

SUNNYVALE



GENERAL PLAN



CONSOLIDATED IN 2011



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CHAPTER 1

INTRODUCTION

The Introduction describes the purpose of the General Plan, topics and organization and how this plan is put into action.



INTRODUCING THE SUNNYVALE GENERAL PLAN

The City of Sunnyvale has a colorful history spanning almost 100 years since its incorporation. It began as a train stop in the agricultural promised land known as “The Valley of Hearts Delights” and with planning and foresight has transitioned into its current form as a desirable residential community and strategically located high-tech job center known as the “Heart of Silicon Valley.”

The Sunnyvale General Plan has been a fundamental tool in guiding the City through change and growth. It addresses the physical development of the City and, when used together with a larger body of City Council policies, provides direction for decision-making on City services and resources. It is both a long-range and a strategic planning document, containing long-term goals and policies for the next 10-20 years and strategic actions for the next five to ten years.

The past has shown us that change is constant and will occur whether planned for or not. While the future cannot be forecasted with certainty, the General Plan provides guiding goals and policies that have been selected to be both transforming yet realistic and practical so that Sunnyvale successfully emerges as a vibrant, innovative and attractive community in which both residents and businesses can thrive.

Topics in the General Plan

The state requires all cities to prepare and maintain a General Plan. Seven elements (topics) are required by state law: land use, circulation (transportation and utilities), housing, conservation, open space, noise, and safety. Communities have the ability to rename or combine these required elements as they choose as long as there is consistency within and among the documents. Communities may also incorporate within their General Plan other matters which are believed to be of particular local concern.

Sunnyvale’s General Plan consists of a Community Vision and five supporting chapters addressing the physical development of the City. These chapters group related topics together such as Community Character, Safety and Noise, and Environmental Management. The following is a summary of the topics found in this General Plan. Mandated elements are noted.

“Make no little plans; they have no magic to stir men’s blood and probably will themselves not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical diagram once recorded will not die.”
— Daniel H. Burnham

Chapter 1 Introduction

- Overview of General Plan organization and topics

Chapter 2 Community Vision

- Sunnyvale History
- Community Conditions
- Assets and Issues
- Citywide Vision Goals
- Balanced Growth
- Looking Forward

Chapter 3 Land Use and Transportation

(state-mandated Land Use, Open Space and Circulation Element, transportation section)

- Land Use
- Transportation
- Economy
- Open Space

Chapter 4 Community Character

- Design
- Heritage Preservation
- Library
- Arts
- Recreation

Chapter 5 Housing

(state-mandated Housing Element)

Chapter 6 Safety and Noise

(state-mandated Safety and Noise Elements)

- Hazards and Disaster Preparedness
- Police, Fire and Emergency Services
- Noise

Chapter 7 Environmental Management

(state-mandated Conservation Element and Circulation Element, public utilities section)

- Water Supply
- Wastewater Collection and Treatment
- Urban Runoff
- Air Quality
- Solid Waste

These elements address the areas within the boundaries of the City, including the sphere of influence (see Figure 1-1, Sunnyvale Planning Area).

The Consolidation of the General Plan

This General Plan was assembled from 22 separate General Plan elements and sub-elements that were adopted at different times. This consolidated and streamlined General Plan contains all necessary goal and policy language to address the required elements in a concise and easy-to use fashion. Goals reference the year of the original adoption as well as the original goal or policy number. Narrative has been condensed and the original General Plan text is still available on the City's website at *GeneralPlan.inSunnyvale.com* for reference.

How to Use the General Plan

The General Plan provides both basic information about our community and goals and policies to help us achieve our desired future. The General Plan can be understood on a broad citywide level and also on an individual level. Citywide, the General Plan provides demographic information, including population, housing, transportation and public works improvements that describe the City's residents and businesses and future changes that will affect them. Land use plans, growth areas and projections and future infrastructure improvements are described. On an individual level, the General Plan also can provide information specific to a resident or business. Individuals can find general types of uses that are permitted in and near a home or business, long-range plans and changes that may affect a neighborhood or business area and actions the City will take to retain and improve the quality of life in Sunnyvale.

This General Plan is organized around a set of goals. **Goals** are long-range, broad and comprehensive targets. They are not necessarily measurable or achievable in the lifespan of this General Plan; rather, they describe the overall future outcome the community would like to achieve. Each goal is accompanied by a context for the goal, related community conditions, future trends or issues and supporting policies.

Policies indicate ways to achieve the goal. Policies are focused and specific instructional guidelines. This General Plan contains an Executive Summary of only goals and policies for ease of use.

Translating the General Plan into Action

Goals and policies are used by the community, staff and decision-makers to guide decisions relating to the physical development of the City including land use, infrastructure and related budgetary decisions. Future development decisions must be consistent with the General Plan. To assist community members and decision-makers, goals and policies are referenced in all staff reports and findings related to the development of the City. Goals and policies are also carried out through two types of activities: sub-policies and implementation programs.

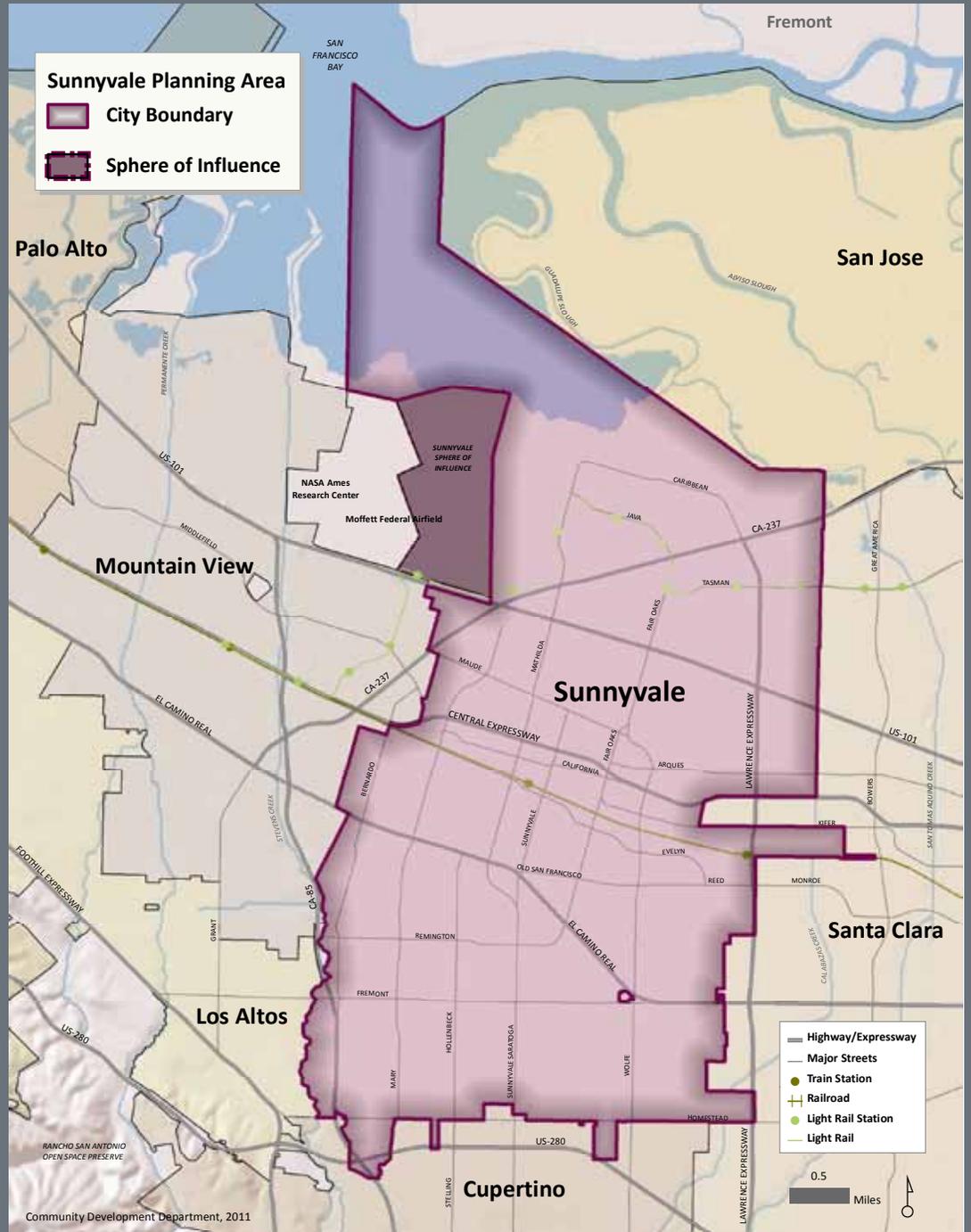
Sub-policies provide more specific directions and actions to further articulate and achieve the goals and policies. They are the critical link between long-range planning

Sphere of Influence — A geographic area established by the Santa Clara County Local Agency Formation Commission as "a plan for the probable physical boundaries and service area of a local government agency." (Government Code Section 56076)

The online version of the General Plan provides easy-to-use links to other sections of the document, supporting information, and outside agencies and programs. Please visit GeneralPlan.inSunnyvale.com to view the online version of this document.

Figure 1-1:
Sunnyvale Planning Area

Sunnyvale covers 22.8 square miles with a sphere of influence of approximately 1.2 miles.



and current decision making. Sub-policies steps are not needed for each policy and can be short-range or longer-term actions. Sub-policies, when applicable, are listed below each related policy as a bullet.

Implementation programs are longer-range procedures, programs or activities that also carry out the goals and policies. Implementation programs can be included in Sunnyvale Municipal Code regulations, specific plans, capital improvement projects, or subdivision ordinances, as examples. A list of implementation programs is located in Appendix A.

Public Participation

This General Plan was consolidated with input from the community and an Advisory Committee made up of City Boards and Commissions members. Any future amendments of the General Plan will be subject to further community input and public hearings.

Steps Forward

Future incremental updates of the General Plan may be needed as community conditions change. In approximately 10 years (2021) a comprehensive update of this document will be undertaken, updating the community's conditions and all the goals, policies, and actions within the document.



CHAPTER 2

COMMUNITY VISION

The Community Vision describes the past, present and desired future of Sunnyvale in broad, citywide terms. It provides both the background statement and the forward-looking vision upon which the functional elements of the Plan are based. As such, it is the overarching component of the General Plan, the source from which each of the functional elements springs.



SUNNYVALE’S HISTORY

Sunnyvale is a relatively young city, incorporated in 1912. Its mild climate and fertile soil, however, have provided a comfortable and productive place for human settlement for many millennia. A peaceful Ohlone Indian village (Posolmi) thrived in the area which is now Moffett Federal Airfield for thousands of years before arrival of European settlers. Spanish explorers built Mission Santa Clara nearby in 1777, and established El Camino Real to link together the 21 California missions. With the Mexican Revolution of 1821, a portion of the land that is now Sunnyvale was given to Estrada and Inez Castro as part of a Mexican land grant. They formed Rancho Pastoria de las Borregas (Pasture of the Sheep Ranch). Missouri settler Martin Murphy Jr. purchased much of the Rancho in 1850 and established a wheat farm, which was soon replaced by fruit orchards.

Early settlers were drawn by a mild climate, abundant sunshine and the fertile soil. Calabazas Creek and Stevens Creek ran through the area. There was also great scenic beauty in the San Francisco Bay to the north and the Diablo and Santa Cruz Mountain ranges which rimmed the valley. These natural attributes are still an important part of Sunnyvale’s living environment and identity.

The development of Sunnyvale began in earnest in 1864, when the Central Railroad built a line from San Francisco to San Jose. Murphy donated right-of-way for the railroad through his property in exchange for a railroad stop at Murphy Station. The original vision for Sunnyvale laid the foundation for its future growth. Early Sunnyvale residents wanted their community to be a complete city where people could live, work and play. This is a much different place than a resort or bedroom community. The concept of a complete city is still at the foundation of what Sunnyvale is and strives to be.

Industry first came to Sunnyvale after the 1906 earthquake. The first industries included the Hendy Ironworks and the Libby cannery, located at the center of town, close to the railroad. Housing was also located downtown and was laid out in a traditional grid pattern, most efficient for the flat terrain of Sunnyvale. Simple, small bungalows and revival style homes were predominant. The downtown grew as a mix of uses in close proximity and walking distance of each other. When Sunnyvale was incorporated in 1912, it had just 1,800 residents.

Transportation routes also played a significant role in the City’s development. The earliest transportation facilities were the railroad and El Camino Real. The paving of El Camino Real in 1913 heralded the arrival of the automobile and a profound change in the pattern of development. The automobile allowed businesses and homes to spread out, rather than concentrate in the downtown or along transportation routes.

By the end of World War II, Sunnyvale had made the change from an agricultural community to an industrial center, with its economy focused on the booming defense and aerospace industries. Naval Air Station Sunnyvale was built (now Moffett Federal Airfield) and Lockheed Martin became the City’s largest employer. By 1950, farms and fields were increasingly replaced with homes, factories and offices as the population grew to 10,000.

This change set the stage for the boom decades of the 1950s and 1960s. Nearly 65 percent of the City's existing housing and 50 percent of the non-residential buildings were constructed between 1950 and 1969. By 1970, Sunnyvale had a population of 96,000.

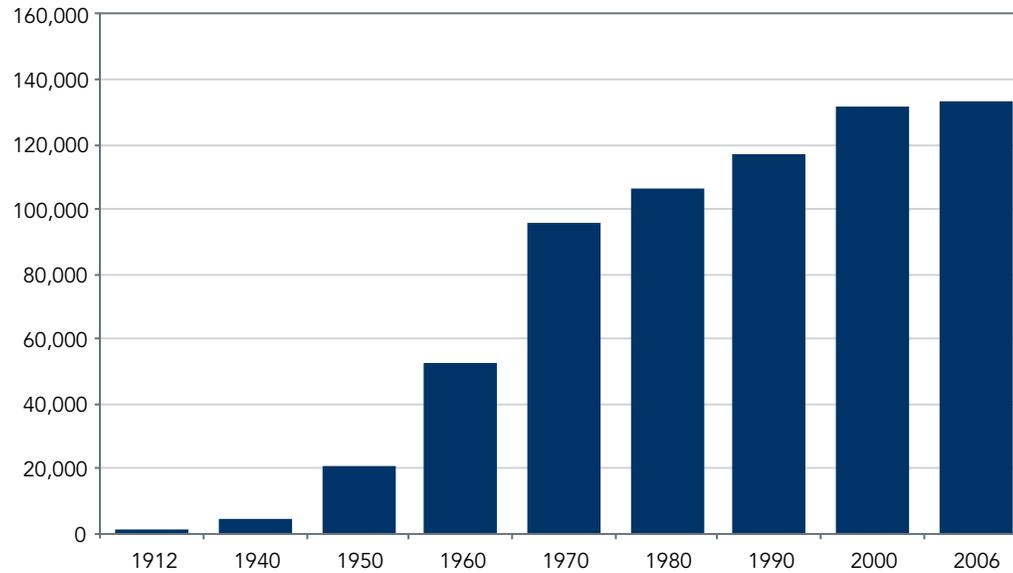
New development covered large areas of Sunnyvale and resulted in dramatic changes to the character and form of the City. Unlike the mix of uses at the core, new districts were developed in large tracts of land exclusively for residential, commercial or industrial uses. Neighborhood schools, shopping centers and parks were located in close proximity to housing. Automobiles were recognized as the primary travel mode and street widths and orientation were designed accordingly. Between 1950 and 1970, Sunnyvale saw itself as principally a community of single-family detached homes, with a goal to provide a job for every resident. Nevertheless, it was not long before most of the land available to housing was developed. As jobs continued to grow in the city, employees were increasingly forced to find housing outside its boundaries. Pressures for apartment-style living to provide housing for an increasingly diverse employment sector gradually changed the focus from a suburb of single-family homes to a community with a full range of housing choices.

The last 30 years of the Twentieth Century saw Sunnyvale's economy experience yet another large shift, as high technology companies launched the Silicon Valley era. The federal downsizing of defense development and manufacturing resulted in a loss of defense and aerospace jobs, which were quickly replaced with jobs designing and manufacturing circuits and computers. These, in turn, gave way to more high-value and knowledge-based jobs in computer programming, administration, and sophisticated research and design functions. The Mid-Peninsula and South Bay areas became known as Silicon Valley, the world center for high technology innovation. Located in the very heart of this area, Sunnyvale identified itself as the "Heart of the Silicon Valley.SM" The City attracted successful companies such as AMD, Network Appliance, Juniper Networks and Yahoo! The population grew by 14 percent in the 1990s, rising to 131,800 by 2000.

The high-tech slow-down in the early years of the new century brought rapid growth to a halt, with jobs declining rather dramatically between 2000 and 2005. But the economy has since rebounded, adapting to and developing new industries, jobs and sources of revenue.

Figure 2-1 traces Sunnyvale's population growth from its incorporation as a city in 1912 to the 2006 population of 133,544. The history of Sunnyvale has been one of nearly constant change and growth. The progressive, innovative spirit that characterized so much of the City's history is still very much a part of Sunnyvale today.

Figure 2-1: Population from 1912 – 2006



Source: U.S. Census and California State Department of Finance

COMMUNITY CONDITIONS

Community conditions include information on demographics, the economy and the physical environment. These indicators describe the state of the City at a given point in time. Establishing and tracking this data over a period of time provides both a snapshot of current community conditions and an indication of change. This data generally measures factors which are outside of the control of the City, even though the actions of the City may have some influence on them. In response to changes in Sunnyvale, the City must be prepared to adjust its policies and programs to most effectively achieve its Community Vision and long-range goals.

In 2006, the City compiled a comprehensive report of community conditions as part of the Community Vision. That report is reproduced below with the numbers from the original Vision. Since 2006, key indicators described in the report have been updated. These Community Condition Indicators may be found on the City’s website at *GeneralPlan.inSunnyvale.com* with current and historical values, where available.

See *GeneralPlan.inSunnyvale.com* for recent Community Condition Indicators, including population.

Demographics: Who We Are

Population

Sunnyvale is now the second-largest city in Santa Clara County and the fifth-largest in the Bay Area. In 2000, the population of Sunnyvale, at 131,760, was much smaller than San Jose (894,943), but bigger than the neighboring cities of Santa Clara (102,361), Mountain View (70,708) or Cupertino (50,546) (U.S. Census Bureau, 2000 Census). The latest Census data show a 2005 population of 132,725 for Sunnyvale, made up of 22.6 percent children up to age 18, 61.0 percent adults aged 19-64, and 16.4 percent older adults aged 65 and over (California State Department of Finance, 2006 Estimates).

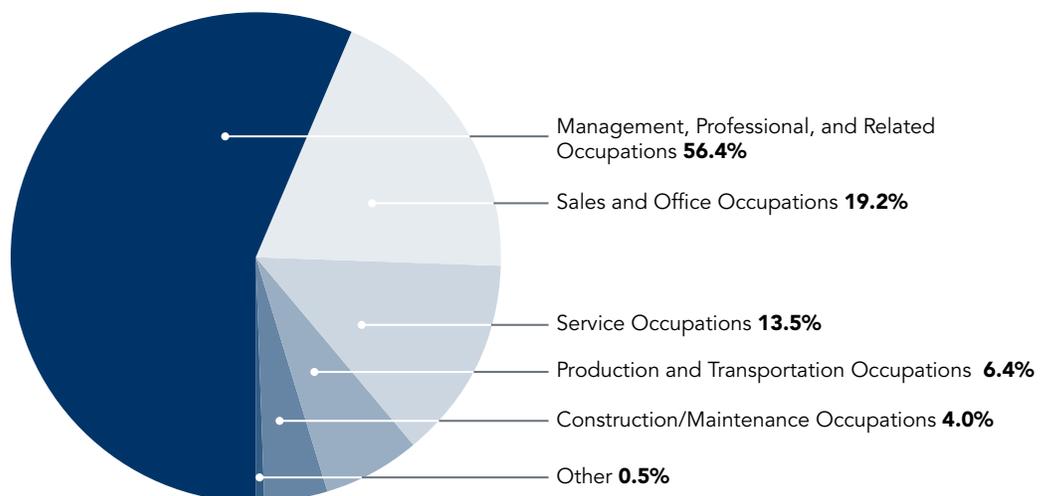
Sunnyvale, like many of its Silicon Valley neighbors, experienced significant population growth during the 1990s. In the 10 years between 1990 and 2000, the City welcomed 14,600 new people, an increase of 12.5 percent (California State Department of Finance, City/County Population and Housing Estimates, 1991-2000). By comparison, Santa Clara County grew 12.0 percent during the same decade, and the Bay Area as a whole grew 12.6 percent. Between 2000 and 2006, Sunnyvale’s population grew by a modest 0.7 percent.

Labor Force

As defined by the U.S. Census, the labor force includes residents over 16 years of age working or seeking work. In 1990, Sunnyvale had 70,900 employed residents; in 2000 the number was 75,272, a 6 percent increase; by 2005 the number had dropped to 72,421, a nearly 4 percent decrease from 2000. In 2005, more than 31 percent of residents aged 16 years or older were not in the labor force; most likely these were retirees, students, or stay-at-home parents.

Figure 2-2 shows the labor force distribution for employed Sunnyvale residents (who may work in Sunnyvale or in nearby cities). Most employed residents, more than 56 percent, work in high-value management and professional jobs (U.S. Census Bureau, 2000 Census).

Figure 2-2: Labor Force Distribution



Source: US Census Bureau, 2005 Census

As of January 2007, the unemployment rate for Sunnyvale residents was 3.9 percent, lower than rates in both Santa Clara County (4.6 percent) and California (5.3 percent) (California Employment Development Department). Figure 2-3 shows the unemployment rate for Sunnyvale residents, from 2000 to 2007, in the context of nearby counties and the State.

Figure 2-3: Unemployment Rate By Year

City/County	2000	2001	2002	2003	2004	2005	2006	2007 ¹
California	5.0%	5.4%	6.7%	6.8%	6.2%	5.4%	4.9%	5.3%
Alameda County	3.6%	4.8%	6.8%	7.0%	6.0%	5.2%	4.4%	4.6%
Contra Costa County	3.6%	4.0%	5.7%	6.1%	5.4%	4.8%	4.3%	4.5%
San Francisco	3.4%	5.1%	7.0%	6.9%	5.9%	5.1%	4.2%	4.4%
Santa Clara County	3.1%	5.1%	8.5%	8.5%	6.6%	5.5%	4.8%	4.6%
San Mateo County	2.9%	3.8%	5.7%	5.9%	5.0%	4.3%	3.7%	3.8%
Sunnyvale	2.6%	4.3%	7.2%	7.2%	5.6%	4.6%	4.1%	3.9%

¹ As of January 2007 - the latest month for which the data was available
 Source: California Employment Development Department

Income

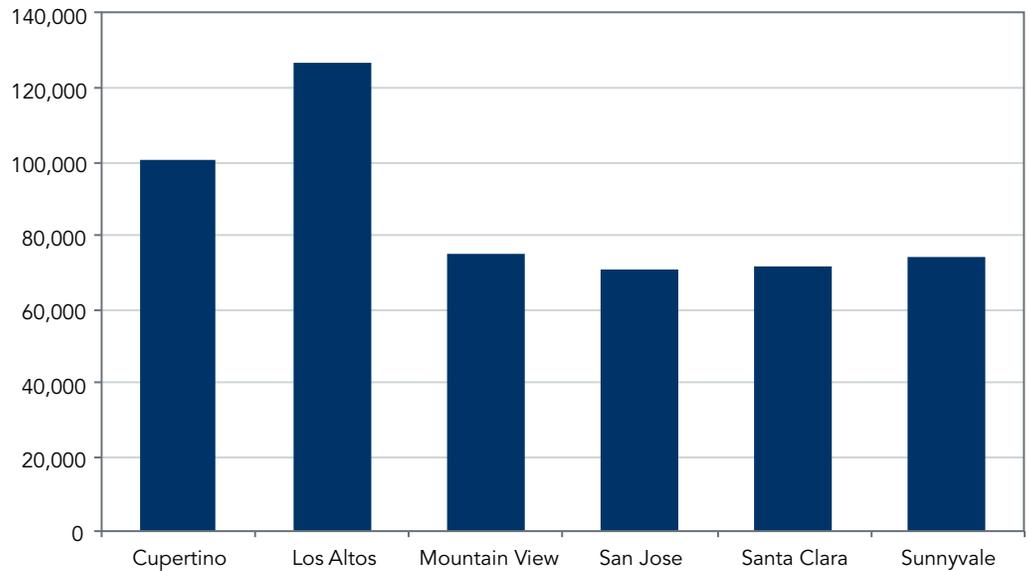
The median household income in Sunnyvale in 2005 was \$74,449, very similar to the Santa Clara County median income, and well above the median household income of both the U.S. (\$41,994) and the state (\$47,493) (U.S. Census Bureau, 2000 Census).

Sunnyvale has a smaller percentage of people living below the poverty level (7.9 percent) compared to the County (8.3 percent), and well below the nation as a whole (13.3 percent) (U.S. Census Bureau, 2000 Census). Higher incomes are combined with a higher cost of living in the Bay Area than in other regions of the state and the nation; Sunnyvale households spend over one-third of their incomes on housing (U.S. Census Bureau, 2000 Census). Despite a relatively low level of poverty in the community as a whole, 41 percent of students in the Sunnyvale School District qualify for free lunches (Sunnyvale School District). Figure 2-4 shows median family income for Sunnyvale and neighboring cities.

Unemployment rates for Sunnyvale residents were far lower than the State and the County, even during the worst years of the economic slowdown. See *GeneralPlan.inSunnyvale.com* for recent Community Condition Indicators, including updated unemployment figures.

See *GeneralPlan.inSunnyvale.com* for recent Community Condition Indicators, including income figures.

Figure 2-4: Median Household Income for Sunnyvale and Surrounding Cities



Source: US Census Bureau, 2005 Census

Education

The overall education level of Sunnyvale residents is high and has been steadily increasing. In 2005, the City’s education levels of residents aged 25 years and older were similar to Santa Clara County; however, Sunnyvale had a slightly higher percentage of residents with a bachelor’s degree (54 percent compared with 45 percent) or graduate degree (24 percent compared with 19 percent). Compared to the state, Sunnyvale had more than twice as many people with graduate degrees (11 percent compared to 24 percent). Sunnyvale residents are also more highly educated than those in the United States as a whole—twice as many have college degrees (54 percent for Sunnyvale compared with 27 percent for the United States) (U.S. Census Bureau, 2005 Census).

Between 1990 and 2005, the number of Sunnyvale residents, aged 25 years and older, with a bachelor’s degree or higher increased from 38 percent to 54 percent. Some of this was due to educated immigrants recruited to fill high-tech jobs. The percentage of high school students who graduate also increased. Nonetheless, in 2005, almost 10 percent of Sunnyvale residents 25 and older had less than a high school degree (U.S. Census Bureau, 1990 and 2005 Census).

Age

Like many communities in California and the U.S., the average age of Sunnyvale’s population is increasing. The median age in the City in 1990 was 32.3, and by 2005 it was 36.6 (U.S. Census Bureau, 1990 and 2000 Census). The median age in Santa Clara County in 2005 was 36.2 (U.S. Census Bureau, 1990 and 2000 Census). The elderly population grew by 3,200 between 1990 and 2005. In 2005, 11.6 percent of Sunnyvale’s total population was comprised of seniors age 65 and older, less than the U.S. average of 12.1 percent.

Between 2000 and 2005, the proportion of pre-school and school-age children in Sunnyvale slightly increased. That five year period brought an additional 3,472 school-age children to the city (U.S. Census Bureau, 1990 and 2000 Census). Figure 2-5 shows the changes in the ages of Sunnyvale’s population between 2000 and 2005 (comparisons with 1990 are not able to be made due to changes in the age categories recorded by the U.S. Census).

Figure 2-5: Age Characteristics

Age Group	2000		2005	
	Number	% of Total	Number	% of Total
Preschool (0 – 4 years)	9,270	7.0%	10,634	8.0%
School Age (5 – 19 years)	17,627	13.4%	21,099	15.9%
College Age (20 – 24 years)	10,195	7.7%	6,417	4.8%
Young Adults (25 – 44 years)	54,438	41.3%	47,979	36.2%
Middle Age (45 – 64 years)	26,273	20.0%	31,118	23.5%
Senior Adults (65+ years)	13,957	10.6%	15,478	11.6%
Total	131,760	100.0%	132,725	100.0%

Sources: US Census Bureau, 2000 and 2005 Census

Ethnicity

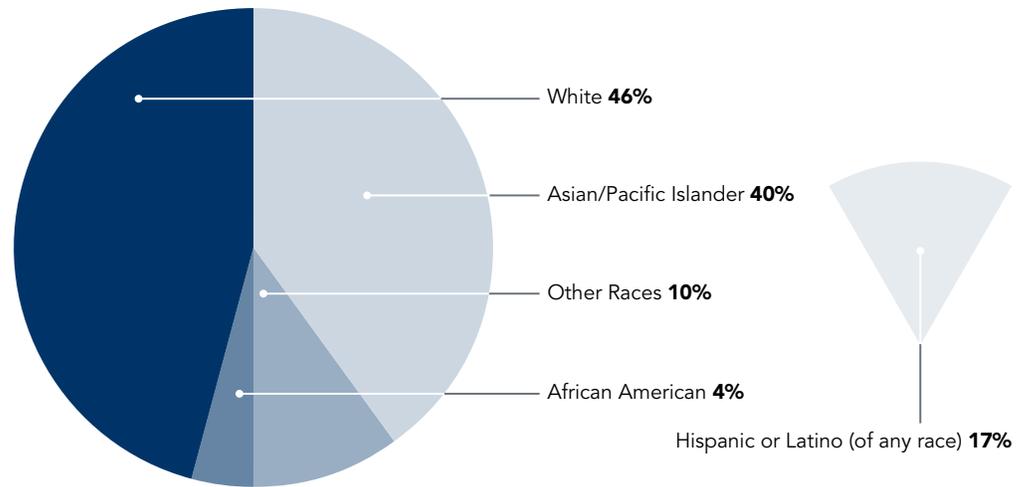
Sunnyvale’s trend toward diversity reflects the diversity of the Bay Area. In 2005, of the residents reporting only one race, 45.9 percent were white (down from 71.6 percent in 1990), 40.1 percent Asian, and 3.8 percent African-American. A total of 16.6 percent were Hispanic or Latino (which includes residents reporting one race or more than one race). Today, Sunnyvale—unlike Santa Clara County, the Bay Area and California—has no single racial or ethnic majority (U.S. Census Bureau, American Community Survey, 2005). Figure 2-6 shows the ethnicity of Sunnyvale’s population (As individuals are allowed to report more than one race, the population ethnicity percentages do not add up to 100 percent).

Sunnyvale’s fastest growing ethnic populations have been Asian, a trend throughout the Bay Area (*The Innovation Economy, Protecting the Talent Advantage*, based on the U.S. Census Bureau data, ABAG report, February 2006). Between 1990 and 2005, the percentage of Asians in Sunnyvale increased from 19.3 percent to 40.1 percent. In fact, a significant difference between Sunnyvale and Santa Clara County is this city’s large community of Asian residents. A large part of Sunnyvale’s Asian population is from India. Another shift was in the Hispanic population, which grew from 13.2 percent in 1990 to 16.6 percent in 2005.

See GeneralPlan.inSunnyvale.com for recent Community Condition Indicators, including age characteristics.

Like California, Sunnyvale does not have a single majority racial or ethnic group.

Figure 2-6: Ethnicity



Source: US Census Bureau, 2005 Census

According to the 2005 U.S. Census, 43.7 percent of Sunnyvale’s residents are foreign-born. Sunnyvale had a higher percentage of foreign-born residents than Santa Clara or San Mateo Counties and nearly four times more than the U.S. average of 12.4 percent. In 2005, of the 57,951 foreign-born residents, 20,316 were naturalized U.S. citizens. Approximately 50 percent of Sunnyvale’s households speak a language other than English as the primary language at home (U.S. Census Bureau, 2000 Census).

Community

The data and information presented in the preceding paragraphs emphasize the tremendous diversity of the city’s population, and the trend toward increased diversity in the future. “Who we are” is continuously changing. This affects the sense of community, and community identity.

The forces of change are undermining the strength of local, geographically-based communities everywhere. Internet-based communities, on the other hand, are gaining strength, bolstered by ease of worldwide communications. Nonetheless, Sunnyvale residents generally feel connected to their community. In 2005, 94 percent of residents rated Sunnyvale as a good place to live. Four out of five residents stated that they were proud to call Sunnyvale their home. Only 58 percent however, believed Sunnyvale has a strong sense of community (City of Sunnyvale 2005 Resident Satisfaction Survey).

Economy: What Drives The City?

Sunnyvale’s economy has a long history of reinventing itself to be at the forefront of economic change. Jobs in Sunnyvale have shifted from agriculture, to manufacturing, to aerospace and defense, to computer chips, to high-tech and to the Internet, adapting as the economy and its industries changed. The dramatic transformations since 2000 have proven once again that Sunnyvale can rapidly evolve by creating new businesses and new

jobs. The City survived the “dot-com bust” and emerged with major concentrations of jobs in high-tech industries (biomedical, semiconductor, computer and communications hardware, electronics, software, and industries employing nanotechnology) and innovative services like design, engineering, marketing and consulting.

