

Joint Study Session  
October 26, 2010

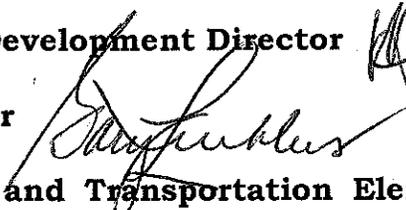


**COMMUNITY DEVELOPMENT DEPARTMENT  
OFFICE MEMORANDUM**

DATE: **October 26, 2010**

TO: **Mayor and Members of the City Council, Members of the Planning Commission, and Members of the Bicycle and Pedestrian Advisory Commission**

FROM: **Hanson Hom, Community Development Director** 

THROUGH: **Gary Luebbers, City Manager** 

RE: **Horizon 2035 - Land Use and Transportation Element and Climate Action Plan Status Report**

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The purpose of this study session is to bring the City Council, Planning Commission and Bicycle and Pedestrian Advisory Commission up to date on the status of the update of Land Use and Transportation Element of the General Plan and on development of the City's first Climate Action Plan. At this time there are no hearings scheduled and the project is scheduled to be considered at public hearings in Fall 2011.

Council authorized formation of a community advisory committee on February 27, 2010, with RTC 10-039, *Creation of a Land Use and Transportation Element/Climate Action Plan Community Advisory Committee*. The committee is to act in an advisory capacity on the Land Use and Transportation Element (LUTE) update and the Climate Action Plan (CAP), and to assist in community outreach efforts. After a City Council subcommittee selected 15 members and two alternates, the advisory committee convened on June 21, 2010 and has been meeting up to two times a month since then with the most recent meeting on October 6, 2010. The committee was named the *Horizon 2035 Advisory Committee*.

To date the Committee has been receiving significant education about land use and transportation and greenhouse gas reduction. The committee has been helping staff and the City's CAP consultant create and screen CAP policies to reduce citywide greenhouse gas generation

and is evaluating policies regarding land use and growth that will also determine the effectiveness of the CAP. Outside of regular meetings, the committee also shares ideas and continues discussions through a Yahoo! Groups at [groups.yahoo.com](http://groups.yahoo.com) under the group name Horizon 2035.

The advisory committee has held two public outreach meetings regarding the CAP with approximately 70 members of the public in attendance at each meeting. Presentations to the advisory committee and information about public outreach meetings are located on the Horizon 2035 website [Horizon2035.InSunnyvale.com](http://Horizon2035.InSunnyvale.com).

Transmitted with this cover report are two working documents currently under consideration by the advisory committee including draft CAP policies and a preliminary proposed growth scenario. The immediate next steps for the advisory committee are to recommend: 1) a set of draft CAP policies; and 2) a growth scenario for the LUTE planning period. When these tasks are completed, the City's CAP consultant can proceed with the technical and quantitative analysis of the CAP. At this study session, the Council, Planning Commission and Bicycle and Pedestrian Advisory Commission will have an opportunity to comment on any of the policies or the direction of the policies or growth scenario.

While the CAP policies are under evaluation, the advisory committee will continue to work on non-CAP related policies for the LUTE. Once a final draft Climate Action Plan and a final draft Land Use and Transportation Element are complete, the city will proceed with preparation of an Environmental Impact Report (EIR) that evaluates the environmental impacts of both the draft CAP and LUTE.

Between now and final adoption of the CAP and LUTE by City Council there will be additional public outreach efforts, including an additional joint study session. When the EIR is completed, the draft LUTE, draft CAP and the EIR will be circulated for public review and brought to the Bicycle and Pedestrian and Advisory Committee and Planning Commission for recommendations and to the City Council for final consideration.

All activities of the Horizon 2035 Advisory Committee are posted on the [Horizon2035.InSunnyvale.com](http://Horizon2035.InSunnyvale.com) website and on Facebook. All Horizon 2035 meeting agendas are posted on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's Web site.

The committee has seriously embraced their role in the development of the CAP and LUTE and has agreed to attend extra meetings and longer meetings in order to meet the project schedule. Even with the extra meetings, the committee has expressed concern over the need for more time to carefully consider the information and policies before them. The work plan attached reflects an extension of the original project schedule by two months in order to address the committee's needs.

**Attachments**

- A. Updated Horizon 2035 Work Plan with Key Milestones
- B. Draft Climate Action Plan Policies
- C. Preliminary Land Use and Transportation Element Growth Scenario
- D. Current Committee Issues from Growth Scenario Discussion

**2010/2011 WORK PLAN**  
for  
**HORIZON 2035 ADVISORY COMMITTEE**  
*Convergence of Climate, Land Use and Transportation*

Month	Benchmarks
June 2010	<ul style="list-style-type: none"> <li>▪ Marketing and promotion for community outreach meeting</li> <li>▪ June 21 first Committee meeting with overview of work plan and orientation</li> <li>▪ June 30 Community education and outreach meeting on Land Use Transportation Element (LUTE)/ Climate Action Plan (CAP) facilitated by Pacific Municipal Consultants</li> </ul>
July 2010	<ul style="list-style-type: none"> <li>▪ July 14 Committee education focus on climate change</li> <li>▪ July 22 Community Outreach/Education with Don Weden Presentation on Cities for All Ages</li> </ul>
August 2010	<ul style="list-style-type: none"> <li>▪ August 4 Committee meeting education focus on land use and transportation</li> <li>▪ August 25 additional Committee meeting focus on CAP and LUTE</li> </ul>
September 2010	<ul style="list-style-type: none"> <li>▪ September 1 Committee meeting education focus on transportation</li> <li>▪ September 15 additional Committee meeting w/ extended time 6:30-9:30 p.m. on draft CAP policies</li> <li>▪ September 29 Community Workshop on Climate Action Plan (moved from October)</li> </ul>
October 2010	<ul style="list-style-type: none"> <li>▪ October 6 Committee meeting on LUTE land use growth scenarios</li> <li>▪ October 23 Transit Oriented Development Tour</li> <li>▪ LUTE integration training module complete</li> <li>▪ Joint Study Session with City Council, Planning Commission and Bicycle and Pedestrian Advisory Committee (moved from December)</li> </ul>
November 2010	<ul style="list-style-type: none"> <li>▪ November 3 Committee discussion focused on joint study session feedback and LUTE land use growth scenarios</li> </ul>
December 2010	<ul style="list-style-type: none"> <li>▪ December 1 Committee meeting to decide on growth scenario and select goal, forward draft CAP policies to PMC for quantification and determine policy LUTE format</li> </ul>
January 2011	<ul style="list-style-type: none"> <li>▪ January 5 Committee meeting on CAP Quantification methodology</li> <li>▪ Second monthly Horizon 2035 meeting if needed</li> <li>▪ CAP and LUTE information meetings with PC and BPAC (and Sustainability Commission if formed)</li> </ul>
February 2011	<ul style="list-style-type: none"> <li>▪ February 2 Committee meeting with preliminary results from CAP quantification</li> <li>▪ EIR Notice of Preparation and Public Scoping Meeting</li> </ul>

