

City of Sunnyvale

General Plan Structure



What is a General Plan?

- Long-term land use, circulation, environmental, economic and social goals and policies
- Guides physical development of the City
- Foundation for local government decision-making
- Facilitates citizen participation

Mandated Elements

- Land Use
- Circulation
- Housing
- Conservation
- Open Space
- Noise
- Safety

General Plan Consolidation



To



General Plan Consolidation

- New structure and format of General Plan
- User friendly goal
- Focus on physical development
- No new policies

Sunnyvale Community Vision

- Guiding Framework for General Planning
- Adopted in 2007 after extensive community outreach and participation

Sunnyvale Community Vision

Six Key Aspirations

It is the aspiration of the people of Sunnyvale to build upon the attributes which the City currently enjoys, so that Sunnyvale of the future will become:

- A strong diverse community
- A community with a vibrant and innovative local economy
- A regional leader in environmental sustainability
- A safe, secure and healthy place for all people
- A city managed by a responsible and responsive government
- A community with a distinctive identity

Land Use and Transportation Element (LUTE)

- Two documents until 1997
- Recognizes that issues are inter-related and affect each other
- Both significantly contribute to the character of Sunnyvale

Climate Action Plan (CAP)

- Separate policy document
- Related to and consistent with GP
- Addresses need to reduce GHG emissions related to Climate Change
- Requires quantifiable measures
- Responds to AB32 and SB375

Questions and Comments

City of Sunnyvale

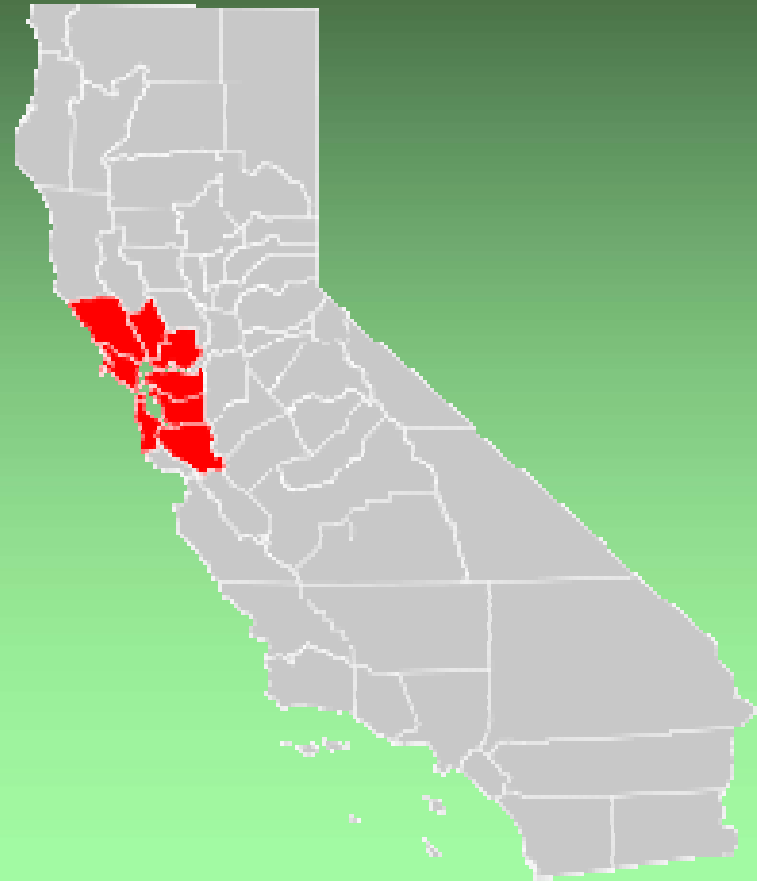
REGIONAL SETTING

Land Use and Transportation (LUTE)
Climate Action Plan (CAP)



