



Sunnyvale

## CHAPTER 3

# LAND USE AND TRANSPORTATION

*The Land Use and Transportation chapter contains information on the following topics:*

- **Land use** — information on land use categories and the general plan land use map, with discussion and policies relating to future land use development.
- **Transportation** — goals and policies related to transportation improvements.
- **Open space** — information on open space areas, service needs and future policies to meet demand for open space.
- **Economy** — information on current economic conditions and discussion and policies relating to future trends and challenges.





Since the adoption of the Land Use and Transportation element in 1997, the City went through an extensive public engagement process, while updating the Land Use and Transportation chapter of the General Plan. The Land Use and Transportation (LUTE) Chapter and accompanying policies have been developed to help guide decision making regarding land use and transportation for an approximate 20-year horizon—a time frame that is referred to as Horizon 2035. Horizon 2035 identified future challenges for Sunnyvale, based on updated projections. The results of the Horizon 2035 process was the new Land Use and Transportation Chapter.

## HORIZON 2035

The overall focus of the General Plan is to guide the City’s physical development and transportation investments in the Sunnyvale planning area (Sunnyvale). The Land Use and Transportation chapter establishes the fundamental framework of how streets and buildings in Sunnyvale will be laid out and how various land uses, developments, and transportation facilities will function together. The Land Use and Transportation Chapter and accompanying policies have been developed to help guide decision making regarding land use and transportation for an approximate 20-year horizon—a time frame that is referred to as Horizon 2035. The framework for this chapter is based on a concept of a Complete Community—an attractive, green, sustainable place that is accessible for all residents.

California Government Code Section 65302 specifically calls for elements of general plans to be combined when major issues cross topics. The Horizon 2035 resulted in policies including fiscally, economically, and environmentally sustainable land use and transportation policies necessary to support goals established in each of the other General Plan chapters.

The Land Use and Transportation Chapter incorporates and integrates policy direction and land use patterns from other City of Sunnyvale planning documents, including:

- Arques Campus Specific Plan
- Downtown Specific Plan
- East Sunnyvale and other Industrial to Residential (ITR) sites
- Lakeside Specific Plan
- Lawrence Station Area Specific Plan
- Moffett Park Specific Plan
- Peery Park Specific Plan
- El Camino Real Specific Plan

The planning area for Sunnyvale includes all the land within the city limits, plus a portion of Moffett Federal Airfield. The General Plan lays out a new path for the city’s future that is responsive to the needs of Sunnyvale’s diverse population.

The land use policies provide direction for the amount, location, and direction of future change. This chapter presents a 20-year growth scenario for Sunnyvale that includes additional mixed-use residential/commercial uses in key transit-oriented areas and in transformed Village Centers. Areas for additional business (or industrial) growth are also identified.

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, recognize that driving will remain a significant transportation mode in Sunnyvale, and offer transportation mode I Sunnyvale, and offer options for the car-free or car-light living. The transportation policies in this chapter carefully integrate with the land use policies, in part by reducing travel distances through promoting compact, mixed-use development.

The land use and transportation policies strive to preserve community qualities that are favorable to residents and businesses and contribute to the community's identity. Policies also provide guidance on visual quality and the character of new development and provide additional direction for a complete community.

### Addressing Climate Change

Since the previous adoption of the Land Use and Transportation Chapter in 1997, the global issue of climate change has taken center stage in the collective consciousness, particularly when it comes to addressing how we travel, utilize land, design buildings, and lay out communities. The State of California adopted the Global Warming Solutions Act (Assembly Bill [AB] 32) to establish the first comprehensive program of regulatory and market mechanisms in the nation to achieve greenhouse gas (GHG) emissions reductions. AB 32 sets an emissions limit for 2020 at 1990 levels. It also points the state toward an 80% reduction in GHG emissions by 2050, with an interim threshold that communities are required to meet in their land use and transportation planning efforts.

Sunnyvale's Climate Action Plan (CAP), adopted in 2014, sets out specific prioritized measures to be utilized to achieve GHG emissions reductions. The General Plan's land use and transportation policies call for maintaining a CAP and for regional participation in climate change adaptation strategies. The CAP will support the Land Use and Transportation chapter of the General Plan by establishing specific measures that will put the City in a regional leadership role regarding its GHG emissions reductions.

Senate Bill 32 (SB) was adopted in 2016 and builds on the statewide GHG reduction targets included in AB 32. SB 32 establishes a statewide GHG reduction target of 40% below the AB 32 target by 2030, codifying a directive issued by Governor Jerry Brown in a 2015 Executive Order. Achieving the SB 32 reduction target will require a substantial increase in GHG reductions from the AB 32 trajectory.

One such regional effort is preparation of a Sustainable Communities Strategy as required by Senate Bill (SB) 375. Sunnyvale has been active in this process, which is part of California's multipronged approach to reducing GHG emissions. Bay Area cities have collaborated to prepare Plan Bay Area to coordinate regional transportation planning and regional



housing allocation planning and to address climate change. The policies in the LUTE and the CAP provide clear direction as Sunnyvale continues to participate in regional efforts.

Cities in the Bay Area also need to plan for climate change impacts that are predicted to occur regardless of future changes made to the man-made environment, including potential sea level rise, increased rainfall or drought, and increased temperatures. Agencies such as the San Francisco Bay Conservation and Development Commission (BCDC) and the Joint Policy Committee are leading regional efforts to analyze and prepare for the impacts of climate change in the Bay Area. The land use policies direct the City to participate in regional efforts on adaptation plans, to prepare for risks and hazards associated with climate change, and to consider climate change impacts when reviewing future development or considering changes to City policies.

### Sunnyvale – A Complete Community

The Land Use and Transportation Chapter 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 “Complete” Sunnyvale strategy ensures that the entire community has adequate resources, such as school capacity, and would share land use, transportation, and resource planning with adjacent communities and the region as a whole.

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

## The Character of Change

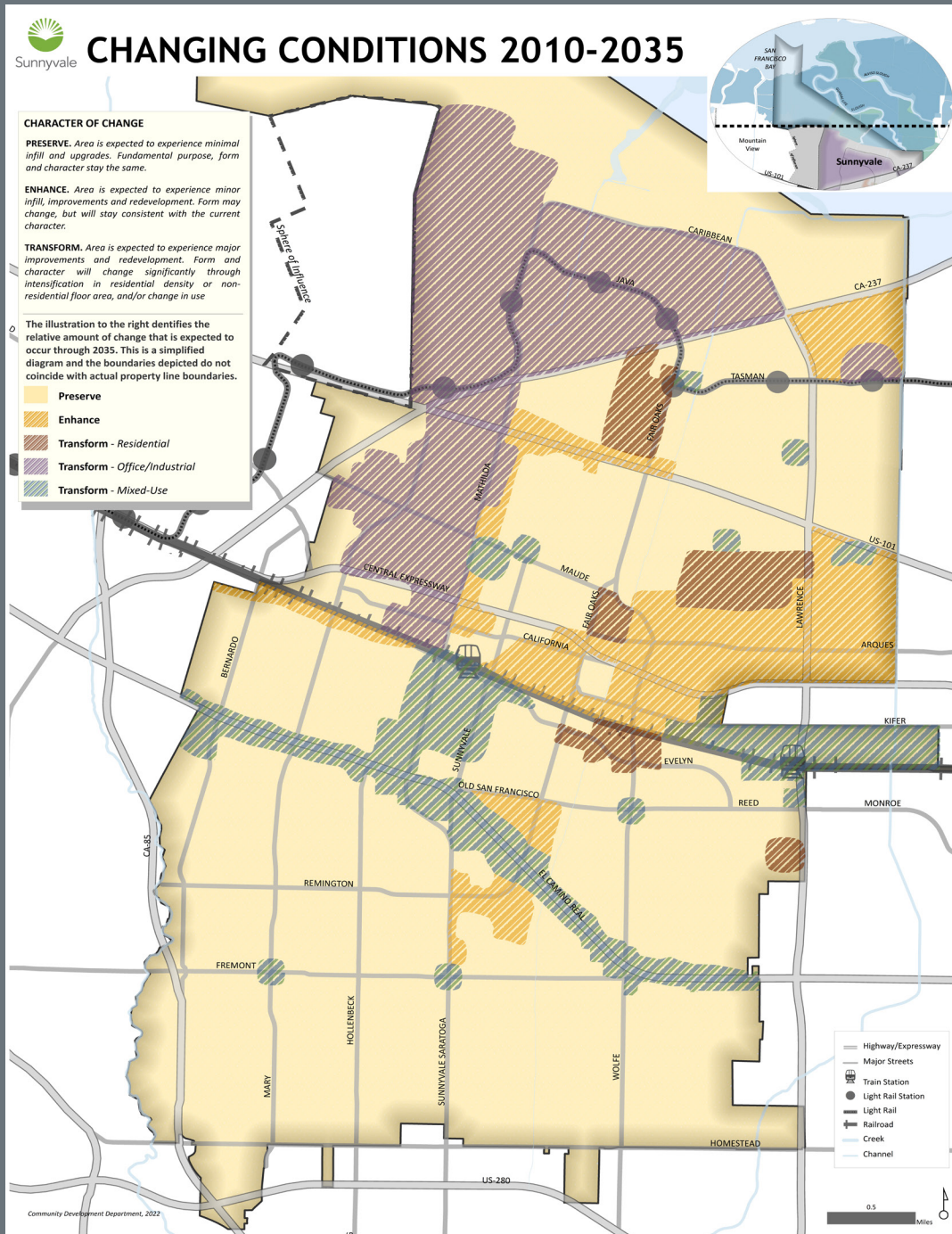
Over the next 20 years, the city can be expected to change as a result of a number of forces such as population growth, changing demographics, the need for newer buildings and homes, and an ever-changing economy. Other forces such as climate change and citizen demand for a sustainable community will also influence change. Physical changes are guided by new development that almost exclusively occurs through private forces based on market demand. The policies and actions provided in this chapter address areas of Sunnyvale that would be best suited to accommodate transformational change that support the city's evolution into a Complete Community.

Figure 3-1 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. Some of the change portrayed on the map represents areas where a plan has been adopted and transformation is already occurring. For example, the updated El Camino Real Specific Plan, Downtown Specific Plan and the Lawrence Station Area Plan have been adopted recently, along with a new Specific Plan for the Peery Park area. See the individual Specific/Area Plan documents for more detailed information and allowable land uses and design concepts permitted in these areas. Zoning regulations and development standards have been adopted to support these changes.

New areas where noticeable change may occur under new Land Use and Transportation goals and policies include designated parcels on El Camino Real, within the newly identified Village Centers, the Lawrence Station area, and the Peery Park industrial/office area. Change in these areas would be in addition to what has been planned to date and would only occur over the 20-year term of Horizon 2035, based on market demand for new development.

### 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 on designated parcels within the El Camino Real Specific Plan.
- Increased industrial and office intensity in the Peery Park business area to be managed by a specific plan.
- Development of a transit village near the Caltrain Lawrence Station with increased housing and business intensity and supporting services in accordance with a station area plan.
- Pockets of more intensive industrial and office development on corridors such as Mathilda Avenue in anticipation of future improved north/south transit, and along Tasman Avenue near the Reamwood light rail station in The Woods business area.



### Figure 3-1: Changing Conditions 2010-2035



In summary, as shown in Figure 3-2, the buildout scenario represents the following potential changes from existing conditions:

Figure 3-2: Comparison 2014 to Horizon 2035 + Approved General Plan Amendments (up to September 2021)

	2014 Existing Conditions	Horizon 2035 Buildout + Approved General Plan Amendments (up to Sept. 2021)
Population	147,055	174,500
Housing Units	57,000	76,655
Industrial/Office/Commercial (million s.f.)	47.3	59.2
Jobs	82,000	123,010
Jobs-to-Housing Units Ratio	1.44	1.60

## LAND USE

Land use has an effect on virtually all other elements of the General Plan. Land use determines the character of the community, its economic vitality and future demand for services. Therefore, it is essential to have a firm base from which to identify and consider land use issues. While providing this information, the General Plan also articulates the community's vision for the future through a description of goals, policies and actions. Since the first General Plan was adopted for Sunnyvale in 1957, the City has expressed its goals for the future with emphasis in five broad areas:

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

These areas are comprehensive and interwoven concepts. They have a timeless quality and continue to provide a solid platform for the City's land use and transportation goals.

The goals and policies of this element and other policies relating to a strong economy and community character are being reviewed as part of that update. Users of this General Plan should consult the full text of the Land Use and Transportation Chapter for the data and analysis, as well as action programs and other information.

This Land Use and Transportation Chapter is based on the following guiding principles, which include important concepts for land use and transportation in Sunnyvale:

- **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.

These guiding principles are supported by goals, policies, and action items. In summary, the goals to guide the future development of Sunnyvale are:

- GOAL LT-1: Coordinated regional and local planning
- GOAL LT-2: Environmentally sustainable land use and transportation planning and development

- GOAL LT-3: An effective multimodal transportation system
- GOAL LT-4: An attractive community for residents and businesses
- GOAL LT-5: Creation, preservation, and enhancement of Village Centers and neighborhood facilities that are compatible with residential neighborhoods
- GOAL LT-6: Protected, maintained, and enhanced residential neighborhoods
- GOAL LT-7: Diverse housing opportunities
- GOAL LT-8: Options for healthy living
- GOAL LT-9: Adequate and balanced recreation facilities
- GOAL LT-10: Regional approach to providing and receiving open space
- GOAL LT-11: Supportive economic development environment
- GOAL LT-12: A balanced economic base
- GOAL LT-13: Protected, maintained, and enhanced commercial areas, shopping centers, and business districts
- GOAL LT-14: Special and unique land uses to create a diverse and complete community

### 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.

A fundamental concept to planning for the future of Sunnyvale is that it is not isolated, but rather a part of an integrated region. It is part of the County of Santa Clara as well as the nine-county San Francisco Bay Area, which shares many resources, including natural resources, an air basin, and regional facilities such as major roadways. Development around the area is also affected by regional organizations such as the Association of Bay Area Governments (ABAG), the Metropolitan Transportation Commission (MTC), and the Bay Area Air Quality Management District (BAAQMD).

Although Sunnyvale can plan ahead to address many issues within its boundaries such as how the community will look and where uses will be located, larger issues such as regional transportation, demand for adequate housing, preservation of the bay, air quality, and climate change need to be addressed in a regional context. In the case of traffic, impacts to the transportation system occur regardless of local growth; regional growth accounts for most traffic increases citywide. Sunnyvale's own land use plans only marginally contribute to traffic within the community. Maintaining a regional perspective and participating in and leading regional land use and transportation



planning efforts will help Sunnyvale protect the quality of life enjoyed by its residents. Regional participation will also help Sunnyvale achieve its goals for the future and protect the city and the region for future generations.

Prompted by passage of SB 375, Plan Bay Area is the Bay Area’s Sustainable Communities Strategy. It is an integrated long-range transportation, land use, and housing plan that supports a growing economy, provides more housing and transportation choices, and reduces transportation-related pollution in the Bay Area. Sunnyvale is committed to implementation of Plan Bay Area. A critical component of Plan Bay Area is the Priority Development Area (PDA) Plan Program, which links regional transit planning to local land use planning to promote sustainable growth. Cities and counties can identify PDAs where they will focus growth in relation to existing or future transit stations. PDAs are eligible for grant funding from ABAG and other agencies. The City of Sunnyvale has identified several PDAs, including the Downtown Specific Plan area, the Lawrence Station area, the Sunnyvale El Camino Real corridor, the East Sunnyvale Industrial to Residential area, and Tasman Crossing.

Sunnyvale’s local economy is part of the larger economic region of Silicon Valley, which is made up of 15 cities in the South Bay and East Bay areas. Silicon Valley has long been known as an epicenter of innovation and entrepreneurship. Sunnyvale industry clusters have contributed to the regional economy and helped fuel local and regional economic growth. There will continue to be regional competition to attract and hold onto new companies, major employers, and industry innovators. The City’s land use and transportation goals and policies will significantly affect Sunnyvale’s place and competitive edge in the regional economy.

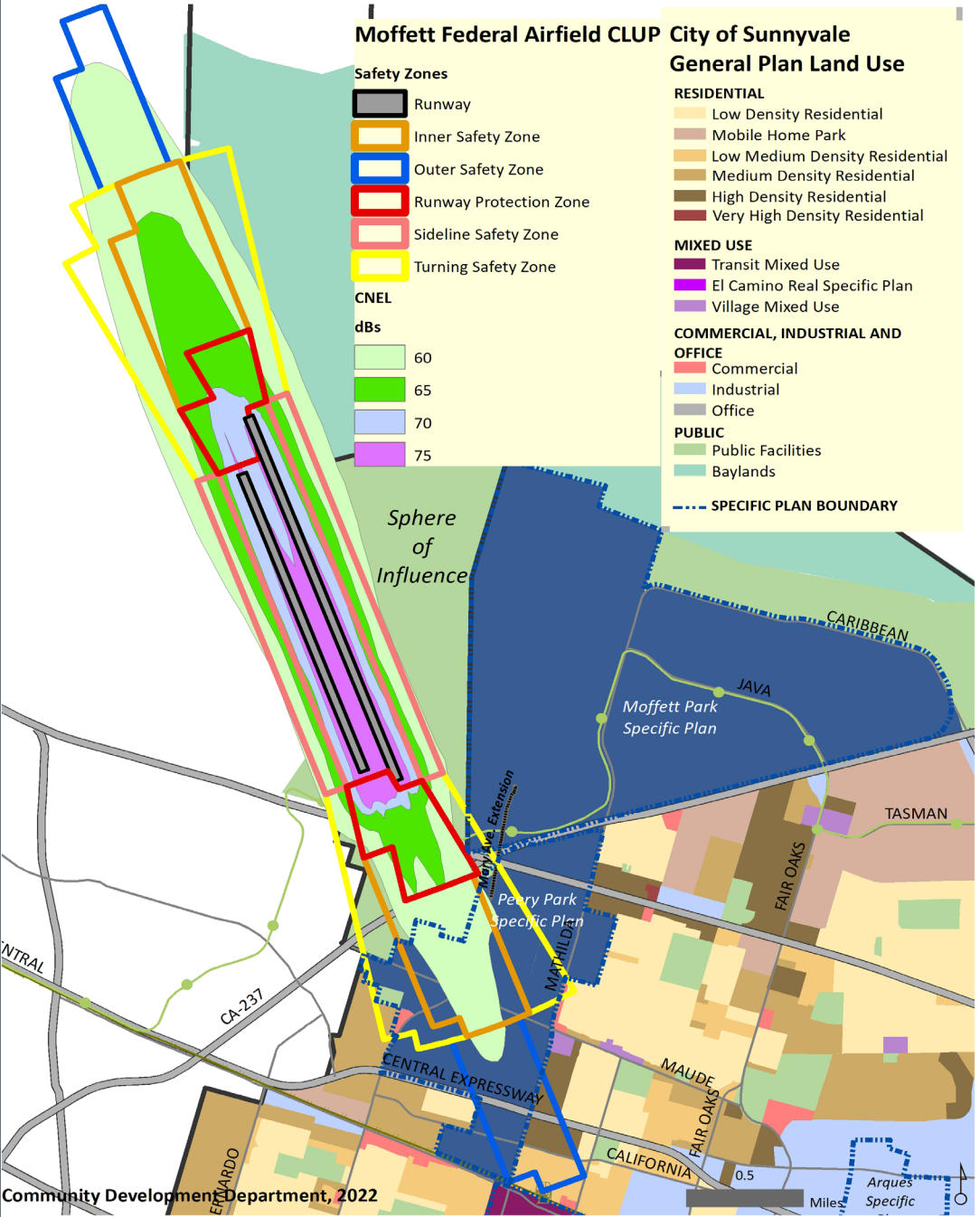
In addition to the greater region, Sunnyvale’s local region is shared by five bordering cities—Cupertino, San Jose, Los Altos, Santa Clara, and Mountain View. Positive relationships with neighboring cities are important for achieving land use and transportation plans and for protecting residents and businesses on or near Sunnyvale’s edges from potential incompatible uses and traffic. Decisions by neighboring cities can have significant impacts on Sunnyvale if not monitored and if Sunnyvale does not participate in planning efforts by adjacent cities.

