

PARKING AND TRANSPORTATION POLICIES
2016 Draft Land Use and Transportation Element (LUTE)

Legend

<u>Page #</u>	Reference to page number in 2016 Draft LUTE precedes each portion of the document copied for this handout.
*** <i>Also ...</i>	Staff note or comment on LUTE material.

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****From the Introduction (emphasis added):*

The transportation policies guide how the roadways and streets will function and how space on the roadways will be utilized by multiple modes of transportation, ***with attention to the transit, pedestrian, and bicycle networks. The policies create incentives for these modes of transportation and disincentives for driving***, while recognizing that driving will remain a significant transportation mode in Sunnyvale.

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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.

Action 2: Establish reduced parking requirements for transit, corridor, and village mixed-use developments and for developments with comprehensive TDM programs that are consistent with the City's established goals.

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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: Among motorized vehicles, give priority in all services such as carpools to low emission, zero emission, or environmentally friendly vehicles in providing parking and planning for lane priority and other operations.

POLICY 27: As parking is the temporary storage of transportation vehicles, do not consider parking a transport use of public streets.

POLICY 28: Prioritize street space allocated for transportation uses over parking when determining the appropriate future use of street space.

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.

Action 2: Manage City-provided public parking through pricing and location strategies in order to match supply and demand, shift the market costs to users of vehicle parking, maintain mobility and access to Sunnyvale businesses, and reduce vehicle trips.

Action 3: Advocate at the 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: Require roadway and signal improvements for development projects to improve multimodal transportation system efficiency within the planning area.

POLICY 33: Prioritize transportation subsidies and project financing over time to the most environmentally friendly modes and services. Support bicycling through planning, engineering, education, encouragement, and enforcement.

Action 1: Maintain and implement a citywide bicycle plan to maximize the provision of safe and efficient bicycle and pedestrian facilities throughout Sunnyvale.

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.

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POLICY 41: Ensure that the movement of cars, trucks and transit vehicles, bicycles, and pedestrians of all ages and abilities does not divide the community. City streets are public spaces and an integral part of the community fabric.

Action 3: Consider transforming public on-street parking spaces into pocket parks in locations with the potential for use of such spaces.

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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 they do not have a negative effect on the surrounding area.

Action 1: Encourage carpooling, shuttles, and transit access to public and quasi-public services to minimize adverse traffic and parking impacts on neighborhoods.

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****In relation to Mixed Use Villages*

Automobile parking in the Village Center may be reduced due to the convenient and comfortable pedestrian- and bicycle-supportive neighborhood street and path network, and as a result of planned and convenient transit service ...

Features and amenities of a Village Center include the following: ...

- Reduced need for parking

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****In relation to the El Camino Real Precise Plan*

Below-grade parking is strongly encouraged.

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Roadway Classifications

****Each of the six roadway classifications provide descriptions indicating the appropriateness of on-street parking.*

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Glossary

Multimodal – A transportation system that supports and connects cars, bicycles, pedestrians, and public transit.

Non-Transport Use – Use within a roadway right-of-way that does not support the movement of vehicles and pedestrians, such as landscaping and parking (see also Transport Uses).

Parking, De-Coupled or Unbundled – Parking that is sold or rented separately from a land use. For example, rather than renting an apartment for \$1,000 per month with two parking spaces at no extra cost, each apartment can be rented for \$850 per month, plus \$75 per month for each parking space; occupants only pay for the parking spaces they actually need. This approach can improve land use and transportation efficiency, since occupants save money when they reduce parking demand, are not forced to pay for parking they do not need, and can adjust their parking supply as their needs change.

Road Diet – Reduction of the number of travel lanes on a roadway in order to improve traffic safety, provide bicycle or pedestrian facilities, and/or calm traffic speeds and volumes.

Transportation Demand Management (TDM) – The application of strategies and policies to reduce travel demand (specifically that of single-occupant private vehicles) or to redistribute this demand in space or in time. Managing demand can be a cost-effective alternative to increasing capacity. A demand management approach to transport also has the potential to deliver better environmental outcomes, improved public health, stronger communities, and more prosperous and livable cities. Transportation demand management techniques link with and support community movements for sustainable transport.

Transportation System – The infrastructure used for the movement of community members and visitors using all modes of transport through the city including roadways, sidewalks, bike routes, railways, and other pathways.