Bay Area Region

- Nine Counties
- Regional Agencies
 - ABAG
 - SCVWD
 - RWQCB
 - VTA
 - MTC
 - BAAQMD
- Integrated Planning
 - Land Use
 - Transportation

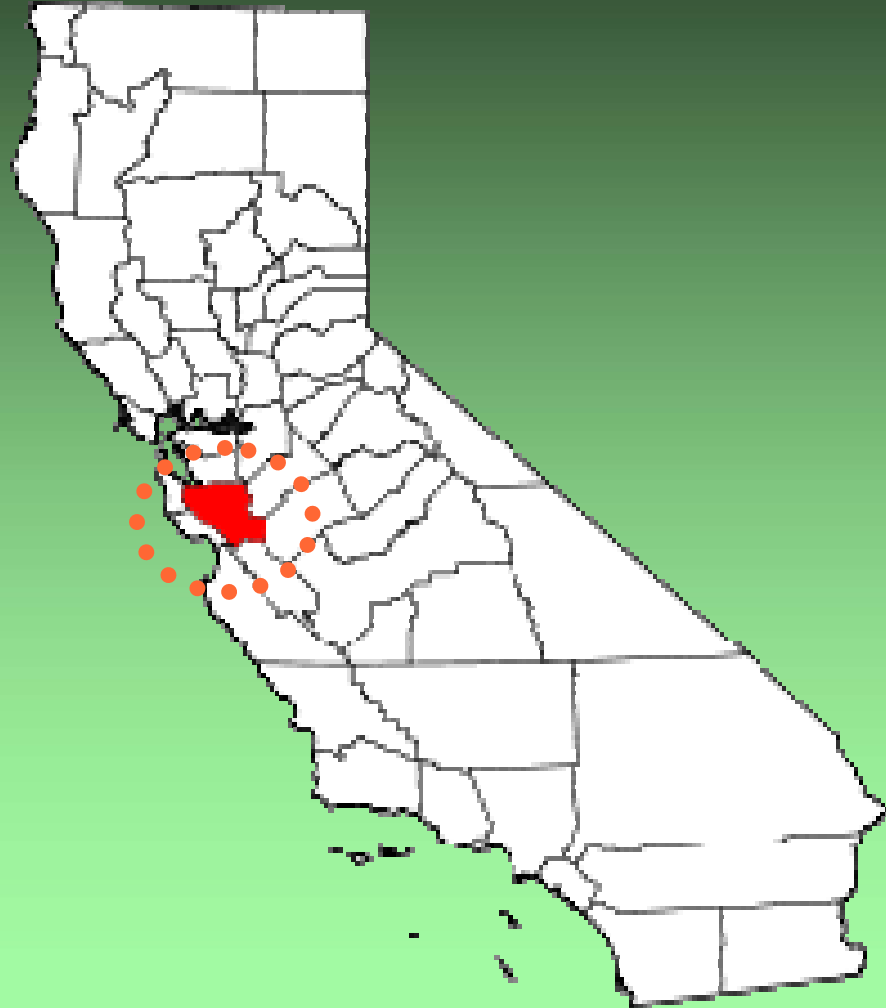


Santa Clara County

- Santa Clara County

- Campbell
- Cupertino
- Gilroy
- Los Altos
- Los Altos Hills
- Los Gatos
- Milpitas
- Monte Sereno
- Morgan Hill
- Mountain View
- Palo Alto
- San Jose
- Santa Clara
- Saratoga
- Sunnyvale