Month	Benchmarks
March 2011	<ul style="list-style-type: none"> <li>▪ March 2 Committee meeting to discuss full set of draft LUTE policies from staff</li> <li>▪ Alternative CAP and LUTE meetings with PC and BPAC (and Sustainability Commission if formed)</li> </ul>
April 2011	<ul style="list-style-type: none"> <li>▪ April 6 Committee meeting final draft CAP presented to committee by PMC and additional discussion on LUTE policies</li> </ul>
May 2011	<ul style="list-style-type: none"> <li>▪ May 4 Committee meeting acceptance of Draft LUTE</li> <li>▪ Draft LUTE conveyed to PMC to begin EIR on LUTE and CAP</li> </ul>
June 2011	<ul style="list-style-type: none"> <li>▪ June 1 Committee meeting</li> <li>▪ Public open house on LUTE and CAP</li> <li>▪ City staff receives Administrative Draft EIR</li> </ul>
July 2011	<ul style="list-style-type: none"> <li>▪ July 5 Committee meeting</li> <li>▪ Alternative public open house on LUTE and CAP</li> <li>▪ PMC prepares final Draft EIR</li> <li>▪ Draft LUTE and CAP out for public review</li> </ul>
August 2011	<ul style="list-style-type: none"> <li>▪ Draft EIR out for 45-day review period</li> </ul>
September 2011	<ul style="list-style-type: none"> <li>▪ PMC prepares responses to comments received on EIR</li> </ul>
October 2011	<ul style="list-style-type: none"> <li>▪ Hearings on LUTE/CAP/EIR Planning Commission and Bicycle and Pedestrian Advisory Commission</li> </ul>
November 2011	<ul style="list-style-type: none"> <li>▪ City Council Adoption of CAP/LUTE/EIR</li> </ul>

#	Measure/Action	Source	Est. GHG Reductions
<b>Community Action (CA)</b> Inform and involve Sunnyvale residents, schools, and businesses in the City's effort to reduce greenhouse gas emissions.			
<b>CA-1</b>	<b>Community Outreach and Involvement.</b> Educate and involve the community regarding actions they can do at home to reduce energy, water, waste, and fuel consumption so that an annual feedback survey indicates that 10% of respondents have changed their behavior as a result of this measure. <b>CA-1.1.</b> Use the City's Sustainability Commission as a structure to partner with other groups for volunteers, residents, and other organizations to help achieve Sunnyvale's sustainability goals. <b>CA-1.2.</b> Provide regular communication with schools, business, faith groups, community members and neighborhood groups to increase participation in the City's progress toward sustainability. <b>CA-1.3.</b> Develop and encourage a mechanism for neighborhoods to share equipment and resources to improve sustainability. <b>CA-1.4.</b> Provide a toolkit of resources, including web based efficiency calculators, for residents and businesses to analyze their greenhouse gas emissions in comparison to their neighborhood, the city, and the region. <b>CA-1.5.</b> Develop and implement a competitive greenhouse gas reduction program between groups of citizens in the City with an award component. <b>CA-1.6.</b> Use sustainability initiatives within City operations to educate the community of ways to achieve sustainability by example. <b>CA-1.7.</b> Actively promote use of alternative modes of transportation as safe modes of travel. When applicable, promote on the City's web site and publications about viable programs sponsored by 511, the Air District and other recognized agencies.	Committee, Staff and Public Input	Mid
<b>CA-2</b>	<b>School Education and Involvement.</b> Educate local school children about climate change and ways that they and their families can reduce greenhouse gas emissions so that an annual feedback survey shows that 30% of households with school children are actively utilizing GHG emissions reductions strategies taught at school. <b>CA-2.1.</b> Promote the Use of the Air District curriculum or other for local school teachers to teach children about climate change, greenhouse gas emissions, and local actions. <b>CA-2.2.</b> Continue to provide and improve the bicycle driver education program for elementary, middle, and high school students.	Committee and Public Input, Bicycle Plan	Low

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#	Measure/Action	Source	Est. GHG Reductions
<b>Energy Efficiency and Conservation (E)</b>			
Decrease energy consumption by improving energy efficiency and conserving energy throughout the community and City operations.			
<b>E-1</b>	<p><b>New Construction and Remodels.</b>                      Require green building practices in 100% of new residential and commercial development and remodels.</p> <p><b>E-1.1.</b> Evaluate and update the 2009 Zoning Code for Green Buildings for single-family, multi -family, and non-residential building construction and major remodels every three to five years.</p> <p><b>E-1.2.</b> Continue to require energy efficient siting of buildings. Buildings should be oriented and landscape material should be selected to provide maximum energy efficiency for the buildings. For example deciduous trees should be planted on the south side of the buildings to shade the buildings in the summer and allow sun inside during winter days.</p> <p><b>E-1.3.</b> Promote living and reflective roofs and track the number of such roofs in the city limits.</p> <p><b>E-1.4.</b> Continue to provide incentives for new construction and remodels to adhere to a higher green building standard that required by the City.</p> <p><b>E-1.5.</b> Provide 'energy budgets' to assist new residential homes to cap the limit of energy a new home may consume, regardless of size.</p> <p><b>E-1.6.</b> Require new homes and businesses to install external electrical outlets for use by electric garden and landscaping equipment.</p>	Zoning Code for Green Buildings (2009), HE Policy F.6, Design Guidelines B16, Committee, Staff and Public Input	Mid
<b>E-2</b>	<p><b>Existing Building Retrofits.</b>                      Facilitate energy efficiency improvements and energy conservation within existing homes and businesses with an emphasis on low-income households and with a goal of retrofitting ___% of homes.</p> <p><b>E-2.1.</b> Require energy and water audits and/or retrofits at time of sale for residential and commercial properties.</p> <p><b>E-2.2.</b> Participate in a Property Assessed Clean Energy (PACE) or similar financing program to offer low-interest loans to residents and businesses for energy efficiency upgrades.</p> <p><b>E-2.3.</b> Provide incentives for new construction and remodels to adhere to a higher green building standard than required by the City.</p> <p><b>E-2.4.</b> Prioritize non-general funds to assist low-income home owners achieve energy efficient improvements. Program annual CDBG funds to fund energy efficiency and weatherizing improvements within existing buildings.</p>	Committee, Staff and Public Input	High