GOALS, POLICIES AND DISCUSSION OF VILLAGES 2016 Draft Land Use and Transportation Element

Legend

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Major strategies for achieving a Complete Sunnyvale *Mixed Use and Village Centers*

What is it?

Policies in this chapter mark a shift away from the historic pattern of land use separation and allow more mixing of uses. This strategy supports development of mixed-use areas at three scales: Transit Mixed Use, Corridor Mixed Use, and Village Center Mixed Use.

What's Different?

Historically, commercial and industrial areas were segregated from residential areas, which resulted in long drives to get to work and amenities. Transit Mixed Use and Corridor Mixed Use development is already present in Sunnyvale. Village Centers are new. Unlike the other mixed-use areas, Village Centers are planned to serve existing residential neighborhoods, providing retail and service uses and new homes in order to serve the surrounding neighborhood and contribute to its character.

What's the Vision?

Mixed-use areas are envisioned to provide distinctive gathering places accessible to residential neighborhoods and access to nearby services. Each mixed-use area offers a variety of dwelling types and areas to meet and gather with others, such as plazas and public green space. They will also be designed for easy navigation on foot or bicycle, with transit within walking range of homes, businesses, and services

****Also, review column on Jobs/Housing Balance*

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The features of a Complete Community include:

- Sustainability by design
- Reduced automobile trip-making, with daily needs within a 20-minute walk from home or work, and a focus on vehicle miles traveled (VMT)
- Village Centers with enhanced neighborhood services
- Comfortable, safe, convenient, and complete pedestrian and bicycle networks throughout Sunnyvale
- Comprehensive and healthy urban tree canopy
- Transit access on arterial streets within a 10-minute walk from home or work

- Accessible parks, open spaces, and public facilities
- Diverse housing choices with a range of affordability
- Sufficient school capacity
- Preservation and enhancement of distinctive neighborhood character and features
- A community that looks beyond its borders and considers its relationship to neighboring cities
- Diverse employment and shopping opportunities

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Figure 1 indicates where change would be encouraged to occur and to what degree it can be expected. The map indicates areas that are meant to be preserved, the new Village Centers, and industrial areas that are meant to improve and evolve over time but that are not planned for a major character shift ...

****Discussion continues.*

Future change areas were selected based on the following general criteria:

- Mixed-use development transforming older shopping centers and office areas into new Village Centers to provide close-in services and residential diversity in existing residential areas (to be managed through the preparation of precise plans or site specific plans).
- Additional mixed-use development located in nodes at major intersections beyond that originally contemplated in the Precise Plan for El Camino Real.

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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.

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.

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POLICY 5: Recognize and plan so that neighborhood villages may cross borders into adjacent cities.

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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.

Action 1: As part of the development project 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.

Action 2: Establish reduced parking requirements for transit, corridor, and village mixed-use developments and for developments with comprehensive TDM programs that are consistent with the City's established goals.

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 city planning area.

Action 1: Use transportation services and facilities to facilitate connections between neighborhood Village Centers both within and outside of Sunnyvale.

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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.

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.

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POLICY 51: Enforce design review guidelines and zoning standards that ensure the mass and scale of new structures are compatible with adjacent structures, and also recognize the City's vision of the future for transition areas such as neighborhood Village Centers and El Camino Real nodes.

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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 neighborhood gathering places, and allow a vibrant mix of public, commercial, and residential activities. Through development review and other permitting processes, ensure adequate protection is provided to residential neighborhoods when new uses and development projects are considered.

A recurring message throughout the LUTE is the desire to strengthen Sunnyvale's residential neighborhoods and to create a city where walking or bicycling can replace the use of a car much of the time within neighborhoods. Key to the success of these concepts is the development of Village Centers, a sustainable neighborhood concept.

A Village Center is a specifically identified neighborhood crossroad or district nucleus that is planned to become the focus of activity and future transformative change for nearby neighborhoods. It is designed to support a lifestyle with less reliance on a private

automobile. It is an active, pedestrian-oriented place with neighborhood-serving commercial uses that are close to residents and are mixed with residential uses. It serves as a meeting place for the community and may also support public and quasi-public services to reduce the need for automobile trips. Residential uses in a Village Center address diverse lifestyles, ages, and incomes in order to allow residents to stay in the neighborhood longer. A Village Center has a unique “sense of place” beyond what is currently experienced in Sunnyvale’s older neighborhood commercial areas.

