

City of Sunnyvale Climate Action Plan Implementation Matrix – Estimated GHG Reductions

Policy Topic	Reduction Measure	Actions	No CCA GHG Reductions (MTCO2e/year)			CCA GHG Reductions (MTCO2e/year)			
			2010	2020	2035	2010	2020	2035	
Open Space and Urban Forestry (OS) Provide local open space resources that support natural processes and provide rest, relaxation, and recreation opportunities.									
OS-1	Open Space.	Maintain and increase the amount of open space in Sunnyvale consistent with the Parks of the Future Plan and the Open Space Element of the General Plan.	OS-1.1. Achieve and maintain an open space to population ratio of 5.5 acres per 1,000 residents. OS-1.2. Provide availability and access to outdoor space for recreation or social purposes, including access to public open spaces on privately owned property.	0	-30	-70	0	-30	-70
OS-2	Outdoor Meeting Space.	Provide availability and access to outdoor space for recreation or social purposes, including access to public open spaces on privately owned property.	--	Supportive Measure	Supportive Measure	Supportive Measure	Supportive Measure	Supportive Measure	Supportive Measure
OS-3	Urban Forestry.	Increase the number of shade trees planted in the community and protect the existing tree stock.	OS-3.1. Continue to implement the City's Tree Preservation requirements. OS-3.2. Develop and implement canopy coverage requirements for City-owned parking lots, with exceptions for solar installations. OS-3.3. Promote tree planting on private property through incentive and support programs. OS-3.4. Expand existing park, open space, and boulevard tree inventory through the replacement of trees with a greater number of trees when trees are removed due to disease, park development, or other reasons. OS-3.5. Clarify codes and policies to maximize the preservation of the largest longest-living trees, and ensure the expansion of the urban forest over time as appropriate for the site.	-40	-410	-820	-40	-360	-730
Decrease Energy Consumption (EC) Improve energy efficiency and conservation in the community and City operations.									
EC-1	Lighting Efficiency.	Increase the use of efficient indoor and outdoor lighting technologies.	EC-1.1. Replace City-owned streetlights and park and parking lot lighting with energy-efficient lighting such as light-emitting diode (LED) or induction lights as technology becomes more affordable and when return on investment is less than five years. EC-1.2. Participate in an illumination bank that provides loans for upfront cost of energy-efficient lighting technologies to be paid back over 3–7 years. EC-1.3. Require new private parking lot lighting to use energy-efficient lighting technologies.	0	-330	-390	0	-220	-210

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EC-2	New Construction and Remodels.	Require green building practices in new residential and commercial development and remodels. EC-2.1. 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 consistent with upgrades to the California Green Building Standards Code (CALGreen). EC-2.2. 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. EC-2.3. Continue to provide incentives for new construction and remodels to adhere to a higher green building standard than required by the City.	0	-6,750	-17,530	0	-5,830	-14,290
EC-3	Residential Energy Efficiency	Reduce residential energy use, with emphasis on existing homes built before 1990. EC-3.1. Establish a residential energy conservation ordinance that requires home owners to perform and disclose energy and water audits at time of sale. EC-3.2. Participate in a Property Assessed Clean Energy (PACE) or similar financing program to offer low-interest loans to residents for energy efficiency upgrades. EC-3.3. Prioritize non-general funds to assist low-income home owners achieve energy efficient improvements. Program annual Community Development Block Grant (CDBG) funds to fund weatherization programs.	-210	-11,290	-23,880	-210	-9,950	-20,180
EC-4	Commercial Energy Efficiency	Establish a regulatory and incentive-based structure that facilitates commercial and industrial energy efficiency and conservation. EC-4.1. Consistent with California AB 1103, require all nonresidential building owners to disclose building energy consumption and building energy ratings upon sale or lease of building EC-4.2. Participate in a Property Assessed Clean Energy (PACE) or similar financing program to offer low-interest loans to businesses for energy efficiency upgrades. EC-4.3. Require all nonresidential buildings to complete energy performance reports every two years as a condition of approval for business licenses, with the first report occurring before 2018. EC-4.4. Establish a program, in partnership with the City's energy provider, to retrofit commercial and industrial businesses according to the energy performance report. If commercial energy reduction targets are not being met, consider a mandatory retrofit program. EC-4.5. Identify businesses that are likely to be the largest consumers of energy within the city and target City outreach to these businesses.	0	-88,780	-107,300	0	-66,980	-71,280
EC-5	Smart Grid	Increase awareness and utilization of real-time energy consumption data and pricing available through PG&E's Smart Meter program. EC-5.1. Require new construction and major remodels to install interior real-time energy monitors. EC-5.2. Connect businesses and residents with rebate programs that give priority to appliances with smart grid technology. EC-5.3. Inform the community of metering options, such as online applications and in-home monitors.	0	-18,290	-29,330	0	-10,950	-13,560

