



## AGENDA

Wednesday, March 16, 2011

7:00 pm – 9:30 pm

West Conference Room

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|---|-------------------|
| <p><b>1. Address e-mail correspondence and questions since last meeting</b><br/>         No Handouts<br/> <u>Committee Action:</u></p> <ul style="list-style-type: none"> <li>• No Action</li> </ul>  | <b>7:00-7:05</b>  |
| <p><b>2. Staff discussion on REVISED POLICIES</b><br/> <u>Committee Action:</u></p> <ul style="list-style-type: none"> <li>• None</li> </ul>  | <b>7:05-7:15</b>  |
| <p><b>3. Committee Discussion of Wetland and Creeks</b><br/>         (1 Handout #3)<br/> <u>Committee Action:</u></p> <ul style="list-style-type: none"> <li>• Discuss and Accept Policies</li> </ul>   | <b>7:15-7:30</b>  |
| <p><b>4. Committee Review of Coordinated Regional and Local Planning Policies</b><br/>         (1 Handout #4)<br/> <u>Committee Action:</u></p> <ul style="list-style-type: none"> <li>• Review Changes and Accept Policies</li> </ul>                | <b>7:30- 7:50</b> |
| <p><b>5. Committee Review of Healthy City and Open Space Policies</b><br/>         (1 Handout #5)<br/> <u>Committee Action:</u></p> <ul style="list-style-type: none"> <li>• Review Changes and Accept Policies</li> </ul>                            | <b>7:50-8:00</b>  |
| <p><b>6. Committee Review of Special and Unique Land Uses Policies</b><br/>         (2 Handouts: #6A Overview and #6B Detail)<br/> <u>Committee Action</u></p> <ul style="list-style-type: none"> <li>• Review Changes and Accept Policies</li> </ul> | <b>8:00- 9:00</b> |
| <p><b>7. Definition Brainstorming (Time Permitting)</b><br/>         Brainstorm list of terms for definition and clarification in LUTE</p>  | <b>9:00-9:20</b>  |
| <p><b>8. Updated Schedule/Announcements</b></p> <ul style="list-style-type: none"> <li>• No Action Required</li> </ul>  | <b>9:20-9:25</b>  |
| <p><b>9. Public Comments</b></p> <ul style="list-style-type: none"> <li>• Take Public Comments</li> </ul>   | <b>9:25-9:30</b>  |

**WETLANDS AND CREEKS**

Although these policies could be considered tonight as wetlands and creeks are Special and Unique land use, the following policies may be more appropriately considered as Open Space policies. They were left off the policies reviewed at the last meeting. They will be considered at this meeting but included in the LUTE section with open space policies.

**Committee Action: Concur that the following Policy and Actions adequately provide “big picture” general plan direction for wetlands and creeks, and adopt these policies:**

- Policy 1:** Protect creeks and wetlands as important parts of the City’s natural environment and open space and for their contribution to flood control.
- Action 1:* Work with other agencies to maintain creeks and wetlands in their natural state.
- Action 2:* Work with appropriate agencies to identify creek channels and wetlands to use as recreational areas.
- Action 3:* Minimize or divert pollutants from draining into creeks and wetlands by enforcing best management practices during construction and site development.

**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.*

**REGIONAL PARTICIPATION**

**POLICY 1:** Participate in coordinated land use and transportation planning in the region.

**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.

**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.

**REGIONAL INFRASTRUCTURE**

**POLICY 5:** Land use planning in Sunnyvale and the regional transportation system should be integrated.

**POLICY 6:** Emphasize efforts to reduce regional vehicle miles traveled by supporting active modes of transportation including walking, biking and public transit.

**POLICY 7:** Actively participate in discussions and decisions regarding transportation between regions including regional airport and regional rail planning to assure benefit to the community.

**POLICY 8:** Work with regional agencies to assure an adequate water supply to allow progress towards Sunnyvale's long-term land use plans.

**ENVIRONMENTAL PROTECTION**

**POLICY 9:** Participate in Federal, State and regional programs and processes in order to protect the natural and human environment in Sunnyvale and the Region.

**ADAPTATION**

**POLICY 10:** Prepare for risks and hazards related to climate change prior to their occurrence.

**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.*

**OPEN SPACE AND PARKS**

**POLICY 1:** Assure that the planned availability of open space both in the city and the region is adequate.

**POLICY 2:** Improve accessibility to parks and open space by removing barriers.

**HEALTHY CITY**

**POLICY 3:** Support community gardens and urban farms.

**POLICY 4:** Support farmers markets.

**POLICY 5:** Support the availability of fresh food in the community.

**POLICY 6:** Promote compact, mixed-use and transit-oriented development in appropriate neighborhoods such as Downtown, Lawrence Station, El Camino Real Nodes and in the neighborhood village centers.