Fundamental to its purpose, a Village Center is intended to provide mixed-use development. Village Centers will be constructed in accordance with urban design principles and performance standards that support pedestrian activity with buildings close to the street and transit, and served by wide sidewalks. A “toolkit” will be developed (special design guidelines and site planning standards) to achieve the new visual and functional character of a Village Center. Visually, buildings in a Village Center will be a maximum of three to four stories and located close to the street, near a wide pedestrian sidewalk. Residential density in Village Centers, with average densities of 18 units per acre allowed, will be slightly higher than in the surrounding neighborhoods, which are generally low-density residential (up to 7 units per acre). Development intensity at the edges of Village Centers will decrease to provide a buffer to adjacent neighborhoods.

The Village Center will be activated, with people gathering in well-designed plazas and other meeting spaces between and around buildings. Automobile parking in the Village Center may be reduced due to the convenient and comfortable pedestrian- and bicycle-supportive neighborhood street and path network, and as a result of planned and convenient transit service.

A Village Center will not consist of any single new development. Rather, it is intended to be a multi-acre, most likely multi-site or multi-corner area, typically at a major street intersection and strategically located near the crossroads of a neighborhood. Most areas identified to become Village Centers are occupied by existing older commercial uses with outdated, auto-oriented development forms. Development of the Village Centers will be market-driven over the lifespan of Horizon 2035 and beyond, but will be encouraged and facilitated by the zoning designations and development standards put in place by the City to implement the desired changes.

Features and amenities of a Village Center include the following:

- Supportive of a lifestyle without a private automobile
- Neighborhood-serving or community-serving commercial core
- Pedestrian-oriented design: active ground-floor uses and generous outdoor spaces
- Activated by mixed use (commercial with residential)
- Easily accessed by pedestrian and bicycle networks
- Regular transit service
- Reduced need for parking

- Unique design guidelines to address form
- Neighborhood gathering spaces (e.g., plazas, coffee shops, community gardens, taverns)

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Sunnyvale has been divided into nine neighborhood planning areas, as shown in **Figure 2**. These areas were used to make sure each neighborhood was supported by adequate schools and commercial services and to help plan facilities such as parks. As indicated on **Figure 5** in the General Plan Land Use Framework section of the LUTE, six potential neighborhood-oriented Village Centers are planned for the city in various existing commercial nodes within residential neighborhoods.

Pages 38 – 40 (Figure 2 excluded)

Sunnyvale has been divided into nine neighborhood planning areas, as shown in **Figure 2**. These areas were used to make sure each neighborhood was supported by adequate schools and commercial services and to help plan facilities such as parks. As indicated on **Figure 5** in the General Plan Land Use Framework section of the LUTE, six potential neighborhood-oriented Village Centers are planned for the city in various existing commercial nodes within residential neighborhoods.

Additional residential development that is intensified in the Village Centers would gradually decrease in density as it moves outward toward the Village Center boundaries. Overall, existing single-family residential areas are protected by these policies; however, policies allow for the consideration of additional change and transition areas immediately adjacent to Village Centers through a public review process.

POLICY 53: Strengthen the image that the community is composed of cohesive residential neighborhoods, each with its own individual character and Village Center; allow change and reinvestment that reinforces positive neighborhood concepts and standards such as walkability, positive architectural character, site design, and proximity to supporting uses.

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.

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.

Action 3: Allow mixed-use development at appropriate Village Centers while preserving sufficient commercial zoning to serve neighborhood retail and service needs.

Action 4: Provide public gathering places with appropriate amenities for residents, such as Village Centers and neighborhood and community parks.

Action 5: Seek opportunities to create distinctive landmark features or focal elements at Village Centers and at points of entry or gateways into neighborhoods.

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.

Action 1: Enhance existing residential neighborhoods by retaining and creating Village Centers with safe and convenient pedestrian and bicycle access.

Action 2: Support a full spectrum of conveniently located commercial, public, and quasi-public uses that support and enhance the livability of residential neighborhoods.

Action 3: In addition to parks, promote small-scale, well-designed, pedestrian-friendly spaces within neighborhoods to establish safe and attractive gathering areas.

