by an inadequate transportation network.

- Commits itself to encourage not only jobs and housing for as many of our citizens as possible but also to maintain and improve our quality of life. The City Council considers these four components - jobs, housing, transportation, quality of life - as inseparable when seeking solutions.

- Believes that the City should be part of the solution, not part of the problem.

(Adopted: Council Motion (12/11/1979))

Lead Department: Community Development

SUNNYVALE

Open City Hall Summary Results

This is a summary of public feedback received through the Sunnyvale Open City Hall online tool on key components of the Horizon 2035 Land Use and Transportation Element (LUTE). More than 500 residents participated between August and December, 2015. The tool included postings for feedback on:

- Overarching objectives of the LUTE
- Alternative transportation choices
- Mixed-use areas
- General growth and development

The following sections summarize participants' feedback on each of these issues. For some topics, staff has identified possible changes to the LUTE to better reflect community sentiment.

LUTE OBJECTIVES

The Horizon 2035 LUTE includes 10 overarching objectives. It does not set a hierarchy for the objectives; however, asking the community to rank the objectives helps in understanding how well the plan aligns with community values. The major theme for the Horizon 2035 LUTE is a complete community that includes focus on environmental sustainability, healthy living, and mixed-use areas that promote neighborhood and transit-oriented placemaking.

The highest ranked objectives are consistent with the complete community concept, indicating the LUTE is on the right track overall.

Participants ranking of objectives in the proposed LUTE:

ALTERNATIVE TRANSPORTATION CHOICES

Participants' level of agreement with alternative transportation policies proposed in the LUTE:

The LUTE includes a number of new policies and programs—summarized at right—that establish new transportation priorities, including funding and building more transit, bike, and pedestrian infrastructure and options for reduced vehicle parking in Sunnyvale.

Participants strongly supported most of these transportation policies. The policy regarding reduced parking requirements was an exception.

Possible Changes: Revise policies on reduced parking to phase in parking reductions for mixed-use projects or to allow case-by-case consideration of reduced parking.

AGREE that Sunnyvale should provide clear, safe, and convenient links between all modes of travel, including access to transit stations/ stops and connections. **83%**

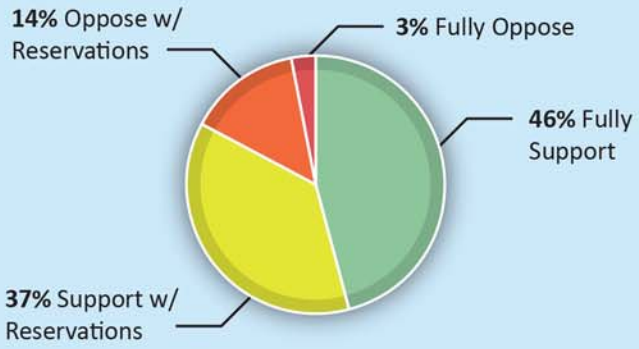
AGREE that Sunnyvale should prioritize transportation financing, over time, to the most environmentally friendly modes and services. **80%**

AGREE that Sunnyvale should have fees for on-street and public parking, which would be set to reflect market demand and maintenance costs. **56%**

SPLIT opinion, with some that AGREE but others that DISAGREE with the idea that Sunnyvale should establish reduced parking requirements for transit, corridor, and village mixed-use developments. **39%** **36%**

MIXED-USE AREAS

Participants' level of support for Village Centers proposed in the LUTE:



The introduction of Village Centers into the city is an important part of the LUTE update. The majority of participants indicated they support this concept (46% fully support, 37% support with reservations).

In general, across all mixed-use types, participants wanted more:

- Walking paths and bike paths
- Green space and public gathering areas
- Parking
- Restaurants, retailers, entertainment, and services

Participants were given a long list of potential features to allow in the three mixed-use types proposed in the LUTE. Participants also could write in their own thoughts.

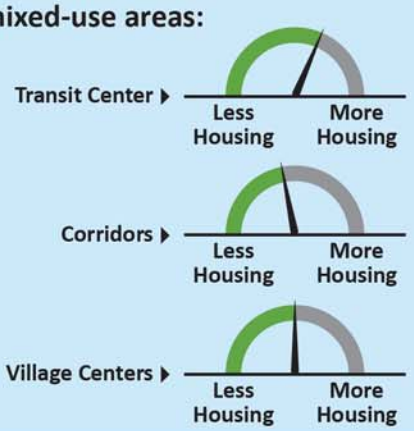
The LUTE accommodates and encourages these features in the descriptions and land use designations. These features should be considered when preparing mixed-use area plans and when considering approval of future projects in these areas.

Some participants indicated it was an important feature to have more housing in mixed-use areas, while others indicated it was important to have less.

The proposed LUTE would allow more housing in all of the mixed-use areas, in different amounts, densities, and designs.

Possible Changes: Consider lowering the number of allowable residential units in certain portions of the mixed-use areas or removing a few potential mixed-use village sites.

Participants' desire for housing in mixed-use areas:

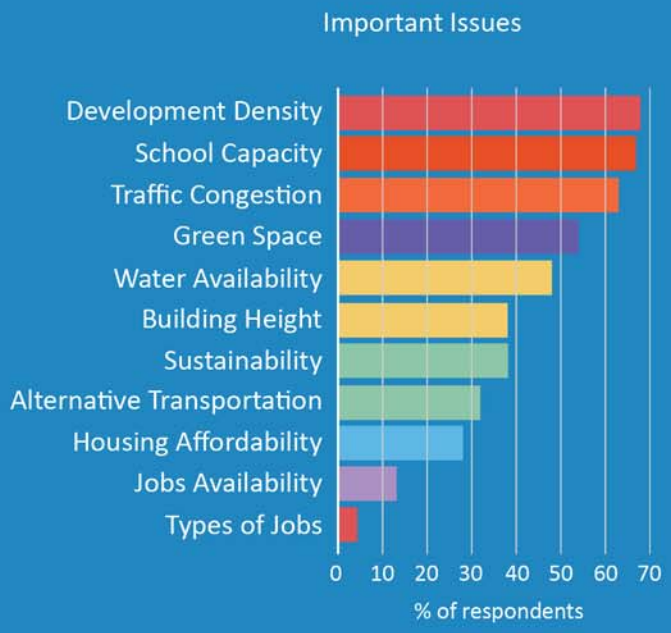


GENERAL GROWTH AND DEVELOPMENT

Participants' rating of the importance of various issues when considering growth in the city:

Many participants rated development density, school capacity, traffic congestion, green space, and water availability as the top five issues of concern when planning for potential growth and development.

The intent of the LUTE update is to accommodate growth in an orderly fashion and direct it to certain areas, and to ensure adequate access and mobility by providing for multiple modes of transportation. Draft LUTE policies and programs address these and other related concerns. The LUTE includes a policy on working with other agencies (water, transportation, etc.). The LUTE needs to be consistent with other General Plan elements that address open space and water.



Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
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: 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.	Similar to Goal A of draft 1	**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.	Similar to Goal A of draft 2
Policy LT-1.1 Advocate the City's interests to regional agencies that make land use and transportation system decisions that affect Sunnyvale. (*Previously LUTE Policy R1.1*)	POLICY 1: Participate in coordinated land use and transportation planning in the region.	Omitted from draft 1	POLICY 1: Participate in coordinated land use and transportation planning in the region.	Omitted from draft 2
	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.		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.	
	Action 2: 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.		Action 2: Actively monitor and participate in *Plan Bay Area* , with the Association of Bay Area Governments and Metropolitan Transportation Commission, and other major region-wide planning activities.	
	Action 3: Consider more standardized land use policies in the regions, such as parking standards, to promote equity between cities.		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.	
Policy LT-1.2 Support coordinated regional transportation system planning and improvements (*Previously LUTE Policy R1.2*)	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.	Similar to Policy 1 and Policy 3 of the draft 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.	Similar to Policy 1 and Policy 4 of the draft 2
	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.		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.	
	Action 2: Allow increased office, commercial and industrial densities along the light rail line in accordance with the Moffett Park Specific Plan.		Action 2: In areas with mixed-use land designations, zone appropriate sites for mixed use.	
	Action 3: Facilitate increased development densities in the Woods business park near light rail stations		Action 3: Allow increased office, commercial, and industrial densities along the light rail line in accordance with the Moffett Park Specific Plan	
	Action 4: Zone appropriate sites for mixed use.		Action 4: Facilitate increased development densities in the Woods business park, Moffett Park, and Tasman Station near light rail stations	

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
			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.	
Policy LT-1.3 Promote integrated coordinated local land use and transportation planning (*Previously LUTE Policy R1.3*)	POLICY 3: Coordinate with adjacent cities on local land use and transportation planning.	Similar to Policy 5 of the draft 1	POLICY 4: Coordinate with adjacent cities on local land use and transportation planning.	Similar to Policy 6 of the draft 2
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. (Previously LUTE Action Strategy R1.3.1)	Action 1: Monitor significant land use and transportation decisions pending in adjacent and nearby cities to ensure that Sunnyvale's interests are represented.	Similar to the first draft's Action 1 of Policy 1	Action 1: Monitor significant land use and transportation decisions pending in adjacent and nearby cities to ensure that Sunnyvale's interests are represented.	Similar to the second draft's Action 1 of Policy 1
Action LT-1.3b Promote shorter commute trips and ease congestion by advocating that all communities provide housing and employment opportunities. (Previously LUTE Action Strategy R1.3.2)		Exactly the same as the first draft's action 1 of policy 5		Exactly the same as the second draft's action 1 of policy 6
Action LT-1.3c Monitor significant land use and transportation decisions pending in other communities to ensure that Sunnyvale is not adversely affected. (Previously LUTE Action Strategy R1.3.3)		Exactly the same as the first draft's action 1 of policy 3		Exactly the same as the second draft's action 1 of policy 4
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. (*Previously LUTE Policy R1.4*)	POLICY 4: Recognize and plan that neighborhood villages may cross borders into adjacent cities.	Omitted from draft 1	POLICY 5: Recognize and plan that neighborhood villages may cross borders into adjacent cities.	Omitted from draft 2
	Action 1: Utilize Best Practices for Inter-Jurisdictional Coordination and Communication on Significant Projects or most updated Council policy when notifying adjacent cities of projects in Sunnyvale.		Action 1: Utilize *Best Practices for Inter-Jurisdictional Coordination and Communication on Significant Projects* or the most updated Council policy when notifying adjacent cities of projects in Sunnyvale.	
	Action 2: Provide timely responses advocating Sunnyvale's interests when notified of a project in an adjacent or nearby city.		Action 2: Provide timely responses advocating Sunnyvale's interests when notified of a project in an adjacent or nearby city.	
	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.		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.	
	Action 4: Partner with cities in the region to prevent and eliminate barriers by using the VTA Bicycle Standards.		Action 4: Partner with cities in the region to prevent and eliminate barriers by using the Santa Clara Valley Transportation Authority Bicycle Standards.	

