



CITY OF SUNNYVALE

QUARTERLY REPORT

Thoughts From Your City Manager

Preventing and Solving Crime Together



One of the trends I am closely monitoring is the statewide rise in property crimes. More specifically, almost every city in our area is experiencing an increase in residential burglaries. Looking purely at the numbers, the statistics tell us that Sunnyvale is still a very safe community for its size with historically steady and relatively low crime rates. Even with the recent increase in burglaries in 2012, we're at the same average overall crime level we've had for more than a decade. Somehow though, it feels like there's more crime right now, I think in part because residential burglary is so personal and offensive. And, like you, when I hear about it happening, I wonder what is going on and what we can do about it.

We know a number of related factors can impact the crime rate – the economy, social service programs, law enforcement resources and changes in the criminal justice system. For example, the State of California's recent efforts to deal with prison overcrowding resulted in the

early release of approximately 24,000 inmates since October 2011. In addition, changes in sentencing guidelines have pushed incarceration and monitoring of "non-serious" violators from the State down to the local level. The result? Fewer incarcerations and less jail time than in the past.

Opinions are varied about the specific correlation between these changes and the increased crime rate, but public safety professionals across the state believe they are related and our statistical rise in crime can be traced to when these initiatives began. I don't believe this is coincidence.

I've also considered whether law enforcement staffing levels are playing a role. We are certainly seeing some specific impacts from regional, state and federal law enforcement agency reductions. For instance, the agency responsible for

*See **Solving Crime**, page 14*

Community Service Officers

Public Safety Launches New Civilian Role

Although the upstairs meeting room of Public Safety headquarters was so full of officers, media, family and friends that windows had to be opened on a winter day to offset the heat, every ear was trained on the words of Chief Frank Grgurina as he described the big change for the department.

"While born out of the downturn in the economy," Grgurina explained to the crowd, "the topic of civilianization [or complementing sworn officers with non-sworn professionals] has been given much attention throughout the country as governments and local municipalities have struggled to provide services. We're not unique in that."

"But as we looked closely at the service that we were providing," Grgurina continued, "this [Community Service



Chief Frank Grgurina talks about how civilian staff will complement and support sworn Public Safety Officers.

Officer] program became more about enhancing the delivery of our services to the community.

It became about giving residents the time and attention they deserve while freeing our highly trained Public Safety Officers to quickly respond to emergencies and concentrate on prevention tactics." With that, the Sunnyvale Department of Public Safety officially welcomed the first four Community Service Officers, or CSOs, on March 11.

Just three hours before the Chief's speech, the CSOs were already in training for their new positions. "You will receive the highest level of

training from the members of our department," announced Lt. Shawn Ahearn to the new recruits. "It's going to be three weeks of very intensive in-house instruction followed by 11 weeks assigned to a training officer in the field." Areas of training are expected to include mostly administrative tasks like report-writing and departmental policies and procedures; however, CSOs will also be trained in criminal

*See **Public Safety**, page 2*



Introducing the Fire Marshal

Prevent the Fire in the First Place

On Feb. 12, the City of Sunnyvale appointed its first, ever civilian — and first, ever female — Fire Marshal, Lynne Kilpatrick, a chemical engineer and hazardous materials expert from Seattle.

“The day-to-day duties of a Fire Marshal don’t require an expert on how to extinguish fires,” says Kilpatrick when asked how a civilian may approach the job differently. “Firefighters are there to fight fires — and we need them — but the goal is to prevent the fire in the first place.”

Good service to the residents is just good government.

Since starting as acting Fire Marshal in October 2012, Kilpatrick has been putting together a plan to do just that — improve public outreach, make the business permitting experience better and integrate a fire prevention education program into the existing inspection program by localizing data to understand



Fire Marshal Lynne Kilpatrick takes her oath of office as part of the official induction into Public Safety.

what the biggest causes of fires are in our area. Kilpatrick will rely on her new civilian team of two fire prevention specialists, three hazmat inspectors and three fire protection engineers.

Kilpatrick sees her primary role as identifying service gaps and figuring out how to fill them. One such opportunity is transitioning to an electronic database that not only allows



Fire Marshal Lynne Kilpatrick meets with Motorola Mobility’s Emergency Response Team for a high-rise evacuation drill.

electronic reporting of hazardous material business plans and inventories to meet state mandates, but will also be able to do electronic permitting and collect additional data to help identify needs for local businesses. Additionally, Kilpatrick hopes to consolidate hazardous materials and fire safety inspections to be easier on businesses and more efficient

for the City. “To have effective programs,” says Kilpatrick, “you can’t just take the code and enforce it. You have to create an efficient system with meaningful outcomes and good oversight to make the system easier for everyone. Good service to the residents is just good government.”

Public Safety, continued from page 1

law, defensive tactics, traffic accident investigation and crime scene investigation.

Now, residents can expect a continued high level of service during non-emergency calls and more available time for Public Safety Officers for proactive efforts and emergency response.

As part of the cross-trained (police, fire and emergency medical response) Public Safety model here in Sunnyvale, CSOs will also receive first aid, advanced CPR and Fire Bureau

procedures instruction. “You are an enhancement to our team,” said Lt. Ahearn, “and will be an important part of supporting how a Public Safety Officer does his or her job.”

During a typical day for a Public Safety Officer in Sunnyvale assigned to patrol, there is a mix of calls. Emergency calls deal with an immediate threat to safety, whether it’s a crime in progress, fire or medical incident. Non-emergency calls are usually when there are no suspects in the area, such as a theft discovered a day or more after it happened, or a report of a crime that has no immediate threat to public safety, such as graffiti. Before the addition of CSOs to the team, once Public Safety Officers responded to a non-emergency, they were not available to respond to an emergency call or were pulled from the non-emergency and reassigned, causing disruption in service. Now, residents can expect a continued high level of service during non-emergency calls and more available time for Public Safety Officers for proactive efforts and



New CSOs (L-R) Sally Dia, Aaron Pace, Kirsten Roberts and Elvia Trujillo before their induction ceremony.

emergency response.

“Community Service Officers are civilian employees. They differ from Public Safety Officers in that they do not have Peace Officer powers as outlined in the California Penal Code,” said Chief Grgurina “Essentially, they do not have the authority to make arrests — beyond a citizen arrest — and are not authorized to carry a firearm. They will not be dispatched to emergency situations or take enforcement action other than issuing parking citations and other municipal code violations.”