Jobs in Sunnyvale

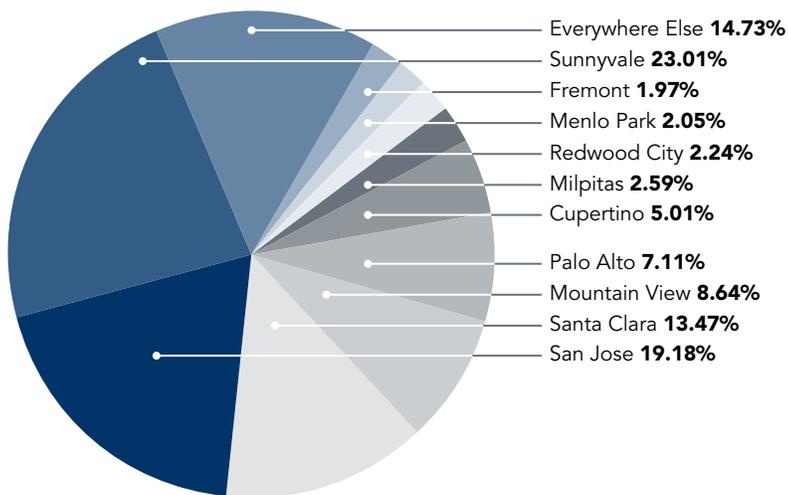
Silicon Valley experienced a sustained and significant decline in manufacturing jobs between 1980 and 2000, which was more than offset by strong growth in management, professional and service jobs. Sunnyvale experienced a 7 percent net growth of jobs during this period despite a loss of 23,000 manufacturing and wholesale jobs (Sunnyvale Workspace Demand and Capacity Analysis, p. 3). It is estimated the number of jobs in the City peaked in 1999-2000 at about 89,900 (City of Sunnyvale, Employment Development Department). In a broad sense, this means Sunnyvale’s economy shifted from blue-collar jobs to white-collar jobs during the past 20 years.

The rapid increase in jobs in Silicon Valley came to an abrupt halt in 2001 with the economic downturn. Severe job losses were suffered throughout Silicon Valley, including Sunnyvale. It is estimated that by 2005 the number of jobs in the City had dropped to 84,800. Sunnyvale experienced moderate job growth to 86,300 in 2006 as the economy gradually recovered (City of Sunnyvale, Employment Development Department).

Sunnyvale in 2000 was job-rich, with 1.2 jobs for every employed person who lived in Sunnyvale. This compared to the following jobs per-employed-resident of the neighboring cities: 1.6 in Mountain View, 2.2 in Santa Clara, and 1.5 in Cupertino (ABAG Projections, 2007). This meant that all four cities needed to import a significant number of their workers from other cities.

It is interesting to note, as shown in Figure 2-7, that in 2000 only 23 percent of Sunnyvale’s more than 75,000 employed residents worked in Sunnyvale. A full 19 percent traveled to San Jose for employment, 13 percent to Santa Clara, 9 percent to Mountain View and 7 percent to Palo Alto (U.S. Census Bureau, 2000 Census).

Figure 2-7: Cities of Employment



Source: US Census Bureau, 2000 Census

Fortune 1,000 Companies Headquartered in Sunnyvale in 2006

- Advanced Micro Devices
- Juniper Networks
- Maxim Integrated Products
- Network Appliance, Inc.
- Spansion
- Yahoo!, Inc.

Other Major Employers in 2006

- Advanced Technical Resources (headquarters)
- Affymetrix, Inc.
- Applied Signal Technologies (headquarters)
- Ariba, Inc. (headquarters)
- Blue Coat Systems, Inc. (headquarters)
- Camino Medical Group
- EX Electric
- Finisar Corporation
- Fujitsu Computer Systems (headquarters)
- Harmonic, Inc.
- Interwoven, Inc. (headquarters)
- Lockheed Martin Space Systems and Lockheed Martin Technical Operations
- Palm, Inc. (headquarters)
- Silicon Storage Technology (headquarters)
- Synopsys, Inc.
- West Valley Engineering Inc.

The subregional nature of the job market is further demonstrated when viewed in the other direction. Of the nearly 90,000 jobs in Sunnyvale in 2000, only 18 percent were held by Sunnyvale residents. San Jose residents held 31 percent of jobs located in Sunnyvale, and residents of other cities (primarily Santa Clara, Mountain View, Fremont, Cupertino and Milpitas) held the remaining 51 percent of the jobs (U.S. Census Bureau, 2000 Census).

These figures demonstrate that while it is desirable at a subregional level to have sufficient housing to house all of the persons employed in the subregion, the same does not necessarily apply to each individual city in the subregion. Those in the workforce consistently choose jobs from throughout the subregion, rather than show a preference for the city of their residence.

Office and Industrial Sector

Sunnyvale's major industry clusters are software, hardware, innovation services, biomedical and electronic components. About 8,500 companies in Sunnyvale generate approximately \$2.45 billion in gross sales (City of Sunnyvale, Department of Finance). Six Fortune 1,000 companies have headquarters in Sunnyvale. Four businesses employ more than 1,000 people each and the 20 largest private employers employ a total of 30,000 people (City of Sunnyvale, Business License Database).

Sunnyvale has five major geographical areas of workforce concentrations: Moffett Park, The Woods, Fair Oaks, Peery Park, and Oakmead. Figure 2-8 shows the major employment areas in the City, together with the general quality of the buildings in those areas, rated as Class A, Class B or Class C.

The key employment areas in Sunnyvale were generally developed earlier in time than similar areas in adjacent cities. Sunnyvale has, therefore, a relatively fewer number of modern structures for office or research and development use.

On a floor area basis, only 17 percent of such structures are rated as Class A, which is new or high-end and suitable for large corporate headquarters. 34 percent are rated Class B, which are less modern and less spacious, and do not provide the signature architecture sought by corporate headquarters. Class C space amounts to 49 percent of existing floor area, which is in the oldest, most affordable buildings, suitable for start-up companies and service businesses (City of Sunnyvale, Community Development Department). By comparison, the adjacent cities of Santa Clara, Milpitas and Mountain View have many more properties of newer Class A space in their stock. Office projects which have been approved by the City and are now under construction (primarily development of the Moffett Towers office complex and the expansion of Network Appliance in Moffett Park) will add 2.6 million square feet of new office space, boosting Sunnyvale's share of Class A space to 22 percent.

In mid-2006, Sunnyvale had 9.7 percent vacant office workspace and 16.6 percent vacant research and development space. For industrial and warehouse space, vacancy rates were less than 10 percent. Rents are stabilizing. The average office rental rate is \$2.37 per square foot. The average R&D rental rate is \$0.92 per square foot. For comparison, the average office rental rate in Silicon Valley is \$2.27 and the average R&D rental rate is \$0.93 (Cornish & Carey 2006 Market Summary, Silicon Valley/South Bay).

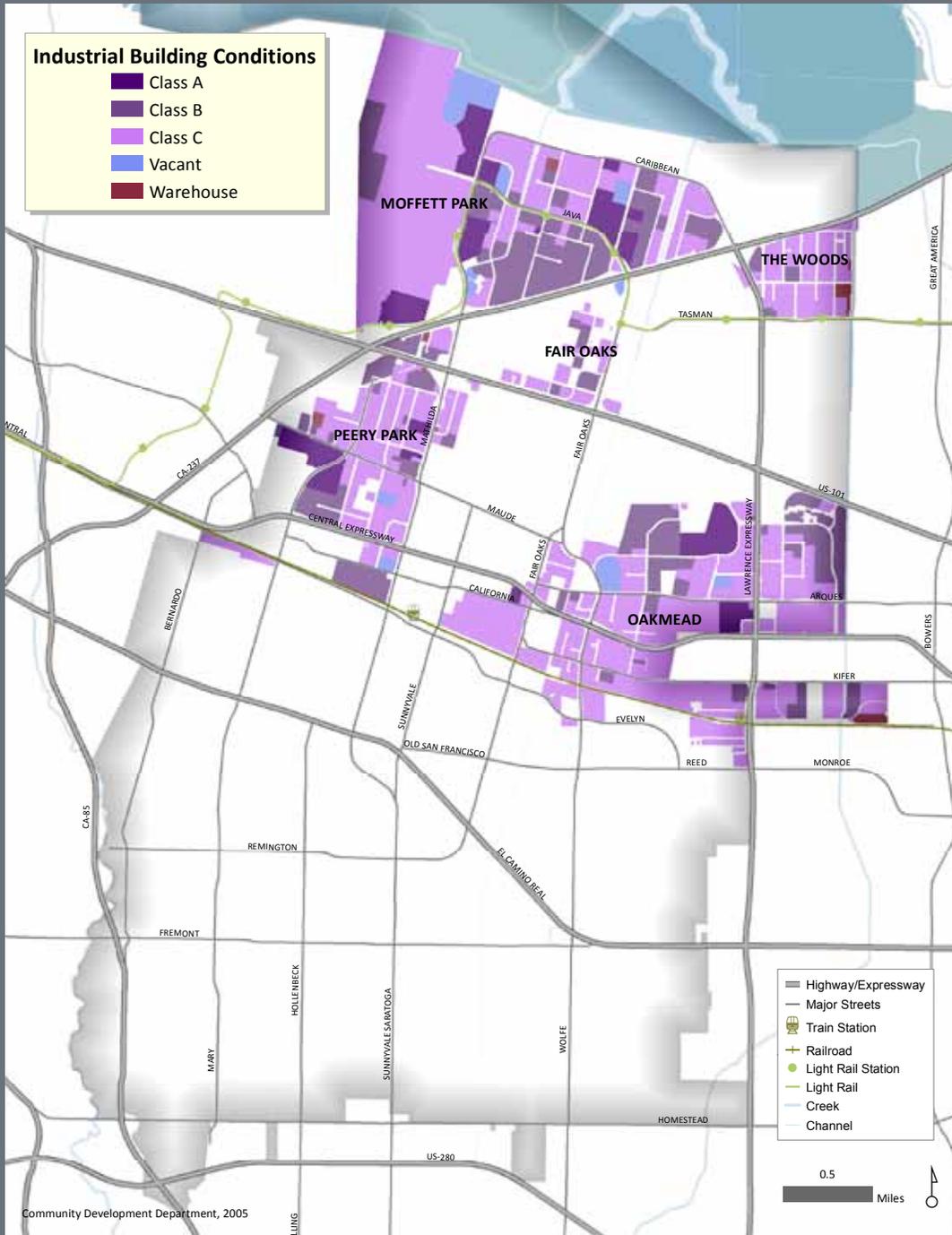


Figure 2-8:
Industrial Areas and
Building Conditions Map

Retail Sector

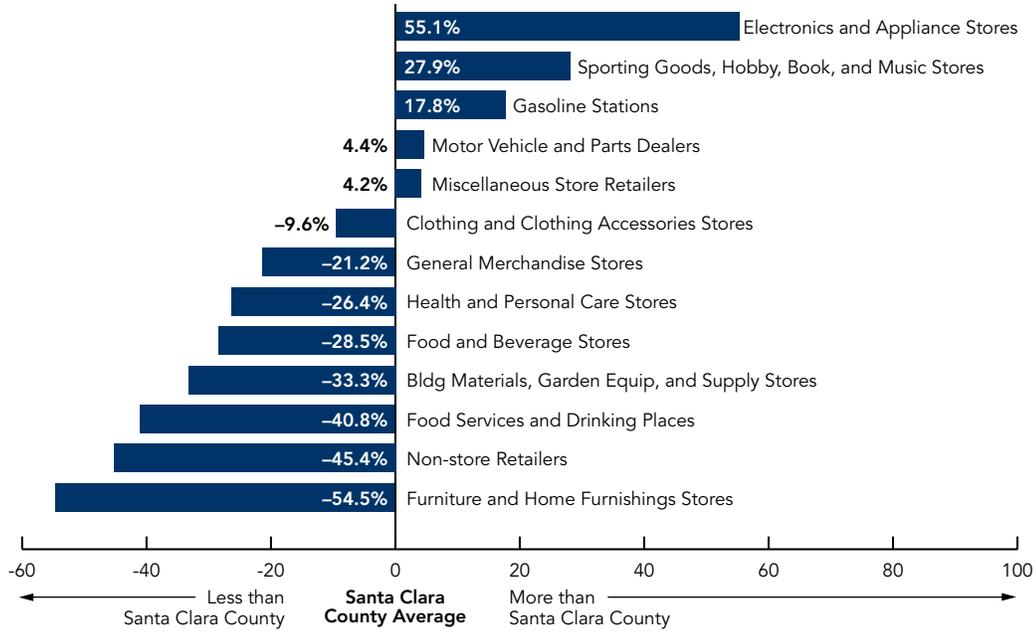
The retail sector also creates jobs (approximately 11,000 in 2006 (City of Sunnyvale, Employment Development Department)), but it does not drive the economy like the basic economic sectors of office and industrial. More importantly, retail provides important services to the residents and businesses of Sunnyvale, and contributes substantially to the City's fiscal stability through generation of sales tax.

Unlike the office and industrial sector, the retail sector in Sunnyvale is underperforming. In most retail subsectors, there are insufficient establishments within the City to meet the community's demand for retail products and services. This means Sunnyvale residents and businesses must meet their needs by making purchases in other nearby communities, thereby exporting their retail purchase dollars and the sales tax which goes with them. This is known as "leakage." Overall, 7.4 percent of Sunnyvale's retail sales are leaked to other cities. As shown in Figure 2-9, some retail subsectors suffer substantial leakage: 40.8 percent for restaurants and bars, 21.2 percent for general merchandise, 9.6 percent for clothing, 28.5 percent for grocery and liquor, 33.3 percent for building supplies, and 54.5 percent for furniture (Pacific Municipal Consultants, ESRI). These areas of leakage represent opportunities for new retail development and sales in Sunnyvale.

The most significant cluster of retail establishments in Sunnyvale is along El Camino Real. Here are found most of the City's major shopping centers, grocery stores and auto dealers (in contrast to leakage, auto sales have a 4.4 percent surplus, meaning that Sunnyvale dealers sell more vehicles than purchased by Sunnyvale residents). The El Camino Real corridor currently generates approximately 25 percent of the City's retail sales tax revenue, more than half of which is from auto sales (City of Sunnyvale, Department of Finance).

Figure 2-9: Retail Sales Tax Analysis

Comparison of Sunnyvale’s Per Capita Retail Sales Tax Compared to Santa Clara County



Source: Pacific Municipal Consultants, ESRI, 2006

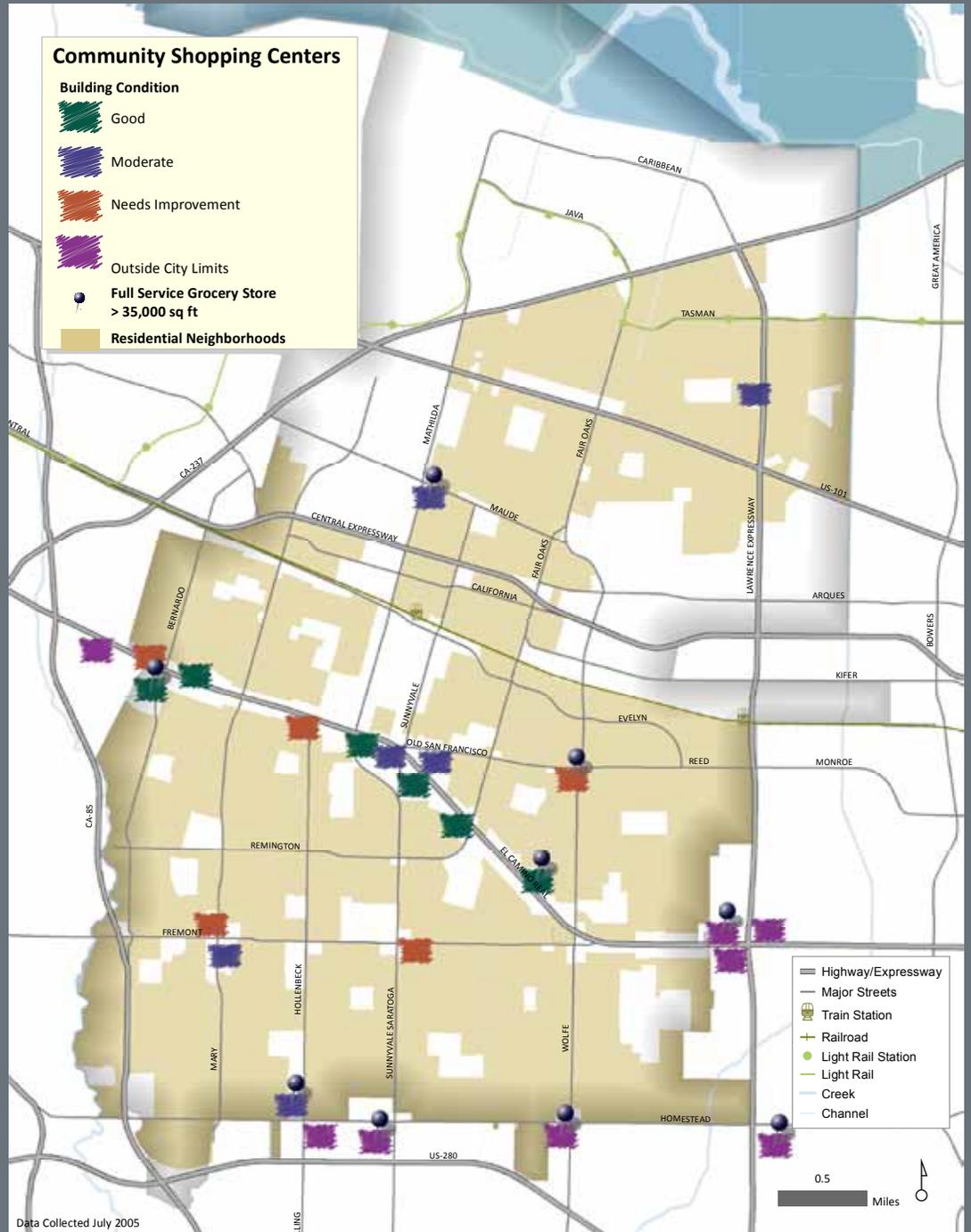
Downtown Sunnyvale is currently a disappointment from a retail sales standpoint. Despite the existence of Macy’s, Target and the many fine restaurants along Murphy Avenue, Downtown lacks many of the products and services which residents demand. Downtown has been declared a Redevelopment Area by the City, and a major effort is now underway to revitalize the area through redevelopment of the Town Center Mall and Town & Country Village sites. Completion of the Town Center Project, alone, will increase retail sales tax revenue to the City by over \$2 million per year (City of Sunnyvale, Department of Finance and Community Development Department).

Sales tax represents approximately 26 percent of the City’s General Fund budget. This includes tax on business-to-business sales, which varies widely year to year based on the strength of the economy, and tax on consumer retail purchases, which tends to be more stable. In 2006 the total sales tax collected by the City was \$23.4 million. This amounted to \$175 in sales tax per capita for the City in 2005, compared to \$182 for Mountain View, \$283 for Palo Alto, \$318 for Santa Clara, and \$128 for Santa Clara County as a whole (City of Sunnyvale, Finance Department).

Figure 2-10 shows the location of major shopping centers and grocery stores in and immediately adjacent to Sunnyvale. This map reveals not only the strength of El Camino Real, but also the virtual absence of shopping centers and grocery stores serving the northern part of the City.

See GeneralPlan.inSunnyvale.com for recent Community Condition Indicators, including sales tax revenue figures.

Figure 2-10:
Community Shopping
Centers and Grocery
Stores Map



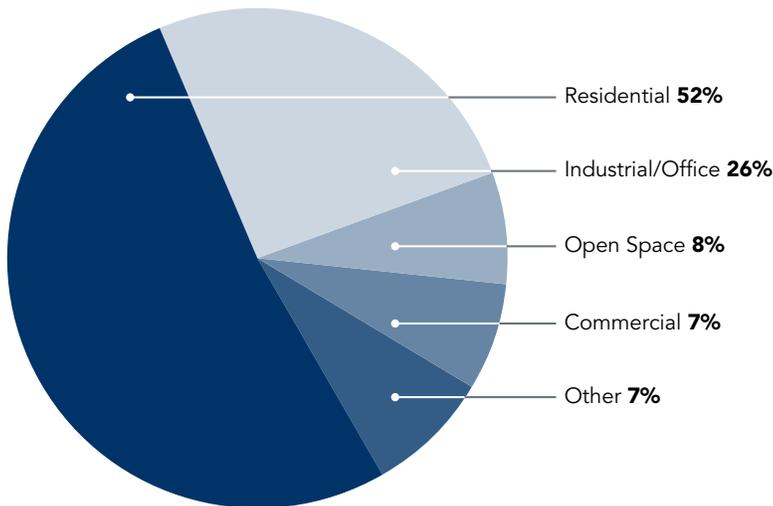
Physical Environment: How We Live

The City of Sunnyvale is in the flatlands of Northwest Santa Clara Valley. Less than an hour from the Pacific Ocean, it is 40 miles south of San Francisco, on the southern tip of San Francisco Bay. The City encompasses approximately 23 square miles and is almost entirely surrounded by the cities of Santa Clara, Cupertino, Los Altos and Mountain View, generally between Calabazas Creek on the east and Steven’s Creek on the west. It is between two major earthquake faults, the San Andreas Fault approximately 14 miles to the west and the Hayward fault approximately 18 miles to the east. Sunnyvale has no geographically defining borders, except for the small portion that touches the southern tip of San Francisco Bay.

Sunnyvale is at the crossroads of four of the South Bay’s major freeways and expressways, with three international airports nearby. It is located at the center of the Silicon Valley, where primary resources such as the land, air basin, transportation, water supply and housing stock are interconnected with those of the entire region.

Nearly all of the properties in Sunnyvale have development on them; only 0.5 percent of parcels are vacant. Figure 2-11 shows the distribution of land uses over the developed area (baylands and streets excluded) of the City. Residential areas account for the single largest land use in the city, amounting to 52 percent of the developed area. Industrial uses constitute 26 percent of the developed area (City of Sunnyvale, Community Development Department).

Figure 2-11: Land Uses



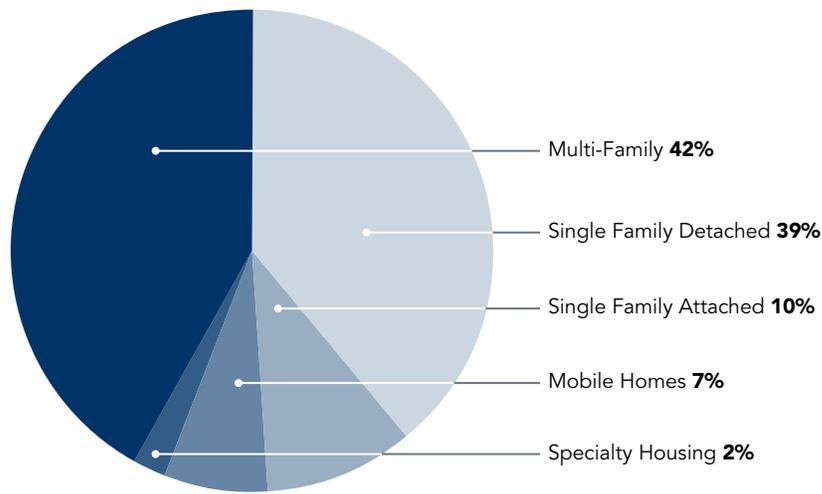
*Note: Based on developable area only (excludes streets and Baylands)
Source: City of Sunnyvale, Community Development Department, 2006*

Residential areas account for the single largest land use in the City See *GeneralPlan.inSunnyvale.com* for recent Community Condition Indicators, including land use breakdowns.

Housing

In 2006, Sunnyvale had approximately 55,000 housing units (single-family, condominiums, apartments and mobile homes), with only 2.4 percent vacancy. (City of Sunnyvale, Community Development Department). Single-family detached homes accounted for 39 percent of the housing units; single-family attached homes (townhouses and condominiums) totaled 10 percent of the housing units. Another 42 percent were multi-family (duplexes, tri-plexes, apartments), and 7 percent were mobile homes. Figure 2-12 shows the types of housing units in Sunnyvale.

Figure 2-12: Housing Types



Source: City of Sunnyvale, Community Development Department, 2006

The homeownership rate in Sunnyvale changed from 51 percent in 1980, to 49 percent in 1990, to 48% in 2000. The rate of homeownership in Sunnyvale is lower than in Santa Clara County as a whole (60 percent) and in the state (57 percent). Approximately 15 percent of Sunnyvale’s single-family attached and detached homes are renter-occupied (U.S. Census Bureau, 1980, 1990, and 2000 Census).

Owning a home is not for everyone. Nevertheless, from a municipal standpoint, homeownership represents an investment in, and commitment to, a community. It tends to result in a somewhat greater and sustained level of property maintenance and higher participation in community affairs. The shift in the housing market in 2002 to favor construction of for-sale housing has, at least temporarily, halted the decline in homeownership, and actually increased the rate of homeownership to 49 percent in 2005.

From 2000 to 2006, approximately 2,400 new housing units were constructed in Sunnyvale. Of these units, 369 were reserved for very-low, low, and moderate income households. Nearly 1,000 additional units were approved during this time but have not yet been constructed. A total of 85 percent of the new housing units approved during this time were for ownership housing (single-family attached and detached). In addition, in 2005 and 2006, there was more interest in conversion of apartment buildings to

Sunnyvale has a wide range of housing options. See *GeneralPlan.inSunnyvale.com* for recent Community Condition Indicators, including percent of housing types.

condominium units. Approximately 250 apartment units have been converted or are pending for conversion to condominiums (City of Sunnyvale, Community Development Department).

The high cost of housing is the most daunting housing problem in Sunnyvale, reflecting a region-wide problem in the Bay Area. Because it is a regional problem, it cannot be completely addressed at the local level.

The 2006 median price of a single-family detached home in Sunnyvale was \$835,000; the median price a single-family attached home was \$555,000 (RE InfoLink, 2006). This is similar to neighboring cities and the Bay Area. Based on 2005 income levels and housing prices, fewer than 40 percent of Sunnyvale households could qualify to buy a median-priced home in the City (U.S. Census Bureau, 2005 Census). The median rent for a three bedroom apartment in Sunnyvale in December 2006 was \$1,800 and the apartment vacancy rate was 2.4 percent (City of Sunnyvale Report to Council (RTC 07-025), January 30, 2007).

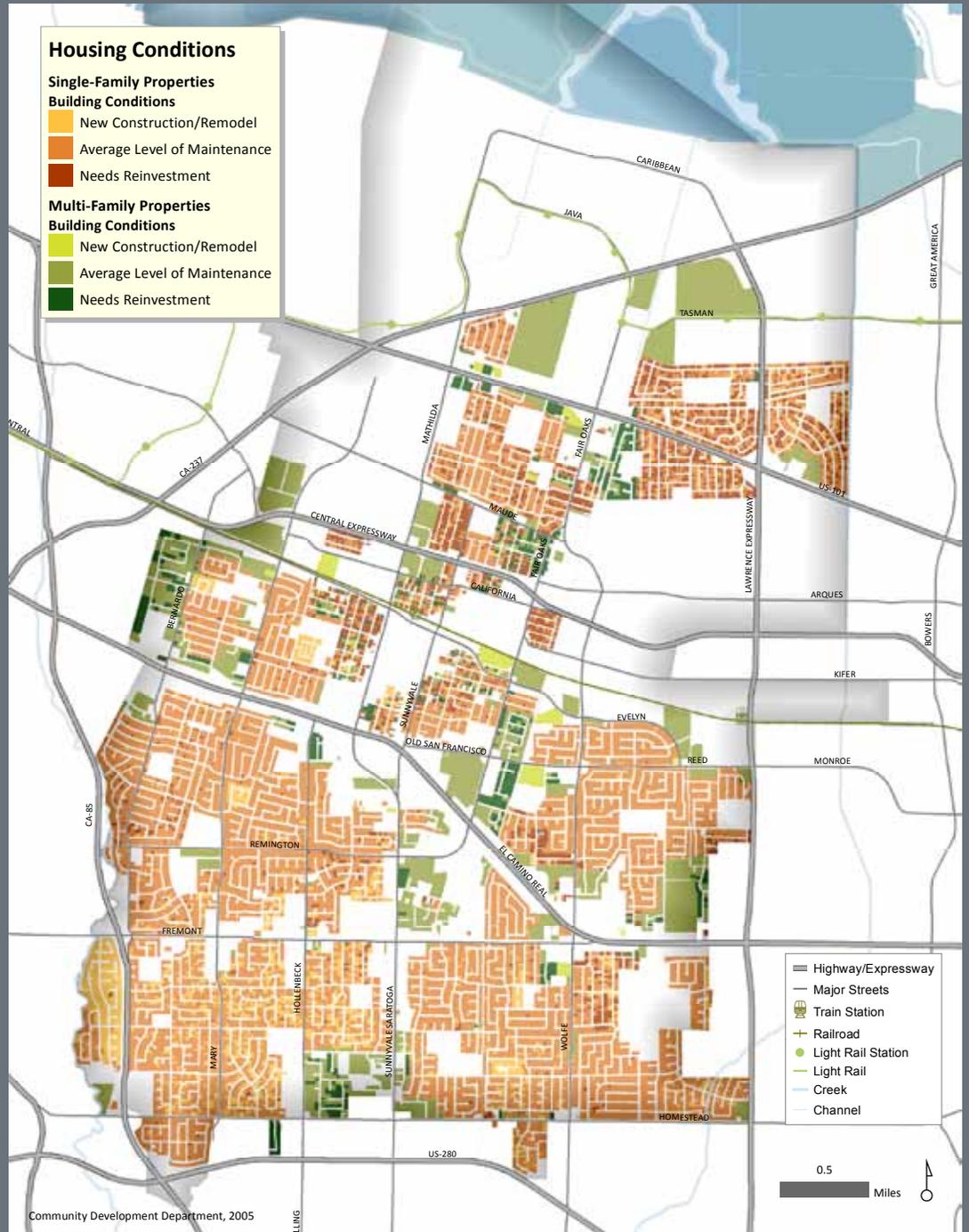
Nevertheless, Sunnyvale has been a model for local governments in addressing affordability issues. Through adoption of inclusionary zoning in 1980, creation of the housing mitigation fee in 1983, and establishment of housing as a priority in the use of Federal Community Development Block Grant funds, the City has created nearly 2,000 housing units with prices which are affordable to low and very-low income households (through 2006) (City of Sunnyvale, Community Development Department).

These 2,000 affordable housing units, representing almost 4 percent of the City's housing stock, have rent or sale prices controlled by the government to remain below market rate, usually for 20 years. About one-third of these units are set to convert back to market-rate housing within the next five years when price controls expire. The City has targeted preserving 52 percent of these "at risk" units as affordable and has aimed for at least 12 percent of all new units to be affordable (City of Sunnyvale, Community Development Strategy, 2003). Based on new guidelines established by the City Council, new affordable units will have controlled prices for up to 55 years.

Although most of the City's housing stock is now in good repair, this varies from neighborhood to neighborhood. As of 2005, nearly 90 percent of Sunnyvale's housing stock is more than 20 years old and only 5 percent of the housing is less than 10 years old (U.S. Census Bureau, 2005 Census). Figure 2-13 shows the residential areas of the City, the distribution of single-family homes vs. multi-family housing, and the general condition of all housing based upon a 2002 field survey. Approximately 2,600 single-family homes in Sunnyvale, or 11 percent of all single-family homes, are in need of substantial reinvestment to maintain their long-term quality and livability. Nearly 4,500 multi-family housing units, or 17 percent of all multi-family units, are in need of substantial reinvestment (City of Sunnyvale, Housing Conditions Survey, 2001). This is a surprisingly high number compared to single-family units, since multi-family units are generally younger in age.

See GeneralPlan.inSunnyvale.com for recent Community Condition Indicators, including median prices of single-family detached and attached homes.

Figure 2-13:
Residential Areas and
Housing Conditions Map



The City actively encourages and requires property owners to maintain their properties and to preserve the safety and integrity of their structures through the Neighborhood Preservation Program. When a field survey in 2002 revealed a high level of residential property maintenance violations in the Lakewood Village area (39 percent of properties with more than one property maintenance violation, compared to 5 percent in the rest of the city (City of Sunnyvale Community Development Strategy, 2003)), a Neighborhood Enhancement Program was launched to engage Lakewood homeowners in a neighborhood improvement effort. A follow-up field survey of property maintenance in 2005 revealed significant improvement in Lakewood Village (only 18 percent of properties with more than one violation). The 2005 survey did not reevaluate the condition of structures, but if it had, it is expected that improvements would have been recorded in housing conditions, as well, over those shown in Figure 2-13.

Sunnyvale was one of the first cities to recognize that as industrial and research and development uses become more land intensive (i.e., multi-story buildings with less floor area per employee), land is freed up for other uses. As part of a program called “Industrial to Residential” (ITR), introduced in 1993, the City has encouraged redevelopment of specific industrial areas to residential use, while permitting higher intensity industrial development in other areas more suitable over the long-term for such uses. New housing near jobs encourages employees to take jobs in the city and helps local businesses recruit new employees. As of 2007, areas designated ITR total approximately 320 acres, which can accommodate up to 7,700 housing units (of these, 1,500 units have already been constructed) (City of Sunnyvale, Community Development Department).

Transportation

The City’s transportation system is a mixture of roads, public transit, and bike and pedestrian paths. Sunnyvale has about 300 miles of roadways, including major freeways, expressways, arterial streets, and neighborhood streets (City of Sunnyvale, Department of Public Works). The city is well served by regional freeways: U.S. 101 and S.R. 237 on the north, SR 85 on the west, and I-280 on the south. The two most heavily traveled arterial streets, Mathilda/Sunnyvale-Saratoga flowing north/south and El Camino Real flowing east/west, intersect in the middle of the City and essentially divide it into four large quadrants.

