



AGENDA

Wednesday, February 16, 2010

7:00 pm – 9:30 pm

West Conference Room

- 1. Address e-mail correspondence and questions since last meeting** **7:00-7:05**
 No Handouts
Committee Action:

 - No Action

- 2. Staff presentation on OPEN SPACE AND HEALTHY CITY issues** **7:05-7:30**
 Two Handouts (2A: Overview-Open Space & Healthy City policies 2B Detailed-Open Space & Healthy City policies)
Committee Action:

 - Questions of Staff

- 3. Committee Discussion of OPEN SPACE AND HEALTHY CITY policy topics** **7:30-8:45**
 (Use Handouts from Agenda Item 2)
Committee Action:

 - Discuss and provide feedback to staff

- 4. Volunteer to review policies** **8:45-8:50**
Committee Action:

 - Volunteer identified
 - Comments returned by Wednesday Feb 23

- 5. Review Revised Coordinated Regional Planning Goal and Policies from Feb 2** **8:50-9:20**
 Two Handouts (5A: Overview-Revised 5B: Detailed-Tracked Changes)
Committee Action:

 - Approve Revised Policies

- 6. Updated Schedule** **9:20-9:25**
 One Handout: 6: Updated Schedule

 - No Action Required

- 7. Public Comments** **9:25-9:30**
Committee Action:

 - Accept public comments

GOAL: OPTIONS FOR HEALTHY LIVING

***Purpose:** To 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 TOPIC A: OPEN SPACE AND PARKS

Open Space Sub-Element, existing available open space, regional open space open space priorities, zoning requirements, paying for open space.

Policy 1: Assure that the planned availability of open space both in the city and the region is adequate to support residential growth and the daytime population.

Actions:

1. Prepare a minimum open space standard for neighborhoods to determine appropriate phasing of village center developments
2. Utilize joint agreement between the City and local school districts to create community recreational opportunities where feasible.
3. On regular intervals review the park dedication policy for new private residential development to maintain acceptable open space opportunities that meet the needs of the City's residents and workers.
4. Develop on-site open space standards for mixed use developments.
5. Maintain on-site open space standards for all residential zoning designations.
6. Integrate usable open space and plazas into commercial and office developments where feasible.

Policy 2: Improve pedestrian and bicycle access to parks and open space from residential areas where barriers exists.

Actions:

1. Provide bicycle lockers at parks.
2. Evaluate feasibility of flood control channels for pedestrian and bicycle greenways.

POLICY TOPIC B: HEALTHY CITY

City form that provides publically available options to achieve fitness, access to healthy food, access to open space for all ages.

Policy 1: Support community gardens and urban farms where appropriate.

Action 1: Study modifying the Zoning Code to create specific provisions for community gardens and urban farms as allowed uses including those in and near residential areas.

Action 2: Study additional locations within the City for community gardens and urban farms.

Policy 2: Support farmers markets.

Action 1: Study modifying the Zoning Code to create provisions for farmers markets.

Action 2: Study possible locations within the City for additional farmers market.

Action 3: Create standards for the operation of farmers markets near residential properties.

Policy 3: Support the availability of fresh food in the community.

Action 1: Enact zoning changes for outdoor retail display in order to improve visibility of fresh food.

Action 2: Maintain provisions in the Zoning Code that allow retail food sales in commercial zoning districts.

Action 3: Protect the neighborhood commercial district from redevelopment that would eliminate opportunities for access to local fresh food.

Action 4: Review zoning standards for raising livestock, poultry and bees within the city including near and in residential areas.

Policy 4: Where appropriate, promote compact, mixed-use and transit-oriented development and neighborhoods.

Action 1: Provide a mixed-use land use designation within the zoning code to provide opportunities for walking and biking and an alternative to auto trips.

Action 2: Zone appropriate sites for mixed use.

Action 3: Create mixed-use development standards.

AGENDA ITEM 2A

Action 4: Maintain zoning development standards to promote the Downtown Specific Plan area as a transit-oriented urban core.

Action 5: Create a mixed-use, transit-oriented neighborhood village center in the Lawrence Station Area Plan.

Action 6: Support mixed-use infill development in the neighborhood village centers.

Policy 5: Promote walking and biking through street design.

Actions 1: Develop universal design and “complete streets” principles to accommodate pedestrians, bicyclists, skaters and wheelchairs along with motor vehicles in transportation corridors.

Action 2: Enhance connectivity between streets, trails, transit stops and other pedestrian thoroughfares.

Action 3: Support traffic calming to slow down vehicles where appropriate.

Action 4: Support streetscape standards for vegetation, trees and art installations to enhance the aesthetics of walking and biking.

Action 5: Promote separation of streets and sidewalks with planter strips and widened sidewalks, especially on streets with no parking lane.

Action 6: Install and connect sidewalks and crosswalks at safe locations in the industrial and office areas.

Policy 6: Maintain and implement a citywide bicycle plan that supports bicycling through planning, engineering, education, encouragement and enforcement.

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Actions:

1. Prepare a minimum open space standard for neighborhoods to determine appropriate phasing of village center developments
2. Utilize joint agreement between the City and local school districts to create community recreational opportunities where feasible.
3. On regular intervals review the park dedication policy for new private residential development to maintain acceptable open space opportunities that meet the needs of the City's residents and workers.
4. Develop on-site open space standards for mixed use developments.
5. Maintain on-site open space standards for all residential zoning designations.
6. Integrate usable open space and plazas into commercial and office developments where feasible.

Policy 2: Improve pedestrian and bicycle access to parks and open space from residential areas where barriers exists.

Actions:

1. Provide bicycle lockers at parks.
2. Evaluate feasibility of flood control channels for pedestrian and bicycle greenways.

Related General Plan Policies...

