



**City of Sunnyvale  
Existing Greenhouse Gas Reduction Policies and Actions**

Document/ Section Number	Existing Policy or Action
<b>General Plan</b>	
OSE	A.4--Maintain existing park and open space tree inventory through the replacement of trees with an equal or greater number of trees when trees are removed due to disease, park development or other reasons.
	A.6--Maintain a working fruit orchard throughout the largest portion of Orchard Heritage Park for as long as practical.
	A.11--Support the acquisition of existing open space within the City limits as long as financially feasible.
	C.4--Support a regional trail system by coordinating with adjacent jurisdictions to facilitate trail connections wherever possible.
Water Resources	Policy A.2--Maximize and expand recycled water use for all Title 22 approved purposes both within and in areas adjacent to the City, where feasible.
	Policy B.1--Lower overall water demand through the effective use of water conservation programs designed to increase water use efficiency in the residential, commercial, industrial and landscaping arenas, partnering with our wholesalers.
Solid Waste Element	Policy 3.2B.1--Reduce generation of solid waste by providing source reduction programs and promoting source reduction behavior.
	Policy 3.2B.2--Maximize diversion of solid waste from disposal by use of demand management techniques, providing and promoting recycling programs and encouraging private sector recycling.
Wastewater	Policy 3.3C.2--Coordinate operating procedures with the City energy policy to optimize an alternative energy program so that minimum use and reliance placed on outside energy sources.
	Policy 3.3C.4--Produce quality recycled water and maximize the use of this resource.
AQE	Policy B.2--Assist employers in meeting requirements of TDM plans for existing and future large employers and participate in the development of TDM plans for employment centers in Sunnyvale
	Policy C.2--Improve opportunities for citizens to live and work in close proximity.
	Policy C.3--Contribute to a reduction in regional VMT.
LUTE	Policy R1.10--Support land use planning that compliments the regional transportation system.

	Action Statement C1.2.3--Encourage development of multi-modal transportation centers.
	Action Statement C2.4.1--Locate higher density housing with easy access to transportation corridors, rail transit and bus stations, commercial services and jobs.
	Policy N1.11--Recognize ECR as a primary retail corridor with a mix of uses
	Policy N1.12--Permit more intense commercial and office development in the downtown, given its central location and accessibility to transit.
<b>Zoning Ordinance</b>	
19.26.200	Mixed-Use Overlay Zone
19.26.230	Live/Work Units
19.56	Alternative Energy Systems
19.94	Tree Preservation Ord.
19.96	Heritage Preservation
<b>Building Code (2009)</b>	
SFR Requirements	New Construction <1,500 sf--Green Point Rated Checklist
	New Construction >1,500 sf--Green Point Rated 70 pts.
	Remodel <\$100,000--No min requirement
	Remodel >\$100,000--Green Point Rated Checklist
MFR Requirement	New Construction < 3 DU--No min requirement
	New Construction > 3 DU--Green Point Rated 70 pts
	Remodel <\$250,000--No min requirement
	Remodel >\$250,000--Green Point Rated Checklist
Non-Residential Requirements	New Construction 500-5,000 sf--LEED Checklist
	New Construction 5,000-50,000 sf--LEED Certified
	New Construction >50,000 sf--LEED Silver
	Remodel 10,000-50,000 sf--LEED Checklist
	Remodel >50,000 sf--LEED Certified
<b>Housing Element</b>	
Policy D.2	Continue to direct new residential development into specific plan areas, near transit, and close to employment and activity centers.
Policy D.5	Provide opportunities and incentives for mixed use, multi-family infill, and transit-oriented development in Downtown Sunnyvale as part of the City's overall revitalization strategy for the area.
Policy D.6	Provide expanded areas for higher density housing through the conversion of underutilized industrial areas to residential use, if the sites are consistent with General Plan standards for residential uses (i.e., no health hazards exist).
Policy D.7	Take advantage of existing infrastructure and public improvements to provide additional housing by allowing accessory living units within residential neighborhoods.
Policy F.3	Continue a high quality of maintenance for public streets, rights-of-way, and recreational areas, and provide safe pedestrian, bike, and transit linkages (accessibility) between jobs, residences, transportation hubs, and goods and services.
Policy F.6	Encourage use of sustainable and green building design in new and existing housing.
Policy F.7	Continue to permit and encourage a mix of residential and jobproducing land uses, as long as there is neighborhood compatibility and no unavoidable environmental impacts.