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EC-6	"Cool" Roofs and Pavements.	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. EC-6.1. 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. EC-6.2. 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. EC-6.3. Commit to using a warm aggregate mix for all asphalt patching, overlay, and reconstruction. EC-6.4. Consider the lifespan and embedded GHG content of pavement materials for public projects.	0	-840	-2,770	0	-560	-1,470
Provide a Sustainable Energy Portfolio (EP) Increase the amount of renewable energy produced in the city and facilitate a higher renewable mix for energy delivered to the city.								
EP-1	Renewable Energy Portfolio.	Increase the renewable energy portfolio of electricity delivered to Sunnyvale so that more than 50% of delivered energy comes from renewable sources by 2035.	N/A	N/A	N/A	0	-243,520	-374,220
EP-2	Local Small-Scale Renewable Energy.	Increase the number of on-site renewable energy installations in the community. EP-2.1. Require new homes and businesses and major remodels to be 'solar ready' by pre-wiring for solar water heating and solar electricity. EP-2.2. 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). EP-2.3. Prevent buildings and additions from shading more than 10% of roofs of other structures. EP-2.4. Continue to allow and encourage solar facilities above paved parking areas. EP-2.5. Maintain incentives for alternative energy installations in new and existing development, including solar and small-scale wind turbines. EP-2.6. Advocate for the development of a regional or statewide Feed-In-Tariff that further encourages the development of mid-sized renewable energy installations.	-2,630	-35,150	-55,250	-2,630	-21,790	-27,110
Decrease Water Consumption (WC) Reduce water-related greenhouse gas emissions through reclamation, conservation, and improvements to the water and wastewater processes.								
WC-1	Water GHG content.	Decrease the amount of GHG emitted as a result of filtering, moving, and treating water used within Sunnyvale. WC-1.1. Prepare a feasibility study to expand the City's current recycled water program citywide. WC-1.2. Promote "purple pipe" (reclaimed water) infrastructure in new construction or major renovation in preparation for a growing, usable network. WC-1.3. Create a purple pipe network for citywide use of recycled water for irrigation and other outdoor purposes. WC-1.4. Create flexible provisions and encourage residents and businesses to collect rainwater to use for irrigation purposes.	0	-250	-590	0	-250	-590

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WC-2	Water Conservation.	Reduce indoor and outdoor potable water use in residences, businesses, and industry. WC-2.1. Require new development to reduce potable indoor water consumption by 30% (Tier 1 CALGreen) and outdoor landscaping water use by 40%. WC-2.2. Revise development standards to ensure the use of greywater, recycled water, and rainwater catchment systems is allowed in all zones. WC-2.3. Require new development to treat at least 40% of the average annual rainfall on-site through low impact development strategies. WC-2.4. Require a minimum of 20% of the total parking, walkway, and porch area surfaces serving single-family and multi-family residential buildings under 4 units to be permeable. WC-2.5. Require new open space and street trees to be drought tolerant. WC-2.6 Implement the City's Urban Water Management Plan to facilitate a 20% reduction in per capita water use by 2020.	-120	-990	-1,570	-120	-990	-1,570
Reduce Landfilled Waste (LW) Decrease the amount of waste sent to landfill through increased recycling, composting, and materials management.								
LW-1	Materials Management.	Reduce the availability or use of common materials that are not recyclable or that are cost ineffective to recycle. LW-1.1. Reduce the use of plastic bags at grocery stores and convenience stores in the community through incentives or requirements. LW-1.2. Ban the sale or dispersal of disposable, single use plastic water bottles at public events permitted by the City. LW-1.3. Ban the use of expanded polystyrene (EPS) take-out containers at restaurants and fast food facilities.	Supportive Measure	Supportive Measure	Supportive Measure	Supportive Measure	Supportive Measure	Supportive Measure
LW-2	Recycling and Composting.	Increase the amount of waste recycled and composted by 1% per year according to the City's Zero Waste Strategic Plan. LW-2.1. Require multi-family homes to participate in the City's Multi-family Recycling Program LW-2.2. Select materials to be targeted for diversion and diversion methods, services, or technologies based on the results of the Zero Waste Strategic Plan.	-14,880	-56,360	-106,340	-14,880	-56,360	-106,340
Off-Road Equipment (OR) Minimize emissions from off-road lawn and garden and construction equipment.								
OR-1	Lawn and Garden Equipment	Encourage residents and businesses to use efficient lawn and garden maintenance equipment or to reduce the need for landscape maintenance through native planting. OR-1.1. Partner with BAAQMD to re-establish a voluntary exchange program for residential electric lawnmowers and backpack-style leaf blowers. OR-1.2. Require new buildings to provide electrical outlets on the exterior in an accessible location to charge electric-powered lawn and garden equipment. OR-1.3. In project review, encourage the replacement of high-maintenance landscapes (like grass turf) with native vegetation to reduce the need for gas-powered lawn and garden equipment.	0	-30	-100	0	-30	-100