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
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. (*Previously LUTE Policy R1.5*)	POLICY 5: Land use planning in Sunnyvale and the regional transportation system should be integrated.	Omitted from draft 1	POLICY 6: Land use planning in Sunnyvale and the regional transportation system should be integrated.	Omitted from draft 2
	Action 1: Promote shorter commute trips and ease congestion by advocating that all communities provide housing and employment opportunities.		Action 1: Promote shorter commute trips and ease congestion by advocating that all communities provide housing and employment opportunities.	
	Action 2: Support regional efforts which promote higher densities near major transit and travel facilities.		Action 2: Support regional efforts which promote higher densities near major transit and travel facilities.	
	Action 3: Participate in regional efforts to coordinate the planning of housing in relation to regional transportation plans in an effort to address reduction of GHG emissions such as the Sustainable Community Strategy efforts through ABAG and MTC.			
Policy LT-1.6 Preserve the option of extending Mary Avenue to the industrial areas north of U.S. Highway 101. (*Previously LUTE Policy R1.6*)	POLICY 6: Emphasize efforts to reduce regional vehicle miles traveled by supporting active modes of transportation including walking, biking and public transit.	Omitted from draft 1	POLICY 7: Emphasize efforts to reduce regional vehicle miles traveled by supporting active modes of transportation including walking, biking, and public transit.	Omitted from draft 2
Policy LT-1.7 Contribute to efforts to minimize region-wide average trip length, and single-occupant vehicle trips. (*Previously LUTE Policy R1.7*)	POLICY 7: Actively participate in discussions and decisions regarding transportation between regions including regional airport and regional rail planning to assure benefit to the community.	Similar to the first draft's Policy 6		Similar to the second draft's Policy 7
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)	Action 1: Comprehensively review any proposed aviation services at Moffett Federal Airfield that could increase aviation activity or noise exposure.	Omitted from draft 1		Omitted from draft 2
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)	Action 2: Encourage appropriate uses at Moffett Federal Airfield that best support the community's desires in Sunnyvale.	Similar to the first draft's Action 2 of the Policy 5		Similar to the second draft's Action 2 of the Policy 6
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)	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.	Omitted from draft 1		Omitted from draft 2
	Action 4: Monitor and participate in decision making processes regarding regional airport planning such as those through MTC and the Regional Airport Planning Commission (RAPC).			

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
	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.			
	Action 6: Monitor and participate in decision making processes regarding regional rail planning such as those for High Speed Rail and Caltrain.			
Policy LT-1.8 Support statewide, regional and sub-regional efforts that provide for an effective transportation system. (Previously LUTE Policy R1.8)	POLICY 8: Work with regional agencies to assure an adequate water supply to allow progress towards Sunnyvale's long-term land use plans.	Similar to the first draft's Policy 43	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 the second draft's Policy 46
LT-1.8a Endorse funding to provide transportation system improvements that facilitate regional and interregional travel. (Previously LUTE Action Strategy R1.8.1)	Action 1: Increase participation in the reclaimed water and water conservation programs as part of land use permit review.	Omitted from draft 1	Action 1: Comprehensively review any proposed aviation services at Moffett Federal Airfield that could increase aviation activity or noise exposure.	Omitted from draft 2
LT-1.8b Advocate the preservation of railroad lines for both commuter and freight transit. (Previously LUTE Action Strategy R1.8.2)		Omitted from draft 1	Action 2: Encourage appropriate uses at Moffett Federal Airfield that best support the community's desires in Sunnyvale.	Omitted from draft 2
LT-1.8c Advocate improvements to state and county roadways serving Sunnyvale. (Previously LUTE Action Strategy R1.8.3)		Omitted from draft 1	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.	Omitted from draft 2
LT-1.8d Support efforts to plan and implement effective inter-jurisdictional transportation facilities. (Previously LUTE Action Strategy R1.8.4)		Omitted from draft 1	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.	Omitted from draft 2
			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.	
			Action 6: Monitor and participate in decision-making processes regarding regional rail planning, such as those for High Speed Rail and Caltrain.	
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*)	POLICY 9: Participate in Federal, State and regional programs and processes in order to protect the natural and human environment in Sunnyvale and the Region.	Omitted from draft 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.	Omitted from draft 2
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)	Action 1: Protect and preserve the diked wetland areas in the baylands to preserve or enhance flood protection.	Omitted from draft 1	Action 1: Increase participation in reclaimed water and water conservation programs as part of land use permit review.	Omitted from draft 2

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
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)	Action 2: Coordinate with regional agencies such as BCDC regarding new and changing land uses proposed along the San Francisco Bay.	Omitted from draft 1		Omitted from draft 2
	Action 3: Advocate the City's interest to regional, state and federal agencies that have influence over the natural environment in Sunnyvale.			
	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. (Note: The following policy section will be moved into General Plan Chapter 6 - Safety and Noise after adoption.)			
Policy LT-1.10 Support land use planning that complements the regional transportation system. (*Previously LUTE Policy R1.10*)	POLICY 10: Prepare for risks and hazards related to climate change prior to their occurrence.	Omitted from draft 1	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.	Omitted from draft 2
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)	Action 1: Monitor and participate in regional meetings focusing on environmental adaptation and resilience.	Omitted from draft 1	Action 1: Protect and preserve the diked wetland areas in the baylands to preserve or enhance flood protection.	Omitted from draft 2
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)	Action 2: Regularly train and inform the Department of Public Safety Office of Emergency Services (OES) on potential climate change risks and hazards.	Omitted from draft 1	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.	Omitted from draft 2
LT-1.10c Encourage mixed uses near transit centers. (Previously LUTE Action Strategy R1.10.3)	Action 3: Consider potential climate change impacts when preparing local planning documents and processes.	Similar to the first draft's Action 1 of the Policy 2	Action 3: Advocate the City's interest to regional, state, and federal agencies that have influence over the natural environment in Sunnyvale.	Similar to the second draft's Action 1 of the Policy 2
	Action 4: Analyze and disclose possible impacts of climate change on development projects or plan areas with an emphasis on sea level rise.		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.	
	Action 5: Integrate climate change adaptation into future updates of the Zoning Code, Building Code, General Plan, and other related documents.		Action 5: Continue to evaluate and sensure mitigatino of potenital builogical impacts of future developmetn and redvelopment projects in a manner consistent with applicable local, state, and federal laws and regulations.	Omitted from draft 2
	Action 6: Monitor climate change science and policy and regularly inform stakeholders of new information.		Action 6: Continue to condition projects to halt all ground-distrubing 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. Migitation of discovered signficant cultural resources shall be consistent with the Public Resources Code Section 21083.2 to ensure protection of the resource.	Omitted from draft 2
	Action 7: Use the City's communication process such as the City's website to discuss climate change and climate change adaptation.			

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
	Action 8: On a regular basis, assess adaptation efforts of the City, region, and state and identify goals or gaps to be addressed.			
	Action 9: Support Regional Efforts Such as those of the San Francisco Bay Area Conservation and Development Commission (BCDC) and the Joint Policy Committee (JPC) to Analyze and Prepare for the Impacts of Climate Change in the Bay Area.			
	Action 10: Share Sunnyvale's knowledge of climate action planning with other jurisdictions and agencies			
Policy LT-1.11 Protect regional environmental resources through local land use practices. (*Previously LUTE Policy R1.11*)		Omitted from draft 1	POLICY 11: Prepare for risks and hazards related to climate change prior to their occurrence.	Omitted from draft 2
LT-1.11a Participate in state and regional activities to protect the natural environment. (Previously LUTE Action Strategy R1.11.1)		Similar to the first draft's Policy 9	Action 1: Monitor and participate in regional meetings focusing on environmental adaptation and resilience.	Similar to the second draft's Policy 9
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. (Previously LUTE Action Strategy R1.11.2)		Similar to the first draft's Action 1 of the Policy 9	Action 2: Regularly train and inform the Department of Public Safety Office of Emergency Services on potential climate change risks and hazards.	Similar to the second draft's Action 1 of the Policy 9
Policy LT-1.12 Protect the quality of life for residents and businesses in Sunnyvale by actively participating in discussions and decisions on potential uses of Moffett Federal Airfield. (*Previously LUTE Policy R1.12*)		Similar to the first draft's Policy 7	Action 3: Consider potential climate change impacts when preparing local planning documents and processes.	Similar to the second draft's Policy 7
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)		Exactly the same as the first draft's Action 1 of the Policy 7	Action 4: Analyze and disclose possible impacts of climate change on development projects or plan areas, with an emphasis on sea level rise.	Exactly the same as the second draft's Action 1 of the Policy 7
LT-1.12b Encourage appropriate uses that best support business and residents' desire in Sunnyvale. (Previously LUTE Action Strategy R1.12.2)		Exactly the same as the first draft's Action 2 of the Policy 7	Action 5: Integrate climate change adaptation into future updates of the Zoning Code, Building Code, General Plan, and other related documents.	Exactly the same as the second draft's Action 2 of the Policy 7
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)		Almost the same as the first draft's Action 3 of the Policy 7	Action 6: Monitor climate change science and policy and regularly inform stakeholders of new information.	Almost the same as the second draft's Action 3 of the Policy 7
			Action 7: Use the City's communication processes, including the website, to discuss climate change and climate change adaptation	
			Action 8: On a regular basis, assess adaptation efforts of the City, region, and state and identify goals or gaps to be addressed	