Larger regional issues are also affected by relationships with local cities such as the future use of Moffett Federal Airfield, located within the spheres of influence of both Sunnyvale and Mountain View. The Santa Clara County Airport Land Use Commission (ALUC) has completed a Comprehensive Land Use Plan (CLUP) for Moffett Federal Airfield, which is intended to be used to safeguard the general welfare of the inhabitants within the vicinity of an airport. The CLUP includes height, safety and noise policies for land uses within an Airport Influence Area surrounding the Airfield. Figure 3-3 shows the Airport Influence Area, noise, height and safety zones in relation to the City.

[See Chapter 1](#) (Introduction)  
Figure 1 (Sunnyvale Planning  
Area)

[See Appendix B](#) (Glossary)

Figure 3-3: Moffett Federal Airfield Airport Influence Area



## REGIONAL PARTICIPATION

### POLICY LT-1.1 POLICY PARTICIPATE IN COORDINATED LAND USE AND TRANSPORTATION PLANNING IN THE REGION.

- **LT-1.1a** 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.
- **LT-1.1b** 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.
- **LT-1.1c** Actively monitor and participate in activities of nongovernmental organizations that influence regional land use and transportation planning such as the Silicon Valley Leadership Group, Sustainable Silicon Valley, and the Bay Area Economic Forum. Consider more standardized land use policies in the region, such as parking standards, to promote equity between cities.

### POLICY LT-1.2 POLICY 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.
- **LT-1.2c** Allow increased office, commercial, and industrial densities along the light rail line in accordance with the Moffett Park Specific Plan.
- **LT-1.2d** Facilitate increased development densities in The Woods business area, Moffett Park, and Tasman Station near light rail stations.



POLICY LT-1.3 POLICY 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.

BORDERING CITIES

POLICY LT-1.4 COORDINATE WITH ADJACENT CITIES ON LOCAL LAND USE AND TRANSPORTATION PLANNING.

- **LT-1.4a** Monitor significant land use and transportation decisions pending in adjacent and nearby cities to ensure that Sunnyvale’s interests are represented.

POLICY LT-1.5 POLICY RECOGNIZE AND PLAN SO THAT NEIGHBORHOOD VILLAGES MAY CROSS BORDERS INTO ADJACENT CITIES.

- **LT-1.5a** 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.
- **LT-1.5b** Provide timely responses advocating Sunnyvale’s interests when notified of a project in an adjacent or nearby city.
- **LT-1.5c** 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.
- **LT-1.5d** Partner with cities in the region to prevent and eliminate barriers by using the Santa Clara Valley Transportation Authority (VTA) Bicycle Standards.

## REGIONAL INFRASTRUCTURE

POLICY LT-1.6 POLICY 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.

POLICY LT-1.8 ACTIVELY PARTICIPATE IN DISCUSSIONS AND DECISIONS REGARDING TRANSPORTATION BETWEEN REGIONS, INCLUDING REGIONAL AIRPORT AND REGIONAL RAIL PLANNING, TO ENSURE BENEFIT TO THE COMMUNITY.

- **LT-1.8a** Comprehensively review any proposed aviation services at Moffett Federal Airfield that could increase aviation activity or noise exposure.
- **LT-1.8b** Encourage appropriate uses at Moffett Federal Airfield that best support the community's desires in Sunnyvale.
- **LT-1.8c** 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.
- **LT-1.8d** Monitor and participate in regional airport planning decision-making processes with agencies such as the Metropolitan Transportation Commission (MTC) and the Regional Airport Planning Commission (RAPC).
- **LT-1.8e** Encourage consistency with the Santa Clara County Comprehensive Land Use Plan for Moffett Federal Airfield for existing non-conforming buildings.
- **LT-1.8f** Ensure that land uses, densities, and building heights within the Air Influence Area for Moffett Federal Airfield are in compliance with the Moffett Federal Airfield Comprehensive Land Use Plan.

- **LT-1.8g** Monitor and participate in decision-making processes regarding regional rail planning, such as those for High-Speed Rail and Caltrain.
- **LT-1.8h** Update the Safety and Noise Element by 2020 to reflect conditions in the City and the region.

POLICY LT-1.9 POLICY LT-1.9: WORK WITH REGIONAL AGENCIES TO ENSURE AN ADEQUATE WATER SUPPLY TO THAT WILL ALLOW PROGRESS TOWARD SUNNYVALE'S LONG-TERM LAND USE PLANS.

- **LT-1.9a** Increase participation in the reclaimed water and water conservation programs as part of land use permit review.

#### ENVIRONMENTAL PROTECTION AND ADAPTATION

POLICY LT-1.10 PARTICIPATE IN FEDERAL, STATE, AND REGIONAL PROGRAMS AND PROCESSES IN ORDER TO PROTECT THE NATURAL AND HUMAN ENVIRONMENT IN SUNNYVALE AND THE REGION.

- **LT-1.10a** Protect and preserve the diked wetland areas in the baylands to preserve or enhance flood protection.
- **LT-1.10b** Coordinate with regional agencies such as the Bay Area Conservation and Development Commission (BCDC) regarding new and changing land uses proposed along the San Francisco Bay.
- **LT-1.10c** Advocate the City's interests to regional, state, and federal agencies that have influence over the natural environment in Sunnyvale.
- **LT-1.10d** Work with regional agencies on land use and transportation issues that affect the human environment, such as air, water, and noise, for Sunnyvale residents and businesses.
- **LT-1.10e** Continue to evaluate and ensure mitigation of potential biological impacts of future development and redevelopment projects in a manner consistent with applicable local, state, and federal laws and regulations.
- **LT-1.10f** Continue to condition projects to halt all ground-disturbing activities when unusual amounts of shell or bone, isolated artifacts, or other similar features are discovered. Retain an archaeologist to determine the significance of the discovery. Mitigation of discovered significant cultural resources shall be consistent with Public Resources Code Section 21083.2 to ensure protection of the resource.



**POLICY LT-1.11 PREPARE FOR RISKS AND HAZARDS RELATED TO CLIMATE CHANGE PRIOR TO THEIR OCCURRENCE.**

- **LT-1.11a** Monitor and participate in regional meetings focusing on environmental adaptation and resilience.
- **LT-1.11b** Regularly train and inform the Sunnyvale Department of Public Safety, Office of Emergency Services (OES) on potential climate change risks and hazards.
- **LT-1.11c** Consider potential climate change impacts when preparing local planning documents and processes.
- **LT-1.11d** Analyze and disclose possible impacts of climate change on development projects or plan areas, with an emphasis on sea level rise.
- **LT-1.11e** Integrate climate change adaptation into future updates of the Zoning Code, Building Code, General Plan, and other related documents.
- **LT-1.11f** Monitor climate change science and policy, and regularly inform stakeholders of new information.
- **LT-1.11g** Use the City’s communication processes, including the website, to discuss climate change and climate change adaptation.
- **LT-1.11h** On a regular basis, assess adaptation efforts of the city, region, and state and identify goals or gaps to be addressed.
- **LT-1.11i** Support regional efforts such as those of the Bay Area Conservation and Development Commission (BCDC) and the Joint Policy Committee to analyze and prepare for the impacts of climate change in the Bay Area.
- **LT-1.11j** Share Sunnyvale’s knowledge of climate action planning with other jurisdictions and agencies.

**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.

[See Chapter 2](#) (Community Vision)

Environmental sustainability is a concept and a goal that is identified at all levels of Sunnyvale’s policy structure. The Sunnyvale Community Vision (2007) sets the values and guiding framework for the City’s approach to sustainability.

The following policies address land use and transportation topics typically associated with the environment such as green development, greenhouse gas (GHG) emissions reduction, urban forestry, streamside development, and alternative and renewable energy. However, in response to the comprehensive direction set forth in the Sunnyvale Community Vision, related land use and transportation policies focused on health, community design, and the economy also support the City’s desired end state for a more sustainable community.

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.

- **LT-2.1a** Maintain and regularly review and update green building standards for new construction and additions to buildings, including additional incentives where feasible.
- **LT-2.1b** Encourage green features such as living roofs, passive solar design, natural ventilation, and building orientation, and apply flexibility when conducting development review.
- **LT-2.1c** Establish incentives that encourage green building practices, including conservation, beyond mandated requirements.

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.

- **LT-2.2a** Actively maintain and implement the Climate Action Plan, which outlines impacts, policies, and reduction measures related to public and private land use and transportation.

## URBAN FORESTRY



*Nashua Court Chinese Hackberry Tree Canopy*

POLICY LT-2.3 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.

- **LT-2.3a** Prepare and implement an Urban Forestry Plan for City properties and street rights-of-way. The plan should promote planting and maintaining large canopy trees.
- **LT-2.3b** Monitor the success of the City's Urban Forestry Plan by periodically measuring the percentage of tree canopy coverage in the community.
- **LT-2.3c** 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.
- **LT-2.3d** 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 LT-2.4 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.

- **LT-2.4a** Strictly enforce Chapters 13.16 City Trees and 19.94 Tree Preservation to prevent the unauthorized removal, irreversible damage, and pruning of large protected trees.

POLICY LT-2.5 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.

- **LT-2.5a** Expand community education on the value of trees and the benefits of tree planting and preservation.
- **LT-2.5b** Maintain and publicize a database of designated heritage trees. Require public noticing for proposed removal of heritage trees.
- **LT-2.5c** 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.

### STREAMSIDE DEVELOPMENT

Streamside development can affect the health, safety, and general welfare of the city's residents and environment. The following policies are intended to mitigate negative effects of streamside development by avoiding impacts of projects located in proximity to streams.

POLICY LT-2.6 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.



## ALTERNATIVE/RENEWABLE ENERGY SYSTEMS

POLICY LT-2.7 PROVIDE SUNNYVALE RESIDENTS AND BUSINESSES WITH OPPORTUNITIES TO DEVELOP PRIVATE, RENEWABLE ENERGY FACILITIES.

- **LT-2.7a** 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.
- **LT-2.7b** Consider deviations from development standards such as setbacks, design guidelines, or heights to encourage innovative energy-efficient building design.
- **LT-2.7c** Participate in a Community Choice Energy (CCE) program through the Silicon Valley Clean Energy Authority in partnership with neighboring jurisdictions.

### 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.

The transportation policies provided below mark a transition away from long-held approaches to planning and managing the transportation system that formerly emphasized the automobile. Since the 1950s, suburban and urban forms in Sunnyvale and the Bay Area in general have embraced more highways, expanded intersections, widened roads, and intricate, indirect residential street patterns. Sunnyvale's transportation system evolved with the particular characteristics of the automobile culture, including an emphasis on large-lot, single-family residences, a commercial strip mall core on a six-lane arterial street accessible chiefly by car (El Camino Real), an absence of sidewalks in industrial areas, and a token bikeway network. As a result, Sunnyvale's land use and transportation pattern emphasizes the automobile as the primary mode of transportation in terms of behavior, accommodation, and facility development.

Since 1991, the General Plan has endorsed maximizing bicycle and pedestrian facilities and supported improved transit facilities. However, Sunnyvale’s transport mode share for the single-occupant automobile has been over 90% of trips for the last several decades. Transit, bicycle, and pedestrian shares have remained relatively static and low. Despite construction of 138 new lane miles of bike lanes, thousands of linear feet of sidewalks, and the introduction of light rail and express bus services to the planning area, the mode split of 90% for the single-occupant automobile remains virtually unchanged.



*Multimodal Travel on Existing El Camino Real in Sunnyvale*



*Rendering of a Multimodal “Complete Street” and Mixed-Use Development (Source: City of San Jose)*

At this time, impetus for the City to embrace a more aggressive approach toward balancing the system and creating opportunities for alternative transportation comes from several places:

- State GHG reduction, transportation planning, VMT, and complete streets mandates (AB 32, SB 375, AB 1358, and SB 743)
- Allocation of transportation funding favors alternative transportation and transit-oriented core projects
- A lack of non-local funding for roadway capacity and access improvements
- Citizen input and support

The following policies seek to dramatically shift the emphasis in Sunnyvale from single-occupant vehicles to alternative transportation modes and to prioritize non-automotive uses. By supporting implementation of new land use policies, transportation system design and operation, and support for regional multimodal systems, the transportation policies seek to improve transportation by moving in four key directions:

- Increasing the share of trips by alternative modes.
- Reducing single-occupant vehicle miles traveled (VMT).
- Improving connectivity and convenience of walking, biking, and transit.
- Creating a transportation environment that is pleasant, healthy, and safe for all users.

The transportation policies also recognize that in regard to transportation, Sunnyvale is part of a larger region and that the City's policies are one of many layers in combination with policies from outside agencies that affect the operation and governance of a regional transportation system. The City recognizes that regional transportation operators and facilities are present in the community, and supports the integration of major regional and interregional transit systems into the local transportation system to better serve Sunnyvale community members.

Although Sunnyvale has only partial influence over transportation choices, the City seeks to take bold steps in the following areas to influence the configuration and use of the transportation systems:

- Working in combination with land use policies that encourage focused mixed-use development and vertical integration of mixed-use development.
- Using transportation demand management (TDM) as a tool to reduce automobile trips in peak hours.
- Identifying and approving car-free zones such as Cyclovia events in high pedestrian demand areas in order to encourage walk trips.
- Using design and operation of roadways that place emphasis on non-automotive modes.
- Incorporating parking management as a transportation demand management tool.
- Implementing complete streets policies to develop a transportation system that is accessible to all users and comfortable and attractive, particularly for walking and biking.
- Reducing the barrier effect that high-speed, multilane roadways create between neighborhoods.

[See Chapter 7](#) (Environmental Management) Policy EM-11.2 (Land Use Strategies)

## 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.

- **LT-3.1a** As part of the development project review process in mixed-use and other high-intensity use areas, require that adequate transit stops or a dedicated transit lane is 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.
- **LT-3.1b** 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 LT-3.2 PREFINE LAND USE PATTERNS AND THE TRANSPORTATION NETWORK SO THEY WORK TOGETHER TO PROTECT SENSITIVE USES AND PROVIDE CONVENIENT TRANSPORTATION OPTIONS THROUGHOUT THE PLANNING AREA.

- **LT-3.2a** Use transportation services and facilities to facilitate connections between neighborhood Village Centers both within and outside of Sunnyvale.
- **LT-3.2b** 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 ESTABLISH APPROPRIATELY SCALED CAR-FREE AND PEDESTRIAN-ONLY ZONES IN HIGHER-DENSITY LOCATIONS AND HIGH PEDESTRIAN DEMAND LOCATIONS.

- **LT-3.3a** In areas with high pedestrian demand, close roads for specified periods of time.
- **LT-3.3b** Study the implementation of Cyclovía events.



POLICY LT-3.4 REQUIRE LARGE EMPLOYERS TO DEVELOP AND MAINTAIN TRANSPORTATION DEMAND MANAGEMENT PROGRAMS TO REDUCE THE NUMBER OF VEHICLE TRIPS GENERATED BY THEIR EMPLOYEES.

- **LT-3.4a** Work with large employers to develop appropriate target trip reduction goals by company size and a system to track results and establish penalties for noncompliance.

POLICY LT-3.5 FOLLOW CALIFORNIA ENVIRONMENTAL QUALITY ACT REQUIREMENTS, CONGESTION MANAGEMENT PROGRAM REQUIREMENTS, AND ADDITIONAL CITY REQUIREMENTS WHEN ANALYZING THE TRANSPORTATION IMPACTS OF PROPOSED PROJECTS AND ASSESSING THE NEED FOR OFFSETTING TRANSPORTATION SYSTEM IMPROVEMENTS OR LIMITING TRANSPORTATION DEMAND.

- **LT-3.5a** Reduce peak-hour and total daily single-occupant vehicle trips by expanding the use of transportation demand management programs in the city.
- **LT-3.5b** 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 (VMT) in the city per service population (population + jobs)
- **LT-3.5c** 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

A WELL-DESIGNED AND WELL-OPERATED TRANSPORTATION NETWORK

POLICY LT-3.6 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 LT-3.7 PROVIDE PARKING AND LANE PRIORITY TO ENVIRONMENTALLY FRIENDLY MOTORIZED VEHICLES (E.G. CARPOOLS, LOW EMISSION, ZERO EMISSION).

POLICY LT-3.8 PRIORITIZE SAFE ACCOMMODATION FOR ALL TRANSPORTATION USERS OVER NON-TRANSPORT USES. AS CITY STREETS ARE PUBLIC SPACES DEDICATED TO THE 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.

POLICY LT-3.9 AS PARKING IS THE TEMPORARY STORAGE OF TRANSPORTATION VEHICLES, DO NOT CONSIDER PARKING A TRANSPORT USE OF PUBLIC STREETS.

POLICY LT-3.10 PRIORITIZE STREET SPACE ALLOCATED FOR TRANSPORTATION USES OVER PARKING WHEN DETERMINING THE APPROPRIATE FUTURE USE OF STREET SPACE.

POLICY LT-3.11 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 LT-3.12 MAINTAIN A FUNDING MECHANISM WHERE NEW AND EXISTING LAND USES EQUITABLY PARTICIPATE IN TRANSPORTATION SYSTEM IMPROVEMENTS.

POLICY LT-3.13 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.

- **LT-3.13a** Pursue opportunities for user fees such as paid parking, paid parking permits at workplaces, and paid parking places for on-street parking in transit-rich residential neighborhoods, and promote corporate parking cash-out programs.
- **LT-3.13b** 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.
- **LT-3.13c** 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 LT-3.14 REQUIRE ROADWAY AND SIGNAL IMPROVEMENTS FOR DEVELOPMENT PROJECTS TO IMPROVE MULTIMODAL TRANSPORTATION SYSTEM EFFICIENCY.

POLICY LT-3.15 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.

- **LT-3.15a** Maintain and implement a citywide bicycle plan to maximize the provision of safe and efficient bicycle and pedestrian facilities throughout Sunnyvale.

POLICY LT-3.16 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.

POLICY LT-3.17 SET SPEED LIMITS AT THE LOWEST PRACTICABLE LEVELS CONSISTENT WITH STATE LAW.

- **LT-3.17a** Advocate for changes to state speed laws to provide further ability to lower speed limits.

POLICY LT-3.18 FACILITATE SAFE AND ORDERLY TRAFFIC FLOW AND PROMOTE SCHOOL PEDESTRIAN AND BICYCLE SAFETY.

- **LT-3.18a** Help manage school traffic on city streets and develop management plans.

- **LT-3.18b** 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.
- **LT-3.18c** Encourage and support non-automobile trips to public and private schools.

POLICY LT-3.19 UTILIZE INTELLIGENT TRANSPORTATION SYSTEMS AND OTHER TECHNOLOGICAL APPLICATIONS TO IMPROVE TRAVEL EFFICIENCY AND SAFETY.

POLICY LT-3.20 OPTIMIZE THE CITY'S MULTIMODAL TRAFFIC SIGNAL SYSTEM AND RESPOND QUICKLY TO SIGNAL BREAKDOWNS.

POLICY LT-3.21 IMPLEMENT BEST PRACTICES, INNOVATIVE FACILITIES, AND TECHNOLOGY TO ENHANCE COMPLETE STREETS.