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OR-2	Construction Equipment	Reduce emissions from heavy-duty construction equipment by limiting idling and utilizing cleaner fuels, equipment, and vehicles. OR-2.1. Idling times will be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]), or less. Clear signage will be provided at all access points to remind construction workers of idling restrictions. OR-2.2. Construction equipment must be maintained per manufacturer's specifications. OR-2.3. Planning and Building staff will work with project applicants to limit GHG emissions from construction equipment by selecting one of the following measures, at a minimum, as appropriate to the construction project:a. Substitute electrified or hybrid equipment for diesel- and gasoline-powered equipment where practical.b. Use alternatively fueled construction equipment on-site, where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane, or biodiesel.c. Avoid the use on on-site generators by connecting to grid electricity or utilizing solar-powered equipment.d. Limit heavy-duty equipment idling time to a period of 3 minutes or less, exceeding CARB regulation minimum requirements of 5 minutes.	0	-7,700	-14,990	0	-7,700	-14,990
Increase and Retain Awareness of Sustainability Issues (CA) Community members are knowledgeable about GHG Emissions and are all taking actions to reduce them.								
CA-1	Community Outreach and Involvement.	Educate and involve the community regarding actions they can do at home to reduce energy, water, waste, and fuel consumption. CA-1.1. Create a structure or partner with other groups for volunteers, residents, and other organizations to help achieve Sunnyvale's sustainability goals. CA-1.2. Provide regular communication with schools, business, faith groups, community members, and neighborhood groups to increase participation in the City's progress toward sustainability. CA-1.3. Develop and encourage a mechanism for neighborhoods to share equipment and resources to improve sustainability. CA-1.4. 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. CA-1.5. Develop and implement a competitive greenhouse gas reduction program with an award component between groups of citizens in the city. CA-1.6. Use sustainability initiatives within City operations to educate the community of ways to achieve sustainability by example. CA-1.7. Actively promote use of alternative modes of transportation as safe modes of travel. When applicable, promote viable programs sponsored by 511.org, the Air District, and other recognized agencies on the City's website and publications. CA-1.8. Through selected projects and efforts to improve City operations, demonstrate how sustainability efforts are possible and successful. CA-1.9. Make comparison an intrinsic part of consumption . Bring awareness of how our consumption compares to other communities, regions, and others in our neighborhood. CA-1.10. Use the City's Sustainability Commission and coordinator as a structure to coordinate with other groups for volunteers, residents, and other organizations to help achieve Sunnyvale's sustainability goals. CA-1.11. Actively engage with Sunnyvale businesses to identify areas for GHG reduction and financial savings.	Supportive Measure	Supportive Measure	Supportive Measure	Supportive Measure	Supportive Measure	Supportive Measure