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
			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.	
			Action 10: Share Sunnyvale's knowledge of climate action planning with other jurisdictions and agencies.	
Goal LT-2 Attractive Community - Preserve and enhance an attractive community, with a positive image and a sense of place, that consists of distinctive neighborhoods, pockets of interest, and human-scale development. (Previously LUTE Goal C.1 / Adopted 1997)	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.	Similar to the first draft's Goal D and Policy 46	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.	Similar to the second draft's Goal D and Policy 49
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*)	POLICY 11: Enhance the public 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.	Omitted from draft 1	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.	Omitted from draft 2
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)	Action 1: Maintain and regularly review and update green building standards for new construction, additions and remodels of buildings including additional incentives where feasible.	Similar to the first draft's Action 3 of Policy 53	Action 1: Maintain and regularly review and update green building standards for new construction, additions, and remodels of buildings including additional incentives where feasible.	Similar to the second draft's Action 3 of Policy 56
LT-2.1b Promote and achieve compliance with land use and transportation standards. (Previously LUTE Action Strategy C1.1.2)	Action 2: Encourage green features such as living roofs, passive solar design, natural ventilation and building orientation and apply flexibility when conducting development review.	Omitted from draft 1	Action 2: Encourage green features such as living roofs, passive solar design, natural ventilation, and building orientation, and apply flexibility when conducting development review.	Omitted from draft 2
LT-2.1c Require appropriate buffers, edges and transition areas between dissimilar neighborhoods and land uses. (Previously LUTE Action Strategy C1.1.3)	Action 3: Explore incentives encourage green building practices like conservation beyond mandated requirements.	Similar to the first draft's Action 1 and Action 2 of Policy 54	Action 3: Establish incentives which encourage green building practices, including conservation, beyond mandated requirements.	Similar to the second draft's Action 1 and Action 2 of Policy 57
LT-2.1d Require that commercial activities be conducted primarily within a building. (Previously LUTE Action Strategy C1.1.4)				
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*)	POLICY 12: Reduce greenhouse gas emissions that effect climate and the environment though land use and transportation planning and development.	Almost the same as first draft's Policy 47	**POLICY 13:** Reduce greenhouse gas emissions that affect climate and the environment though land use and transportation planning and development.	Almost the same as second draft's Policy 50
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 the first draft's Policy 79	*Action 1:* Actively maintain and implement the Climate Action Plan which outlines impacts, policies, and reduction measures related to public and private land use and transportation.	Similar to the second draft's Policy 84
LT-2.2b Encourage development of diversified building forms and intensities. (Previously LUTE Action Strategy C1.2.2)		Omitted from draft 1		Omitted from draft 2

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
LT-2.2c Encourage development of multi-modal transportation centers. (Previously LUTE Action Strategy C1.2.3)		Omitted from draft 1		Omitted from draft 2
LT-2.2d Maintain public open space areas and require private open space to be maintained. (Previously LUTE Action Strategy C1.2.4)		Omitted from draft 1		Omitted from draft 2
	POLICY 13: Actively maintain and implement a greenhouse gas emissions reduction plan such as a Climate Action Plan that outlines impacts, policies and reduction measures related to public and private land use and transportation.			
	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.		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.	
	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.		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.	
	Action 2: Monitor the success of the City's Urban Forestry Plan by periodically measuring the percentage of tree canopy coverage in the community.		Action 2: Monitor the success of the City's Urban Forestry Plan by periodically measuring the percentage of tree canopy coverage in the community.	
	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 photo-voltaic systems.		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.	
			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.	
	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.		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.	
	Action 1: Strictly enforce unauthorized removal and irreversible damage and pruning of large protected trees.		Action 1: Strictly enforce unauthorized removal and irreversible damage and pruning of large protected trees.	

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
	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 city parks.		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.	
	Action 1: Expand community education on the value of trees and the benefits of tree planting and preservation		Action 1: Expand community education on the value of trees and the benefits of tree planting and preservation	
	Action 2: Maintain and publicize a data base of designated heritage trees. Require public noticing for proposed removal of heritage trees.		Action 2: Maintain and publicize a database of designated heritage trees. Require public noticing for proposed removal of heritage trees.	
	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.		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.	
	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 life of the project		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.	
	POLICY 18: Provide Sunnyvale residents and businesses with opportunities to develop private, renewable energy facilities.		POLICY 18: Provide Sunnyvale residents and businesses with opportunities to develop private, renewable energy facilities.	
	Action 1: Maintain and regularly review and update uniform and comprehensive standards for the development, siting and installation of solar energy, wind and other renewable energy and energy conservation systems on private property that address public health, safety, community welfare and the aesthetic quality of the city.		*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.	
	Action 2: Consider deviations from development standards such as setbacks, design guidelines or heights to encourage innovative energy efficient building design.		*Action 2:* Consider deviations from development standards such as setbacks, design guidelines, or heights to encourage innovative energy-efficient building design.	
			Action 3: Explore the feasibility of establishing a Community Choice Energy program in Sunnyvale or in partnership with neighboring jurisdictions.	

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
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)	GOAL C: AN EFFECTIVE MULTI-MODAL TRANSPORTATION SYSTEM Offer the community a variety of transportation modes for local travel that are also integrated with the regional transportation system and land use pattern. Favor accommodation of alternative modes to the automobile as a means to enhance efficient transit, bicycling, and walking and corresponding benefits to the environment, person-throughput, and qualitative improvements to the transportation system environment.	Similar to the first draft's Goal G	Goal C: An Effective Multi-modal Transportation System	Similar to the second draft's Goal G
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)	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.	Omitted from draft 1	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.	Omitted from draft 2
LT-3.1a Ensure consistency with the City's Housing and Community Revitalization Sub-Element. (Previously LUTE Action Strategy C2.1.1)		Omitted from draft 1	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.	Omitted from draft 2
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)		Similar to the first draft's 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.	Similar to the second draft's Policy 60
LT-3.1c Promote the maintenance and rehabilitation of existing housing. (Previously LUTE Action Strategy C2.1.3)		Almost the same as the first draft's Action 5 of the Policy 84		Almost the same as the second draft's Action 5 of the Policy 89
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)		Omitted from draft 1		Omitted from draft 2
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 from draft 1		Omitted from draft 2

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
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)	POLICY 20: Refine land use patterns and the transportation network so that they work together to protect sensitive uses and provide convenient transportation options throughout the city.	Similar to the first draft's Policy 59	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.	Similar to the second draft's Policy 62
	Action 1: Use transportation services and facilities to facilitate connection between neighborhood village centers both in and out of Sunnyvale.		Action 1: Use transportation services and facilities to facilitate connections between neighborhood Village Centers both within and outside of Sunnyvale.	
			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.	
Policy LT-3.3 Maintain lower density residential development areas where feasible. (Previously LUTE Policy C2.3)	POLICY 21: Establish appropriately scaled car-free and pedestrian-only zones in higher density locations and high pedestrian demand locations.	Omitted from draft 1	POLICY 21: Establish appropriately scaled car-free and pedestrian-only zones in higher-density locations and high pedestrian demand locations.	Omitted from draft 2
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)	Action 1: In areas with high pedestrian demand, provide road closures for specified periods of time.	Omitted from draft 1	Action 1: In areas with high pedestrian demand, provide road closures for specified periods of time.	Omitted from draft 2
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)	Action 2: Study the implementation of Cyclovia events.	Omitted from draft 1	Action 2: Study the implementation of Cyclovia events.	Omitted from draft 2
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 from draft 1		Omitted from draft 2
Policy LT-3.4 Determine appropriate density for housing based on site planning opportunities and proximity to services. (Previously LUTE Policy C2.4)	POLICY 22: Follow California Environmental Quality Act (CEQA) requirements, Congestion Management Program (CMP) requirements and additional City requirements when analyzing developments' transportation impacts and assessing the need for offsetting transportation system improvements or limiting transportation demand.	Similar to the first draft's Policy 58	POLICY 22: Require large employers to develop and maintain transportation demand management programs to reduce the vehicle trips generated by their employees.	Similar to the second draft's Policy 61
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)	Action 1: Reduce peak hour and total daily single occupant vehicle trips by expanding the use of transportation demand management programs in the City.	Omitted from draft 1	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.	Omitted from draft 2
LT-3.4b Locate lower-density housing in proximity to existing lower density housing. (Previously LUTE Action Strategy C2.4.2)		Omitted from draft 1		Omitted from draft 2

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
	POLICY 23: 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: such as bikes, three-wheeled bikes, scooters etc. (3) Mass transit vehicles (4) Delivery vehicles (5) The single occupant automobile.		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.	
			Action 1: Reduce peak hour and total daily single-occupant vehicle trips by expanding the use of transportation demand management programs in the City.	
			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)	
			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	
	POLICY 24: Among motorized vehicles, priority in all services shall be given to low emission, zero emission or environmentally friendly vehicles such as carpools in providing parking and planning for lane priority and other operations.		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	
	POLICY 25: Providing safe accommodation for all transportation users takes priority over non-transport uses.		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.	
	POLICY 26: Use multi-modal measures of effectiveness to assess the transportation system in order to minimize the adverse effect of congestion.		POLICY 26: Prioritize safe accomodation 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.	

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
	POLICY 27: 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.		POLICY 27: As parking is the temporary storage of transportation vehicles, do not consider parkign a transport use of public streets.	
	Action 1: Pursue opportunities for user fees such as paid parking, paid parking permits at workplaces, paid parking places for on street parking in residential neighborhoods, and promote corporate parking cash out programs.			
	Action 2: Manage City provided public parking though 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.			
	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.			
	POLICY 28: Shift transportation subsidies and project financing over time to the most environmentally friendly modes and services.		POLICY 28: Prioritize street space allocated for transportation uses over parking when detering the appropriate future use of street space.	
	POLICY 29: Parking is the temporary storage of transportation vehicles and shall not be considered a transport use of public streets.		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.	
	POLICY 30: Street space allocated for transportation uses shall be a higher priority than parking when determining the appropriate future use of street space.		POLICY 30: Maintain a funding mechanism where new and existing land uses equitably participate in transportation system improvements.	
	POLICY 31: Support bicycling through planning, engineering, education, encouragement and enforcement.			
	Action 1: Maintain and implement a citywide bicycle plan to maximize the provision of safe and efficient bicycle and pedestrian facilities throughout the city.		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.	
			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.	

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
			Action 2: Manage City-provided public parking though 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.	
			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.	
	POLICY 32: Support neighborhood traffic calming and parking policies that protect internal residential areas from City-wide and regional traffic, consistent with engineering criteria, operating parameters, and resident preferences.		POLICY 32: Require roadway and signal improvements for development projects to improve multimodal transportation system efficiency within the planning area.	
	POLICY 33: Set speed limits at the lowest practicable levels consistent with State law,		POLICY 33: Prioritize transportation subsidies and project financing over time to the most environemtnall friendly modes and services. Support bicycling through planning, engineering, education, encouragement, and enforcement.	
	Action 1: Advocate for changes to State speed laws to provide further ability to lower speed limits.		*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.	
	POLICY 34: Facilitate safe and orderly traffic flow and promote school pedestrian and bicycle safety		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.	
	Action 1: Manage school traffic on City streets and develop management plans.			
	Action 2: Work with school districts to facilitate efficient on-site traffic circulation and minimize safety and congestion impacts of school drop-off and pick-up traffic on the public street system.			
	Action 3: Encourage and support non-automobile trips to public and private schools			
	POLICY 35: Utilize intelligent transportation systems and other technological applications to improve travel efficiency and safety.		POLICY 35: Policy 35: Set speed limits at the lowest practicable levels consistent with state law.	
			Action 1: Advocate for changes to state speed laws to provide further ability to lower speed limits.	
	POLICY 36: Consider best practices, innovative facilities and technology to enhance complete streets		POLICY 36: Facilitate safe and orderly traffic flow and promote school pedestrian and bicycle safety.	
			Action 1: Help manage school traffic on City streets and develop management plans.	

