

## LIST OF RELEVANT CITY POLICY (Applicable to Kasik Development Agreement)

### GENERAL PLAN GOALS AND POLICIES

#### COMMUNITY VISION

**GOAL II: Attractive Community:** To maintain and enhance the appearance of Sunnyvale, and to distinguish it from surrounding communities, through the promotion of high quality architecture, the preservation of historic districts and structures, the maintenance of a healthy urban forest, and the provision of abundant and attractive open space.

**GOAL IX: Dynamic Downtown:** To create and support a strong and attractive traditional downtown which serves as the community's central marketplace, common gathering place and symbolic center. The vitality and attractiveness of Sunnyvale are not reflected in its Downtown today. Vacant storefronts and a shuttered mall suggest a distressed community, lacking in positive identity. It is clear that both the desire of the public and the demand of the market are to recreate a traditional downtown of shops, restaurants, offices and residences, as a common gathering place, central marketplace and symbolic center for the City of Sunnyvale.

**GOAL X: Robust Economy:** To retain, attract and support strong and innovative businesses, which provide quality jobs for the City's workforce, tax revenue to support public services, and a positive reputation for Sunnyvale as a center of creativity and productivity.

#### LAND USE AND TRANSPORTATION

**GOAL LT-1: 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.

- **Policy LT-1.2** 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
  - **LT-1.2a** Promote transit-oriented and mixed-use development near transit centers such as Lawrence Station, Downtown, and El Camino Real and in neighborhood villages.
  - **LT-1.2b** In areas with mixed-use land designations, zone appropriate sites for mixed use.
- **Policy LT-1.3** Contribute to a healthy job-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-1.6** Integrate land use planning in Sunnyvale and the regional transportation System.

- **LT-1.6a** Promote shorter commute trips and ease congestion by advocating that all communities provide housing and employment opportunities.
- **LT-1.6b** Support regional efforts which promote higher densities near major transit and travel facilities.
- **Policy LT-1.7** Emphasize efforts to reduce regional vehicle miles traveled by supporting active modes of transportation including walking, biking, and public transit.

**GOAL LT-2: ENVIRONMENTALLY SUSTAINABLE LAND USE AND TRANSPORTATION PLANNING AND DEVELOPMENT** - Support the sustainable vision by incorporating sustainable features into land use and transportation decisions and practices.

**Green Development**

- **Policy LT-2.1** Enhance the public's health and welfare by promoting the city's environmental and economic health through sustainable practices for the design, construction, maintenance, operation, and deconstruction of buildings, including measures in the Climate Action Plan.

**Greenhouse Gas Reduction**

- **Policy LT-2.2** Reduce greenhouse gas emissions that affect climate and the environment through land use and transportation planning and development.

**GOAL LT-3 AN EFFECTIVE MULTIMODAL 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 use, bicycling, and walking and corresponding benefits to the environment, person throughput, and qualitative improvements to the transportation system environment.

**Effective Integration of Transportation and Land Use Planning**

- **Policy LT-3.1** 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.

**GOAL LT-4: 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.

- **Policy LT-4.1** Preserve and enhance an attractive community, with a positive image, a sense of place, landscaping, and a human scale.

- **Policy LT-4.2** 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.

**GOAL LT-9 ADEQUATE AND BALANCED RECREATION FACILITIES** - The City strives to provide and maintain adequate and balanced open space and recreation facilities for the benefit of maintaining a healthy community based on community needs and the ability of the city to finance, construct, maintain, and operate these facilities now and in the future.

- **Policy LT-9.1** Ensure that the planned availability of open space in both the city and the region is adequate.
  - Integrate usable open spaces and plazas into commercial and office developments.
- **Policy LT-9.9** Support the acquisition or joint use through agreements with partners of suitable sites to enhance Sunnyvale's open spaces and recreation facilities based on community need and through such strategies as development of easements and rights-of-way for open space use, conversion of sites to open space from developed use of land, and land banking.

**GOAL LT-12 A BALANCED ECONOMIC BASE** – Develop a balanced economic base that can resist downturns of any one industry and provides revenue for City services.

- **Policy LT-12.6** Create a strong, identifiable downtown that offers regional and citywide shopping opportunities and entertainment.

**GOAL LT-13 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 LT-13.6** Support a regional commercial district in Downtown Sunnyvale.

**GOAL LT-14 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.

#### **Existing Plans**

- **Policy LT-14.2** 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, Arques Campus Specific Plan, Lawrence/101 Site Specific Plan, Precise Plan for El Camino Real, Moffett Park Specific Plan, Peery Park Specific Plan, and Lawrence Station Area Plan.

#### **Future Plans**

- **Policy LT-14.3** 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.

### **Special Zoning Tools**

- **Policy LT-14.4** 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.

### **Community Benefits**

- **Policy LT-14.8** Ensure that development projects provide appropriate improvements or resources to meet the city's future infrastructure and facility needs; and provide development incentives that result in community benefits and enhance the quality of life for residents and workers.

## **COMMUNITY CHARACTER**

**GOAL CC-3 WELL-DESIGNED SITES AND BUILDINGS** – Ensure that buildings and related site improvements for private development are well designed and compatible with surrounding properties and districts.

- **Policy CC-3.1** Place a priority on quality architecture and site design which will enhance the image of Sunnyvale and create a vital and attractive environment for businesses, residents, and visitors, and be reasonably balanced with the need for economic development to assure Sunnyvale's economic prosperity.
- **Policy CC-3.2** Ensure site design is compatible with the natural and surrounding built environment.