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#	Measure/Action	Source	Est. GHG Reductions
E-3	<p><b>Lighting.</b>                      Increase the use of efficient indoor and outdoor lighting technologies to reduce energy consumption associated with outdoor lighting by ___%.</p> <p><b>E-3.1.</b> Replace City-owned streetlights, park, and parking lot lighting with energy efficient lighting such as Light Emitting Diode (LED) or induction lights as technology becomes more affordable and return on investment is less than five years.</p> <p><b>E-3.2.</b> Participate in an illumination bank that provides loans for upfront cost of energy efficient lighting technologies to be paid back over 3-7years.</p> <p><b>E-3.3.</b> Require existing and new private parking lot lighting to retrofit or develop with energy efficient lighting technologies.</p> <p><b>E-3.4.</b> Require that outdoor lighting be programmed in relation to the seasons through use of photosensors or other technology.</p> <p><b>E-3.5.</b> Identify areas of the City with low traffic and crime at late night/early morning and consider turning streetlights off during certain times in these areas.</p>	Industrial Design Guidelines D.4, Committee, Staff and Public Input	Mid
E-4	<p><b>"Cool" Roofs and Pavements.</b>                      Reduce the amount of dark, non-reflective roofing and paving material in order to mitigate the urban heat island effect and reduce energy associated with heating and cooling.</p> <p><b>E-4.1.</b> Require all new and resurfaced parking lots, sidewalks, and crosswalks to be made of materials with high reflectivity, such as concrete or reflective aggregate in paving materials.</p> <p><b>E-4.2.</b> Require new multi-family buildings and re-roofing projects to install 'cool roofs' consistent with the current California Green Building Code (CalGreen) standards for commercial and industrial buildings.</p> <p><b>E-4-3.</b> Explore the potential to apply cold mix in-place asphalt recycling for roadway pavement maintenance.</p> <p><b>E-4.4.</b> Commit to using a warm aggregate mix for at least 50% of annual asphalt patching, overlay, and reconstruction.</p>	Committee, Staff and Public Input	

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#	Measure/Action	Source	Est. GHG Reductions
<b>Renewable Energy (RE)</b> Increase the percentage of renewable energy consumed by Sunnyvale residents and businesses.			
<b>RE-1</b>	<p><b>Small-Scale Renewable Energy.</b> Increase the number of on-site, small-scale renewable energy installations in the community by ___% per year on average by 2035.</p> <p><b>RE-1.1.</b> Require new homes and businesses and major remodels to be 'solar ready' by pre-wiring for solar hot water heating and solar electricity.</p> <p><b>RE-1.2.</b> Participate in a Property Assessed Clean Energy (PACE) or similar financing program to offer low-interest loans to residents and businesses for renewable energy installations (also included as E-2.2).</p> <p><b>RE-1.3.</b> Prevent buildings and additions from shading more than 10% of roofs of other structures.</p> <p><b>RE-1.4.</b> Continue to allow and encourage solar facilities above paved parking areas.</p> <p><b>RE-1.5.</b> Maintain incentives for alternative energy installations in new and existing development, including solar and small-scale wind turbines.</p> <p><b>RE-1.6.</b> Work with PG&amp;E to allow residents and businesses in Sunnyvale to increase the amount of renewable power delivered to their home or business. <i>(Please note the potential conflict between this action and RE-2.1)</i></p>	Design Guidelines B.3, Committee, Staff and Public Input	Mid
<b>RE-2</b>	<p><b>Renewable Energy Portfolio.</b> Increase the renewable energy portfolio of electricity delivered to Sunnyvale so that 50% of delivered energy comes from renewable sources by 2035.</p> <p><b>RE-2.1.</b> Create a Community Choice Aggregation (CCA) for the City of Sunnyvale in order for the City to take control of power generation for its residents and businesses.</p>	Committee and Public Input	Mid
<b>Water (W)</b> Decrease Sunnyvale's per capita water consumption in order to reduce energy consumption and conserve natural resources.			
<b>W-1</b>	<p><b>Water Supply.</b> Decrease the amount of energy needed to filter, move, and treat water used within Sunnyvale by ___%.</p> <p><b>W-1.1.</b> Prepare a feasibility study for 'purple pipe' (reclaimed water) capture, distribution and safe use.</p> <p><b>W-1.2.</b> Promote 'purple pipe' (reclaimed water) infrastructure in new construction or major renovation in preparation for a growing, usable network.</p> <p><b>W-1.3.</b> Create flexible provisions and encourage residents and businesses to collect rainwater to use for irrigation purposes.</p>	General Plan Water Resources Policy A.2, Committee, Staff and Public Input	Low