*The following policies on the City's approach to providing open space are already included in the **Open Space Sub-Element** of the Sunnyvale General Plan and will not be included in the LUTE.*

GOAL 2.2A. OPEN SPACE

The City strives to provide and maintain adequate and balanced open space and recreation facilities for the benefit of maintaining a healthy community based on community needs and the ability of the city to finance, construct, maintain, and operate these facilities now and in the future. It is the City's policy, therefore, to:

Policy 2.2.A.1. 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.

Policy 2.2.A.2. 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.

Policy 2.2.A.3. Pursue the acquisition of appropriate federal lands currently located at the former Moffett Naval Air Station.

Policy 2.2.A.4. 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.

Policy 2.2.A.5. 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.

Policy 2.2.A.6. Maintain a working fruit orchard throughout the largest portion of Orchard Heritage Park for as long as practical.

Policy 2.2.A.7. 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.)

Policy 2.2.A.8. 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.

Policy 2.2.A.9. Refrain from engaging in the development of open space and/or recreational facilities without prior assurance that ongoing maintenance needs will be addressed.

Policy 2.2.A.10. 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.

Policy 2.2.A.11. Support the acquisition of existing open space within the City limits as long as financially feasible.

GOAL 2.2.C. REGIONAL APPROACH

The City embraces a regional approach to providing and preserving open space and providing open space and recreational services, facilities and amenities for the broader community. It is the City's policy, therefore, to:

Policy 2.2.C.1. Support activities and legislation that will provide additional local, county, and regional park acquisition, development, and maintenance and recreational opportunities.

Policy 2.2.C.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.

Policy 2.2.C.3. Encourage School Districts to make available school sites in and around Sunnyvale for community open space and recreation programs.

Policy 2.2.C.4. Support a regional trail system by coordinating with adjacent jurisdictions to facilitate trail connections wherever possible. (See also City of Sunnyvale Bicycle Plan.)

GOAL 2.2.D. PRIORITIZATION

The City strives to ensure equal opportunities for participation and to provide for a range of structured and unstructured uses, and a variety of general and special interest uses in parks and facilities. The City also provides a wide range of program choices, open space, amenities and facility offerings to meet the recreational needs of a diverse and changing population, including identified subgroups and special populations. Policies related to acquiring and/or developing open space facilities and amenities are also included here. Competing interests and finite resources, however, require the City to set some priorities. All other things being equal, it is the City's policy, therefore, to:

AGENDA ITEM 2B

Policy 2.2.D.1. Give priority to services, facilities and amenities that are not readily available through other providers within or near Sunnyvale.

Policy 2.2.D.2. Give priority to services, facilities and amenities benefiting under-served populations as identified in the US Census and through community input.

Policy 2.2.D.3. Give priority to services, facilities and amenities that fulfill a basic need or teach basic skills (e.g., non-competitive, developmental sports instruction such as learn to swim given priority over competitive sports programming).

Policy 2.2.D.4. Give priority to services, facilities and amenities in which the community demonstrates interest.

Policy 2.2.D.5. Give priority to services, facilities and amenities that benefit a greater number of residents.

Policy 2.2.D.6. Give priority to governmental entities, schools and non-profits.

Policy 2.2.D.7. Give priority to services, facilities and amenities that can be used by multiple users or serve multiple purposes.

Policy 2.2.D.8. Give priority to acquiring/developing open space and recreational amenities and programs in areas which are heavily impacted by daytime or business use.

Policy 2.2.D.9. Give priority to acquiring/developing open space and recreational amenities and programs where similar amenities and programs do not already exist.

Policy 2.2.D.10. Give priority to acquiring/developing open space and recreational amenities where the current number of households within specified distances relying on the open space or recreational amenity is greater.

Policy 2.2.D.11. Give priority to acquiring/developing open space and recreational amenities where the projected number of households within specified distances which will be relying on the open space or recreational amenity is greater.

Policy 2.2.D.12. Give priority to acquiring/developing open space and recreational amenities and programs where the needs are greatest and/or which will meet the greatest needs.

Policy 2.2.D.13. Give priority to acquiring/developing open space and recreation facilities at school sites that, if sold by the District for purposes other than open space, would represent a serious loss to the City's ability to meet its open space and recreation goals.

Policy 2.2.D.14. Give priority to safety first when performing maintenance on facilities and within the open space system, followed by usability and then by attractiveness, recognizing that attractiveness is often a factor in usability.

GOAL 2.2.E. ACCESS

The City strives to maximize access to all of its services, facilities and amenities. It is the City's policy, therefore, to:

Policy 2.2.E.1. Locate services at schools, parks and recreational facilities throughout the City and utilize strategies, such as the mobile recreation concept, to make programs geographically accessible.

Policy 2.2.E.2. Comply with the Americans with Disabilities Act, and create an environment of inclusion in all recreation programs where reasonable.

Policy 2.2.E.3. Provide recreation and enrichment programs, services, facilities and amenities to underserved areas and/or populations of the City. Underserved areas and/or populations could be due to factors such as: geography, gender, economics or ethnicity.

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Action 6: Install and connect sidewalks and crosswalks at safe locations in the industrial and office areas.

Policy 6: Maintain and implement a citywide bicycle plan that supports bicycling through planning, engineering, education, encouragement and enforcement.

Related Sunnyvale Bicycle Plan policies.....

*The following policies on bicycling are already included in the **Sunnyvale Bicycle Plan**, which will be incorporated as an implementation plan for the LUTE. These policies will not be included in the LUTE.*

Statement of Purpose

Sunnyvale shall encourage the use of bicycles for transportation and recreation, to minimize air pollution, reduce energy consumption and traffic congestion, and to improve the health and fitness of citizens of all ages.