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
			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.	
			Action 3: Encourage and support non-automobile trips to public and private schools.	
	POLICY 37: 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.		POLICY 37: Utilize intelligent transportation systems and other technological applications to improve travel efficiency and safety.	
	Action 1: Meeting minimum design and safety standards for all users shall be priority. 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.			
	Action 2: Evaluate bicycle and pedestrian retrofit projects based on the merits of each project in the context of engineering and planning criteria.			
	Action 3: 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.			
	Action 4: Implement road diet as a means of adding or enhancing bicycle and pedestrian facilities, increasing traffic safety, and enhancing street character.			
	Action 5: The City shall actively evaluate possible candidate locations for roundabouts. The City will consider the use of roundabouts as a traffic control alternative for future traffic control installations at major city intersections, and as part of the "Stage 2" traffic calming strategy for minor residential streets, particularly locations with significant collision history.			
	POLICY 38: City streets are public space that is an integral part of the City fabric. Movement of cars, trucks and transit vehicles, bicycles, and pedestrians of all ages and abilities shall not divide the community.		POLICY 38: Optimize the City multimodal traffic signal system and respond quickly to signal breakdowns.	

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
	Action 1: Provide clear, safe, and convenient linkages between all modes of travel, including access to transit stations/stops and connections between work, home, commercial sites and public/quasi-public uses.			
	Action 2: Incorporation of features to enhance street public space such as street trees, public socialization space, and non-monolithic sidewalks shall be encouraged.			
	Action 3: Consider transforming public on-street parking spaces into pocket parks in locations with the potential for use of such spaces.			
	POLICY 39: Assure effective and safe traffic flows for all modes of transport through physical and operational transportation improvements.		POLICY 39: Implement best practices, innovative facilities, and technology to enhance complete streets.	
	POLICY 40: Maintain a functional classification of the street system that identifies: local roadways; Congestion Management Program roadways and intersections; and intersections of regional significance.		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.	
			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.	
			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.	
			Action 3: Minimize driveway curb cuts, and require coordated access.	
			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.	
			Action 5: Implement road diets as a means of adding or enhancing bicycle and pedestrian facilities, increasing traffic safety, and enhancing street character.	

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
			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.	
	POLICY 41: Support proliferation of multi-use trails within Sunnyvale, and their connection to regional trails, in order to provide enhanced access to open space, to promote alternative transportation options, and to increase recreational opportunities, while balancing those needs with preservation of natural habitat, public safety, and quality of life in residential neighborhoods		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.	
			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.	
			Action 2: Encourage incorporation of features that enhance street public spaces, such as street trees, public socialization spaces, and non-monolithic sidewalks.	
			Action 3: Consider transforming public on-street parking spaces into pocket parks in locations with the potential for use of such spaces.	
	POLICY 42: Require appropriate roadway design practice for private development consistent with City standards and the intended use of the roadway.		POLICY 42: Ensure effective and safe traffic flows for all modes of transport through physical and operational transportation improvements.	
			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.	
	POLICY 43: 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.		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.	
	Action 1: Periodically review service standards to assure achievement of City transportation goals and support modernization and innovation.			
	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.			

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
	Action 3: Monitor and participate in planning and implementation of the Grand Boulevard Initiative and Bus Rapid Transit (BRT) on El Camino Real to assure that local Sunnyvale interests such as a quality streetscape, bicycle facilities, and pedestrian facility enhancements are incorporated, and capacity for transit does not sacrifice safety and service for other travel modes.			
	Action 4: Work in coordination with the Santa Clara Valley Transportation Authority (VTA) to ensure that the City creates streets that are transit-friendly, including bus signal pre-emption, adequate street and transit stop furniture, and appropriate lighting for nighttime riders.			
	Action 5: Advocate for the preservation of railroad lines for intercity passenger, commuter and freight transport			
	POLICY 44: Support an efficient and effective paratransit service and transportation facilities for people with special transportation needs.		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.	
	POLICY 45: Support regional and cross-regional transportation improvements and corridors while minimizing impacts to the City's form and to intracity travel.		POLICY 45: Require appropriate roadway design practice for private development consistent with City standards and the intended use of the roadway.	
			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.	
			Action 1: Periodically review service standards to assure achievement of City transportation goals and support modernization and innovation.	
			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.	

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			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.	
			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.	
			Action 5: Advocate for the preservation of railroad lines for intercity passenger, commuter, and freight transport	
			POLICY 47: Support an efficient and effective paratransit service and transportation facilities for people with special transportation needs	
			POLICY 48: Support regional and cross-regional transportation improvements and corridors while minimizing impacts to community form and intracity travel.	
			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.	
			Action 2: Continue to support second-Last-Mile transit, bicycle, and pedestrian improvements that connect to regional-serving transit	
			Action 3: Explore public and private opportunities to provide transportation and Complete Street improvements near regional-serving transit	
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)	GOAL D: AN ATTRACTIVE COMMUNITY FOR RESIDENTS AND BUSINESSES	Omitted from the draft 1	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.	Omitted from the draft 2
Policy LT-4.1 Protect the integrity of the City's neighborhoods; whether residential, industrial or commercial. (Previously LUTE policy N1.1)	POLICY 46: Preserve and enhance an attractive community, with a positive image, a sense of place, landscaping and a human scale.	Omitted from the draft 1	Policy 49: Preserve and enhance an attractive community, with a positive image, a sense of place, landscaping, and a human scale.	Omitted from the draft 2
LT-4.1a Limit the intrusion of incompatible uses and inappropriate development into city neighborhoods. (Previously LUTE Action Statement N1.1.1)	Action 1: Support a robust code enforcement program to maintain and enhance the appearance of neighborhoods and commercial districts and encourage property and area clean-up and beautification projects.	Almost the same as the first draft's Policy 54	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.	Almost the same as the second draft's Policy 57

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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)	POLICY 47: 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.	Similar to the first draft's Action 1 of Policy 53	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.	Similar to the second draft's Action 1 of Policy 56
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)	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.	Almost the same as the first draft's Policy 85	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.	Almost the same as the second draft's Policy 90
LT-4.1d Anticipate and avoid whenever practical the incompatibility that can arise between dissimilar uses. (Previously LUTE Action Statement N1.1.4)	Action 2: Allow for innovative architectural design.	Omitted from the draft 1	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.	Omitted from the draft 2
LT-4.1e Establish and monitor standards for community appearance and property maintenance. (Previously LUTE Action Statement N1.1.5)	Action 3: Promote distinctive commercial uses. (Note: The following policy and actions will likely be relocated to General Plan Chapter 4- Community Character: Goal CC-3 Well-Designed Sites and Buildings.)	Similar to the first draft's Action 4 of Policy 53	Action 3: Allow for innovative architectural design.	Similar to the second draft's Action 4 of Policy 56
			Action 4: Promote distinctive commercial uses.	
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)	POLICY 48: Design review guidelines and zoning standards should ensure that 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 villages and El Camino Real nodes.	Similar to the first draft's Policy 52	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.	Similar to the second draft's Policy 55
LT-4.2a Integrate new development and redevelopment into existing neighborhoods. (Previously LUTE Action Statement N1.2.1)	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.	Omitted from the draft 1	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.	Omitted from the draft 2
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)	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.	Almost the same as the first draft's Action 1 of Policy 86, Action 1 of Policy 52 and Action 1 of Policy 90. Similar to the first draft's Policy 48 and Action 3 of Policy 48	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.	Almost the same as the second draft's Action 1 of Policy 91, Action 1 of Policy 55 and Action 1 of Policy 95. Similar to the second draft's Policy 51 and Action 3 of Policy 51
LT-4.2c Develop specific area plans to guide change in neighborhoods that need special attention. (Previously LUTE Action Statement N1.2.3)	Action 3: Local design guidelines should ensure that buildings and monuments respect the character, scale, and context of the surrounding area.	Almost the same as Action 6 of Policy 84 and Action 5 of Policy 53.	Action 3: Local design guidelines should ensure that buildings and monuments respect the character, scale, and context of the surrounding area.	Almost the same as Action 6 of Policy 89 and Action 5 of Policy 56.
	Action 4: Ensure that new construction and renovation contributes to the quality and overall image of the community.		Action 4: Ensure that new construction and renovation contribute to the quality and overall image of the community.	

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
	Action 5: Use the development review and permitting processes to promote high quality architecture and site design.		Action 5: Use the development review and permitting processes to promote high-quality architecture and site design.	
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)	POLICY 49: Avoid monotony and maintain visual interest in newly developing neighborhoods, promote appropriate architectural diversity and variety. Encourage appropriate variations in lot sizes, setbacks, orientation of homes, and other site features.	Almost the same as Action 2 of Policy 51. Similar to the first draft's Policy 86.	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.	Exactly the same as Policy 75.Almost the same as Action 2 of Policy 54. Similar to the second draft's Policy 91.
LT-4.3a Review development proposals for compatibility within neighborhoods. (Previously LUTE Action Statement N1.3.1)	Action 1: Develop design guidelines that address the pedestrian scale of development	Omitted from the draft 1	Action 1: Develop design guidelines that address the pedestrian scale of development.	Omitted from the draft 2
LT-4.3b Study the adequacy /deficiency of bicycle and pedestrian access and circulation within neighborhoods. (Previously LUTE Action Statement N1.3.2)		Omitted from the draft 1		Omitted from the draft 2
LT-4.3c Design streets, pedestrian paths and bicycle paths to link neighborhoods with services. (Previously LUTE Action Statement N1.3.3)		Omitted from the draft 1		Omitted from the draft 2
Policy LT-4.4 Preserve and enhance the high quality character of residential neighborhoods. (Previously LUTE policy N1.4)		Similar to the first draft's Policy 53		Similar to the second draft's Policy 56
LT-4.4a Require infill development to complement the character of the residential neighborhood. (Previously LUTE Action Statement N1.4.1)		Omitted from the draft 1		Omitted from the draft 2
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)		Omitted from the draft 1		Omitted from the draft 2
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 the first draft's Policy 55		Similar to the second draft's Policy 58
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 the first draft's Action 3 of the Policy 50. Exactly the same as Action 3 of Policy 51.		Similar to the second draft's Action 4 of the Policy 53. Exactly the same as Action 3 of Policy 54.
LT-4.4e Require amenities with new development that serve the needs of residents. (Previously LUTE Action Statement N1.4.5)		Omitted from the draft 1		Omitted from the draft 2