## COMPLETE STREETS THAT BALANCE ALL TRANSPORTATION MODES

POLICY LT-3.22 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.

- **LT-3.22a** 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.
- **LT-3.22b** Evaluate bicycle and pedestrian retrofit projects based on the merits of each project in the context of engineering and planning criteria.
- **LT-3.22c** Minimize driveway curb cuts, and require coordinated access.



- **LT-3.22d** Assign responsibility for final decisions to the City Council 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.
- **LT-3.22e** Implement road diets as a means of adding or enhancing bicycle and pedestrian facilities, increasing traffic safety, and enhancing street character.
- **LT-3.22f** 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 in locations with a significant collision history.

POLICY LT-3.23 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.

- **LT-3.23a** 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.
- **LT-3.23b** Encourage the incorporation of features that enhance street public spaces, such as street trees, public socialization spaces, and sidewalks separated from the curb.
- **LT-3.23c** Consider transforming public on-street parking spaces into pocket parks in locations with the potential for use of such spaces.

POLICY LT-3.24 ENSURE EFFECTIVE AND SAFE TRAFFIC FLOWS FOR ALL MODES OF TRANSPORT THROUGH PHYSICAL AND OPERATIONAL TRANSPORTATION IMPROVEMENTS.

- **LT-3.24a** Continue to utilize the City’s transportation fee program to apply fee revenues to any right-of-way improvements that will improve alternative transportation access and experience.

POLICY LT-3.25 MAINTAIN A FUNCTIONAL CLASSIFICATION OF THE STREET SYSTEM THAT IDENTIFIES LOCAL ROADWAYS, CONGESTION MANAGEMENT PROGRAM ROADWAYS AND INTERSECTIONS, AND INTERSECTIONS OF REGIONAL SIGNIFICANCE.

POLICY LT-3.26 SUPPORT THE 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 LT-3.27 REQUIRE APPROPRIATE ROADWAY DESIGN PRACTICE FOR PRIVATE DEVELOPMENT CONSISTENT WITH CITY STANDARDS AND THE INTENDED USE OF THE ROADWAY.

## AN EFFECTIVE REGIONAL MULTIMODAL TRANSPORTATION SYSTEM

POLICY LT-3.28 SUPPORT STATEWIDE, REGIONAL, AND SUBREGIONAL EFFORTS THAT PROVIDE FOR A SAFE, EFFECTIVE TRANSPORTATION SYSTEM THAT SERVES ALL TRAVEL MODES CONSISTENT WITH ESTABLISHED SERVICE STANDARDS.

- **LT-3.28a** Periodically review service standards to ensure the achievement of City transportation goals and support modernization and innovation.
- **LT-3.28b** Advocate expansion of 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.

- **LT-3.28c** Monitor and participate in planning and implementation of the Grand Boulevard Initiative and Bus Rapid Transit (BRT) 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.
- **LT-3.28d** 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 preemption, adequate street and transit stop furniture, and appropriate lighting for nighttime riders.
- **LT-3.28e** Advocate for the preservation of railroad lines for intercity passenger, commuter, and freight transport.

POLICY LT-3.29 SUPPORT AN EFFICIENT AND EFFECTIVE PARATRANSIT SERVICE AND TRANSPORTATION FACILITIES FOR PEOPLE WITH SPECIAL TRANSPORTATION NEEDS.

POLICY LT-3.30 SUPPORT REGIONAL AND CROSS-REGIONAL TRANSPORTATION IMPROVEMENTS AND CORRIDORS WHILE MINIMIZING IMPACTS TO COMMUNITY FORM AND INTRACITY TRAVEL.

- **LT-3.30a** Continue to improve north/south transit routes and facilities that connect to areas in Sunnyvale and through destinations such as transit stations, job centers, mixed-use areas, and retail/entertainment centers.
- **LT-3.30b** Continue to support First-Last-Mile transit, bicycle, and pedestrian improvements that connect to regional-serving transit.
- **LT-3.30c** Explore public and private opportunities to provide transportation and complete street improvements near regional-serving transit.

**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.

[See Chapter 4](#) (Community Character) Goal CC-1 (Distinguished City Image)

Sunnyvale is an attractive community with comfortable residential neighborhoods and a variety of commercial and business districts, each with a unique character. As the community changes over time, Sunnyvale residents have come to expect that the positive aspects of the city that they enjoy will be preserved and carefully blended with new housing and business developments that feature high-quality architecture and design. Policies in this section advocate new development that features innovative, signature buildings and active and interesting public spaces, and require that City codes, standards, and development review processes be used to steer Sunnyvale in a positive and attractive direction.



*Downtown Sunnyvale Plaza Del Sol*

POLICY LT-4.1 PRESERVE AND ENHANCE AN ATTRACTIVE COMMUNITY, WITH A POSITIVE IMAGE, A SENSE OF PLACE, LANDSCAPING, AND A HUMAN SCALE.

- **LT-4.1a** 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.

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.

- **LT-4.2a** 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.
- **LT-4.2b** Amend the Zoning Code and Zoning Map to incorporate mixed-use zoning districts on designated parcels within Village Centers and the El Camino Real Specific Plan.
- **LT-4.2c** Allow for innovative architectural design.
- **LT-4.2d** Promote distinctive commercial uses.

POLICY LT-4.3 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 DESIGNATED PARCELS WITHIN THE EL CAMINO REAL SPECIFIC PLAN.

- **LT-4.3a** Review the City's zoning, building, and subdivision standards to ensure they support and contribute to the urban design principles set forth in General Plan policies.
- **LT-4.3b** 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.



- **LT-4.3c** Enforce local design guidelines that ensure buildings and monuments respect the character, scale, and context of the surrounding area.
- **LT-4.3d** Ensure that new construction and renovation contribute to the quality and overall image of the community.
- **LT-4.3e** Use the development review and permitting processes to promote high-quality architecture and site design.

POLICY LT-4.4 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.

- **LT-4.4a** Develop design guidelines that address the pedestrian scale of development.

#### GOAL LT-5 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 has been 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)



*Existing Conditions in Future Village Center Site*

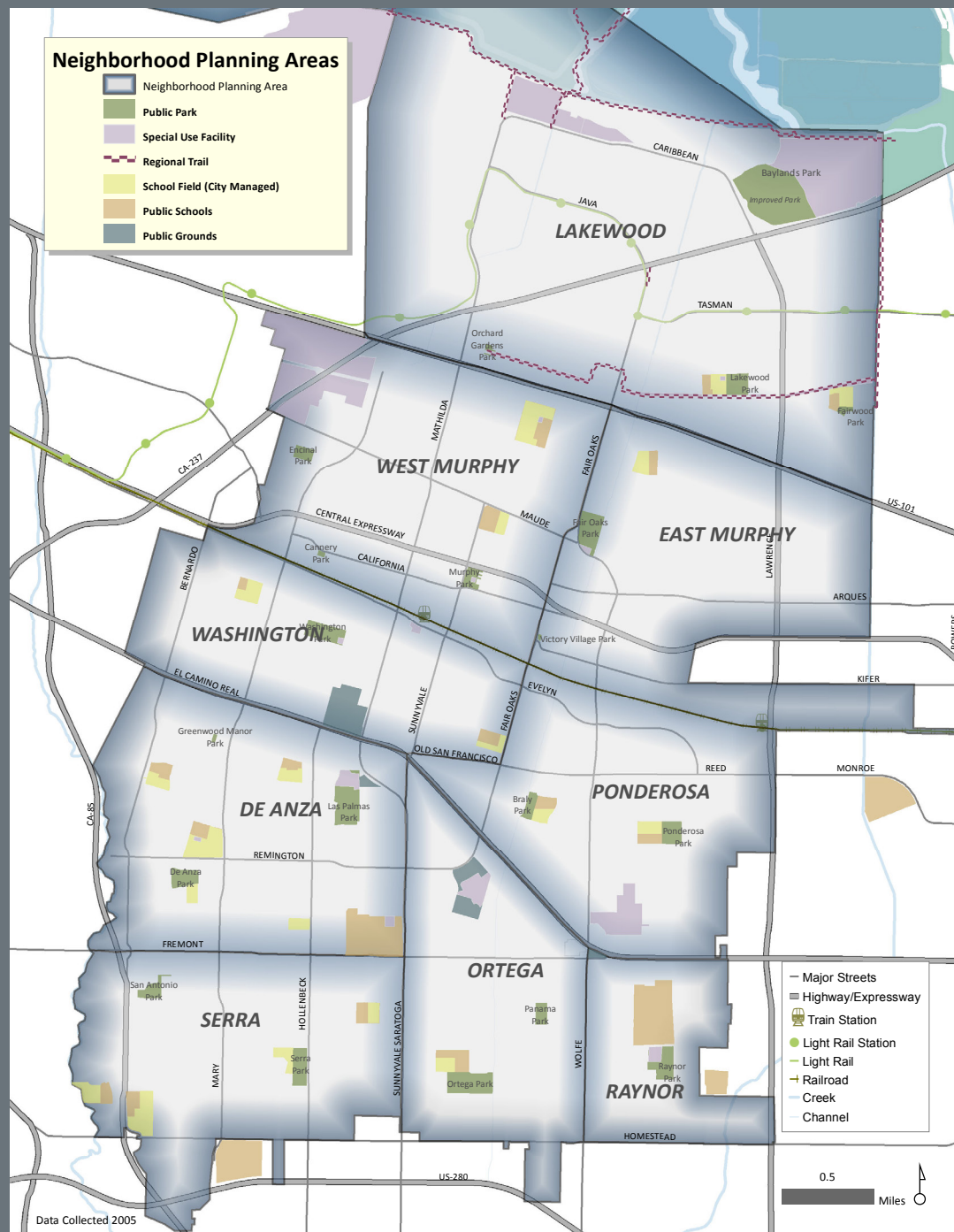


*Rendering of a Village Center (Source: City of San Jose)*

Sunnyvale has been divided into nine neighborhood planning areas, as shown in Figure 3-4. 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, seven 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.

Figure 3-4:  
Neighborhood Planning  
Areas





POLICY LT-5.1 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.

- **LT-5.1a** 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.
- **LT-5.1b** Consider the designation of a new Village Center at the intersection of Fremont Avenue and Sunnyvale-Saratoga Road.
- **LT-5.1c** Allow mixed-use development at appropriate Village Centers while preserving sufficient commercial zoning to serve neighborhood retail and service needs.
- **LT-5.1d** Provide public gathering places with appropriate amenities for residents, such as Village Centers and neighborhood and community parks.
- **LT-5.1e** Prior to accepting any application for a Village Center Plan, a public engagement program shall be submitted to the City for City Council approval with a recommendation from the Planning Commission. The public engagement program should provide a range of opportunities for community members to identify preferences for uses, design, density or intensity, height, open space, privacy, and transportation. City Council may provide direction on the community preferences and the vision for individual Village Center Plans, which shall be used in the preparation of the Plan.
- **LT-5.1f** Seek opportunities to create distinctive landmark features or focal elements at Village Centers and at points of entry or gateways into neighborhoods from the Village Centers.

POLICY LT-5.2 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.

- **LT-5.2a** Enhance existing residential neighborhoods by retaining and creating Village Centers with safe and convenient pedestrian and bicycle access.

- **LT-5.2b** Support a full spectrum of conveniently located commercial, public, and quasi-public uses that support and enhance the livability of residential neighborhoods.
- **LT-5.2c** In addition to parks, promote small-scale, well-designed, pedestrian-friendly spaces within neighborhoods to establish safe and attractive gathering areas.
- **LT-5.2d** Require amenities in new development and Village Centers that serve the needs of residents.

POLICY LT-5.3 POLICY LT-5.3: REQUIRE NEW DEVELOPMENT, RENOVATION, AND REDEVELOPMENT TO BE COMPATIBLE AND WELL INTEGRATED WITH EXISTING RESIDENTIAL NEIGHBORHOODS.

- **LT-5.3a** Utilize adopted City design guidelines to achieve compatible and complementary architecture and scale for new development, renovation, and redevelopment.
- **LT-5.3b** Where an opportunity arises, consider integrating or co-locating a Village Center with a neighborhood park or open space.

**GOAL LT-6**  
**PROTECTED, MAINTAINED, AND ENHANCED RESIDENTIAL NEIGHBORHOODS**

ENSURE THAT ALL RESIDENTIAL AREAS OF THE CITY ARE MAINTAINED AND THAT NEIGHBORHOODS ARE PROTECTED AND ENHANCED THROUGH URBAN DESIGN WHICH STRENGTHENS AND RETAINS RESIDENTIAL CHARACTER.

As stated throughout this chapter, Sunnyvale residents enjoy their community and would like to protect and preserve the positive aspects while enhancing the city with vibrant, high-quality development as Sunnyvale adapts to future development trends and residents’ needs.

A key concern of residents is protecting residential neighborhoods from the encroachment of incompatible and disruptive uses and buildings. Compatible uses may include group homes, day care, and home businesses. In addition, many of Sunnyvale’s residential neighborhoods exceed 50 years in age, and residents have concerns about property neglect and decay. The Housing Element contains policies and programs to address the maintenance and rehabilitation of the housing stock. The following policies are meant to support and enhance other General Plan policies and emphasize the need to protect existing neighborhoods while allowing reasonable use of and reinvestment in residential properties.



**POLICY LT-6.1 IMPROVE AND PRESERVE THE CHARACTER AND COHESIVENESS OF EXISTING RESIDENTIAL NEIGHBORHOODS.**

- **LT-6.1a** Support neighborhood associations throughout Sunnyvale to facilitate community building and neighborhood identity and to encourage participation in land use and transportation decisions.
- **LT-6.1b** Explore developing design standards and guidelines, similar to the Eichler Design Guidelines, to preserve the defining character of existing distinctive neighborhoods.
- **LT-6.1c** Use land use and transportation policies, guidelines, regulations, and engineering specifications to respect community and neighborhood identities and values for quality and design.
- **LT-6.1d** Establish standards and promote and support programs that result in the maintenance and rehabilitation of existing housing and residential neighborhoods.
- **LT-6.1e** Develop special area plans and neighborhood preservation programs to guide change in neighborhoods that need special attention.
- **LT-6.1f** 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.

**POLICY LT-6.2 LIMIT THE INTRUSION OF INCOMPATIBLE USES AND INAPPROPRIATE DEVELOPMENT IN AND NEAR RESIDENTIAL NEIGHBORHOODS, BUT ALLOW TRANSITION AREAS AT THE EDGES OF NEIGHBORHOODS.**

- **LT-6.2a** Where appropriate, use higher-density residential and higher-intensity uses as buffers between neighborhood commercial centers and transportation and rail corridors.
- **LT-6.2b** Require appropriate noise attenuation, visual screening, landscape buffers, or setbacks between residential areas and dissimilar land uses.

(Note: The Community Character Chapter of the General Plan provides more detailed guidance on appropriate and compatible development design.)

POLICY LT-6.3 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.

- **LT-6.3a** Monitor home business trends to ensure City regulations accommodate changing technologies, lifestyles, and neighborhood needs.

POLICY LT-6.4 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.

**GOAL LT-7  
DIVERSE HOUSING OPPORTUNITIES**

ENSURE THE AVAILABILITY OF 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.

[See Chapter 5](#) (Housing) for more goals and policies on housing



*Sunnyvale Townhome Neighborhood*

Including housing goals in the LUTE ensures that the City has adequate land use tools to provide for housing. When combined with the land use categories on the Land Use Map (Note: A link will be provided to Horizon 2035 General Plan Land Use Diagram online), the City ensures that housing is provided in the right places. Related to the policies in this chapter is General Plan Chapter 5 – Housing. In that chapter, the City lists policies that ensure the right quantities and types of housing, including affordable housing, are available to meet the existing and projected housing needs of all segments of the community.

The City is required to adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. The policies in this chapter help reemphasize the City's intent to provide opportunities for a diverse population to live in Sunnyvale, including those that require or desire housing for families, the workforce, live/work-style housing, housing to transition from one stage of life to another, accessible housing, and affordable rental or ownership housing. The LUTE creates and maintains a variety of land use designations and specific zoning categories that will allow for adequate sites and housing variety to meet the community's needs.



*Sunnyvale Condominium Neighborhood*

POLICY LT-7.1 POLICY LT-7.1: IN ADDITION TO MORE TRADITIONAL FORMS OF HOUSING (SINGLE-FAMILY DETACHED, TOWNHOUSES, GARDEN APARTMENTS, AND SHARED CORRIDOR MULTI-FAMILY HOUSING), SUPPORT ALTERNATIVE HOUSING TYPES INCLUDING CO-HOUSING, SINGLE-ROOM OCCUPANCY UNITS, LIVE/WORK SPACES, TRANSITIONAL HOUSING, ASSISTED LIVING, AND OTHER TYPES THAT MAY BECOME NECESSARY AND APPROPRIATE TO SERVE A CHANGING POPULATION.

POLICY LT-7.2 POLICY LT-7.2: DETERMINE THE 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).

POLICY LT-7.3 ENCOURAGE THE DEVELOPMENT OF HOUSING OPTIONS WITH THE GOAL THAT THE MAJORITY OF HOUSING IS OWNER-OCCUPIED.

POLICY LT-7.4 PROMOTE NEW MIXED-USE DEVELOPMENT AND ALLOW HIGHER RESIDENTIAL DENSITY ZONING DISTRICTS (MEDIUM AND HIGHER) PRIMARILY IN VILLAGE CENTERS, WHERE ALLOWED WITHIN THE EL CAMINO REAL SPECIFIC PLAN, AND FUTURE INDUSTRIAL-TO-RESIDENTIAL AREAS.

POLICY LT-7.5 CONSIDER THE IMPACTS OF ALL LAND USE DECISIONS ON HOUSING AFFORDABILITY AND ON THE HOUSING NEEDS OF SPECIAL NEEDS GROUPS WITHIN SUNNYVALE.

## HEALTHY CITY

An area not specifically addressed previously in the General Plan is the concept of community health. With regional and national obesity rates and diabetes rates climbing, and with their associated costs to the health-care system, communities have started to address the issue of health through land use and transportation policies. The purpose of these policies is to provide choices for people who need or wish to increase activity and improve their diets. This goal includes policies that encourage a healthier, active lifestyle and make being active more convenient. The policies also make fresh food visible and accessible through permissible zoning codes and by creating better access to farmers markets and urban gardens. Other policies would allow the City to consider changing codes so that residents may grow their own food and raise their own small livestock and poultry as an option to better control their diets. By incorporating a healthy rationale in the City's land use and transportation policies, Sunnyvale will promote better health for its residents and workers, work toward sustainability, and develop a Complete Community.

## GOAL LT-8 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.

**POLICY LT-8.1 PROMOTE COMMUNITY GARDENS AND URBAN FARMS.**

- **LT-8.1a** Modify the Zoning Code to create specific provisions for community gardens and urban farms as allowed uses, including those in and near residential areas.
- **LT-8.1b** Identify appropriate locations for community gardens and urban farms.
- **LT-8.1c** Accept community gardens as meeting the requirements for on-site landscaping.
- **LT-8.1d** Develop standards for community gardens in Village Centers.

**POLICY LT-8.2 INCREASE THE NUMBER AND FREQUENCY OF FARMERS MARKETS.**

- **LT-8.2a** Study modifying the Zoning Code to create provisions for farmers markets.
- **LT-8.2b** Identify appropriate locations for additional farmers markets.
- **LT-8.2c** Create standards for the operation of farmers markets.

**POLICY LT-8.3 ENABLE THE AVAILABILITY OF FRESH FOOD IN THE COMMUNITY.**

- **LT-8.3a** Enact zoning changes for outdoor retail display in order to improve visibility of fresh food.
- **LT-8.3b** Maintain provisions in the Zoning Code that allow retail food sales in commercial zoning districts.
- **LT-8.3c** Protect neighborhood commercial districts from redevelopment that would eliminate opportunities for access to local fresh food.
- **LT-8.3d** Study revised zoning standards to allow raising smaller livestock, poultry, and bees, including near and in residential areas.