Objectives

1. Enhance Sunnyvale’s livability by supporting bicycling through planning, engineering, education, encouragement, and enforcement.
2. Ensure that a bicyclist of average ability can travel safely on all Sunnyvale streets, and can reach any Sunnyvale destination by a reasonably direct route.
3. Support bicycling as a travel mode on an equal basis with motorized mobility options.

The Objectives of Sunnyvale’s bicycle transportation program will be achieved through improvements to the “Four ‘E’s”:

Engineering, Education, Enforcement, and Encouragement, guided by the following Goals, Policies, and Action Statements. Facility improvements will be the major focus because without them education, encouragement, and enforcement will not suffice.

The Bicycle Plan’s Goals, Policies and Action Statements appear on the following pages. Items corresponding to LUTE Action Statements are followed by references in brackets, for example [R1.9.1].

Goal BP.A PROVIDE A BIKEWAY NETWORK THAT SUPPORTS BICYCLE TRIPS TO WORK, SCHOOL, SHOPPING, AND FOR RECREATION.

Policy BP.a1 Facilitate safe, efficient and convenient access of bicyclists to transit.

Action Statements

Action BP.a1.a Ensure that the City’s bikeway network supports feeder trips to rail stations and bus stops. [C3.5.7]

Action BP.a1.b Work with Caltrain and VTA staff to ensure that adequate secure bicycle storage capacity is provided to meet demand at rail transit stations and bus transfer stations. [N1.14.2]

Action BP.a1.c Encourage transit agencies to continue to explore ways to increase on-board bicycle capacity to meet demand.

Policy BP.a2 Facilitate safe, efficient and convenient access of student bicyclists to schools.

Action Statements

Action BP.a2.a Ensure that the City's bikeway network supports student trips to elementary, middle, and high schools, including safe street crossings at schools, minimization of bicycle-vehicle conflicts on and near school grounds, and corner curb cuts on sidewalk segments used by young bicyclists riding to and from schools.

Action BP.a2.b Work with school and school district staff to position student bicycle parking conveniently relative to bike-to-school routes.

Action BP.a2.c Pursue Safe Routes To Schools (SR2S) funding for bikeway improvement projects.

Policy BP.a3 Expand Sunnyvale's network of off-street bicycle paths for recreation and utility cycling by facilitating bicycle access to the Baylands and along flood control channels.

Action Statements

Action BP.a3.a Evaluate the feasibility of developing the West Channel as a pathway throughout the Moffett Park area, including a connection to the Bay Trail.

Action BP.a3.b Evaluate the feasibility of developing the East Channel as a pathway throughout the City. [N1.3.3]

Action BP.a3.c Evaluate the feasibility of connecting the Calabazas Creek path across Highway 237 and Tasman Drive.

Action BP.a3.d Facilitate discussion between agencies involved with the Bay Trail to select and discuss alignments and amenities for segments within and adjacent to Sunnyvale.

Action BP.a3.e Provide a paved surface on Sunnyvale's Bay Trail mainline segment.

Action BP.a3.f: Work with the ABAG Bay Trail Project, U.S. Fish and Wildlife Service, NASA, and the City of Mountain View to encourage the provision of a paved trail between the Stevens Creek Trail and Sunnyvale's Bay Trail segments.

Action BP.a3.g Work with the ABAG Bay Trail Project to encourage the provision of a paved trail segment between the north end of Calabazas Creek and the future north terminus of the Guadalupe River Trail at Gold Street in Alviso.

Action BP.a3.h Coordinate with the City of Mountain View on the design of connections to Sunnyvale streets from its segments of the Stevens Creek Trail south of El Camino.

Policy BP.a4 Facilitate bicycle access to and through downtown.

Action Statements

Action BP.a4.a Provide customer bicycle parking near customer entrances of businesses in the redeveloped Downtown

Action BP.a4.b Provide employee bicycle storage near employee entrances of businesses in the redeveloped Downtown.

Policy BP.a5 Facilitate bicycling to workplaces.

Action Statements

Action BP.a5.a Encourage business owners to provide bicycle commuter amenities (secure bicycle storage, clothing storage, changing facilities, showers)

Goal BP.B CREATE AND FOLLOW TRANSPORTATION PLANNING, FUNDING, DESIGN, CONSTRUCTION AND MAINTENANCE PRACTICES THAT SUPPORT BICYCLING.

Policy BP.B1 Facilitate bicycling through the City's transportation planning process.

Actions Statements

Action BP.B1.a Maintain an updated Bicycle Capital Improvements Projects (CIP) list.

Action BP.B1.b Periodically update the City's bicycle plan, coordinating it with the Countywide plan and the plans of neighboring jurisdictions.

Action BP.B1.c Consider Zoning Code changes to require bicycle parking and storage facilities at commercial, residential, office, industrial, and public land uses in accordance with VTA Bicycle Technical Guidelines and VTA Community Design and Transportation Program. [N1.10.2]

Action BP.B1.d Ensure that non-automated traffic counts conducted as part of any City transportation or development study count bicycles at the same locations where motor vehicles are counted.

Action BP.B1.e Consider development of an annual bicycle screen-line count in order to provide bicycle volume data needed for computing bicycle collision rates.

Action BP.B1.f When mitigating and intersection for Level of Service deficiency, consider bicyclists needs and safety.

Policy BP.B2 Accommodate bicycling needs in future roadway and land development projects.

Actions Statements

Action BP.B2.a Provide for bicyclists as part of roadway resurfacing and maintenance, road widenings, new developments, and property redevelopment. Notify City Council if providing for bicycles appears to be infeasible. [C3.5.4]

Action BP.B2.b Continue to install and mark traffic signal detection that is sensitive to bicycles in future and retrofitted roadway and bike lane projects where appropriate. [C3.3.5]

Action BP.B2.c Continue the program of making bicycle racks available to commercial property owners. [N1.10.2]

Action BP.B2.d When mitigating motor vehicle Level Of Service (LOS), consider impacts on bicycle and pedestrian accommodation.