**POLICY 7:** Promote walking and bicycling through street design. Note: This section may be moved to the transportation chapter of LUTE during final editing.

**GOAL: SPECIAL AND UNIQUE LAND USES TO CREATE A DIVERSE AND COMPLETE COMMUNITY**

*Purpose: To 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.*

**SPECIALIZED PLANS and ZONING TOOLS**

**POLICY 1:** Specific area plans (including but not limited to Specific Plans, Precise Plans, Design Guidelines, specialized zoning, and Sense of Place Plans) and special zoning tools will be used to guide change in areas of the City that need special attention.

**EXISTING PLANS**

**POLICY 2:** Support the following adopted specialized plans and zoning tools, and update as needed to keep up with evolving values and new challenges in the community.

**FUTURE PLANS**

**POLICY 3:** Use special area plans to guide land use and development in areas that contribute support to: alternative travel modes, village centers, economic development and a better jobs/housing ratio.

The following areas have been identified as potentially benefiting from special plans

**SPECIAL ZONING TOOLS**

**POLICY 4:** Use unique zoning categories to address issues in the community and update as needed to keep up with evolving values and new challenges in the community.

**POLICY 5:** Use the Industrial-to-Residential (ITR) Zoning to help meet the City's housing needs for all ages and economic sectors and balance its use with maintaining a healthy economy and employment base. ITR allows industrial/commercial/office uses to continue as conforming uses while an area transitions to residential uses. ITR areas include Tasman Crossing, East Sunnyvale, Futures 4a, Futures 4b and Futures 6a.

**POLICY 6:** Industrial uses in the ITR generally should not intensify beyond the base floor area ratio of 35% allowed in the zoning district (including any incentives to allow higher intensity development).

**POLICY 7:** Balance the need for additional residential uses with industrial uses needed for a healthy economy.

**PUBLIC AND QUASI-PUBLIC USES:**

- POLICY 8:** 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 that they do not have a negative effect on the surrounding area.
- POLICY 9:** Encourage multiple uses of some facilities (e.g. religious institutions, schools, social organizations, day care) within the capacity of the land and the roadway system.
- POLICY 10:** Maintain and promote conveniently located public and quasi-public uses and services that enhance neighborhood cohesiveness and provide social and recreational opportunities.
- POLICY 11:** Recognize child care, 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.
- POLICY 12:** Use the Place of Assembly (POA) zoning combining district to help guide location of community serving POA uses in industrial areas and the Public Facilities (PF) zoning district for community serving uses elsewhere in the community.
- POLICY 13:** Allow Community Serving Places of Assembly (POAs) in commercial zoning districts if the provision of a full range of conveniently located retail and retail services is not compromised.
- POLICY 14:** Recognize schools, public and private, as integral parts of the community that require special consideration to manage traffic, support residential development and provide open space.
- POLICY 15:** Support land uses in locations that provide opportunities for continued education beyond grades K-12 and that provide educational enrichment programs while minimizing impacts on the surrounding land uses.
- POLICY 16:** Government uses are unique and warrant special consideration for their location and operation in order to provide benefit to the greater community.

**GOAL: SPECIAL AND UNIQUE LAND USES TO CREATE A DIVERSE AND COMPLETE COMMUNITY**

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**POLICY 1:** Specific area plans (including but not limited to Specific Plans, Precise Plans, Design Guidelines, specialized zoning, and Sense of Place Plans) and special zoning tools will be used to guide change in areas of the City that need special attention.

**EXISTING PLANS**

**POLICY 2:** Support the following adopted specialized plans and zoning tools, and update as needed to keep up with evolving values and new challenges in the community.

**NEED A MAP THAT SHOWS THESE AREAS**

**2a. Downtown Specific Plan—Purpose:** A strong, identifiable central business district that is accessible to the community and the region, provides regional and citywide shopping opportunities complemented by employment, housing and a variety of travel modes and establishes downtown as the cultural, retail, financial and entertainment center of the community.

*Following policy belongs at a higher level, not just Downtown:*  
**POLICY X:** *Support a balanced street system that serves all users regardless of their mode of travel.*

**2b. Moffett Park Specific Plan—Purpose:** An area of higher intensity office and industrial development to diversify the City’s industrial/office base and to ensure participation in the continued growth of Silicon Valley.