These new Community Service Officers also have their own special uniforms and badges. Instead of the dark

blue uniforms and star-shaped badges of sworn Public Safety Officers, CSOs have a light blue uniform and a shield-shaped badge. Residents can expect to see CSOs aiding officers with crime reports where no suspects are present, such as commercial or residential burglaries reported long after the incident, vandalism, missing persons not at-risk and non-injury traffic accidents. They will also support the officers by providing traffic control, waiting for vehicle tows, transportation of witnesses and victims and other duties that do not require an emergency-trained Public Safety Officer.



CSO Kirsten Roberts receives her badge from her husband, a Mountain View police officer as Aaron Pace (center) smiles at his family, who came to see the ceremony (photo by City of Sunnyvale).



Meeting the CSOs

Diverse Experience, Shared Enthusiasm

What do a real estate agent, a Boy Scouts Executive, an assault prevention specialist and a part-time vehicle abatement officer have in common? They are all in the inaugural class of the first civilian Community Service Officers (CSOs) at the Department of Public Safety and will be defining the program and roles of CSOs for years to come. Not only were these four chosen as the best out of nearly 700 applicants, each one is bringing unique skills and expertise to the department.



Aaron Pace

“I love working with people in Sunnyvale. They’re great,” confessed Aaron Pace, 29, who is a Sunnyvale resident himself. Pace has been with the Department of Public Safety for nearly 10 years as a cadet, Crime Prevention assistant and most-recently, a part-time Vehicle Abatement Officer. “With vehicle abatement and parking enforcement, we’re focused primarily on cars. This is going to be a lot more encompassing as we get to help in all aspects of Public Safety.”

Pace’s interest in law enforcement stems from family ties. He knew early-on that he wanted to be involved in Public Safety. “This is about helping people — the public and the officers,” said Pace, who is no stranger to giving input on new programs. Pace also piloted the Parking Enforcement position and takes pride in listening to the public. “I like getting out there and asking what the public likes, doesn’t like and what expectations they have from us. I see myself as a liaison between the people in Sunnyvale and the City.”

Salimata “Sally” Dia, 29, grew up in San Jose. During her senior year studying psychology at San Jose State, she took a criminology class for fun to see if she’d like it. She was hooked. Before becoming a CSO, Dia worked as the Learning for Life and Exploring Executive for the Santa Clara County Boy Scouts of America. It was there that she helped run the mini-police



Salimata Dia

academy for Explorers, which is an arm of the Boy Scouts of America specifically designed to educate 14 — 20 year olds about public safety activities. “Working with the mini-academies is when it really hit me that this is what I want to do — not just for a job, but as a career.”

“I’m so impressed at how Sunnyvale residents step up and are an active part of keeping everyone safe.”

– Elvia Trujillo

Dia sees her background in psychology and the Explorer program as big assets to the team. “With my past jobs, I’ve gotten a lot of experience helping resolve people’s issues. People want to be treated with respect and know that someone is really listening to them. They want to feel that we’re there to help.” Dia sees the new CSO position as the perfect job. “I’ll be able to interact with the community,” said Dia with a big smile. “I get to help them.”

As a Reserve Police Officer and former Community Service Officer with the Mountain View Police Department, Kirsten Roberts, 43, has been involved with patrol activities in Silicon Valley for 22 years. But Roberts also has deep roots in the community as a mother of two, wife of a Mountain View Police Officer and part-time real estate agent.



Kirsten Roberts

“I think a lot of the duties will be similar [to Mountain View CSOs], but because this is public safety, there’s going to be more opportunities and a wider range of experiences,” said Roberts. “I like that. More tools for your toolbox.” And Roberts will be bringing a lot of tools with her from her formal officer training to her love of cycling and martial arts. Additionally, Roberts is also bringing some expertise in animal science. “In college, I wanted to be a veterinarian. Then I went on a [police] ride-along with a friend of the family, and I liked it. So I went on a few more and that’s when I changed course.”

Elvia Trujillo, 30, of San Jose also took a winding path to her CSO position. A native of El Salvador, Elvia grew up in New Jersey and Long Island, N.Y., before following her heart to the west coast. After completing her bachelor’s degree in Criminal Administration from San Jose State, she moved to the Phoenix area and worked as a Police Aide in Scottsdale, Ariz. “Where I worked in Scottsdale, the place where the tow truck was coming from was so far away, it didn’t make any sense to have an officer waiting around and filling out the forms when they needed to process the suspect. So, Police Aides helped officers out a lot on DUI calls.” Being bilingual in Spanish and English, Elvia was also on call for translation services.



Elvia Trujillo

After the economic downturn in 2008, the Police Aide positions were cut, and Elvia found herself back in the San Jose area. The day of her move, she was hired at the YMCA of Silicon Valley Rape Crisis Center as an Assault Prevention Specialist and worked closely with Sunnyvale Public Safety Officers as a victim advocate. While working as an advocate, Trujillo went back to school and completed her master’s degree in Criminal Justice from San Jose State. “I loved my job at Scottsdale, and when I saw this job description, I said, ‘This is it.’ But what I’m really excited about is helping the community and Public Safety work closely together. We learned so much about community policing in the graduate program, and I’m so impressed at how Sunnyvale residents step up and are an active part of keeping everyone safe.”

CSOs Pace, Dia, Roberts and Trujillo will be completing their in-house training through the end of March and will be seen on calls with the public as early as April when they are paired with a Public Safety Training Officer. At the end of the 14-week program, CSOs will be required to pass a final phase to demonstrate proficiency in each of the core areas of their training. Two more officers are expected to be hired before the end of the year as part of the first Community Service Officer Unit for the City of Sunnyvale. 🌱



Investing in Infrastructure

Sunnyvale Gets a New Set of Pipes

The City of Sunnyvale is in the process of updating nearly four miles of aging water lines and almost three miles of sewer lines by the end of the summer. From coordinating the pipe upgrades with pavement rehabilitation, reducing service disruption and minimizing traffic impacts, City engineers, inspectors and contractors manage a carefully choreographed show, right here on our City streets. Even more impressive is that many residents may never get to see it — because construction is required to be cleaned up before evening commute to minimize traffic disruption.

Here's How They Do It.

Before any digging begins, USA North (Underground Service Alert of Northern California) comes out and marks where the utilities are buried under the street. Residents and businesses are also notified at least 48-hours in advance that construction is happening and that it may affect parking, commuting or utility service as well as generate some noise during the daytime hours. As work progresses, the old utility systems are kept active as long as possible to minimize service interruptions.

The Evelyn Avenue water lines replaced this year were originally installed to serve the canneries.

The marks made by USA North are then compared to maps and survey data to confirm the location of utilities that may be impacted by the construction. Crews then make precision cuts into the asphalt in a narrow strip of the road directly over the pipes, leaving the majority of the road drivable throughout the project. They also immediately vacuum up any residue and run-off from

cutting the asphalt to keep particulates from entering the storm drainage system and flowing to the Bay as part of the water pollution control measures.