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#	Measure/Action	Source	Est. GHG Reductions
<b>W-2</b>	<p><b>Water Conservation.</b> Reduce indoor and outdoor water use in residences, businesses, and industry by 20% by 2020 and 30% by 2035.</p> <p><b>W-2.1.</b> Provide incentives for businesses and residences to use native, drought-tolerant landscaping techniques that meet specific water use guidelines.</p> <p><b>W-2.2.</b> Require new open space and street trees to be drought tolerant.</p> <p><b>W-2.2.</b> Require the use of water-efficient appliances in new development.</p>	GP Water Resources Policy B.1, Design Guidelines A.10, Industrial Design Guidelines A.4, Committee, Staff and Public Input	Low
<b>Landfilled Waste (LW)</b>			
Decrease the amount of waste sent to landfill through increased recycling, composting, and materials management.			
<b>LW-1</b>	<p><b>Materials Management.</b> Eliminate the use of all common materials that are not recyclable or that are cost ineffective to recycle.</p> <p><b>W-1.1.</b> Reduce the use of plastic bags at grocery stores and convenience stores in the community.</p> <p><b>W-1.2.</b> Eliminate the sale or dispersal of disposable, single use plastic water bottles at public events permitted by the City.</p> <p><b>W-1.3.</b> Eliminate the use of expanded polystyrene (EPS) take-out containers at restaurants and fast food facilities.</p>	General Plan Policy 3.2B.2, Committee, Staff and Public Input	Low
<b>LW-2</b>	<p><b>Recycling and Composting.</b> Increase the amount of waste recycled and composted by 1% per year according to the City's Zero Waste Strategic Plan.</p> <p><b>W-2.1.</b> Require multi-family homes to participate in the City's Multi-family Recycling Program</p> <p><b>W-2.2.</b> Select materials to be targeted for diversion and diversion methods, services, or technologies based on the results of the Zero Waste Strategic Plan.</p>	Committee Input	Low
<b>Open Space and Urban Forestry (OS)</b>			
Increase the amount of open space and improve the urban tree canopy in Sunnyvale in order to improve air quality, mitigate the urban heat island effect, and decrease water runoff.			
<b>OS-1</b>	<p><b>Urban Forestry.</b> Increase the number of shade trees planted within the community and protect the existing tree stock in order to achieve a tree canopy of at least ___% in 2035.</p> <p><b>OS-1.1.</b> Continue to implement the City's Tree Preservation requirements.</p> <p><b>OS-1.2.</b> Develop and implement canopy coverage requirements for City-owned parking lots, with exceptions for solar installations.</p>	General Plan Open Space and Recreation Sub-Element, Community Design Sub-element, Water Resources Sub-	Low

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#	Measure/Action	Source	Est. GHG Reductions
	<p><b>OS-1.3.</b> Promote tree planting on private property through incentive and support programs.</p> <p><b>OS-1.4.</b> Expand existing park, open space, and boulevard tree inventory through the replacement of trees with greater number of trees when trees are removed due to disease, park development or other reasons.</p>	elements, Zoning Code Chapter 19.56	
<b>OS-2</b>	<p><b>Open Space.</b> Increase the amount of open space in the community consistent with the General Plan.</p> <p><b>OS-2.1.</b> Support the acquisition of land for open space in accordance with the General Plan standard.</p> <p><b>OS-2.2.</b> Establish a funding source to acquire and maintain open space.</p>	General Plan Open Space and Recreation Sub-Element, New Park Standard, Committee and Public Input	Low
<b>Improved Transportation Options (ITO)</b>			
Increase the use of alternative transportation modes such as bicycling, walking, and transit by increasing the convenience of these modes.			
<b>ITO-1</b>	<p><b>Bicycle, Pedestrian and Transportation Planning (Design Elements).</b> Create streets and connections that facilitate bicycling, walking, and transit use throughout the City in order to increase the modal split for pedestrian and bicycle travel to 12% of commute trips, as measured by the annual citizen satisfaction survey,</p> <p><b>ITO-1.1.</b> Reconsider the roadway capacity-based transportation improvement program and prioritize funding for improvements that reduce Vehicles Miles Traveled (VMT). Annually track VMT and target a specific annual absolute reduction.</p> <p><b>ITO-1.2.</b> Incorporate the provisions of AB 1358, the California Complete Streets Act of 2008, into all roadway design, construction and maintenance activities.</p> <p><b>ITO-1.3.</b> Implement the street space allocation policy in coordination with road reconstruction or resurfacing projects to provide road configurations that accommodate all travel modes.</p> <p><b>ITO-1.4.</b> Require new developments to link on-site walkways to the public sidewalk system outside the project for ease of pedestrian access.</p> <p><b>ITO-1.5.</b> Require pedestrian links between residential developments and nearby employment and shopping centers, schools and parks.</p> <p><b>ITO-1.6.</b> Codify requirements for cross-parcel access for pedestrians and cyclists in appropriate locations.</p> <p><b>ITO-1.7.</b> Plan and implement the removal of high speed free right turns at signalized intersections to improve bicycle and pedestrian conditions.</p>	Housing Element F.3, Design Guidelines A.8 and A.9, Industrial Design Guidelines A.9, Committee, Staff and Public Input	Mid