Policy BP.B3 Pursue all available funding options for bicycle facility construction and improvements. [C3.5.4]

Actions Statements

Action BP.B3.a Using the Capital Improvements Projects list as a guide, develop proposals for TDA Article 3 and other applicable funding sources.

Action BP.B3.b Pursue all other possible funding sources for design, construction, and maintenance of bicycle facilities.

Policy BP.B4 Ensure that the City's new and existing bikeways conform to the latest county, regional, state and federal design standards and guidance.

Actions Statements

Action BP.B4.a Design and maintain the City's bikeways and shared roadway facilities to standards contained in the most recent Manual on Uniform Traffic Control Devices and state MUTCD Supplement, Caltrans Standard Plans, and VTA Bicycle Technical Guidelines.

Action BP.B4.b Consider bicycle route signage on routes through neighborhoods, incorporating destination names and directional arrows, and also distances where appropriate.

Policy BP.B5 Maintain roadways and bikeways suitable for bicycle use.

Actions Statements

Action BP.B5.a Correct obstructions to bicycles on the City's roadway system through on-going maintenance programs.

Action BP.B5.b Budget for operation and maintenance of bicycle facilities.

Action BP.B5.c Continue sweeping all roadways at least monthly, or more frequently as needed to keep bicycle travel areas free of glass, thorns, and debris.

Action BP.B5.d Consider a program to sweep bike lanes and key routes more frequently than once per month.

Action BP.B5.e Work with Public Safety and contractors to institutionalize the practice of removing collision debris from the entire roadway including the bicycle travel area.

Action BP.B5.f Maintain striping and pavement markings, including detector markings, to ensure continued legibility.

Policy BP.B6 Use bicyclist safety data, counts, and analysis to inform engineering, enforcement, and education.

Actions Statements

Action BP.B6.a At least annually, review bicycle-involved collision records for patterns including location, age, movement, fault, and collision factors.

Policy BP.B7 Support county, regional, state, and federal policy that supports bicycling. [R1.9.1]

Action Statements

Action BP.B7.a Support efforts to establish stable levels of funding for bicycle projects and programs at the county, regional, state and federal level.

Action BP.B7.b Support bicycle-friendly transportation policy at all levels of government including the California Department of Transportation.

Goal BP.C EDUCATE BICYCLISTS AND MOTORISTS AS TO THEIR RIGHTS AND RESPONSIBILITIES, AND ENCOURAGE BICYCLING AS A FIRST-CLASS TRAVEL MODE

Policy BP.C1 Continue to provide and improve the bicycle driver education program for elementary school students.

Action Statements

Action BP.C1.a Continue and expand bicycling education by Public Safety and other providers in elementary school classrooms and assemblies.

Action BP.C1.b Continue providing bicycle rodeos, including stations to teach traffic cycling skills to children who have sufficient bicycle handling skills.

Action BP.C1.c Explore the possibility of providing on-bike training at elementary schools.

Policy BP.C2 Continue to provide and improve the bicycle driver education program for middle school students.

Actions Statements

Action BP.C2.a Provide a permanent bicycle driver education program for middle school students, such as the Traffic Safe Communities Network “Drive Your Bike” pilot program.

Action BP.C2.b Encourage the establishment of a bicycling orientation program for new middle school students, including escorted training rides on home-to-school routes.

Policy BP.C3 Continue to provide and improve the bicycle driver education program for adults and high school-age teens.

Actions Statements

Action BP.C3.a Offer and promote a League of American Bicyclists “Road One” adult bicycle driver education class within the City at least annually, through the Recreation Program or other channels. (Note: Road One classes are taught by certified League Cycling Instructors; an LCI directory is available on the L.A.B. website.)

Policy BP.C4 Provide bicycling information for the public.

Action Statements

Action BP.C4.a Periodically publish a Bicycle Map showing bike paths, routes and lanes and their suitability ratings.

Action BP.C4.b Periodically update the City's bicycling webpage with new and improved bicycle driver education resources including links to directories of classes available locally, and contacts for reporting roadway problems including non-functional detectors.

Action BP.C4.c Consider improving the effectiveness of the education component by providing materials for non-English speakers.

Policy BP.C5 Educate motorists about the rights, responsibilities, and needs of bicyclists.

Actions Statements

Action BP.C5.a Study methods, including traffic school, for educating motorists about rights and responsibilities on the road.

Policy BP.C6 Support the "institutionalization" of bicycle driver education programs.

Action Statements

Action BP.C6.a Support efforts to establish ongoing funding for bicycle driver education and motorist education programs at the county, regional, state and federal level.

Action BP.C6.b Pursue available funding options for bicycle driver education programs.

Goal BP.D PROVIDE FOR ENFORCEMENT REGARDING THE RIGHTS AND RESPONSIBILITIES OF CYCLISTS AND MOTORISTS

Policy BP.d1 Provide enforcement related to the rights and responsibilities of bicyclists.

Actions Statements

Action BP.d1.a Encourage Public Safety officers to cite violations by bicyclists or motorists in a manner that will promote greater education and safety, and promote bicyclist-motorist coexistence. Provide the Public Safety Department with educational materials to enable this.

Action BP.d1.b Enforce prohibitions against parking in bike lanes.

Action BP.d1.c Continue the Public Safety Department's Juvenile Bicycle Diversion classes.

Policy BP.d2 Ensure that Public Safety officers are knowledgeable about bicyclist rights, responsibilities, and needs.

Action Statements

Action BP.d2.a Continue ongoing contacts and information exchange between the Bicycle-Pedestrian Advisory Committee and the Public Safety Department on enforcement and education issues and opportunities.