An excavator then breaks through the scored asphalt and creates trenches. After the trenching, approximately four inches of sand is put in for bedding followed by the new pipe and backfill to cover it. A metal tracer wire is placed along the length of the pipe so that it can be found with metal detection when future utility work is needed.

The trench is then filled and temporarily repaved to be even with the rest of the road, which allows residents to resume driving; however, testing is still necessary before the permanent paving is done. For a water line, that means that it will first be pressure-tested to check for any leaks. Once the pipes pass the pressure test, they are chlorinated for 24 hours to sanitize the line. After they are de-chlorinated, the City tests the water for purity.

Sewer line replacement is similar to water line, with a few key differences. First, sewer pipes are placed well away

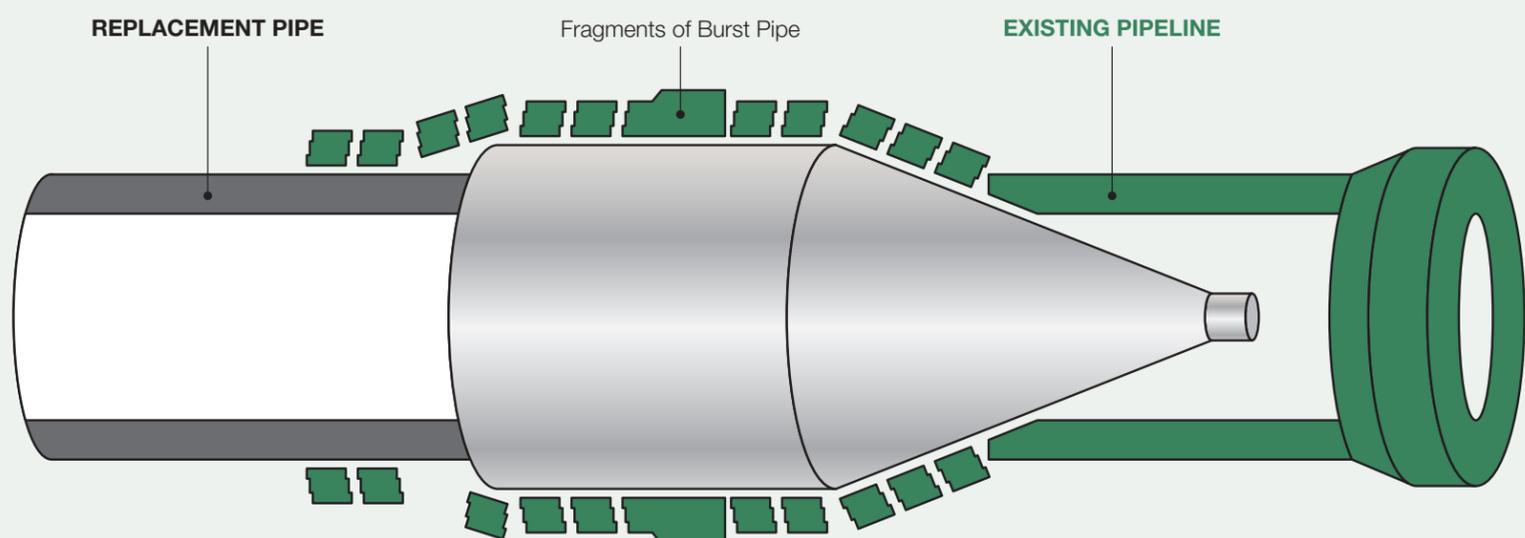
See [New Pipes](#), page 5



Construction signs on Evelyn at the Mountain View border.



A concrete storm drain is still in the trench and carefully maneuvered around.



Sanitary sewer pipes in Sunnyvale were historically made of vitrified clay. To replace them, crews sometimes use a technique called “pipe bursting.” A cone-shaped device sized a few inches wider than the old pipe pulls the new, more durable plastic pipe through the existing pipe, bursting it into fragments as it goes.



New Pipes, continued from page 4



Surveyor marking indicates location and elevation of water line at a depth of 3.21 feet.

from water pipes to protect potable water. Second, because the pipes do not carry potable water, chlorination and testing for bacteria is not needed. Finally, sewer pipes are always placed in the ground at a slope. While water lines use pressure to move the water and can bend and curve into any shape or angle, sewer pipes use gravity to move contents quickly enough to avoid settling in the pipes — a minimum velocity of two feet per second. During the replacement process, laser guides are used to check the

grade of the pipe, which may be increased to improve flow.

These water and sewer line projects were funded in June 2010 with about \$18 million in Water Revenue Bonds and \$22.5 million in Wastewater Revenue Bonds. This initial phase is part of the City's overall efforts to renovate its water and wastewater systems, many portions of which are over 50 years old. The entire effort will continue for several years and include many other projects, including rebuilding the City's wastewater treatment plant. 🌱

Smoothing City Streets

Scratching the Surface of Road Repair

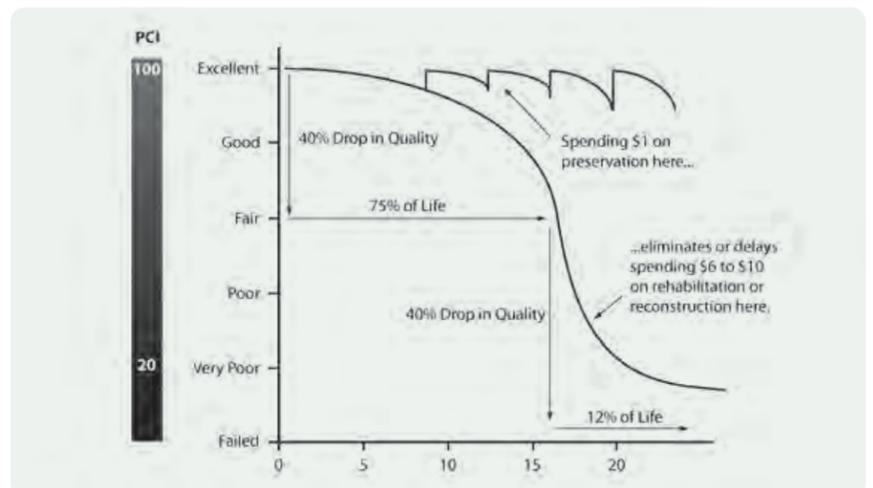
The City has budgeted almost \$12 million for pavement rehabilitation projects for this and the next two fiscal years. Evelyn Avenue, Weddell Drive, Wolfe Road, Sunnyvale Avenue, Mary Avenue, Mathilda Avenue and Caribbean Drive are all major Sunnyvale streets that are scheduled for a large-scale pavement upgrade starting early this summer.