POLICY LT-8.4 PROMOTE COMPACT, MIXED-USE, AND TRANSIT-ORIENTED DEVELOPMENT IN APPROPRIATE NEIGHBORHOODS TO PROVIDE OPPORTUNITIES FOR WALKING AND BIKING AS AN ALTERNATIVE TO AUTO TRIPS.

POLICY LT-8.5 PROMOTE WALKING AND BICYCLING THROUGH STREET DESIGN.

- **LT-8.5a** Develop complete streets principles to accommodate all users, including pedestrians, bicyclists, skaters, and wheelchair users, along with motor vehicles in transportation corridors.
- **LT-8.5b** Enhance connectivity by removing barriers and improving travel times between streets, trails, transit stops, and other pedestrian thoroughfares.
- **LT-8.5c** Support traffic calming to slow down vehicles in order to promote safety for non-motorists.
- **LT-8.5d** Promote separation of streets and sidewalks with planter strips and widened sidewalks, especially on streets with no parking lane.
- **LT-8.5e** Install and connect sidewalks and install safe crosswalks in industrial and office areas.
- **LT-8.5f** Support streetscape standards for vegetation, trees, and art installations to enhance the aesthetics of walking and biking.

## OPEN SPACE, PARKS, AND WETLANDS

### GOAL LT-9 ADEQUATE AND BALANCED OPEN SPACE

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. (PREVIOUSLY OPEN SPACE AND RECREATION GOAL A/ ADOPTED IN 2006)

The following policies regarding open space, parks, and wetlands are provided to convey a complete picture of the community in regard to the need for healthy living and the related need for access to open space.



*Sunnyvale Golf Course*

The City strives to create community through its people, parks and programs. It provides a wide range of accessible, high quality open space and recreational programs and facilities to meet the desires of a diverse and changing Sunnyvale community, all which have a role in creating a healthy community and contribute to a high quality of life.

As of 2006 Sunnyvale has 20 parks comprising 223 acres, including 25 acres of athletic fields and 72 acres of developed parkland at Baylands Park; nine special use facilities comprising 355 acres including the Sunnyvale Golf Course, Sunken Gardens Nine-Hole Course, Baylands Park Wetlands and the closed landfill property; and has formal agreements for use and maintenance of 118 acres of school open space, primarily the school athletic fields. Also included in the total open space acreage are 49 acres of public grounds, which include sites such as the orchards as well as the open space surrounding the Community Center and Civic Center campuses. The total open space acreage is depicted below. Overall, in 2006 Sunnyvale maintained and provided almost 5.7 acres of park and open space for every 1,000 residents in the City (See Figure 3-6, Neighborhood Planning Areas).

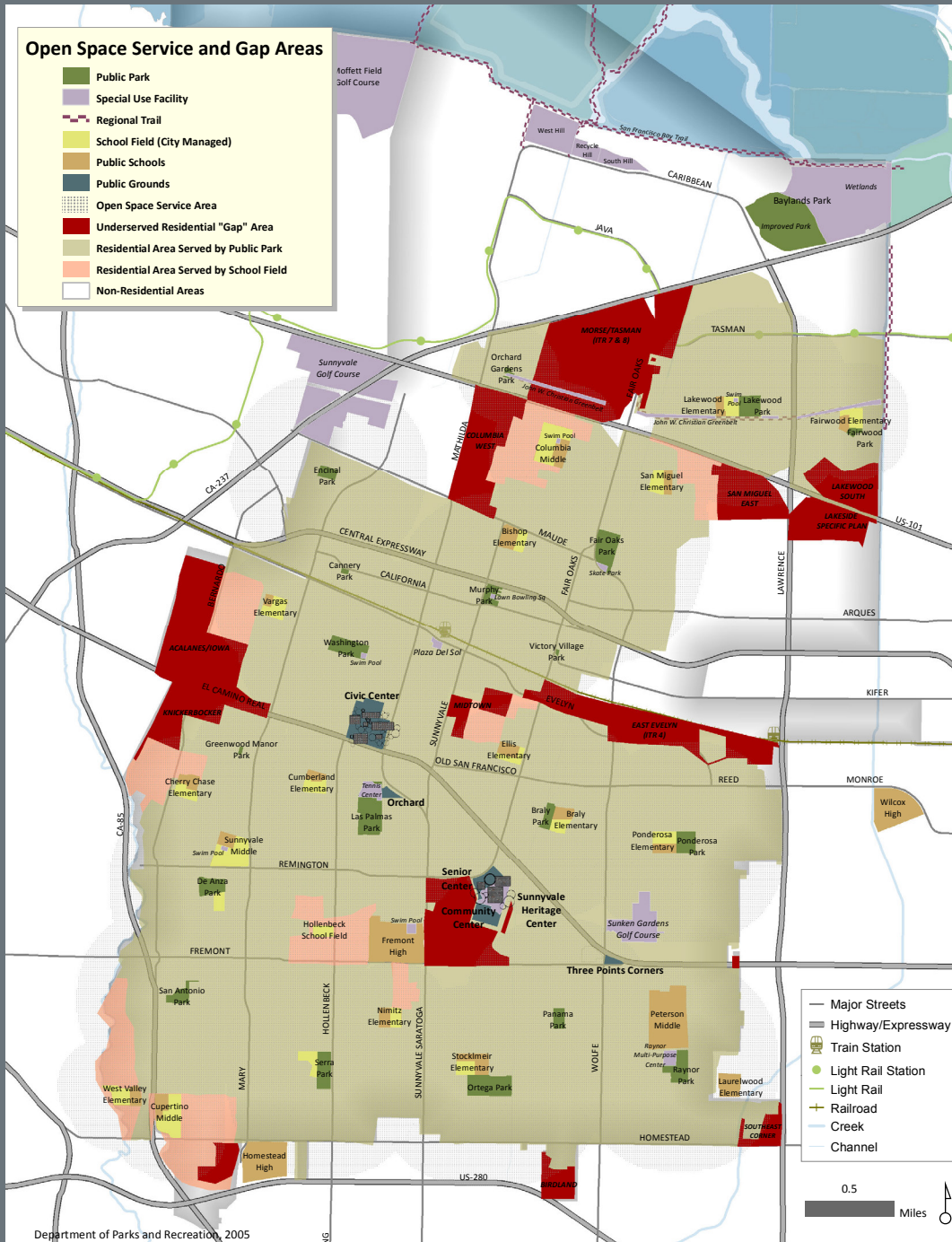


Figure 3-6: Park and School Field Service and Open Space Gap Areas

Figure 3-5: Level of Service for Park Types

Park Type	# of Sites	# of Acres	% of Total Inventory	Existing LOS (acres/ 1,000 population*)
Parks	20	223	30	1.69
School Open Space	19	118	15.8	0.90
Special Use Areas	9	355	47.7	2.70
Public Grounds	5	49	6.5	0.37
<b>TOTALS</b>	<b>53</b>	<b>745</b>	<b>100%</b>	<b>5.66</b>

*\*Based on 2005 U.S. Census data showing the City of Sunnyvale Population is 131,700*

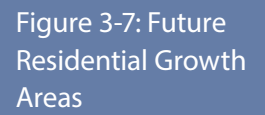
From 1992 to 2006, City-owned open space acreage increased by 2.6 acres with Plaza del Sol and Victory Village Park. Through agreements, the City has made an additional eight acres available to the public at Braly and Ponderosa schools; opened 3.45 miles of the Bay Trail to public use; finished improving the John W. Christian Greenbelt; and built a 50-meter swimming pool in partnership with the Fremont Union High School District. Major physical improvements since the early 1990s also include a new 23,000 square foot Senior Center, three new tennis courts and a snack bar at the Tennis Center; a skate park at Fair Oaks Park; a boardwalk at Baylands Park; and the relocation of a 1918 redwood barn (Bianchi Barn) from San Jose to Orchard Heritage Park.

It is generally accepted that parks best serve those living immediately adjacent to them, although today's population is highly mobile and will readily use parks throughout the City as well as in neighboring cities and not be limited to parks within walking distance. The City has identified neighborhood planning areas to describe this concept. Neighborhood planning areas are generally bounded by traffic arterials, are served with an elementary school or park within walking distance, and have neighborhood shopping facilities within a half-mile radius. Within the City there are nine neighborhood planning areas that are used by the City as a means to describe and evaluate the City's physical organization and distribution of parks (see Figure 3-4 for neighborhood planning area boundaries.)

For the purposes of identifying areas which are relatively underserved by open space, a neighborhood approach was taken, looking at which households were within specified distances from City open space sites. Parks of three acres or less in size were considered to primarily serve those living with a quarter mile radius of the park. For larger parks, a half mile radius was used, because the larger parks generally include more amenities and can serve more people. For school open space, which represents athletic fields without amenities such as restrooms or playgrounds, a quarter mile radius was used.

Once the half-mile and quarter-mile buffers are drawn around each open space site, it is possible to see which pockets of the City are not within these designated service areas. Figure 3-5 depicts all park sites with their accompanying buffers, or service areas. An Open Space Initiative was suggested to evaluate areas as being currently underserved by open space and determine measures to be taken to mitigate the impact of these service gaps.





In 1990, the National Recreation and Park Association (NRPA) developed standards or guidelines which recommended 4-6 acres of open space per 1000 population. Although it would be helpful to have a standard for the amount and kind of open space appropriate for the Sunnyvale community, the NRPA has since acknowledged the difficulty in setting standards that would be applicable to all communities, given each community's unique characteristics. The 1990 NRPA standard is, however, still widely used as a starting point of discussion. At 5.7 acres per 1000, Sunnyvale falls well within that guideline.

The public has expressed interest in increasing most park services, programs, resources and facilities, with the most emphasis on additional open space or enhancement of existing facilities. Much of the stated demand is for sports/athletic fields; however, there is a general sense that additional open space is increasingly important as the City's population increases.

Sunnyvale is experiencing a number of trends related to open space:

- Requiring residential developments to include buildings for community gatherings/meetings.
- Businesses are increasingly using open space during the work day for the benefit of their employees, resulting in a large increase in the use of picnic sites and athletic fields near large businesses. The daytime population for Sunnyvale was estimated at 149,923 in 2000 by the US Census Bureau, almost 20,000 more than the nighttime population. Staff has noted the phenomenon particularly in the northern part of the City. Encinal Park, Lakewood Park, Sunnyvale Baylands Parks and Fair Oaks Park each get heavy use during the day from nearby day-time only residents.
- New residential development is planned in several locations throughout City. Figures 3-4 and 3-5 show areas where increased residential growth can be expected. Seven areas are noted in the figure below, along with estimates of the magnitude for which growth is being planned. Evelyn/Wolfe, Lakeside Specific Plan, and Tasman/Morse areas are also identified as being underserved by open space (see Figure 3-8, Projected Residential Growth). The underserved nature of these areas can be exacerbated by the planned residential growth.



Figure 3-8: Projected Residential Growth

Area of Residential Growth	Neighborhood Planning Area	Within ½ Mile of Park?	Projected Build Out/Increase in Population
Timberpine/Lily	Ponderosa	Ponderosa Park	320
Evelyn/Wolfe (Includes ITR 4a and 4b)	Ponderosa	No	5,680
Arques/Fair Oaks (ITR 6a)	East Murphy	Fair Oaks Park	950
Lakeside Specific Plan	East Murphy	No	1,416
Downtown	Washington	Split: ½ Washington Park ⅓ Murphy Park ⅙ Las Palmas Park	3,900
Tasman/Morse (Includes ITR 7 and 8)	Lakewood	No	7,435
Northrup Grumman (ITR 5)	West Murphy	Split: ½ Murphy Park ¼ Fair Oaks Park ¼ Victory Village Park	3,000

In 2006, the City developed Key Initiatives to respond to demands for increased open space and the areas identified as having “service gaps” and being underserved by current open space offerings. These Key Initiatives were further evaluated in the Parks of the Future Study, which was completed in 2009. The 2006 Key Initiatives and the 2009 Parks of the Future study recommendations are described as follows:

- **Key Initiative #1** — Evaluate how well the following City-owned sites meet the open space and recreation priorities and determine which should be pursued for development as public open space;
  - Murphy Parksite Housing on Jackson Avenue
  - Orchard Gardens Parksite Housing on Garner Avenue
  - Fair Oaks Industrial Complex

In 2009, the City Council directed staff to sell the Orchard Gardens and Murphy Park park-site housing at a future time when the market improves and use the proceeds from the sale of the properties to fund other park and open space priorities. The Fair Oaks Industrial Complex, also known as the Morse Avenue park site, was identified as high priority for development as a Neighborhood Park. (In 2010 the planning and design for Morse Avenue Park was started, with an expected completion date in 2013.)

- **Key Initiative #2** — Evaluate areas identified as being currently underserved by open space and determine measures to be taken to mitigate the impact of these service gaps.

In 2009, the City Council adopted as priorities for acquisition and development of new open space the following areas:

- Morse/Tasman (includes ITR 7 & 8)
- East Evelyn (includes ITR 4)
- Acalanes/Iowa (Between western border of Sunnyvale and Mary Avenue, between El Camino and Evelyn)
- Downtown
- Community Center area
- East Sunnyvale ITR

The Council also directed staff to:

- Actively identify land for acquisition and development, with particular emphasis on areas identified as priorities for new open space
  - Revisit the City/School Use Agreements and look for opportunities to expand and/or redefine the existing partnerships to best meet the City's needs.[This effort was underway in 2010 and will be on-going.]
  - Work together to develop a long-term plan for the recreational use of the West Hill, Recycle Hill and South Hill portions of the Sunnyvale Landfill.
  - Explore the potential for new off-street trails and coordination of on-street bike connections.
- **Key Initiative #3** - Determine whether or not to continue agreement with Santa Clara County for operation of Sunnyvale Baylands Park past 2011 (agreement was to expire in 2011 and the notice of intent was required by December 2008).

In December 2009 this agreement was renewed for an additional 25 years. It now expires in 2036.

- **Key Initiative #4** - Evaluate how the Raynor Activity Center meets open space and recreation priorities and determine what should be done with the site (e.g. keep for use as recreation facility; tear down and use for civic, non-recreation use; sell).

In June 2010, City Council declared that the Raynor Activity Center was no longer needed for public purposes and available for long-term lease. The City anticipates making a determination on the future use of the Raynor Activity Center in 2011.

- **Key Initiative #5** - Consider revisions to Sunnyvale Municipal Code (e.g. evaluate whether to include commercial development in park dedication or mitigation; consider changes to the open space acreage dedication amount.)

In 2009, the City Council adopted as a target to maintain an open space level of service of 5.34 acres per 1,000 residents. Council also directed staff to prepare an amendment to

Sunnyvale Municipal Code Chapter 18.10 and Chapter 19.74 relating to park dedication and in-lieu fees to change the facility standard to 3.0 acres per 1,000 population from its current standard of 1.25 acres per 1,000 population, in accordance with Fee Mitigation Act Requirements. This was completed on November 24, 2009 when Council raised the park facility standard from 1.25 acres per 1,000 residents to 3.0 acres per 1,000 residents over a three year period. In addition, the Council directed staff to further explore the feasibility of establishing expanded or modified Development Impact Fees under the Mitigation Fee Act.

POLICY LT-9.1 ENSURE THAT THE PLANNED AVAILABILITY OF OPEN SPACE IN BOTH THE CITY AND THE REGION IS ADEQUATE.

- **LT-9.1a** Define a minimum open space standard for residential uses, mixed-use developments, business developments, and Village Centers.
- **LT-9.1b** Utilize joint agreements between the City and local school districts to create community recreational opportunities.
- **LT-9.1c** At regular intervals, review the park dedication requirements.
- **LT-9.1d** Integrate usable open spaces and plazas into commercial and office developments.
- **LT-9.1e** Update the Parks and Recreation Element by 2020.

POLICY LT-9.2 FOLLOW MANAGEMENT AND PREVENTIVE MAINTENANCE STRATEGIES TO EXTEND THE USABLE LIFE OF OPEN SPACES AND RECREATION FACILITIES, SUCH AS PLANNING FOR AND IMPLEMENTING “NON-USE TIMES” FOR OPEN SPACE AND FACILITIES IN ORDER TO ASSURE ADEQUATE MAINTENANCE AND REGENERATION TIME. (Previously Open Space and Recreation Policy 2.2.A.1)

POLICY LT-9.3 ADOPT MANAGEMENT, MAINTENANCE AND DEVELOPMENT PRACTICES THAT MINIMIZE NEGATIVE IMPACTS TO THE NATURAL ENVIRONMENT, SUCH AS SUPPORTING AND ENFORCING THE INTEGRATED PEST MANAGEMENT SYSTEM; AND LANDSCAPING IN WAYS WHICH MINIMIZE THE NEED FOR WATER. (Previously Open Space and Recreation Policy 2.2.A.2)

POLICY LT-9.4 POLICY LT-9.4: PURSUE THE ACQUISITION OF APPROPRIATE FEDERAL LANDS CURRENTLY LOCATED AT THE FORMER MOFFETT NAVAL AIR STATION. (Previously Open Space and Recreation Policy 2.2.A.3)

POLICY LT-9.5 MAINTAIN EXISTING PARK AND OPEN SPACE TREE INVENTORY THROUGH THE REPLACEMENT OF TREES WITH AN EQUAL OR GREATER NUMBER OF TREES WHEN TREES ARE REMOVED DUE TO DISEASE, PARK DEVELOPMENT OR OTHER REASONS. (Previously Open Space and Recreation Policy 2.2.A.4)

POLICY LT-9.6 MAINTAIN PARK AND OPEN SPACE TREE INVENTORY ON A SYSTEM WIDE BASIS RATHER THAN A SITE-BY-SITE BASIS WITH AN UNDERSTANDING THAT THERE IS NO SINGLE OPTIMUM NUMBER OF TREES FOR A PARTICULAR SITE. (Previously Open Space and Recreation Policy 2.2.A.5)

POLICY LT-9.7 MAINTAIN A WORKING FRUIT ORCHARD THROUGHOUT THE LARGEST PORTION OF ORCHARD HERITAGE PARK FOR AS LONG AS PRACTICAL. (Previously Open Space and Recreation Policy 2.2.A.6)

POLICY LT-9.8 CONDUCT A COST/BENEFIT ANALYSIS TO DETERMINE WHETHER THE GENERAL COMMUNITY WOULD BE WELL-SERVED DURING NON-SCHOOL HOURS BY CAPITAL IMPROVEMENTS TO SCHOOL-OWNED OPEN SPACE AND/OR RECREATIONAL FACILITIES. THE COST/BENEFIT ANALYSIS SHOULD TAKE INTO ACCOUNT ONGOING MAINTENANCE COSTS AND RESPONSIBILITIES. WHEN IT IS DETERMINED THAT THE COMMUNITY WOULD BE WELL SERVED BY THE CAPITAL IMPROVEMENT, THE CITY WILL CONSIDER FUNDING A SHARE OF THE COSTS OF THOSE IMPROVEMENTS PROPORTIONATE TO THE CITY'S USE. (See also Fiscal Management Sub-Element for fiscal policies.) (Previously Open Space and Recreation Policy 2.2.A.7)

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 RIGHT-OF-WAYS FOR OPEN SPACE USE, CONVERSION OF SITES TO OPEN SPACE FROM DEVELOPED USE OF LAND AND LANDBANKING. (Previously Open Space and Recreation Policy 2.2.A.8)

POLICY LT-9.10 REFRAIN FROM ENGAGING IN THE DEVELOPMENT OF OPEN SPACE AND/OR RECREATIONAL FACILITIES WITHOUT PRIOR ASSURANCE THAT ONGOING MAINTENANCE NEEDS WILL BE ADDRESSED. (Previously Open Space and Recreation Policy 2.2.A.9)

POLICY LT-9.11 FACILITATE AND ENCOURAGE PEDESTRIAN TRAFFIC IN PUBLIC RECREATIONAL OPEN SPACES AND UTILIZE THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY'S PEDESTRIAN TECHNICAL DESIGN GUIDELINES WHENEVER APPROPRIATE AND FEASIBLE. (Previously Open Space and Recreation Policy 2.2.A.10)

POLICY LT-9.12 SUPPORT THE ACQUISITION OF EXISTING OPEN SPACE WITHIN THE CITY LIMITS AS LONG AS FINANCIALLY FEASIBLE. (Previously Open Space and Recreation Policy 2.2.A.11)

POLICY LT-9.13 UTILIZE DESIGN AND DEVELOPMENT GUIDELINES FOR ALL PARK TYPES WITHIN THE CITY’S OPEN SPACE SYSTEM.