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#	Measure/Action	Source	Est. GHG Reductions
	<p><b>ITO-1.8.</b> Provide appropriate connection from Sunnyvale to the City of Mountain View's Stevens Creek Trail segment between Heatherstone Avenue and Mountain View High School.</p> <p><b>ITO-1.9.</b> Improve pedestrian facilities and pedestrian perceptions of comfort through provision of landscaping strips, pedestrian level amenities consideration of non-monolithic sidewalks (on corridors serving high volumes of traffic, particularly for new developments/plans), and compliance with Americans with Disabilities Act (ADA) design standards.</p> <p><b>ITO-1.10.</b> Improve bicycle facilities and bicyclist perceptions of comfort through pavement marking/coloring, physical separation specialized signs and markings, and other design elements.</p> <p><b>ITO-1.11.</b> Set design criteria for buildings for pedestrian access consistent with the Santa Clara Valley Transportation Authority Community Design and Transportation Manual and Pedestrian Technical Guidelines</p> <p><b>ITO-1.12.</b> Plan and implement additional public links (ex. within residential; business and commercial developments and between them, connections to transit stations/stops, across physical barriers such as rail corridors, freeways and expressways), particularly in relation to land use intensification plans.</p> <p><b>ITO-1.13</b> <i>(deleted)</i></p> <p><b>ITO-1.14.</b> Adopt a minimum City standard a six-foot width for sidewalks to allow side by side walking at identified locations that currently serve high pedestrian traffic volumes, or locations planned to serve pedestrian traffic to/from strategic land use planning locations.</p> <p><b>ITO-1.15.</b> Promote intermodal links to regional transit options more aggressively by establishing well-defined, convenient intermodal hubs within strategic locations within the city where they might not already exist, or improve ones that do. Work with city planning and the Valley Transportation Authority (VTA), Peninsula Corridor Joint Powers Board (PCJPB), the Advisory Committee on Accessibility (ACA), and others to establish best places for these locations.</p> <p><b>ITO-1.16.</b> Develop pedestrian thoroughfares throughout the city which significantly restrict motor vehicle access and greatly expand pedestrian and bicycle access. Businesses located along these routes should have no direct driveway entrance.</p>		
<b>ITO-2</b>	<p><b>Bicycle and Pedestrian Travel (Operations).</b> Facilitate safe, efficient and convenient access of bicyclists and pedestrians to destinations in and outside of Sunnyvale in order to increase the modal split for pedestrian and bicycle travel to 12% of all commute trips, as measured by the annual citizen satisfaction survey.</p> <p><b>ITO-2.1.</b> Require public areas and new development to provide bicycle parking consistent with the Valley Transportation Authority (VTA) Bicycle Technical Guidelines, as amended.</p> <p><b>ITO-2.2.</b> Require secure bicycle parking at public and large private events.</p>	Bicycle Plan, Committee, Staff and Public Input, Design Guidelines A.9, Industrial Design Guidelines A.5.	High

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#	Measure/Action	Source	Est. GHG Reductions
	<p><b>ITO-2.3.</b> Update the City bicycle map to show locations of public and private bicycle parking. Create a web based application for members of the public to identify locations of private parking for mapping purposes.</p> <p><b>ITO-2.4.</b> Fully fund the City's bicycle and pedestrian improvement plans for completion by 2035.</p> <p><b>ITO-2.5.</b> Remove crossing impediments and improve crossing time at signalized intersections for pedestrians and cyclists. Reduce crossing distances and provide center refuge areas where pedestrians and bicyclists have to cross arterials.</p> <p><b>ITO-2.7.</b> Increase enforcement of pedestrian right of way laws.</p> <p><b>ITO-2.8.</b> Require drive-through food establishments to serve bicyclists as well as vehicles.</p> <p><b>ITO-2.9.</b> Create at least one day a year when a portion of streets and plazas are designated for pedestrian and/or bicycle access only.</p> <p><b>ITO-2.10.</b> Establish information kiosks at key city locations with information on alternative modes of transportation along with associated maps.</p> <p><b>ITO 2.11</b> – Plan and implement a bike sharing program for major commercial and industrial areas.</p>		
<p><b>ITO-3</b></p>	<p><b>Transit.</b> Facilitate the use of public and private transit such as buses, Caltrain, Amtrak, and shuttles to and from Sunnyvale and within the City so that transit provider performance standards are met.</p> <p><b>ITO-3.1.</b> Continue sponsoring projects to provide transit rider amenities at bus stops and rail stations.</p> <p><b>ITO-3.2.</b> Work with the Valley Transportation Authority and other jurisdictions to provide transit priority signal timing.</p> <p><b>ITO-3.3.</b> Work with other jurisdictions on providing High Occupancy Toll (HOT) lanes, and support expenditure of HOT lane revenue on projects that reduce VMT in Sunnyvale. Support regional congestion pricing measures.</p> <p><b>ITO-3.4.</b> Reconsider subsidizing a higher level of transit service or transit passes for residents and/or employees.</p> <p><b>ITO-3.5.</b> Advocate for transit service improvements by area transit providers consistent with established performance standards, with an emphasis on coordinating public transit schedules and connections.</p>	<p>Committee, staff and Public Input</p>	<p>Mid</p> <p style="text-align: center;">ATTACHMENT Page <u>8</u> of <u>12</u> B</p>
<p><b>ITO-4</b></p>	<p><b>Employer Programs.</b> Maintain single occupant vehicle trips to major employers (100 employees or more) at 75%, or lower, in Sunnyvale annually.</p>	<p>General Plan Air Quality Sub-Element B.2, Committee, Staff</p>	<p>Mid</p>

#	Measure/Action	Source	Est. GHG Reductions
	<p><b>ITO-4.1.</b> Require employers to encourage flexible work schedules that allow employees to telecommute or take off 1-4 days per month.</p> <p><b>ITO-4.2.</b> Require employers to provide an online system for employees to identify carpool opportunities.</p> <p><b>ITO-4.3.</b> Require employers to provide a guaranteed ride home program for employees that ride transit, bicycles, carpools, or vanpools to work.</p> <p><b>ITO-4.4.</b> Require employers to provide parking 'cash out' programs.</p> <p><b>ITO-4.5.</b> Provide a Transportation Demand Management (TDM) program for City staff to promote alternative transportation modes and carpooling to the greatest extent possible.</p> <p><b>ITO-4.6.</b> Continue to provide density and other zoning incentives or procedural or financial incentives to developments with 100 employees or greater for establishment of alternative transportation infrastructure within the private as well as adjacent public right of way, such as increased bicycle parking, separated sidewalks, bike lanes and signage, change and shower facilities, and support services (ex. ATM machine, dry cleaning, cafeteria, electric vehicle charging stations, etc.)</p> <p><b>ITO 4.7.</b> Provide financial incentives for large employers to hire Sunnyvale residents by basing the business license fee on the number of non-resident employees.</p> <p><b>ITO-4.8.</b> Identify and provide resources necessary for proactive monitoring, and enforcement of Transportation Demand Management (TDM) reduction targets set for development projects within Sunnyvale.</p> <p><b>ITO-4.9.</b> Evaluate broader application of TDM requirements citywide including residential developments.</p>	and Public Input	
<b>ITO-5</b>	<p><b>School Commutes.</b> Encourage carpooling, bicycling, walking and transit access to elementary, middle and high schools in order to reduce car trips to X% of trips per student per school by 2035.</p> <p><b>ITO-5.1.</b> Support the creation of walking school bus programs in coordination with schools and parent organizations.</p> <p><b>ITO-5.2.</b> Encourage schools to provide an online system for employees to identify carpool opportunities (511).</p> <p><b>ITO-5.2.</b> Continue to pursue Safe Routes to School funding for programs and improvements that increase bicycle and pedestrian safety to and from schools.</p>	Committee, Staff and Public Input	Low