Action 4: Require amenities in new development and Village Centers that serve the needs of residents

POLICY 55: Require new development, renovation, and redevelopment to be compatible and well integrated with existing residential neighborhoods.

Action 1: Utilize adopted City design guidelines to achieve compatible and complementary architecture and scale for new development, renovation, and redevelopment.

Action 2: Consider land use transitions, such as blended or mixed-use zoning and graduated densities, in areas to be defined around Village Centers.

Action 3: Where an opportunity arises, consider integrating or colocating a Village Center with a neighborhood park or open space

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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.

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POLICY 65: Promote community gardens and urban farms.

Action 4: Develop standards for community gardens in Village Centers.

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POLICY 70: Ensure that the planned availability of open space in both the city and the region is adequate.

Action 1: Define a minimum open space standard for residential uses, mixed-use developments, business developments, and Village Centers.

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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: Prepare a special area plan for each of the Village Centers to provide focused land use, transportation, and design standards, policies, and guidelines.

**** Also, see Page 69 Discussion of Residential densities*

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Village Mixed-Use

This category provides neighborhood-serving commercial uses integrated with residential uses. In the future, most residents can expect to have a mixed-use Village Center within one-quarter to one-half mile of their homes. The Village Centers should typically be located at a crossroad of arterials or major collector streets and have excellent pedestrian and bicycle connections.

Commercial uses are a crucial component of these sites, and future mixed uses should include commercial components equal to a minimum of 10% of the lot area, up to a maximum of about 25%. The residential uses in most Village Mixed-Use areas are anticipated to achieve an average density of 18 dwelling units per acre (medium density), with the same variations in density described in the Corridor Mixed-Use section above. If determined to be appropriate due to more intensive surrounding uses (such as at the corner of Tasman Road and Fair Oaks Avenue), residential densities may be higher subject to a public review process. Residential uses will likely be concentrated near street corners above commercial uses and may give the appearance of a medium- to high-density development.

Village Mixed-Use developments will be designed to provide buffers between higher intensity sections and the adjacent lower-density neighborhood. Densities and intensities within each Village Mixed-Use area should be further refined and implemented with a specialized plan such as a precise plan, specific plan, or area plan and a toolkit of development standards and design guidelines.

LAND USE CATEGORY	VILLAGE MIXED-USE
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DESCRIPTION	Allows neighborhood-serving commercial uses integrated with residential uses, typically located near arterial intersections or major collector streets providing pedestrian and bicycle connections. Promotes residential uses concentrated near street corners above commercial uses and buffers between higher-intensity development and adjacent lower-density neighborhoods.
DENSITY/INTENSITY	Commercial—FAR: minimum = 10% , typical maximum = 25% Specific densities and intensities determined by Specific Plan or Area Plan
TYPICAL ZONING DISTRICTS	(MU-V) Mixed-use Village (LSP) Lakeside Specific Plan (very high density residential with hotel)

Page 77**Area Plans**

The City has developed a number of area and specific plans to guide redevelopment of older industrial neighborhoods or to promote desired or unique land uses while staying true to the overall goals for the future of Sunnyvale as established in the General Plan. The LUTE includes eight area or specific plans and directs preparation of additional plans for each of the proposed Village Centers. Some of these plan areas are already fully or nearly fully built out, while others are identified for transformation. Existing and future area plans are described in further detail, by predominate land use type, below. Specific development requirements are detailed in each Area or Specific Plan.

Future Mixed-Use Area Plans

The City will consider Village Center area plans at neighborhood crossroads designated Village Mixed-Use on the General Plan Land Use Map.

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Village Center – A specifically identified neighborhood crossroad or district nucleus that is planned to become the focus of activity and future transformative change for the nearby neighborhoods. It is designed to support a lifestyle with less reliance on a private automobile. It is an active, pedestrian-oriented place with neighborhood-serving commercial uses that are close to residents and are mixed, typically vertically, with residential uses. It serves as a meeting place for the community and may also support public and quasi-public services in order to reduce the need for automobile trips. Residential uses in the Village Center address diversity in lifestyles, ages, and incomes in order to allow residents to stay in the neighborhood longer. A Village Center has a unique “sense of place” beyond what is currently experienced in Sunnyvale’s older neighborhood commercial areas.