The amount of traffic congestion on a roadway is measured by its “level of service”, or LOS. The LOS ranges from a free flowing LOS A, to a stop-and-go LOS F. Sunnyvale has established LOS D as an acceptable level of traffic congestion on most City streets, with LOS E the standard for roadways carrying heavy regional traffic. Traffic flow in Sunnyvale today meets these acceptable levels of service at all major intersections at which LOS is regularly measured (City of Sunnyvale, Department of Public Works).

Public transit serves only 4 percent of the daily commute trips in Sunnyvale. This is similar to the transit share of work trips in Santa Clara County (4 percent) and in the state as a whole (5 percent) (U.S. Census Bureau, 2000 Census). Almost all residents have transit access within walking distance of their homes. The major transit service provider is the Santa Clara Valley Transportation Authority (VTA) which provides 17 bus routes, with nearly 400 bus stops. The main transit destinations in Sunnyvale

are Downtown, Moffett Park, and El Camino Real. Buses have approximately 14,000 boardings and deboardings per day in Sunnyvale. There are also 1,500 light rail boardings and deboardings every work day in Sunnyvale, along the Mountain View/Winchester line running through the extreme northern part of the City, serving Moffett Park and residential areas along Tasman Drive (Valley Transportation Authority and Peninsula Corridor/Joint Powers Board, 2006).

The Peninsula Corridor Joint Powers Board operates Caltrain service north to San Francisco and south to Gilroy. There are about 70 Caltrain daily weekday commuter trains serving Sunnyvale, with stops at the Downtown Sunnyvale Station and at the Lawrence Station. VTA buses and local shuttles connect to the stations, which offer rain shelters, bike lockers, and inexpensive parking to encourage ridership. The Sunnyvale Caltrain Station has an average of 1,342 boardings per weekday; the Lawrence Station has an average of 514 boardings per weekday (Peninsula Corridor Joint Powers Board).

Sunnyvale is one of only 80 designated Bicycle Friendly Communities across the nation, as judged by The League of American Bicyclists. The City's Bicycle and Pedestrian Advisory Committee prepared a 2006 Comprehensive Bicycle Plan which was recently adopted by the City Council. The City has worked to encourage bicycling over the past 10 years. Bicyclists now safely share Sunnyvale roads with cars on 80 miles of striped bike lanes. There are also bike paths, exclusively for bicycle and pedestrian use, including the John W. Christian Greenbelt, Calabazas Creek Trail and the San Francisco Bay Trail. The City provides a free bicycle map that shows all the bicycle lanes and trails, and rates all Sunnyvale streets for suitability for beginner, intermediate, and advanced bicyclists.

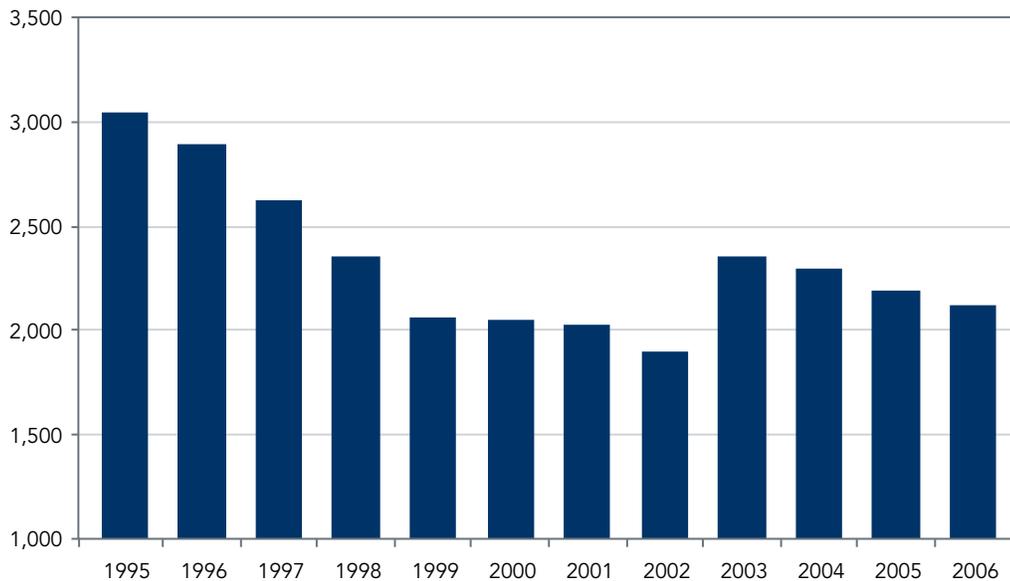
Pedestrian facilities include sidewalks, off-street paths shared with bicyclists, and neighborhood and regional park path systems such as the Bay Trail. The vast majority of Sunnyvale streets have sidewalks. Sunnyvale has many wide, heavily traveled arterial streets with four to six lanes that can make pedestrian crossing difficult. Pedestrian crossings are facilitated at many controlled intersections by pedestrian crossing signal push buttons, and at some locations by countdown signals. The development pattern of the City makes walking to shopping and other destinations difficult. Many residential streets were designed on cul-de-sacs rather than in the traditional grid system, which can inhibit residents from walking around their neighborhoods. Many residents live more than one-half mile from a retail area. Older shopping areas were built with parking lots in front, obstructing pedestrian access to the stores from curbside sidewalks.

Public Safety

The City of Sunnyvale is proud to rank among the safest cities in the nation. In 2005, Sunnyvale had the fourth-lowest crime rate for cities of its size in the State of California (Morgan Quinto Press). Although many local cities have experienced increases in crime rates, Sunnyvale has been able to maintain its high level of public safety. According to 2005 Federal Bureau of Investigation data, Sunnyvale's crime rate was approximately 25 percent lower than the crime rates of the adjacent cities of Mountain View and Santa Clara.

The City of Sunnyvale is unique in that it has a combined police and fire department. Each of the City’s 210 sworn officers is highly trained to perform the functions of both police officer and firefighter. They respond to approximately 100,000 calls for service a year. Together with the City management team, they prepare contingency plans to address possible future emergencies, ranging from an industrial explosion with toxic materials to a major earthquake. More than 90 percent of surveyed residents are satisfied with the City’s Public Safety services (City of Sunnyvale 2005 Resident Satisfaction Survey).

Figure 2-14: Crime Totals by Year



Source: City of Sunnyvale, Public Safety Department, 2006

Schools and Education

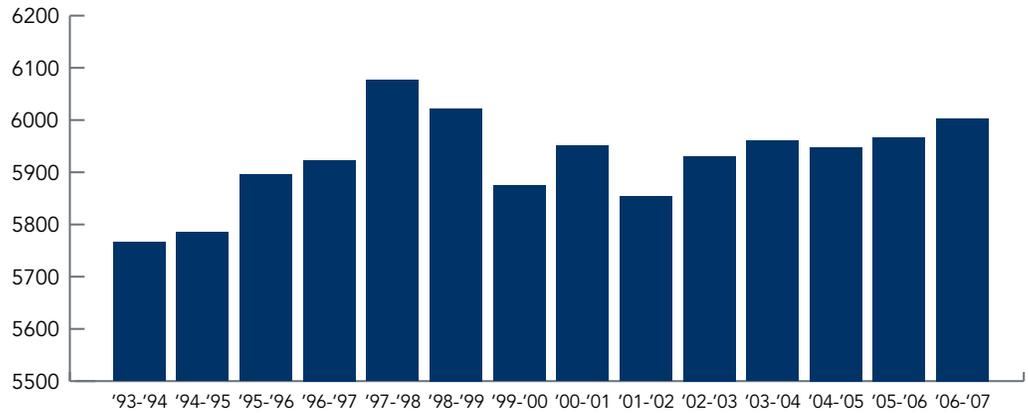
Under state law, responsibility for public education rests not with the City of Sunnyvale, but with the public school districts which serve Sunnyvale. The City of Sunnyvale is served by four different school districts: Sunnyvale (K-8), Santa Clara Unified (K-12), Cupertino Union (K-8), and Fremont Union (9-12). Sunnyvale contains twelve public elementary schools, four public middle schools and one public high school. Of these schools, eight have been recognized as California Distinguished Schools and two as National Blue Ribbon Schools. The total student enrollment in Sunnyvale schools for all four districts for the 2005-2006 school year was about 12,100. Sunnyvale also has nine private schools serving the community. The total 2005-2006 school year enrollment for these private schools was more than 4,000.

Only the Sunnyvale School District (K-8) is entirely within the boundaries of Sunnyvale. The total number of students in the Sunnyvale School District has remained relatively stable for the past 10 years. Figure 2-15 shows historical enrollment in the Sunnyvale School District.

See GeneralPlan.inSunnyvale.com for recent Community Condition Indicators, including crime figures.

See *GeneralPlan.inSunnyvale.com* for recent Community Condition Indicators, including school enrollment figures.

Figure 2-15: Sunnyvale School District Enrollment by Year



Source: California Department of Education, 2006

In 2006, 55 percent of the students in the Sunnyvale School District speak a language other than English at home; in fact, more than 15 different languages are spoken by Sunnyvale students. Student scores are well above the national average (Sunnyvale School District). Local schools receive strong support from parents and from numerous Sunnyvale corporations.

Parks/Recreation and Library Services

Sunnyvale is proud of its beautiful parks and popular library. About 745 acres, more than 7 percent of the City’s land, is devoted to open space facilities owned or maintained by the City for public use, including 20 neighborhood parks, athletic fields and golf courses. The City operates 25 tennis courts, two golf courses and 6 swimming pools, including the Fremont Pool constructed in cooperation with Fremont High School. The City owns and operates 143 acres of playfields, and through a partnership with three school districts, improves and maintains an additional 118 acres of playfields on school property for public use. The community can now use nearly 40 baseball and soccer fields on school grounds after school hours. The City recently completed the 1.5-mile Calabazas Creek Trail, a pedestrian and bicycle trail between U.S. 101 and S.R. 237. The trail allows residents to connect to the 400-mile San Francisco Bay Trail, 3.45 miles of which are within Sunnyvale (Association of Bay Area Governments, San Francisco Bay Trail).

The Sunnyvale Community Center offers a 200-seat theater, a recreation center, and an indoor sports center. The adjacent Orchard Heritage Park includes a 10-acre working orchard, Orchard Heritage Interpretive Exhibit and the new Historical Museum (under construction), which will be operated by the Sunnyvale Historical Society. The Community Center Theater hosts two resident theater companies, producing many children’s productions and Sunnyvale’s Summer Repertory. The 23,000 square foot Senior Center, which opened in 2003, hosts many social, cultural and educational activities for seniors, and has rooms for large events.

The City provides a wide variety of recreation and personal growth activities for the preschool, youth, teen, adult, and senior populations. Class subjects include art, music,

dance, sports, fitness and special interest. During the summer, a full array of camps and day trips are offered for youth and teens together with an enrichment summer school program and a full roster of swim lessons and open swim opportunities. More than 80 percent of Sunnyvale residents rate recreation programs and activities in the City as good or very good; nearly 90 percent rate the condition of community facilities and parks maintenance as good or very good (City of Sunnyvale 2005 Resident Satisfaction Survey).

The Sunnyvale Public Library is one of the busiest in the state. Among the materials available are books, magazines, recorded books, CDs and DVDs. The Library offers on-site access to the Internet, including wireless access. A variety of online resources, such as e-books, podcasts, interlibrary loan and collections of audio/video downloads are also available free of charge through the Library's website. The Language Collection reflects the variety of world languages, cultures, and ethnicities found in the Sunnyvale community. The Library caters to the large professional and business community as well, offering a strong collection of business, technology, intellectual property materials and patent library reference services. Children's materials are highly used, an indication of the community's strong focus on families and their interest in early childhood literacy and education. The Sunnyvale Public Library supports education, literacy, and lifelong learning, all of which are heartily embraced by the community.

The Library building in Civic Center has served the community for 47 years, and is in need of modernization and expansion or replacement. The current Library of the Future Study will recommend an appropriate course of action to City Council.



A cool down area where children can enjoy the outdoors on a hot day is one example of the many recreational opportunities the City provides its community.

Public Utilities

The City provides high-quality water service to residents and businesses, funded through user and service fees, not taxes. The fees for water services also cover capital improvements and maintenance. The City closely monitors the quality of all water it purchases from the San Francisco Public Utilities Commission (Hetch Hetchy) and from the Santa Clara Valley Water District, and all water which it draws from nine groundwater wells, assuring that it complies with state and federal water quality requirements.

The City owns and operates a Water Pollution Control Plant that treats wastewater from residences and businesses and safely discharges it into the San Francisco Bay. The Plant also manufactures recycled water for non-potable use, such as irrigation and decorative fountains. The plant has an estimated capacity of 29.5 million gallons per day, which is far in excess of current average waste water volume of approximately 15.0 million gallons per day (City of Sunnyvale, Public Works Department).

Sunnyvale provides a broad range of solid waste management services to its residents and businesses by way of a municipal solid waste utility fund. No tax dollars are used to fund this utility, as revenues are primarily from refuse collection charges and sale of recyclable materials. The three most costly service components are collection of solid waste and recyclables, operation of the Sunnyvale Materials Recovery and Transfer Station (SMaRT Station®) that serves Sunnyvale, Mountain View and Palo Alto, and landfill disposal of SMaRT Station residues, all of which are provided by private companies working under contract with the City.

The Environment

Air quality in Sunnyvale is similar to all non-coastal areas of the Bay Area. In 2006, the City had three days on which ozone pollution exceeded state standards—as did nearby cities (Bay Area Air Quality Management District). Vehicles on local roads are the largest source of pollutants, especially during peak periods of congestion.

The City lies between Calabazas Creek on the east and Stevens Creek on the west. Elevations rise slightly from sea level at the Bay to 300 feet in the City's southwest corner. During rainy periods the two streams, along with two flood control channels, help control surface runoff. The City has an extensive storm drainage system and only 4 percent of land in the City is in a designated 100-year flood plain (an area that has a 1 percent chance of flooding in any given year) (Federal Emergency Management Agency — Flood Insurance Rate Map and City of Sunnyvale, Community Development Department).

Baylands Park is in the northern part of the City at the edge of San Francisco Bay. This unique and irreplaceable natural resource comprises 70 acres of developed recreation areas and 105 acres of seasonal wetlands in a protected wetlands preserve (City of Sunnyvale, Parks and Recreation Department). The area was once connected to the Bay through sloughs and tidal flows, but levees have since blocked off the daily tidal flows and the wetlands now receive all their water from winter rains. The grasslands are essential habitat for burrowing owls and shorebirds. These wetlands also help replenish the area's ground wells and absorb flood waters. Part of the San Francisco Bay Trail, which will eventually provide pedestrian and bicycle access along the entire Bay

shoreline, goes through the Baylands Park. Since only 10 percent of the San Francisco Bay's wetlands remain, Baylands Park is an invaluable resource for Sunnyvale and for the entire Bay Area region.

Efforts by the City of Sunnyvale over many years to promote sustainability are beginning to show significant signs of success. Responding to a 1989 state mandate to reduce solid waste disposal, the City expanded its recycling programs and increased the amount of solid waste diverted from disposal from 18 percent of generated waste in 1990, to 56 percent in 2000, exceeding the state goal of 50 percent. In 2005, a full 63 percent of solid waste generated in Sunnyvale was diverted to productive reuse. This not only reduces the need to consume virgin resources, but also significantly reduces energy and water consumption in the manufacture of new products. Excessive air and water pollution are also eliminated in the process. City staff has estimated, using the Environmental Protection Agency's Waste Reduction Model, that greenhouse gas emissions (CO₂) were reduced by 56,782 tons per year due to increased recycling efforts between 1990 and 2005 (City of Sunnyvale, Public Works Department).

The City's water conservation efforts have reduced potable water consumption from 161 gallons per capita per day in 2000, to 139 gallons per capita per day in 2006, a 13.6 percent reduction (City of Sunnyvale, Public Works Department). This was achieved by promoting use of low flow toilets and shower heads, by industries using less water for manufacturing purposes, and by increasing the availability of recycled water for landscape irrigation and decorative fountains. Recycled water is primarily available at present in the Moffett Park area, Baylands Park, and the Sunnyvale Golf Course; distribution is gradually being expanded to also serve other areas of the City.

The City has also used its regulatory powers to require private developments to mitigate potential negative impacts on the natural environment. It enforces California Title 24 energy conservation requirements, requires sidewalks in all new development, requires solar heating if cost-effective, prohibits wood-burning fireplaces, and requires all sites to have 20 percent permeable, landscaped area (70 percent to be water-conserving plants), with 50 percent of all parking lot areas to be shaded within 15 years. Beginning in 2009, all new developments in excess of 10,000 square feet in Moffett Park must meet the design intent of a LEED-certified building, and they will be granted a streamlined review process if they actually complete the LEED certification.

ASSETS AND ISSUES

During the month of October 2006, the people and businesses of Sunnyvale were invited to participate in an exercise to formulate a desired vision for the long-range future of the community. The City designed a multi-faceted approach to solicit input from a diverse cross-section of the community in terms of age, neighborhood, ethnicity and interest. It included an online survey, a series of neighborhood workshops and a large community visioning festival. Through these three methods, input was collected from over 350 community members.

Although the focus of the exercise was to create a 20-year vision for the desired future, the responses also identified current assets of Sunnyvale and current issues to be addressed. Following is a summary of the most frequently mentioned assets and issues as defined by the people of Sunnyvale.

Assets

- A mild climate conducive to an active lifestyle.
- A central location in the world-renown Silicon Valley, with good highway and train access to regional activity centers.
- Quality public education.
- High level of public safety.
- Innovative businesses providing quality jobs.
- A diverse population.
- Attractive, clean, comfortable living which is in balance with the natural environment.
- Quality parks, playgrounds, library and community center.
- A community of residents and businesses which take pride in Sunnyvale and which are willing to commit their time and energy to making it even better.
- A responsive, efficient and open local government.

Issues

- Lack of an active and attractive Downtown which provides commercial services, community identity and pride.
- Lack of sufficient affordable housing.
- Limited fiscal resources to meet a growing demand for quality public services.
- Overuse of energy and natural resources in the face of global environmental problems.
- Limited participation of many minority and foreign-born residents in the overall life of the community.
- Insufficient number and variety of retail establishments to meet the needs of the community.
- Lack of access to public and private services for residents of northern neighborhoods.
- Lack of sufficient high-quality arts and entertainment venues to meet the needs of the community.
- Limited public transportation options.

FUTURE CHALLENGES

As the previous chapters demonstrate, residents and businesses find Sunnyvale to be a quality city in which to live and work. Sunnyvale offers attractive neighborhoods, prize-winning parks and high quality City services. Residents are centrally located near world-class research centers and the country's most innovative, cutting-edge companies. Sunnyvale was recently named the second-most inventive town in America by *The Wall Street Journal* (Wall Street Journal, July 22, 2006). And perhaps most importantly, Sunnyvale is fortunate to have residents, businesses and leaders who take pride in the City and want to preserve its strengths while planning for an even stronger future.

The overall attractiveness of Sunnyvale as a place to live and do business is one of the forces pushing continued growth and change in the City. Attractiveness is obviously a two-sided attribute. On the positive side, it brings the City a broad mix of high-value jobs, an increased tax base to provide services, new people with new ideas from a variety of backgrounds and cultures, and an overall dynamic quality that encourages vitality and spirit. Change is better than atrophy. However, on the negative side, change that is too great and too rapid can be disruptive, causing stress and creating congestion. More people and more jobs bring more cars, greater demand for services, and more competition for limited space and resources. Too much of a good thing might be too much.

History has shown that the one constant in Sunnyvale over the past century has been change. As each cycle of change occurred, Sunnyvale adapted and prospered. It is clear that there will be more changes in the years ahead. Change is inevitable. How the City changes is largely dependent upon the will and the energy of its people.

Projections for the Future

Projections, by their very nature, are extensions of the past and the present into the future. An objective projection does not take into account desires and aspirations, but predicts the future based upon observable trends.

Visioning, on the other hand, is value-based. It describes a future that is not necessarily the most probable, but the most desirable. Rational visioning, however, takes into account the reality of current trends, so it does not drift into the realm of fantasy. Therefore, a review of current projections is a first step to inform the visioning process.

Most projections for the Bay Area are produced by the Association of Bay Area Governments (ABAG), the agency charged with planning for the future of the region. Their projections are both economic and demographic, and they are developed for the region as a whole, for counties within the region and for individual cities. They are based upon, and consistent with statewide projections prepared by the California State Department of Finance.

The entire Bay Area will feel the pressures of growth over the next two decades, and California will remain the country's most populous state. ABAG creates a biennial population forecast through various demographic projection models. Each future year is forecast using the latest U.S. Census population figure as a base, with additional data drawn from the California Departments of Health Services and Finance, and regional land use and household trend data drawn from ABAG's database. ABAG predicts

continued growth for the City of Sunnyvale, but at a slower rate than in the recent past. By 2025, Sunnyvale is expected to have a population of 150,600, a 13 percent increase over the population in 2005.

The median age of Sunnyvale residents will increase from 35 to 40 by 2025, consistent with the national trend. In the U.S., seniors 65 and older will be almost 20 percent of the population by 2030, according to the Center for Disease Control. ABAG predicts that the Bay Area will experience this aging even more than other regions, placing a strain on social and health services.

According to the U.S. Census, Sunnyvale had 89,899 jobs in 2000. Based upon data from the state Employment Development Department (EDD), the City estimates the “dot.com bust” left Sunnyvale with 84,800 jobs in 2005. This is a larger number of jobs than estimated by ABAG (73,630) but one that seems more realistic based upon the City’s business tax data and EDD figures. Because of its disagreement with ABAG’s estimate of the current number of jobs, the City is cautious about accepting ABAG’s job projections for the future. An independent analysis by the City’s Economic Development Division in cooperation with NOVA yields a 2025 job projection of 109,600 (compared to 104,190 by ABAG). This projection utilized a trend line of job growth using the actual jobs in Sunnyvale, as reported by EDD, from 1990-2005. This results in a projected average growth of 2 percent through 2010 and 1 percent thereafter to 2025. The City’s current job estimate and projections (rather than the ABAG projections) are utilized throughout this report.

As a key player in the world’s knowledge-based economy, Sunnyvale is in a good position to capitalize on new industries as they emerge. According to ABAG, Sunnyvale can expect to see the most economic growth in the next few years in professional and business services (computer system design and scientific R&D), information services (especially Internet service providers), and education and health services. The City may also attract new convergence technology—companies that combine biotechnology, information technology and nanotechnology. In addition, the aerospace and defense sectors may improve due to recent increases in defense spending.

In summary, the future challenge posed by the above projections is the ability and the willingness of Sunnyvale to accommodate more than the 20 years between 2005 and 2025 an additional 18,000 residents and 24,800 jobs. This translates into a net increase of approximately 7,200 housing units and 7,600,000 square feet of office/industrial floor area.

Analysis of Projections

Although the growth predicted in the foregoing projections is modest in comparison to the rapid growth experienced by Sunnyvale over many previous decades, the numbers are significant in light of the fact that there is very little vacant land in the city. The willingness of the community to accommodate this growth will be addressed in subsequent chapters. The analysis here will compare the projections to previously adopted growth policy, as expressed in the 1997 Land Use and Transportation Element of the General Plan.

If all properties in the City were to develop in accordance with the adopted 1997 Land Use and Transportation Element of the General Plan, the City could accommodate a total of 65,900 housing units, about 10,900 more than currently exist. If one assumes a

future average household size equal to the 2005 actual of 2.42 persons per household, the built-out city could hold a population of 159,500. Comparing this to the ABAG 2025 population projection of 150,600 reveals that the city could accommodate its projected population growth under the current General Plan.

An important factor that must be kept in mind when considering likely and/or desirable population growth is that the State of California requires all cities and counties in the state to plan for their fair share of growth. The population projection for the Bay Area is prepared by the state. The state then requires the Bay Area's regional planning body, ABAG, to allocate that population growth to each city based upon a "fair share formula" developed by ABAG. For the period from January 1999 to June 2006, the allocation to Sunnyvale required it to plan for 3,832 new housing units. Although the City appropriately zoned land to accommodate this number of new units, applications for only 2,555 units were received, and all applications were approved. ABAG is now preparing its fair share formula for allocating projected regional population growth over the next five years. Again, Sunnyvale will be required to plan for the number of new housing units allocated to it.

With regard to commercial and industrial space, the adopted 1997 Land Use and Transportation Element of the General Plan would accommodate a total of 49 million square feet, about 14 million square feet more than currently exists. At today's intensity of building use, this would yield a total of about 160,000 jobs. When this figure is compared to the City's 2025 projection of 109,570 jobs for the City, it is apparent that Sunnyvale has more than adequate capacity for projected job growth.

The General Plan also provides sufficient area designated for retail uses to support the population at build-out. At present, however, Sunnyvale lacks sufficient retail development to serve its current population. This is evidenced by the fact that retail sales volume in the city is \$9,364 per capita, compared to \$9,976 per capita for Santa Clara County as a whole. Sunnyvale residents must travel to adjacent cities to do some of their shopping, particularly for clothing, furniture and specialty goods.

Infrastructure to Support Sunnyvale of the Future

Infrastructure consists of the physical systems that support urban life. It includes streets and highways, utilities, and water and sewer systems. As the City changes and grows, increased pressure is placed on its supporting infrastructure.

Sunnyvale has planned for the improvement and expansion of its infrastructure as the City grows. The Transportation Strategic Program, adopted by City Council in 2003, evaluated traffic impacts associated with the full build-out of the adopted 1997 Land Use and Transportation Element of the General Plan and identified major transportation facility improvements required to maintain a smooth flow of people and goods as the city grows. The cost of needed improvements was estimated, and traffic impact fees were established to cover the City's share of the cost of such facilities. These impact fees are paid by all major development, so that as development occurs, the City obtains the necessary funding to provide transportation improvements to accommodate that development.

Similarly, the City has adopted a Park Impact Fee Program, through which residential developments are required to pay fees to expand or improve park and recreation facilities needed to support additional residents. School impact fees paid primarily by residential development also exist, with a maximum fee set by state mandate. The fee level set by the state may be sufficient to pay for needed new school construction in outlying suburban and rural areas, but is inadequate to meet the high land and construction costs in more urban areas like Sunnyvale.

New development also pays sewer connection fees, which are designed to provide the resources necessary to expand the capacity of the sanitary sewer system to meet the demand imposed by new development. Sunnyvale's Water Pollution Control Plant, designed to serve high demand industries of the past, has more than sufficient capacity to meet today's needs and the projected needs at General Plan build-out. The problem with the Plant is not capacity, but age. As the Plant reaches the end of its useful life, the City is studying whether it should be modernized and repaired, or replaced. This major reinvestment will be required even if Sunnyvale develops no further.

Sunnyvale's water supply is adequate to meet projected growth of the City. Current improvements to the San Francisco Water System (Hetch Hetchy) provide for an approximate 5 percent increase in future supply to Sunnyvale. In addition, the City has the ability to double its supply from groundwater through the drilling of additional wells. These measures, together with water conservation efforts and increased use of recycled water for non-potable purposes, are more than adequate to ensure sufficient water supply to meet the foreseeable needs of the future.

Other Future Challenges

The graceful accommodation of growth is not the only challenge facing Sunnyvale over the next two decades. As articulated by the residents and business in the community visioning process, Sunnyvale has numerous issues to address if it is going to maintain and improve its quality of life. Among these are the following:

- **Downtown:** While the 100 block of South Murphy Avenue is a sense of pride for Sunnyvale, much of the remainder of Downtown is an embarrassment. The goals of the Downtown Specific Plan and the Central Core Redevelopment Project are yet to be achieved.
- **Affordable Housing:** Sunnyvale may be doing as much or more than other communities to provide affordable housing, but it is still insufficient in light of the ever-increasing cost of housing in the community.
- **Limited Resources to Provide Public Services:** The downturn in the economy during the first five years of the new century made manifest underlying weaknesses in California's system of local public finance. Sunnyvale's prudent 20-year budgeting and efficient management helped to weather the storm, but the City will continue to face an imbalance between the demand for services and the resources to provide them.
- **Environmental Issues:** The impacts of man upon the environmental systems of the Earth are only now becoming recognized by the general public. These problems

affect the entire civilized world, and Sunnyvale will be faced with difficult local decisions as it tries to do its part to address them.

- **Aging Population:** Sunnyvale reflects the national pattern of an aging population. As the retired portion of the population increases, the City will need to alter the types of services delivered and the method of their delivery.
- **Cultural Diversity:** The diversity of the population appears likely to continue to increase over the next 20 years. The successful integration of all the ethnicities and cultures into the single community of Sunnyvale is a challenge, as is the diversity in the demand for public services which is likely to arise.
- **Rapid Technological Change:** Advances in technology are generally viewed as positive, but the ability to adjust behaviors, habits and methodologies to effectively utilize new technologies is a challenge to the City and its people. The Internet and related advances in communication technology will dramatically alter the way in which people interact with each other and with their government.
- **Community Identity:** Population change and advances in worldwide communication technology will make it increasingly difficult to maintain and enhance a sense of community within Sunnyvale. The degree to which residents are engaged in the community and feel a part of it will affect the overall quality of life in Sunnyvale, and its ability to address unforeseen problems as they arise in the future.

VALUES AND VISION

The community visioning process in October 2006, resulted in a consensus among residents and businesses on the characteristics of today's Sunnyvale which they cherish, and the attributes of the future Sunnyvale to which they aspire. The former represent current values; the latter represent the future vision.

Values

Certain core community values emerged from the process. These values are reflected in a very positive current self-image of the community, which can be summarized as follows:

SUNNYVALE IS AN **ATTRACTIVE, SAFE, ENVIRONMENTALLY-SENSITIVE** COMMUNITY WHICH TAKES PRIDE IN THE DIVERSITY OF ITS PEOPLE, THE **INNOVATION** OF ITS BUSINESSES AND THE **RESPONSIVENESS** OF ITS GOVERNMENT.

Vision

A vision statement is usually thought of as a desired end state – an ideal future. A vision may not be achievable all at once, even for many years, and certainly not without the efforts of many individuals and institutions. The following vision statement reflects a high level of community discussion and agreement. This vision establishes a framework for future strategies and actions and a benchmark from which to evaluate future proposals.

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 ... that is inclusive of and accessible to people of all cultures, ages, and lifestyles. Neighborhood and citywide events regularly provide residents with opportunities to connect with each other and to actively participate in city government. Sunnyvale offers a variety of housing options for its diverse and changing population.

A community with a vibrant and innovative local economy ... comprised of cutting-edge businesses that provide meaningful employment and partnership opportunities. Sunnyvale continues to be the heart of innovation in Silicon Valley.

A regional leader in environmental sustainability ... advocating to reduce dependence on non-renewable resources by providing greater transportation options, reducing waste, protecting our natural resources, and promoting alternative energy usage and research. We take environmental preservation and protection seriously and consider how each action will affect Sunnyvale for future generations.

A safe, secure and healthy place for all people ... where the health and safety of residents is a primary concern. Sunnyvale is a clean and attractive city with many opportunities for physical activity in a natural environment.

A city managed by a responsible and responsive government ... that delivers quality services in a comprehensive, cost-effective manner. The City evolves gracefully with the changing needs of the community and regularly communicates with residents and businesses to engage them in decision-making processes.

A community with a distinctive identity ... enhanced by a Downtown that provides a sense of place, convenience and is pedestrian-oriented. New development is concentrated in nodes along major transportation corridors and around transit hubs.

CITYWIDE VISION GOALS

Long-range goals are the heart of the General Plan. Within this Community Vision, the goals are Citywide in nature, and quite general. The long-range goals in each functional element of the General Plan are much more specific, focusing on the subject matter of that element.

General Plan goals are long-range in nature and are generally mission-based. They are comprehensive, covering the full range of physical, social and economic aspirations. General Plan goals are generally not prioritized; each one is as important as all others in charting the long-range course for the City. The comprehensive and general nature of the goals give the General Plan a semblance of a constitution. Goals are the inspiration, constraints, touchstones, and context upon which unforeseen future decisions and actions may be based. Like the elements of a constitution, the goals are long-lasting, and modified only infrequently through a comprehensive and potentially lengthy process.

Following are 15 Citywide vision goals which are reflective of the Community Vision and which provide context and direction for the more specific long-range goals in each functional element.

- I. **Long-Range Planning:** To engage in long-range physical, fiscal and economic development planning so as to create and sustain an outstanding quality of life in a community with appropriate balances between jobs and residences, development and supporting infrastructure, and the demand for services and the fiscal ability to provide them.

Sunnyvale accepts the expected growth in its population and jobs over the next two decades, and plans to accommodate that growth in a manner which preserves the character of the City and its neighborhoods. By utilizing the principles of smart growth, the City will direct residential development to Downtown, to mixed use development in other nodes with high transit access, and to areas designated for conversion from industrial to residential uses. Job growth will be focused in the Moffett Park and Peery Park areas, both of which have excellent freeway access. Careful land use planning, and the imposition of transportation, park, housing, school and utility impact fees on new development, will assure that proper balances are maintained between uses and the public facilities which serve them.

- II. **Attractive Community:** To maintain and enhance the appearance of Sunnyvale, and to distinguish it from surrounding communities, through the promotion of high quality architecture, the preservation of historic districts and structures, the maintenance of a healthy urban forest, and the provision of abundant and attractive open space.