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
Policy LT-4.5 Support a roadway system that protects internal residential areas from City-wide and regional traffic. (Previously LUTE policy N1.5)		Omitted from the draft 1		Omitted from the draft 2
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 from the draft 1		Omitted from the draft 2
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 the first draft's Action 3 of Policy 65 and Action 1 of Policy 31		Similar to the second draft's Action 3 of Policy 69 and Action 1 of Policy 33
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 from the draft 1		Omitted from the draft 2
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 from the draft 1		Omitted from the draft 2
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)		Omitted from the draft 1		Omitted from the draft 2
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 the first draft's Action 1 of Policy 71		Similar to the second draft's Action 1 of Policy 76
Policy LT-4.8 Cluster high intensity industrial uses in areas with easy access to transportation corridors. (Previously LUTE policy N1.8)		Omitted from the draft 1		Omitted from the draft 2
LT-4.8a Require high quality site, landscaping and building design for higher intensity industrial development. (Previously LUTE Action Statement N1.8.1)		Omitted from the draft 1		Omitted from the draft 2
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 the first draft's Policy 96		Similar to the second draft's Policy 101
Policy LT-4.10 Provide appropriate site access to commercial and office uses while preserving available road capacity. (Previously LUTE policy N1.10)		Omitted from the draft 1		Omitted from the draft 2

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
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 from the draft 1		Omitted from the draft 2
LT-4.10b Encourage commercial enterprises and offices to provide support facilities for bicycles and pedestrians. (Previously LUTE Action Statement N1.10.2)		Omitted from the draft 1		Omitted from the draft 2
Policy LT-4.11 Recognize El Camino Real as a primary retail corridor with a mix of uses. (Previously LUTE policy N1.11)		Omitted from the draft 1		Omitted from the draft 2
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 the first draft's Policy 93		Similar to the second draft's Policy 98
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 from the draft 1		Omitted from the draft 2
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)		Omitted from the draft 1		Omitted from the draft 2
LT-4.12a Use the Downtown Specific Plan to facilitate the redevelopment of downtown. (Previously LUTE Action Statement N1.12.1)		Omitted from the draft 1		Omitted from the draft 2
Policy LT-4.13 Promote an attractive and functional commercial environment. (Previously LUTE policy N1.13)		Similar to the first draft's Action 3 of Policy 47		Similar to the second draft's Action 4 of Policy 50
LT-4.13a Discourage commercial uses and designs that result in a boxy appearance. (Previously LUTE Action Statement N1.13.1)		Similar to the first draft's Action 2 of Policy 86		Similar to the second draft's Action 2 of Policy 91
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 the first draft's Policy 87		Almost the same as the second draft's Policy 92
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 the first draft's Policy 89		Similar to the second draft's Policy 94
LT-4.13d Encourage the maintenance and revitalization of shopping centers. (Previously LUTE Action Statement N1.13.4)		Omitted from the draft 1		Omitted from the draft 2

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
LT-4.13e Provide pedestrian and bicycling opportunities to neighborhood and commercial services. (Previously LUTE Action Statement N1.13.5)		Omitted from the draft 1		Omitted from the draft 2
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 the first draft's Policy 99		Almost the same as the second draft's Policy 105
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 the first draft's Action 1 of Policy 99		Almost the same as the second draft's Action 1 of Policy 105
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 the first draft's Action 2 of Policy 99		Exactly the same as the second draft's Action 2 of Policy 105
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 the first draft's Policy 100		Similar to the second draft's Policy 106
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 from the draft 1		Omitted from the draft 2
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)		Omitted from the draft 1		Omitted from the draft 2
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 the first draft's Action 2 of Policy 107		Exactly the same as the second draft's Action 1 of Policy 113

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
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)	GOAL E: CREATION, PRESERVATION AND ENHANCEMENT OF VILLAGE CENTERS AND NEIGHBORHOOD FACILITIES THAT ARE COMPATIBLE WITH RESIDENTIAL NEIGHBORHOODS. Support the development of village centers that create an identity and "sense of place" for residential neighborhoods, provide for neighborhood gathering places, and allow for a vibrant mix of public, commercial and residential activities. Through the development review process and other permitting processes, assure that adequate protection is provided to residential neighborhoods when new uses and development projects are considered	Similar to the first draft's Goal C	Goal E: Creation, Preservation, and Enhancement of village Centers and Neighborhood Facilities that are Compatible with Residential Neighborhoods.	Similar to the second draft's Goal C
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)	POLICY 50: Strengthen the image that the City 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.	Omitted from the draft 1	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.	Omitted from the draft 2
LT-5.1a Maintain and update a functional classification of the street system. (Previously LUTE Action Strategy C3.1.1)	Action 1: Promote land use patterns and urban design that strengthens the sense of uniqueness and community within existing neighborhoods such as creating village centers.	Similar to the first draft's Policy 40	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.	Similar to the second draft's Policy 43
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)	Action 2: Allow for mixed use development at appropriate village centers while preserving sufficient commercial zoning to serve neighborhood retail and service needs.	Omitted from the draft 1	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.	Omitted from the draft 2
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)	Action 3: Provide public gathering places with appropriate amenities for residents, such as at village centers and neighborhood and community parks.	Omitted from the draft 1	Action 3: Allow for mixed-use development at appropriate Village Centers while preserving sufficient commercial zoning to serve neighborhood retail and service needs.	Omitted from the draft 2
LT-5.1d Study and implement physical and operational improvements to optimize roadway and intersection capacities. (Previously LUTE Action Strategy C3.141)	Action 4: Seek opportunities to create distinctive landmark features or focal elements at village centers and at points of entry or gateways into neighborhoods.	Omitted from the draft 1	Action 4: Provide public gathering places with appropriate amenities for residents, such as Village Centers and neighborhood and community parks.	Omitted from the draft 2
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 to the first draft's Policy 19	Action 5: Seek opportunities to create distinctive landmark features or focal elements at Village Centers and at points of entry or gateways into neighborhoods.	Similar to the second draft's Policy 19

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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)	POLICY 51: Preserve and enhance the character of Sunnyvale's residential neighborhoods by promoting land use patterns and transportation opportunities that are supportive of 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.	Omitted from the draft 1	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.	Omitted from the draft 2
LT-5.1g Minimize the total number of vehicle miles traveled by Sunnyvale residents and commuters. (Previously LUTE Action Strategy C3.1.7)	Action 1: Enhance existing residential neighborhoods by retaining and creating village centers with safe and convenient pedestrian access.	Omitted from the draft 1	Action 1: Enhance existing residential neighborhoods by retaining and creating Village Centers with safe and convenient pedestrian and bicycle access.	Omitted from the draft 2
Policy LT-5.2 Integrate the use of land and the transportation system. (Previously LUTE Policy C3.2)	Action 2: Support a full spectrum of conveniently located commercial, public, and quasi-public uses that support and enhance the livability of residential neighborhoods.	Omitted from the draft 1	Action 2: Support a full spectrum of conveniently located commercial, public, and quasi-public uses that support and enhance the livability of residential neighborhoods.	Omitted from the draft 2
LT-5.2a Allow land uses that can be supported by the planned transportation system. (Previously LUTE Action Strategy C3.2.1)	Action 3: In addition to parks, promote small-scale, well-designed, pedestrian-friendly spaces within neighborhoods to establish safe and attractive gathering areas.	Omitted from the draft 1	Action 3: In addition to parks, promote small-scale, well-designed, pedestrian-friendly spaces within neighborhoods to establish safe and attractive gathering areas.	Omitted from the draft 2
LT-5.2b Minimize driveway curb cuts and require coordinated access when appropriate. (Previously LUTE Action Strategy C3.2.2)	Action 4: Require amenities within new development and village centers that serve the needs of residents.	Omitted from the draft 1	Action 4: Require amenities in new development and Village Centers that serve the needs of residents.	Omitted from the draft 2
LT-5.2c Encourage mixed use developments that provide pedestrian scale and transit oriented services and amenities. (Previously LUTE Action Strategy C3.2.3)		Omitted from the draft 1	POLICY 55: Require new development, renovation, and redevelopment to be compatible and well-integrated with existing residential neighborhoods.	Omitted from the draft 2
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 from the draft 1	Action 1: Utilize adopted City design guidelines to achieve compatible and complementary architecture and scale for new development, renovation, and redevelopment.	Omitted from the draft 2
LT-5.2e Study potential transit station mixed use development. (Previously LUTE Action Strategy C3.2.5)		Omitted from the draft 1	Action 2: Consider land use transitions, such as blended or mixed-use zoning and graduated densities, in areas to be defined around Village Centers.	Omitted from the draft 2
Policy LT-5.3 Optimize city traffic signal system performance. (Previously LUTE Policy C3.3)	POLICY 52: Require new development, renovation and redevelopment to be compatible and well-integrated with existing residential neighborhoods.	Omitted from the draft 1	Action 3: Where an opportunity arises, consider integrating or colocating a Village Center with a neighborhood park or open space.	Omitted from the draft 2
LT-5.3a Maintain the signal system and respond quickly to signal breakdowns. (Previously LUTE Action Strategy C3.3.1)	Action 1: Utilize adopted City design guidelines to achieve compatible and complementary architecture and scale for new development, renovation and redevelopment.	Omitted from the draft 1	Goal F: Protected, Maintained, and Enhanced Residential Neighborhoods	Omitted from the draft 2
LT-5.3b Monitor traffic signal control performance. (Previously LUTE Action Strategy C3.3.2)	Action 2: Consider land use transitions, such as blended or mixed use zoning and graduated densities in areas to be defined around village centers.	Omitted from the draft 1	POLICY 56: Improve and preserve the character and cohesiveness of existing residential neighborhoods.	Omitted from the draft 2