POLICY LT-9.14 MITIGATE AS FEASIBLE THE OPEN SPACE NEED IN AREAS IDENTIFIED AS UNDERSERVED THROUGH THE ACQUISITION OF NEW PARKLAND AND/OR THE ADDITION OF AMENITIES IN ORDER TO BRING SITES IN LINE WITH DESIGN AND DEVELOPMENT GUIDELINES.

POLICY LT-9.15 IN APPLYING THE PARK DEDICATION REQUIREMENTS FOR NEW DEVELOPMENT, PLACE A PRIORITY ON ACQUIRING LAND OVER IN-LIEU PAYMENT, PARTICULARLY WHEN THE DEVELOPMENT IS IN AREAS IDENTIFIED AS UNDERSERVED AND/OR WHEN THE LAND IS OF SUFFICIENT SIZE OR CAN BE COMBINED WITH OTHER LAND DEDICATION TO FORM LARGER MINI PARKS OR NEIGHBORHOOD PARKS.

POLICY LT-9.16 PLACE A PRIORITY ON ENSURING THAT EACH SITE HAS THE MINIMUM RESOURCES IDENTIFIED IN THE DESIGN GUIDELINES FOR ITS PARK CLASSIFICATION BEFORE ADDING NEW AMENITIES OVER AND ABOVE THE MINIMUM REQUIRED RESOURCES FOR THE PARK CLASSIFICATION.



POLICY LT-9.17 IF AMENITIES ARE NO LONGER NEEDED (E.G., DUE TO FISCAL CONSTRAINTS, ENVIRONMENTAL REASONS, CHANGE IN COMMUNITY NEEDS) GIVE STRONG CONSIDERATION TO REDESIGNING THE AMENITY TO SERVE COMMUNITY NEEDS.

POLICY LT-9.18 IMPROVE ACCESSIBILITY TO PARKS AND OPEN SPACE BY REMOVING BARRIERS.

- **LT-9.18a** Provide and maintain adequate bicycle lockers at parks.
- **LT-9.18b** Evaluate the feasibility of flood control channels and other utility easements for pedestrian and bicycle greenways. Coordinate with flood control and utility agencies early in the process to determine feasibility/desirability of the project.
- **LT-9.18c** Develop and adopt a standard for a walkable distance from housing to parks.

POLICY LT-9.19 PROTECT CREEKS AND WETLANDS AS IMPORTANT PARTS OF THE COMMUNITY'S NATURAL ENVIRONMENT AND OPEN SPACE AND FOR THEIR CONTRIBUTION TO FLOOD CONTROL.

- **LT-9.19a** Work with other agencies to maintain creeks and wetlands in their natural state.
- **LT-9.19b** Work with appropriate agencies to identify creek channels and wetlands to use as recreational areas.
- **LT-9.19c** Minimize or divert pollutants from draining into creeks and wetlands by enforcing best management practices during construction, site development, and ongoing operations.

See Chapter 4 (Community Character) Goals CC-10, CC-11, CC-12 (Recreation Programming)

GOAL LT-10  
REGIONAL APPROACH TO OPEN SPACE

A REGIONAL APPROACH TO PROVIDING AND PRESERVING OPEN SPACE AND PROVIDING OPEN SPACE AND RECREATIONAL SERVICES, FACILITIES AND AMENITIES FOR THE BROADER COMMUNITY. (Previously Open Space and Recreation Goal C/ Adopted in 2006)

POLICY LT-10.1 SUPPORT ACTIVITIES AND LEGISLATION THAT WILL PROVIDE ADDITIONAL LOCAL, COUNTY AND REGIONAL PARK ACQUISITION, DEVELOPMENT AND MAINTENANCE AND RECREATIONAL OPPORTUNITIES. (Previously Open Space and Recreation Policy 2.2.C.1)

POLICY LT-10.2 SUPPORT PUBLIC AND PRIVATE EFFORTS IN AND AROUND SUNNYVALE TO ACQUIRE, DEVELOP AND MAINTAIN OPEN SPACE AND RECREATION FACILITIES AND SERVICES FOR PUBLIC USE. (Previously Open Space and Recreation Policy 2.2.C.2)

POLICY LT-10.3 ENCOURAGE SCHOOL DISTRICTS TO MAKE AVAILABLE SCHOOL SITES IN AND AROUND SUNNYVALE FOR COMMUNITY OPEN SPACE AND RECREATION PROGRAMS. (Previously Open Space and Recreation Policy 2.2.C.3)

POLICY LT-10.4 SUPPORT A REGIONAL TRAIL SYSTEM BY COORDINATING WITH ADJACENT JURISDICTIONS TO FACILITATE TRAIL CONNECTIONS WHEREVER POSSIBLE. (SEE ALSO CITY OF SUNNYVALE BICYCLE PLAN.) (PREVIOUSLY OPEN SPACE AND RECREATION POLICY 2.2.C.4)

POLICY LT-10.5 ENGAGE IN REGIONAL EFFORTS TO ENHANCE AND PROTECT LAND USES NEAR STREAMS AND TO RESPOND TO SEA LEVEL RISE AND CLIMATE CHANGE.

- **LT-10.5a** Maintain and regularly review and update a streamside development review and permitting process.
- **LT-10.5b** Apply development standards provided by the Santa Clara Valley Water District (SCVWD).
- **LT-10.5c** Conduct streamside development review as part of a building permit plan check process, design review, the miscellaneous plan permit, and/or the discretionary review process.
- **LT-10.5d** Minimize effects of development on natural streambeds.
- **LT-10.5e** When opportunities exist, remove existing structures adjacent to streams that impact the streambed.

## ECONOMY

### GOAL LT-11 SUPPORTIVE ECONOMIC DEVELOPMENT ENVIRONMENT

FACILITATE 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.

Sunnyvale's economic competitive edge is its business-friendly environment and its effective and efficient planning and building permitting processes; the city is well known for its innovative One-Stop Permit Center. Historically, 90% of building permits issued in Sunnyvale are issued "over the counter" as opposed to requiring lengthy internal review periods. At this time, cities in general lack the ability to provide financial incentives to attract businesses. The City of Sunnyvale's development review and permitting services for businesses are marketed and promoted as a way to remain on top in the competitive arena of Silicon Valley business attraction and retention.

POLICY LT-11.1 PROVIDE EXISTING BUSINESSES WITH OPPORTUNITIES TO GROW IN SUNNYVALE AND PROVIDE OPPORTUNITIES TO EXPAND INTO NEW TECHNOLOGIES.

- **LT-11.1a** Monitor the effect of City policies on business development and consider the effects on the overall health of business in the community.
- **LT-11.1b** Participate in partnerships with local industry/businesses in order to facilitate communication and address mutual concerns.
- **LT-11.1c** Work with start-up companies to address their unique land use and transportation needs during product development and placement of their new technologies.

POLICY LT-11.2 SUPPORT A FULL SPECTRUM OF CONVENIENTLY LOCATED COMMERCIAL, MIXED-USE, PUBLIC, AND QUASI-PUBLIC USES THAT ADD TO THE POSITIVE IMAGE OF THE COMMUNITY.

POLICY LT-11.3 PROMOTE BUSINESS OPPORTUNITIES AND BUSINESS RETENTION IN SUNNYVALE.

- **LT-11.3a** Encourage conveniently located retail, restaurant, and other supportive land uses near business areas.

POLICY LT-11.4 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.

- **LT-11.4a** Support land use policies to achieve a healthy relationship between the creation of new jobs and housing.
- **LT-11.4b** Support transportation demand management programs and other ride-sharing programs countywide.

POLICY LT-11.5 ENCOURAGE BUSINESSES TO EMPHASIZE RESOURCE EFFICIENCY AND ENVIRONMENTAL RESPONSIBILITY AND TO MINIMIZE POLLUTION AND WASTE IN THEIR DAILY OPERATIONS.



*Moffett Place in Moffett Park Specific Plan Area*

## 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.

Economic development is critical to the success of any city. A successful business environment provides jobs and revenue, and workers in turn support other city businesses like shops, services, and restaurants. Having land use and transportation policies that support a variety of businesses and industries helps create a balanced and resilient local economy.



Companies consider a wide range of criteria when selecting a location. Globally and regionally, Silicon Valley is still considered a premier and dynamic place to do business. The strengths of a Silicon Valley location include access to universities, venture capital, an educated workforce, and a high quality of life. Challenges include housing costs, labor costs, and land costs.

Sunnyvale offers a high quality of life and benefits for a strategic location directly in the heart of Silicon Valley. However, Sunnyvale must distinguish itself from other regional cities to attract businesses. At this time, office development in the city is strong. However, lack of a strong downtown commercial district has also significantly affected sales tax revenue, which is leaking to shopping areas located in adjacent and nearby cities.

The City's economic development strategy is a three-pronged approach addressing business attraction, business retention, and business expansion. The economic development policies in the LUTE focus on how land use and transportation can support a healthy economy. They are used to complement other General Plan policies (such as housing policies) and guide future decisions to ensure regional economic competitiveness.



*North Wolfe Road*

POLICY LT-12.1 ENCOURAGE GREEN TECHNOLOGY INDUSTRIES.

POLICY LT-12.2 ENCOURAGE THE CREATION OR INSTALLATION OF PILOT PROGRAMS FOR EMERGING INDUSTRIES IN BOTH PRIVATE AND PUBLIC FACILITIES.

POLICY LT-12.3 SUPPORT A VARIETY OF LAND AND BUILDING OWNERSHIP FORMS, INCLUDING BUSINESS CONDOMINIUMS, PLANNED DEVELOPMENTS, AND MORE TRADITIONAL SINGLE-OWNER DEVELOPMENTS.

POLICY LT-12.4 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.

- **LT-12.4a** Promote a variety of commercial, retail, and industrial uses, including neighborhood shopping, general business, office, clean technology, and industrial/research and development.
- **LT-12.4b** Ensure that rezoning of industrial or commercial areas and sites will not significantly hurt the community's economic base.
- **LT-12.4c** Encourage independent local businesses.
- **LT-12.4d** Support a seamless development review process.
- **LT-12.4e** Expand the One-Stop Permit Center and reflect "time to market" needs of businesses.

POLICY LT-12.5 ENCOURAGE LAND USES THAT GENERATE REVENUE WHILE PRESERVING A BALANCE WITH OTHER COMMUNITY NEEDS, SUCH AS HOUSING.

- **LT-12.5a** Monitor revenues generated by different economic sectors on an ongoing basis.

POLICY LT-12.6 CREATE A STRONG, IDENTIFIABLE DOWNTOWN THAT OFFERS REGIONAL AND CITYWIDE SHOPPING OPPORTUNITIES AND ENTERTAINMENT.

POLICY LT-12.7 MAINTAIN AN ADEQUATE SUPPLY OF LAND ZONED FOR OFFICE, INDUSTRIAL, AND RETAIL DEVELOPMENT TO MEET PROJECTED NEEDS.

POLICY LT-12.8 PROVIDE QUALITY NEIGHBORHOOD, COMMUNITY, AND REGIONAL RETAIL CENTERS/USES TO MEET THE NEEDS OF RESIDENTS.

- **LT-12.8a** Track retail leakage to encourage businesses that meet missing retail needs.

POLICY LT-12.9 CONSIDER THE IMPORTANCE OF TAX GENERATION (RETAIL, HOTEL, AUTO, AND BUSINESS-TO-BUSINESS USES) TO SUPPORT THE FISCAL HEALTH OF THE COMMUNITY AND TO FUND MUNICIPAL SERVICES.

**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.

Sunnyvale is fortunate to have a number of unique business areas that offer a full spectrum of building spaces and properties from retail, service-commercial, and heavy industrial to Class A, B, and C office/research and development space and an increasing number of major corporate campuses. Although separated for the most part into appropriate zoning areas, similar to residential areas, individual businesses and business districts require protection from the encroachment of incompatible uses in order to operate unencumbered, remain competitive, and contribute to the city's economic health. The vitality of older business areas, including shopping centers, also can be affected by a lack of reinvestment and maintenance.

The following policies aim to encourage development and funding of programs that promote and enforce property maintenance as well as provide the buffers and protection that business areas require. Through the development review process, the City will support pedestrian-oriented design and require visual improvement in architecture, landscaping, and signs.





*El Camino Real Corridor Commercial Center*

## GENERAL

POLICY LT-13.1 IDENTIFY VALUABLE PHYSICAL CHARACTERISTICS AND BUSINESS ASPECTS, AND PROTECT THE UNIQUENESS AND INTEGRITY OF ALL BUSINESS AREAS AND DISTRICTS.



POLICY LT-13.2 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.

- LT-13.2a Promote land use patterns and urban design that strengthen the sense of uniqueness in existing and new business areas and districts.
- LT-13.2b Look for opportunities to create points of entry or gateways to unique business areas and districts.
- LT-13.2c 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.
- LT-13.2d Establish and monitor standards for property appearance and maintenance.
- LT-13.2e Promote and support programs that result in the maintenance and rehabilitation of existing properties.
- LT-13.2f Develop special area plans and neighborhood preservation programs to guide change in business areas and districts that need special attention.

## PROTECTED COMMERCIAL DISTRICTS

POLICY LT-13.3 USE DENSITY AND DESIGN PRINCIPLES, SUCH AS PHYSICAL TRANSITIONS, BETWEEN DIFFERENT LAND USES AND TO BUFFER BETWEEN SENSITIVE USES AND LESS COMPATIBLE USES.

- **LT-13.3a** 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.
- **LT-13.3b** Require that commercial activities near or adjacent to residential uses be conducted with minimally invasive exterior activity.

COMMERCIAL USES AND SHOPPING CENTERS

POLICY LT-13.4 SUPPORT A FULL SPECTRUM OF CONVENIENTLY LOCATED COMMERCIAL USES AND SHOPPING CENTERS THAT ADD TO THE POSITIVE IMAGE OF THE COMMUNITY

- **LT-13.4a** Utilize adopted City design guidelines to achieve compatible architecture and scale for renovation and new development in shopping centers and commercial buildings.
- **LT-13.4b** 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).
- **LT-13.4c** Promote distinctive and well-coordinated master sign programs for commercial centers and Downtown.
- **LT-13.4d** 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).

POLICY LT-13.5 SUPPORT CONVENIENT NEIGHBORHOOD-SERVING COMMERCIAL CENTERS THAT PROVIDE SERVICES THAT REDUCE AUTOMOBILE DEPENDENCY AND CONTRIBUTE POSITIVELY TO NEIGHBORHOOD CHARACTER.

POLICY LT-13.6 SUPPORT A REGIONAL COMMERCIAL DISTRICT IN DOWNTOWN SUNNYVALE.

POLICY LT-13.7 PROMOTE CONTINUOUS REINVESTMENT IN SHOPPING CENTERS THROUGH MAINTENANCE, REVITALIZATION, AND REDEVELOPMENT.

- **LT-13.7a** During the development review process, work with owners of older shopping centers to revitalize façades and bring other site standards up to code.
- **LT-13.7b** 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.
- **LT-13.7c** Utilize neighborhood enhancement programs and code enforcement to achieve maintenance at shopping centers that are neglected.
- **LT-13.7d** Require increased landscaping, tree planting, and internal sidewalks when considering a revitalized or redeveloped shopping center.

## OFFICE, INDUSTRIAL, AND RESEARCH & DEVELOPMENT

POLICY LT-13.8 REQUIRE HIGH DESIGN STANDARDS FOR OFFICE, INDUSTRIAL, AND RESEARCH AND DEVELOPMENT (R&D) BUILDINGS IN ALL BUSINESS DISTRICTS.

- **LT-13.8a** Utilize adopted City design guidelines to achieve compatible architecture and scale for renovation and new development in business areas.
- **LT-13.8b** Maintain and review, as needed, criteria for superior quality architecture, landscaping, and site development for office, industrial, and R&D projects that request to develop beyond standard floor area ratio limits.
- **LT-13.8c** Carefully review the impacts, such as noise, odors, and facility operations, of commercial, office, and industrial uses and development adjacent to residential areas.

POLICY LT-13.9 MAINTAIN AREAS OF CLASS B AND C BUILDINGS TO SUPPORT ALL TYPES OF BUSINESSES AND PROVIDE A COMPLETE COMMUNITY.

**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.

Land use and transportation in most of Sunnyvale are guided by standardized codes and manuals such as the Zoning Code, the Citywide Design Guidelines, or the Santa Clara Valley Transportation Authority (VTA) Bicycle Technical Guidelines. The City aims to be consistent as it applies standards to all properties in Sunnyvale. Although standardization is considered desirable in most cases, unique land use situations warrant more specific policies to guide development. In these cases, the City has the ability to utilize special plans and zoning tools such as specific plans, precise plans, and design guidelines to provide protection or guide change more carefully.



*Office Building in Downtown Specific Plan*

**Area Plans**

Figure 3-9 shows existing and future area plans.

### Moffett Park Specific Plan

After adopting the previous LUTE (1997), the City realized that there was significant development pressure to be capitalized upon in the city's northern business park—Moffett Park. The City had received a number of requests to develop corporate campuses that exceeded the older, one-story tilt-up-style development standards adopted for that area. In response, in 2004 the City adopted the Moffett Park Specific Plan, which included development standards that made way for a more modern and intensive business park that met the needs of new businesses. Identifying and responding to the special needs of the Moffett Park area has allowed the community to remain competitive in attracting new businesses by having opportunities in place for new office development.

### El Camino Real Specific Plan

The City has adopted an update to the Precise Plan for El Camino Real titled EL Camino Real Specific Plan (2022). The Specific Plan was adopted to clarify the City's long-term vision for its primary commercial corridor. The Specific Plan serves as a guide to encourage well-designed, appropriate developments along El Camino Real. The plan also offers strategies to capitalize on the strengths of El Camino Real and to overcome limitations in order to enhance the ability of the corridor to remain a vibrant and successful part of the community.

### Peery Park Specific Plan

To allow for redevelopment of under-utilized industrial properties and accommodate new industrial growth, the City approved the Peery Park Specific Plan in 2016. The Specific Plan is to provide the City, property owners and businesses with a guide for future development in the 446-acre Peery Park area. The Specific Plan provides details on the type, location and intensity of uses, define the capacity and design of needed public improvements and infrastructure, and determine the resources necessary to finance and implement the public improvements and infrastructure needed to support the vision for the area.