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CA-2	School Education and Involvement.	Educate local school children about climate change and ways that they and their families can reduce greenhouse gas emissions.	CA-2.1. Use the Air District curriculum or other for local school teachers to teach children about climate change, greenhouse gas emissions, and local actions. CA-2.2. Continue to provide and improve the bicycle driver education program for elementary, middle, and high school students.	Supportive Measure	Supportive Measure	Supportive Measure	Supportive Measure	Supportive Measure	Supportive Measure
Improve Mobility through Land Use Planning (LUP) Utilize land use and planning tools to reduce or eliminate vehicle trips while still completing the activities of our everyday lives.									
LUP-1	Parking.	Reduce the amount of free or unrestricted parking available within the City to promote alternative modes of transportation and avoid unnecessary vehicle circulation.	LUP-1.1. Build and maintain an electronic parking management system for City-owned parking structures in the downtown and consider expanding to other City lots in the downtown and in proximity to other commercial areas. LUP-1.2. Create maximum parking requirements and reduce minimum parking requirements for mixed-use development. Require parking lot sharing for mixed use or commercial development with complementary hours of operation. LUP-1.3. Implement parking management tools for residential uses such as decreased or flexible standards, unbundled parking, and shared parking plans. LUP-1.4. Establish parking meters throughout downtown Sunnyvale to optimize parking availability and reduce unnecessary vehicle circulation. LUP-1.5. Establish a residential parking permit program for residential areas adjacent to commercial areas of the city where parking is in higher demand. LUP-1.6. Designate street parking stalls in the vicinity of key commercial and multi-family residential locations for efficient or alternatively fueled vehicles.	0	-5,430	-6,120	0	-5,430	-6,120
<i>Staff Note: Staff recommends LUP-1.5 be removed as this issue is already covered in the municipal code.</i>									
LUP-2	Transit-Oriented, Higher Density, Mixed-Use Development.	Facilitate development in designated core and corridor areas that is transit-oriented, higher density, and mixed-use.	LUP-2.1. Continue to plan for most new residential, commercial and industrial developments in specific plan areas, near transit, and close to employment and activity centers. LUP-2.2. Continue to identify underutilized areas that can support higher density housing and mixed-use development. LUP-2.3. Facilitate the development of affordable housing near transit. LUP-2.4. 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. LUP-2.5. Continue to allow for the development of live/work spaces in commercial zoning districts and mixed-use residential zoning districts.	0	-17,280	-19,470	0	-17,280	-19,470
LUP-3	Local Commerce and Food.	Increase the amount of locally generated and consumed goods in order to decrease the need for travel and promote healthier communities.	LUP-3.1. Amend the Zoning Code to allow small-scale, commercial urban farms to operate in residential areas. LUP-3.2. Ensure that every village core has opportunities for growing produce locally. LUP-3.3. Establish community gardens for public use. LUP-3.4. Develop and implement a purchasing policy that requires food and other appropriate materials purchased by the City to be purchased from as local a supply as possible.	Supportive Measure	Supportive Measure	Supportive Measure	Supportive Measure	Supportive Measure	Supportive Measure

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LUP-4	Jobs/Housing Balance.	Plan for an improved jobs/housing balance in order to reduce the need for long-distance travel between residences and places of work.						
		LUP-4.1. Support the retention and expansion of local anchor and growth industries. LUP-4.2. Review land-use plans and regulations and revise as needed to support additional live-work opportunities and home occupations, provided they are compatible with the existing neighborhood.	0	-990	-1,110	0	-990	-1,110
LUP-5	Distributed Services.	Encourage the wider distribution of commonly-used facilities and services in order to reduce the need for or length of vehicular trips to and from places of work and residence.						
		LUP-5.1. Encourage the establishment and even distribution of neighborhood-serving facilities such as day care providers, banking/ATM locations, markets, and drugstores in existing residential, commercial, and industrial areas in order to reduce the need for vehicle trips. LUP-5.2. Require new development to reduce the need for external trips by providing useful services/facilities on-site such as an ATM, vehicle refueling, and shopping.	See LUP-4	See LUP-4	See LUP-4	See LUP-4	See LUP-4	See LUP-4
Expand Sustainable Circulation and Transportation Options (CTO)								
Modify the transportation infrastructure such that bicycling, walking, and transit are viable options regularly used by all Sunnyvale residents and employees.								
CTO-1	Bicycle, Pedestrian, and Transportation Design Elements.	Create streets and connections that facilitate bicycling, walking, and transit use throughout the city.						
		CTO-1.1. Incorporate the provisions of AB 1358, the California Complete Streets Act of 2008, into all roadway design, construction, and maintenance activities. CTO-1.2. Implement the street space allocation policy in coordination with road reconstruction or resurfacing projects to provide road configurations that accommodate all travel modes. CTO-1.3. Require new development to provide cross-parcel access and linkages from the development entrance to the public sidewalk system, transit stops, nearby employment and shopping centers, schools, parks, and other parcels for ease of pedestrian and cyclist access. CTO-1.4. Improve pedestrian safety and comfort through design elements such as landscaped medians, pedestrian-level amenities, sidewalk improvements, and compliance with Americans with Disabilities Act (ADA) design standards, particularly for areas serving high volumes of traffic. CTO-1.5. Improve bicycle facilities and perceptions of comfort through pavement marking/coloring, physical separation, specialized signs and markings, and other design elements. CTO-1.6. Require sidewalks to be a minimum of 6 feet wide in order to allow side-by-side walking at identified locations that currently serve high pedestrian traffic volumes or locations planned to serve high volumes of pedestrian traffic. CTO-1.7. Actively promote intermodal linkages to and from regional transit options by establishing or improving well-defined, convenient intermodal hubs in downtown and specific plan areas. Work with 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. CTO-1.8. Develop pedestrian thoroughfares throughout the city that significantly restrict motor vehicle access and greatly expand pedestrian and bicycle access. Businesses located along these routes should have no direct driveway entrance.	0	-4,440	-5,010	0	-4,440	-5,010
<p><i>Staff Note:</i> Staff recommend a language change to CTO-1.8 to “Develop pedestrian thoroughfares in appropriate locations throughout the City”. In regards to CTO-1.8, staff requests clarification on the extent of “no direct driveway” access for businesses along these routes and is unsure as to how such a pedestrian thoroughfare system would be constructed</p>								