*Action 1:* Monitor land use opportunities for the Navy site in Moffett Park to ensure future uses that best support the community’s desires including compatibility with the Moffett Park Specific Plan and capitalize on its location as a potential TOD opportunity

*Following Action belongs at a higher level, not just Navy Site:*  
**(SEE HAZMAT GOAL EM-1)**  
*Action X:* Consider potential contamination from hazardous materials in land use decisions

**2c. Precise Plan for El Camino Real—Purpose:** A primary retail corridor with a mix of uses with vibrancy and vitality allowing more intense mixed-use developments at key locations (e.g. Nodes)

- Action 2:* Investigate tools to preserve and enhance the commercial sales tax base along El Camino Real.
- Action 3:* Participate in the Grand Boulevard Initiative regional effort to transform El Camino Real on the peninsula into a visually attractive mixed-use corridor with land uses that support transportation that links neighboring cities with emphasis on the Node areas for development.
- Action 4:* Adopt additional zoning code and zoning map amendments to reinforce the Precise Plan for El Camino Real.
- Action 5:* Adopt a “Tool Kit” of development and density standards for mixed use and commercial development (with emphasis on the Nodes) with consideration of a form-based code consistent with the Precise Plan for El Camino Real.
- Action 6:* Develop a unifying design to provide a distinct aesthetic standard to enhance the street character of El Camino Real.
- Action 7:* Participate in the planning process of the Bus Rapid Transit system for El Camino Real.

**Following policy belongs at a higher level, not just El Camino Real:**  
**POLICY X:** Add pedestrian connections between properties when opportunities arise.

**2d. Lakeside Specific Plan—Purpose:** A landmark development to support one of the City’s gateways (US Highway 101 and Lawrence Expressway)

**OTHER EXISTING PLANS**

**101/Lawrence Specific Plan**

**Arques Specific Plan**

**Lockheed-Martin Site and Master Use Permit**

**Southern Pacific Corridor**

- Action 8:* Evaluate the continued need for these plans

**FUTURE PLANS**

**POLICY 3:** Use special area plans to guide land use and development in areas that contribute support to: alternative travel modes, village centers, economic development and a better jobs/housing ratio.

The following areas have been identified as potentially benefiting from special plans

**NEED A MAP THAT SHOWS THESE AREAS**

**3a. Peery Park—Purpose:** A unique center for business with a strategic location near transportation corridors and a locational relationship to other business clusters in Sunnyvale and nearby.

*Action 1:* Develop an area plan or strategy for Peery Park for: more intensive development mixed with lower density industrial uses, green-tech businesses and other emerging sectors; and improved walkability, access to transit and access to convenient employee-serving services in the Peery Park area.

**3b. Lawrence Station Area Plan—Purpose:** A transit-oriented, mixed-use, urban village for workers and residents of all ages and a range of incomes that will promote use of the rail line as a commuter and transportation option.

*Action 2:* Develop a Station Area Plan that identifies the locations and densities around the Lawrence Caltrain Station for new housing, office uses, parks, and other uses and amenities. Coordinate with stakeholders such as the City of Santa Clara, Peninsula Corridor/Joint Powers Board, Santa Clara County and VTA as well as property owners, residents and businesses. Plan for open space, circulation and access, and parking management. Develop an implementation strategy with a regulatory framework to facilitate redevelopment for the Lawrence Station Area Plan.

*Action 3:* Adopt alternative parking standards and parking management techniques for the station area to reduce auto dependency and increase transit ridership.

**3c. East Sunnyvale Industrial-to-Residential (ITR) Expansion Area—Purpose:** An opportunity to combine the existing neighborhood shopping area along the north side of Duane Avenue with additional land in or around the East Sunnyvale ITR for a village center and to expand the variety of housing in the neighborhood and community at large.

*Action 4:* The East Sunnyvale ITR should provide all or a portion of a village center.

*Action 5:* As a prerequisite for approval of new individual development plans, complete a specific area or precise plan to establish an urban village concept to determine a variety of housing types (including small lot single-family and a variety of multi-family residential), areas for private and public open space, a network of public streets, a strong pedestrian network, and supporting commercial within the entire East Sunnyvale ITR area.

*Action 6:* Assemble land, where possible, to provide adequate public open space for the residents of the East Sunnyvale ITR area and other nearby residential neighborhoods.

**3d. Reamwood Business Intensification Area—Purpose:** An area where increased business development intensity may be warranted in order to take advantage of and maximum use of available transit.

*Action 7:* Study appropriate industrial and office densities adjacent to the Reamwood Light Rail Station and create an area plan that will encourage transit use and improve pedestrian amenities.

**3e. Village Centers—Purpose:** Village Centers are intended to be unique mixed-use cores created in existing and new neighborhoods that offer mixed housing options, commercial uses and service uses in a pedestrian and bicycle friendly environment.

*Action 8:* Develop special plans to guide development in the Village Centers. Plans should preserve neighborhood commercial and allow mixed use promote connectivity, and green development, and provide open space in each village.

*Action 9:* Adopt a “Tool Kit” of development and density standards and parking standards for Village Centers with consideration of a form-based code.