Action BP.d2.b Encourage the Public Safety Department to adopt or adapt the Massachusetts Bicycle Coalition's "Law Officer's Guide to Bicycle Safety", a self-paced presentation with video clips, or the equivalent NHTSA program expected to be released in 2006.

Action BP.d2.c If appropriate, encourage the Public Safety Department to always have at least one officer on active duty who has successfully completed the League of American Bicyclists "Road One" class or an equivalent Police Cyclist class incorporating on-bicycle training

Related General Plan Policies...

The following policies on Air Quality are already included in the Air Quality Sub-Element of the Sunnyvale General Plan and will not be included in the LUTE.

GOAL A: IMPROVE SUNNYVALE'S AIR QUALITY AND REDUCE THE EXPOSURE OF ITS CITIZENS TO AIR POLLUTANTS.

Policy A.1 Require all new development to utilize site planning to protect citizens from unnecessary exposure to air pollutants.

Policy A.2 Reduce automobile emissions through traffic and transportation improvements. Since traffic congestion delays increase the level of emissions, congestion management has air quality benefits.

Actions Statements

A.2a. Develop and maintain a balanced transportation system in Sunnyvale by promoting pedestrian, bicycle and transit modes of travel.

GOAL B: REDUCE AIR POLLUTION IMPACTS FROM FUTURE DEVELOPMENT.

Policy B.1 Utilize land use strategies to reduce air quality impact.

Action Statements

B.1a. Promote extension of transit systems, and locate higher density development/redevelopment along transit corridors.

B.1b. Promote mixed land use development that provides commercial services such as day care, restaurants, banks and stores near employment centers, reducing auto trip generation by promoting pedestrian travel. Promote neighborhood commercial and park uses within residential developments to reduce short auto trip generation by making pedestrian and bicycle trips feasible (for example, require sidewalks, bike trails and bicycle parking areas).

B.3a. Increase densities near transit stations.

B.3b. Develop requirements for bicycle and pedestrian facilities.

B.3c. Require site design to encourage transit circulation and stops/waiting areas for transit and carpools.

B.3d. Consider controls to decrease vehicle idling emissions caused by "drive-through" operations.

Policy C.2 Improve opportunities for citizens to live and work in close proximity.

Policy C.3 Contribute to a reduction in Regional Vehicle Miles Traveled.

Action Statements

C.3a. The City should support and actively promote the expansion and improvement of local and regional transit systems providing service to Sunnyvale.

The following policies on Noise are already included in the Noise Sub-Element of the Sunnyvale General Plan and will not be included in the LUTE.

GOAL B: PRESERVE AND ENHANCE THE QUALITY OF NEIGHBORHOODS BY MAINTAINING OR REDUCING THE LEVELS OF NOISE GENERATED BY TRANSPORTATION FACILITIES (TRANSPORTATION NOISE).

Policy B.1 Refrain from increasing or reduce the noise impacts of major roadways.

Policy B.2 Support efforts to reduce or mitigate airport noise.

Policy B.3 Support activities that will minimize the noise impacts of Moffett Federal Airfield.

Policy B.4 Support activities that will minimize and/or reduce the noise impacts of San Jose International Airport.

Policy B.5 Encourage activities that limit the noise impacts of helicopters.

Policy B.6 Mitigate and avoid the noise impacts from trains.

Policy B.7 Monitor and mitigate the noise impacts of light rail facilities.

*The following policies on water quality are already included in the **Water Resource Sub-Element** of the Sunnyvale General Plan and will not be included in the LUTE*

GOAL D: Water Quality – Ensure that all water meets state and federal standards for aesthetics, quality and health.

Policy D.1: Maintain and update a comprehensive water quality-monitoring program that meets or exceeds all state and federal requirements, while also meeting specific City and residents' needs.

GOAL: COORDINATED REGIONAL AND LOCAL PLANNING

Purpose: To protect the quality of life, the natural environment and property investment, preserve home rule, secure fair share of funding and provide leadership in the region.

POLICY TOPIC A: REGIONAL PARTICIPATION

POLICY 1: Participate in Coordinated Land Use and Transportation Planning in the Region.

Actions:

1. 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 interests.
2. Actively monitor and participate in activities of non-government organizations that influence regional land use and transportation planning such as Silicon Valley Leadership Group and Bay Area Economic Forum.

POLICY 2: Minimize Regional Sprawl by Endorsing Strategically Placed Development Density in Sunnyvale and by Utilizing a Regional Approach to Providing and Preserving Open Space for the Broader Community.

Actions:

1. Promote transit oriented and mixed use development near transit centers such as Lawrence Station, Downtown and El Camino Real and in neighborhood villages.
2. Allow increased office, commercial and industrial densities along the light rail line in accordance with the Moffett Park Specific Plan.
3. Facilitate increased development densities in the Woods business park near light rail stations.

POLICY TOPIC B: BORDERING CITIES

POLICY 3: Coordinate with Adjacent Cities on Local Land Use and Transportation Planning.

Policy 4: Recognize and Plan that neighborhood villages may cross borders into adjacent cities.

Actions:

Utilize Best Practices for Inter-Jurisdictional Coordination and Communication on Significant Projects or most updated Council policy when notifying adjacent cities of projects in Sunnyvale.

1. Provide timely responses advocating Sunnyvale's interests when notified of a project in an adjacent or nearby city.
2. Monitor significant land use and transportation decisions pending in adjacent and nearby cities to ensure that Sunnyvale is not adversely affected.
3. Work with adjacent cities to eliminate barriers to travel such as closed streets, trails, bike lanes, sidewalks and paths.