Bicycle Plan	
Future Projects	The Borregas Avenue bicycle-pedestrian bridges over US-101 and Highway 237, expected to open in 2009, will connect Moffett Park workplaces and the Sunnyvale Baylands recreational area with the residential southern areas of the City, and will provide a direct connection to Caltrain via Sunnyvale Avenue. They will create the first north-south route into Moffett Park with the directness, comfort, and safety desired by many potential bicycle commuters, including those who responded to the 2005 survey by the Moffett Park Business and Transportation Association (MPBTA) as described in the following section.
	The Mary Avenue bicycle-pedestrian bridge across I-280, a Cupertino project expected to be constructed in 2007, will connect Sunnyvale residents north of I-280 with Cupertino destinations such as De Anza College and the office parks along Bubb Road. It should produce a substantial increase in bicycle commute trips because the existing route to the west traverses the Foothill Expressway / I-280 interchange and involves substantial descending and climbing.
	The Bernardo Avenue bicycle-pedestrian undercrossing of the Caltrain line, combined with Bernardo's existing signal on Central Expressway, will connect nearby Mountain View workplaces to residences south of the railroad. It would reduce bicycle commute distances to NASA's Ames Research Center via the Ellis St. / US-101 interchange. This undercrossing is programmed in the Bicycle Expenditure Plan for 2016 and is in the City's budget.
	The Mary Avenue Extension over US-101 and Highway 237 to the 11th Avenue area near Lockheed would further connect Moffett Park with Sunnyvale residences, complementing the Borregas Avenue bridges to the east. This project is in the conceptual engineering and environmental clearance phase. It is not fully funded, and may be built within seven to 15 years.
	The Calabazas Creek undercrossing of Tasman Drive will connect cyclists from residences south of Tasman Drive to workplaces on the north side without having to ride on Lawrence Expressway. This undercrossing is envisioned to be available during low-water conditions (dry season, and non-storm periods during the rainy season).
	Various Educational Programs to all school ages.
Statement of Purpose	Sunnyvale shall encourage the use of bicycles for transportation and recreation, to minimize air pollution, reduce energy consumption and traffic congestion, and to improve the health and fitness of citizens of all ages.
Policy BP.A1	Facilitate safe, efficient and convenient access of bicyclists to transit.
Policy BP.A2	Facilitate safe, efficient and convenient access of student bicyclists to schools.
Policy BP.A3	Expand Sunnyvale's network of off-street bicycle paths for recreation and utility cycling by facilitating bicycle access to the Baylands and along flood control channels.
Policy BP.A4	Facilitate bicycle access to and through Downtown.
Policy BP.A5	Facilitate bicycling to workplaces.
Policy BP.B2	Accommodate bicycling needs in future roadway and land development projects.
Policy BP.B3	Pursue all available funding options for bicycle facility construction and improvements.
Policy BP.B4	Ensure that the City's new and existing bikeways conform to the latest county, regional, state and federal design standards and guidance.

Policy BP.B5	Maintain roadways and bikeways suitable for bicycle use.
Policy BP.C1	Continue to provide and improve the bicycle driver education program for elementary school students.
Policy BP.C2	Continue to provide and improve the bicycle driver education program for middle school students.
Policy BP.C3	Continue to provide and improve the bicycle driver education program for adults and high school-age teens.
Policy BP.C4	Provide bicycling information for the public.
Policy BP.C6	Support the "institutionalization" of bicycle driver education programs.
<b>Parks of the Future Plan</b>	
SD.4	Encourage an interconnected and accessible City through the use of trail networks and strategically located parks and open space to allow residents access by bike or foot.
SD.5	Lead in sustainable practices for park maintenance and provide educational programs to residents to encourage ecological stewardship.
<b>Design Guidelines</b>	
A.8	Link on-site walkways to the public sidewalk system outside the project for ease of pedestrian access.
A.9	Provide pedestrian links between residential developments and nearby employment and shopping centers, schools and parks to encourage pedestrian activities.
B.8	Building facades in non-residential projects shall be lively and include windows and main entries which face public streets for a pedestrian friendly environment.
B.16	Consider energy efficiency in the siting of buildings. Shading of structures along the east, west, and south walls is recommended.
B.3	Buildings and additions shall not shade more than 10% of the structures or open space areas on adjacent properties for proper solar access.
A.9	Large developments shall provide sufficient bicycle parking and covered lockable racks close to building entrances.
A.10	Use of appropriate native vegetation is encouraged. Use water conserving plant material in 70% of all landscaped areas.
D.6	All area lights shall be energy efficient type (High Pressure Sodium or equivalent).
<b>Industrial Design Guidelines</b>	
A.9	Project sites, excluding secured areas, should have convenient and safe pedestrian and automobile access to adjacent streets and service centers. On-site walkways should be linked to the public sidewalk system outside the project for ease of pedestrian access.
A.5	Bicycle lockers and/or racks shall be located near building entrances.
Overall Policy	Landscaping shall be designed to enhance the overall aesthetic quality of each site. Landscape material shall be drought resistant.
A.4	Landscape design and material shall adhere to the City's water wise standards.
D.4	All exterior light bulbs shall be energy efficient type (High Pressure Sodium Vapor or equivalent).

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Consider energy efficiency in 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 buildings to shade the buildings in the summer and allow sun inside during winter days.

<b>City Documents Reviewed</b>	
<b>Document</b>	
<b>General Plan</b>	
LUTE (Revised April 2009)	
OS (Revised Nov 2009)	
Housing (2009)	
Water Resources (2008)	
Solid Waste Management (1996)	
Surface Runoff (1993)	
Air Quality (1993)	
Library (2003)	
Heritage Preservation (1995)	
Arts (1995)	
Community Engagement (2007)	
<b>Sustainable Sunnyvale Documents</b>	
Air Quality	
Energy Reduction	
Sustainable Framework	
Land Use	
Waste	
Water	
Community Design	
<b>Design Guidelines</b>	
City-Wide Design Guidelines	
Industrial Design Guidelines	
<b>Specific Plans and District Information</b>	
Downtown Specific Plan	
Heritage District Information	
<b>Energy &amp; Green Building</b>	
Green Building Ordinance (2009)	
Green Building Program Brochure	
Alternative Energy Systems Ordinance (2009)	
<b>Parks and Open Space</b>	
Parks of the Future Plan	
<b>Transportation</b>	
Bicycle Plan	
<b>Water-Related</b>	
Water Efficient Landscape Ord (Going to CC in 2010)	
Urban Water Management Plan (2005, Revised 2006)	