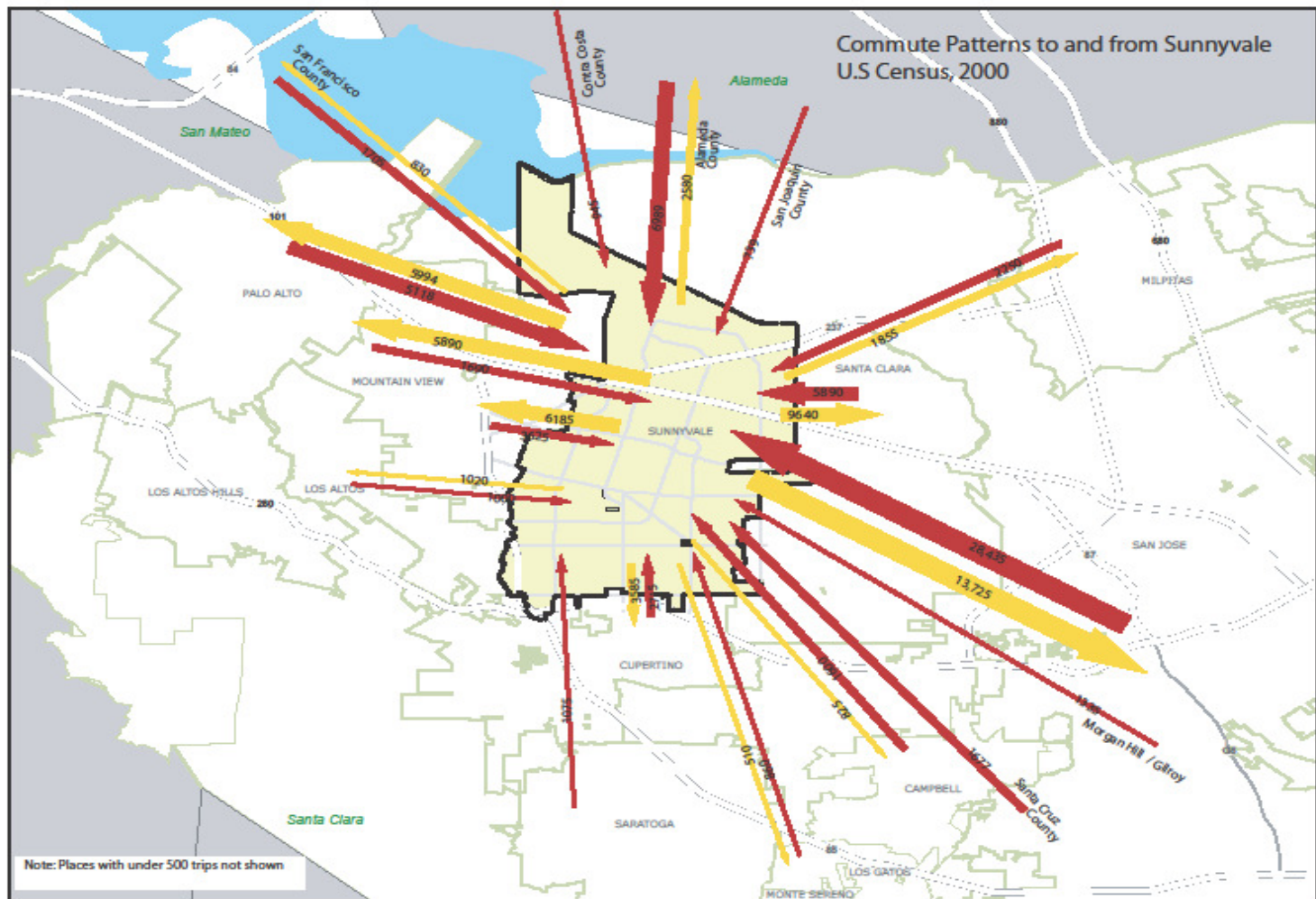
- We border five cities



Fundamental Regional Traffic Framework

- Transportation Impacts Occur Regardless of Local Growth
- Regional Growth Accounts for Most Traffic Increase Citywide
- Marginal Contribution from City Land Use Plans
- Forecast Capacity Deficiencies
 - Freeways
 - Mathilda/237 (Regional Freeway Interchange)
 - Lawrence Expressway (Regional Expressway)
 - 7 City Intersections (adding turn lanes)