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
LT-5.3c Interconnect groups of traffic signals where practicable. (Previously LUTE Action Strategy C3.3.3)	Action 3: Where an opportunity arises, consider integrating or co-locating a village center with a neighborhood park or open space.	Omitted from the draft 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.	Omitted from the draft 2
LT-5.3d Make appropriate hardware and software improvements to traffic signals. (Previously LUTE Action Strategy C3.3.4)		Omitted from the draft 1	Action 2: Explore developing design standards and guidelines, similar to the Eichler Design Guidelines, to preserve the defining character of existing distinctive neighborhoods.	Omitted from the draft 2
LT-5.3e Make the traffic signal system responsive to all users, including bicyclists and pedestrians. (Previously LUTE Action Strategy C3.3.5)		Omitted from the draft 1	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.	Omitted from the draft 2
LT-5.3f Install and remove signals when warranted and establish an implementation schedule. (Previously LUTE Action Strategy C3.3.6)		Omitted from the draft 1	Action 4: Establish standards and promote and support programs that result in the maintenance and rehabilitation of existing housing and residential neighborhoods.	Omitted from the draft 2
Policy LT-5.4 Maintain roadways and traffic control devices in good operating condition. (Previously LUTE Policy C3.4)		Omitted from the draft 1	Action 5: Develop special area plans and neighborhood preservation programs to guide change in neighborhoods that need special attention.	Omitted from the draft 2
LT-5.4a Inventory and monitor roadway conditions and implement a regular program of pavement maintenance. (Previously LUTE Action Strategy C3.4.1)		Omitted from the draft 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.	Omitted from the draft 2
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 from the draft 1	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.	Omitted from the draft 2
LT-5.4d Respond quickly to sign damages and losses. (Previously LUTE Action Strategy C3.4.4)		Omitted from the draft 1	Action 1: Where appropriate, use higher-density residential and higher-intensity uses as buffers between neighborhood commercial centers and transportation and rail corridors.	Omitted from the draft 2
LT-5.4e Develop and implement a program for long term transportation infrastructure replacement. (Previously LUTE Action Strategy C3.4.5)		Omitted from the draft 1	Action 2: Require appropriate noise attenuation, visual screening, landscape buffers, or setbacks between residential areas and dissimilar land uses.	Omitted from the draft 2
LT-5.4f Manage on-street parking to assure safe, efficient traffic flow. (Previously LUTE Action Strategy C3.4.6)		Omitted from the draft 1	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.	Omitted from the draft 2
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 from the draft 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.	Omitted from the draft 2
Policy LT-5.5 Support a variety of transportation modes. (Previously LUTE Policy C3.5)		Similar to the first draft's Policy 23	Action 1: Monitor home business trends to ensure City regulations accommodate changing technologies, lifestyles, and neighborhood needs.	Similar to the second draft's Policy 24

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LT-5.5a Promote alternate modes of travel to the automobile. (Previously LUTE Action Strategy C3.5.1)		Omitted from the draft 1	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.	Omitted from the draft 2
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 from the draft 1	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.	Omitted from the draft 2
LT-5.5c Support land uses that increase the likelihood of travel mode split. (Previously LUTE Action Strategy C3.5.3)		Omitted from the draft 1	**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.	Omitted from the draft 2
LT-5.5d Maximize the provision of bicycle and pedestrian facilities. (Previously LUTE Action Strategy C3.5.4)		Omitted from the draft 1	**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).	Omitted from the draft 2
LT-5.5e Implement the City of Sunnyvale Bicycle Plan. (Previously LUTE Action Strategy C3.5.5)		Similar to the first draft's Action 6 of Policy 65	**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 the second draft's Action 6 of Policy 69
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 the first draft's Policy 44	**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.	Exactly the same as the second draft's Policy 47
LT-5.5g Ensure safe and efficient pedestrian and bicycle connections to neighborhood transit stops. (Previously LUTE Action Strategy C3.5.7)		Omitted from the draft 1	**POLICY 64:** Consider the impacts of all land use decisions on housing affordability, and housing needs of special needs groups within Sunnyvale.	Omitted from the draft 2
LT-5.5h Work to improve bus service within the City, including linkages to rail. (Previously LUTE Action Strategy C3.5.8)		Omitted from the draft 1	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.	Omitted from the draft 2
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 from the draft 1	POLICY 65: Promote community gardens and urban farms.	Omitted from the draft 2
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 the first draft's Action 1 of Policy 38	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.	Almost the same as the second draft's Action 1 of Policy 41

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
LT-5.6b Promote public and private transportation demand management. (Previously LUTE Action Strategy C3.6.2)		Similar to the first draft's Action 1 of Policy 22	Action 2: Identify appropriate locations in the planning area for community gardens and urban farms.	Similar to the second draft's Action 1 of Policy 23
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 from the draft 1	Action 3: Accept community gardens as meeting the requirements for on-site landscaping.	Omitted from the draft 2
LT-5.7a Develop alternatives and recommendations for funding mechanisms to finance the planned transportation system. (Previously LUTE Action Strategy C3.7.1)		Omitted from the draft 1	Action 4: Develop standards for community gardens in Village Centers.	Omitted from the draft 2
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)		Omitted from the draft 1	POLICY 66: Increase the number and frequency of farmers markets.	Omitted from the draft 2
Policy LT-5.8 Provide a safe and comfortable system of pedestrian and bicycle pathways. (Previously Community Design Policy B.2)		Omitted from the draft 1	Action 1: Study modifying the Zoning Code to create provisions for farmers markets.	Omitted from the draft 2
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.	GOAL F: PROTECTED, MAINTAINED AND ENHANCED RESIDENTIAL NEIGHBORHOODS Assure that all residential areas of the city are maintained, that neighborhoods are protected and are enhanced through urban design that strengthens and retains the residential character.	Similar to the first draft's Policy 31	Action 2: Identify appropriate locations in the planning area for additional farmers markets.	Similar to the second draft's Policy 33
Policy LT-5.10 All modes of transportation shall have safe access to City streets.	POLICY 53: Improve and preserve the character and cohesiveness of existing residential neighborhoods	Similar to the first draft's Policy 37	Action 3: Create standards for the operation of farmers markets.	Similar to the second draft's Policy 40
Policy LT-5.11 The City should consider enhancing standards for pedestrian facilities.	Action 1: Support neighborhood associations throughout Sunnyvale to facilitate community building and neighborhood identity and to encourage participation in land use and transportation decisions.	Omitted from the draft 1	POLICY 67: Enable the availability of fresh food in the community.	Omitted from the draft 2
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.	Action 2: Explore developing design standards and guidelines to preserve the defining character of existing distinctive neighborhoods, such as the Eichler Design Guidelines.	Similar to the first draft's Policy 25	Action 1: Enact zoning changes for outdoor retail display in order to improve visibility of fresh food.	Similar to the second draft's Policy 26
Policy LT-5.13 Parking is the storage of transportation vehicles and shall not be considered a transport use.	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.	Almost the same as the first draft's Policy 29	Action 2: Maintain provisions in the Zoning Code that allow retail food sales in commercial zoning districts.	Exactly same as the second draft's Policy 27

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
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.	Action 4: Establish standards and promote and support programs that result in the maintenance and rehabilitation of existing housing and residential neighborhoods.	Similar to the first draft's Policy 30	Action 3: Protect neighborhood commercial districts from redevelopment that would eliminate opportunities for access to local fresh food.	Similar to the second draft's Policy 28
Policy LT-5.15 Parking requirements for private development shall apply to off-street parking only.	Action 5: Develop special area plans and neighborhood preservation programs to guide change in neighborhoods that need special attention.	Omitted from the draft 1	Action 4: Study revised zoning standards to allow raising smaller livestock, poultry, and bees in the planning area, including near and in residential areas.	Omitted from draft 2
LT-5.15a Incentives to offset impacts of roadway changes to non-transportation users shall be considered when retrofitting roadways.	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 area, pocket park or community garden.	Omitted from the draft 1	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.	Omitted from draft 2
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.	POLICY 54: Limit the intrusion of incompatible uses and inappropriate development within and near residential neighborhoods but allow transition areas at the edges of neighborhoods.	Omitted from the draft 1	POLICY 69: Promote walking and bicycling through street design.	Omitted from draft 2
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.	Action 1: Where appropriate use higher density residential and higher intensity uses as buffers between neighborhood commercial centers and transportation and rail corridors.	Almost the same as the first draft's Action 2 of Policy 37	Action 1: Develop complete streets principles to accommodate all users, including pedestrians, bicyclists, skaters, and wheelchairs along with motor vehicles in transportation corridors.	Almost the same as the second draft's Action 2 of Policy 40
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.	Action 2: Require appropriate noise attenuation, visual screening, landscape buffers or setbacks between residential areas and dissimilar land uses.	Almost the same as the first draft's Policy 31	Action 2: Enhance connectivity by removing barriers and improving travel time between streets, trails, transit stops, and other pedestrian thoroughfares.	Almost the same as the second draft's Policy 33
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.	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 choice.	Almost the same as the first draft's Action 3 of Policy 37	Action 3: Support traffic calming to slow down vehicles in order to promote safety for non-motorists.	Almost the same as the second draft's Action 3 of Policy 40
Policy LT-5.19 Public input on roadway space reconfiguration shall be encouraged and presented independently of technical engineering and planning analyses.	POLICY 55: 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.	Omitted from the draft 1	Action 4: Promote separation of streets and sidewalks with planter strips and widened sidewalks, especially on streets with no parking lane.	Omitted from the draft 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.	Action 1: Monitor home business trends to assure City regulations accommodate changing technologies, lifestyles and neighborhood needs.	Omitted from the draft 1	Action 5: Install and connect sidewalks and install safe crosswalks in industrial and office areas.	Omitted from the draft 2

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
Policy LT-5.21 Safety considerations of all modes shall take priority over capacity considerations of any one mode.	POLICY 56: 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.	Omitted from the draft 1	Action 6: Maintain and implement a citywide bicycle plan that supports bicycling through planning, engineering, education, encouragement, and enforcement.	Omitted from the draft 2
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.	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.	Omitted from the draft 1	Action 7: Support streetscape standards for vegetation, trees, and art installations to enhance the aesthetics of walking and biking.	Omitted from the draft 2
	POLICY 57: 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.		POLICY 70: Ensure that the planned availability of open space both in the City and the region is adequate.	
	POLICY 58: 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).		Action 1: Define a minimum open space standard for residential uses, mixed-use developments, business developments, and Village Centers.	
	POLICY 59: Encourage the development of housing options in the City with the goal that the majority of housing in the City is owner-occupied (Adopted by City Council on May 9, 2006).		Action 2: Utilize joint agreements between the City and local school districts to create community recreational opportunities.	
	POLICY 60: 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.		Action 3: At regular intervals, review the park dedication requirements.	
			Action 4: Integrate usable open spaces and plazas into commercial and office developments.	
	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.		Action 5: Update the Parks and Recreation Element by 2020.	
	POLICY 61: Promote community gardens and urban farms.		POLICY 71: Improve accessibility to parks and open space by removing barriers.	