POLICY TOPIC C: REGIONAL INFRASTRUCTURE**POLICY 5: Land Use Planning in Sunnyvale and the Regional Transportation System should be integrated.**

Actions:

1. Promote shorter commute trips and ease congestion by advocating that all communities provide housing and employment opportunities.
2. Support regional efforts which promote higher densities near major transit and travel facilities.
3. Participate in regional efforts to coordinate the planning of housing in relation to regional transportation plans in an effort to address reduction of GHG emissions such as the Sustainable Community Strategy efforts through ABAG and MTC.

POLICY 6: Emphasize Efforts to Reduce Regional Vehicle Miles Traveled by Supporting All Modes of Travel Including Walking, Biking and Mass Transit.

POLICY 7: Actively Participate in Discussions and Decisions Regarding Transportation Between Regions including Regional Airport and Regional Rail Planning.

Actions:

1. Comprehensively review any proposed aviation services at Moffett Federal Airfield that could increase aviation activity or noise exposure.
2. Encourage appropriate uses at Moffett Federal Airfield that best support the community's desires in Sunnyvale.
3. Pursue annexation of that portion of Moffett Federal Airfield within Sunnyvale's sphere of influence.
4. Monitor and participate in decision making processes regarding regional airport planning such as those through MTC and the Regional Airport Planning Commission (RAPC).
5. Monitor and participate in efforts by the Santa Clara County Airport Land Use Commission to regulate land uses in the vicinity of Moffett Federal Airfield.
6. Monitor and participate in decision making processes regarding regional rail planning such as those for High Speed Rail and CalT~~r~~rain.

POLICY 8: Work with Regional Agencies to Assure an Adequate Water Supply to Allow Progress towards Sunnyvale's Long-Term Land Use Plans.

POLICY TOPIC D: ADAPTATION

POLICY 9: Prepare for Sea Level Rise and Other Potential Environmental Risks and Hazards Related to Climate Change Prior to Their Occurrence.

Actions:

1. Monitor and participate in regional meetings focusing on environmental adaptation and resilience.
2. Ensure that Sunnyvale is prepared for potential environmental risks and hazards related to climate change, with a special emphasis on vulnerable populations such as seniors.
3. Regularly train and inform the Department of Public Safety Office of Emergency Services (OES) on potential climate change risks and hazards.
4. Update the City Emergency Plan and Emergency Preparedness Workbook to address climate change impacts.
5. Integrate potential climate change impacts into local planning documents and processes.
6. Analyze and disclose possible impacts of climate change on development projects or plan areas with an emphasis on sea level rise
7. Integrate climate change adaptation into future updates of the Zoning Code, Building Code, General Plan, and other related documents.
8. Monitor climate change science and policy and regularly inform stakeholders of new information.

AGENDA ITEM 5A

9. Use the City's communication process such as the City's website to discuss climate change and climate change adaptation
10. On a regular basis, assess adaptation efforts of the City, region, and state and identify goals or gaps to be addressed.
11. Support Regional Efforts Such as those of the San Francisco Bay Area Conservation and Development Commission (BCDC) and the Joint Policy Committee (JPC) to Analyze and Prepare for the Impacts of Climate Change in the Bay Area.
12. Share Sunnyvale's knowledge of climate action planning with other jurisdictions and agencies.

GOAL: COORDINATED REGIONAL AND LOCAL PLANNING

Purpose: To protect the quality of life, the natural environment and property investment, preserve home rule, secure fair share of funding and provide leadership in the region.

POLICY TOPIC AA: REGIONAL PARTICIPATION

- Regional, State and Federal Agencies (Santa Clara County, ABAG, BAAQMD, MTC, BAWSCA, BCDC, VTA, State, etc)
- Engaging with NGO's (e.g. SVLG, Bay Area Economic Forum, Sustainable Silicon Valley, etc)
- In LUTE document, define "regional" on multiple levels.

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POLICY 1: Participate in Coordinated Land Use and Transportation Planning in the Region.

Actions:

1. 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 interests.
2. Actively monitor and participate in activities of non-government organizations that influence regional land use and transportation planning such as Silicon Valley Leadership Group and Bay Area Economic Forum.

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POLICY 62: 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.

Actions:

1. Promote transit oriented and mixed use development near transit centers such as Lawrence Station, Downtown and El Camino Real and in neighborhood villages.
2. Allow increased office, commercial and industrial densities along the light rail line in accordance with the Moffett Park Specific Plan.
3. Facilitate increased development densities in the Woods business park near light rail stations.

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POLICY TOPIC ~~BH~~: BORDERING CITIES

LUTE document will provide definition of neighborhood/urban village and acknowledge that neighborhoods do not stop at the city borders and may cross borders of adjacent cities. Neighborhood villages need to be complete. If a city border runs through a neighborhood we need to continue to actively reinforce the integrity of the village.

POLICY ~~232~~: Coordinate with Adjacent Cities on Local Land Use and Transportation Planning.

Policy (New): Recognize and Plan that neighborhood villages may cross borders into adjacent cities.

Actions:

1. Utilize Best Practices for Inter-Jurisdictional Coordination and Communication on Significant Projects or most updated Council policy when notifying adjacent cities of projects in Sunnyvale.
2. Provide timely responses advocating Sunnyvale’s interests when notified of a project in an adjacent or nearby city.
3. Monitor significant land use and transportation decisions pending in adjacent and nearby cities to ensure that Sunnyvale is not adversely affected.
- ~~4. (Gerry will provide action on working with adjacent cities to complete village concept)~~
- ~~3-5. Work with adjacent cities to eliminate barriers to travel such as closed streets, trails, bike lanes, sidewalks and paths.-~~

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POLICY TOPIC ~~CH~~: REGIONAL INFRASTRUCTURE

- Regional Open Space
- Sustainable Community Strategy
- Water Availability
- Regional transportation (VTA, bus routes, SJ Airport, Moffett Federal Airfield, BRT, Light Rail, HSR, Caltrain, freeways, expressways)
 - Moffett Federal Airfield
 - Airports (San Francisco, San Jose, smaller (non-commercial civil airfields)
 - County ALUC
 - RAPC
 - (other transportation topics to be discussed during Transportation module)

POLICY ~~343~~: Support Land Use Planning in Sunnyvale and that Complements

the Regional Transportation System should be integrated.