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CTO-2	Bicycle, Pedestrian, and Transportation Travel Operations.	<p>CTO-2.1. Require public areas and new development to provide bicycle parking consistent with the Valley Transportation Authority (VTA) Bicycle Technical Guidelines, as amended.</p> <p>CTO-2.2. Require secure bicycle parking at public and large private events.</p> <p>CTO-2.3. 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>CTO-2.4. Fully fund the City’s bicycle and pedestrian improvement plans for completion by 2035.</p> <p>CTO-2.5. Remove crossing impediments and improve crossing time at signalized intersections for pedestrians and cyclists. Reduce crossing distances and provide center refuge areas for pedestrians and bicyclists to pause when crossing arterials.</p> <p>CTO-2.6. Increase enforcement of pedestrian right-of-way laws.</p> <p>CTO-2.7. Require drive-through food establishments to serve bicyclists as well as vehicles.</p> <p>CTO-2.8. 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>CTO-2.9. Establish information kiosks at key city locations with information on alternative modes of transportation along with associated maps.</p> <p>CTO 2.10. – Plan and implement a bike-sharing program for major commercial and industrial areas.</p>	Supportive Measure	Supportive Measure	Supportive Measure	Supportive Measure	Supportive Measure	Supportive Measure
<p><i>Staff Note:</i> Consider whether CTO-2.10. should be focused on creating a City-wide bike-share program or encouraging larger employers and industrial areas to supply bikes for employee use.</p>								
CTO-3	Transit.	<p>CTO-3.1. Continue sponsoring projects to provide transit rider amenities at bus stops and rail stations.</p> <p>CTO-3.2. Work with the Valley Transportation Authority and neighboring jurisdictions to provide transit priority signal timing in order to decrease travel time.</p> <p>CTO-3.3. Work with other agencies to provide High Occupancy Toll (HOT) lanes, and support expenditure of HOT lane revenue on projects that reduce vehicle miles traveled in Sunnyvale. Support regional congestion pricing measures.</p> <p>CTO-3.4. Explore subsidizing a higher level of transit service or transit passes for residents and/or employees.</p> <p>CTO-3.5. 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>CTO-3.6. Partner with GreenTRIP or other local or regional organizations to implement trip reduction programs in new residential, commercial, and mixed use developments.</p>	0	-11,500	-33,370	0	-11,500	-33,370
<p><i>Staff Note:</i> Since references to BRT systems and High Speed Rail were removed, consider moving action item CTO-3.3 to OVT-3. Consider changing language or deleting CTO-3.4, the City has already explored this option.</p>								

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CTO-4	Commute Programs.	Reduce single-occupant vehicle trips to major employers (100 employees or more) located in Sunnyvale.	0	-5,920	-6,680	0	-5,920	-6,680
CTO-5	School Commutes.	Encourage carpooling, bicycling, walking, and transit access to elementary, middle, and high schools so that the number of car trips is no more than 20% of the number of students at any school.	0	-1,330	-2,420	0	-1,330	-2,420
<p><i>Staff Note:</i> <i>Staff feel's that a reasonable car mode share (or % of car trips relative to the number of students would be 60% by 2020 and 50% by 2035.</i></p>								