The physical attractiveness of a city is a major contributing factor and manifestation of its high quality of life. The form and features of the city should create a place with which residents identify and which visitors can understand. Lacking strong natural boundaries and natural landmarks, Sunnyvale must utilize manmade gateways, landmarks and special districts to establish its identity. Since much of the experience of the City is from and along public rights-of-way, a healthy canopy of attractive street trees and well landscaped medians and parkways can create a lasting positive impression. Likewise, the insistence upon well-designed private development and a high level of maintenance of public spaces reflect the high standards of the city and its people.

- III. **Environmental Sustainability:** To promote environmental sustainability and remediation in the planning and development of the City, in the design and operation of public and private buildings, in the transportation system, in the use of potable water and in the recycling of waste.

Sustainability is a practice of meeting the needs of the present without compromising the ability of future generations to meet their own needs. It requires the utilization of natural resources at rates no greater than nature can replace them. There is a growing awareness that our planet's environment is fragile, and that every person and every community must do its part to protect the environment. Past environmental degradation must be remediated. The City will seek opportunities to utilize "green" practices in its operation and delivery of services, and encourage residents and businesses to adopt such practices. These might include reduced use of non-renewable energy, reduced emissions of greenhouse gases, greater recycling of waste and use of recycled materials, reduced per-capita use of potable water, green building design and reduced storm water runoff.

- IV. **Safe and Healthy Community:** To maintain Sunnyvale's traditional high level of public health and safety, so all residents, employees and visitors feel safe at all times and in all places in the City.

The people and businesses of Sunnyvale take great pride and comfort in the City's high level of public health and safety. These feelings are attributable to a well-balanced service delivery, including effective law enforcement, a quality park and recreation system, an outstanding library, clean streets, vigilant code enforcement and a community culture which does not tolerate anti-social behavior. The future challenge is not so much to improve public health and safety as it is to maintain the high level of public health and safety which is currently enjoyed.

V. **Diverse Population:** To celebrate the diversity of the population and to provide equal opportunity for all residents to participate fully in community life.

Sunnyvale’s knowledge-based economy has attracted a diverse population in which individuals are judged more on their personal abilities and traits than upon their ethnicity, national origin, age or lifestyle. Despite this acceptance of diversity, there are few opportunities to celebrate our differences or learn more about each other’s culture. Some groups in the community participate more fully in civic affairs than others, and wield more influence on public decision-making. Sunnyvale can create opportunities which will draw all residents to participate fully in the life of the community.

VI. **Affordable Housing Options:** To provide a variety of housing options by style, size, density and tenure, so all segments of the population may find appropriate high-quality housing in Sunnyvale that is affordable to them.

The City of Sunnyvale does not build housing, but through its land use regulations it can influence and control the type and quality of housing that is developed. Sunnyvale cannot have a major impact on the regional housing market which drives the high cost of housing, but it can take steps to provide and protect affordable housing within its boundaries. The City has historically lead the way in affordable housing and will continue to do so in the future.

VII. **Quality Education:** To support and work cooperatively with the educational institutions which serve Sunnyvale so as to provide the opportunity for a quality education for all youth, and life-long learning for all residents.

Excellent public education is an essential ingredient to a high quality of life. For many families with young children, the quality of the schools is a primary determinant of where they will chose to live. Although the City of Sunnyvale does not have jurisdictional authority over public education, it can help maintain a quality educational system by working closely with the school districts that serve the City. It can share facilities with the schools (as is now the case with school playfields), help schools build community partnerships, provide safe places for youth to gather for positive activity outside of school hours, and provide excellent public library services.

VIII. Outstanding Recreation, Arts and Culture: To provide outstanding recreation programs, library services, and visual and performing arts to meet the interests and needs of the diverse population.

A complete community provides its residents not only employment opportunities to realize income, but also leisure activities to stimulate the mind, body and spirit. Sunnyvale has long been recognized for its diverse recreational programs and popular Library. Less well represented are visual and performing arts, to be enjoyed either as a participating artist or as a spectator. Sunnyvale residents must often travel to other nearby communities to enjoy theater, concerts or dance. This cultural and entertainment “leakage,” like the present leakage of retail purchases, provides an opportunity for development of more visual and performing arts programs and venues within the City.

IX. Dynamic Downtown: To create and support a strong and attractive traditional downtown which serves as the community’s central marketplace, common gathering place and symbolic center.

The vitality and attractiveness of Sunnyvale are not reflected in its Downtown today. Vacant storefronts and a shuttered mall suggest a distressed community, lacking in positive identity. It is clear that both the desire of the public and the demand of the market are to recreate a traditional downtown of shops, restaurants, offices and residences, as a common gathering place, central market place and symbolic center for the City of Sunnyvale.

X. Robust Economy: To retain, attract and support strong and innovative businesses, which provide quality jobs for the City’s workforce, tax revenue to support public services, and a positive reputation for Sunnyvale as a center of creativity and productivity.

Sunnyvale sits in the very center of the Silicon Valley, world renowned for its innovative and entrepreneurial spirit. The businesses which have grown up in the community bring wealth to its residents and cutting edge products to the world market. But the competition for such businesses, among the cities of the region and among similar regions throughout the world, is intense. To maintain its position of predominance, Sunnyvale must continue to provide opportunities for strong and innovative businesses, both large and small, including start-up companies and headquarters of large successful companies, to locate in the City; and it must strengthen its reputation as a business-friendly community.

- XI. **Balanced Transportation:** To provide and maintain a balanced multi-modal transportation system which provides choice, convenience and efficiency for the movement of people and goods.

A modern multi-modal transportation system consists of streets and freeways, mass transit, bikeways and walkways. While in the foreseeable future the private automobile will continue to be the dominant mode of travel, a reasonable balance of the other modes is necessary to conserve energy, reduce air pollution, reduce congestion and provide convenient conveyance for those without ready access to an automobile. The system must have the physical capacity to expand as the City grows, and must have access to sufficient financial resources to support that expansion.

- XII. **Supportive Utilities:** To provide and maintain water, sewer, solid waste disposal, and drainage facilities that are safe, efficient, and reliable, and which can develop sufficient capacity to meet the expected growth of the city.

The health, safety, and quality of life of a city is dependent upon the quality of its supporting infrastructure, including water distribution, sanitary sewer system, solid waste collection and disposal, and surface drainage. Much of the utility infrastructure serving Sunnyvale has been in place for many years, requiring a high level of maintenance and replacement. In addition, the City must be prepared to expand the capacity of that infrastructure in step with population and economic growth so as to maintain the overall quality of life.

- XIII. **Community Identity:** To foster a strong sense of community which promotes participation in civic affairs, community pride and a sense of place.

A community's identity influences the willingness of residents to become involved, and ultimately the ability of the City to accomplish its municipal goals. Residents must take pride in their community and have faith that they can make a difference; otherwise they will not participate and feel they have a stake in the future. Citywide public events reinforce a sense of community, and physical landmarks, districts and gateways help to create a sense of place. Sunnyvale's goal is to create a community with which all residents identify, so they are prepared to work together to plan and take actions to build a better community.

- XIV. Caring Community:** To provide support for those in the community who are not able to fully support themselves, so all residents may enjoy the City’s high quality of life.

Sunnyvale is fortunate that most residents are physically, mentally and financially able to support themselves. A caring community provides support for those among them who are not fully self-supporting. Although responsibility for health and welfare programs rests primarily with the county, state and federal governments, Sunnyvale can play a role to ensure that its residents have access to those services, to support local nonprofit agencies which fill gaps in those services, to provide facilities in targeted areas of need for delivery of those services (such as the Columbia Neighborhood Center), and to promote housing which is affordable to low-income households, the elderly and those with special physical or mental needs.

- XV. Responsive Government:** To continue to provide local governance which meets the many and diverse needs of the people and businesses, which is managed to be efficient, effective and compassionate, and which welcomes public participation in an open and accountable public decision-making process.

The Council-Manager form of governance has proven to be the right structure for the City of Sunnyvale. Through this structure, and through the commitment and innovation of elected and appointed leaders over time, the City has been able to attain a reputation as being responsive, efficient and customer-serving. It is also generally considered to be an open and accessible government. Such a reputation is difficult to build, but easy to lose unless the people of Sunnyvale and their elected and appointed leaders vigilantly demand that exceptional level of local governance.

GOAL CV-1 COMMUNITY PARTICIPATION AND ENGAGEMENT

ACHIEVE A COMMUNITY IN WHICH ALL COMMUNITY MEMBERS ARE WELL INFORMED ABOUT LOCAL ISSUES, CITY PROGRAMS AND SERVICES ARE ACTIVELY INVOLVED IN SHAPING THE QUALITY OF LIFE AND PARTICIPATE IN LOCAL COMMUNITY AND GOVERNMENT ACTIVITIES. *(Previously Community Engagement Goal A / Adopted in 2007)*

The City of Sunnyvale has a strong tradition of informing community members and supporting community participation and engagement. An informed community leads to more effective involvement in the City’s decision making, and is a cornerstone of democratic government. As the City has changed over the years, so have the issues and methods used to inform and engage the in community engagement. Sunnyvale has

experienced nearly constant change, growth and innovation since it was incorporated in 1912 with a mere 1,800 residents.

In 2011, the City is home to 140,450 residents, the second-largest city in Santa Clara County. As Sunnyvale has grown over the years, the population has become ever-more diverse. As a community diversifies, the challenge of informing, communicating with and engaging the broad audience becomes more difficult. In the 1980s the City established a community relations function which has evolved with the Communications Office in the Office of the City Manager. City efforts include news media relations, public information, community education, coordination of major special events and projects, and program and service accessibility.

The 1983 adoption of a Community Participation Sub-element in the General Plan established a long-term formal commitment to community engagement. Sunnyvale, by policy and practice, values the input of an engaged community. Numerous outreach meetings are conducted on a wide variety of topics every year. Sunnyvale's community outreach activities are dynamic, responding to the ever-changing needs and demands of the community. Some of the City's key efforts have included:

- Created an Advisory Committee on Accessibility;
- Created a Human Relations Cultural Diversity Committee;
- Maintains 10 boards and commissions to advise City Council;
- Established the "Connect" database of Sunnyvale associations and community groups;
- Established an interactive, state-of-the-art resource in the City website (www.sunnyvale.ca.gov) and its community events calendar; and
- Conducts both Neighborhood and Community Event grant programs.

In addition to working with reporters from print, broadcast and Internet-based organizations, the City produces a variety of print and electronic newsletters to keep residents informed, including *Quarterly Report*, which is mailed to all residents. City Council and Planning Commission meetings are broadcast live via cable television; these same meetings are also streamed on the Internet and archived, allowing easy access and transparency to the City's policy-making process.

As is appropriate to a city known for its innovative approaches to serving the community, Sunnyvale will continue to explore new technologies and systems to further community engagement efforts. Just as we created the first One-Stop Center to speed various permitting processes, we have continued to empower and engage our community members in the conduct of City business. New tools and systems, such as Internet social networking, are carefully reviewed and, where there is a cost-effective benefit to using these systems to better involve our community, they are adopted and made a part of Sunnyvale's ongoing engagement practices. Socioeconomic conditions and trends will continue to affect the future nature and levels of community engagement in Sunnyvale and the City will continue to find creative ways to involve our citizenry.

POLICY CV-1.1 ASSURE THAT ALL COMMUNITY MEMBERS HAVE REASONABLE ACCESS TO CITY INFORMATION, SERVICES AND PROGRAMS WITHIN BUDGETED RESOURCES. *(Previously Community Engagement Policy A.1)*

- **CV-1.1a** Provide news media with timely and comprehensive information regarding Council actions and City information of interest to the general public. *(Previously Community Engagement Action Strategy A.1e)*
- **CV-1.1b** Monitor communications technology and policy developments and evaluate their potential impact on public information activities to improve communications, reduce duplication of effort, and enhance cost-effectiveness. *(Previously Community Engagement Action Strategy A.1h)*
- **CV-1.1c** Ensure an integrated approach to informing community members about local issues, City programs and services, and community activities that reaches segments of a diverse community. *(Previously Community Engagement Policy A.13)*
- **CV-1.1d** Work with businesses, local institutions, school districts and other public agencies to develop informational networks serving the community and assist in informing the community about local issues, City services and programs, and community activities. *(Previously Community Engagement Action Strategy A.3e)*
- **CV-1.1e** Comply with all applicable laws prohibiting discrimination against individuals with disabilities, including the Americans with Disabilities Act, and create an environment of inclusion in all City programs and services. (NEW!)

POLICY CV-1.2 PROVIDE ACCURATE AND THOROUGH INFORMATION IN A TIMELY MANNER TO ENSURE THAT COMMUNITY MEMBERS HAVE AN OPPORTUNITY TO RESPOND EFFECTIVELY. *(Previously Community Engagement Policy A.2)*

- **CV-1.2a** Identify residents, community organizations and businesses affected by significant City actions and decisions and ensure that they receive timely and appropriate information enabling participation in planning and decision-making processes. *(Previously Community Engagement Action Strategy A.2b)*
- **CV-1.2b** Ensure that effective public notification and access, in accordance with relevant laws and City Council policies, are provided to enhance meaningful community participation in the policy making process. *(Previously Community Engagement Action Strategy A.2c)*

- **CV-1.2c** Publish and distribute timely and accurate information regarding City programs and services, City Council actions and policy issues. *(Previously Community Engagement Action Strategy A.2i)*

POLICY CV-1.3 ENCOURAGE COMMUNITY INVOLVEMENT IN THE DEVELOPMENT AND IMPLEMENTATION OF CITY AND COMMUNITY ACTIVITIES, PROGRAMS AND SERVICES. *(Previously Community Engagement Policy B.1)*

- **CV-1.3a** Simplify processes and procedures to make it easy and convenient for community members to participate in City activities and programs. *(Previously Community Engagement Policy B.2)*
- **CV-1.3b.** Provide community outreach programs throughout the City to improve service delivery and communication with community members. *(Previously Community Engagement Action Strategy B.2a)*
- **CV-1.3c** Facilitate the development of relationships and partnerships among community organizations, the business community and the City to achieve common goals. *(Previously Community Engagement Action Strategy B.2b)*
- **CV-1.3d** Develop specific criteria and plans to obtain a diversity of representation in community engagement activities. *(Previously Community Engagement Action Strategy B.6a)*
- **CV-1.3e** Encourage a diverse pool of applicants for membership on boards, commissions, advisory committees and task forces to reflect the diversity of the community. *(Previously Community Engagement Action Strategy B.6b)*
- **CV-1.3f** Work with local school districts, community organizations and corporate employers to encourage community members' involvement in local government, community activities and issues. *(Previously Community Engagement Action Strategy B.3a)*

BALANCED GROWTH

The projections for growth of the City of Sunnyvale over the 20-year period from 2005 to 2025 are shown in Figure 2-16.

Figure 2-16: Citywide Growth Projections

	2005	Projected Growth	2025
Population	132,725	18,000	150,725
Housing Units	54,300	7,200	61,500
Jobs	84,800	24,800	109,600
Office/Industrial Floor Area	30,100,000	7,600,000	37,700,000

Sources: U.S. Census 2005 and City of Sunnyvale, Community Development Department

On an annual basis, this averages a net increase of 360 housing units and 380,000 sq ft of office/industrial floor area per year. These figures seem quite reasonable in relation to annual development rates in recent years.

The Community Vision and the Long-range Planning Goal seek to achieve this growth while sustaining an outstanding quality of life; and to accommodate growth in a balanced manner, so development of new housing units generally keeps up with development of new jobs, and infrastructure capacity improvements keep up with the growth overall. These are the challenges addressed in this section.

The City of Sunnyvale has identified areas of the City in which growth is encouraged. These areas were identified in the Futures Study (1993), the Downtown Specific Plan (2003), the Moffett Park Specific Plan (2004), the El Camino Real Precise Plan (2006), the Community Development Strategy (2003) and the Housing Element (2002). Figure 2-17 lists these preferred growth areas and presents estimates for their development potential. The areas are mapped in Figure 2-18.

Figure 2-17: Potential Growth Areas –
Housing Units and Office/Industrial Square Footage

Area	Potential For Growth	
	New Housing Units	New Office/Industrial Floor Area (sq. ft.)
Downtown	1,100	588,000
Moffett Park	—	8,730,000
Peery Park	—	600,000
Industrial to Residential (ITR) Sites		
ITR 4a (Evelyn Av & Wolfe Rd)		
ITR 4b (Aster Av)		
ITR 6a (Arques Av)	6,200	—
ITR 7 (Fair Oaks Av & Tasman Dr)		
ITR – (Lawrence Exp & Duane Av)		
Other Areas		
Corn Palace		
El Camino Real Nodes	3,600	3,782,000
Other Industrial Areas		
Other Commercial Areas		
Totals:	10,900	13,700,000

Note: All numbers rounded off to the nearest 100

Source: City of Sunnyvale, Community Development Department, 2005

The total potential growth in these designated development areas exceeds the 20-year growth projections, indicating the projected growth can be accommodated in a manner which is consistent with current policy, which will achieve economic development and community design objectives, and which will not negatively impact low-density residential neighborhoods. More specific planning for this growth will be accomplished through the updates of the Land Use and Transportation Element and the Housing Element of the General Plan.

The final challenge is to maintain a reasonable balance between population growth and job growth, and between development and the infrastructure which supports it. Figure 2-19 presents a Balanced Growth Profile, a planning tool which can be used to monitor growth and to determine the relative balance among the factors cited above.

Figure 2-18: Potential Growth Areas Map

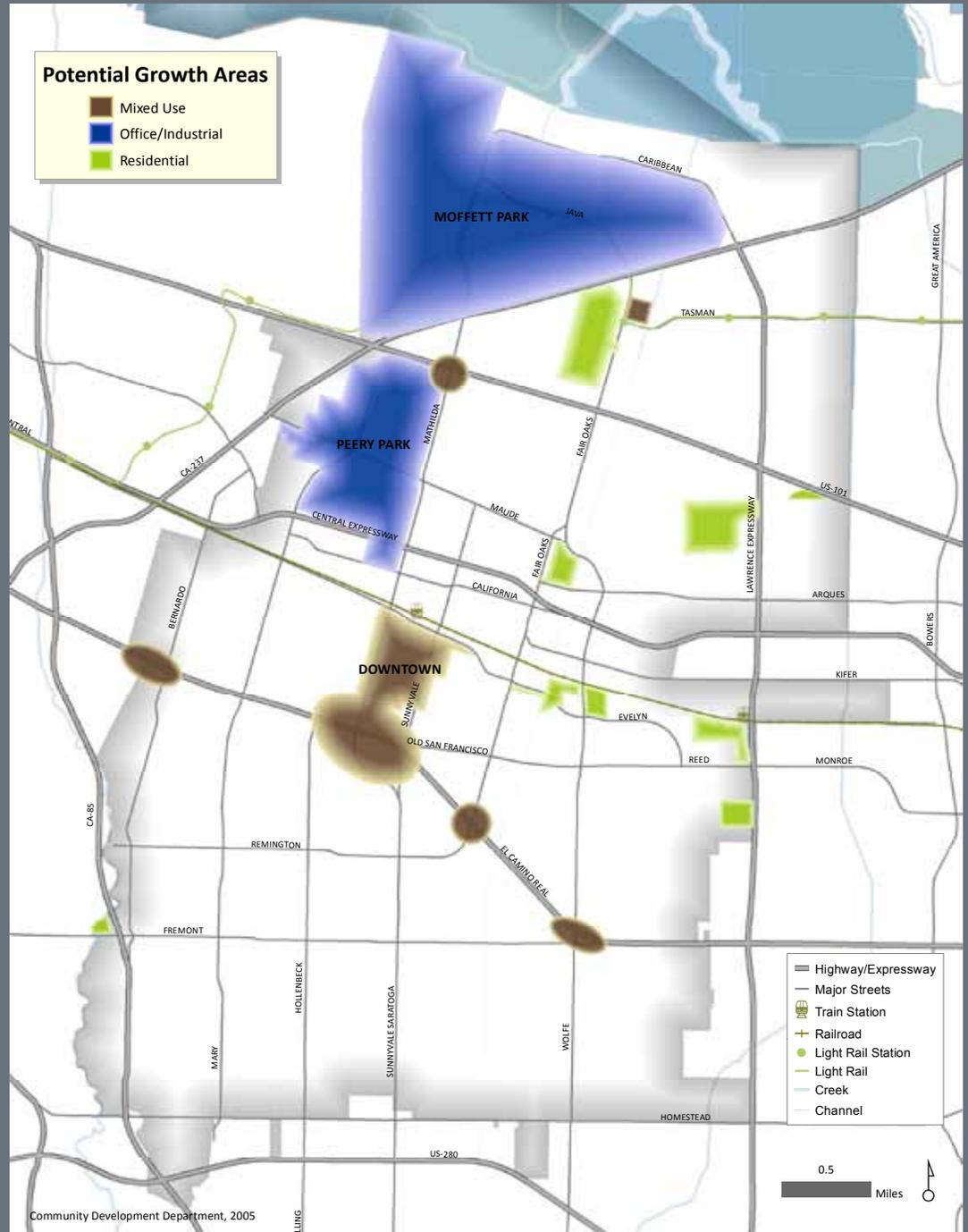


Figure 2-19: Balanced Growth Profile

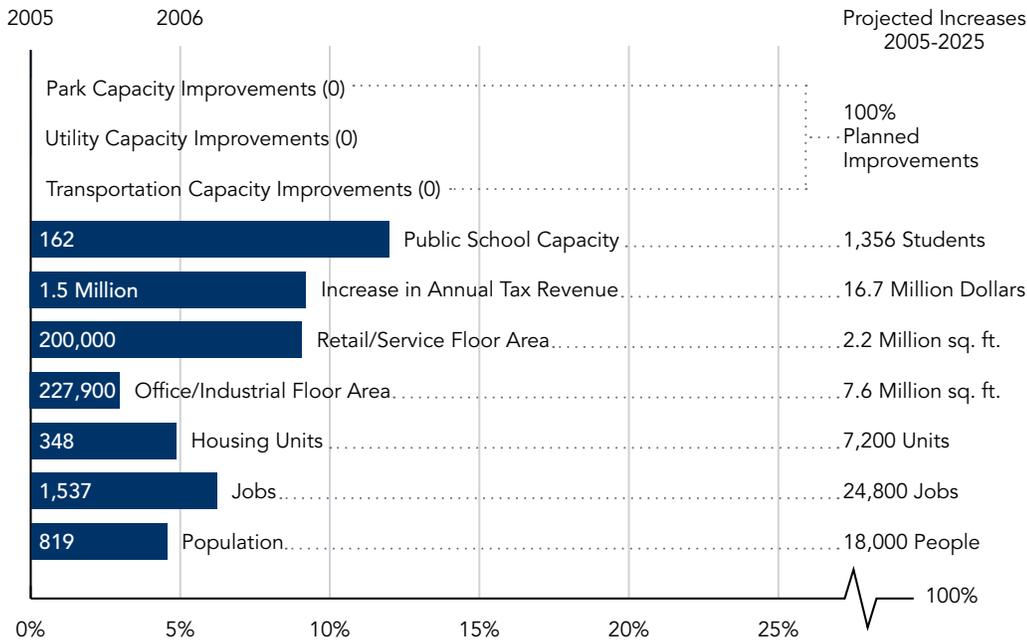


Figure 2-19 shows only the first five years, or 25 percent, of the 20-year planning period. The profile will be extended one year each year, adding on the incremental growth from the preceding year. Eventually, the profile will extend all the way to 2025. The profile assumes that Sunnyvale is in a reasonably balanced state in 2005. This is supported by the high level of satisfaction expressed by the population in the 2005 Resident Satisfaction Survey, by the adequate functioning of utilities, by the satisfactory level of service in traffic operation, and by the lack of severe overcrowding in the schools.

The first two rows in the profile are the major drivers of growth, population and jobs. The population growth over 20 years is projected to be 18,000; the average annual population increase would be 5 percent of the 20 year total, or 900. Since the population between 2005 and 2006 grew by only 819, the population growth bar on the profile falls short of what would be expected in 2006 at an average annual growth rate. The opposite is true of jobs, where a 1,537 one-year increase exceeded the average annual increase of 1,240 based on a 20-year projected increase of 24,800 jobs. The current situation of jobs increasing more rapidly than population is to be expected during a period where the economy is rebounding from a slump. The job increase is largely making up for job loss in the early part of the decade, employing the unemployed before it stimulates an increase in population.

A similar process is used to create each of the bars in the profile. With regard to supporting infrastructure and facilities (the last three rows in the profile), capacity improvements necessary to support the expected growth are listed in the Transportation Strategic Program, the Sanitary Sewer Plan and the Water Distribution Plan (the last two are currently being prepared and will be completed in 2009 and 2010, respectively). Similarly, the City proposes to prepare a plan in 2008 for Parks and Open Space of the Future, which will project park capacity improvement needs through 2025. These

See GeneralPlan.inSunnyvale.com for yearly updates to the Balanced Growth Profile.

plans include the current estimated cost for each projected improvement. A comparison of the cost of an individual infrastructure improvement (e.g., a street intersection improvement) to the total cost of all such proposed infrastructure improvements (i.e., all required transportation capacity improvements through 2025) indicates the proportion (percentage) of the total program that the specific improvement represents. As the construction of each improvement is completed and the increase in capacity is realized, the bar of that element is extended by the percentage of the total program that the improvement represents.

It should be noted, particularly with regard to transportation capacity improvements, that many of the capacity improvements that will be made over the next 20 years will be initiated and funded by state, regional and county agencies, not by the City of Sunnyvale. Even though the traffic model utilized by the Transportation Strategic Program takes into account these planned regional improvements, only improvements funded in whole or in part by the City of Sunnyvale are included in the Balanced Growth Profile. The Profile assumes that the other jurisdictions are proceeding with planned capacity improvements at a reasonable pace in accordance with their plans.

If all elements were growing in a balanced manner, all of the bars in the profile would be of equal length every year, extending exactly to the then current year. Obviously, this will not always be the case. An imbalance in a single year does not signify a problem. An imbalance over multiple years, however, should be of some concern to decision-makers, who may want to consider modifications of development policy to achieve a more balanced growth. As the Sunnyvale Community Vision is updated in the future, or as functional element updates result in different projected goals for 2025, the Balanced Growth Profile must be recalibrated to reflect revised projected increases.

For the first year of the 20-year planning period, Figure 2-19 shows not only that job growth exceeded population growth, but also that there were no significant improvements in the capacity of infrastructure and parks to support that growth. While not significant in this single year, if this trend should continue over multiple years, decision-makers should be concerned that infrastructure and park improvement plans are not being implemented at a satisfactory rate, and that steps should be taken to accelerate implementation.

LOOKING FORWARD TO 2025

This Community Vision presents the desired future for the City of Sunnyvale. It sets forth a specific vision, long-range Citywide goals, and a strategy of balanced growth which will maintain the basic character and attractiveness of the community. It is the desire of the people of Sunnyvale to maintain and enhance today's community values, expressed in the following value statement:

SUNNYVALE IS AN **ATTRACTIVE, SAFE, ENVIRONMENTALLY SENSITIVE** COMMUNITY WHICH TAKES PRIDE IN THE DIVERSITY OF ITS PEOPLE, THE **INNOVATION** OF ITS BUSINESSES AND THE **RESPONSIVENESS** OF ITS GOVERNMENT.

Maintenance and enhancement of these values, however, does not imply the City will remain exactly as it is today. As it has throughout its relatively short history, Sunnyvale will continue to change. A diverse population will enrich and diversify the culture of the City, and future populations will interpret the community values in a manner different from today's interpretation. The economy will change, but prosperity will remain, hopefully shared by all segments of the community.

The physical City will change as well. Some of that change will be driven by growth, but much of that change will reflect the commitment of individual residents and businesses to maintain and improve their properties, cumulatively resulting in a better and more attractive city. The Community Vision has demonstrated that change can be positive, and that growth can be accommodated without sacrificing community values or jeopardizing Sunnyvale's outstanding quality of life.

The Community Vision sets the stage for a better future. But it is not self-fulfilling. Its achievement is dependent upon the commitment of community leaders, today and in the future. City government must do its part, translating the Vision into specific policies and action strategies. Each resident, property owner and business must also do his or her part — step by step — building upon today's strengths, overcoming today's shortcomings, and creating the great city which the people of Sunnyvale envision.



CHAPTER 3

LAND USE AND TRANSPORTATION

The Land Use and Transportation chapter contains information on the following topics:

- **Land use** — information on land use categories and the general plan land use map, with discussion and policies relating to future land use development.
- **Transportation** — goals and policies related to transportation improvements.
- **Economy** — information on current economic conditions and discussion and policies relating to future trends and challenges.
- **Open space** — information on open space areas, service needs and future policies to meet demand for open space.



LAND USE

Land use has an effect on virtually all other elements of the General Plan. Land use determines the character of the community, its economic vitality and future demand for services. Therefore, it is essential to have a firm base from which to identify and consider land use issues. While providing this information, the General Plan also articulates the community's vision for the future through a description of goals, policies and actions. Since the first General Plan was adopted for Sunnyvale in 1957, the City has expressed its goals for the future with emphasis in four broad areas:

- Appropriate housing
- Strong economy
- Transportation efficiency
- Community character

These areas are comprehensive and interwoven concepts. They have a timeless quality and continue to provide a solid platform for the City's land use and transportation goals.

The Land Use and Transportation Element sections will be updated in 2012. The goals and policies of this element and other policies relating to a strong economy and community character are being reviewed as part of that update. Users of this General Plan should consult the full text of the Land Use and Transportation Element for the data and analysis, as well as action programs and other information. The goals and policies and a summary of the discussion are below.

The full text of the Land Use and Transportation Element is available at *GeneralPlan.inSunnyvale.com*

GOAL LT-1 COORDINATED REGIONAL PLANNING

PROTECT AND SUSTAIN A HIGH QUALITY OF LIFE IN SUNNYVALE BY PARTICIPATING IN COORDINATED LAND USE AND TRANSPORTATION PLANNING IN THE REGION.
(Previously LUTE Goal R1 / Adopted in 1997)

POLICY LT-1.1 ADVOCATE THE CITY'S INTERESTS TO REGIONAL AGENCIES THAT MAKE LAND USE AND TRANSPORTATION SYSTEM DECISIONS THAT AFFECT SUNNYVALE. *(Previously LUTE Policy R1.1)*

POLICY LT-1.2 SUPPORT COORDINATED REGIONAL TRANSPORTATION SYSTEM PLANNING AND IMPROVEMENTS. *(Previously LUTE Policy R1.2)*

POLICY LT-1.3 PROMOTE INTEGRATED AND COORDINATED LOCAL LAND USE AND TRANSPORTATION PLANNING. *(Previously LUTE Policy R1.3)*

- **LT-1.3a** Participate in intergovernmental activities related to regional and sub-regional land use and transportation planning in order to advance the City's interests. *(Previously LUTE Action Strategy R1.3.1)*
- **LT-1.3b** Promote shorter commute trips and ease congestion by advocating that all communities provide housing and employment opportunities. *(Previously LUTE Action Strategy R1.3.2)*
- **LT-1.3c** Monitor significant land use and transportation decisions pending in other communities to ensure that Sunnyvale is not adversely affected. *(Previously LUTE Action Strategy R1.3.3)*

POLICY LT-1.4 ACHIEVE AN OPERATING LEVEL OF SERVICE (LOS) "E" OR BETTER FOR ALL REGIONAL ROADWAYS AND INTERSECTIONS, AS DEFINED BY THE CITY FUNCTIONAL CLASSIFICATION OF THE STREET SYSTEM. *(Previously LUTE Policy R1.4)*

POLICY LT-1.5 MAINTAIN A FUNCTIONAL CLASSIFICATION OF THE STREET SYSTEM THAT IDENTIFIES CONGESTION MANAGEMENT PROGRAM ROADWAYS AND INTERSECTIONS, AS WELL AS LOCAL ROADWAYS AND INTERSECTIONS OF REGIONAL SIGNIFICANCE. *(Previously LUTE Policy R1.5)*

POLICY LT-1.6 PRESERVE THE OPTION OF EXTENDING MARY AVENUE TO THE INDUSTRIAL AREAS NORTH OF U.S. HIGHWAY 101. *(Previously LUTE Policy R1.6)*

POLICY LT-1.7 CONTRIBUTE TO EFFORTS TO MINIMIZE REGION-WIDE AVERAGE TRIP LENGTH AND SINGLE-OCCUPANT VEHICLE TRIPS. *(Previously LUTE Policy R1.7)*

- **LT-1.7a** Locate higher intensity land uses and developments so that they have easy access to transit services. *(Previously LUTE Action Strategy R1.7.1)*
- **LT-1.7b** Support regional efforts which promote higher densities near major transit and travel facilities, without increasing the overall density of land usage. *(Previously LUTE Action Strategy R1.7.2)*
- **LT-1.7c** Cooperate in efforts to study demand management initiatives including congestion-pricing, flexible schedules, gas taxes and market-based programs. *(Previously LUTE Action Strategy R1.7.3)*

POLICY LT-1.8 SUPPORT STATEWIDE, REGIONAL AND SUB-REGIONAL EFFORTS THAT PROVIDE FOR AN EFFECTIVE TRANSPORTATION SYSTEM. *(Previously LUTE Policy R1.8)*

- **LT-1.8a** Endorse funding to provide transportation system improvements that facilitate regional and interregional travel. *(Previously LUTE Action Strategy R1.8.1)*
- **LT-1.8b** Advocate the preservation of railroad lines for both commuter and freight transit. *(Previously LUTE Action Strategy R1.8.2)*
- **LT-1.8c** Advocate improvements to state and county roadways serving Sunnyvale. *(Previously LUTE Action Strategy R1.8.3)*
- **LT-1.8d** Support efforts to plan and implement effective inter-jurisdictional transportation facilities. *(Previously LUTE Action Strategy R1.8.4)*

POLICY LT-1.9 SUPPORT FLEXIBLE AND APPROPRIATE ALTERNATIVE TRANSPORTATION MODES AND TRANSPORTATION SYSTEM MANAGEMENT MEASURES THAT REDUCE RELIANCE ON THE AUTOMOBILE AND SERVE CHANGING REGIONAL AND CITYWIDE LAND USE AND TRANSPORTATION NEEDS. *(Previously LUTE Policy R1.9)*

- **LT-1.9a** Support state and regional efforts to provide High Occupant Vehicle (HOV) lanes, ridesharing, mass transit service, bicycling and Intelligent Transportation Systems. *(Previously LUTE Action Strategy R1.9.1)*
- **LT-1.9b** Promote modes of travel and actions that reduce single-occupant vehicle trips and trip lengths. *(Previously LUTE Action Strategy R1.9.2)*

POLICY LT-1.10 SUPPORT LAND USE PLANNING THAT COMPLEMENTS THE REGIONAL TRANSPORTATION SYSTEM. *(Previously LUTE Policy R1.10)*

- **LT-1.10a** Encourage a variety of land use types and intensities on a regional level while maintaining and improving regional transportation service levels. *(Previously LUTE Action Strategy R1.10.1)*
- **LT-1.10b** Support alternative transportation services, such as light rail, buses and commuter rail, through appropriate land use planning. *(Previously LUTE Action Strategy R1.10.2)*
- **LT-1.10c** Encourage mixed uses near transit centers. *(Previously LUTE Action Strategy R1.10.3)*

POLICY LT-1.11 PROTECT REGIONAL ENVIRONMENTAL RESOURCES THROUGH LOCAL LAND USE PRACTICES. *(Previously LUTE Policy R1.11)*

- **LT-1.11a** Participate in state and regional activities to protect the natural environment. *(Previously LUTE Action Strategy R1.11.1)*
- **LT-1.11b** Protect and preserve the diked wetland areas in the Baylands, which serve as either salt evaporation ponds or holding ponds for the wastewater treatment plant. *(Previously LUTE Action Strategy R1.11.2)*

See **GOAL EM-11 (Improved Air Quality)** for further discussion and policies relating to proximity of housing and jobs.