Traffic Flows



Transportation System Operators

- Freeways and Highways - 101, 237, 85, 280, 82 (El Camino Real) - Operated by the California Department of Transportation
- Expressways - Central, Lawrence - Operated by the County of Santa Clara
- Transit Service - VTA, Caltrain, Shuttles, Outreach Paratransit

City Transportation Facilities

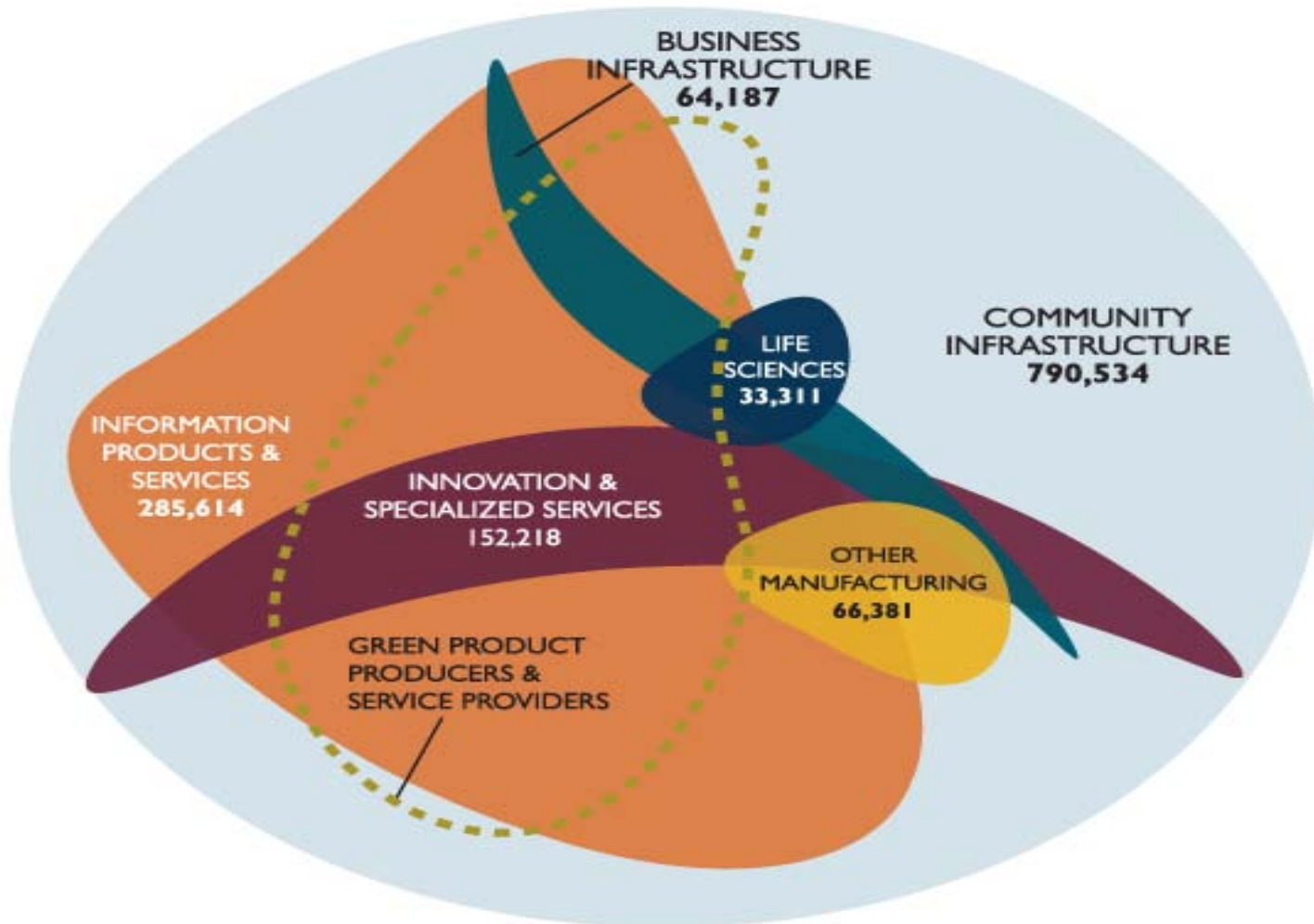
- 298 miles of roadway
- 86 miles of bikeways
- Developing pedestrian system