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Optimize Vehicular Travel (OVT) Minimize the environmental impact of vehicular travel														
OVT-1	Clean Alternative Motor Vehicles and Fuels.	Promote the use of clean alternative motor vehicles and fuels to reduce emissions from vehicular travel.	OVT-1.1. 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. OVT-1.2. Secure funding to install electric vehicle recharging stations or other alternative fuel vehicle support infrastructure in existing public and private parking lots. OVT-1.3. Require sufficient electrical service in the garages/parking facilities of new residential development to support electric vehicle charging. OVT-1.4. Increase the number of efficient or alternatively fueled vehicles in the City fleet as vehicles are turned over. OVT-1.5. Require all taxi franchises to use low-emissions vehicles such as hybrids, compressed natural gas (CNG) vehicles, biodiesel vehicles, or electric vehicles. OVT-1.6. 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. OVT-1.7. Subsidize the cost and installation of materials used to convert diesel vehicles to biodiesel fuel. OVT 1.8. Facilitate new fueling stations that offer biodiesel fuel. OVT-1.9. Accommodate neighborhood electric vehicles (NEVs) by providing infrastructure and regulations consistent with the California Vehicle Code and the Manual of Uniform Traffic Control Devices (MUTCD).						0	-8,010	-20,840	0	-8,010	-20,840
OVT-2	Car Sharing.	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.	OVT-2.1. Work with car sharing companies such as Zip car and City Car Share to increase the availability of car share programs in Sunnyvale. OVT-2.2. Identify appropriate locations, and require facilities for car share vehicles in new parking garages, job, centers, commercial cores, neighborhoods, and transit hubs.						0	-1,970	-2,230	0	-1,970	-2,230
OVT-3	Traffic Calming and Idling	Improve the flow and efficiency of vehicular traffic throughout the City as to avoid idling and greater fuel consumption.	OVT-3.1. Install traffic calming devices such as landscaped median barriers, traffic circles, and bulb-outs so as to reduce traffic speeds and idling on neighborhood streets. OVT-3.2. Increase signal coordination as warranted to facilitate traffic flow along arterials and major collectors. OVT-3.3. Deploy Intelligent Transportation Systems (ITS) measures for managing traffic of large-scale construction projects and at major City and private events. OVT-3.4. Educate and enforce idling restrictions associated with delivery trucks and school pick-ups and drop-offs.						0	-4,320	-4,470	0	-4,320	-4,470
<i>Staff Note: Staff recommends OVT-3.1 be removed because the topic is already covered by City Council policy.</i>														

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Adaptation (A) Plan and prepare the City of Sunnyvale for the potential impacts of climate change.								
A-1	Regional Coordination	Participate in regional efforts such as that of the San Francisco Bay Area Conservation and Development Commission (BCDC) and the Joint Policy Committee (JPC) to analyze and prepare for the impacts of climate change in the Bay Area. A-1.1. Appoint a staff liaison to attend and participate in regional meetings focusing on adaptation and resilience and to report back to staff on a regular basis.	N/A	N/A	N/A	N/A	N/A	N/A
A-2	Preparedness	Ensure that Sunnyvale is prepared for potential environmental risks and hazards related to climate change, with a special emphasis on vulnerable populations such as seniors. A-2.1. Regularly train and inform the Department of Public Safety Office of Emergency Services (OES) on potential climate change risks and hazards. A-2.2. Update the City Emergency Plan and Emergency Preparedness Workbook to address climate change impacts.	N/A	N/A	N/A	N/A	N/A	N/A
A-3	Adaptive Planning	Integrate potential climate change impacts into local planning documents and processes. A-3.1. Analyze and disclose possible impacts of climate change on the project or plan area with an emphasis on sea level rise.A-3.2. Integrate climate change adaptation into future updates of the Zoning Code, Building Code, General Plan, and other related documents.	N/A	N/A	N/A	N/A	N/A	N/A
A-4	Monitoring	Monitor climate change science and policy and regularly inform stakeholders of new information. A-4.1. Dedicate a page of the City’s website to climate change and climate change adaptation. A-4.2. On a regular basis, assess adaptation efforts of the City, region, and state and identify goals or gaps to be addressed.	N/A	N/A	N/A	N/A	N/A	N/A