**3f. Sense of Place Plans—Purpose:** Assure that new residential neighborhoods have streetscape and other design features that reflect a residential nature and character. There is an adopted Pedestrian and Bicycle plan for Tasman Crossing (Futures 7 and 8). Futures areas 6a and 4a and East Sunnyvale are ITR areas where transition to residential has begun.

*Action 10:* Consider sense of place or pedestrian and bicycle circulation plans to address access and neighborhood character in ITR and other new neighborhoods.

**SPECIAL ZONING TOOLS**

**POLICY 4:** Use unique zoning categories to address issues in the community and update as needed to keep up with evolving values and new challenges in the community.

**POLICY 5:** Use the Industrial-to-Residential (ITR) Zoning to help meet the City’s housing needs for all ages and economic sectors and balance its use with maintaining a healthy economy and employment base. ITR allows industrial/commercial/office uses to continue as conforming uses while an area transitions to residential uses. ITR areas include Tasman Crossing, East Sunnyvale, Futures 4a, Futures 4b and Futures 6a.

**NEED A MAP THAT SHOWS THESE AREAS**

*Action 1:* Update 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.

*Action 2:* During transition from industrial to residential uses anticipate and monitor compatibility issues between residential and industrial uses (e.g. noise, odors and hazardous materials).

*Action 3:* 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.

*Action 4:* Rezone transitioned neighborhoods from ITR to appropriate residential zoning.

*Action 5:* Consider sense of place or pedestrian circulation plans to address access in Futures neighborhoods.

**POLICY 6:** Industrial uses in the ITR generally should not intensify beyond the base floor area ratio of 35% allowed in the zoning district (including any incentives to allow higher intensity development).

**POLICY 7:** Balance the need for additional residential uses with industrial uses needed for a healthy economy.

*Action 1:* Any future study to change from industrial to residential shall 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.

**PUBLIC AND QUASI-PUBLIC USES:**

Policy Context: The following Policies and Actions are not site specific. They address the need for guiding policies on a variety of unique and special land uses that occur throughout the community. These uses provide locational challenges but are generally considered needed and positive additions to the community. The general policy is meant to be non-specific so that the City can review and react to any public or quasi-public use that may be proposed. This is followed by more specific policies for child care, places of assembly and schools. These are uses that are more regularly proposed in Sunnyside and a set of unique issues and challenges have arisen as a result of the City’s familiarity with them. The government facilities policies are general and address the need to plan for and locate sites for all types of facilities so that they meet the needs of the community.

**POLICY 8:** 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 that they do not have a negative effect on the surrounding area.

*Action 1:* Encourage carpooling, shuttles and access to transit to public and quasi-public services where feasible to minimize adverse traffic and parking impacts on neighborhoods.

*Action 2:* Ensure the provision of bicycle support facilities at all major public use locations.

**POLICY 9:** Encourage multiple uses of some facilities (e.g. religious institutions, schools, social organizations, day care) within the capacity of the land and the roadway system.

**POLICY 10:** Maintain and promote conveniently located public and quasi-public uses and services that enhance neighborhood cohesiveness and provide social and recreational opportunities.

**POLICY 11:** Recognize child care, 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.

*Action 1:* Study appropriate locations for child care uses in the City and modify the Zoning Code if appropriate to facilitate the appropriate siting of child care businesses.

*Action 2:* Periodically review the availability and demand of sites appropriate for places of assembly and consider expanding available sites if appropriate.

**POLICY 12:** Use the Place of Assembly (POA) zoning combining district to help guide location of community serving POA uses in industrial areas and the Public Facilities (PF) zoning district for community serving uses elsewhere in the community.

**POLICY 13:** Allow Community Serving Places of Assembly (POAs) in commercial zoning districts if the provision of a full range of conveniently located retail and retail services is not compromised.

**POLICY 14:** Recognize schools, public and private, as integral parts of the community that require special consideration to manage traffic, support residential development and provide open space.

*Action 1:* 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.

*Action 2:* Maintain a working relationship with school districts on transportation, pedestrian and bicycle access, safe routes to school and other neighborhood issues.

*Action 3:* Assist public and private schools in neighborhood relations regarding land use and transportation issues.

*Action 4:* Work closely with school districts to review the impacts of proposed residential development on school capacity and facilities. (May need to be located with New Residential Development policies)

**POLICY 15:** Support land uses in locations that provide opportunities for continued education beyond grades K-12 and that provide educational enrichment programs while minimizing impacts on the surrounding land uses.

**POLICY 16:** Government uses are unique and warrant special consideration for their location and operation in order to provide benefit to the greater community.

*Action 1:* Maintain and plan for appropriate land areas to support public facilities including facilities such as the civic center, library, corporation yard and water pollution control plant (*Also see policies and actions on Adaptation*).

*Action 2:* Promote co-locating government (federal, state, county, city) activities when appropriate to improve access to the community-at-large.