POLICY LT-1.12 PROTECT THE QUALITY OF LIFE FOR RESIDENTS AND BUSINESSES IN SUNNYVALE BY ACTIVELY PARTICIPATING IN DISCUSSIONS AND DECISIONS ON POTENTIAL USES OF MOFFETT FEDERAL AIRFIELD. *(Previously LUTE Policy R1.12)*

- **LT-1.12a** Comprehensively review any proposed aviation services at Moffett that could increase aviation activity or noise exposure. *(Previously LUTE Action Strategy R1.12.1)*
- **LT-1.12b** Encourage appropriate uses that best support business and residents’ desire in Sunnyvale. *(Previously LUTE Action Strategy R1.12.2)*
- **LT-1.12c** Pursue annexation of that portion of Moffett Federal Airfield within Sunnyvale’s sphere of influence. *(Previously LUTE Action Strategy R1.12.3)*

**GOAL LT-2
AN ATTRACTIVE COMMUNITY**

PRESERVE AND ENHANCE AN ATTRACTIVE COMMUNITY, WITH A POSITIVE IMAGE AND A SENSE OF PLACE THAT CONSISTS OF DISTINCTIVE NEIGHBORHOODS, POCKETS OF INTEREST AND HUMAN-SCALE DEVELOPMENT. *(Previously LUTE Goal C1 / Adopted in 1997)*

Figure 3-1: General Plan and Zoning Districts

General Plan Category	Zoning Districts
Residential	
RLO — Residential Low Density (0-7 dwelling units/acre)	(R-0 and R-1) Low Density Residential
RLM — Residential Low Medium Density (7-14 dwelling units/acre)	(R-1.5 and R-2) Low-Medium Residential (R-1.7/PD) Low-Medium Density Residential/ Planned Development
RMED — Residential Medium Density (14-27 dwelling units/acre)	(R-3) Medium Density Residential
RHI — Residential High Density (27-45 dwelling units/acre)	(R-4) High Density Residential
RVH — Residential Very High Density (45-65 dwelling units/acre)	(R-5) High Density Residential/Office 101/Lawrence Site Specific Plan

See Goal CC-1 (A Distinguished City Image) for further discussion and policies relating to enhancing neighborhoods and districts.

General Plan Category	Zoning Districts
MHP — Mobile Home Park	(R-MH) Residential Mobile Home District
Commercial/Office	
CNS — Commercial Neighborhood Shopping	(C-1) Neighborhood Business
CGB — Commercial General Business	(C-2) Highway Business (C-4) Service Commercial
CCB — Commercial Central Business	(C-3) Regional Business
O — Office	(O) Administrative-Professional Office (R-5) High Density Residential/Office
Industrial	
I — Industrial	(M-5) Industrial Service (M-3) General Industrial
Public/Quasi-Public Facilities	
PARK — Parks SCH — Schools ENV — Environmental Services BAY — Baylands CC — Civic Center	(P-F) Public Facility
MOF — Moffett Federal Airfield	Unincorporated Public Facility
Special Areas	
ITR — Industrial to Residential — Low-Medium through High Density Residential (7-45 dwelling units/acre)	(ITR) Industrial to Residential (ITR/R-1.5, ITR/R-1.7/PD, ITR/R-2, ITR/R-3, ITR/R-4)
LSP — Lakeside Specific Plan — Residential and Commercial Services	(LSP) Lakeside Specific Plan
MP — Moffett Park Specific Plan — Office, Industrial and Commercial Services	(MP-TOD) Moffett Park Transit Oriented Development (MP-I) Moffett Park Industrial (MP-C) Moffett Park Commercial
DSP — Downtown Specific Plan — Office, Retail, Mixed Use and Low through Very High Density Residential (7-78 dwelling units/acre)	DSP Blocks 1-20. See the Downtown Specific Plan for a breakdown of permitted uses in each DSP Block.

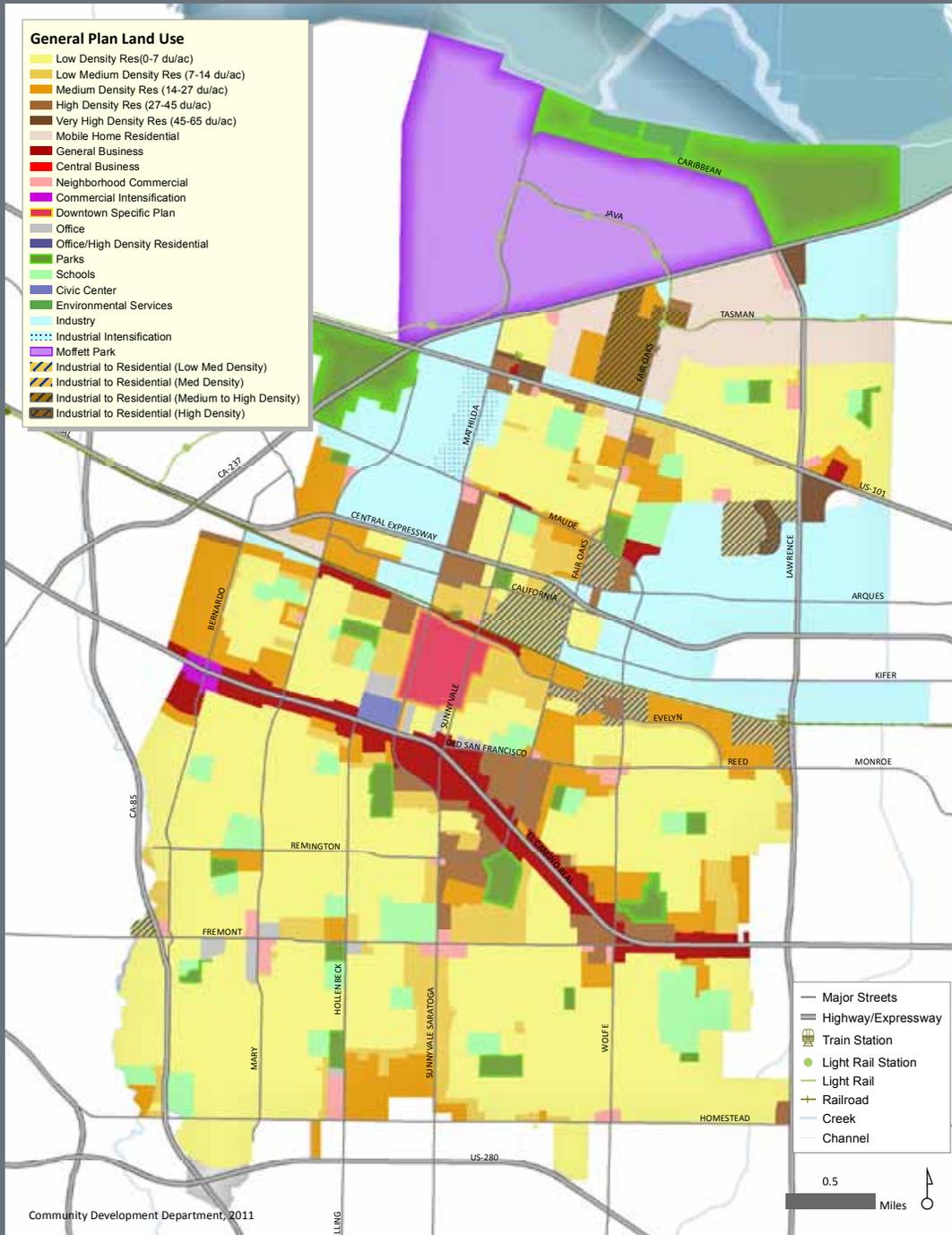


Figure 3-2: General Plan Land Use Map

POLICY LT-2.1 RECOGNIZE THAT THE CITY IS COMPOSED OF RESIDENTIAL, INDUSTRIAL AND COMMERCIAL NEIGHBORHOODS, EACH WITH ITS OWN INDIVIDUAL CHARACTER; AND ALLOW CHANGE CONSISTENT WITH REINFORCING POSITIVE NEIGHBORHOOD VALUES. *(Previously LUTE Policy C1.1)*

- **LT-2.1a** Prepare and update land use and transportation policies, design guidelines, regulations and engineering specifications to reflect community and neighborhood values. *(Previously LUTE Action Strategy C1.1.1)*
- **LT-2.1b** Promote and achieve compliance with land use and transportation standards. *(Previously LUTE Action Strategy C1.1.2)*
- **LT-2.1c** Require appropriate buffers, edges and transition areas between dissimilar neighborhoods and land uses. *(Previously LUTE Action Strategy C1.1.3)*
- **LT-2.1d** Require that commercial activities be conducted primarily within a building. *(Previously LUTE Action Strategy C1.1.4)*

POLICY LT-2.2 ENCOURAGE NODES OF INTEREST AND ACTIVITY, SUCH AS PARKS, PUBLIC OPEN SPACES, WELL PLANNED DEVELOPMENT, MIXED USE PROJECTS AND OTHER DESIRABLE USES, LOCATIONS AND PHYSICAL ATTRACTIONS. *(Previously LUTE Policy C.1.2)*

- **LT-2.2a** Promote downtown as a unique place that is interesting and accessible to the whole City and the region. *(Previously LUTE Action Strategy C1.2.1)*
- **LT-2.2b** Encourage development of diversified building forms and intensities. *(Previously LUTE Action Strategy C1.2.2)*
- **LT-2.2c** Encourage development of multi-modal transportation centers. *(Previously LUTE Action Strategy C1.2.3)*
- **LT-2.2d** Maintain public open space areas and require private open space to be maintained. *(Previously LUTE Action Strategy C1.2.4)*

**GOAL LT-3
APPROPRIATE MIX OF HOUSING**

ENSURE OWNERSHIP AND RENTAL HOUSING OPTIONS IN TERMS OF STYLE, SIZE AND DENSITY THAT ARE APPROPRIATE AND CONTRIBUTE POSITIVELY TO THE SURROUNDING AREA. *(Previously LUTE Goal C2 / Adopted in 1997)*

POLICY LT-3.1 PROVIDE LAND USE CATEGORIES FOR AND MAINTENANCE OF A VARIETY OF RESIDENTIAL DENSITIES TO OFFER EXISTING AND FUTURE RESIDENTS OF ALL INCOME LEVELS, AGE GROUPS AND SPECIAL NEEDS SUFFICIENT OPPORTUNITIES AND CHOICES FOR LOCATING IN THE COMMUNITY. *(Previously LUTE Policy C2.1)*

See Chapter 5, Housing for further discussion and policies relating to provision of housing.



- **LT-3.1a** Ensure consistency with the City’s Housing and Community Revitalization Sub-Element. *(Previously LUTE Action Strategy C2.1.1)*

- **LT-3.1b** Permit and maintain a variety of residential densities; including *(Previously LUTE Action Strategy C2.1.2)*:
 - Low density (0-7 dwelling units per net acre)
 - Low-Medium density (7-14 dwelling units per net acre)
 - Mobile home park (up to 12 mobile home dwelling units per net acre)
 - Medium density (14-27 dwelling units per net acre)
 - High density (27-45 dwelling units per net acre)
 - Very high density (45-65 dwelling units per net acre)
- **LT-3.1c** Promote the maintenance and rehabilitation of existing housing. *(Previously LUTE Action Strategy C2.1.3)*
- **LT-3.1d** Support the transition of Industrial to Residential (ITR) areas as opportunities to increase housing variety and stock. *(Previously LUTE Action Strategy C2.1.4)*
- **LT-3.1e** Study housing alternatives; including, co-housing, live-work spaces and transitional housing options to serve a changing population. *(Previously LUTE Action Strategy C2.1.5)*

POLICY LT-3.2 ENCOURAGE THE DEVELOPMENT OF OWNERSHIP HOUSING TO MAINTAIN A MAJORITY OF HOUSING IN THE CITY FOR OWNERSHIP CHOICE. *(Previously LUTE Policy C2.2)*

POLICY LT-3.3 MAINTAIN LOWER DENSITY RESIDENTIAL DEVELOPMENT AREAS WHERE FEASIBLE. *(Previously LUTE Policy C2.3)*

- **LT-3.3a** Study the potential rezoning of properties in the R-4 and R-5 zoning districts to other zoning districts. *(Previously LUTE Action Strategy C2.3.1)*
- **LT-3.3b** Promote and preserve single-family detached housing where appropriate and in existing single-family neighborhoods. *(Previously LUTE Action Strategy C2.3.2)*
- **LT-3.3c** Monitor the progress of the remediation efforts for Futures Site 5 (General Plan Category of ITR for Low Medium Density Residential) to determine if and when conversion to residential use is appropriate. *(Previously LUTE Action Strategy C2.3.3)*

POLICY LT-3.4 DETERMINE APPROPRIATE DENSITY FOR HOUSING BASED ON SITE PLANNING OPPORTUNITIES AND PROXIMITY TO SERVICES. *(Previously LUTE Policy C2.4)*

- **LT-3.4a** Locate higher-density housing with easy access to transportation corridors, rail transit stations, bus transit corridor stops, commercial services and jobs. *(Previously LUTE Action Strategy C2.4.1)*
- **LT-3.4b** Locate lower-density housing in proximity to existing lower density housing. *(Previously LUTE Action Strategy C2.4.2)*

GOAL LT-4 QUALITY NEIGHBORHOODS AND DISTRICTS

PRESERVE AND ENHANCE THE QUALITY CHARACTER OF SUNNYVALE'S INDUSTRIAL, COMMERCIAL AND RESIDENTIAL NEIGHBORHOODS BY PROMOTING LAND USE PATTERNS AND RELATED TRANSPORTATION OPPORTUNITIES THAT ARE SUPPORTIVE OF THE NEIGHBORHOOD CONCEPT. *(Previously LUTE Goal N1 / Adopted in 1997)*

POLICY LT-4.1 PROTECT THE INTEGRITY OF THE CITY'S NEIGHBORHOODS; WHETHER RESIDENTIAL, INDUSTRIAL OR COMMERCIAL. *(Previously LUTE Policy N1.1)*

- **LT-4.1a** Limit the intrusion of incompatible uses and inappropriate development into city neighborhoods. *(Previously LUTE Action Statement N1.1.1)*
- **LT-4.1b** Foster the establishment of neighborhood associations throughout Sunnyvale to facilitate community building. *(Previously LUTE Action Statement N1.1.2)*
- **LT-4.1c** Use density to transition between land use and to buffer between sensitive uses and less compatible uses. *(Previously LUTE Action Statement N1.1.3)*
- **LT-4.1d** Anticipate and avoid whenever practical the incompatibility that can arise between dissimilar uses. *(Previously LUTE Action Statement N1.1.4)*
- **LT-4.1e** Establish and monitor standards for community appearance and property maintenance. *(Previously LUTE Action Statement N1.1.5)*

POLICY LT-4.2 REQUIRE NEW DEVELOPMENT TO BE COMPATIBLE WITH THE NEIGHBORHOOD, ADJACENT LAND USES AND THE TRANSPORTATION SYSTEM. *(Previously LUTE Policy N1.2)*

- **LT-4.2a** Integrate new development and redevelopment into existing neighborhoods. *(Previously LUTE Action Statement N1.2.1)*
- **LT-4.2b** Utilize adopted City design guidelines to achieve compatible architecture and scale for renovation and new development in Sunnyvale’s neighborhoods. *(Previously LUTE Action Statement N1.2.2)*
- **LT-4.2c** Develop specific area plans to guide change in neighborhoods that need special attention. *(Previously LUTE Action Statement N1.2.3)*

POLICY LT-4.3 SUPPORT A FULL SPECTRUM OF CONVENIENTLY LOCATED COMMERCIAL, PUBLIC AND QUASI-PUBLIC USES THAT ADD TO THE POSITIVE IMAGE OF THE CITY. *(Previously LUTE Policy N1.3)*

- **LT-4.3a** Review development proposals for compatibility within neighborhoods. *(Previously LUTE Action Statement N1.3.1)*
- **LT-4.3b** Study the adequacy /deficiency of bicycle and pedestrian access and circulation within neighborhoods. *(Previously LUTE Action Statement N1.3.2)*
- **LT-4.3c** Design streets, pedestrian paths and bicycle paths to link neighborhoods with services. *(Previously LUTE Action Statement N1.3.3)*

POLICY LT-4.4 PRESERVE AND ENHANCE THE HIGH QUALITY CHARACTER OF RESIDENTIAL NEIGHBORHOODS. *(Previously LUTE Policy N1.4)*

- **LT-4.4a** Require infill development to complement the character of the residential neighborhood. *(Previously LUTE Action Statement N1.4.1)*
- **LT-4.4b** Site higher density residential development in areas to provide transitions between dissimilar neighborhoods and where impacts on adjacent land uses and the transportation system are minimal. *(Previously LUTE Action Statement N1.4.2)*
- **LT-4.4c** Encourage and support home businesses that accommodate changing technologies and lifestyles, while remaining secondary to the nature of the residential neighborhood. *(Previously LUTE Action Statement N1.4.3)*

- **LT-4.4d** Promote small-scale, well-designed, pedestrian-friendly spaces within neighborhoods to establish safe and attractive gathering areas. *(Previously LUTE Action Statement N1.4.4)*
- **LT-4.4e** Require amenities with new development that serve the needs of residents. *(Previously LUTE Action Statement N1.4.5)*

POLICY LT-4.5 SUPPORT A ROADWAY SYSTEM THAT PROTECTS INTERNAL RESIDENTIAL AREAS FROM CITYWIDE AND REGIONAL TRAFFIC. *(Previously LUTE Policy N1.5)*

- **LT-4.5a** Have internal residential neighborhood streets adequately serve traffic that is oriented to that neighborhood. *(Previously LUTE Action Statement N1.5.1)*
- **LT-4.5b** Utilize the City’s residential neighborhood “Traffic Calming” techniques to address specific neighborhood traffic concerns. *(Previously LUTE Action Statement N1.5.2)*
- **LT-4.5c** Discourage non-neighborhood traffic from using residential neighborhood streets by accommodating traffic demand on Citywide and regional streets *(Previously LUTE Action Statement N1.5.3)*
- **LT-4.5d** Coordinate with adjacent communities to reduce and minimize commute traffic through Sunnyvale’s residential neighborhoods. *(Previously LUTE Action Statement N1.5.4)*

Industrial/Research and Development

POLICY LT-4.6 SAFEGUARD INDUSTRY’S ABILITY TO OPERATE EFFECTIVELY, BY LIMITING THE ESTABLISHMENT OF INCOMPATIBLE USES IN INDUSTRIAL AREAS. *(Previously LUTE Policy N1.6)*

POLICY LT-4.7 SUPPORT THE LOCATION OF CONVENIENT RETAIL AND COMMERCIAL SERVICES (E.G., RESTAURANTS AND HOTELS) IN INDUSTRIAL AREAS TO SUPPORT BUSINESSES, THEIR CUSTOMERS AND THEIR EMPLOYEES. *(Previously LUTE Policy N1.7)*

POLICY LT-4.8 CLUSTER HIGH INTENSITY INDUSTRIAL USES IN AREAS WITH EASY ACCESS TO TRANSPORTATION CORRIDORS. *(Previously LUTE Policy N1.8)*

- **LT-4.8a** Require high quality site, landscaping and building design for higher-intensity industrial development. *(Previously LUTE Action Statement N1.8.1)*

POLICY LT-4.9 ALLOW INDUSTRIAL, RESIDENTIAL, COMMERCIAL AND OFFICE USES IN THE INDUSTRIAL TO RESIDENTIAL (ITR) FUTURES SITES (SITES 4A, 4B, 6A, 6B, 7, 8 AND 10). *(Previously LUTE Policy N1.9)*

Commercial/Office

POLICY LT-4.10 PROVIDE APPROPRIATE SITE ACCESS TO COMMERCIAL AND OFFICE USES WHILE PRESERVING AVAILABLE ROAD CAPACITY. *(Previously LUTE Policy N1.10)*

- **LT-4.10a** Locate commercial uses where traffic can be accommodated, especially during peak periods (e.g. lunch time and commute times). *(Previously LUTE Action Statement N1.10.1)*
- **LT-4.10b** Encourage commercial enterprises and offices to provide support facilities for bicycles and pedestrians. *(Previously LUTE Action Statement N1.10.2)*

POLICY LT-4.11 RECOGNIZE EL CAMINO REAL AS A PRIMARY RETAIL CORRIDOR WITH A MIX OF USES. *(Previously LUTE Policy N1.11)*

- **LT-4.11a** Use the Precise Plan for El Camino Real to protect legitimate business interests, while providing sufficient buffer and protection for adjacent and nearby residential uses. *(Previously LUTE Action Statement N1.11.1)*
- **LT-4.11b** Minimize linear “strip development” in favor of commercial development patterns that reduce single-purpose vehicle trips. *(Previously LUTE Action Statement N1.11.2)*

POLICY LT-4.12 PERMIT MORE INTENSE COMMERCIAL AND OFFICE DEVELOPMENT IN THE DOWNTOWN, GIVEN ITS CENTRAL LOCATION AND ACCESSIBILITY TO TRANSIT. (PREVIOUSLY *LUTE Policy N1.12*)

- **LT-4.12a** Use the Downtown Specific Plan to facilitate the redevelopment of downtown. (Previously *LUTE Action Statement N1.12.1*)

POLICY LT-4.13 PROMOTE AN ATTRACTIVE AND FUNCTIONAL COMMERCIAL ENVIRONMENT. (Previously *LUTE Policy N1.13*)

- **LT-4.13a** Discourage commercial uses and designs that result in a boxy appearance. (Previously *LUTE Action Statement N1.13.1*)
- **LT-4.13b** Support convenient neighborhood commercial services that reduce automobile dependency and contribute positively to neighborhood character. (Previously *LUTE Action Statement N1.13.2*)
- **LT-4.13c** Provide opportunities for, and encourage neighborhood-serving commercial services in, each residential neighborhood. (Previously *LUTE Action Statement N1.13.3*)
- **LT-4.13d** Encourage the maintenance and revitalization of shopping centers. (Previously *LUTE Action Statement N1.13.4*)
- **LT-4.13e** Provide pedestrian and bicycling opportunities to neighborhood and commercial services. (Previously *LUTE Action Statement N1.13.5*)

Public and Quasi-Public

POLICY LT-4.14 SUPPORT THE PROVISION OF A FULL SPECTRUM OF PUBLIC AND QUASI-PUBLIC SERVICES (E.G., PARKS, DAY CARE, GROUP LIVING, RECREATION CENTERS, RELIGIOUS INSTITUTIONS) THAT ARE APPROPRIATELY LOCATED IN RESIDENTIAL, COMMERCIAL AND INDUSTRIAL NEIGHBORHOODS AND ENSURE THAT THEY HAVE BENEFICIAL EFFECTS ON THE SURROUNDING AREA. (Previously *LUTE Policy N1.14*)

- **LT-4.14a** Encourage carpooling to public and quasi-public services to minimize adverse traffic and parking impacts on neighborhoods (Previously *LUTE Action Statement N1.14.1*)

- **LT-4.14b** Ensure the provision of bicycle support facilities at all major public use locations. *(Previously LUTE Action Statement N1.14.2)*
- **LT-4.14c** Encourage multiple uses of some facilities (e.g. religious institutions, schools, social organizations, day care) within the capacity of the land and roadway system. *(Previously LUTE Action Statement N1.14.3)*
- **LT-4.14d** Encourage employers to provide on-site facilities such as usable open space, health club facilities, and child care where appropriate. *(Previously LUTE Action Statement N1.14.4)*
- **LT-4.14e** Maintain and promote convenient community centers and services that enhance neighborhood cohesiveness and provide social and recreational opportunities. *(Previously LUTE Action Statement N1.14.5)*
- **LT-4.14f** Promote co-locating government (federal, state, county, city) activities to improve access to the community-at-large. *(Previously LUTE Action Statement N1.14.6)*

TRANSPORTATION

GOAL LT-5 EFFECTIVE, SAFE, PLEASANT AND CONVENIENT TRANSPORTATION

ATTAIN A TRANSPORTATION SYSTEM THAT IS EFFECTIVE, SAFE, PLEASANT AND CONVENIENT. *(Previously LUTE Goal C3 / Adopted in 1997)*

POLICY LT-5.1 ACHIEVE AN OPERATING LEVEL-OF-SERVICE (LOS) OF "D" OR BETTER ON THE CITY-WIDE ROADWAYS AND INTERSECTIONS, AS DEFINED BY THE FUNCTIONAL CLASSIFICATION OF THE STREET SYSTEM. *(Previously LUTE Policy C3.1)*

- **LT-5.1a** Maintain and update a functional classification of the street system. *(Previously LUTE Action Strategy C3.1.1)*
- **LT-5.1b** Monitor the operation and performance of the street system by establishing a routine data collection program and by conducting special data collection as the need arises. *(Previously LUTE Action Strategy C3.1.2)*
- **LT-5.1c** Require roadway and signal improvements for development projects to minimize decline of existing levels of service. *(Previously LUTE Action Strategy C3.1.3)*

- **LT-5.1d** Study and implement physical and operational improvements to optimize roadway and intersection capacities. *(Previously LUTE Action Strategy C3.141)*
- **LT-5.1e** Promote the reduction of single occupant vehicle (SOV) trips and encourage an increase in the share of trips taken by all other forms of travel. *(Previously LUTE Action Strategy C3.1.5)*
- **LT-5.1f** Study the use of density, floor area limits, parking management, peak hour allocations and other techniques to maintain or achieve acceptable levels of service on existing roadways. *(Previously LUTE Action Strategy C3.1.6)*
- **LT-5.1g** Minimize the total number of vehicle miles traveled by Sunnyvale residents and commuters. *(Previously LUTE Action Strategy C3.1.7)*

POLICY LT-5.2 INTEGRATE THE USE OF LAND AND THE TRANSPORTATION SYSTEM. *(Previously LUTE Policy C3.2)*

- **LT-5.2a** Allow land uses that can be supported by the planned transportation system. *(Previously LUTE Action Strategy C3.2.1)*
- **LT-5.2b** Minimize driveway curb cuts and require coordinated access when appropriate. *(Previously LUTE Action Strategy C3.2.2)*
- **LT-5.2c** Encourage mixed use developments that provide pedestrian scale and transit oriented services and amenities. *(Previously LUTE Action Strategy C3.2.3)*
- **LT-5.2d** Continue to evaluate transportation impacts from land use proposals at a neighborhood and citywide level. *(Previously LUTE Action Strategy C3.2.4)*
- **LT-5.2e** Study potential transit station mixed use development. *(Previously LUTE Action Strategy C3.2.5)*

POLICY LT-5.3 OPTIMIZE CITY TRAFFIC SIGNAL SYSTEM PERFORMANCE. *(Previously LUTE Policy C3.3)*

- **LT-5.3a** Maintain the signal system and respond quickly to signal breakdowns. *(Previously LUTE Action Strategy C3.3.1)*
- **LT-5.3b** Monitor traffic signal control performance. *(Previously LUTE Action Strategy C3.3.2)*
- **LT-5.3c** Interconnect groups of traffic signals where practicable. *(Previously LUTE Action Strategy C3.3.3)*

- **LT-5.3d** Make appropriate hardware and software improvements to traffic signals. *(Previously LUTE Action Strategy C3.3.4)*
- **LT-5.3e** Make the traffic signal system responsive to all users, including bicyclists and pedestrians. *(Previously LUTE Action Strategy C3.3.5)*
- **LT-5.3f** Install and remove signals when warranted and establish an implementation schedule. *(Previously LUTE Action Strategy C3.3.6)*

POLICY LT-5.4 MAINTAIN ROADWAYS AND TRAFFIC CONTROL DEVICES IN GOOD OPERATING CONDITION. *(Previously LUTE Policy C3.4)*

- **LT-5.4a** Inventory and monitor roadway conditions and implement a regular program of pavement maintenance. *(Previously LUTE Action Strategy C3.4.1)*
- **LT-5.4b** Install permanent and painted pavement markings. *(Previously LUTE Action Strategy C3.4.2)*
- **LT-5.4c** Implement programs for repair of roadbeds, barriers and lighting. *(Previously LUTE Action Strategy C3.4.3)*
- **LT-5.4d** Respond quickly to sign damages and losses. *(Previously LUTE Action Strategy C3.4.4)*
- **LT-5.4e** Develop and implement a program for long term transportation infrastructure replacement. *(Previously LUTE Action Strategy C3.4.5)*
- **LT-5.4f** Manage on-street parking to assure safe, efficient traffic flow. *(Previously LUTE Action Strategy C3.4.6)*
- **LT-5.4g** Conduct periodic analyses of roadway facilities and collision data in order to assure traffic safety. *(Previously LUTE Action Strategy C3.4.7)*

POLICY LT-5.5 SUPPORT A VARIETY OF TRANSPORTATION MODES. *(Previously LUTE Policy C3.5)*

- **LT-5.5a** Promote alternate modes of travel to the automobile. *(Previously LUTE Action Strategy C3.5.1)*
- **LT-5.5b** Require sidewalk installation in subdivisions of land and in new, reconstructed or expanded development. *(Previously LUTE Action Strategy C3.5.2)*
- **LT-5.5c** Support land uses that increase the likelihood of travel mode split. *(Previously LUTE Action Strategy C3.5.3)*
- **LT-5.5d** Maximize the provision of bicycle and pedestrian facilities. *(Previously LUTE Action Strategy C3.5.4)*

- **LT-5.5e** Implement the City of Sunnyvale Bicycle Plan. *(Previously LUTE Action Strategy C3.5.5)*
- **LT-5.5f** Support an efficient and effective paratransit service and transportation facilities for people with special transportation needs. *(Previously LUTE Action Strategy C3.5.6)*
- **LT-5.5g** Ensure safe and efficient pedestrian and bicycle connections to neighborhood transit stops. *(Previously LUTE Action Strategy C3.5.7)*
- **LT-5.5h** Work to improve bus service within the City, including linkages to rail. *(Previously LUTE Action Strategy C3.5.8)*

POLICY LT-5.6 MINIMIZE EXPANSION OF THE CURRENT ROADWAY SYSTEM, WHICH MAXIMIZING OPPORTUNITIES FOR ALTERNATIVE TRANSPORTATION SYSTEMS AND RELATED PROGRAMS. *(Previously LUTE Policy C3.6)*

- **LT-5.6a** Develop clear, safe and convenient linkages between all modes of travel; including, access to transit stations and stops and connections between work, home and commercial sites. *(Previously LUTE Action Strategy C3.6.1)*
- **LT-5.6b** Promote public and private transportation demand management. *(Previously LUTE Action Strategy C3.6.2)*

POLICY LT-5.7 PURSUE LOCAL, STATE AND FEDERAL TRANSPORTATION FUNDING SOURCES TO FINANCE CITY TRANSPORTATION CAPITAL IMPROVEMENT PROJECTS CONSISTENT WITH CITY PRIORITIES. *(Previously LUTE Policy C3.7)*

- **LT-5.7a** Develop alternatives and recommendations for funding mechanisms to finance the planned transportation system. *(Previously LUTE Action Strategy C3.7.1)*
- **LT-5.7b** Develop a funding mechanism where new and existing land uses equitably participate in transportation system improvements. *(Previously LUTE Action Strategy C3.7.2)*

POLICY LT-5.8 PROVIDE A SAFE AND COMFORTABLE SYSTEM OF PEDESTRIAN AND BICYCLE PATHWAYS. *(Previously Community Design Policy B.2)*

Modal Balance

POLICY LT-5.9 APPROPRIATE ACCOMMODATIONS FOR MOTOR VEHICLES, BICYCLES, AND PEDESTRIANS SHALL BE DETERMINED FOR CITY STREETS TO INCREASE THE USE OF BICYCLES FOR TRANSPORTATION AND TO ENHANCE THE SAFETY AND EFFICIENCY OF THE OVERALL STREET NETWORK FOR BICYCLISTS, PEDESTRIANS, AND MOTOR VEHICLES.