So how does the City pick which streets are going to be repaired each year? The Public Works Operations Division regularly surveys all of Sunnyvale's streets to rate the quality of the pavement condition on a standardized scale known as the Pavement Condition Index (PCI). Over time, it is natural for pavement to deteriorate with use and exposure to the elements; however, engineers have determined that keeping the condition of the pavement at the highest level possible with preventative maintenance will also keep the cost of rehabilitation down.

To explain the scale, brand new pavement would have a high PCI score of 100. In contrast, a low PCI score of 10 would have cracks, holes, rough surfaces and would retain puddles of water long

after rainfall. Along the scale, there are also points where pavement condition declines rapidly and starts to cost more. Put another way, spending a small amount to keep the PCI higher, can eliminate or delay major rehabilitation and reconstruction in the future and extends the life of the pavement.

At last completed assessment, Sunnyvale City streets had a PCI of 76, which is satisfactory, but close to the level where the PCI starts to deteriorate more quickly at around 75. Comparatively, neighbors Los Altos had a PCI score of 81, Santa Clara 78, Mountain View 75 and Cupertino 70. After the ratings came out, City Council set a goal of returning street conditions to a PCI of 80, preventing a bigger price tag in the future and improving the overall pavement



U.S. Department of Transportation PCI scale.

experience for road users.

As part of this preservation approach, the City streets team not only assesses the conditions of the pavement, but they also do the minor work on the streets as part of the preventative maintenance strategy, such as sealing cracks and fixing small potholes. More extensive work is performed by paving contractors.

To report excessive cracking or potholes; issues with pavement maintenance or street sweeping; sidewalk or curb damage; or a broken street light, call the City streets hotline at (408) 730-7510. To learn more about ongoing street maintenance in the City, visit Streets.inSunnyvale.com. 🌱



Crews dig out sections of failed pavement, replace it with asphalt concrete, and then use a roller to compact the new section to make it even with the rest of the road surface.



The paver flattens out the mix as it rolls over the piles of new asphalt.



Profiling a Service

Sunnyvale's Roadway Innovations

On the surface, our roadways appear fairly simple with basic elements like asphalt, lane stripes, signs, traffic signals and streetlights. What is there to innovate? Actually, innovation in transportation is an active and constantly evolving field. From all levels of government to the transportation engineering industry, people are testing and implementing new ways to make travel safer and more efficient and Sunnyvale has been an early adopter of many of these improvements.

Energy Efficient Lights

When the technology for Light Emitting Diode (LED) lights became advanced enough to use in traffic signal lights, the City was an early convert. LED lights operate for nine years and use about 90% less energy than incandescent bulbs which only last about two years. Sunnyvale began converting its signal lights to LEDs in 2002 after winning a grant award from the State Energy Commission. Red lights met brightness standards sooner so those were replaced in the first phase, followed by the yellow and green lights in 2007 and the flashing pedestrian signs in 2008.



Bright neon signs and reflective paint stripes and patterns in crosswalks and on roads are low-tech but effective safety improvements.

Sunnyvale uses video detection with cameras programmed to count vehicles by viewing changes in light as they pass by.

In addition, the City recently used \$1.14 million in American Reinvestment and Recovery Act funding to convert 2,400 street lights, about 25% of all lights citywide, to LED. The new, 133-watt, LED street lights use about 33% less energy than their 200-watt incandescent counterparts, saving the City approximately \$150,000 per year.

Automated Signal Control

The City's traffic signal timing system relies heavily on

technology. To determine traffic demand at many intersections, Sunnyvale uses video detection with cameras programmed to count vehicles by viewing changes in light as they pass by. The City also uses special radio spread spectrum to communicate the operating status of its traffic signals to its central Traffic Management Center located at City Hall where staff can remotely monitor and troubleshoot the signals. The Traffic Management Center is connected to signal systems on the Mathilda Avenue/Sunnyvale-Saratoga corridor with underground copper wire, similar to telephone cable, enabling staff to make real time signal timing adjustments. As an ongoing project, the City is gradually replacing these lines with fiber



Global positioning system (GPS) devices communicate the location of light rail vehicles to the City's traffic signal controllers, enabling more accurate and efficient signal timing.

optic cable to allow faster, more reliable transfer of more data.

Safer Intersections

Many other innovations encourage traffic safety and alternative transportation, such as walking and biking. Recent advancements now enable signal controller equipment to more accurately differentiate between a bicycle and a car. The City is gradually installing this new detection card technology so that the signals will extend the green light if a cyclist is the only vehicle approaching the intersection. Sunnyvale was also one of the first cities in

our area to install in-pavement lighted crosswalk systems. These blinking lights buried in the roadway at busy crosswalks warn drivers that pedestrians are present. Studies showed these systems increased drivers yielding to pedestrians by as much as 100%. Sunnyvale also has embraced radar speed feedback signs, employing more signs per capita than any other city in Santa Clara County. The City has 45 signs that relay a driver's speed and blink messages to the driver to slow down when they exceed the speed limit. 🌱

The Best Innovation Driving Safely

We have infused today's roadways and vehicles with countless innovations designed to make them as safe as possible. But if you send or read a text while driving, that takes your eyes off the road for an average of 4.6 seconds. At 55 mph, that's like driving the length of an entire football field, blindfolded. It's not surprising then that distracted driving — a dangerous epidemic according to the US Department of Transportation — is a leading cause of fatalities and injuries on our roads today.

Lt. James Boone leads the Traffic Safety unit for Sunnyvale's Department of Public Safety and reports that we have close to 1,600 collisions a year in the City which injure hundreds of people. "When we report on these collisions it is often difficult to pinpoint distracted driving as the exact cause," he says, "but it is something our officers see so frequently on the roads that we know it is playing a big role."

Distraction occurs any time you take your eyes off the road, your hands off the wheel, and your mind off the primary task of driving safely. Some common examples include using a cell phone, eating and drinking, using a navigation system, and adjusting a radio. But, because text messaging requires visual, manual, and cognitive attention from the driver, it is by far the most alarming distraction.

Boone advises people to educate themselves about the dangers of distracted driving at the US DOT *distraction.gov* website. In addition to the latest reports and statistics, the site contains moving video interviews with families who have lost loved ones in distracted driving collisions. Boone agrees that it's easy to let technology and our busy lives lead to distractions, but he's quick to caution against letting it happen. "So often people think the statistics don't apply to them, but ultimately, we're all in the driver's seat when it comes staying focused on safe driving. The text messages and calls can definitely wait." 🌱



Signal Timing

How Do They Do That?