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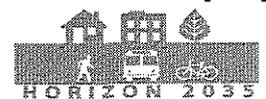


#	Measure/Action	Source	Est. GHG Reductions
<p><b>Optimize Vehicular Travel (OVT)</b>                      Optimize the efficiency of necessary vehicular travel within Sunnyvale to reduce fuel consumption and emissions by ___% by 2020.</p>			
<p><b>OVT-1</b></p>	<p><b>Clean Alternative Motor Vehicles and Fuels.</b>                      Promote the use of clean alternative motor vehicles and fuels to reduce emissions from vehicular travel so that X% of motor vehicles on Sunnyvale streets, as determined by survey sample, are alternatively fueled.</p> <p><b>OVT-1.1.</b> Designate preferred parking stalls for electric, hybrid and other alternative fuel vehicles in all public and private parking lots consistent with the California Green Building Code.</p> <p><b>OVT-1.2a.</b> Provide electric vehicle recharging stations or other alternative fuel vehicle support infrastructure in public parking lots consistent with demand.</p> <p><b>OR</b></p> <p><b>OVT 1.2b.</b> Require electric vehicle recharging stations or other alternative fuel vehicle support infrastructure in private parking lots consistent with demand.</p> <p><b>OVT-1.3.</b> Require sufficient electrical service in the garages/parking facilities of new residential development to support electric vehicle charging.</p> <p><b>OVT-1.4.</b> Increase the number of super ultra low emission or alternatively-fueled vehicles in the City fleet as vehicles are turned over.</p> <p><b>OVT-1.5.</b> Require all taxi franchises to use low-emissions vehicles such as hybrids, compressed natural gas (CNG) vehicles, biodiesel vehicles, or electric vehicles.</p> <p><b>OVT-1.6.</b> Explore zoning or other incentives to encourage alternative fuel stations like biodiesel and compressed or liquefied natural gas in place of or in combination with traditional gasoline and diesel fueling stations.</p> <p><b>OVT-1.7.</b> Subsidize the cost and installation of materials used to convert diesel vehicles to biodiesel fuel.</p> <p><b>OVT-1.8 –</b> Continue to install Combustion Catalytic Systems on all large diesel powered fleet vehicles.</p> <p><b>OVT 1.9 -</b> Rebate sales taxes for Super Ultra Low Emission Vehicles (SULEV) or better or clean alternative fuel vehicle purchases from City dealerships.</p> <p><b>OVT 1.10 -</b> Require new fueling stations that offer diesel fuel provide B5 biodiesel fuel</p> <p><b>OVT-1.11 -</b> Accommodate neighborhood electric vehicles by providing infrastructure and regulations consistent with the California Vehicle Code and the Manual of Uniform Traffic Control Devices (MUTCD).</p>	<p>Committee, Staff and Public Input</p>	<p>High</p>

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#	Measure/Action	Source	Est. GHG Reductions
OVT-2	<p><b>Traffic Movement Efficiency.</b>                      Improve the flow and efficiency of vehicular traffic throughout the City, particularly on major corridors, in order to keep vehicle idling within State legal requirements and to maintain major corridor level of service at E or better.</p> <p><b>OVT-2.1. Deleted</b></p> <p><b>OVT-2.2.</b> Increase signal coordination as warranted to facilitate traffic flow along arterials and major collectors.</p> <p><b>OVT-2.3.</b> Deploy Intelligent Transportation Systems (ITS) measures for managing traffic of large scale construction projects and major City and private events.</p> <p><b>OVT-2.4.</b> Create and enforce an anti-idling ordinance to reduce idling times of gasoline and diesel vehicles beyond state law including vehicle idling associated with student's drop-off/pick-up at school sites.</p>	Committee, Staff and Public Input	Mid
OV-3	<p><b>Car sharing.</b>                      Promote the use of carsharing in Sunnyvale in order to establish and maintain at least one viable car share operation within the City by 2020.</p> <p><b>OVT-3.1.</b> Work with car sharing companies such as Zipcar and City Car Share to increase the availability of car share programs in Sunnyvale.</p> <p><b>OVT-3.2.</b> Identify appropriate locations, and require facilities for car share vehicles in new parking garages, job, centers, commercial cores, neighborhoods, and transit hubs.</p>	Committee and Public Input	Low
<p><b>Parking and Land Use (PLU)</b>                      Utilize land use and parking requirements to reduce the length of trips to and from core and corridor areas</p>			
PLU-1	<p><b>Parking.</b>                      Reduce the amount of free or unrestricted parking available within the City to promote alternative modes of transportation and to achieve a parking density of __ with __ percentage of paid parking spaces.</p> <p><b>PLU-1.1.</b> Build and maintain an electronic parking management system for City owned parking structures in the downtown and consider for other City lots in Downtown and in proximity to other commercial areas.</p> <p><b>PLU-1.2.</b> Create parking maximums for large commercial developments,</p> <p><b>PLU 1.3.</b> Explore and implement parking management tools for residential uses such as decreased or flexible standards, unbundled parking and shared parking plans.</p>	Committee and Public Input	High