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
	Action 1: Study modifying the Zoning Code to create specific provisions for community gardens and urban farms as allowed uses including those in and near residential areas.		Action 1: Provide and maintain adequate bicycle lockers at parks.	
	Action 2: Identify appropriate locations within the City for community gardens and urban farms throughout the community.		Action 2: Evaluate feasibility of flood control channels and other utility easements for pedestrian and bicycle greenways.	
	Action 3: Accept community gardens as meeting the requirements for on-site landscaping.		Action 3: Develop and adopt a standard for a walkable distance from housing to parks.	
	Action 4: Develop standards for community gardens in village centers.		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.	
	POLICY 62: Increase the number and frequency of farmers markets.		Action 1: Work with other agencies to maintain creeks and wetlands in their natural state.	
	Action 1: Study modifying the Zoning Code to create provisions for farmers markets.		Action 2: Work with appropriate agencies to identify creek channels and wetlands to use as recreational areas.	
	Action 2: Identify appropriate locations within the City for additional farmer's markets.		Action 3: Minimize or divert pollutants from draining into creeks and wetlands by enforcing best management practices during construction and site development.	
	Action 3: Create standards for the operation of farmers markets.		POLICY 73: Engage in regional efforts to enhance and protect land uses near streams and to respond to sea level rise and climate change.	
	POLICY 63: Enable the availability of fresh food in the community.		Action 1: Maintain and regularly review and update a streamside development review and permitting process.	
	Action 1: Enact zoning changes for outdoor retail display in order to improve visibility of fresh food.		Action 2: Apply development standards provided by Santa Clara Valley Water District.	
	Action 2: Maintain provisions in the Zoning Code that allow retail food sales in commercial zoning districts.		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.	
	Action 3: Protect the neighborhood commercial district from redevelopment that would eliminate opportunities for access to local fresh food.		Action 4: Minimize effects of development on natural streambeds.	
	Action 4: Study revised zoning standards to allow raising smaller livestock, poultry and bees within the city including near and in residential areas.		Action 5: When opportunities exist, remove existing structures adjacent to streams that impact the streambed.	
	POLICY 64: Promote compact, mixed-use and transit-oriented development in appropriate neighborhoods to provide opportunities for walking and biking as an alternative to auto trips.		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.	

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
	POLICY 65: Promote walking and bicycling through street design. (Note: This section will be moved to the transportation policy section after adoption).		POLICY 74: Provide existing businesses with opportunities to grow in Sunnyvale and provide opportunities to expand into new technologies.	
	Action 1: Develop universal design and "complete streets" principles to accommodate all users including pedestrians, bicyclists, skaters and wheelchairs along with motor vehicles in transportation corridors.		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.	
	Action 2: Enhance connectivity by removing barriers and improving travel time between streets, trails, transit stops and other pedestrian thoroughfares.		Action 2: Participate in partnerships with local industry/businesses in order to facilitate communication and address mutual concerns.	
	Action 3: Support traffic calming to slow down vehicles in order to promote safety for non-motorists.		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.	
	Action 4: Promote separation of streets and sidewalks with planter strips and widened sidewalks, especially on streets with no parking lane.		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.	
	Action 5: Install and connect sidewalks and install safe crosswalks in the industrial and office areas.		POLICY 76: Promote business opportunities and business retention in Sunnyvale.	
	Action 6: Maintain and implement a citywide bicycle plan that supports bicycling through planning, engineering, education, encouragement and enforcement.		Action 1: Encourage conveniently located retail, restaurant, and other supportive land uses near business areas of the planning area.	
	Action 7: Support streetscape standards for vegetation, trees and art installations to enhance the aesthetics of walking and biking.		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.	
	POLICY 66: Assure that the planned availability of open space both in the city and the region is adequate.		Action 1: Support land use policies to achieve a healthy relationship between the creation of new jobs and housing.	
	Action 1: Define a minimum open space standard for residential uses, mixed-use developments, business developments, and village centers.		Action 2: Support transportation demand management programs and other ride-sharing programs countywide.	
	Action 2: Utilize joint agreement between the City and local school districts to create community recreational opportunities.		POLICY 78: Encourage businesses to emphasize resource efficiency, environmental responsibility, and minimize pollution and waste in their daily operations.	
	Action 3: On regular intervals review the park dedication requirements.		**Goal J: A Balanced Economic Base: A balanced economic base that can resist downturns of any one industry and provides revenue for City services.**	
	Action 4: Integrate usable open space and plazas into commercial and office developments.		POLICY 79: Encourage green technology industries.	

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
			POLICY 80: Encourage creation or installation of pilot programs for emerging industries in both private and public facilities.	
	POLICY 67: Improve accessibility to parks and open space by removing barriers.		POLICY 81: Support a variety of land and building ownership forms, including business condominiums, planned developments, and more traditional single-owner developments.	
	Action 1: Provide and maintain adequate bicycle lockers at parks.		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.	
	Action 2: Evaluate feasibility of flood control channels and other utility easements for pedestrian and bicycle greenways.		Action 1: Promote a variety of commercial, retail, and industrial uses, including neighborhood shopping, general business, office, clean technology, and industrial/research and development.	
	Action 3: Develop and adopt a standard for a walkable distance from housing to parks.		Action 2: Ensure that rezoning of industrial or commercial areas and sites will not significantly hurt the community's economic base.	
	POLICY 68: Protect creeks and wetlands as important parts of the City's natural environment and open space and for their contribution to flood control.		Action 3: Encourage independent local businesses.	
	Action 1: Work with other agencies to maintain creeks and wetlands in their natural state.		Action 4: Support a seamless development review process.	
	Action 2: Work with appropriate agencies to identify creek channels and wetlands to use as recreational areas.		Action 5: Expand the One Stop Permit Center and reflect "time to market" needs of business.	
	Action 3: Minimize or divert pollutants from draining into creeks and wetlands by enforcing best management practices during construction and site development.		POLICY 83: Encourage land uses that generate revenue, while preserving a balance with other community needs, such as housing.	
	POLICY 69: Engage in regional efforts to enhance and protect land use near streams and to respond to sea level rise and climate change.		Action 1: Monitor revenues generated by different economic sectors on an ongoing basis.	
	Action 1: Maintain and regularly review and update a streamside development review and permitting process.		POLICY 84: Create a strong, identifiable Downtown that provides regional and citywide shopping opportunities and entertainment.	
	Action 2: Apply development standards provided by SCVWD.		POLICY 85: Maintain an adequate supply of land zoned for office, industrial, and retail development to meet projected needs.	
	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.		POLICY 86: Provide quality neighborhood, community, and regional retail centers/uses to meet the needs of residents.	
	Action 4: Minimize effects of development on the natural streambeds.		Action 1: Track retail leakage to encourage businesses that meet missing retail needs.	
	Action 5: When opportunities exist, remove existing structures adjacent to streams that impact the streambed.		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.	

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
	GOAL I: SUPPORTIVE 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 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.	
	POLICY 70: Provide existing businesses with opportunities to grow in Sunnyvale and provide opportunities to expand into new technologies.		POLICY 88: Identify valuable physical characteristics and business aspects, and protect the uniqueness and integrity of all business areas and districts.	
	Action 1: Monitor the effect of City policies on business development and consider the effects on the overall health of business within the City		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.	
	Action 2: Participate in partnerships with local industry/businesses in order to facilitate communication and address mutual concerns.		Action 1: Promote land use patterns and urban design that strengthens the sense of uniqueness within existing and new business areas and districts.	
	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.		Action 2: Look for opportunities to create points of entry or gateways to unique business areas and districts.	
			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.	
	POLICY 71: Promote business opportunities and business retention in Sunnyvale.		Action 4: Establish and monitor standards for property appearance and maintenance.	
	Action 1: Encourage conveniently located retail, restaurant and other supportive land uses near business areas of the city.		Action 5: Promote and support programs that result in the maintenance and rehabilitation of existing properties.	
	POLICY 72: 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.		Action 6: Develop special area plans and neighborhood preservation programs to guide change in business areas and districts that need special attention.	
	Action 1: Support land use policies to achieve a healthy relationship between the creation of new jobs and housing.		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.	
	Action 2: Support transportation demand management programs and other ride sharing programs county-wide.		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.	

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
	POLICY 73: Encourage businesses to emphasize resource efficiency, environmental responsibility, and minimize pollution and waste in their daily operations.		Action 2: Require that commercial activities near or adjacent to residential uses be conducted with minimally invasive exterior activity.	
	GOAL J: A BALANCED ECONOMIC BASE A balanced economic base that can resist downturns of any one industry and provides for revenue for city services.		POLICY 91: Support a full spectrum of conveniently located commercial uses and shopping centers that add to the positive image of the community.	
	POLICY 74: Encourage green-technology industries.		Action 1: Utilize adopted City design guidelines to achieve compatible architecture and scale for renovation and new development in shopping centers and commercial buildings.	
	POLICY 75: Encourage creation or installation of pilot programs for emerging industries in both private and public facilities.		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).	
	POLICY 76: Support a variety of land and building ownership forms, including business condominiums, planned developments and more traditional single owner developments.		Action 3: Promote distinctive and well-coordinated master sign programs for commercial centers and downtown.	
	POLICY 77: 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.		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).	
	Action 1: Promote a variety of commercial, retail, and industrial uses, including Neighborhood Shopping, General Business, Office, Clean Technology, and Industrial/Research and Development.		POLICY 92: Support convenient neighborhood-serving commercial centers that provide services that reduce automobile dependency and contribute positively to neighborhood character.	
	Action 2: Ensure that rezoning of industrial or commercial areas and sites will not significantly hurt the City's economic base.		POLICY 93: Support a regional commercial district in Downtown Sunnyvale.	
	Action 3: Encourage independent local businesses.		POLICY 94: Promote continuous reinvestment in shopping centers through maintenance, revitalization, and redevelopment.	
	Action 4: Support a seamless development review process.		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.	
	Action 5: Expand the One Stop Permit center and reflect "time to market" needs of business.		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.	
	POLICY 78: Encourage land uses that generate revenue, while preserving a balance with other City needs, such as housing		Action 3: Utilize neighborhood enhancement programs and code enforcement to achieve maintenance at shopping centers that are neglected.	