Who doesn't wonder at times why the traffic signals seem to be timed to give you a red light when you really need it to be green? We certainly do, so we sat down with Jack Witthaus, Sunnyvale's Transportation and Traffic Manager, to learn more about signal timing.

QR: We have a feeling you're going to tell us we can't expect green lights all the time.

Jack: Well, it's true that people tend to notice when they get a red light, but probably don't notice how many times they get green lights or how relatively short the wait is for a green light. We know it's hard to be patient when sitting at a stop light.

QR: So if green lights aren't possible all the time, what are you trying to do with signal timing?

Jack: Traffic engineers strive to provide the most efficient signal timing to minimize the delay to all drivers at any given intersection. Signal timing involves some fairly complex technology, but it really comes down to a simple allocation of time in relation to traffic demand. Imagine you have 60 seconds to get everyone through the intersection as efficiently as possible — that's the challenge.

QR: So the timing changes based on the number of cars using the intersection?

Jack: Yes, and pedestrians too, who need to have time to cross the intersection. Also, demand changes throughout the day so we use technology to gauge the needs and then adjust the timing accordingly. Essentially, we vary how we split up the 60 seconds to correspond with how the intersection is being used.

QR: How do you determine the demand?

Jack: Many drivers notice camera-like devices positioned at City traffic signals. They are cameras, but they view light instead of take pictures. We use a laptop to program detection points for the camera on the pavement. Each time a car passes a point, the system detects a change in the light. It then communicates the traffic flow information to the traffic signal controller, which is a computer that controls the signal. At other intersections we use traditional magnetic detection called induction loops that are buried in the pavement. Their magnetic field detects cars and is even sensitive enough to detect bicycles.

QR: How do the traffic controllers work?

Jack: We program the controllers to adjust the length of time each signal stays green. There are essentially eight signalized movements at a typical intersection — a through movement and a left turning movement for each approach. If a through movement has a lot of traffic, and a conflicting left turn movement has much less, then the traffic signal controller gives more seconds to the through movement and less to the left turn. Typically the system gives preference to the main thoroughfare which is why you might notice that you wait longer at a side street for a light change, especially during busy commute times.

QR: So the system accounts for busy commute times?

Jack: That's right. Our most sophisticated system is along the Mathilda Avenue and Sunnyvale-Saratoga corridor. The program synchronizes the entire network of signals in the corridor, but when traffic demand increases in certain sections, it can divide the system into smaller segments and handle them differently. For example, the intersection at Mathilda and Fremont Avenues has high demand at certain times of the day from both cars and students crossing the intersection to and from Fremont High School.

QR: How many signals use the cameras for demand detection?

Jack: We use cameras at about 30% of our 129 signalized intersections. We retrofit intersections with cameras when the induction loop wears out or if we are repaving the road. In fact, with the significant repaving work the City is doing now, we're accelerating camera installations over the next three to four years.

QR: How do you monitor the signals?

Jack: We can monitor all of our signals remotely and we can remotely adjust the timing on the signals along the Mathilda Avenue/Sunnyvale-Saratoga corridor. We also physically check the City's signals every quarter to visually inspect and

test the equipment to make sure it is working properly. During one inspection we got quite a surprise. Ants had moved into our signal equipment box near the intersection. They probably liked the warmth from the computer equipment and made their new anthill in the maintenance log drawer.

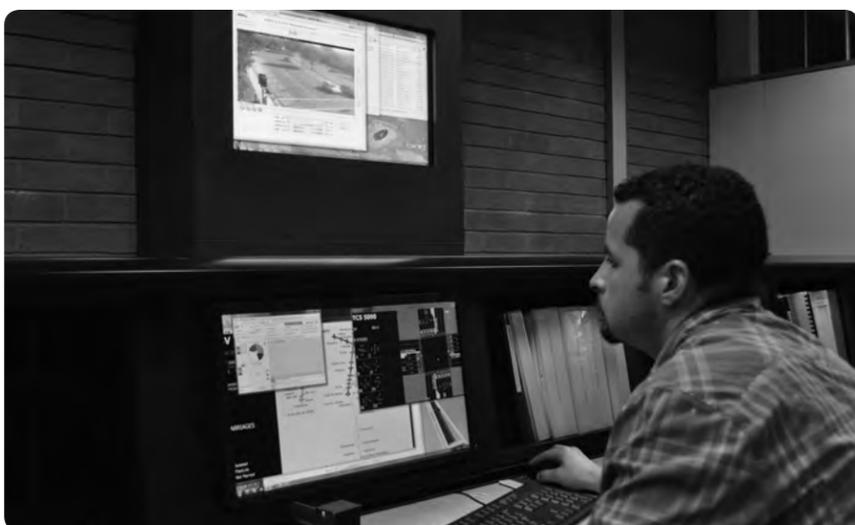
QR: Now that brings new meaning to "ants on a log!"



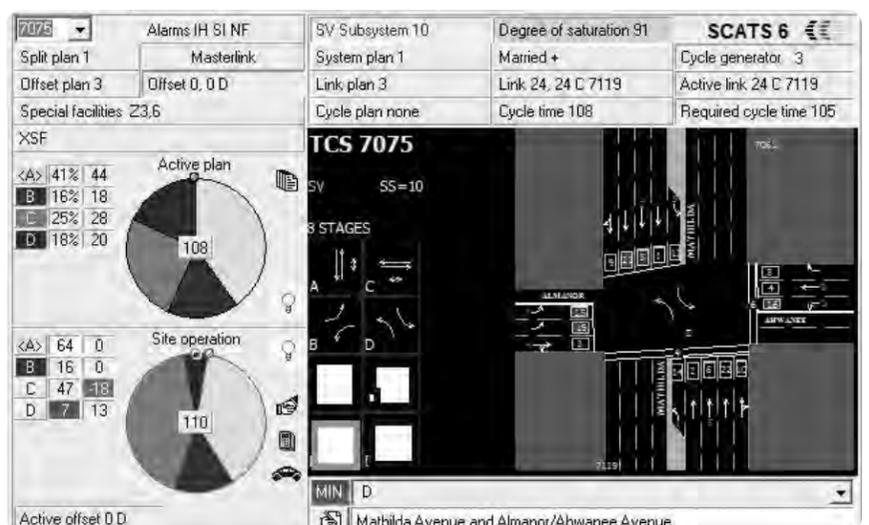
Quarterly checks of the City's traffic signal boxes make sure equipment is working properly and, in this case, ant free.

Did You Know?

Sunnyvale's fire engines are equipped with radio transmitters that communicate with the traffic signal controllers. The signal controllers receive the transmission and change the signals ahead of the engines to green. This helps clear traffic so the engines can respond to a call as quickly as possible. 🌱



Transportation Engineer Joel Arreola monitors the signals from a series of terminals that receive information from the signal controllers.