Regional Economy/Silicon Valley

- Silicon Valley Region
 - 15 SCC cities
 - Southern Peninsula
 - Southern East Bay
- Epicenter of Innovation Entrepreneurship
 - Semiconductors and software to biotechnology and nanotechnology
 - More recently green and sustainability technologies
- SV industry clusters fuel opportunity for economic growth

Silicon Valley

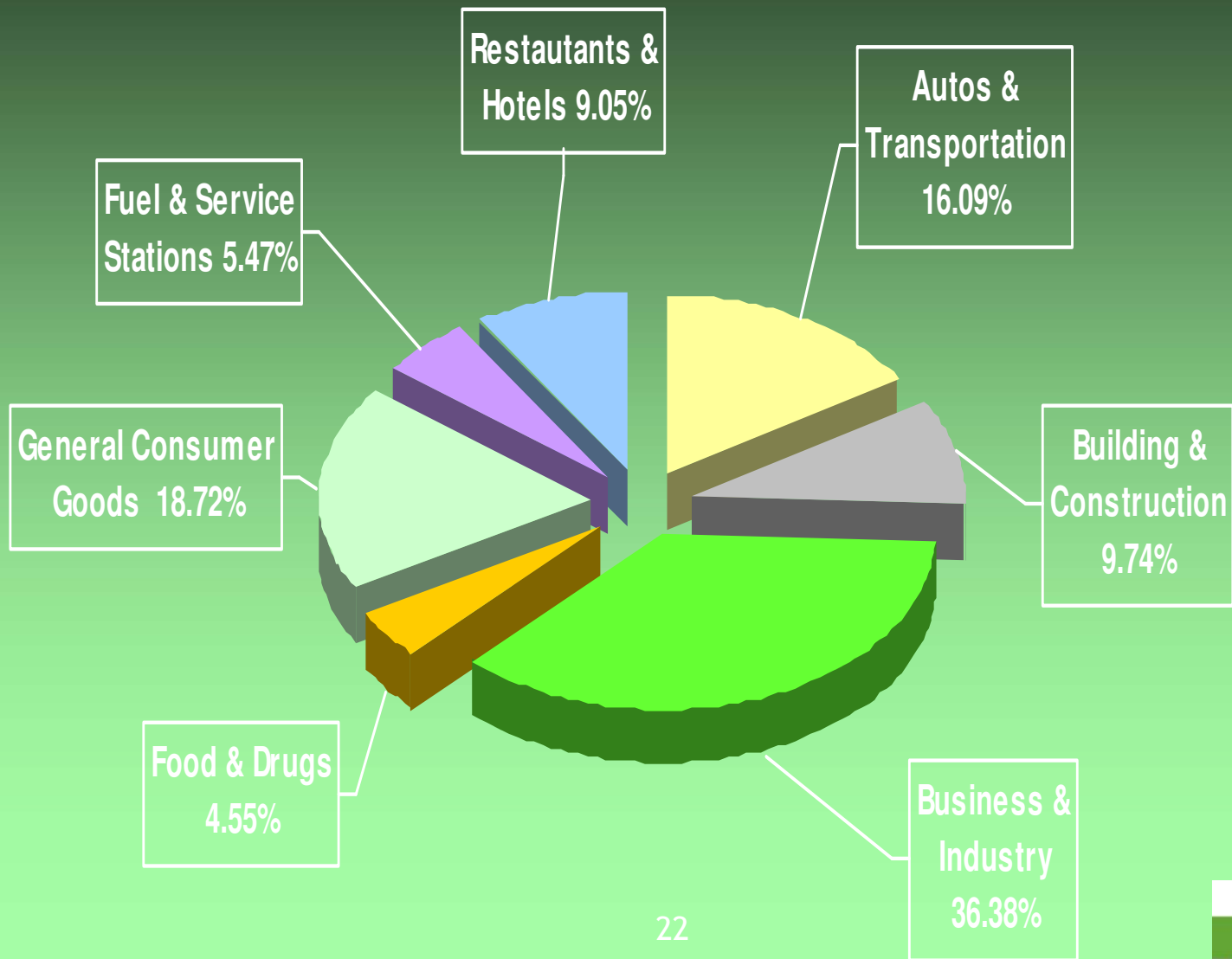
MAJOR AREAS OF ECONOMIC ACTIVITY



Silicon Valley

- Silicon Valley is a “hotbed” for clean technology
- Job growth since 2005 has been strongest
 - Green Building (424%)
 - Transportation (140%)
 - Advanced Materials (54%)

Sunnyvale Major Industry Groups



Regional Housing



What Is Our Regional Fair Share?

- Housing and Community Revitalization Sub-Element determines goal (based on RHNA)
- County
 - 7.5% of population in Sunnyvale
 - 8.9% of households & housing units in Sunnyvale
 - 8.4% of the jobs in Sunnyvale
 - 2000-2009 Sunnyvale issued 4.6% of the new residential permits (2,233 out of 48,558)

If We Don't Develop Our Fair Share

- Housing costs increase (rents & sale prices)
- Employers face difficulty attracting top talent
- Economic competitiveness of region weakens
- Children of local residents can't afford to live here
- Public/non-profit sector face difficulty in hiring

Sunnyvale Water Resources

(Water Resources Sub-element)

- **San Francisco PUC**
 - **42% of water supply**
 - 86% Hetch-Hetchy Reservoir
 - 14% Alameda Creek Watershed