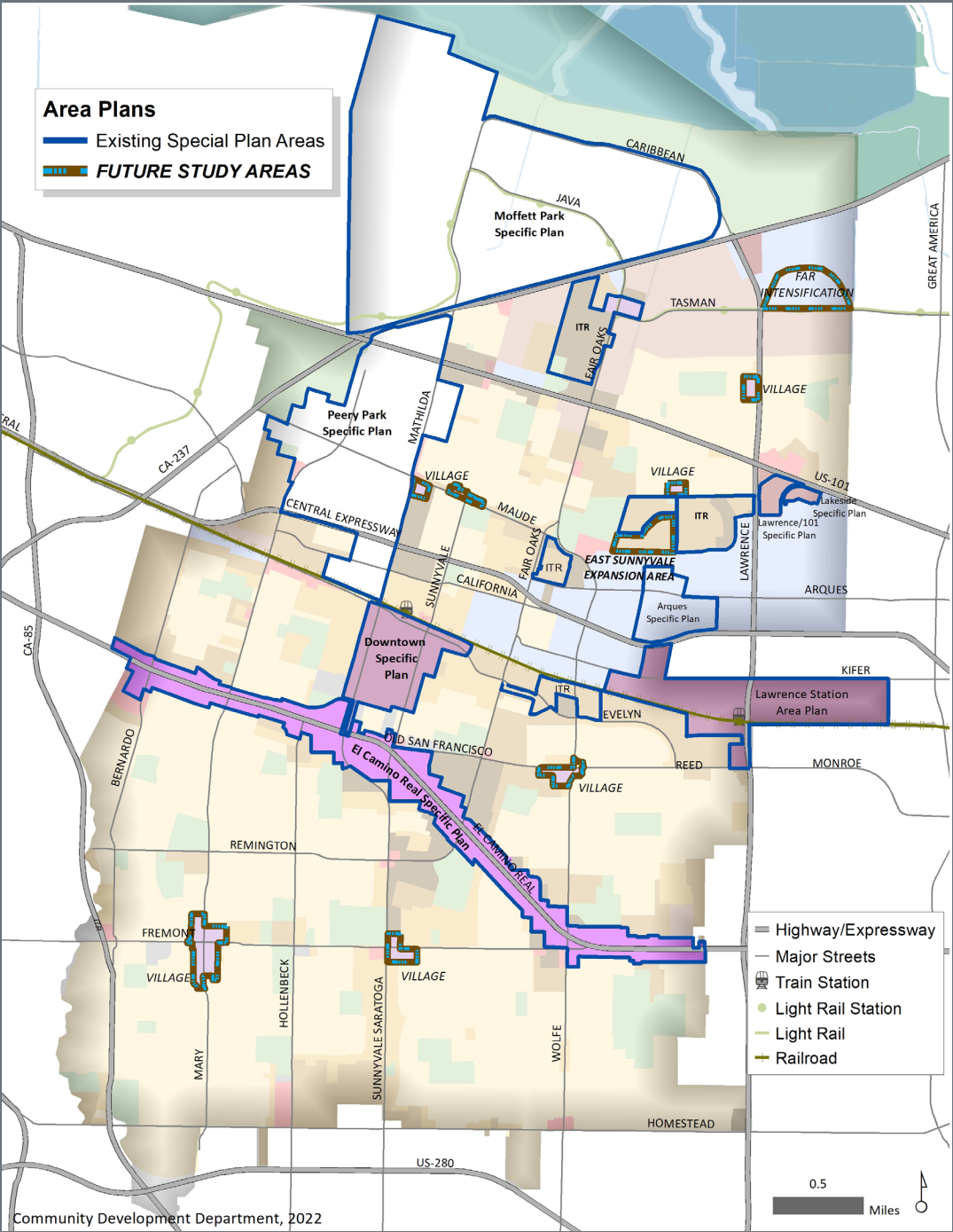
### Lawrence Station Area Plan

The Lawrence Station Area Plan was originally adopted in 2016 and updated in 2021 to maximize benefits for Sunnyvale that come from the area's proximity to Lawrence Caltrain Station. The plan supports mixed use office/research and development, residential and retail uses in the approximate ½ mile radius around the station. The land uses and circulation identified in the plan support transit ridership, and provide access through the area for pedestrians, bicyclists and motor vehicles.

### Design Guidelines

Other opportunities to utilize special zoning tools include preserving architectural resources. The City has design guidelines in place to protect the unique character of Eichler residential neighborhoods and the Heritage Housing District on Frances Street and Taaffe Street near Downtown. Additionally, Citywide Design Guidelines, Industrial Design Guidelines, and Single Family Home Design Techniques have been put into place in order to respond to the community's changing demand for higher-quality architectural and site design standards.

Figure 3-9: Area Plans







*Residence reflecting Eichler Design Guidelines*

## SPECIALIZED PLANS AND ZONING TOOLS

POLICY LT-14.1 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 THAT NEED SPECIAL ATTENTION.

## 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, EL CAMINO REAL SPECIFIC PLAN, MOFFETT PARK SPECIFIC PLAN, PEERY PARK SPECIFIC PLAN, AND LAWRENCE STATION AREA PLAN. (See Figure 3, Area Plans.)

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.

- **LT-14.3a** Maintain sense of place plans that provide more focused policies and development standards to guide future land use and transportation decisions.
- **LT-14.3b** Prepare a special area plan for each of the Village Centers to provide focused land use, transportation, and design standards, policies, and guidelines.



*Lawrence Station Area*

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.

POLICY LT-14.5 USE THE INDUSTRIAL-TO-RESIDENTIAL (ITR) COMBINING DISTRICT TO HELP MEET THE COMMUNITY'S HOUSING NEEDS FOR ALL AGES AND ECONOMIC SECTORS AND BALANCE ITS USE WITH MAINTAINING A HEALTHY ECONOMY AND EMPLOYMENT BASE. ITR ZONING ALLOWS INDUSTRIAL/COMMERCIAL/OFFICE USES TO CONTINUE AS CONFORMING USES WHILE AN AREA TRANSITIONS TO RESIDENTIAL USES. ITR AREAS INCLUDE TASMAN CROSSING, EAST SUNNYVALE, THE LAWRENCE STATION AREA, THE EVELYN CORRIDOR (FAIR OAKS TO WOLFE), AND FAIR OAKS JUNCTION.

- **LT-14.5a** 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.
- **LT-14.5b** During the transition from industrial to residential uses, anticipate and monitor compatibility issues between residential and industrial uses (e.g., noise, odors, and hazardous materials). Identify appropriate lead departments and monitoring strategies for each compatibility issue.
- **LT-14.5c** 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.
- **LT-14.5d** Rezone transitioned neighborhoods from ITR to appropriate residential zoning after 75% of the land area has been redeveloped with residential use.
- **LT-14.5e** Consider sense of place or pedestrian circulation plans to address access in ITR neighborhoods.
- **LT-14.5f** Rezone industrial sites for conversion to residential uses only after environmental remediation sufficient to enable residential use of the sites is completed and any deed restrictions are removed from subject properties. Such sites may be counted toward RHNA obligations after environmental remediation is completed and any deed restrictions are removed.

POLICY LT-14.6 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).

POLICY LT-14.7 BALANCE THE NEED FOR ADDITIONAL RESIDENTIAL USES WITH INDUSTRIAL USES NEEDED FOR A HEALTHY ECONOMY.

- **LT-14.7a** Require any future study to change an area from industrial to residential to 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.

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.

- **LT-14.8a** 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.
- **LT-14.8b** Establish zoning incentives, density bonuses, or other land use tools where higher development potential may be allowed based on contributions toward desired community benefits.
- **LT-14.8c** Include a discussion of community benefits in area plans and specific plans that defines the City’s priorities and outlines an implementation program.

PUBLIC AND QUASI-PUBLIC USES

Other land uses that require attention are public and quasi-public uses. Public uses include City administration buildings, libraries, parks, the water pollution control plant, the Santa Clara County medical clinic, and school district facilities. Quasi-public uses include places of worship, private community centers, private schools, child-care centers, and medical clinics and hospitals. These uses are scattered throughout the community. Although they provide much-needed community services and facilities, they can also provide challenges by potentially impacting adjacent land uses, such as nearby residential uses.

One way the City can respond to the needs of public and quasi-public uses is to utilize special zoning tools. In recent years, some quasi-public uses were having difficulty finding large parcels of land that were also affordable. The City has used special zoning designations to identify areas in industrial parks that would be appropriate to allow places



of assembly (e.g., religious institutions, community centers) without disrupting the primary purpose of business and industrial areas. Taking this approach allowed the City to increase opportunities for uses that the community desires and needs in Sunnyvale. Other quasi-public uses such as child-care facilities continue to struggle to find suitable and affordable locations without disrupting residential and commercial areas.

The following policies recognize the desire to accommodate public and quasi-public uses in Sunnyvale to enhance the community, as well as the challenges of integrating them successfully in the existing built fabric of the community.



*Sunnyvale City Hall*

POLICY LT-14.9 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.

- **LT-14.9a** Encourage carpooling, shuttles, and transit access to public and quasi-public services to minimize adverse traffic and parking impacts on neighborhoods.
- **LT-14.9b** Ensure the provision of bicycle support facilities at all major public use locations.

POLICY LT-14.10 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.

POLICY LT-14.11 MAINTAIN AND PROMOTE CONVENIENTLY LOCATED PUBLIC AND QUASI-PUBLIC USES AND SERVICES THAT ENHANCE NEIGHBORHOOD COHESIVENESS AND PROVIDE SOCIAL AND RECREATIONAL OPPORTUNITIES.

POLICY LT-14.12 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.

- **LT-14.12a** Periodically review the availability of and demand for sites appropriate for places of assembly, and consider expanding available sites if appropriate.

POLICY LT-14.13 LOCATE PLACE OF ASSEMBLY USES WHERE THEY PROVIDE BENEFIT TO THE COMMUNITY AND DO NOT ADVERSELY IMPACT NEARBY USES.

- **LT-14.13a** Maintain zoning tools to limit the locations and type of places of assembly in industrial areas to protect industrial users from incompatibilities.

POLICY LT-14.14 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 LT-14.15 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.

- **LT-14.15a** 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.
- **LT-14.15b** Maintain a working relationship with school districts on transportation, pedestrian and bicycle access, safe routes to school, and other neighborhood issues.
- **LT-14.15c** Assist public and private schools in neighborhood relations regarding land use and transportation issues.
- **LT-14.15d** Work closely with school districts to review the impacts of proposed residential development on school capacity and facilities.

POLICY LT-14.16 SUPPORT CONTINUOUS EDUCATION (BEYOND GRADES K-12) AND EDUCATIONAL ENRICHMENT PROGRAMS WHILE MINIMIZING IMPACTS ON THE SURROUNDING LAND USES.

POLICY LT-14.17 GIVE DUE CONSIDERATION TO THE LOCATION AND OPERATION OF GOVERNMENT USES IN ORDER TO PROVIDE BENEFIT TO THE GREATER COMMUNITY.

- **LT-14.17a** Maintain and plan for appropriate land areas to support public facilities, such as the civic center, library, corporation yard, and water pollution control plant.
- **LT-14.17b** Promote co-locating government (federal, state, county, city) activities when appropriate to improve access to services for the community at large.

GENERAL PLAN LAND USE FRAMEWORK

Building on the Horizon 2035 strategies, the land use designations map (shown in Figure 3-10) identifies locations, types, and intensities of employment, residential, and mixed-use development throughout Sunnyvale. It gives geographic reference and a spatial context to the goals and policies of the LUTE. The map should be used in conjunction with land use designation descriptions shown below, which describe the intended relationship between General Plan uses and related zoning districts.

Residential Designations

Residential designations are used to identify locations for residential uses alone or in combination with other compatible uses such as child care, education, places of assembly, professional office, or other community-serving uses. These designations have been divided into four different densities to either preserve or create a specific residential neighborhood character. Through zoning, these densities are further refined as described in Figure 2.

Based on the General Plan Land Use Map, only one area of Sunnyvale is expected to have significant development with low-medium density residential uses (the 10-acre Corn Palace site). Other than small infill sites of two to four houses, no new low-density residential development is anticipated. Most future residential development is expected to be medium- and higher-density residential.

In some cases, areas designated for High Density Residential and Commercial land uses, which typically would only allow R-4 and C-1 zoning respectively, have conditional zoning that would allow R-2 uses. Eleven High Density Residential sites and four commercial sites allow this conditional zoning.

Allowing a change to a land use designation or zoning district to permit a higher residential density may be considered when the development is located on the periphery of a neighborhood, when the property is of significant size to be defined as its own neighborhood, or when a project contributes to desired community benefits.

Low Density Residential (0–7 du/ac)

This designation primarily preserves existing single-family neighborhoods designed around parks or schools and located along neighborhood streets or residential collector streets. Larger lots may accommodate accessory dwelling units pursuant to standards provided in the Zoning Code. The corresponding zoning districts are R-0 and R-1.

Residential densities are described as dwelling units per acre (du/acre). For example, a 2-acre site with 14 homes would have a density of 7 du/acre. One acre = 43,560 square feet.

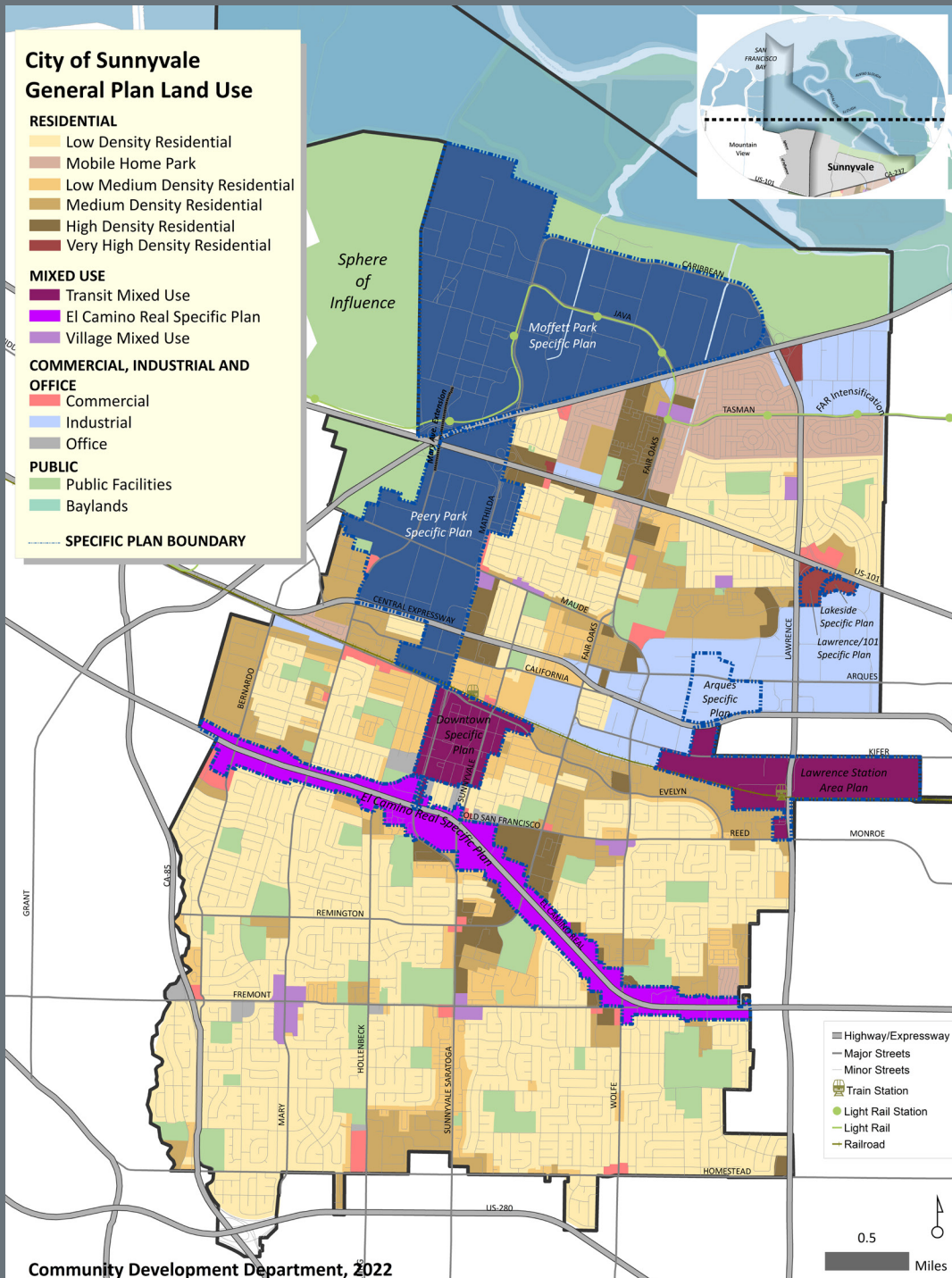


Figure 3-10: Land Use Designations

LAND USE CATEGORY	LOW DENSITY RESIDENTIAL
DESCRIPTION	Primarily preserves existing single-family neighborhoods designed around parks or schools and located along neighborhood streets or residential collector streets.
DENSITY/INTENSITY	0-7 du/ac
TYPICAL ZONING DISTRICTS	(R-0) and (R-1) Low Density Residential (7 du/acre)

### Mobile Home Residential (0–12 du/ac)

This designation preserves existing mobile home parks primarily found in the northern part of the city. Several smaller mobile home parks in the southern part of Sunnyvale are designated to transition to other types of residential uses. No new mobile home park development is anticipated.

LAND USE CATEGORY	MOBILE HOME RESIDENTIAL
DESCRIPTION	Preserves existing mobile home parks primarily found in the northern part of the City.
DENSITY/INTENSITY	0-12 du/ac
TYPICAL ZONING DISTRICTS	(R-MH) Residential Mobile Home District (12 du/acre)

### Low-Medium Density Residential (7–14 du/ac)

This designation preserves existing small lot single-family, duplex, and smaller multi-family neighborhoods, designed around parks or schools, and located along neighborhood streets or residential collector streets. Larger lots may accommodate accessory dwelling units pursuant to standards provided in the Zoning Code. The corresponding zoning districts are R-1.5, R-1.7/PD, and R-2.

LAND USE CATEGORY	LOW-MEDIUM DENSITY RESIDENTIAL
DESCRIPTION	Preserves existing single-family, duplexes, and smaller multi-family use neighborhoods designed around parks or schools and located along neighborhood streets or residential collector streets. This designation includes small-lot single-family homes and zero lot line homes. Larger single-family lots may accommodate accessory living units.
DENSITY/INTENSITY	7-14 du/ac
TYPICAL ZONING DISTRICTS	(R-1.5) Low-Medium Residential (10 du/acre) (R-2) Low-Medium Residential (12 du/acre) (R-1.7/PD) Low-Medium Density

### Medium Density Residential (15–24 du/ac)

Townhomes, apartments, and condominiums are typical within this residential designation. Medium density neighborhoods and developments are appropriate along arterials and residential collector streets, and may also be located in close proximity to industrial or commercial areas.

LAND USE CATEGORY	MEDIUM DENSITY RESIDENTIAL
DESCRIPTION	Allows townhomes, apartments, and condominiums. Medium-density neighborhoods and developments are generally located along arterials and residential collector streets, and may also be located near industrial or commercial areas. Medium density residential areas may be conditionally compatible with higher or lower zoning categories.
DENSITY/INTENSITY	15-24 du/ac
TYPICAL ZONING DISTRICTS	(R-3) Medium-Density Residential (24 du/acre)

### High Density Residential (25–36 du/ac)

This designation also provides for densities consistent with apartments or condominiums but at higher densities than the medium density designation. High density neighborhoods and developments are typically located next to expressways, major arterial roads, or freeways. The primary purpose of this designation is to provide for high-density residential uses; however, mixed-use development (combining commercial with residential) is encouraged when sites are located near public transit (e.g., Santa Clara Valley Transportation Authority light rail, Caltrain, or a major bus route) and where commercial uses would be beneficial to create a Village Center or meet a need for service in a residential or commercial neighborhood.