SCATS is the traffic control system used by the City to program signal timing.



Planning & Permitting

Planned Development Areas Flourish

Throughout the City, a variety of projects are underway reflecting strong, diverse development activity from new housing and commercial and retail space to additions and improvements to existing buildings. The City is on pace for another record permitting year as new businesses arrive and existing businesses continue to grow and expand in Sunnyvale bringing employees and boosting our local economy.

Peery Park:

- 407-acre office park bound by Central Expressway, Mathilda, Highway 101 and Highway 237 along the Mountain View border
- Sunnyvale is underway with a Peery Park Specific Plan to establish a vision and design standards that ensure a unique identity and foundation for quality development
- Prime location for major tenants including HP, Good Technology and Ariba
- Recent arrivals to Peery Park include LinkedIn, a professional networking company; St. Jude Medical, a medical technology and services company; and Apple, maker of computers, phones and tablets.

LinkedIn

Location: 505 North Mathilda
Project: 644,000 square foot new campus
Developer: Kilroy Realty
Status: Groundbreaking ceremony in February; foundation work underway



Downtown:

- Bound by the Caltrain track north of Evelyn Avenue, Carroll Avenue, Iowa Avenue and Charles Street, the Sunnyvale downtown is a growing hub for employers, retail and restaurants, housing and entertainment
- Prime location for tenants such as Apple, Broadcom and Nokia and numerous restaurants on historic Murphy Avenue

Solstice

Location: 311 Olson Way
Project: Part of the former Town & Country, this mixed use project will have 280 apartments and about 34,000 square feet of retail space on the ground floor
Developer: BRE Properties
Status: Under construction with apartments scheduled to be ready by fall 2013



Carmel Lofts

Location: 315 Olson Way
Project: Part of the former Town & Country, this mixed use project will have 133 apartments and about 8,000 square feet of retail space facing Plaza Del Sol
Developer: Carmel Partners
Status: Project is under construction; tentatively scheduled for completion spring 2014



Lawrence Station Area Plan:

- 629-acre area adjacent to Caltrain's Lawrence Station and defined by a half-mile radius circle encompassing portions of the Cities of Sunnyvale and Santa Clara
- Sunnyvale is preparing the Lawrence Station Area Plan to provide open space, higher density mixed-use development near the Station, and improved circulation especially for walking and cycling
- Public meeting schedule and project information at *LawrenceStation.inSunnyvale.com*
- Current tenants include Costco, Intuitive Surgical, Fortinet and the Art Institute of California - Sunnyvale

Moffett Park:

- 1,200-acre industrial park north of Highway 237 originally built for the aerospace industry
- Transitioned from light industrial buildings to high-end multi-story corporate office space
- Prime location for well-known names in the technology, clean energy and biomedical sectors – Yahoo!, Juniper Networks, Bloom Energy, HP, Motorola Mobility, Microsoft and Cepheid
- Recent arrivals to Moffett Park include Ruckus Wireless, a wireless technology company, and Lab 126, a research and development subsidiary of Amazon

Technology Corners at Moffett Park

Location: 815 11th Avenue

Developer: Jay Paul Company

Project: New 200,000 square foot Class A office building being added to a renovated four building campus

Status: Under construction; planned for completion end of 2013

Moffett Place

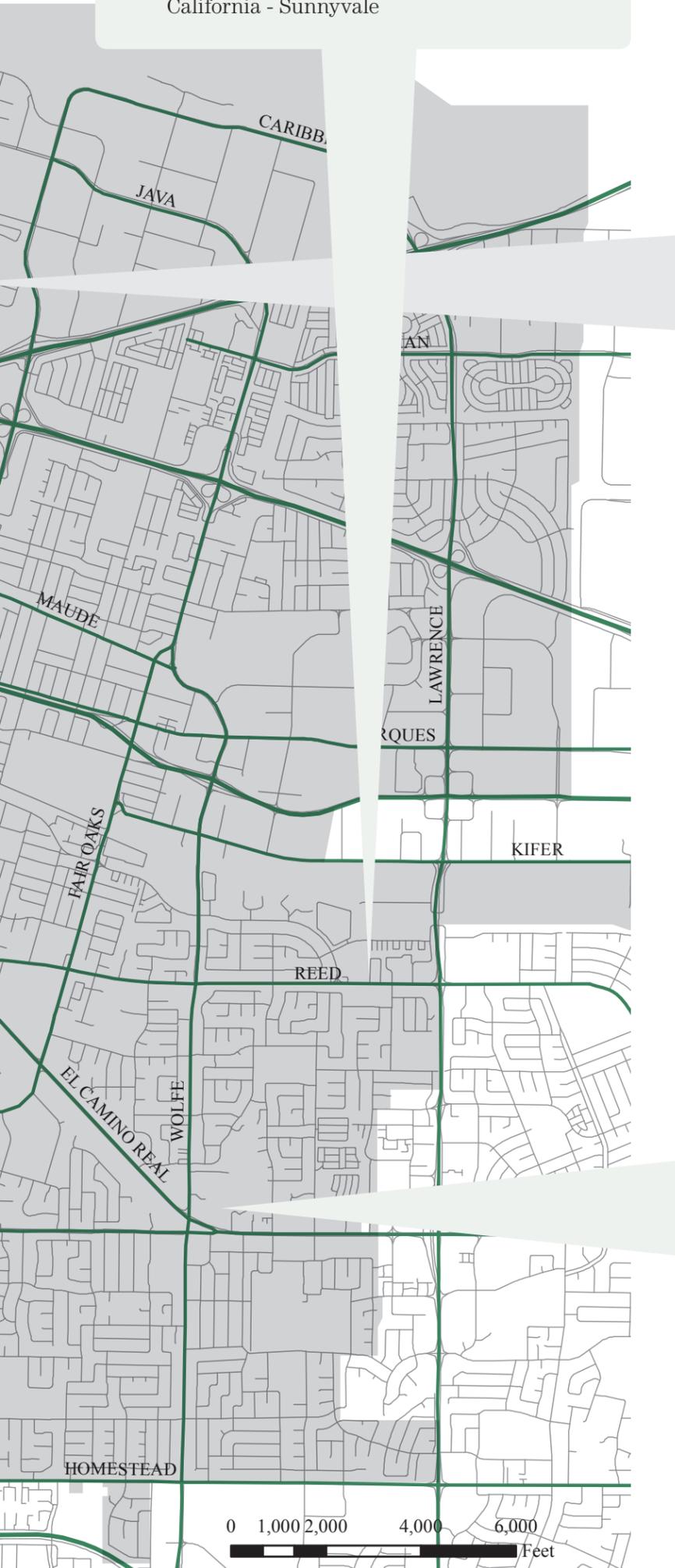
Location: 1152 Bordeaux Avenue

Developer: Jay Paul Company

Project: Proposal for nearly 2 million square feet of Class A office space

Status: Planning entitlements being reviewed by the City;