**GOAL CC-4 ACCESSIBLE AND ATTRACTIVE PUBLIC FACILITIES** – Provide public facilities which are accessible, attractive and add to the enjoyment of the physical environment.

- **Policy CC-4.2** Maintain beautiful and comfortable outdoor public places which provide a shared sense of ownership and belonging for Sunnyvale residents, business owners and visitors.

### **DOWNTOWN SPECIFIC PLAN** (*adopted 2003 and retained for proposed 2020*)

#### **Downtown Vision Statement**

"An enhanced, traditional downtown serving the community with a variety of destinations in a pedestrian-friendly environment."

### **2020 DOWNTOWN SPECIFIC PLAN** (*pending adoption August 2020*)

The primary goals and policies in the (*proposed 2020*) Downtown Specific Plan are: Implementation" identifies the actions needed to implement these goals and policies.

## **A. Land Use**

### **Goal A-1: A Mixed-Use Center**

Establish the Downtown as a cultural, retail, economic, and entertainment center of the community, complemented by employment, housing, and transit opportunities.

**Policy A-1.1** Encourage a broad mix and scale of uses throughout the Downtown when consistent with the district character.

**Policy A-1.4** Encourage the provision of space for small, new, emerging, and innovative businesses.

**Policy A-1.5** Create vibrant public spaces for community gathering to encourage social interaction and a stronger sense of community.

**Policy A-1.7** Support local restaurant and retail businesses in the Downtown by discouraging private employee cafeterias and other on-site retail, medical, and personal services.

**Policy A-1.8** Where appropriate, allow for additional development beyond the base allowable development in exchange for amenities that benefit the community.

## **B. Community Form and Character**

### **Goal B-1: A Distinct Downtown for Sunnyvale**

Develop land uses in an attractive and cohesive physical form that clearly identifies Sunnyvale's Downtown.

**Policy B-1.1** Promote sustainable building design and infrastructure as a model for other districts in the City.

**Policy B-1.2** Ensure adequate public utility services and infrastructure.

**Policy B-1.3** Minimize construction impact on businesses and residents in the Downtown.

**Policy B-1.4** Encourage high quality design and development, while allowing for creativity and flexibility within the Downtown Sunnyvale Specific Plan Area.

### **Goal B-2: Preservation of Existing Neighborhood Character**

Protect and enhance the community character of existing neighborhoods, preserving distinctive features.

**Policy B-2.1** Preserve and enhance the unique character of the Murphy Station Heritage Landmark District.

**Policy B-2.3** Encourage intensification of the Downtown Core while maintaining and enhancing the character of the lower density neighborhoods surrounding the Downtown.

**Policy B-2.4** Buffer lower density neighborhoods from higher density residential or commercial uses using lower building heights and privacy measures, such as increased landscaping and reduction in windows along elevations that directly face single-family properties.

**Goal B-3: A Pedestrian-Oriented Environment**

Expand the pedestrian-oriented character of the Downtown with enhanced access to parks, open space, plazas, and community and other public realm amenities.

**Policy B-3.1** Re-establish and maintain the historic downtown street grid and continue to make enhancements to the pedestrian improvements.

**Policy B-3.4** Continue to encourage landscape, streetscape, and façade improvements for all streets throughout the Downtown.

**Policy B-3.5** Improve the character of local streets with wide sidewalks and public amenities, such as public seating, shade, and “smart city infrastructure” (i.e. wi-fi, charging stations, etc.) that support the land uses and functions of the street, where appropriate.

**Policy B-3.6** Create attractive, high-quality outdoor gathering spaces and pedestrian-oriented amenities that are vibrant, safe, and accessible and contribute to fostering a strong sense of community.

**Policy B-3.7** Create well-activated ground floor street frontages by providing direct access to buildings from adjacent pedestrian paths and sidewalks.

**C. Circulation and Parking**

**Goal C-1: A Balanced Transportation System**

Promote a balanced transportation system to meet the needs of alternative methods of travel.

**Policy C-1.1** Encourage strong pedestrian, bicycle, and alternate methods of transportation linkages throughout the Downtown.

**Policy C-1.2** Promote the use of transit by intensifying land use and activities near transit cores.

**Policy C-1.3** As development occurs, require shared use easements for parking in the Downtown to minimize the amount of land devoted for parking areas and manage parking so it does not dominate mode choice decisions or the built environment.

**Policy C-1.4** Provide adequate access to parking in the Downtown while promoting trip reduction through parking management practices.

***From Chapter 5 of the Draft Downtown Specific Plan (2020)***

**A. Maximum Development Levels**

The maximum development potential is shown in Table 5-1. Additional development, beyond what is identified in Table 5-1, may be allowed through use of local or the State's Affordable Housing density bonus program (California Government Code section 65915 et. seq.), provision of community benefits, or a combination of both. If community benefits are being offered, a Development Agreement is required. The final development program is subject to environmental review.

**B. Maximum Building Height**

All land uses shall be subject to the maximum building heights specified in Table 5-1. Additional building height, beyond what is identified in Table 5-1, may be approved through the provision of open space and increased building setbacks around open space, as a concession associated with the State Housing Density Bonus provisions, Community Benefits, other citywide development incentive programs (such as a Green Building Program) or a combination of any of these techniques. All structures above the maximum height identified in Table 5-1 may require review and approval by the Federal Aviation Administration.

**C. Commercial Core Community Benefits Bonus Program**

A development agreement is required to memorialize the details and timeframe for providing community benefits. Examples of community benefits include, but are not limited to, the following.

- \* Affordable housing units;
- \* Contribution to a community benefit fund;
- \* Dedication of land for public improvements; and
- \* Additional public parking.