LAND USE CATEGORY	HIGH DENSITY RESIDENTIAL
DESCRIPTION	Allows apartments or condominiums, generally located next to expressways, major arterial roads, or freeways. Mixed-use projects are also encouraged when sites are located near public transit and where commercial uses would be beneficial to create a Village Center or meet a need for service in a residential or commercial neighborhood.
DENSITY/INTENSITY	25-36 du/ac
TYPICAL ZONING DISTRICTS	(R-4) High Density Residential (36 du/acre) (R-5) High Density Residential/Office (45 du/acre) Lawrence/101 Site Specific Plan (40 du/acre)

### Very High Density Residential (36–45 du/ac)

This designation provides for densities consistent with large-scale apartments or condominiums intended for the Downtown, Transit Mixed-Use, or on designated parcels within the El Camino Real Specific Plan areas. Very high density areas are primarily located within specific plan areas.

Nonresidential densities/intensities are described as floor area ratio (FAR), which is the total floor area of the building (all levels) divided by the total lot area, expressed as a percentage. For example, a 10,000-square-foot building on a 20,000-square-foot lot would have a FAR of 50%.

LAND USE CATEGORY	VERY HIGH DENSITY RESIDENTIAL
DESCRIPTION	Allows large-scale apartments or condominiums in Down-town or within Transit Mixed-Use or the El Camino Real Specific Plan areas.
DENSITY/INTENSITY	36-45 du/ac
TYPICAL ZONING DISTRICTS	Specific Plan or Area Plan

## Mixed-Use Designations

Mixed-use designations promote the integration of residential and commercial/office uses together on the same site. These compact developments facilitate walkability, reduce vehicle trips, and create centers of activity in different neighborhoods.

The City is anticipating a transformation of selected sites to mixed use by 2035, as shown in Figure 3-11. These areas are located near public transit and major thoroughfares. They have been further divided into three categories of mixed-use areas to determine the residential density, type of commercial, and scale of the areas:

- Transit Mixed-Use
- El Camino Real Specific Plan (formerly Corridor Mixed-Use)
- Village Mixed-Use

## Transit Mixed-Use

This category will allow for a wide variety of uses and densities located in close proximity to rail stops or other major forms of mass transit when specific densities and intensities for residential, commercial and office uses are determined by a specific plan or area plan. High-intensity commercial and office uses should be expected. Buildings may be up to eight stories. In the Downtown area, regional commercial is allowed. Densities and intensities in each Transit Mixed-Use area will be implemented with a specific plan or area plan and a toolkit of development standards and design guidelines.

LAND USE CATEGORY	TRANSIT MIXED-USE
DESCRIPTION	Will allow a mix of residential uses at various densities, high-intensity commercial uses, regional commercial uses, and office uses located near rail stops or other mass transit when defined in a Specific Plan or Area Plan.
DENSITY/INTENSITY	Specific densities and intensities determined by Specific Plan or Area Plan
TYPICAL ZONING DISTRICTS	Downtown Specific Plan Blocks 1-23, Lawrence Station Area Plan, Lawrence Station Mixed Use Development



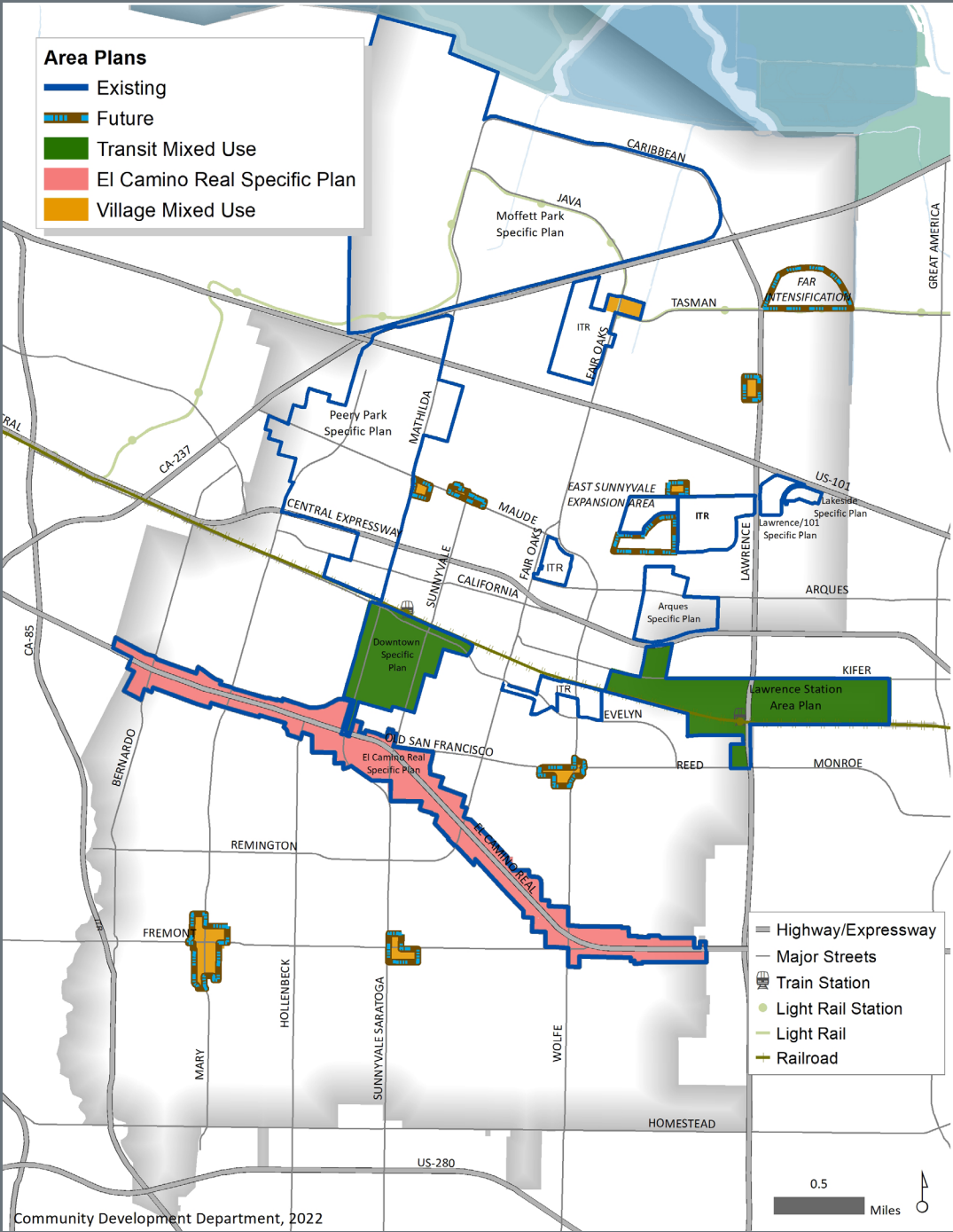


Figure 3-11: Existing and Planned Mixed-Use Areas

### El Camino Real Specific Plan

This designation provides for regional, community, or employment-serving retail uses that may be in conjunction with residential uses along the El Camino Real corridor. Future mixed uses must include commercial components. Mixed-use development with a residential component is allowed on designated parcels with base maximum densities specified in the specific plan. The El Camino Real Specific Plan will further determine development intensities on applicable properties, with the most intensive mixed-use development to occur in the nodes per the allowances of the Specific Plan.

LAND USE CATEGORY	El Camino Real Specific Plan
DESCRIPTION	Allows regional, community, or employment-serving retail uses sometimes in conjunction with residential uses on designated parcels
DENSITY/INTENSITY	Specific mixed-use residential densities and minimum commercial FAR requirements for properties within the plan area are determined by the Specific Plan.
TYPICAL ZONING DISTRICTS	ECR-C, ECR-MU, ECR-R-3, ECR-R-4, ECR-PF and ECR-O.

### 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
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)

## Commercial, Office, and Industrial Designations

These designations preserve areas for retail, commercial services, offices, research and development, and manufacturing facilities. These areas should generally be preserved for appropriate nonresidential uses.

### Commercial

This designation supports retail and retail service uses. Restaurants, entertainment, and small offices may be considered in this designation. Commercial designations are typically located at major intersections or along expressways, major arterials, or freeway frontage roads.

Three zoning districts are consistent with this designation, and each provides for a distinct subset of commercial uses. The C-1 (Neighborhood Business) zoning district allows low-scale neighborhood-serving commercial uses such as grocery stores, retail, personal services, recreational studios, and tutoring. Residential uses may be considered through a General Plan Initiation, or in some cases a rezoning, but only if the site is not isolated and when adequate residential services (e.g., retail, parks, and schools) are available nearby. The C-2 (Highway Business) zoning district is typically located along regionally significant roads such as Wolfe Road or Fair Oaks Avenue. “Big-box” retailers, auto dealers, and hotels are permitted in this zoning district. In this zoning district, residential uses may be considered when found compatible with surrounding uses and when adequate residential services are available nearby. The C-4 zoning district provides for commercial service, including auto repair, other service shops, and self-storage and is typically located near industrial neighborhoods.

LAND USE CATEGORY	COMMERCIAL LAND USES		
DESCRIPTION	Supports retail and retail service uses, with varying character, corresponding to zoning districts:		
	<b>Neighborhood Commercial:</b> Allows low-scale neighborhood-serving commercial uses such as grocery stores, retail, personal services, recreational studios, and tutoring.	<b>Highway Business:</b> Allows retail and service uses such as “big box” retailers, auto dealers, and hotels located along regionally significant roads. Neighborhood Commercial uses are also allowed.	<b>Service Commercial:</b> Allows commercial service uses, including auto repair, other service shops, and self-storage.
DENSITY/INTENSITY	Typical height = one or two stories	Typical height = two to six stories	Typical height = one or two stories
TYPICAL ZONING DISTRICTS	(C-1) Neighborhood Business	(C-2) Highway Business	(C-4) Service Commercial

### Industrial

This designation provides for research and development, manufacturing, office, and heavy industrial uses and is found in the north half of the planning area (Evelyn Avenue and north). Retail uses that serve the industrial area or the entire community (e.g., restaurants, warehouse shopping, home improvement) may be considered appropriate. Places of assembly and other uses with sensitive receptors and uses that may restrict the industrial purpose of the area are limited or prohibited in these areas. Industrial areas generally allow 35% FAR with particular areas designated for more intensive development.

Certain existing industrial areas have been planned to transition to residential uses. Those Industrial-to-Residential (ITR) areas now have a General Plan designation of Medium Density Residential or High Density Residential.

The City also maintains a limited pool of available square footage that may be applied to projects/sites in industrial areas that request higher floor area ratios and provide desired community benefits, including participation in the Green Building Program.

LAND USE CATEGORY	INDUSTRIAL
DESCRIPTION	Provides for research and development, manufacturing, office, and heavy industrial uses in the northern portion of the city. Retail uses may also be appropriate. Sensitive receptors are limited or prohibited.

LAND USE CATEGORY	INDUSTRIAL
DENSITY/INTENSITY	FAR = 35% with specialized areas of the City designated for more intensive development (see Specialized Areas Map) Greater intensity can be considered by incorporation of sustainable features or by Use Permit.
TYPICAL ZONING DISTRICTS	(M-S) Industrial Service (35% FAR) (M-3) General Industrial (35% FAR) (MP-TOD) Moffett Park Transit-Oriented Development (MP-I) Moffett Park General Industrial (MP-C) Moffett Park Commercial

## Office

This designation provides for corporate, professional, and medical offices in close proximity to residential neighborhoods. Child care and places of assembly may be considered, but the Office designation is not intended for retail, retail service, or uses connected with hazardous or noxious chemicals. This General Plan designation is conditionally compatible with residential zoning districts for the purpose of preserving residential structures for both residential and office uses.

LAND USE CATEGORY	OFFICE
DESCRIPTION	Allows corporate, professional, and medical offices in close proximity to residential neighborhoods. Childcare facilities and places of assembly may also be appropriate. Not intended for retail, retail service, or uses involving hazardous or noxious chemicals. Conditionally compatible with residential zoning.
DENSITY/INTENSITY	N/A
TYPICAL ZONING DISTRICTS	(O) Office

## Public Designations

Public designations allow public and quasi-public services and for resource protection for the Baylands area.

### Public Facilities

This designation provides for public and quasi-public services such as parks, schools, places of assembly, child-care facilities, civic facilities, and public works facilities such as solid waste, landfill, or other similar facilities to be located throughout the city. This General Plan designation is compatible with the P-F (Public Facilities) zoning district. Public facility uses are crucial to the education, recreation, and operation of the community. Preserving adequate land area for these spaces is a high priority. Changing a public facility designation to another nonpublic designation should only be considered when adequate facilities or resources are available to serve the community.

LAND USE CATEGORY	PUBLIC FACILITIES
DESCRIPTION	Allows public and quasi-public services such as parks, schools, places of assembly, child care, civic facilities, public works facilities, and other public services and facilities.
DENSITY/INTENSITY	Varies
TYPICAL ZONING DISTRICTS	(P-F) Public Facility

### Baylands

This designation applies to the natural resource area north of the Sunnyvale SMaRT® station and industrial campuses in the Moffett Park Specific Plan. This area may have trails and other public recreation uses, but no development is anticipated.

LAND USE CATEGORY	BAYLANDS
DESCRIPTION	Natural resource conservation areas north of the Sunnyvale SMaRT® station and industrial campuses within the Moffett Park Specific Plan. This area may include trails and other public recreation uses, but no habitable structures or permanent development are anticipated.
DENSITY/INTENSITY	N/A
TYPICAL ZONING DISTRICTS	(P-F) Public Facility

### 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.

### Residential Area Plans

#### East Sunnyvale Sense of Place Plan

The East Sunnyvale area allows conversion from industrial to residential uses.

### Mixed-Use Area Plans

#### Lakeside Specific Plan

This specific plan allows up to 47 dwelling units per acre of residential use and 263 hotel rooms near Lawrence Expressway and US Highway 101. Lakeside is designated Village Mixed-Use; however, it is a unique type of village due to the inclusion of a hotel as the primary commercial use and the limited amount of retail space.



### Tasman Crossing

This area is located near Tasman Drive and Fair Oaks Avenue. The plan allows a broad range of densities (14–45 dwelling units per acre) with up to 140,000 square feet of neighborhood-serving commercial. High-density residential is encouraged in the area due to its proximity to light rail; however, densities consistent with the Medium Density Residential designation are also compatible. Part of this area is designated Village Mixed-Use.

### Downtown Specific Plan

This plan promotes a traditional, full-service, and mixed-use downtown in proximity to major regional transit (Caltrain and bus service). The plan's focus is to provide regional shopping and a mixed-use environment with appropriately located high-density residential in certain locations while preserving the historic elements of Sunnyvale's Downtown. This area is designated Transit Mixed-Use.

### Lawrence Station Area Plan

This plan addresses a 231-acre area, or approximately a one-half-mile radius, surrounding the Lawrence Caltrain Station. The plan promotes greater use of this existing transit asset and guides the development of a diverse neighborhood of employment, residential, retail, other support services, and open space. The densities allowed in the plan area will result in high- and very high-density residential units, higher-intensity office/research and development uses, retail space, and industrial uses.

### 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.

### Commercial Area Plans

#### El Camino Real Specific Plan

This plan allows a mix of commercial and residential uses oriented along El Camino Real, a highway business corridor. A range of commercial and office uses are permitted along the corridor, serving neighborhood and community needs with opportunities for regional “small-box” retail. Mixed-use development is expected and encouraged to occur primarily on designated parcels identified in the ElCamino RealSpecific Plan. OnProperties where mixed-use is allowed, residential uses should be vertically mixed with commercial uses with floor area ratios meeting minimum required by the Specific Plan. Principles of transit-oriented design should be followed on the mixed-use sites. Properties designated for commercial should have floor area ratios that range from at least 20% to 25%; however, there is no maximum floor area ratio for commercial. Below-grade parking is strongly encouraged. Development standards on El Camino Real are detailed within the El Camino Real Specific Plan, Sunnyvale Municipal Code, and the Consolidated Design Guidelines.

## Industrial Area Plans

### Arques Campus Specific Plan

This specific plan was adopted in 1999 to allow an integrated campus for corporate headquarters with up to 72% FAR and significant site and architectural improvements.

### Moffett Park Specific Plan

This specific plan was adopted in 2004 to maximize the development potential for corporate headquarters, offices, and research and development facilities. The plan encourages higher-intensity office uses (up to 70% FAR) along the Tasman light rail line and medium-density floor area ratios (up to 50% FAR) in outlying areas. The allowable FAR depends on the level of green building standards that are met. The specific plan also has provisions for supportive commercial services. A development reserve was established to calculate supply and allocation of additional square footage and higher floor area ratios to projects. Three zoning districts implement the Moffett Park Specific Plan: MP-TOD (Moffett Park Transit-Oriented Development), MP-I (Moffett Park General Industrial), and MP-C (Moffett Park Commercial). FAR limits may be exceeded through participation in the Green Building Program.

### Peery Park Specific Plan

The specific plan for Peery Park guides improvements to and redevelopment of the existing 407-acre industrial business park, including new industrial and commercial buildings on vacant or underutilized land, new design standards, and transportation and infrastructure improvements. It provides for new commercial space for technology-based business development, and supports uses within defined activity centers, such as mixed commercial, and allows residential uses along San Aleso Avenue on the east side of Mathilda Avenue. Most development will consist of higher-density Class A office and tech-based industrial buildings that are in high demand in Sunnyvale.

### Reamwood Light Rail

This area is identified for higher floor area ratios due to its proximity to the Reamwood Light Rail Transit station. A specialized plan should be prepared to implement 50% FAR.

## General Plan Transportation System

The city's transportation system consists of roads, public transit, and bike and pedestrian paths. Sunnyvale has about 300 miles of roadways, including major freeways, expressways, arterial streets, and neighborhood streets. The community is well served by regional freeways: US Highway 101 and State Route (SR) 237 on the north, SR 85 on the west, and Interstate 280 on the south.