- **SCVWD**
 - **45% of water supply**
 - Sacramento/San Joaquin Delta
 - Anderson and Calero reservoirs
- **Local Wells**
 - **13% of water supply**

Impact of Water Supply

- Development of the City is dependent on water supply from regional sources
- Water supply affects:
 - Residential Development
 - Public Open Space
 - Landscaped Area
 - Technology

Sunnyvale Waste Water

(Waster Water Management Sub-element)

- Discharge into San Francisco Bay
- Current Treatment Capacity- 29.5 MGD
- Meets the current needs of the community and then some
- Deteriorating infrastructure necessitates new Plant
- Just beginning design for 10-15 year multi-stage project

Air District Nine County Jurisdiction

*A healthy breathing environment
for every Bay Area resident*



Jurisdictions

1. Alameda
2. Contra Costa
3. Marin
4. San Francisco
5. San Mateo
6. Santa Clara
7. Napa
8. Southwestern Solano; and
9. Southern Sonoma

SCVWD

- Clean reliable water
- Flood protection
- Healthy creeks and ecosystems
- Best management practices to control what flows to Bay

SCVWD: Regional Watersheds



AB32

Global Warming Solutions Act

Establishes first comprehensive program of regulatory and market mechanisms in the nation to achieve GHG emissions reductions

- Sets GHG emissions limit for 2020 at 1990 level
- Acknowledges that 2020 is not the end point
- Points way towards 80% reduction by 2050
- State ARB adopted a Scoping Plan to achieve AB32's GHG target