POLICY LT-5.10 ALL MODES OF TRANSPORTATION SHALL HAVE SAFE ACCESS TO CITY STREETS.

POLICY LT-5.11 THE CITY SHOULD CONSIDER ENHANCING STANDARDS FOR PEDESTRIAN FACILITIES.

Transport Vs. Non-Transport Uses

POLICY LT-5.12 CITY STREETS ARE PUBLIC SPACE DEDICATED TO THE MOVEMENT OF VEHICLES, BICYCLES AND PEDESTRIANS. PROVIDING SAFE ACCOMMODATION FOR ALL TRANSPORTATION MODES TAKES PRIORITY OVER NON-TRANSPORT USES. FACILITIES THAT MEET MINIMUM APPROPRIATE SAFETY STANDARDS FOR TRANSPORT USES SHALL BE CONSIDERED BEFORE NON-TRANSPORT USES ARE CONSIDERED.

POLICY LT-5.13 PARKING IS THE STORAGE OF TRANSPORTATION VEHICLES AND SHALL NOT BE CONSIDERED A TRANSPORT USE.

POLICY LT-5.14 HISTORICAL PRECEDENCE FOR STREET SPACE DEDICATED FOR PARKING SHALL BE A LESSER CONSIDERATION THAN PROVIDING STREET SPACE FOR TRANSPORTATION USES WHEN DETERMINING THE APPROPRIATE FUTURE USE OF STREET SPACE.

POLICY LT-5.15 PARKING REQUIREMENTS FOR PRIVATE DEVELOPMENT SHALL APPLY TO OFF-STREET PARKING ONLY.

- **LT-5.15a** Incentives to offset impacts of roadway changes to non-transportation users shall be considered when retrofitting roadways.

Use Of Engineering/Planning Criteria

POLICY LT-5.16 WHEN DECISIONS ON THE CONFIGURATION OF ROADWAY SPACE ARE MADE, STAFF SHALL PRESENT OPTIONS, INCLUDING AT A MINIMUM AN OPTION THAT MEETS MINIMUM SAFETY-RELATED DESIGN STANDARDS FOR MOTOR VEHICLES, BICYCLES AND PEDESTRIANS.

POLICY LT-5.17 BIKE RETROFIT PROJECTS SHALL BE EVALUATED BASED ON THE MERITS OF EACH PROJECT IN THE CONTEXT OF ENGINEERING AND PLANNING CRITERIA.

- **LT-5.17a** The City shall maintain engineering and planning criteria with respect to roadway geometry, collisions, travel speed, motor vehicle traffic volume, and parking supply and demand (on and off street) to guide decisions on the provision of bike lanes.

POLICY LT-5.18 THE CITY COUNCIL SHALL MAKE THE FINAL DECISIONS ON ROADWAY SPACE RECONFIGURATION WHEN ROADWAY RECONFIGURATION WILL RESULT IN CHANGES TO EXISTING ACCOMMODATIONS.

POLICY LT-5.19 PUBLIC INPUT ON ROADWAY SPACE RECONFIGURATION SHALL BE ENCOURAGED AND PRESENTED INDEPENDENTLY OF TECHNICAL ENGINEERING AND PLANNING ANALYSES.

Design Standards/Safety

POLICY LT-5.20 IF STREET CONFIGURATIONS DO NOT MEET MINIMUM DESIGN AND SAFETY STANDARDS FOR ALL USERS, THAN STANDARDIZATION FOR ALL USERS SHALL BE PRIORITY.

POLICY LT-5.21 SAFETY CONSIDERATIONS OF ALL MODES SHALL TAKE PRIORITY OVER CAPACITY CONSIDERATIONS OF ANY ONE MODE.

- **LT-5.21a** For each roadway space retrofit project, a bike and pedestrian safety study shall be included in the staff report to evaluate the route in question.

ECONOMY

**GOAL LT-6
SUPPORTIVE ECONOMIC DEVELOPMENT ENVIRONMENT**

AN ECONOMIC DEVELOPMENT ENVIRONMENT THAT IS SUPPORTIVE OF A WIDE VARIETY OF BUSINESSES AND PROMOTES A STRONG ECONOMY WITHIN EXISTING ENVIRONMENTAL, SOCIAL, FISCAL AND LAND USE CONSTRAINTS. *(Previously Socio-economic Goal 5.1B/Adopted in 1989)*

**GOAL LT-7
BALANCED ECONOMIC BASE**

A BALANCED ECONOMIC BASE THAT CAN RESIST DOWNTURNS OF ANY ONE INDUSTRY AND PROVIDES REVENUE FOR CITY SERVICES. *(Previously Socio-economic Goal 5.1C / Adopted in 1989)*

See the **Land Use and Transportation** section of this chapter for further discussion and policies on integration of land use and transportation improvements.



Sunnyvale is home to a variety of corporate headquarters.

The economic health of Sunnyvale depends, in part, on the success of its businesses and the City's ability to create a business-friendly environment. The City of Sunnyvale and its business owners share a common goal of increasing the City's economic vitality by creating jobs, services and increased tax revenue for the community. To foster a supportive economic environment, the City seeks to attract new businesses, retain existing ones and provide means for businesses to expand and change as the economy changes. These programs can be achieved through a variety of land use policies and economic development activities.

One of the key aspects of the City's Economic Development program is to provide a variety of land uses and buildings to support a diverse mix of businesses, from small industrial start-ups to large corporation headquarters, from new restaurants to established retail centers and from medical office centers to individual professional offices. These areas are established and protected for businesses through General Plan designations, zoning districts and policies that support commercial areas, preserve affordable business spaces and protect large parcels for appropriate commercial or industrial development. In the past 10 years the City has implemented a variety of zoning districts and specific plans to preserve and enhance commercial and industrial areas, including the Downtown Specific Plan (2003), the Moffett Park Specific Plan (2004), the Places of Assembly Combining District (2006) and the Precise Plan for El Camino Real (2007). All of these plans have supported businesses through preserving space for commercial and industrial areas, enhancing the design and amenities needed to support these areas and encouraging non-jobs producing uses (such as places of assembly) in appropriate and non-disruptive locations.

Other land use issues such as adequate housing and transportation can affect the vitality of the business community. In order to support a variety of industrial land uses and jobs, the business community has supported a range of housing options and prices. The availability of housing enhances economic growth, supports businesses, reduces commuting distances and gives employees some opportunities to both work and live in a community. Increased traffic congestion and commute time can affect businesses as well. The City continues to pursue a variety of land use strategies that achieve a greater integration of land uses that shorten or reduce trips, or make alternative transportation modes more convenient. The City is also supportive of TOD programs developed by businesses.

The City also seeks to support businesses by providing a supportive regulatory environment. The City has been a leader in permitting services with the One-Stop Permit Center and the online E-Permit system. The City's Economic Development program works closely with businesses and encourages communication when new plans or policies may affect them, to ensure that their needs are recognized and included in any regulation updates.

As of 2011, the major economic development issues facing the City are the need to support and expand the retail services available in the City, preserve a variety of spaces for start-up businesses and balance the need to introduce mixed-use areas with the need to provide adequate commercial and industrial space for businesses. The City will continue to use a variety of strategies to sustain a dynamic local economy that attracts investment, increases the tax base, generates public revenue and creates employment opportunities.

**Policies supporting Goal LT-6
(Supportive Economic Development Environment)**

POLICY LT-6.1 PROVIDE EXISTING BUSINESSES WITH OPPORTUNITIES TO GROW AND ADOPT NEW INDUSTRIES. *(Previously Socio-economic Policy 5.1B.1)*

- **LT-6.1a** Monitor the effect of City policies on business development and consider the effects on the overall health of business within the City. *(Previously Socio-economic Policy 5.1B.3)*
- **LT-6.1b** Support transportation demand management programs and other ride sharing programs countywide. *(Previously Socio-economic Action Statement 5.1B.4c)*
- **LT-6.1c** Participate in partnerships with local industry/businesses in order to facilitate communication and address mutual concerns. *(Previously Socio-economic Policy 5.1B.4)*

POLICY LT-6.2 PROMOTE BUSINESS OPPORTUNITIES AND BUSINESS RETENTION IN SUNNYVALE. *(Previously Socio-economic Policy 5.1C.4)*

POLICY LT-6.3 PARTICIPATE IN REGIONAL EFFORTS TO RESPOND TO TRANSPORTATION AND HOUSING PROBLEMS CAUSED BY ECONOMIC GROWTH IN ORDER TO IMPROVE THE QUALITY OF LIFE AND CREATE A BETTER ENVIRONMENT FOR BUSINESS TO FLOURISH. *(Previously Socio-economic Policy 5.1B.4)*

- **LT-6.3a** Support land use policies to achieve a healthy relationship between the creation of new jobs and housing. *(Previously Socio-economic Action Statement 5.1B.4a)*

POLICY LT-6.4 ENCOURAGE SUSTAINABLE INDUSTRIES THAT EMPHASIZE RESOURCE EFFICIENCY, ENVIRONMENTAL RESPONSIBILITY, AND THE PREVENTION OF POLLUTION AND WASTE. *(Previously Land Use and Transportation Policy C4.4)*

POLICY LT-6.5 ENCOURAGE CREATION OR INSTALLATION OF PILOT PROGRAMS (SUCH AS BLOOM BOXES OR VOICE OVER INTERNET PROTOCOL) FOR EMERGING INDUSTRIES IN BOTH PRIVATE AND PUBLIC FACILITIES. *(NEW)*

POLICY LT-6.6 SUPPORT A SEAMLESS DEVELOPMENT REVIEW PROCESS (DPIC) AND EXPAND THE ONE-STOP PERMIT CENTER. *(NEW)*

Policies supporting Goal LT-7 (Balanced Economic Base)

POLICY LT-7.1 MAINTAIN A DIVERSITY OF COMMERCIAL ENTERPRISES AND INDUSTRIAL USES TO SUSTAIN AND BOLSTER THE LOCAL ECONOMY. *(Previously Land Use and Transportation Action Statement C4.1)*

- **LT-7.1a** Promote a variety of commercial, retail and industrial uses, including Neighborhood Shopping, General Business, Office, Clean Technology, and Industrial/Research and Development. *(Previously Land Use and Transportation Action Statement C4.1.1)*
- **LT-7.1b** Ensure that rezoning industrial and commercial areas or specific sites will not significantly hurt the City's economic base. *(NEW)*

POLICY LT-7.2 ENCOURAGE LAND USES THAT GENERATE REVENUE, WHILE PRESERVING A BALANCE WITH OTHER CITY NEEDS, SUCH AS HOUSING. *(Previously Socio-economic policy 5.1C.3)*

- **LT-7.2a** Monitor revenues generated by different economic sectors on an on-going basis. (*Socio-Economic Policy C.2*)

POLICY LT-7.3 PROMOTE COMMERCIAL USES THAT RESPOND TO THE CURRENT AND FUTURE RETAIL SERVICE NEEDS OF THE COMMUNITY. (*Previously Land Use and Transportation Action Statement C4.1.3*)

POLICY LT-7.4 CREATE A STRONG, IDENTIFIABLE CENTRAL BUSINESS DISTRICT THAT PROVIDES REGIONAL AND CITYWIDE SHOPPING OPPORTUNITIES. (*Previously Land Use and Transportation Action Statement C4.1.4*)

POLICY LT-7.5 ENCOURAGE THE ATTRACTION AND RETENTION OF BUSINESSES THAT PROVIDE A RANGE OF JOB OPPORTUNITIES. (*Previously Land Use and Transportation Action Statement C4.1.5*)

OPEN SPACE

**GOAL LT-8
ADEQUATE AND BALANCED OPEN SPACE**

PROVIDE AND MAINTAIN ADEQUATE AND BALANCED OPEN SPACE AND RECREATION FACILITIES FOR THE BENEFIT OF MAINTAINING A HEALTHY COMMUNITY BASED ON COMMUNITY NEEDS AND THE ABILITY OF THE CITY TO FINANCE, CONSTRUCT, MAINTAIN AND OPERATE THESE FACILITIES NOW AND IN THE FUTURE. *(Previously Open Space and Recreation Goal A / Adopted in 2006)*

**GOAL LT-9
REGIONAL APPROACH TO OPEN SPACE**

A REGIONAL APPROACH TO PROVIDING AND PRESERVING OPEN SPACE AND PROVIDING OPEN SPACE AND RECREATIONAL SERVICES, FACILITIES AND AMENITIES FOR THE BROADER COMMUNITY. *(Previously Open Space and Recreation Goal C / Adopted in 2006)*

Special Use Facility — a park or recreation facility oriented toward single-purpose use (e.g. Las Palmas Tennis Center or Baylands Park).

The City strives to create community through its people, parks and programs. It provides a wide range of accessible, high quality open space and recreational programs and facilities to meet the desires of a diverse and changing Sunnyvale community, all which have a role in creating a healthy community and contribute to a high quality of life.

As of 2006 Sunnyvale has 20 parks comprising 223 acres, including 25 acres of athletic fields and 72 acres of developed parkland at Baylands Park; nine special use facilities comprising 355 acres including the Sunnyvale Golf Course, Sunken Gardens Nine-Hole Course, Baylands Park Wetlands and the closed landfill property; and has formal agreements for use and maintenance of 118 acres of school open space, primarily the school athletic fields. Also included in the total open space acreage are 49 acres of public grounds, which include sites such as the orchards as well as the open space surrounding the Community Center and Civic Center campuses. The total open space acreage is depicted below. Overall, in 2006 Sunnyvale maintained and provided almost 5.7 acres of park and open space for every 1,000 residents in the City (See Figure 3-3, Level of Service for Park Types).

School Open Space — Public school-owned open space lands, not including school buildings or playgrounds — that are under agreement with the City for public use and which by agreement the City is responsible for maintain. These sites consist largely of school athletic fields.

Figure 3-3:
Neighborhood Planning
Areas

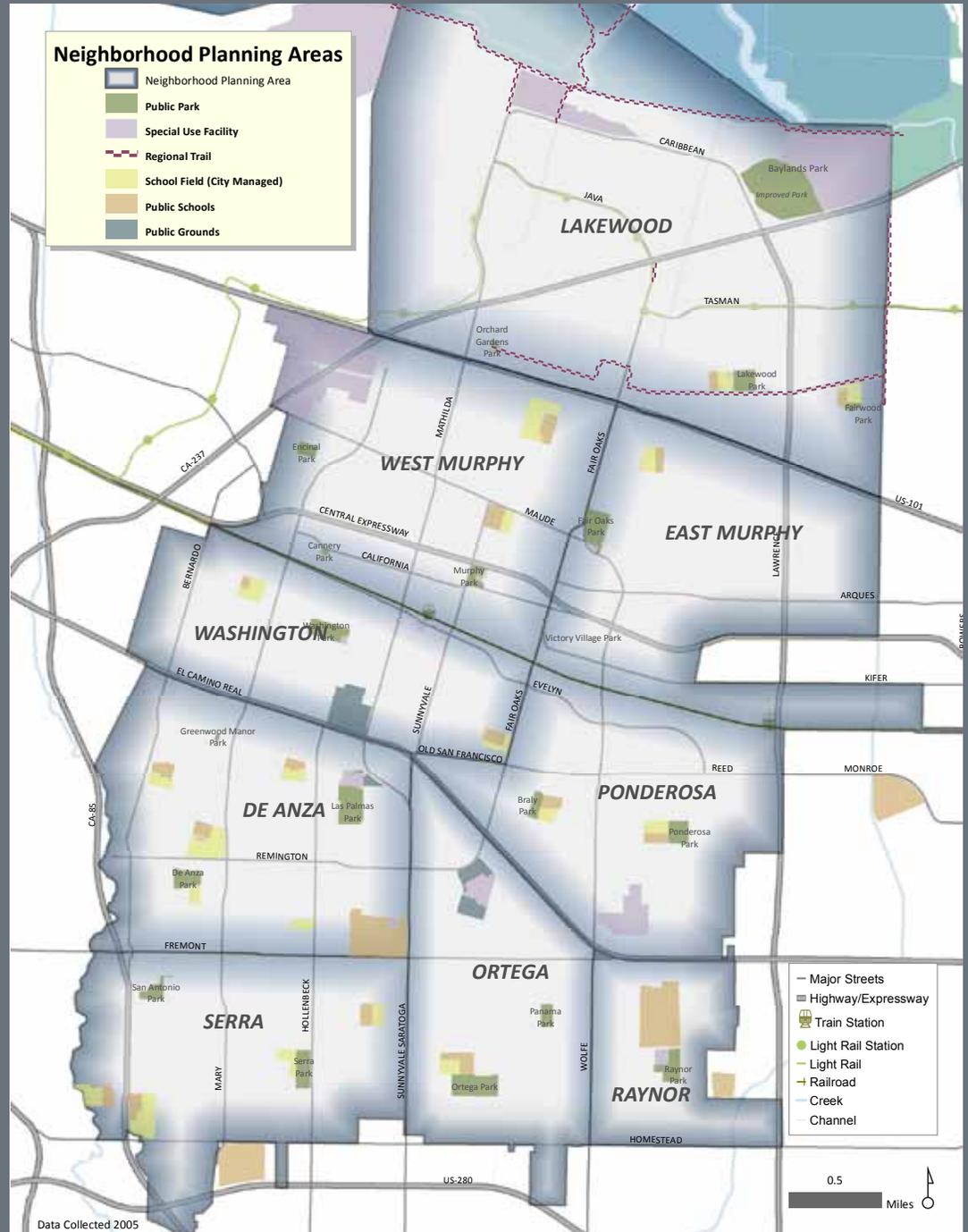


Figure 3-4: Level of Service for Park Types

Park Type	# of Sites	# of Acres	% of Total Inventory	Existing LOS (acres/ 1,000 population*)
Parks	20	223	30	1.69
School Open Space	19	118	15.8	0.90
Special Use Areas	9	355	47.7	2.70
Public Grounds	5	49	6.5	0.37
TOTALS	53	745	100%	5.66

*Based on 2005 U.S. Census data showing the City of Sunnyvale Population is 131,700

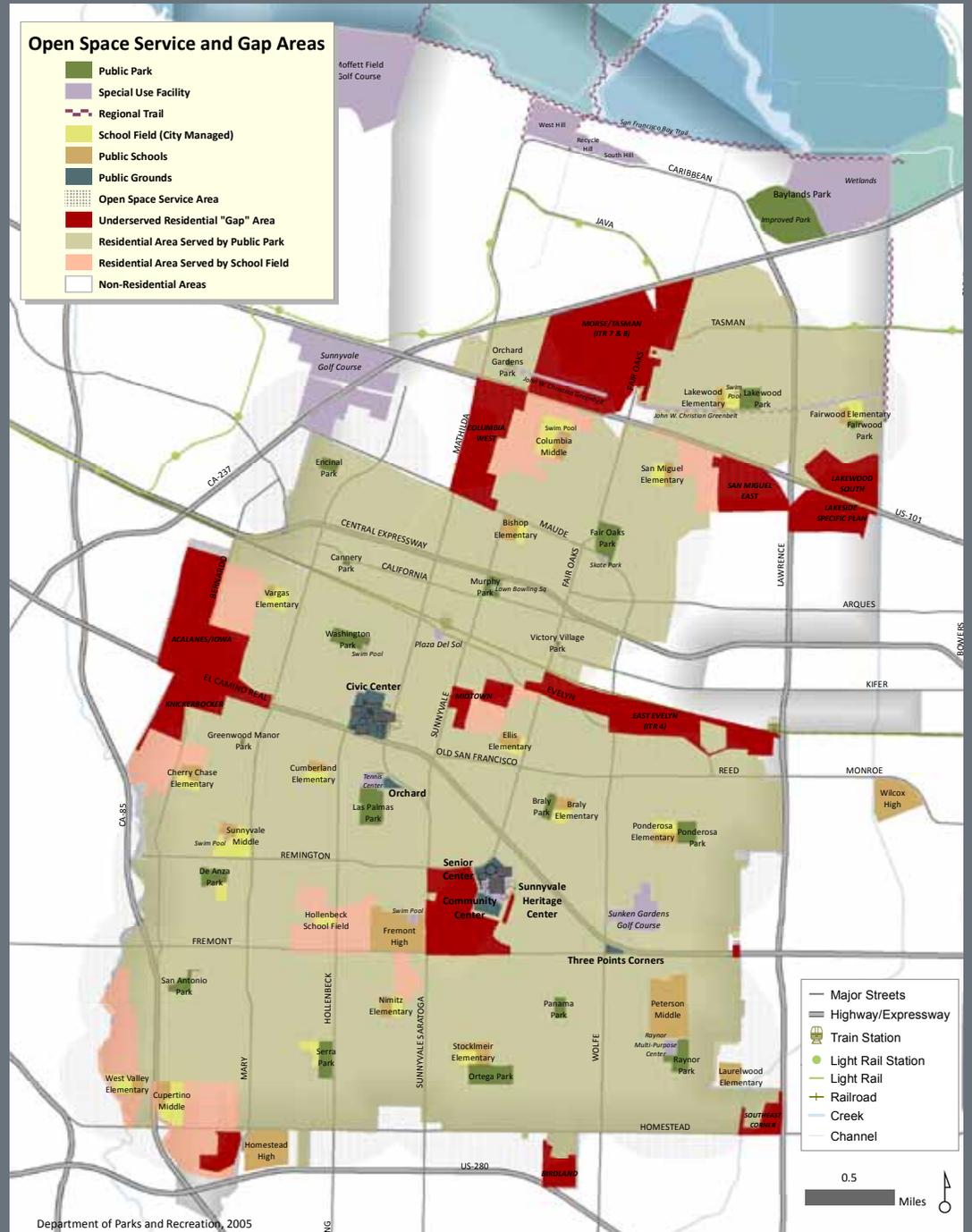
From 1992 to 2006, City-owned open space acreage increased by 2.6 acres with Plaza del Sol and Victory Village Park. Through agreements, the City has made an additional eight acres available to the public at Braly and Ponderosa schools; opened 3.45 miles of the Bay Trail to public use; finished improving the John W. Christian Greenbelt; and built a 50-meter swimming pool in partnership with the Fremont Union High School District. Major physical improvements since the early 1990s also include a new 23,000 square foot Senior Center, three new tennis courts and a snack bar at the Tennis Center; a skate park at Fair Oaks Park; a boardwalk at Baylands Park; and the relocation of a 1918 redwood barn (Bianchi Barn) from San Jose to Orchard Heritage Park.

It is generally accepted that parks best serve those living immediately adjacent to them, although today's population is highly mobile and will readily use parks throughout the City as well as in neighboring cities and not be limited to parks within walking distance. The City has identified neighborhood planning areas to describe this concept. Neighborhood planning areas are generally bounded by traffic arterials, are served with an elementary school or park within walking distance, and have neighborhood shopping facilities within a half-mile radius. Within the City there are nine neighborhood planning areas that are used by the City as a means to describe and evaluate the City's physical organization and distribution of parks (see Figure 3-5 for neighborhood planning area boundaries.)

For the purposes of identifying areas which are relatively underserved by open space, a neighborhood approach was taken, looking at which households were within specified distances from City open space sites. Parks of three acres or less in size were considered to primarily serve those living with a quarter mile radius of the park. For larger parks, a half mile radius was used, because the larger parks generally include more amenities and can serve more people. For school open space, which represents athletic fields without amenities such as restrooms or playgrounds, a quarter mile radius was used.

Once the half-mile and quarter-mile buffers are drawn around each open space site, it is possible to see which pockets of the City are not within these designated service areas. Figure 3-4 depicts all park sites with their accompanying buffers, or service areas. An Open Space Initiative was suggested to evaluate areas as being currently underserved by open space and determine measures to be taken to mitigate the impact of these service gaps.

Figure 3-5: Park and School Field Service and Open Space Gap Areas



In 1990, the National Recreation and Park Association (NRPA) developed standards or guidelines which recommended 4-6 acres of open space per 1000 population. Although it would be helpful to have a standard for the amount and kind of open space appropriate for the Sunnyvale community, the NRPA has since acknowledged the difficulty in setting standards that would be applicable to all communities, given each community's unique characteristics. The 1990 NRPA standard is, however, still widely used as a starting point of discussion. At 5.7 acres per 1000, Sunnyvale falls well within that guideline.

The public has expressed interest in increasing most park services, programs, resources and facilities, with the most emphasis on additional open space or enhancement of existing facilities. Much of the stated demand is for sports/athletic fields; however, there is a general sense that additional open space is increasingly important as the City's population increases.

Sunnyvale is experiencing a number of trends related to open space:

- Requiring residential developments to include buildings for community gatherings/meetings.
- Businesses are increasingly using open space during the work day for the benefit of their employees, resulting in a large increase in the use of picnic sites and athletic fields near large businesses. The daytime population for Sunnyvale was estimated at 149,923 in 2000 by the US Census Bureau, almost 20,000 more than the nighttime population. Staff has noted the phenomenon particularly in the northern part of the City. Encinal Park, Lakewood Park, Sunnyvale Baylands Parks and Fair Oaks Park each get heavy use during the day from nearby day-time only residents.
- New residential development is planned in several locations throughout City. Figures 3-4 and 3-5 show areas where increased residential growth can be expected. Seven areas are noted in the table below, along with estimates of the magnitude for which growth is being planned. Evelyn/Wolfe, Lakeside Specific Plan, and Tasman/Morse areas are also identified as being underserved by open space (see Figure 3-6, Projected Residential Growth). The underserved nature of these areas can be exacerbated by the planned residential growth.

Figure 3-6: Future Residential Growth Areas

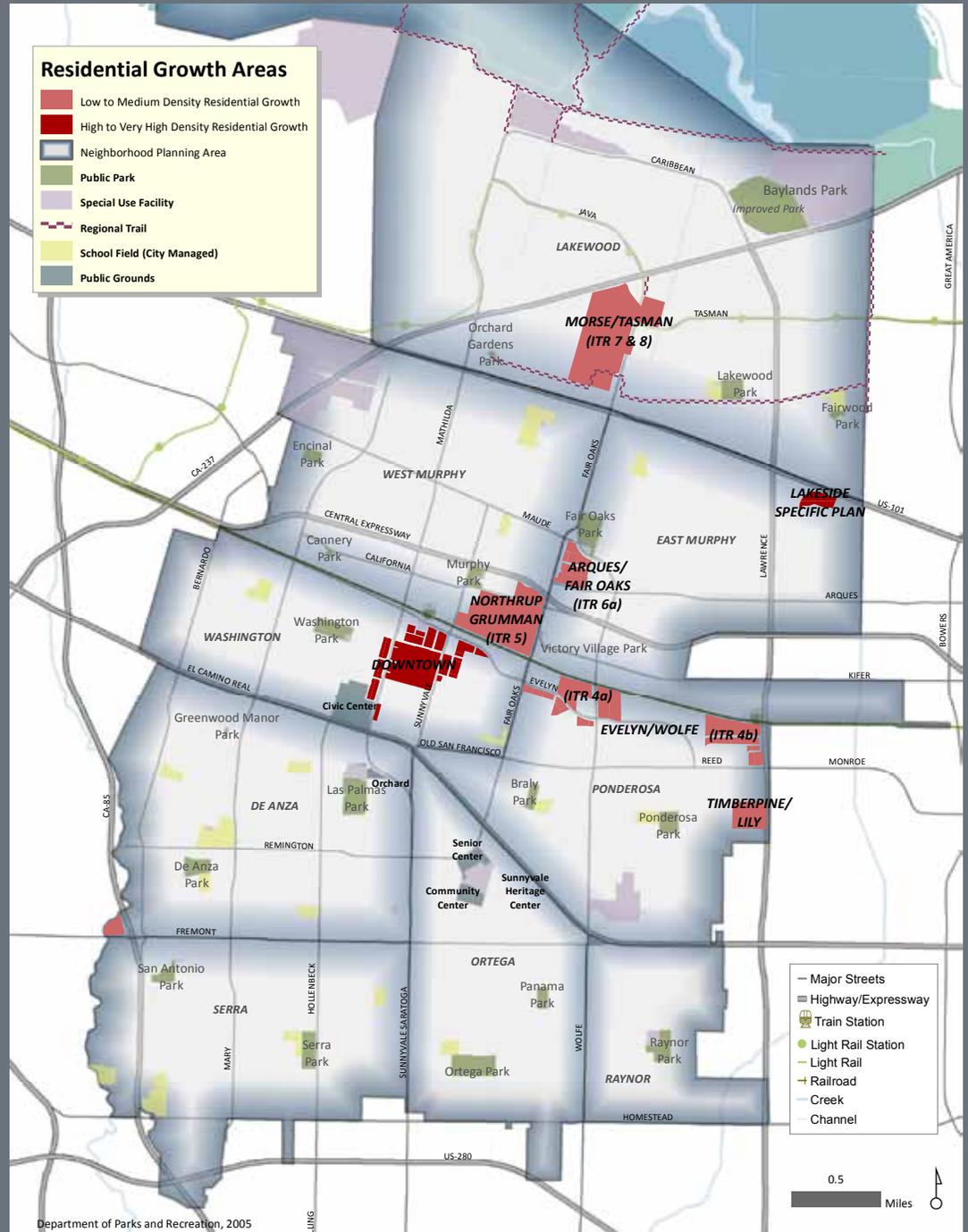


Figure 3-7: Projected Residential Growth

Area of Residential Growth	Neighborhood Planning Area	Within ½ Mile of Park?	Projected Build Out/Increase in Population
Timberpine/Lily	Ponderosa	Ponderosa Park	320
Evelyn/Wolfe (Includes ITR 4a and 4b)	Ponderosa	No	5,680
Arques/Fair Oaks (ITR 6a)	East Murphy	Fair Oaks Park	950
Lakeside Specific Plan	East Murphy	No	1,416
Downtown	Washington	Split: ½ Washington Park ⅓ Murphy Park ⅙ Las Palmas Park	3,900
Tasman/Morse (Includes ITR 7 and 8)	Lakewood	No	7,435
Northrup Grumman (ITR 5)	West Murphy	Split: ½ Murphy Park ¼ Fair Oaks Park ¼ Victory Village Park	3,000

In 2006, the City developed Key Initiatives to respond to demands for increased open space and the areas identified as having “service gaps” and being underserved by current open space offerings. These Key Initiatives were further evaluated in the Parks of the Future Study, which was completed in 2009. The 2006 Key Initiatives and the 2009 Parks of the Future study recommendations are described as follows:

- **Key Initiative #1** — Evaluate how well the following City-owned sites meet the open space and recreation priorities and determine which should be pursued for development as public open space;
 - Murphy Parksite Housing on Jackson Avenue
 - Orchard Gardens Parksite Housing on Garner Avenue
 - Fair Oaks Industrial Complex

In 2009, the City Council directed staff to sell the Orchard Gardens and Murphy Park park-site housing at a future time when the market improves and use the proceeds from the sale of the properties to fund other park and open space priorities. The Fair Oaks Industrial Complex, also known as the Morse Avenue park site, was identified as high priority for development as a Neighborhood Park. (In 2010 the planning and design for Morse Avenue Park was started, with an expect completion date in 2013.)

- **Key Initiative #2** — Evaluate areas identified as being currently underserved by open space and determine measures to be taken to mitigate the impact of these service gaps.

In 2009, the City Council adopted as priorities for acquisition and development of new open space the following areas:

- Morse/Tasman (includes ITR 7 & 8)
- East Evelyn (includes ITR 4)
- Acalanes/Iowa (Between western border of Sunnyvale and Mary Avenue, between El Camino and Evelyn)
- Downtown
- Community Center area
- East Sunnyvale ITR

The Council also directed staff to:

- Actively identify land for acquisition and development, with particular emphasis on areas identified as priorities for new open space
 - Revisit the City/School Use Agreements and look for opportunities to expand and/or redefine the existing partnerships to best meet the City's needs. [This effort was underway in 2010 and will be on-going.]
 - Work together to develop a long-term plan for the recreational use of the West Hill, Recycle Hill and South Hill portions of the Sunnyvale Landfill.
 - Explore the potential for new off-street trails and coordination of on-street bike connections.
- **Key Initiative #3** — Determine whether or not to continue agreement with Santa Clara County for operation of Sunnyvale Baylands Park past 2011 (agreement was to expire in 2011 and the notice of intent was required by December 2008).
- In December 2009 this agreement was renewed for an additional 25 years. It now expires in 2036.
- **Key Initiative #4** — Evaluate how the Raynor Activity Center meets open space and recreation priorities and determine what should be done with the site (e.g. keep for use as recreation facility; tear down and use for civic, non-recreation use; sell).
- In June 2010, City Council declared that the Raynor Activity Center was no longer needed for public purposes and available for long-term lease. The City anticipates making a determination on the future use of the Raynor Activity Center in 2011.
- **Key Initiative #5** - Consider revisions to Sunnyvale Municipal Code (e.g. evaluate whether to include commercial development in park dedication or mitigation; consider changes to the open space acreage dedication amount.)

