

**Sunnyvale – A Complete Community**

The LUTE consists of an aggregated set of goals and policies with the overall purpose of moving Sunnyvale toward a Complete Community. A Complete Community is a sustainable end state that represents a place to live that is less dependent on automobiles. The major strategies for achieving a Complete Sunnyvale and the major changes from the adopted LUTE to achieve them are laid out below.

Major strategies for achieving a Complete Sunnyvale		
<p><b>Mixed Use and Village Centers</b> <b>What is it?</b></p> <p>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.</p> <p>----</p> <p><b>What's Different?</b></p> <p>Historically, commercial and industrial areas were segregated from residential areas, which resulted in long drives to get to work and amenities.</p> <p>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.</p> <p>----</p> <p><b>What's the Vision?</b></p> <p>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.</p>	<p><b>Jobs/Housing Balance</b> <b>What is it?</b></p> <p>A city's jobs/housing balance impacts economic development, provision of public services, multimodal transportation, transportation-related emissions reduction goals, and quality of life.</p> <p>----</p> <p><b>What's Different?</b></p> <p>The LUTE land use plan represents a jobs/housing ratio of 1.73. This is a slight increase over the jobs/housing of 1.44 calculated for 2014, the beginning of the LUTE planning period. The intent is to continue to allow for economic growth, while allowing residential growth to 'catch up' to jobs growth. The Land Use Diagram and LUTE policies support the development of up to 42,410 new jobs and 15,100 new housing units in Sunnyvale.</p> <p>The LUTE focuses job growth in Downtown, Moffett Park, Peery Park, The Woods, Oakmead, and the Lawrence Station Area, while focusing housing development in Downtown, along El Camino Real, and in the Transit and Village Center mixed-use areas.</p> <p>----</p> <p><b>What's the Vision?</b></p> <p>Providing for commercial and industrial land uses creates jobs and revenue, and workers in turn support other businesses like shops, services, and restaurants. Additionally, providing for housing ensures that residents have places to live and play without having to travel long distances to work.</p>	<p><b>Multimodal Transit System</b> <b>What is it?</b></p> <p>Having access to public transit, cycling, and walking increases the ability of residents to navigate the planning area and to fulfill the necessary aspects of everyday life regardless of age, ability, or economic status.</p> <p>----</p> <p><b>What's Different?</b></p> <p>Sunnyvale is incorporating multimodal transit systems as a cornerstone of the LUTE, with policies emphasizing complete streets, carpooling and mass transit, and street space allocation. The resulting design of streets and transportation systems will create safer, healthier, and more convenient movement throughout the community.</p> <p>----</p> <p><b>What's the Vision?</b></p> <p>A multimodal city gives individuals greater choice and control over their mobility and enables a physically and socially active lifestyle. In addition, it reduces traffic for those using vehicles, reduces GHG emissions, and minimizes the need for large, multilane streets and busy neighborhood roads.</p> <p>Providing multiple transportation options is a win-win, as it would improve LOS for vehicle travel and decrease VMT by single-occupant cars.</p>