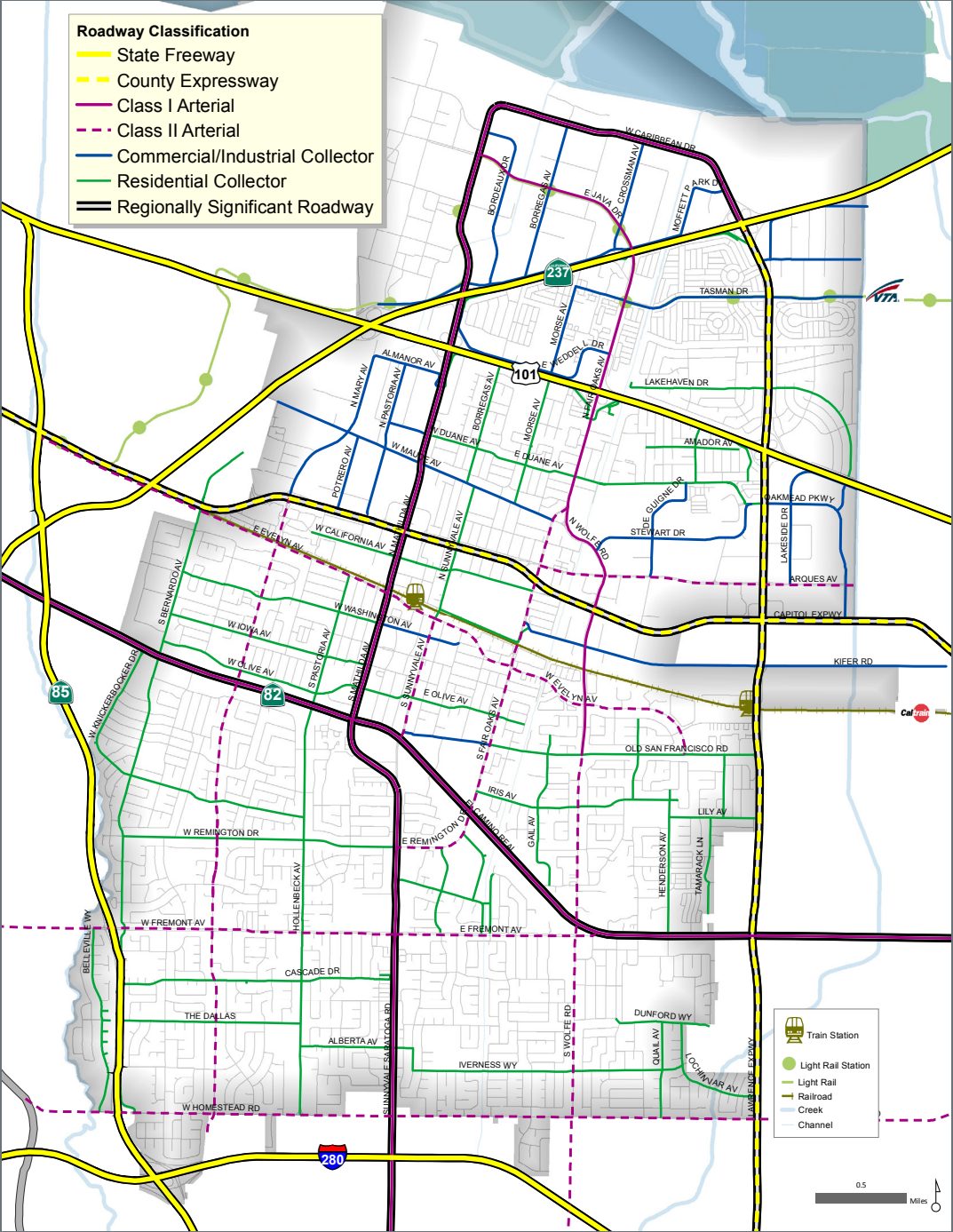


Figure 3-12: Roadway Classifications

The General Plan Roadway Classification Map (Figure 3-12) represents the recommended roadway system for Horizon 2035. The roadway classifications are based on intended priorities and levels of use by pedestrians, bicyclists, transit vehicles, delivery vehicles, and automobiles in relation to nearby land uses and circulation within the planning area and to the larger region. The roadway classifications on the map, in combination with the following classification description and section examples, are tools the City uses to accomplish land use and transportation goals and policies as well as related policies throughout the General Plan. Figure 6 shows the spectrum of roadway classifications that dictate appropriate uses and users for access and mobility.

### Roadway Classifications

The transportation system is a key public facility in Sunnyvale that provides access to and mobility within the community and contributes to the design and character of the area. Each roadway is classified to allow individuals greater choice and control over their mobility, and to enable a physically and socially active lifestyle.

#### State Freeway

State freeways provide mostly uninterrupted travel by car, bus, or trucks, and are designed for high speeds over long distances. They have fully controlled access through on- and off-ramps, typically with separation between opposing traffic flows. Driveways and alternative modes of transportation such as walking or bicycling are forbidden, and intersections may only occur as freeway interchanges.

#### County Expressway

County expressways, unique to Santa Clara County, provide partially controlled access on high-speed roads with a limited number of driveways and intersections. Expressways also allow bicycles; pedestrians are permitted in limited locations. Speed is typically between 45 and 55 miles per hour, depending on location. Expressways are generally designed for longer trips at the county or regional level.

### Class I Arterial

Class I arterials provide regional access to all transportation modes, with a focus on regional transit and auto traffic. They provide pedestrian connections, linking land uses to transit. Class I arterials may have street parking or bike lanes. Six-lane arterials may have up to 130 feet of right-of-way (ROW) with a median, while four-lane arterials may provide for up to 115 feet of ROW.

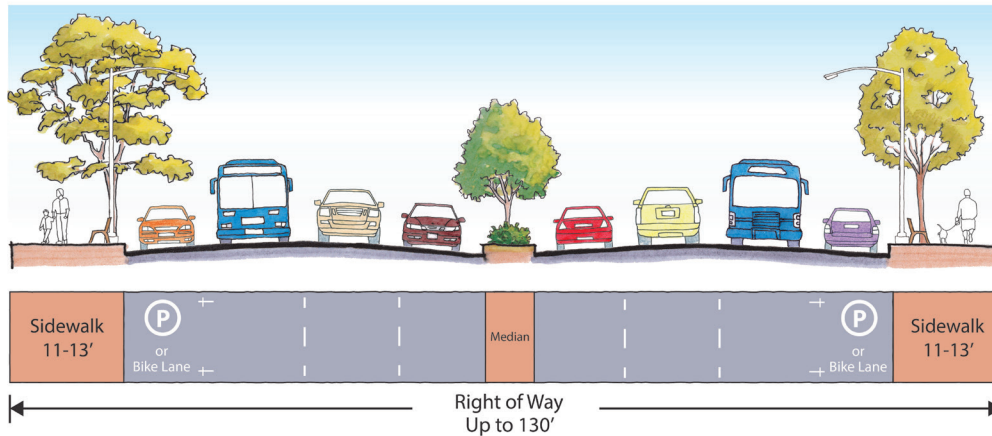


Figure 3-13: Class I Six-Lane Arterial

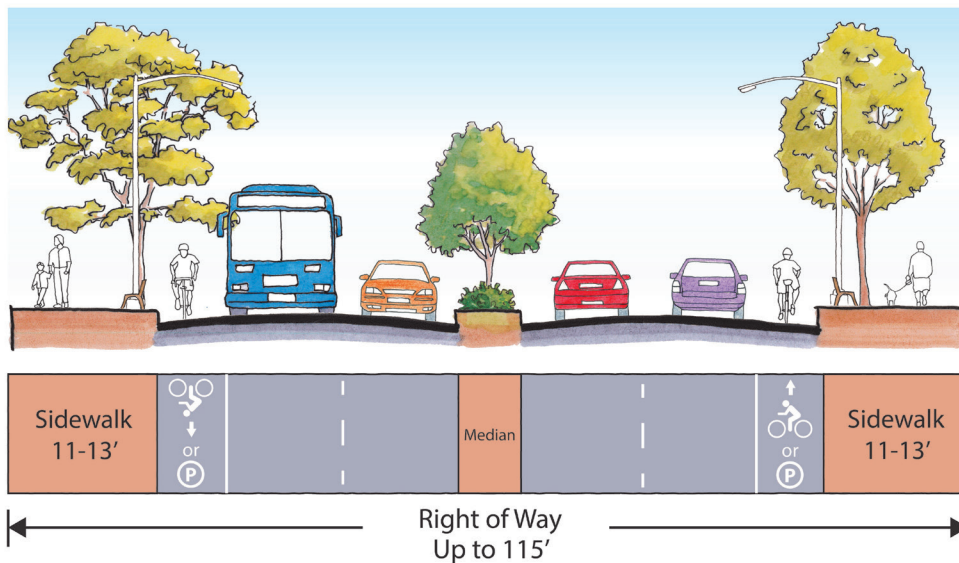


Figure 3-14: Class I Four-Lane Arterial



Class II Arterial

Class II arterials provide access to all transportation modes, with a focus on local access. Pedestrian connections link land uses to transit. Four-lane arterials may have up to 100 feet of ROW with a median. Two-lane arterials may have up to 90 feet of ROW with a median and may feature parking lanes and bike lanes.

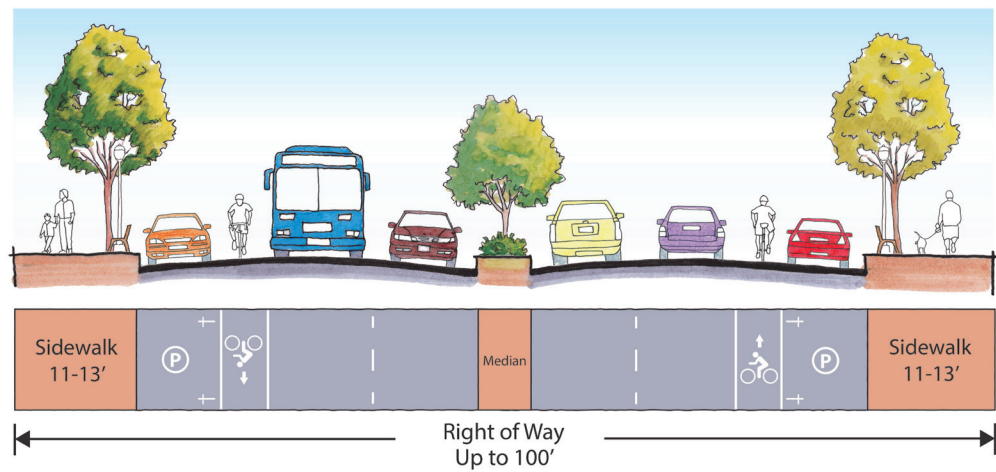


Figure 3-15: Class II Four-Lane Arterial

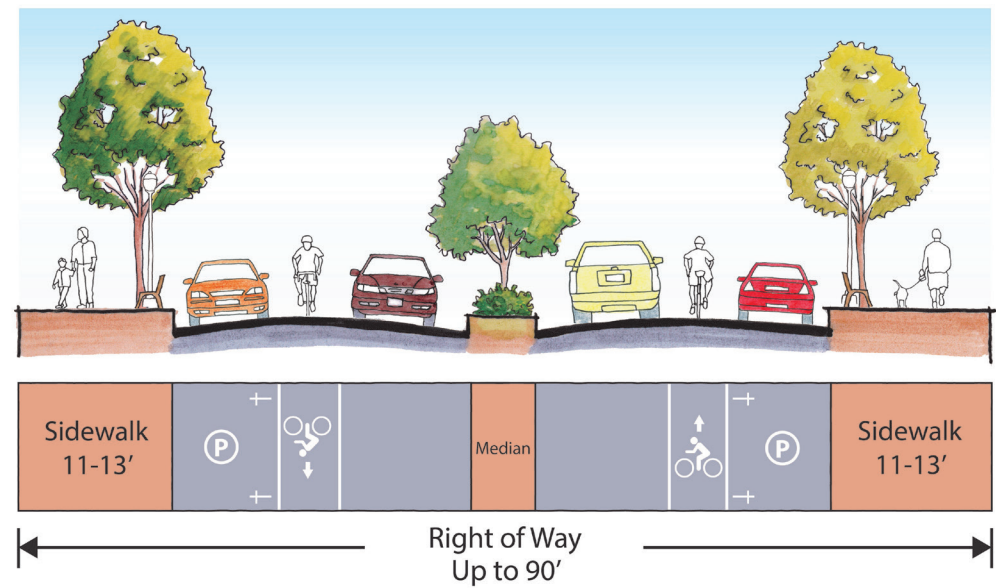


Figure 3-16: Class II Two-Lane Arterial

Commercial/Industrial Corridor

Commercial/industrial corridors serve local crosstown traffic and may also serve regional traffic. Industrial and commercial corridors connect local roads and streets to arterial roads. They provide access to local transit and include pedestrian connections designed to encourage multipurpose trips. Four-lane corridors have up to 90 feet of ROW with street parking or bike lanes as well as traffic buffers, such as trees, on both sides of the street.



Two-lane corridors may have up to 90 feet of ROW with street parking and may have bike lanes.

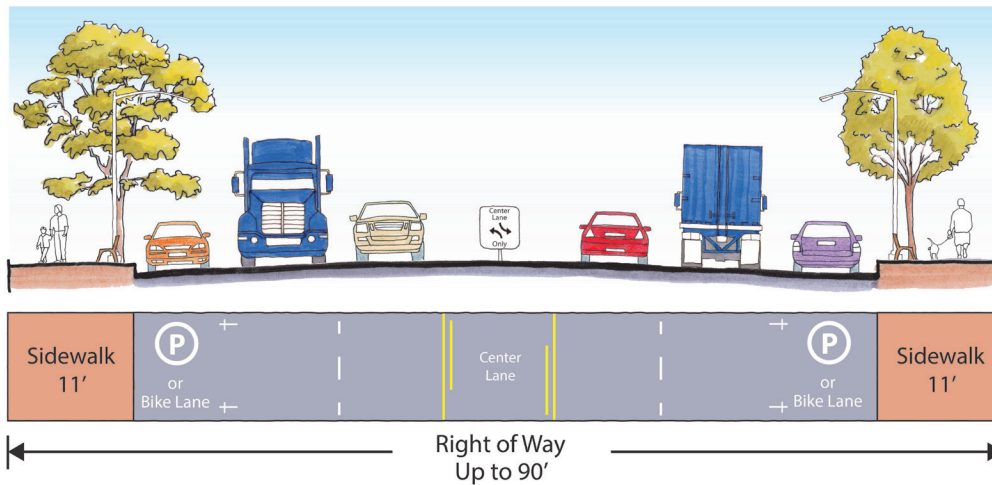


Figure 3-17: Commercial/Industrial Corridor Four-Lane

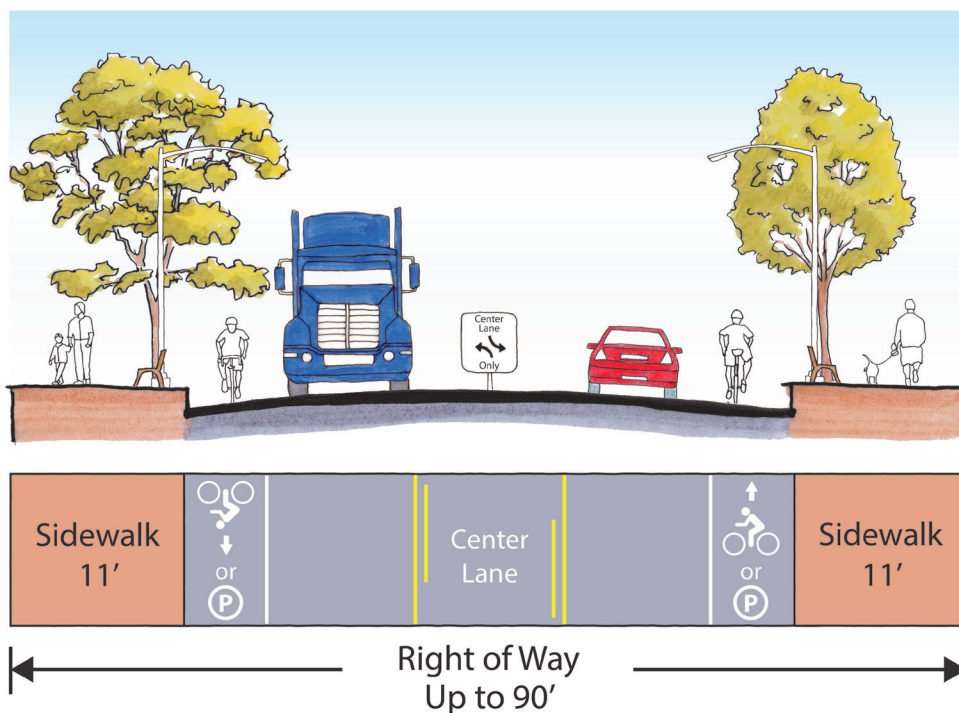


Figure 3-18: Commercial/Industrial Corridor Two-Lane

### Residential Corridor

Residential corridors serve local crosstown and residential traffic and may serve some regional traffic. Residential corridors are collector streets that connect cars, bicycles, and pedestrians to arterial roads and land uses. Residential corridors may have on-street parking and/or bike lanes, and a median may be present if there is no bike lane. The ROW includes sidewalks with traffic buffers, such as trees, on both sides of the street.

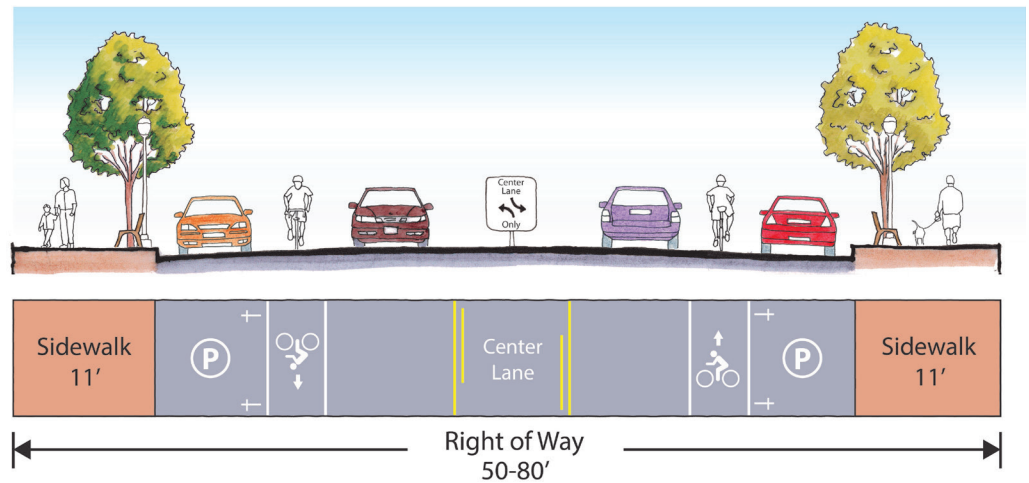


Figure 3-19: Residential Corridor with Bike Lanes

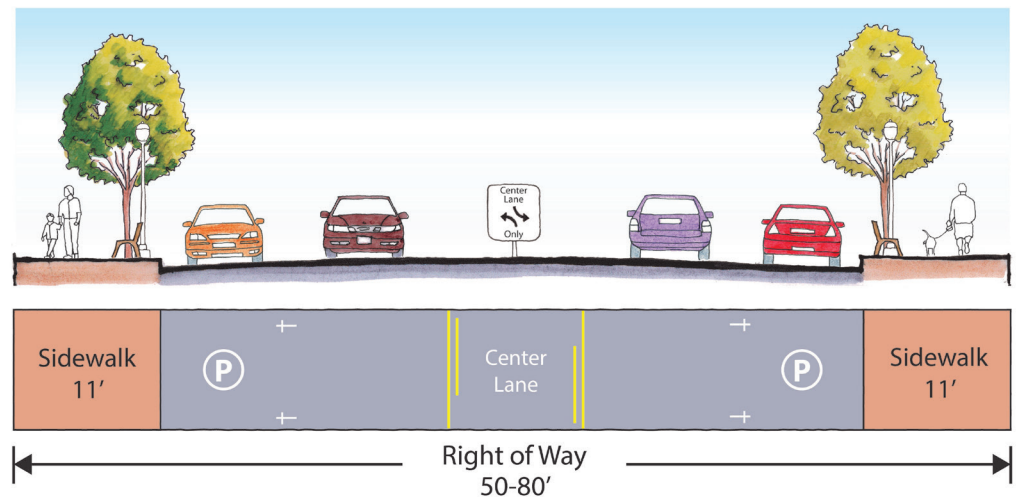


Figure 3-20: Residential Corridor without Bike Lanes

### Transportation Investment and Performance Tracking

As with all infrastructure, transportation investments must be prioritized to improve system performance and reduce environmental impacts. The LUTE prioritizes investment in pedestrian, bicycle, and transit improvements as a way to achieve greater mobility within the community and to comply with recent GHG emissions reduction legislation. Transportation performance metrics for assessing new projects will consist of both a traditional approach using level of service (LOS) and a new approach using vehicle miles traveled (VMT). 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. LUTE policies focus on providing multiple transportation options to increase LOS for vehicle travel and to decrease VMT by single-occupant cars.