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#	Measure/Action	Source	Est. GHG Reductions
	<p><b>PLU-1.4a.</b> Establish parking meters throughout downtown Sunnyvale to optimize parking availability and reduce unnecessary vehicle circulation.</p> <p><b>OR</b></p> <p><b>PLU-1.4b.</b> – Make the downtown area a car-free zone.</p> <p><b>PLU-1.5.</b> Require parking lot sharing and reduced parking requirements for mixed use development that have operational timeframes that reduce parking demand throughout the day.</p> <p><b>PLU-1.6.</b> Designate street parking stalls in the vicinity of key commercial and multi-family residential locations for SULEV or better, clean alternative fuel vehicles and neighborhood cars.</p>		
<p><b>PLU-2</b></p>	<p><b>Transit-Oriented, Higher Density, Mixed-Use Development.</b> Facilitate development in designated core and corridor areas that is transit-oriented, higher density, and mixed-use in order to establish a modal split of X% non-single occupant vehicle use from core and corridor areas by 2035.</p> <p><b>PLU-2.1.</b> Continue to plan for most new residential, commercial and industrial developments in specific plan areas, near transit, and close to employment and activity centers.</p> <p><b>PLU-2.2.</b> Provide expanded areas for higher density housing through the conversion of underutilized areas to mixed commercial/residential uses.</p> <p><b>PLU-2.3.</b> Facilitate the development of affordable housing near transit.</p> <p><b>PLU-2.4.</b> Expand the zoning opportunities for the construction of accessory dwelling units in existing residential neighborhoods near transit as a means to increase affordable housing near transit.</p> <p><b>PLU-2.5.</b> Continue to allow for the development of live/work spaces in commercial zoning districts and mixed-use residential zoning districts.</p>	<p>General Plan Air Quality Element C.2, Housing Element D.2, D.6, F.6, and D.7, Committee, Staff and Public Input Housing and Community Revitalization Sub-Element</p>	<p>High</p>
<p><b>PLU-3</b></p>	<p><b>Local Commerce.</b> Increase the amount of locally generated and consumed goods in order to decrease VMT and promote healthier communities.</p> <p><b>PLU-3.1.</b> Amend the zoning code to allow urban farms to be established in residential areas.</p> <p><b>PLU-3.2.</b> Establish community gardens for public use.</p> <p><b>PLU-3.3.</b> Develop and implement a purchasing policy that requires food and other appropriate materials purchased by the City to be purchased from suppliers within 100 miles of the City.</p>	<p>Committee and Public Input</p>	<p>Low</p>

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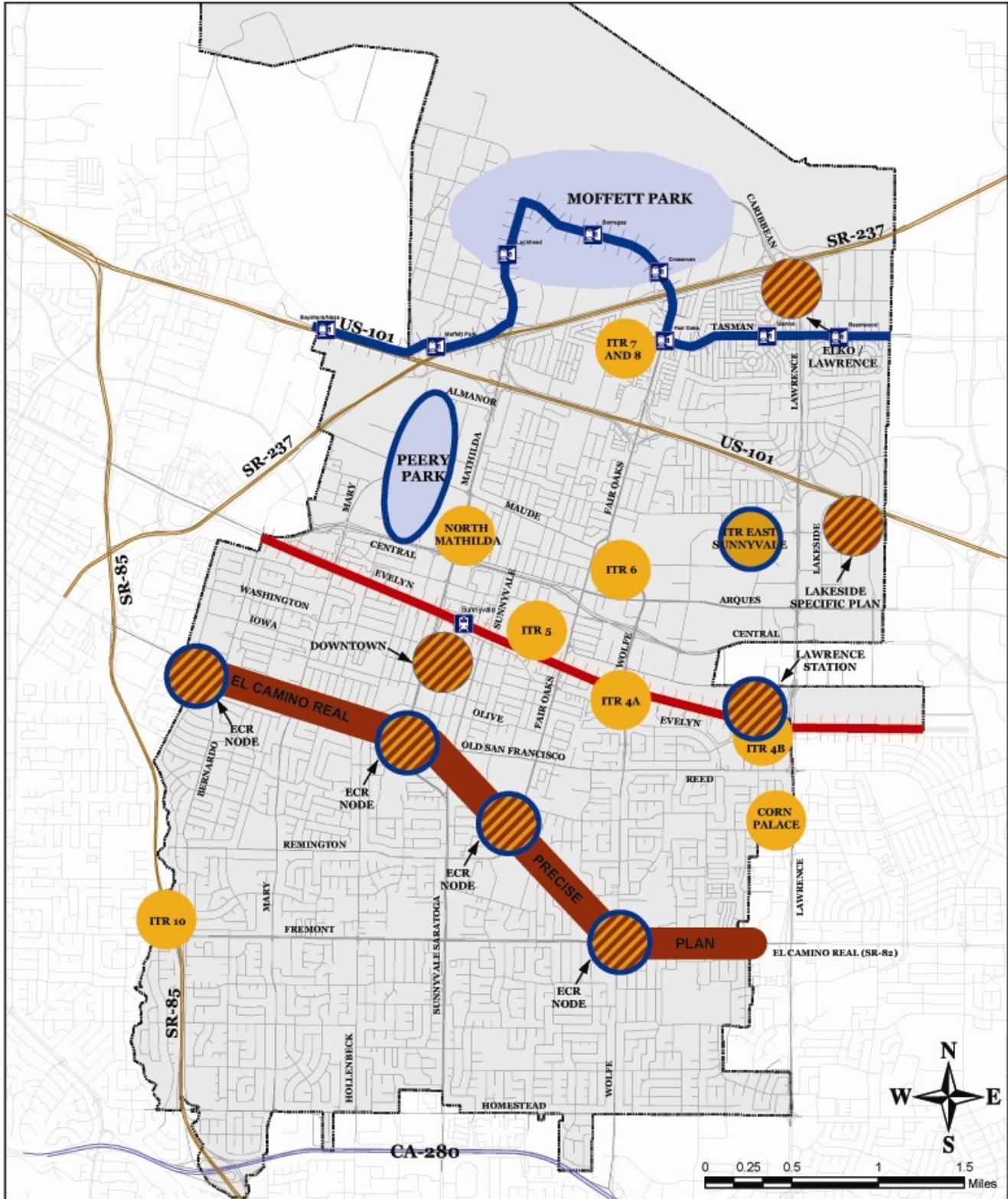