MoffettPlace.inSunnyvale.com



El Camino Real:

- A main transportation corridor and commercial and retail spine through the city with “nodes” zoned for a higher concentration of mixed uses
- El Camino Real has the greatest concentration of retail services in Sunnyvale and generates about 20% of the City's retail sales tax revenue
- Prime location for auto dealers, retailers, grocery stores and hotels

Palo Alto Medical Facility's Sunnyvale Center



Location:

301 Old San Francisco Road

Project: Replacing a 55-year old building with a 120,000 square foot medical clinic, community cancer care center, lab and diagnostic imaging center

Status: Scheduled to be open to the public by summer 2013

Summerhill Homes/T2

Location: 660 West El Camino Real

Project: Mixed use project with 103 townhomes and a four-story 145 room Courtyard by Marriott hotel replacing a former auto dealer

Status: Construction beginning spring 2013 for townhomes, summer 2013 for hotel



Solving Crime, continued from page 1

processing fingerprint evidence from our crime scenes is taking significantly longer which delays our ability to solve crimes. And staffing cuts in the court systems across the state have narrowed the types and number of cases being processed.

.....
Our officers are excellent at what they do, but I simply cannot emphasize enough the importance of your role as a resident when it comes to preventing and helping us solve property crimes.
.....

Here in Sunnyvale, I'm not as convinced there's a simple relationship between crime and staffing levels because our statistics don't consistently support that. More important though, I'm not satisfied with our crime numbers, nor will I ever be. No matter what the crime rate is, Chief Grgurina and I are committed to lowering it, which is why I'm willing to consider strategic staffing increases going forward. That's also why my focus has always been to not simply look at the numbers of staff but rather ensure we have the right people with the right resources to do the job. And because we're continually working with changing variables — whether it's the economy, state reductions, or something else down the road — we need to be strategic about when, where and how we implement those resources.

To that end, I'm recommending in this upcoming budget that we add two new Public Safety Officers along with a Senior Crime Analyst and

a sophisticated GIS software system that will significantly improve our ability to anticipate and solve crime. Agencies throughout the nation and world use this type of analysis extensively with proven, dramatic results. We're also continually evaluating how we can use more efficient staffing models to deliver the same high quality service. As a result, we have just hired four out of six new Community Service Officers whom you can read more about in this *Quarterly Report*. Chief Grgurina and I both have direct experience with the CSO concept and can attest to how valuable it is to both sworn officers and the community. These uniformed, highly trained CSOs will be out in the field seven days a week supporting our public safety officers in ways that free these officers up to do more proactive policing.

An example of proactive policing efforts occurred just this past December, when we typically see a spike in burglaries because of the holidays. We assembled a team of five public safety officers to focus on residential burglaries. In just three weeks they made 16 arrests, six of which were for residential burglaries, which brings me to my most important point: Our officers are excellent at what they do, but I simply cannot emphasize enough the importance of your role as a resident when it comes to preventing and helping us solve property crimes.

Some of our most successful burglary arrests are the direct result of residents calling us about suspicious activity *at the time it is occurring*. In

February, an alert resident spotted two strangers inside her husband's car. She called public safety immediately, kept updating our dispatcher while officers set up a perimeter, and provided key information that led to their arrest. That same month another resident returned home to find an unfamiliar vehicle in front of his house and the front door wide open. He called public safety from down the street and provided an accurate description of the vehicle. Our officers located and stopped the vehicle and arrested all four suspects including two who were found on the street behind the home.

While many things affecting crime are out of our control, we can and must focus on things within our control. For instance, we know that residents who are aware of the crime that is happening in their neighborhood — either by getting *crimereports.com* alerts or reading their neighborhood bulletins — are more vigilant. We know that residents who inspect their property while thinking like

a burglar are more likely to take simple but effective crime prevention steps such as locking windows, doors and gates; keeping valuable property out of sight; and setting their house alarms. We know that residents who get to know their neighbors, their schedules and vehicles are more likely to notice and respond when something appears out of the ordinary. Beyond that, we know that organized Neighborhood Watch groups are a powerful way to make that observant behavior even more effective.

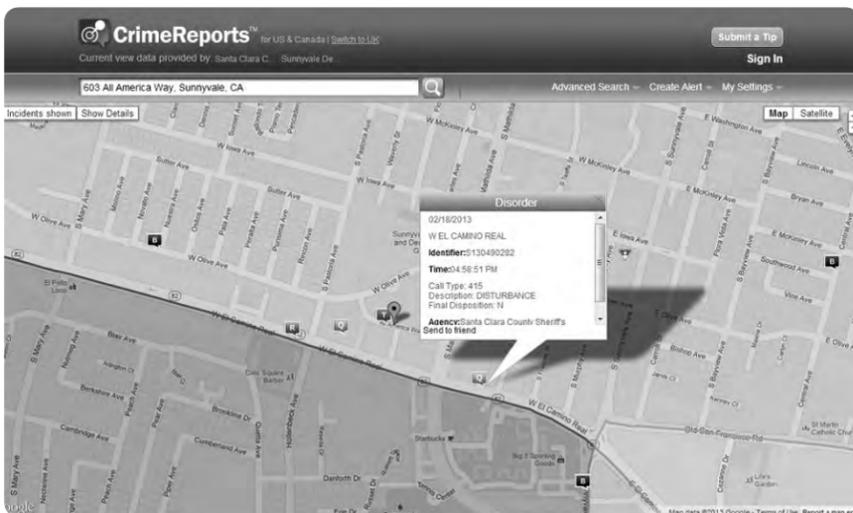
As City Manager, it is my job to give our officers the best tools and resources we can. But again, I can't overstate how significant I think your help is too. Whether you realize it or not, you are quite literally thousands of eyes and ears in the community as you go about your day. This is your city. Our city. Only by working closely together will we be able to take care of each other and keep our community as safe as possible. We'll always be there when you call, and many times, thanks to you, that call will help stop or solve a crime. 🌱

Study Issue Workshop Results

49ers Stadium a Selected Issue

The 2014 opening of the new 49ers stadium in Santa Clara certainly has football fans excited. As with all development projects along its borders, however, Sunnyvale is keeping close tabs on this one by staying in regular contact with the City of Santa Clara and the Stadium Authority to ensure impacts from the stadium are appropriately addressed. In addition, at its annual Study Issues Workshop this February, the Sunnyvale City Council selected *Develop Plan to Address Traffic Flow and Parking Impacts from the Future 49ers Stadium (DPS 13-01)* as one of the City's priority issues for study. The City has currently scheduled this item for the November 19th City Council meeting for the Council to review and discuss operational staffing requirements, equipment needs, any potential ordinance changes, and costs resulting from traffic flow and vehicle parking generated by the stadium.