In 2009, the City Council adopted as a target to maintain an open space level of service of 5.34 acres per 1,000 residents. Council also directed staff to prepare an amendment to Sunnyvale Municipal Code Chapter 18.10 and Chapter 19.74 relating to park dedication and in-lieu fees to change the facility standard to 3.0 acres per 1,000 population from its current standard of 1.25 acres per 1,000 population, in accordance with Fee Mitigation Act Requirements. This was completed on November 24, 2009 when Council raised the park facility standard from 1.25 acres per 1,000 residents to 3.0 acres per 1,000 residents over a three year period. In addition, the Council directed staff to further explore the feasibility of establishing expanded or modified Development Impact Fees under the Mitigation Fee Act.

Policies supporting Goal LT-8 (Adequate and Balanced Open Space)

POLICY LT-8.1 FOLLOW MANAGEMENT AND PREVENTIVE MAINTENANCE STRATEGIES TO EXTEND THE USABLE LIFE OF OPEN SPACES AND RECREATION FACILITIES, SUCH AS PLANNING FOR AND IMPLEMENTING “NON-USE TIMES” FOR OPEN SPACE AND FACILITIES IN ORDER TO ASSURE ADEQUATE MAINTENANCE AND REGENERATION TIME. *(Previously Open Space and Recreation Policy 2.2.A.1)*

POLICY LT-8.2 ADOPT MANAGEMENT, MAINTENANCE AND DEVELOPMENT PRACTICES THAT MINIMIZE NEGATIVE IMPACTS TO THE NATURAL ENVIRONMENT, SUCH AS SUPPORTING AND ENFORCING THE INTEGRATED PEST MANAGEMENT SYSTEM; AND LANDSCAPING IN WAYS WHICH MINIMIZE THE NEED FOR WATER. *(Previously Open Space and Recreation Policy 2.2.A.2)*

POLICY LT-8.3 PURSUE THE ACQUISITION OF APPROPRIATE FEDERAL LANDS CURRENTLY LOCATED AT THE FORMER MOFFETT NAVAL AIR STATION. *(Previously Open Space and Recreation Policy 2.2.A.3)*

POLICY LT-8.4 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. *(Previously Open Space and Recreation Policy 2.2.A.4)*

POLICY LT-8.5 MAINTAIN PARK AND OPEN SPACE TREE INVENTORY ON A SYSTEM WIDE BASIS RATHER THAN A SITE-BY-SITE BASIS WITH AN UNDERSTANDING THAT THERE IS NO SINGLE OPTIMUM NUMBER OF TREES FOR A PARTICULAR SITE. *(Previously Open Space and Recreation Policy 2.2.A.5)*

POLICY LT-8.6 MAINTAIN A WORKING FRUIT ORCHARD THROUGHOUT THE LARGEST PORTION OF ORCHARD HERITAGE PARK FOR AS LONG AS PRACTICAL. *(Previously Open Space and Recreation Policy 2.2.A.6)*

POLICY LT-8.7 CONDUCT A COST/BENEFIT ANALYSIS TO DETERMINE WHETHER THE GENERAL COMMUNITY WOULD BE WELL-SERVED DURING NON-SCHOOL HOURS BY CAPITAL IMPROVEMENTS TO SCHOOL-OWNED OPEN SPACE AND/OR RECREATIONAL FACILITIES. THE COST/BENEFIT ANALYSIS SHOULD TAKE INTO ACCOUNT ONGOING MAINTENANCE COSTS AND RESPONSIBILITIES. WHEN IT IS DETERMINED THAT THE COMMUNITY WOULD BE WELL SERVED BY THE CAPITAL IMPROVEMENT, THE CITY WILL CONSIDER FUNDING A SHARE OF THE COSTS OF THOSE IMPROVEMENTS PROPORTIONATE TO THE CITY'S USE. (SEE ALSO FISCAL MANAGEMENT SUB-ELEMENT FOR FISCAL POLICIES.) *(Previously Open Space and Recreation Policy 2.2.A.7)*

POLICY LT-8.8 SUPPORT THE ACQUISITION OR JOINT USE THROUGH AGREEMENTS WITH PARTNERS OF SUITABLE SITES TO ENHANCE SUNNYVALE'S OPEN SPACES AND RECREATION FACILITIES BASED ON COMMUNITY NEED AND THROUGH SUCH STRATEGIES AS DEVELOPMENT OF EASEMENTS AND RIGHT-OF-WAYS FOR OPEN SPACE USE, CONVERSION OF SITES TO OPEN SPACE FROM DEVELOPED USE OF LAND AND LANDBANKING. *(Previously Open Space and Recreation Policy 2.2.A.8)*

POLICY LT-8.9 REFRAIN FROM ENGAGING IN THE DEVELOPMENT OF OPEN SPACE AND/OR RECREATIONAL FACILITIES WITHOUT PRIOR ASSURANCE THAT ONGOING MAINTENANCE NEEDS WILL BE ADDRESSED. *(Previously Open Space and Recreation Policy 2.2.A.9)*

POLICY LT-8.10 FACILITATE AND ENCOURAGE PEDESTRIAN TRAFFIC IN PUBLIC RECREATIONAL OPEN SPACES AND UTILIZE THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY'S PEDESTRIAN TECHNICAL DESIGN GUIDELINES WHENEVER APPROPRIATE AND FEASIBLE. *(Previously Open Space and Recreation Policy 2.2.A.10)*

POLICY LT-8.11 SUPPORT THE ACQUISITION OF EXISTING OPEN SPACE WITHIN THE CITY LIMITS AS LONG AS FINANCIALLY FEASIBLE. *(Previously Open Space and Recreation Policy 2.2.A.11)*

POLICY LT-8.12 UTILIZE DESIGN AND DEVELOPMENT GUIDELINES FOR ALL PARK TYPES WITHIN THE CITY'S OPEN SPACE SYSTEM.

POLICY LT-8.13 MITIGATE AS FEASIBLE THE OPEN SPACE NEED IN AREAS IDENTIFIED AS UNDERSERVED THROUGH THE ACQUISITION OF NEW PARKLAND AND/OR THE ADDITION OF AMENITIES IN ORDER TO BRING SITES IN LINE WITH DESIGN AND DEVELOPMENT GUIDELINES.

POLICY LT-8.14 IN APPLYING THE PARK DEDICATION REQUIREMENTS FOR NEW DEVELOPMENT, PLACE A PRIORITY ON ACQUIRING LAND OVER IN-LIEU PAYMENT, PARTICULARLY WHEN THE DEVELOPMENT IS IN AREAS IDENTIFIED AS UNDERSERVED AND/OR WHEN THE LAND IS OF SUFFICIENT SIZE OR CAN BE COMBINED WITH OTHER LAND DEDICATION TO FORM LARGER MINI PARKS OR NEIGHBORHOOD PARKS.

POLICY LT-8.15 PLACE A PRIORITY ON ENSURING THAT EACH SITE HAS THE MINIMUM RESOURCES IDENTIFIED IN THE DESIGN GUIDELINES FOR ITS PARK CLASSIFICATION BEFORE ADDING NEW AMENITIES OVER AND ABOVE THE MINIMUM REQUIRED RESOURCES FOR THE PARK CLASSIFICATION.

POLICY LT-8.16 IF AMENITIES ARE NO LONGER NEEDED (E.G., DUE TO FISCAL CONSTRAINTS, ENVIRONMENTAL REASONS, CHANGE IN COMMUNITY NEEDS) GIVE STRONG CONSIDERATION TO REDESIGNING THE AMENITY TO SERVE COMMUNITY NEEDS.

Policies supporting Goal LT-9 (Regional Approach to Open Space)

POLICY LT-9.1 SUPPORT ACTIVITIES AND LEGISLATION THAT WILL PROVIDE ADDITIONAL LOCAL, COUNTY AND REGIONAL PARK ACQUISITION, DEVELOPMENT AND MAINTENANCE AND RECREATIONAL OPPORTUNITIES. *(Previously Open Space and Recreation Policy 2.2.C.1)*

POLICY LT-9.2 SUPPORT PUBLIC AND PRIVATE EFFORTS IN AND AROUND SUNNYVALE TO ACQUIRE, DEVELOP AND MAINTAIN OPEN SPACE AND RECREATION FACILITIES AND SERVICES FOR PUBLIC USE. *(Previously Open Space and Recreation Policy 2.2.C.2)*

POLICY LT-9.3 ENCOURAGE SCHOOL DISTRICTS TO MAKE AVAILABLE SCHOOL SITES IN AND AROUND SUNNYVALE FOR COMMUNITY OPEN SPACE AND RECREATION PROGRAMS. *(Previously Open Space and Recreation Policy 2.2.C.3)*

POLICY LT-9.4 SUPPORT A REGIONAL TRAIL SYSTEM BY COORDINATING WITH ADJACENT JURISDICTIONS TO FACILITATE TRAIL CONNECTIONS WHEREVER POSSIBLE. (SEE ALSO CITY OF SUNNYVALE BICYCLE PLAN.) *(Previously Open Space and Recreation Policy 2.2.C.4)*



CHAPTER 4

COMMUNITY CHARACTER

The Community Character Chapter contains information on the following topics:

- **Design** — building and street design, including policies on gateways, public art, special districts and public facilities.
- **Heritage Preservation** — protection of heritage structures and natural features, including programs to increase knowledge of Sunnyvale’s heritage.
- **Library** — existing conditions and future issues with expansion of the library and continuous improvement of the library collection.
- **Arts** — facilities for the encouragement of arts programming and activities.
- **Recreation** — issues and trends related to quality recreation programming.

It's
all
Here!
DOWNTOWN
Sunnyvale

It's
all
Here!
DOWNTOWN
Sunnyvale

Murphy
Station

PARKING

GUMBAS
Ristorante Italiana Pizz
Fine Italian Cuisine

The

SUNNYVALE



DESIGN

**GOAL CC-1
DISTINGUISHED CITY IMAGE**

PROMOTE SUNNYVALE’S IMAGE BY MAINTAINING, ENHANCING AND CREATING PHYSICAL FEATURES, INCLUDING FUNCTIONAL AND DECORATIVE ART, WHICH DISTINGUISH SUNNYVALE FROM SURROUNDING COMMUNITIES AND BY PRESERVING HISTORIC BUILDINGS, SPECIAL DISTRICTS AND RESIDENTIAL NEIGHBORHOODS WHICH MAKE THE CITY UNIQUE. *(Previously Community Design Goal A / Adopted in 1990 and Arts Goal E / Adopted in 1995)*

Good design can bring qualities to the built environment, such as identity, comfort, beauty and fun. Good design makes the difference between a strong, positive image for Sunnyvale and a vague one; between tree-lined neighborhood streets and bare asphalt; between architecture that inspires and non-descript buildings; between the playful sculpture in front of the Library and an empty bench. Sunnyvale is fortunate to have a strong economy which has created an attractive community along with future opportunities to improve. Improving the built environment may not require many grand gestures, but a collection of smaller actions.

A city’s visual image is a complex relationship between private and public development patterns and the natural features of the land. Ideally, this visual image should match the values and ambitions of a community. A city should create a place that residents can identify with and visitors can understand. A strong, clear visual image is like a firm handshake. It is a satisfying encounter.

There are many different factors that contribute to the City’s image. These factors include defined boundaries and gateways, distinctive landmarks and districts and publicly visible art. Enhancing these features will help articulate an image of Sunnyvale as a complete City and a special place to live and work.

Boundaries and Gateways

A defined boundary and gateway helps orient travelers and also creates a stronger identity for the City. Gateways create a precedent for design standards that follow along the major City thoroughfares. It is important to make these locations distinctive and attractive.

Sunnyvale is a modern metropolitan area where the boundaries of one city blend into the next. There are few visual clues to distinguish Sunnyvale from adjoining cities. This sprawl creates confusion and lack of orientation in the physical environment. Currently, there are few City monument signs or other distinctive features at these gateways to mark the municipal boundary and welcome people to Sunnyvale.

See Goal LT-2 (An Attractive Community) for further discussion and policies relating to enhancing neighborhoods and districts.

Gateways — specific places along a boundary where people enter and leave an area.

See Goal CC-2 (Attractive Street Environment) for discussion and policies regarding roadway features. See Policy CC-1.8 regarding Art in Private Development information and policies.

Roadways and natural features offer the best opportunities to define and clarify the City's edges. Distinctive landscaping, signage and medians can be used to highlight boundaries and gateways. Unique development or prominent artwork can be also encouraged at gateway and boundary locations. The City of Sunnyvale requires artworks in conjunction with new development at gateways, as described in the Sunnyvale Municipal Code.

The City's boundaries and gateway locations are shown on Figure 4-1, City Form Map. The following general locations are some of the best opportunities for possible gateway improvements:

- S.R. 237 and U.S. 101
- Mathilda Avenue at U.S. 101
- Sunnyvale-Saratoga Road at Homestead Road
- Lawrence Expressway at U.S. 101
- Lawrence Expressway at S.R. 237
- East and west ends of El Camino Real

In addition, the City's Baylands Park at S.R. 237 and Caribbean Drive celebrates the unique natural environment of San Francisco Bay. This park protects, enhances and interprets the natural wetlands of the Bay, while providing outdoor recreational opportunities and facilities. This park contributes to an appealing scenic edge on the northern City limits.

POLICY CC-1.1 IDENTIFY THE BOUNDARIES OF THE CITY WITH ATTRACTIVE AND DISTINCTIVE FEATURES. *(Previously Community Design Policy A.1)*

- **CC-1.1a** Encourage unique and uniform roadway landscaping and, where possible, median improvements to distinguish city boundaries. *(Previously Community Design Action Statement A.1.a.)*
- **CC-1.1b** Consider studying ways to minimize the barrier impact of highways and expressways by developing design approaches which relate these roadways to the rest of the community. *(Previously Community Design Action Statement A.1.c.)*
- **CC-1.1c** Continue to develop a comprehensive gateway improvement program to select major gateways for improvements such as special landscaping, signage, visitor information centers patterned pavement, monuments or artwork and unique private development standards. *(Previously Community Design Action Statement A.1.d)*

- **CC-1.1d** Consider installing new City of Sunnyvale monument signs at major gateways into Sunnyvale and developing a comprehensive sign program to identify major attractions within the City. (Previously Community Design Action Statement A.1.e)
- **CC-1.1e** Locate City of Sunnyvale signs in attractive surroundings and, whenever possible, in medians with distinctive landscaping. (Previously Community Design Action Statement A.1.f.)
- **CC-1.1f** Maintain a compatible scale with the roadway when designing gateway improvements. (Previously Community Design Action Statement A.1.h)

POLICY CC-1.2 CONTINUE TO ENHANCE THE VISIBILITY, ACCESSIBILITY AND USE OF THE SAN FRANCISCO BAY ON THE CITY'S NORTHERN BOUNDARY.
(Previously Community Design Action Statement A.1.b)

Special Districts and Residential Neighborhoods

Districts are special areas within a city which have a unique and unified character. Residential neighborhoods are vitally important to the everyday quality of life for Sunnyvale residents. Residential neighborhoods are also a major part of how the City looks, since more than one-third of the City is covered by single family and multi-family neighborhoods. Defined neighborhoods and districts can be as beneficial to a neighborhood as it is to the City. Being able to identify where you live by neighborhood or district is not only convenient, it promotes a sense of place and shared responsibility. Memorable districts and neighborhoods create memorable cities.

Sunnyvale has three basic types of districts: residential, commercial and industrial. See the sidebar for a list of some of the districts in Sunnyvale. Most districts share a predominantly homogenous form of horizontal structures and relatively similar building styles. Some districts and neighborhoods are more disrupted by change than others. Incompatible development has a damaging impact on the cohesiveness of the area and erodes its special quality.

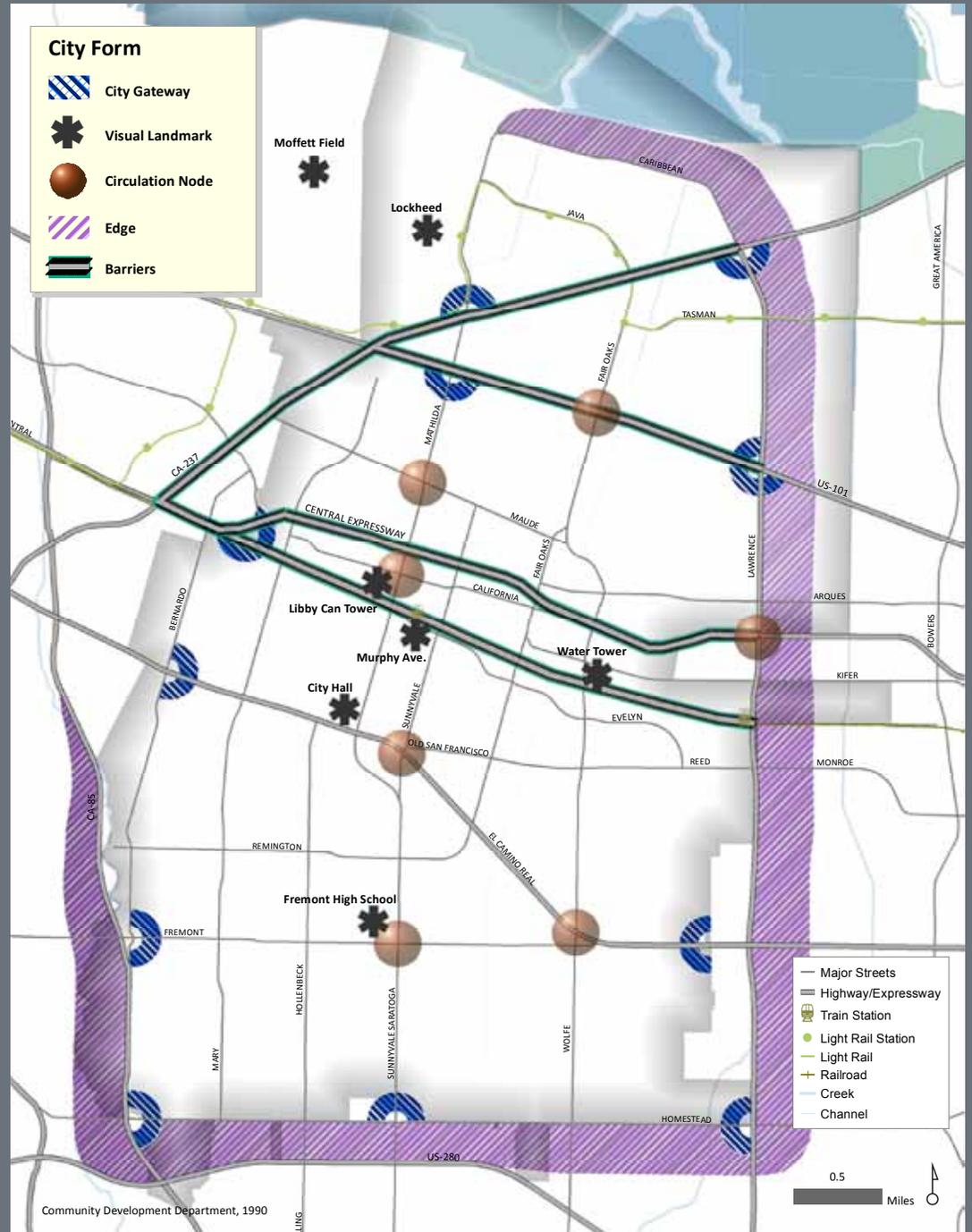
Special area and design guidelines are useful tools to enhance or create unique districts and preserve neighborhoods. A Specific Plan has development standards like a zoning district, but also includes design features which strengthen the district identity. Special area plans can identify appropriate uses, set regulations for building height, setbacks or floor area ratios and establish landscaping standards, architectural design standards, unique street lighting, public plazas and special signage. Design guidelines are more limited and would generally not affect land use or building regulations. Sunnyvale currently has a variety of special area plans with design guidelines or stand-alone design guidelines to assist in maintaining district character.

List of Districts

- Downtown
- Taaffe-Frances Heritage District
- El Camino Real
- Moffett Park
- Tasman Crossings

See Goal CC-3 (Well-Designed Sites and Buildings) for a discussion of private development and associated design guidelines.

Figure 4-1:
City Form Map



POLICY CC-1.3 ENSURE THAT NEW DEVELOPMENT IS COMPATIBLE WITH THE CHARACTER OF SPECIAL DISTRICTS AND RESIDENTIAL NEIGHBORHOODS. *(Previously Community Design Policy A.2)*

POLICY CC-1.4 SUPPORT MEASURES WHICH ENHANCE THE IDENTITY OF SPECIAL DISTRICTS AND RESIDENTIAL NEIGHBORHOODS TO CREATE MORE VARIETY IN THE PHYSICAL ENVIRONMENT. *(Previously Community Design Policy A.3)*

- CC-1.4a Encourage diversity and develop programs to emphasize the unique features of special districts and neighborhoods. *(Previously Community Design Action Statement A.3.a)*

POLICY CC-1.5 ENCOURAGE RESIDENTS TO MAINTAIN CLEAN NEIGHBORHOODS BY PREVENTING UNSIGHTLY ACCUMULATIONS OF DISCARDED MATERIALS AND ILLEGAL DUMPING OF MUNICIPAL SOLID WASTE. *(Previously Solid Waste Goal 3.2c)*

POLICY CC-1.6 MAINTAIN CITY NEIGHBORHOODS AS SAFE, HEALTHY PLACES TO LIVE. *(Previously Socio-Economic Policy A.5)*

POLICY CC-1.7 ENCOURAGE NEIGHBORHOOD PATTERNS THAT ENCOURAGE SOCIAL INTERACTION AND AVOID ISOLATION. *(Previously Socio-Economic Policy A.6)*

See Goal SN-3 (Safe and Secure Environment) for a discussion and policies related to safety and police services.

Publicly Visible Art

The cultural identity of a community is enhanced by the inclusion of public art in physical boundaries, gateways, landmarks, open spaces and buildings. Public art distinguishes communities from one another and adds human dimension to both outdoor and indoor environments by adding color and movement while defining “a sense of place.” There are three techniques to use to incorporate art into the community: a Master Plan for Public Art, art in private development and integration of art into capital projects.

In 1983, a 10-Year Master Plan for Public Art was developed to purchase commissioned artwork for permanent display on public properties. The plan identified public locations (both indoors and outdoors) for the permanent display of art and set aside funding to acquire a balanced and varied collection of public art. To date the City’s Public Art Collection includes something for everyone.

In 1990, an Art in Private Development ordinance was adopted to further enhance the City’s commitment to providing art in the community and in response to a policy in the 1983 Cultural Arts sub-element. Code requirements of the ordinance require large and centrally located private sector developments to include art for public display.

The City also incorporates art components in appropriate capital projects. This approach has been used with recent park development and redevelopment projects. Baylands Park incorporates many elements of art and has the potential to include more. Art was also included in the renovation of the City’s oldest park, Washington Park. These successful models of incorporating art into park projects will be used for future parks projects.



Meadow Flowers — nemophila menziesii variations” was provided by Target along Taafe Street as a new public art piece for the community to enjoy.

The challenge for the future will be to find new and reinvent old, ways of providing and encouraging the provision of publicly visible art. A new Master Plan for Public Art needs to be developed to set goals and priorities for the future which may be pursued as funds become available. Key elements of the 1983 Master Plan for Public Art included the capital project funding that enabled the commission and purchase of quality artworks and the City's commitment to funding the development of a permanent collection through capital improvement funds. Since the original Master Plan for Public Art is now outdated, new funding sources and strategies need to be identified if a revised master plan is to be developed.

An exciting area for consideration of new art is in the area of community murals. The Lakewood Community Mural set a good model for community involvement and support in assisting a professional artist create a high quality mural in the Lakewood area. Staff will explore other options with neighborhood and community organizations for community murals to provide high quality public art and help promote neighborhood identity. Park sites, public buildings and other public spaces may provide appropriate venues.

POLICY CC-1.8 PROVIDE AND ENCOURAGE THE INCORPORATION OF ART — BOTH FUNCTIONAL AND DECORATIVE - IN PUBLIC AND PRIVATE DEVELOPMENT. *(Previously Arts Policy E.2)*

- **CC-1.8a** As non-general fund resources allow — develop a new Master Plan for Public art. *(Previously Arts Action Statement E.2.a)*
- **CC-1.8b** Look for opportunities to participate in County and/or regional projects to incorporate art. *(Previously Arts Action Statement E.2.b)*
- **CC-1.8c** Work with Department of Public Works to include public art components as part of Interpretive Signage Project at SMaRT Station / WPCP Complex. *(Previously Arts Action Statement E.2.c)*
- **CC-1.8d** Identify and consider opportunities for art components to park development and/or redevelopment projects, such as at Baylands Park. *(Previously Arts Action Statement E.2.d)*
- **CC-1.8e** Continue to acquire public artworks which contribute to the public identity of outdoor places and provide pleasure and enrichment for Sunnyvale residents. *(Previously Community Design Action Statement D.2.e)*
- **CC-1.8f** Encourage selections of public artwork which have a broad appeal and capture the aspirations or social and cultural heritage of the community. *(Previously Community Design Action Statement D.2.g)*

GOAL CC-2 ATTRACTIVE STREET ENVIRONMENT

CREATE AN ATTRACTIVE STREET ENVIRONMENT WHICH WILL COMPLIMENT PRIVATE AND PUBLIC PROPERTIES AND BE COMFORTABLE FOR RESIDENTS AND VISITORS (*Previously Community Design Goal B/ Adopted in 1990*)

The view from the road is one of the most significant factors shaping Sunnyvale's visual image. For non-residents, the view from the road is often their only impression of Sunnyvale. For Sunnyvale residents, the quality of the street environment has a more direct impact on their daily lives. City roads are used for shopping errands, by children walking to school and by residents driving to work. Roadways provide the continuity that links neighbor to neighbor, district to district and the City to the larger regional transportation systems. Roadways are an important part of the visual landscape and affect property values throughout the City.

Sunnyvale is distinguished from surrounding cities by the amount of landscaped medians, street trees, private commercial landscaping, undergrounded utilities and sign controls. These features create an attractive roadway environment which differs from surrounding cities that do not have similar programs and regulations. Sunnyvale also looks different because of the extensive use of monolithic sidewalks, instead of the curbside landscaping found in several adjoining cities.

Public Landscaping Programs

Public landscaping can help unify and identify an area. Sunnyvale's landscaped medians help distinguish the major thoroughfares in the City and make streets more attractive, motorists more comfortable and increase safety by separating oncoming cars. Trees also represent a substantial value to the City, by adding to the real estate values of the private properties adjacent to where they are located. Trees provide a habitat for wildlife, shade for pedestrians and motorists, contribute to fresher air and reduce reflected heat from buildings and pavement.

The City has installed approximately 60 acres of public landscaping on Sunnyvale's roadways. The City also maintains approximately 37,000 street trees. In 2011, the City is drafting an Urban Forestry Plan to further detail the City's plan for trees. Maintenance costs can be expected to increase as trees grow taller, requiring additional and more difficult pruning. The City is implementing a comprehensive citywide pruning cycle to systematically maintain the beauty and safety of Sunnyvale's trees. The City can also undertake ongoing research on new tree varieties which are attractive, but require less maintenance and cause little or no damage to sidewalks.

See Goal LT-5 (Efficient Transportation) for discussion and policies of pedestrian pathways, bicycle lanes, car travel and mass transit.

POLICY CC-2.1 MAINTAIN AND PROVIDE ATTRACTIVE LANDSCAPING IN THE PUBLIC RIGHT-OF-WAY TO IDENTIFY THE DIFFERENT TYPES OF ROADWAYS AND DISTRICTS, MAKE MOTORISTS MORE COMFORTABLE AND IMPROVE THE ENJOYMENT OF RESIDENTIAL NEIGHBORHOODS. *(Previously Community Design Policy B.1)*

Streetscape Improvements

Utility wires, walls and fences along the public right of way have a direct impact on the view from the road. The design of these elements can add or detract from the visual appeal of the streetscape.

Undergrounding Overhead Utilities

Most property owners are required to place existing or new utilities underground when their land develops or redevelops. The City helps facilitate the undergrounding of utilities by paying for a portion of the undergrounding which extends beyond private property lines and street centerlines. The City's program to fund utility undergrounding along major thoroughfares has resulted in even more significant improvements to the roadway environment and the City's image.

Fencing and Sound Walls

Many of Sunnyvale's major thoroughfares are bordered by a continuous wall of rear yard fencing. In residential areas fencing provides privacy, blocks the view of traffic and can provide some noise buffer.

Sound walls are constructed to reduce the noise impacts of high traffic volumes on adjoining residences. Sound walls are constructed by private property owners along major roadways when those sites develop and with Measure A funds on freeways and expressways. Measure A funds are administered by the Santa Clara Valley Transportation Authority (VTA). The City has required sound walls as part of new development when needed for noise mitigation. State and County agencies are responsible for installing sound walls along freeways and expressways when there are substantial modifications, such as widening.

Signs

Commercial signs are a highly visible part of the roadside environment. They affect the visual quality of the roadways and the character of the City. Signs are generally oriented to the street and are a useful convenience to locate businesses. The differences in the types of signage often help to identify districts. Residential districts have few signs, while commercial districts have many signs in all different colors and sizes.

See Goal SN-8 (Compatible Noise Environment) for discussion and policies relating to noise compatibility and mitigation.

See Title 19 of the Sunnyvale Municipal Code for the complete sign ordinance at municipalcode.inSunnyvale.com

Sunnyvale has adopted sign regulations to ensure that signage is attractive, compatible with the district where it is located and not distracting to motorists. The premise of the Sign Code is that signs should identify businesses, not advertise them. This principle is one reason why billboards are not allowed in Sunnyvale. Uniform regulations provide each business with an equal opportunity to identify its location. These regulations are necessary to avoid signs which compete for attention with overwhelming size or garish colors. This type of competition creates visual chaos and is detrimental to other businesses. Sign regulations improve the safety of motorists by eliminating distracting signage, such as blinking lights and requiring a safe location for ground signs. The Sign Code also ensures that signage is compatible with building style and site design.

POLICY CC-2.2 MINIMIZE ELEMENTS WHICH CLUTTER THE ROADWAY AND LOOK UNATTRACTIVE. *(Previously Community Design Policy B.3)*

- **CC-2.2a** Continue to work with county and state agencies to choose appropriate colors, textures and landscaping for sound walls on freeways and expressways. *(Previously Community Design Action Statement B.3.c.)*
- **CC-2.2b** Encourage sound wall location and design which emphasizes important gateways into Sunnyvale. *(Previously Community Design Action Statement B.3.d.)*

GOAL CC-3 **WELL-DESIGNED SITES AND BUILDINGS**

ENSURE THAT BUILDINGS AND RELATED SITE IMPROVEMENTS FOR PRIVATE DEVELOPMENT ARE WELL DESIGNED AND COMPATIBLE WITH SURROUNDING PROPERTIES AND DISTRICTS. *(Previously Community Design Goal C/ Adopted in 1990)*

Private development is as important as public improvements in creating a vital, enjoyable and comfortable environment for residents and visitors. As a result, most communities have development standards and often require public review and approval of project design. In Sunnyvale, the design of new projects is reviewed as part of the permitting process. Without design policies and standards, private development may or may not produce the type of visual environment preferred by Sunnyvale. It is even less likely that the City will get outstanding development without a commitment to quality design review.

Sunnyvale has zoning regulations, standard development conditions and design guidelines which address site and building design. These regulations, conditions and policies are intended to create an environment which is engaging and attractive. They cover four major topics: site design, compatibility with the built environment, integration with the roadway and building design.

Along commercial roadways in Sunnyvale, buildings have routinely been set back from the street to accommodate parking. Often, a sense of enclosure is lost. The building also loses its relationship to the street and appears isolated at the back of a long expanse of asphalt. The City has studied El Camino Real and Downtown and addressed the building and street relationship through the use of both minimum and maximum setbacks.

POLICY CC-3.1 PLACE A PRIORITY ON QUALITY ARCHITECTURE AND SITE DESIGN WHICH WILL ENHANCE THE IMAGE OF SUNNYVALE AND CREATE A VITAL AND ATTRACTIVE ENVIRONMENT FOR BUSINESSES, RESIDENTS AND VISITORS, AND BE REASONABLY BALANCED WITH THE NEED FOR ECONOMIC DEVELOPMENT TO ASSURE SUNNYVALE'S ECONOMIC PROSPERITY. *(Previously Community Design Policy C.1)*

- **CC-3.1a** Continue to improve the design review process by using design professionals on staff and developing design guidelines to direct developers and assist the City in architectural and site review. *(Previously Community Design Action Statement C.1.a)*
- **CC-3.1b** Continue to study areas where the street and building setback relationship could be improved. *(Previously Community Design Action Statement C.2.g)*
- **CC-3.1c** Encourage reciprocal ingress-egress easements between commercial properties whenever feasible to minimize curb cuts, increase landscaping and improve vehicular safety. *(Previously Community Design Action Statement C.3.l)*
- **CC-3.1d** Consider developing Zoning Code standards for minimum depths of below grade parking and avoid at grade parking under buildings. *(Previously Community Design Action Statement C.4.h)*

POLICY CC-3.2 ENSURE SITE DESIGN IS COMPATIBLE WITH THE NATURAL AND SURROUNDING BUILT ENVIRONMENT. *(Previously Community Design Policy C.2)*

List of Design Guidelines:

- City-Wide Design Guidelines
- Single-Family Home Design Techniques
- Downtown Specific Plan
- Murphy Avenue Design Guidelines
- Taaffe-Frances Design Guidelines
- Eichler Design Guidelines
- Industrial Design Guidelines
- Precise Plan for El Camino Real
- Lakeside Specific Plan
- Arques Specific Plan
- Lockheed Martin Master Use Permit

GOAL CC-4 ACCESSIBLE AND ATTRACTIVE PUBLIC FACILITIES

PROVIDE PUBLIC FACILITIES WHICH ARE ACCESSIBLE, ATTRACTIVE AND ADD TO THE ENJOYMENT OF THE PHYSICAL ENVIRONMENT. *(Previously Community Design Goal D/ Adopted in 1990)*

Public buildings and facilities are the official face of a City. Sunnyvale's public buildings are centers of government, law, culture, education, recreation and other City services. The City services provided in these buildings are essential to the health, safety and welfare of the community.