Actions:

- 1. Promote shorter commute trips and ease congestion by advocating that all communities provide housing and employment opportunities.
- ~~2. Encourage a variety of land use types and intensities on a regional level while maintaining and improving regional transportation service levels.~~
- ~~3.2.~~ Support regional efforts which promote higher densities near major transit and travel facilities.
- ~~4.3.~~ Participate in regional efforts to coordinate the planning of housing in relation to regional transportation plans in an effort to address reduction of GHG emissions such as the Sustainable Community Strategy efforts through ABAG and MTC.

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POLICY ~~54~~: EmphasizeSupport Efforts to Reduce Regional Vehicle Miles Traveled by Supporting All Modes of Travel Alternative Transportation Service Including ~~Such as~~ Walking, Biking and Mass Transit, Light Rail, Buses and Commuter Rail.

Actions:

- ~~1. Promote transit oriented and mixed use development commercial and residential mixed uses near transit centers such as Lawrence Station, Downtown and El Camino Real and in neighborhood villages.~~
- ~~2. Allow increased office, commercial and industrial densities along the light rail line in accordance with the Moffett Park Specific Plan.~~
- ~~3. Facilitate increased development densities in the Woods business park near light rail stations.~~

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POLICY ~~565~~: Actively Participate in Discussions and Decisions Regarding Transportation Between Regions including ~~such as for~~ Regional Airport and Regional Rail Planning.

Actions:

- 1. Comprehensively review any proposed aviation services at Moffett Federal Airfield that could increase aviation activity or noise exposure.
- 2. Encourage appropriate uses at Moffett Federal Airfield that best support the community's desires in Sunnyvale.
- 3. Pursue annexation of that portion of Moffett Federal Airfield within Sunnyvale's sphere of influence.
- 4. Monitor and participate in decision making processes regarding regional airport planning such as those through MTC and the Regional Airport Planning Commission (RAPC).
- 5. Monitor and participate in efforts by the Santa Clara County Airport Land Use

AGENDA ITEM 5B

Commission to regulate land uses in the vicinity of Moffett Federal Airfield.
6. Monitor and participate in decision making processes regarding regional rail planning such as those for High Speed Rail and CalTrain.

~~**POLICY 6: Minimize Regional Sprawl by Accepting Strategically Placed Development Density in Sunnyvale and by Utilizing a Regional Approach to Providing and Preserving Open Space for the Broader Community.**~~

POLICY 7: Work with Regional Agencies to Assure an Adequate Water Supply to Allow Progress towards Sunnyvale’s Long-Term Land Use Plans.

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Related General Plan Policies ...

*The following policies on the City’s regional open space approach are already included in the **Open Space Sub-Element** of the Sunnyvale General Plan and will not be included in the LUTE.*

Policy 2.2.C.1. Support activities and legislation that will provide additional local, county, and regional park acquisition, development, and maintenance and recreational opportunities.

Policy 2.2.C.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.

Policy 2.2.C.3. Encourage School Districts to make available school sites in and around Sunnyvale for community open space and recreation programs.

Policy 2.2.C.4. Support a regional trail system by coordinating with adjacent jurisdictions to facilitate trail connections wherever possible. (See also City of Sunnyvale Bicycle Plan.)

*The following goal, policy and action statements regarding long-term water supply are located in the **Water Resources Sub-Element** of the Sunnyvale General Plan and will not be included in the LUTE.*

GOAL A: Water Supply – Acquire and manage water supplies so that existing and future reasonable demands for water, as projected in the 20-year forecast, are reliably met.

***Policy A.1:** Manage water supply to meet demands for potable water through the effective use of water supply agreements.*

Action Strategies

AGENDA ITEM 5B

A.Ia: Negotiate for long-term supply commitments, using future demands as projected by 20-Year Water Forecast and Water Model software.

A.Ib: Support future reasonable, cost-effective, and environmentally sound water supply enhancement projects of San Francisco Public Utilities Commission (SFPUC), the Bay Area Water Supply and Conservation Agency (BAWSCA), the Santa Clara Valley Water District (SCVWD) and the Bay Area Regional Water Recycling Program (BARWRP).

A.Ic: Investigate possibilities to increase well water sources within the City.

A.Id: Co-ordinate with the California Water Supply Company (Cal Water) to assure that sufficient water is available for emergency response, including emergency interties as necessary, in areas of Sunnyvale that receive their basic water from Cal Water.

A.Ie: Purchase potable water utilizing the most cost-effective source(s) within contractual requirements with suppliers, based on projected calculations in the 20-Year Water Forecast.

POLICY TOPIC ~~DIV~~: ENVIRONMENTAL PROTECTION

- Air Quality
- Water Quality
- Noise
- San Francisco Bay

POLICY 8: Participate in Federal, State and Regional Programs and Processes in Order to Protect the ~~Natural and Human~~ Environment in Sunnyvale and the Region.

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Actions:

1. Protect and preserve the diked wetland areas in the Baylands, which serve as either salt evaporation ponds or holding ponds for the wastewater treatment plant.
2. Coordinate with regional agencies such as BCDC regarding new and changing land uses proposed along the San Francisco Bay.
3. Advocate the City's interest to regional, state and federal agencies that have influence over the natural environment in Sunnyvale.
4. Work with Regional Agencies on Land Use and Transportation Issues that Affect the Human Environmental Issues Such as Air, Water and Noise for Sunnyvale residents and businesses.

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Related General Plan Policies ...