**Current General Plan**

**Possible Growth Scenario**

	Current General Plan		Possible Growth Scenario		Net Difference	
	Housing Units	Office / Industrial/ Commercial Floor Area	Housing Units	Office / Industrial/ Commercial Floor Area	Housing Units	Office / Industrial Commercial Floor Area
<b>EXISTING</b>	55,400	46,700,000	55,400	46,700,000		
<b>GROWTH AREAS</b>						
Downtown	1,500	600,000	1,500	600,000		
Moffett Park	-	7,800,000	-	7,800,000		
Peery Park	-	1,950,000	-	3,400,000		1,450,000
Industrial to Residential Sites	5,770		7,420		1,650	
Other Areas						
Lawrence Station Area	-	150,000	1,100	880,000	1,100	730,000
Corn Palace	200	-	200	-		
North Mathilda	200	-	200	-		
El Camino Real Nodes	1,500	-	3,400	-	1,900	
Other Residential Areas	1,660	-	1,660	-		
Other Industrial/ Commercial Areas	340	(1,700,000)	340	(1,700,000)		
<b>Sub-Total of Growth Areas</b>	11,170	8,800,000	15,820	10,980,000	4,650	2,180,000
<b>GRAND TOTAL</b>	66,570	55,500,000	71,220	57,680,000		

# Possible Growth Area Scenario



**Legend**

- |                    |                  |                        |                          |   |                                |
|--------------------|------------------|------------------------|--------------------------|---|--------------------------------|
| Light Rail Station | Caltrain Station | City Boundary          | Future BRT               | Mixed-Use Growth Areas Future Development         | Industrial Office Growth Areas |
| Light Rail Route   | Caltrain Route   | Mixed-Use Growth Areas | Residential Growth Areas | Industrial Office Growth Areas Future Development |                                |

July 2010



**CITY OF SUNNYVALE  
HORIZON 2035 ADVISORY COMMITTEE:  
*Convergence of Climate, Land Use and Transportation*  
Summary Notes of Committee Meeting held on October 6, 2010**

**“Effective Transportation” Discussion Group – facilitated by Hanson Hom**

1. How to Better Manage Traffic:

- Limit parking to discourage driving.
- Unbundle parking. Example: extra or separate cost for parking space for residents
- Avoid adding traffic lanes to increase capacity.
- Create mixed use developments and neighborhoods.
- Focus new development near transit.
- Allow sufficient density to support transit.

2. How to Support Other Transportation Modes:

- Provide basic support for vehicular mode, but after basic need met, additional funding and resources for vehicular mode should compete equally with other modes.
- Develop a transportation philosophy with emphasis on the safety of pedestrians and bicyclists.
- Put growth where transit available or friendly.
- Increase infrastructure for bicycles and walking.
- Educate motorists to increase sensitivity on sharing the street.
- Pursue enforcement to increase real and perceived pedestrian and bicyclist safety.
- Create more grade and other separations between different modes (vehicles, pedestrians and bicycles) to serve as a safety caution.
- Accommodate “neighborhood cars” (small cars) on city streets.
- Establish a neighborhood car sharing program.
- Re-evaluate vehicular speed limits for bicycle and pedestrian safety

3. How to Change Land Use to Positively Affect Transportation:

- Promote mixed use neighborhoods in general; do not limit to transit hubs exclusively.
- Create sufficient density to support transit.
- Integrate land uses and improve access between different land uses (e.g. employment and residential areas.)
- Create small or neighborhood scale urban villages.

- Create transportation demand management (TDM) programs, both project-specific and city-wide.

4. Comments on Proposed Growth Areas:

General Consensus: Growth in all ITR areas is acceptable but should include retail and supportive uses to create mixed use neighborhoods.

+ - indicates support for growth in these areas

++ - indicates strong support for growth in these areas

Staff Proposed Growth Areas

- Wolfe/El Camino Real @ Butcher's Corner +
- Lawrence Station Area Plan ++
- ITR 7 and 8 +

Existing General Plan

- ITR 10 +
- Lakeside SP housing +
- Corn Palace +, but with some open space

Committee Suggested Growth Areas

- VTA Light Rail Stations along Tasman (all three stops) +

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**“Community Character/Adequate Services” Discussion Group**

Concept of Creating Urban Villages & Corridors:

- Want urban villages/multiple neighborhood centers
- Transportation – our street grid pulls us apart; it needs to be modified to bring us together. For example, Mary Avenue is a barrier (houses on a main thoroughfare)
- Visualize larger areas as “villages”
- Identify villages, give them a name
- Require multiple things to occur in one place for a village
- Include open space. It doesn’t have to always be large space. Small outdoor meeting places are good too.
- The school district joint use agreement works well to utilize school field space after school and on weekends
- Need a light rail link spur on Mathilda and on ECR/Downtown mode
- Think about how corridors, like Wolfe and Mary, divide the neighborhoods.

Recommendations:

- Not enough alternatives/ variety of transportation options
- Enough housing but distribution of housing needs to change
- No loss of retail, with additional residential

Comments on Proposed Growth Areas

+ - indicates support for growth in these areas

- ITR East growth o.k; needs to include more services +
- Keep ITR 10 (Fremont at Hwy 85) out for additional growth; doesn’t help to build village
- Lakeside Specific not needed. Outside the village concept; maybe not even the hotel.
- Corn Palace is o.k. for single family residential +
- All ITRs are logical places for growth. +
- All ITRs should allow mixed use; mandate mixed use for successful village
- Wolfe a corridor where density could be increased. Not right for single family. +
- ECR – allow high density +
- Lawrence Station Area Plan - not necessarily a priority for the City as a whole

**CITY OF SUNNYVALE  
HORIZON 2035 ADVISORY COMMITTEE:  
*Convergence of Climate, Land Use and Transportation*  
Summary Notes of Committee Meeting held on October 6, 2010**

**“Jobs/Housing Ratio” Discussion Group**

- Quality of life is the central issue for all changes in Sunnyvale.
- An efficient transportation network works harmoniously to address both GHG and accessibility concerns.
- Development and change should be driven by demand. Make zoning flexible within the proposed development areas.
- Offering infrastructure does not necessarily change the character of or activities within Sunnyvale. People's behavior dictates how/if/when they will occupy or use newly constructed services and dwellings.
- Opinions were varied on a spectrum of adding jobs only to adding slightly more housing to the current ratio.