

Handout #1 LUTE Policy Carryover



Adopted LUTE			Horizon 2035 LUTE			Carrying Over Benefit and RECOMMENDATION
Doc. Page	Policy/ Action Number	Existing Policy Language	Doc. Page	Related Goal/ Policy	Related Policy Language	
158	Policy C1.1	Recognize that the City is composed of residential, industrial, and commercial neighborhoods, each with its own individual character; and allow change consistent with reinforcing positive neighborhood values.	25	Policy 46	Preserve and enhance an attractive community, with a positive image, a sense of place, landscaping and a human scale.	Relates well to new LUTE Policy 46, with strong phrasing and good additional Action (see lines below). ADD TO LANGUAGE OF POLICY 46
158	Action C1.1.3	Require appropriate buffers, edges, and transition areas between dissimilar neighborhoods and land uses.				
162	Action C3.1.3	Require roadway and signal improvements for development projects to minimize decline of existing levels of service.	21	Goal C	AN EFFECTIVE REGIONAL MULTI-MODAL TRANSPORTATION SYSTEM Offer the community a variety of transportation modes for local travel that are also integrated with the regional transportation system and land use pattern.	A policy relating to development impact is absent from the Horizon2035 policies. May or may not be necessary to add new policy language of this kind, depending on whether the development approval process works well for this. ADD AS A POLICY UNDER GOAL C.
163	Action C3.2.2	Minimize driveway curb cuts, and require coordinated access when appropriate.	20	Policy 37	Provide safe access to City streets for all modes of transportation. Safety considerations of all transport modes shall take priority over capacity considerations of any one transport mode.	A good action for facilitating pedestrian improvement goals. ADD UNDER POLICY 37.
164	Policy C3.3	Optimize the city traffic signal system and respond quickly to signal breakdowns.	21	Goal C	AN EFFECTIVE REGIONAL MULTI-MODAL TRANSPORTATION SYSTEM Offer the community a variety of transportation modes for local travel that are also integrated with the regional transportation system and land use pattern.	If traffic flow is still a problem, this policy and all its actions could be brought forward into the update. ADD AS A POLICY UNDER GOAL C.
166	Action C3.7.2	Develop a funding mechanism where new and existing land uses equitably participate in transportation system improvements.	18	Policy 23	Promote modes of travel and actions that provide safe access to City streets and reduce single occupant vehicle trips, and trip lengths locally and regionally.	Generally a good principle to follow for standard road and multi-modal improvements. ADD UNDER POLICY 23 OR AS A NEW POLICY.
168	Policy C4.2	Balance land use and transportation system carrying capacity necessary to support a vital and robust local economy.	38	Goal I	SUPPORTIVE ECONOMIC DEVELOPMENT ENVIRONMENT An economic development environment that is supportive of a wide variety of businesses and promotes a strong economy within existing environmental, social, fiscal and land use constraints.	A good policy for consideration of economic development in relation to land use decisions. May also want to discuss the subsidiary Action Statements C4.2.1-C4.2.3 on FAR requirements and parking incentives. ADD UNDER GOAL I.
171	Policy N1.3	Support a full spectrum of conveniently located commercial, public, and quasi-public uses that add to the positive image of the City.	31	Goal F	PROTECTED, MAINTAINED AND ENHANCED RESIDENTIAL NEIGHBORHOODS Assure that all residential areas of the city are maintained, that neighborhoods are protected and are enhanced through urban design that strengthens and retains the residential character.	Well phrased policy relating to city's outward "image" or "brand." Policy 99 and 100 have similar language but without emphasis on city's outward image. ADD UNDER GOAL F.