The Council ranked 13 study issues on a variety of topics including: regulating payday lending establishments; the feasibility of additional dog parks in Sunnyvale; location requirements for large family daycares; power purchase agreements for alternative energy allocations; and protecting burrowing owl habitat on City facilities. For more information on the Study Issue process and the 2013 results, visit StudyIssues.inSunnyvale.com. 🌱





Signature Sunnyvale Events

Mark Calendars for Spring & Summer

April 11, May 9, June 6

First-Time Home Buyer Presentation

Get the latest information about affordable housing options available for first-time home buyers in Sunnyvale. City Hall Council Chambers from 6 – 7 p.m. BMR.inSunnyvale.com

April 13, April 20

Child Care Fairs

Two free fairs at the Sunnyvale Public Library showcase the licensed child care options available in Sunnyvale. Center-based facilities featured on April 13; Family home-based facilities featured on April 20. Childcare.inSunnyvale.com



April 14 – 20

National Library Week

The Sunnyvale Public Library will host an exhibit of the winners of its “Why You Love Your Library” photo contest as part of this week-long celebration filled with this and other fun activities. SunnyvaleLibrary.org

April 16, June 13

Tip-A-Cop

Sunnyvale Public Safety Officers will seat and serve restaurant patrons to raise money for Special Olympics of Northern California. Lunch at the Country Gourmet (1134 S. Mary Ave.) on April 16 and breakfast at Coco’s Bakery (1206 Oakmead Parkway) on June 13.



April 27

24th Annual Storytelling Festival

A variety of storytellers with tales from near and far will entertain children ages 4 and up and adults of all ages at the Sunnyvale Public Library at 2 p.m. SunnyvaleLibrary.org

April 29

The Greenhouse Effect on Earth and Neighboring Planets

Dr. Daniel Jontof-Hutter, an astronomer at NASA Ames Research Center, will speak at the Sunnyvale Public Library at 7 p.m. about how exploring neighboring planets has revolutionized our understanding of the Earth’s atmosphere and climate. SunnyvaleLibrary.org

May 4

5K Kids Fun Run & Walk

Open to runners, walkers and families, this annual 5K event will be held at The King’s Academy (across from Fair Oaks Park) from 8:15 a.m. – 10:30 a.m. 5KKids.com



May 4

Fit & Fun Fair

This annual event highlights the fun in getting fit with over 60 health and wellness exhibitors, free health screenings, games and activities for family fun, and healthy food at Fair Oaks Park from 11 a.m. to 3 p.m. FitFunFair.inSunnyvale.com



May 4

Folklore and the Oral Tradition

Folklorist and storyteller Enid Davis will tell multi-cultural stories for children ages five and up and adults of all ages at the Sunnyvale Public Library at 3 p.m. SunnyvaleLibrary.org

May 8

Director for the New Silicon Valley U.S. Patent and Trademark Office

Michelle Lee, formerly the deputy general counsel and head of patents for Google and now the director of the USPTO’s soon-to-be regional office in Silicon Valley, will speak at the Sunnyvale Public Library at 4 p.m. about her vision and plans for the office. SunnyvaleLibrary.org

May 11

Magic of Sunnyvale Wine Stroll

Expect a few magical surprises as you sip a variety of award-winning California wines at this enchanting event from 2:30 p.m. to 5:30 p.m. in downtown Sunnyvale hosted by the Sunnyvale Downtown Association. SunnyvaleDowntown.com

May 18

Hands on the Arts

Sunnyvale’s signature multi-cultural arts festival, especially for children ages 3 – 12, with entertainment on the outdoor stage and over 30 workshops giving children the opportunity to learn about and try a variety of art forms. At the Sunnyvale Community Center from 10 a.m. – 4 p.m. Free admission to the festival grounds; paid admission for workshops. HandsontheArts.inSunnyvale.com



June 1 – 2

Sunnyvale Art & Wine Festival

June 17

Food Glorious Food!

Cookbook author Marie Simmons kicks off a series of food-related programs at the Sunnyvale Public Library at 7 p.m. by talking about her writing and latest book, Taste of Honey. SunnyvaleLibrary.org

June 19 – August 28

Music & Market Summer Series

Head downtown every Wednesday evening from 5:30 – 8:30 p.m. for live entertainment, arts and crafts, food vendors and dancing on the 100 Block of S. Murphy Avenue.



SAVE THE DATE

September 7

Sunnyvale’s 2013 State of the City and Community Awards Ceremony

Nominations for the 2013 Community Awards are being accepted until Friday, June 28. Community Award categories include: Outstanding High School Senior, Outstanding Businessperson, Outstanding Community Volunteer, Outstanding Educator and Distinguished Resident of the Year. In addition, honors will be given to a person who has served the community by making an Outstanding Contribution to the Arts and to a person who has made an Outstanding Environmental Achievement. Download nomination forms at StateOfTheCity.inSunnyvale.com. For additional information, call the Community Services Division at (408) 730-7599. ☻



CITY OF SUNNYVALE QUARTERLY REPORT

Apply by May 17 for City Grant Funding for Events

Sunnyvale neighborhood and mobile home park associations and groups often organize events as a way to help neighbors get to know one another through block parties, cultural holiday activities or neighborhood beautification projects. To help support these activities, the City offers annual Neighborhood Grants. Past grant recipients received funding for block parties, holiday parades and new resident welcome kits; new, creative ideas are highly encouraged. Visit *Neighborhoods.inSunnyvale.com* for grant program guidelines and to download an application.

In addition, the City offers Community Event Grants to non-profit organizations holding events that are open to the general public. Past events included Sunnyvale's Centennial Celebration; the India Community Center's Sevathon; and Sunnyvale Downtown Association's Music & Market, Jazz & Beyond and Holiday Tree Lighting

events. To view the grant criteria and download an application visit *EventGrants.inSunnyvale.com*.

The deadline for both community and neighborhood grant applications is Friday, May 17. For more information about planning an event in Sunnyvale, visit *Events.inSunnyvale.com* or contact the Community Services Division at (408) 730-7599 or ncs@sunnyvale.ca.gov.



CITY OF SUNNYVALE QUARTERLY REPORT

April 2013

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