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
	Action 1: Monitor revenues generated by different economic sectors on an on-going basis.		Action 4: Require increased landscaping, tree planting, and internal sidewalks when considering a revitalized or redeveloped shopping center.	
	POLICY 79: Create a strong, identifiable Downtown that provides regional and citywide shopping opportunities and entertainment.		POLICY 95: Require high design standards for office, industrial, and research and development buildings in all business districts.	
	POLICY 80: Maintain an adequate supply of land zoned for office, industrial and retail development to meet projected needs.		Action 1: Utilize adopted City design guidelines to achieve compatible architecture and scale for renovation and new development in business areas.	
	POLICY 81: Provide quality neighborhood, community and regional retail centers/uses to meet the needs of residents.		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.	
	Action 1: Track retail leakage to encourage businesses that meet missing retail needs.		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.	
	POLICY 82: Consider the importance of tax generation (retail, hotel auto and business-to business uses) to supports fiscal health of the City and to fund municipal services.		POLICY 96: Maintain areas of Class B and C buildings to support all types of businesses and provide a complete community.	
	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 to allow a full spectrum of businesses that operate unencumbered.		**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.**	
	POLICY 83: Identify valuable physical characteristics and business aspects and protect the uniqueness and integrity of all the City's business areas and districts.		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.	
	POLICY 84: Improve the visual appearance of the City's business areas and districts by applying high standards of architectural design, landscaping and sign standards for new development and the re-use or remodeling of existing buildings.		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)*	
	Action 1: Promote land use patterns and urban design that strengthens the sense of uniqueness within existing and new business areas and districts.		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.	
	Action 2: Look for opportunities to create points of entry to or gateways to unique business areas and districts.		*Action 1:* Maintain Sense of Place plans that provide more focused policies and development standards to giude future land use and transportation decisions.	

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
			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.	
	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.		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.	
	Action 4: Establish and monitor standards for property appearance and maintenance.		POLICY 101: Use the Industrial-to-Residential (ITR) combining district to help meet the community's housing needs for all ages and economic ectors and balance its use with maintaing a healthy economy and employment base. ITR zoming allows industrial/commercial/office uses to continue as conforming uses while an area transitions to residential uses. ITR areas include Tasman Crossing, East Sunnyvale, te Lawrence Sation Area, the Evelyn Corridor (Fair Oaks at Wolfe), and Fair Oaks Junction.	
	Action 5: Promote and support programs that result in the maintenance and rehabilitation of existing properties.		*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.	
	Action 6: Develop special area plans and neighborhood preservation programs to guide change in business area and districts that need special attention.		*Action 2:* During transition from industrial to residential uses, anticipate and monitor compatibility issues between residential and industrial uses (e.g., noise, odors, hazardous materials).	
	POLICY 85: Use density and design principles, such as physical transitions, between different land uses, and to buffer between sensitive uses and less compatible uses.		*Action 3:* 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.	
	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.		*Action 4:* Rezone transitioned neighborhoods from ITR to appropriate residential zoning after 75% of the land area has been redeveloped with residential use.	
	Action 2: Require that commercial activities near or adjacent to residential uses be conducted with minimally invasive exterior activity.		*Action 5:* Consider sense of place or pedestrian circulation plans to address access in ITR neighborhoods.	
	POLICY 86: Support a full spectrum of conveniently located commercial uses and shopping centers that add to the positive image of the City.		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).	
	Action 1: Utilize adopted City design guidelines to achieve compatible architecture and scale for renovation and new development in Sunnyvale's shopping centers and commercial buildings.		POLICY 103: Balance the need for additional residential uses with industrial uses needed for a healthy economy.	

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
	Action 2: Promote commercial uses and designs that mitigate boxy appearance or mass of large buildings (e.g. through wall offsets, building articulation or pedestrian scale design).		*Action 1:* 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.	
	Action 3: Promote distinctive and well-coordinated master sign programs for commercial centers and downtown.		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.	
	Action 4: Develop a Tool Kit that addresses the pedestrian focus of shopping areas by encouraging pedestrian oriented architecture that addresses the street (e.g. through uniform setbacks, continuous building facades, building articulation and appropriate signage).		*Action 1:* 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.	
	POLICY 87: Support convenient neighborhood-serving commercial centers that provide services that reduce automobile dependency and contribute positively to neighborhood character.		*Action 2:* Establish zoning incentives, density bonuses, or other land use tools where higher development potential may be allowed based on contributions toward desired community benefits.	
	POLICY 88: Support a regional commercial district in Downtown Sunnyvale.		*Action 3:* Include a discussion of community benefits in area plans and specific plans that defines the City's priorities and outlines an implementation program.	
	POLICY 89: Promote continuous reinvestment in shopping centers through maintenance, revitalization and redevelopment.		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.	
	Action 1: During the development review process work with owners of older shopping centers to revitalize facades and bring other site standards up to code.		*Action 1:* Encourage carpooling, shuttles, and transit access to public and quasi-public services to minimize adverse traffic and parking impacts on neighborhoods.	
	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.		*Action 2:* Ensure the provision of bicycle support facilities at all major public use locations.	
	Action 3: Utilize neighborhood enhancement programs and code enforcement to achieve maintenance at shopping centers that are neglected.		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.	

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
	Action 4: Require increased landscaping, tree planting and internal sidewalks when considering a revitalized or redeveloped shopping center.		POLICY 107: Maintain and promote conveniently located public and quasi-public uses and services that enhance neighborhood cohesiveness and provide social and recreational opportunities.	
	POLICY 90: Require high design standards for office, industrial and R&D buildings in all business districts of the City.		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.	
	Action 2: Maintain and review as needed criteria for superior quality architecture, landscaping and site development for office, industrial and R&D projects that requests to develop beyond standard codes for floor area ratios.		*Action 1:* Periodically review the availability and demand of sites appropriate for places of assembly and consider expanding available sites if appropriate.	
	Action 3: Carefully review the impacts of commercial/office/industrial uses and development adjacent to residential areas such as noise, odors and facility operations.		POLICY 109: Locate place of assembly uses where they provide benefit to the community and do not adversely impact nearby uses.	
	POLICY 91: Maintain areas of Class B and C buildings to support all types of businesses and provide a complete community.		*Action 1:* Maintain zoning tools to limit the locations and type of places of assembly in industrial areas.	
	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.		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.	
	POLICY 92: 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 City that need special attention.		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.	
	POLICY 93: Support the following adopted specialized plans and zoning tools, and update 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. (See Figure 3-5 Area Plans)		*Action 1:* 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.	
	POLICY 94: Use special area plans to guide land use and development in areas that contribute support to: alternative travel modes, village centers, economic development and a better jobs/housing ratio.		*Action 2:* Maintain a working relationship with school districts on transportation, pedestrian and bicycle access, safe routes to school, and other neighborhood issues.	

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
	Action 1: Prepare special area plans for the following areas to provide more focused policies and development standards to guide future land use decisions: Peery Park, Lawrence Station, and new Industrial to Residential study areas (ITRs) including an expanded East Sunnyvale ITR.		*Action 3:* Assist public and private schools in neighborhood relations regarding land use and transportation issues.	
	POLICY 95: 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.		*Action 4:* Work closely with school districts to review the impacts of proposed residential development on school capacity and facilities.	
	POLICY 96: Use the Industrial-to-Residential (ITR) zoning to help meet the City's housing needs for all ages and economic sectors and balance its use with maintaining a healthy economy and employment base. ITR allows industrial/commercial/office uses to continue as conforming uses while an area transitions to residential uses. ITR areas include Tasman Crossing, East Sunnyvale, Futures 4a, Futures 4b and Futures 6a.		POLICY 112: Support continuous education (beyond grades K–12) and educational enrichment programs while minimizing impacts on the surrounding land uses.	
	Action 1: Update 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.		POLICY 113: Give due consideration to the location and operation of government uses in order to provide benefit to the greater community.	
	Action 2: During transition from industrial to residential uses anticipate and monitor compatibility issues between residential and industrial uses (e.g. noise, odors and hazardous materials).		*Action 1:* Maintain and plan for appropriate land areas to support public facilities, including facilities such as the civic center, library, corporation yard, and water pollution control plant. Promote colocating government (federal, state, county, city) activities when appropriate to improve access to the community at large.	
	Action 3: 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.		*Action 2:* MPromote co-locating government (federal, state, county, city) activities when appropriate to improve access to the community at large.	
	Action 4: Rezone transitioned neighborhoods from ITR to appropriate residential zoning after 75% of the land area has been redeveloped with residential use.			
	Action 5: Consider sense of place or pedestrian circulation plans to address access in ITR neighborhoods.			

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
	POLICY 97: Industrial uses in the ITR generally should not intensify beyond the base floor area ratio of 35% allowed in the zoning district (including any incentives to allow higher intensity development).			
	POLICY 98: Balance the need for additional residential uses with industrial uses needed for a healthy economy.			
	Action 1: 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.			
	POLICY 99: 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 have do not have a negative effect on the surrounding area.			
	Action 1: Encourage carpooling, shuttles and access to transit to public and quasi-public services to minimize adverse traffic and parking impacts on neighborhoods.			
	Action 2: Ensure the provision of bicycle support facilities at all major public use locations.			
	POLICY 100: Encourage multiple uses of public and quasi-public facilities (e.g. religious institutions, schools, social organizations, day care).			
	POLICY 101: Maintain and promote conveniently located public and quasi-public uses and services that enhance neighborhood cohesiveness and provide social and recreational opportunities.			

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
	POLICY 102: 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.			
	Action 1: Study appropriate locations for child care uses in the City and modify the Zoning Code if appropriate to facilitate the appropriate siting of child care businesses.			
	Action 2: Periodically review the availability and demand of sites appropriate for places of assembly and consider expanding available sites if appropriate.			
	POLICY 103: Locate place of assembly uses where they provide benefit to the community and do not adversely impact nearby uses.			
	Action 1: Maintain zoning tools to limit the locations and type of places of assembly in industrial areas to protect industrial users from incompatibilities.			
	POLICY 104: Allow Community Serving Places of Assembly (POAs) in commercial zoning districts if the provision of a full range of conveniently located retail and retail services is not compromised.			
	POLICY 105: Recognize schools, public and private, as integral parts of the community that require special consideration to manage traffic, support residential development and provide open space.			
	Action 1: 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.			
	Action 2: Maintain a working relationship with school districts on transportation, pedestrian and bicycle access, safe routes to school and other neighborhood issues.			
	Action 3: Assist public and private schools in neighborhood relations regarding land use and transportation issues.			

Adopted General Plan	Draft 1- Horizon 2035	Relation of Adopted General Plan to Draft 1	Draft 2	Relation of Adopted General Plan to Draft 2
	Action 4: Work closely with school districts to review the impacts of proposed residential development on school capacity and facilities. (May need to be located with New Residential Development policies)			
	POLICY 106: Support continuous education (beyond grades K-12) and educational enrichment programs while minimizing impacts on the surrounding land uses.			
	POLICY 107: Government uses are unique and warrant special consideration for their location and operation in order to provide benefit to the greater community.			
	Action 1: Maintain and plan for appropriate land areas to support public facilities including facilities such as the civic center, library, corporation yard and water pollution control plant.			
	Action 2: Promote co-locating government (federal, state, county, city) activities when appropriate to improve access to the community at large			

City of Sunnyvale

Agenda Item

16-0999 **Agenda Date:** 10/17/2016

Discussion of Upcoming Joint Study Session on the Climate Action Plan