*The following regional environmental protection goal and policy regarding water quality are currently included in the **Surface Run-off Sub-Element** of the General Plan and will*

AGENDA ITEM 5B

not be included in the LUTE.

GOAL A: ASSURE THE REASONABLE PROTECTION OF BENEFICIAL USES OF CREEKS AND SAN FRANCISCO BAY, ESTABLISHED IN THE REGIONAL BOARD'S BASIN PLAN, AND PROTECT ENVIRONMENTALLY SENSITIVE AREAS.

Policy A.1. Continue to support the identification and development of BMPs suitable for use in the City through participation in the SCV NPS Control Program, American Public Works Association's Stormwater Quality Task Force, the Bay Area Stormwater Management Agencies Association, and similar organizations.

*The following regional environmental protection goal, policy and action statements regarding regional air quality are currently included in the **Air Quality Sub-Element** of the Sunnyvale General Plan and will not be included in the LUTE.*

GOAL C: MAKE A CONTRIBUTION TOWARDS IMPROVING REGIONAL AIR QUALITY.

Policy C.1 The City should actively participate in regional air quality planning.

Action Statements

C.1a. The City should work with regional air quality planning agencies such as the Bay Area Air Quality Management District, Metropolitan Transportation Commission, Association of Bay Area Governments, and Congestion Management Agency in the development and implementation of regional air quality strategies.

C.1b. Continue to monitor federal and state legislation regarding air quality issues.

*The following goal regarding community wide noise from regional transportation facilities is currently included in the **Noise Sub-Element** of the Sunnyvale General Plan and will not be included in the LUTE. The 43 related policies and action statements regarding regional agencies and major roadways, roadway construction, airports, NASA planes and helicopters and trains are also found in the Noise Sub-Element.*

GOAL B: PRESERVE AND ENHANCE THE QUALITY OF NEIGHBORHOODS BY MAINTAINING OR REDUCING THE LEVELS OF NOISE GENERATED BY TRANSPORTATION FACILITIES (TRANSPORTATION NOISE).

The following flood control environmental protection policies and action statements are currently included in the **Surface Runoff Sub-Element of the Sunnyvale General Plan and will not be included in the LUTE.**

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AGENDA ITEM 5B

Policy C.2 Prevent flooding to protect life and property.

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Action Statements (primarily from the Seismic Safety & Safety Sub-Element)

C.2a. Encourage the SCVWD to periodically reevaluate the capacity of creeks and channels.

C.2b. Encourage the SCVWD to maintain creeks and channels to remove flow-inhibiting vegetation, debris and silt.

C.2c. Encourage the SCVWD to maintain dikes and levees at least 3 feet above the 1% flood level and to inspect and repair damage caused by burrowing animals.

C.2d. Continue to maintain the flood plain management practices outlined by the Federal Emergency Management Agency (FEMA) and the Army Corps of Engineers.

C.2e. Continue participation in the National Flood Insurance Program.

Policy C.3 Monitor and plan for hydraulic changes due to global warming, earthquakes and/or subsidence.

Action Statements

C.3a. Track sea level elevations at tide gauge locations maintained by the US Coast Guard, National Oceanic and Atmospheric Administration, and the San Francisco Bay Conservation and Development Commission to monitor changes in sea level.

C.3b. Monitor compaction, water level, and land surface elevation data compiled by the SCVWD for possible land subsidence.

C.3c. Encourage the SCVWD to consider installing tide gates in channels and creeks to prevent flooding during high tides.

C.3d. Budget for and construct additional storm drainage detention and pumping facilities as needed to assure continued ability to discharge surface runoff into the various SCVWD facilities and San Francisco Bay.

C.3e. When designing structures along shorelines, consider future sea level changes.

C.3f. Ensure that private developers adequately plan and construct buildings to protect property in low lying areas.

C.3g. Review FEMA maps when they are updated every 3-5 years, and incorporate information on flood prone areas into future land use plans.

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POLICY TOPIC ~~EV~~: ADAPTATION

- ~~Sea Level Rise/Adaptation. In LUTE document acknowledge provide information on scientific evidence that sea level rise will occur.~~

POLICY 9: Prepare for Sea Level Rise and Other Potential Environmental Risks and Hazards Related to Climate Change Prior to Their Occurance.

~~Support Regional Efforts Such as that of the San Francisco Bay Area Conservation and Development Commission (BCDC) and the Joint Policy Committee (JPC) to Analyze and Prepare for the Impacts of Climate Change in the Bay Area.~~

Actions:

1. Monitor and participate in regional meetings focusing on environmental adaptation and resilience.
2. Ensure that Sunnyvale is prepared for potential environmental risks and hazards related to climate change, with a special emphasis on vulnerable populations such as seniors.
3. Regularly train and inform the Department of Public Safety Office of Emergency Services (OES) on potential climate change risks and hazards.
4. Update the City Emergency Plan and Emergency Preparedness Workbook to address climate change impacts.
5. Integrate potential climate change impacts into local planning documents and processes.
6. Analyze and disclose possible impacts of climate change on development projects or plan areas with an emphasis on sea level rise
7. Integrate climate change adaptation into future updates of the Zoning Code, Building Code, General Plan, and other related documents.
8. Monitor climate change science and policy and regularly inform stakeholders of new information.
9. Use the City's communication process such as the City's website to discuss climate change and climate change adaptation.

~~9-10.~~

~~On a regular basis, assess adaptation efforts of the City, region, and state and identify goals or gaps to be addressed.~~

~~11. Support Regional Efforts Such as those of the San Francisco Bay Area Conservation and Development Commission (BCDC) and the Joint Policy Committee (JPC) to Analyze and Prepare for the Impacts of Climate Change in the Bay Area.~~

~~12. Share Sunnyvale's knowledge of climate action planning with other jurisdictions and agancies agencies.~~

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AGENDA ITEM 5B

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