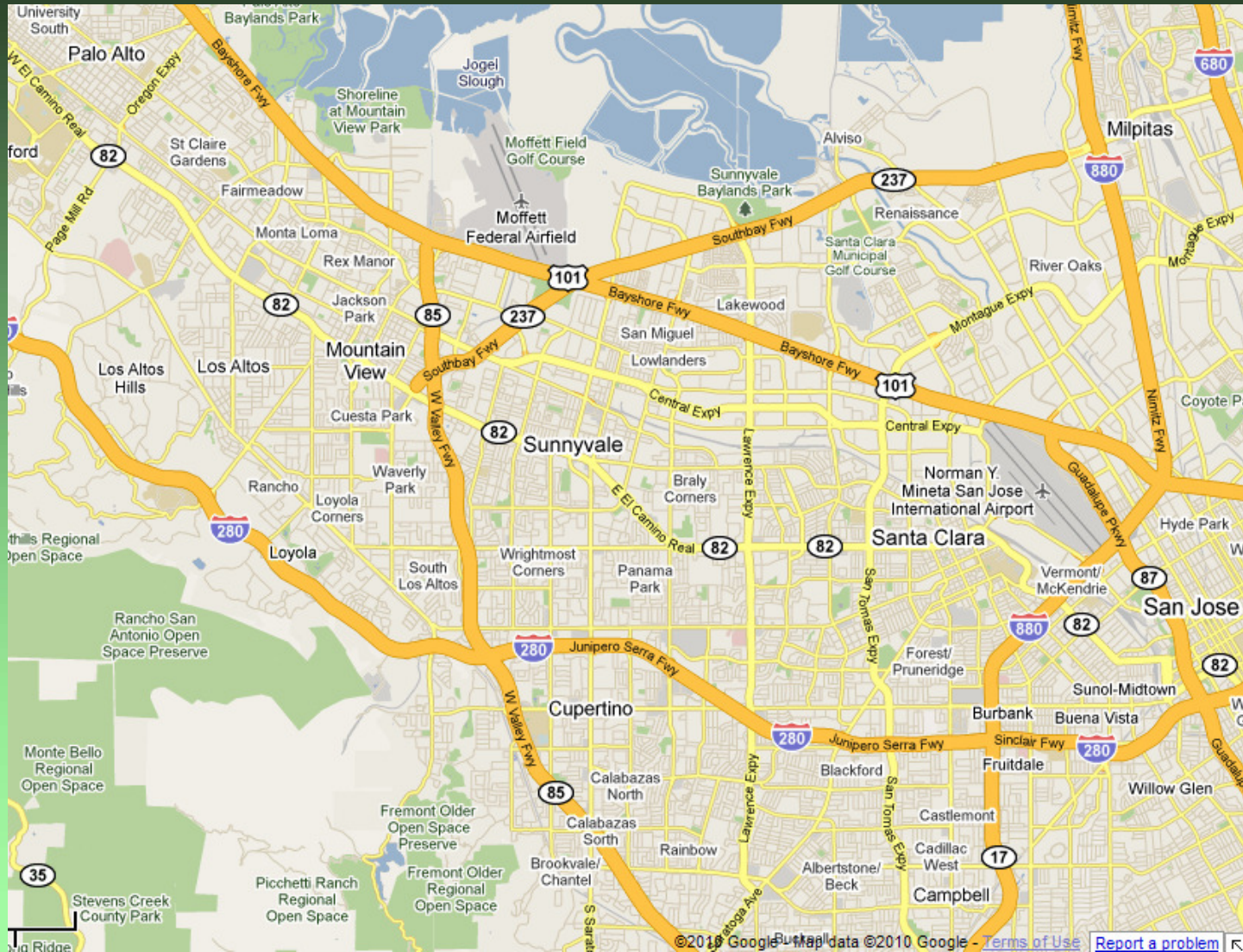
Addressing the Problem Regionally

- 41% of Bay Area GHG Emissions result of Transportation
- CA's 3-Pronged Approach to transportation GHG emissions:
 - Cleaner Vehicles
 - Cleaner Fuels
 - More sustainable communities (SB375)

Senate Bill 375

- Uses regional transportation planning process to achieve reductions in GHG emissions
- Consistent with AB32
- Coordinates the RHNA process with the RTP
- Maintains local authority over land use decisions

Summary



Questions and Comments