There are many public buildings and complexes which serve Sunnyvale:

- City Hall
- Library
- Community Center, including the Senior Center and Creative Arts Center
- Parks and Recreation Centers (18)
- Municipal Golf Courses
- Public Safety Building
- Fire Stations (6)
- Corporation Yard
- Water Pollution Control Plant and SMaRT Station

See Figure 4-2, Public Facilities Map for the location of these buildings and complexes.

Sunnyvale's public buildings have unique characteristics which are different from other buildings in the City. Sunnyvale's buildings are open to everyone and heavily used by the community. These public buildings are not commercial enterprises, but are solely meant to provide the best possible services to Sunnyvale residents, businesses and visitors. Public buildings represent the City and strengthen the identity of Sunnyvale. These buildings are publicly funded and owned. In addition to all of the design principles discussed for private development, the public nature of these buildings also requires them to be readily accessible, easily identified, attractive and representative of the communities' values and aspirations. See Figure 4-2 for a map displaying the City's public facilities.

While Sunnyvale's public buildings have good accessibility, improvements could be made to a comprehensive and visible sign program to help locate City facilities and other major attractions, such as the downtown. Some of Sunnyvale's public buildings would be more easily identified if the signs were in prominent locations, of larger size, or made of more distinctive materials.

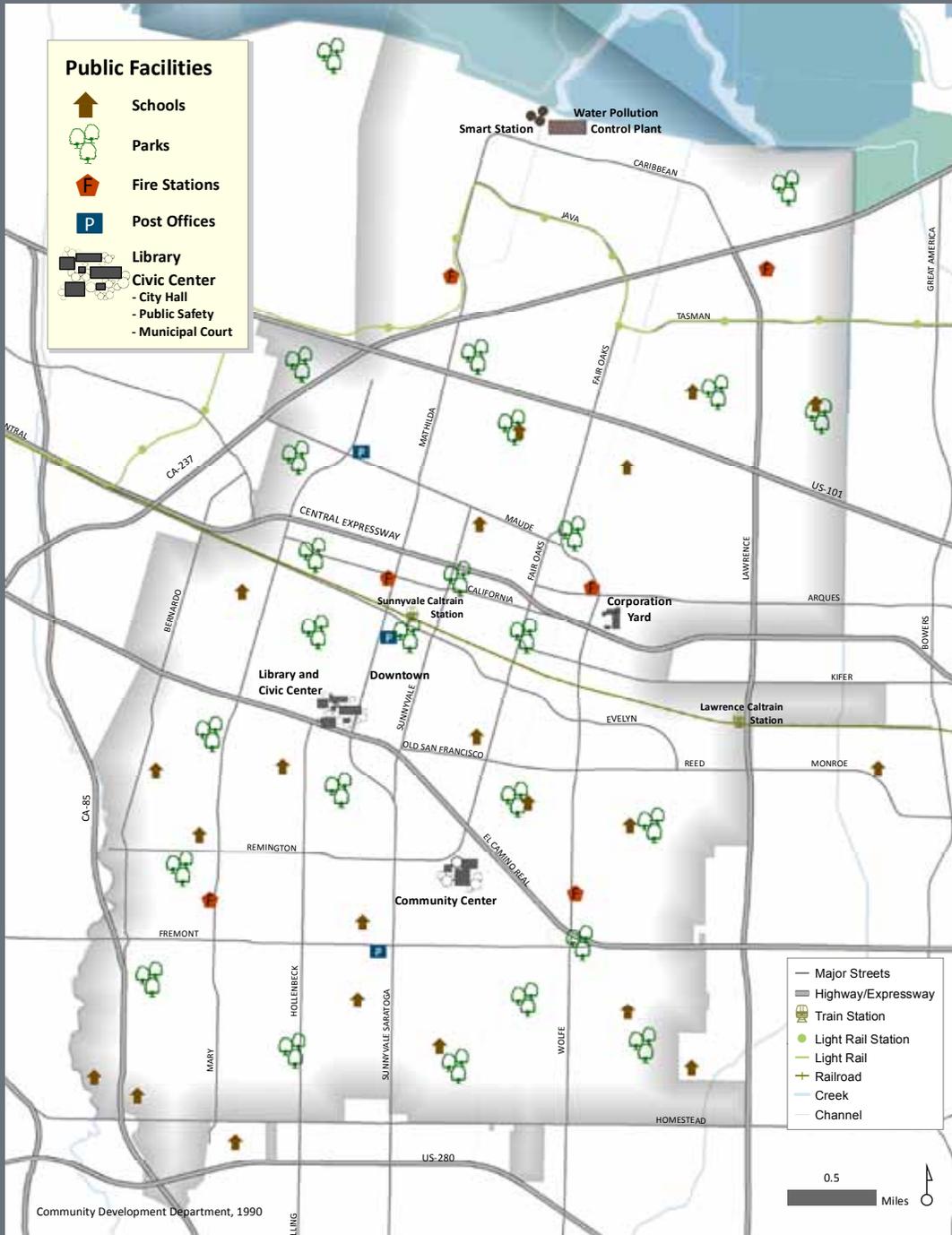


Figure 4-2: Public Facilities Map

POLICY CC-4.1 ENSURE THAT SUNNYVALE'S PUBLIC FACILITIES ARE EASILY IDENTIFIED, ACCESSIBLE, ATTRACTIVE AND REPRESENTATIVE OF THE COMMUNITY'S VALUES AND ASPIRATIONS. *(Previously Community Design Policy D.1)*

- **CC-4.1a** Consider implementing a comprehensive sign program for public facilities and City of Sunnyvale entry signs which may include maps to show the location of City facilities. *(Previously Action Statement D.1a)*
- **CC-4.1b** Consider implementing ways to increase the visibility of the Civic Center on Mathilda Avenue and El Camino Real and consider better identification for the Community Center along Remington. *(Previously Community Design Action Statement D.1d)*

POLICY CC-4.2 MAINTAIN BEAUTIFUL AND COMFORTABLE OUTDOOR PUBLIC PLACES WHICH PROVIDE A SHARED SENSE OF OWNERSHIP AND BELONGING FOR SUNNYVALE RESIDENTS, BUSINESS OWNERS AND VISITORS. *(Previously Community Design Policy D.2)*

- **CC-4.2a** Encourage some commercial activities in public plazas downtown *(Previously Community Design Action Statement D.2.j)*
- **CC-4.2b** Continue to encourage pedestrian and commercial activity on the sidewalks of the historic 100 block of Murphy Avenue. *(Previously Community Design Action Statement D.2.k)*

POLICY CC-4.3 WORK WITH OUTSIDE GOVERNMENT AGENCIES TO ACHIEVE ATTRACTIVE PUBLIC AND QUASI-PUBLIC FACILITIES CONSISTENT WITH THE QUALITY OF DEVELOPMENT IN SUNNYVALE. *(Previously Community Design Policy D.3)*

HERITAGE PRESERVATION

GOAL CC-5 PROTECTION OF SUNNYVALE'S HERITAGE

TO ENHANCE, PRESERVE AND PROTECT SUNNYVALE'S HERITAGE INCLUDING NATURAL FEATURES, THE BUILT ENVIRONMENT AND SIGNIFICANT ARTIFACTS.
(Previously Heritage Preservation Goal 6.3B / Adopted in 1995)

Sunnyvale has a rich and diverse heritage that is composed not only of buildings, trees and artifacts of historic significance, but also of the cultural traditions and community memories that these physical resources represent. It is not the objects, but the associations that these objects bring to mind, that make them important contributors to the experience of place and the sense of community. Acknowledging and maintaining these physical reminders of who we are and where we have come from is especially important in times of change — and, for Sunnyvale, change has always been part of the community experience.

In 1980, the City of Sunnyvale recognized the need to preserve those objects that represent the community's physical and cultural development and adopted the first Heritage Preservation Sub-Element as part of the Sunnyvale General Plan. The City also established the official Heritage Resources Inventory in 1980 containing landmarks, trees, residential and commercial districts and individual structures.

There are two main types of protected structures in Sunnyvale – heritage resources and local landmarks. A local landmark is the highest level of protection given by the City. Changes to local landmarks must be reviewed and approved by the Heritage Commission and specific, stringent reviews must be conducted if a local landmark is to be changed in a way that would significantly alter its historic character. Heritage resources have a somewhat lower level of protection.

Approximately 50 individual structures are listed as Heritage Resources and nine properties have individual landmarks. In addition, the City contains two districts: the Taaffe-Frances Heritage Neighborhood (a residential district) and the Murphy Station Heritage Landmark District (a commercial district).

Taaffe-Frances Heritage Neighborhood

The majority of the homes in the Taaffe-Frances Heritage Neighborhood (the 500 blocks of S. Frances Street and S. Taaffe Street and one home on the corner of S. Murphy Avenue and Olive Avenue) are in good to excellent condition. Although some individual buildings show the need for improvement, the overall appearance of this neighborhood is that owners care about their properties and make an effort to maintain them. Renovations and new additions made after 1988, when the Heritage Housing Combining District was added to the neighborhood, have been consistent with the regulations

The current Heritage Resources Inventory and Section 19.96 (Heritage Preservation) of the Sunnyvale Municipal code is available online at www.sunnyvale.ca.gov or at the One-Stop Counter at City Hall. The City also has achieved a designation as a Certified Local Government (CLG) from the State Historic Preservation Office (SHPO). Among other benefits this designation entitles the City to apply for grants for certain heritage projects.

Heritage Resource – A natural or human-made objects of scientific, aesthetic, educational, political, social, cultural, architectural or historical significance to the citizens of the city, the Santa Clara Valley region, the state, or the nation, which are designated and determined to be appropriate for preservation by the city council. See SMC Title 19 at <http://municipalcode.inSunnyvale.com> for a complete definition.

Heritage Housing District — A zoning overlay which can be added to a residential zoning district to inform the community of the presence of a Heritage Housing District.

See the Taaffe-Frances Heritage Neighborhood Design Guidelines for more information about the neighborhood and design policies for any modifications.

Local Landmark — A heritage resource which is significant in that the resource materially benefits the historical character of a neighborhood or area, or the resource in its location represents an established and familiar visual feature of the community or City, and has been designated and determined to be appropriate for preservation by the City Council. See SMC Title 19 at *MunicipalCode.inSunnyvale.com* for a complete definition.

governing the district. Most of the renovations have been simple improvements that have not changed the essential character of the homes and/or the neighborhood.

Murphy Station Heritage Landmark District

The City's only heritage commercial streetscape, the Murphy Station Heritage Landmark District, exemplifies the link between preservation and economic development. Activities which were designed to promote preservation of the buildings and streetscape resulted in the creation of an environment that is so attractive that it has drawn significant business investment, re-establishing Murphy Avenue as a commercially viable neighborhood. In fact, Murphy Avenue has become a destination point for the region.

This is the result of extensive investment that the City has made in the District. After the designation of the district in 1981 and the adoption of Murphy Avenue Design Guidelines, the City made a series of improvements which include repaving and landscaping the parking lots, making street and sidewalk improvements and providing street trees, street furniture and planters. In addition to these improvements, the City made low interest loans available to owners to assist with building improvements. By the mid-1990s, Murphy Avenue became the restaurant and entertainment center of Sunnyvale. The single most prevalent use on Murphy Avenue is restaurants that serve alcoholic beverages. Other restaurants, bars and nightclubs are also present, along with personal service uses, specialty retail uses, professional offices and two apartments.

Since the long term preservation of structures on the street is dependent upon the street's continuing commercial viability, consideration should be given to whether the number of businesses that serve alcoholic beverages should be limited, in order to achieve a more diverse mix of uses on Murphy Avenue. Entertainment-related uses are especially vulnerable to fads, as new places and styles of entertainment attract those seeking new entertainment experiences. A strategic approach to keeping the economic base of a commercial neighborhood strong is to diversify the uses in order to attract a wider range of customers and to balance daytime/nighttime uses. A diversity of uses also functions to encourage multi-use in the area, as a customer shops for retail products, gets a haircut and stops for lunch or a snack at a restaurant. In order to keep Murphy Avenue commercially viable, the Heritage Preservation Commission, the Planning Commission and staff should work closely together to encourage a strategic mix of uses. Sometimes, however, these two values – heritage preservation and economic development, may appear to be in conflict with each other. Creative resolutions of such conflict can be found through good communication and coordination between the various decision makers who are involved.

Maintaining and Updating the Heritage Resources Inventory

The Heritage Resource Inventory does not include all of the buildings, trees and sites in the City that may be worthy of inclusion. The Heritage Resources inventory should be updated periodically to include new resources that have been added to the inventory since the last publication, delete those that have been lost and indicate any that may have been upgraded from a heritage resource to a landmark status. At that time, existing resources should be re-evaluated and a new survey of the community conducted to determine if other buildings, sites, trees, streetscapes or districts should be considered for inclusion in the Inventory.

POLICY CC-5.1 PRESERVE EXISTING LANDMARKS AND CULTURAL RESOURCES AND THEIR ENVIRONMENTAL SETTINGS. *(Previously Heritage Preservation Policy 6.3B.1)*

- **CC-5.1a** Consider instituting a Neighborhood Enhancement program for older neighborhoods containing a number of cultural resource structures where there is evidence that the structures in the neighborhood may be deteriorating due to poor maintenance and lack of repairs. *(Previously Heritage Preservation Action Statement 6.3B.1e)*

POLICY CC-5.2 ENHANCE THE VISUAL CHARACTER OF THE CITY BY PRESERVING DIVERSE AS WELL AS HARMONIOUS ARCHITECTURAL STYLES, REFLECTING VARIOUS PHASES OF THE CITY'S HISTORICAL DEVELOPMENT AND THE CULTURAL TRADITIONS OF PAST AND PRESENT RESIDENTS. *(Previously Heritage Preservation Policy 6.3B.3)*

POLICY CC-5.3 IDENTIFY AND WORK TO RESOLVE CONFLICTS BETWEEN THE PRESERVATION OF HISTORIC RESOURCES AND ALTERNATIVE LAND USES. *(Previously Heritage Preservation Policy 6.3B4)*

- **CC-5.3a** Consider providing more flexibility in the zoning code to provide for adaptive reuse of heritage structures when existing uses are not economically feasible and alternative uses would not be allowed under existing zoning regulations. *(Previously Heritage Preservation Action Statement 6.3B.4b)*

POLICY CC-5.4 SEEK OUT, CATALOG AND EVALUATE HERITAGE RESOURCES WHICH MAY BE SIGNIFICANT. *(Previously Heritage Preservation Policy 6.3B.5)*

POLICY CC-5.5 ARCHEOLOGICAL RESOURCES SHOULD BE PRESERVED WHENEVER POSSIBLE. *(Previously Heritage Preservation Policy 6.3B.10)*

POLICY CC-5.5 ENCOURAGE A COMMERCIAL STRATEGIC MIX OF USES ON MURPHY AVENUE. *(Previously Heritage Preservation Policy 6.3B.7)*

**GOAL CC-6
KNOWLEDGE OF SUNNYVALE’S HERITAGE**

PROMOTE KNOWLEDGE OF, AND APPRECIATION FOR, SUNNYVALE’S HERITAGE AND ENCOURAGE BROAD COMMUNITY PARTICIPATION IN HERITAGE PROGRAMS AND PROJECTS. *(Previously Heritage Preservation Goal 6.3A/ Adopted in 1995)*

Other Heritage Preservation Agencies

- Sunnyvale Historical Society
- California Historical Society
- Santa Clara County Heritage Council
- California Preservation Foundation
- Sunnyvale Heritage Museum, <http://www.heritageparkmuseum.org/>

Much of the basic work of identifying and designating resources and providing regulations to operate the City’s heritage preservation program has been done. Although these achievements have been very important, community support is a key factor in improving the City’s heritage preservation program and protecting its heritage resources. Therefore, programs which involve communication and other forms of outreach should be given priority in the coming years. These types of programs include partnerships with other groups and agencies, collection of oral histories and integration of diverse traditions.

Partnerships with Other Groups and Agencies

It will become increasingly important to maintain and expand relationships with private organizations as the City seeks to broaden its constituency for heritage preservation support and maximize the effectiveness of the City's Heritage Preservation program. These other agencies can provide information and support for the City's heritage preservation activities.

Some of these program activities include providing written histories of the City. The Heritage Preservation Commission published a book *Images*, which provides photographs and information on Sunnyvale's heritage resources which has been used extensively by members of the Sunnyvale Historical Society as well as the public. Since this book is now out of print, re-publication should be considered. In addition to *Images*, the City assisted with publishing a book on the history of Sunnyvale, Sunnyvale from the City of Destiny to the Heart of Silicon Valley, by Mary Jo Ignoffo. This book was published by the California History Center Foundation and provides another example of how various public and private agencies can work together to acknowledge and preserve the City's heritage preservation program.

Oral Histories

In addition to written resources, the City also has a resource that has not been fully utilized – the memories of long-time residents. Older residents have stories to tell about Sunnyvale's past which can help us to understand how things came to be as they are and how personalities of these individuals have affected the City's historical development. For example the story of W.E. Crossman's efforts to create the City of Destiny is largely an oral tradition that was later recorded and documented. These heritage resources, although in some ways intangible, make an important contribution to Sunnyvale's Heritage and should be acknowledged.

Integration of Diverse Traditions

The cultural traditions which now are reflected in Sunnyvale's built environment are largely the traditions of Americans of European descent. It is these traditions which have defined what is beautiful and worth of preservation. As the number of immigrants from other countries increases, the ethnic make-up of the population will change. The new residents will bring with them their own concepts about what is beautiful, what is acceptable and what is worthy of preservation.

Sunnyvale has not yet experienced the "layering" effect of having buildings used over time by different cultural groups. Therefore, the question of "whose heritage is it?" that should be preserved has not arisen. However, if the predicted demographic changes occur, this could be a relevant question in the future. Some new residents may at first tend to move into the older, less expensive neighborhoods which contain a significant number of cultural resource homes and propose to make changes to these homes to express their cultural traditions. Should this pattern occur, it will provide an opportunity to develop a creative dialogue between the new residents and the heritage "establishment." In order to benefit from the enrichment possible through integration of diverse traditions, an energetic program of outreach and involvement should be developed.

Records, photographs, books and other materials documenting Sunnyvale's history can be found in the archival collection of the City's public library and at the Sunnyvale Historical Museum.

POLICY CC-6.1 DEVELOP AND EXPAND COOPERATIVE WORKING RELATIONSHIPS WITH SCHOOLS, CIVIC GROUPS, NEIGHBORHOOD ORGANIZATIONS, BUSINESS ORGANIZATIONS AND OTHER ESTABLISHED ORGANIZATIONS TO SHARE IN THE PROMOTION OF HERITAGE PROGRAMS AND PROJECTS. *(Previously Heritage Preservation Policy 6.3A.2)*

POLICY CC-6.2 PROMOTE THE UNDERSTANDING THAT HERITAGE PRESERVATION ENHANCES PROPERTY VALUES AND PROVIDES FINANCIAL AND ECONOMIC BENEFITS TO PROPERTY OWNERS, NEIGHBORS AND THE CITY. *(Previously Heritage Preservation Policy 6.3A.3)*

- **CC-6.2a** Consider development of a comprehensive outreach program to encourage involvement of a broad spectrum of the community in heritage preservation issues and projects. *(Previously Heritage Preservation Policy 6.3A.4)*

LIBRARY

GOAL CC-7 APPROPRIATE LIBRARY FACILITIES

MAINTAIN LIBRARY FACILITY AND PURCHASE MATERIALS THAT ARE EASILY OBTAINABLE AND APPROPRIATE BASED ON CHANGING COMMUNITY NEEDS *(Previously Library Goal 6.2D / Adopted in 2003)*

GOAL CC-8 BROAD AND DIVERSE LIBRARY COLLECTION

PROVIDE A BROAD AND DIVERSE COLLECTION OF BOOKS AND OTHER LIBRARY MATERIALS TO MEET THE VARIED INTERESTS AND NEEDS OF THE COMMUNITY. *(Previously Library Goal 6.2A / Adopted In 2003)*

The Sunnyvale Library is a vibrant community space where the public has access to a vast diversity of ideas, information, knowledge and entertainment. Service, programs and collections are designed to inform and delight residents of all ages, backgrounds and educational levels.

Library use in Sunnyvale has been high for more than a decade. Frequent users of library services are children, adults from 35-54 and seniors. The Library is consistently among the top five California public libraries in communities of similar size in terms of number of items circulated per capita. Library use ebbs and flows with the economy, community education levels and in relation to library conditions in neighboring communities. As of 2003, the Sunnyvale Library is experiencing a sustained period growth in use of materials, an increase of 20 percent in the last year alone.

The library collection is the backbone of the Library, supporting the Library's activities and services. The library collection continues to evolve as technology provides new formats and information delivery systems. Books, books on CDs (compact discs), music CDs, down-loadable electronic books for computer use and portable devices, DVDs, magazines and newspapers, in print and online, and other digital resources comprise the current array of materials offered to satisfy the information needs of our community.

Modernization and additional space are required for to support future areas of emphasis in library services. Special areas of emphasis include additional space for children's materials, media collection computer-related materials and materials in a variety of languages. Additional space for functions such as meeting space, study areas, and areas to obtain, meet in small groups and gather in large groups for programs.

In response to the increasing complexity of Library space issues, facility studies were conducted in depth in 2006 and 2007. Space, aging building systems and access issues were addressed at that time. The study also determined how much additional space was needed and what kind of space it should be. The options for study included consideration of a new main library facility and additional branches in the community. Building a new, larger main library facility was recommended and presented to Sunnyvale residents for approval in 2007 as a Library Bond Measure. The measure failed to achieve the two-thirds majority needed to pass, so the possibility of a branch library was explored in 2008. The City Council did not to pursue the branch library alternative at that time. Future considerations should also explore the feasibility of retail and/or food beverage services for Library customers due to many requests from customers over a long period of time. Additional options and decisions need to be made to provide full library service in updated, accessible, technology-upgraded facilities in Sunnyvale.

The Sunnyvale Library looks towards future trends to continue to provide the public with current content and materials. The Library must address the most effective ways to continue to support reading and learning using print as well as the new formats and methods that technology continues to offer. There is a vast array of formats that the public increasingly expects the Library to offer, which is a challenge to the Library's static budget. The Library also needs to offer easy access to Library resources via social networks and on personal handheld devices. It is not enough to simply introduce new technologies and formats to the public. The Library must be supportive of each user's specific needs in terms of the management and evaluation of such technologies and formats.

Policies supporting Goal CC-7 (Appropriate Library Facilities)

POLICY CC-7.1 PROVIDE ACCESS TO THE LIBRARY AND MATERIALS.
(Previously Library Policy 6.2D.1)

- CC-7.1a Review the need to provide library signs in languages other than English. (Previously Library Action Statement 6.2D.1c)

POLICY CC-7.2 MAINTAIN A FULL SERVICE LIBRARY ADEQUATE TO MEET COMMUNITY NEEDS. (Previously Library Policy 6.2D.2)

- CC-7.2a Study the space needs of the Library as the population grows and diversifies and recommend the most appropriate configuration for services and facilities. (Previously Library Action Statement 6.2D.2a)
- CC-7.2b Explore the feasibility of retail and/or food/beverage service and space for Library customers. (Previously Library Action Statement 6.2E.2c)

Policies supporting Goal CC-8 (Broad and Diverse Library Collection)

POLICY CC-8.1 PROVIDE A COLLECTION OF MATERIALS IN PRINT, AUDIO-VISUAL AND ELECTRONIC FORMATS IN SUPPORT OF ALL LIBRARY SERVICES.
(Previously Library Policy 6.2A.1)

POLICY CC-8.2 GIVE HIGH PRIORITY TO THE FOLLOWING:

- Collections of materials for children and their parents, teachers and care givers. (Previously library policy 6.2A.2)
- Collections that support reference services (previously library policy 6.2A.3)
- Providing educational support for library users of all ages. (Previously library policy 6.2A.4)
- Developing the library's collection of popular materials. (Previously library policy 6.2A.5)

ARTS

GOAL CC-9 APPROPRIATE ARTS FACILITIES

PROVIDE AND MAINTAIN ARTS FACILITIES BASED ON COMMUNITY NEED AND THE CITY'S ABILITY TO FINANCE, CONSTRUCT, MAINTAIN AND OPERATE THEM. *(Previously Arts Goal F/ Adopted in 1995)*

As an essential and integral part of the City of Sunnyvale's services, the City currently operates two community buildings dedicated to the arts: Sunnyvale Theatre and the Creative Arts Center. The fully-equipped 200-seat Sunnyvale Theatre is the most heavily programmed theatre venue in the South Bay, serving an annual audience of more than 65,000 with a schedule that includes more than 400 performances of all types of venues. The Theatre building also includes one of the area's most attractive public dance studios. The adjacent Creative Arts Center includes one of the largest pottery studios in the Bay Area, two fine art studios and two music and drama classrooms. Together, these two facilities house most of the City's performing and visual arts classes in a central location, providing recreational experiences for more than 21,000 youth and adult students enrolled annually.

These well-equipped, well-maintained and conveniently-located arts facilities showcase Sunnyvale as a center of creativity and productivity. Community members of all ages can practice and enjoy both performing and visual arts. These buildings invite shared cultural experiences, serve as gathering places and allow nonprofit art groups opportunities to flourish.

There is an acknowledged shortage of suitable and affordable commercial space available to individual professional artists in the region. In addition to the Sunnyvale Theatre and Creative Arts Center, Sunnyvale also maintains and leases four Artist Studios at Raynor Activity Center at below-market rates. By making available affordable workspaces for local professional artists, the City further affirms its commitment to providing an encouraging and welcoming environment for the arts.

Community Center Theatre

The Community Center Renovation Project, completed in 1991, included major improvements to the Community Center Theatre because of heavy use and need for quality arts facilities. The theatre lobby was enlarged and a ticket box office was added to the front of the theatre. Handicapped accessible rest rooms, a rehearsal room and office space were also added. The ambiance of the facility was enhanced by updating and coordinating interior finishes and furniture and the theatre seating was replaced. Infrastructure improvements included replacing the roof, heating, ventilation and air conditioning systems, stage lighting, audio system and fire protection system.

Use of the Community Center Theatre has expanded since 1983, and the theatre is annually booked for 49 weeks with three weeks generally set aside for preventive maintenance and repair. Over 450 performances are offered each year which include performances by the California Theatre Center, Sunnyvale Community Players, Sunnyvale Singers, Sunnyvale Music Association, the City's Evenings of Cultural Arts and various community rentals. Performances include drama, dance, storytelling and music.

Creative Arts Center

To address changing programming needs, the Creative Arts Center was remodeled in 1985 to replace the lapidary studio with a general purpose arts and crafts studio, and add storage for the gallery along with office space. As part of the Community Center Renovation Project, a fire protection system was added, the roof replaced, and interior finishes were updated. New kilns were installed in 1995, and potter's wheels and other pottery-related equipment are replaced on an as needed basis. In compliance with the Americans with Disabilities Act of 1990, a fully accessible potter's wheel has been added to the equipment inventory.

Dance Studio

Since 1983, there has been increased community interest in dance; therefore, a major component of the Community Center Renovation Project identified the addition of a dance studio to the theatre building. The "state of the art" dance studio includes a sprung wooden floor, full length mirrors, exercise bars and a sound system. The studio can be accessed from the outside or through the main building — a feature which lends itself well to the conducting of classes as well as rehearsal space for theatre and dance productions.

Approximately 250 annual dance classes are held in the Dance Studio for children, youth and adults. Dance opportunities include ballet, tap, jazz, street dance, flamenco, belly dance and creative movement. Classes serve approximately 3,000 participants a year and represent major growth in program participation since 1983. The dance program includes traditional offerings of Ballet, Tap and Jazz, while expanding to meet the changing needs of the community. Classes such as Hip Hop are popular with the younger members of the community and classes such as Chinese Ethnic Folk Dance and Israeli Folk Dance experience high enrollment on an on-going basis.

Raynor Artists' Studios

To further demonstrate the City's commitment to encourage and support local artists, a portion of the Raynor Activity Center has been converted to four artist studios. The studios are offered to local artists on a short-term lease basis at below market rental rates. These studios offer a creative space for artists who cannot rent space at commercial rates. Artists are selected by a jury based on their eligibility in meeting the following criteria: quality of work; residence (Sunnyvale resident or non-resident); and diversity in the types of media being represented at the site.

Future Facilities

The present trend is towards maintaining existing facilities rather than constructing new ones, given the high costs both of facility construction and of operation. The recent and extensive renovation of the Community Center Complex has ensured that the arts facilities located therein are functional and attractive. Efforts will continue to focus on maintaining the Americans with Disabilities Act accessibility, along with facility quality, safety and cleanliness to ensure participants' safety and user satisfaction.

Located within the greater Sunnyvale area are many arts facilities of a regional nature which may offer the potential for partnerships while also serving as arts resources to residents of the region. For facilities owned by the City of Sunnyvale, where possible and appropriate, efforts will be made to recover the costs of operation from users, such as in rental situations.

POLICY CC-9.1 PROVIDE, MAINTAIN, AND OPERATE ARTS FACILITIES WITHIN FINANCIAL CONSTRAINTS SUCH AS THE COMMUNITY CENTER THEATRE, CREATIVE ARTS CENTER, ARTISTS' STUDIO, GALLERY AND PUBLIC ART COLLECTION IN A SAFE, CLEAN AND USABLE CONDITION WITH ATTENTION TO CUSTOMER SATISFACTION. *(Previously Arts Policy F.1)*

- **CC-9.1a** Plan and implement appropriate non-use times for arts facilities which will ensure adequate maintenance time.
- **CC-9.1b** Conduct ongoing surveys of special populations related to facilities in order to provide maximum accessibility.
- **CC-9.1c** Evaluate opportunities to utilize regional arts facilities and resources.

RECREATION

GOAL CC-10 HIGH-QUALITY RECREATION PROGRAMMING

THE CITY STRIVES TO DEVELOP AND IMPLEMENT PASSIVE AND ACTIVE RECREATION AND ENRICHMENT PROGRAMS THAT:

- PROVIDE CONSTRUCTIVE OPPORTUNITIES FOR FITNESS, WELL-BEING, HEALTHY COPING AND STRESS MANAGEMENT
- HIGHLIGHT CULTURAL PRACTICES AND TRADITIONS REFLECTIVE OF A DIVERSE COMMUNITY
- PROMOTE ACTIVITIES THAT FOSTER INTERACTION AMONG DIVERSE PARTS OF THE COMMUNITY
- ENCOURAGE CREATIVE EXPRESSION, EDUCATION, SKILL DEVELOPMENT AND PERSONAL ENRICHMENT
- CONTRIBUTE TO THE CREATION OF A HEALTHY COMMUNITY; AND PROMOTE COMMUNITY PARTICIPATION IN RECREATION FOR ALL AGES.

(Previously Open Space and Recreation Goal 2.2.B / Adopted in 2006)

GOAL CC-11 WIDE RANGE OF RECREATION PROGRAMMING

THE CITY STRIVES TO ENSURE EQUAL OPPORTUNITIES FOR PARTICIPATION AND TO PROVIDE FOR A RANGE OF STRUCTURED AND UNSTRUCTURED USES, AND A VARIETY OF GENERAL AND SPECIAL INTEREST USES IN PARKS AND FACILITIES. THE CITY ALSO PROVIDES A WIDE RANGE OF PROGRAM CHOICES, OPEN SPACE, AMENITIES AND FACILITY OFFERINGS TO MEET THE RECREATIONAL NEEDS OF A DIVERSE AND CHANGING POPULATION, INCLUDING IDENTIFIED SUBGROUPS AND SPECIAL POPULATIONS. POLICIES RELATED TO ACQUIRING AND/OR DEVELOPING OPEN SPACE FACILITIES AND AMENITIES ARE ALSO INCLUDED HERE. COMPETING INTERESTS AND FINITE RESOURCES, HOWEVER, REQUIRE THE CITY TO SET SOME PRIORITIES. *(Previously Open Space and Recreation Goal 2.2.D / Adopted in 2006)*

GOAL CC-12 MAXIMUM ACCESS TO RECREATION SERVICES, FACILITIES AND AMENITIES

THE CITY STRIVES TO MAXIMIZE ACCESS TO ALL OF ITS SERVICES, FACILITIES AND AMENITIES. *(Previously Open Space And Recreation Goal 2.2.E / Adopted in 2006)*

The City strives to create community through its people, parks and programs. A wide range of accessible, high quality arts and recreation services, facilities and programs are provided to enhance the well-being of the diverse and changing Sunnyvale community.

Increasing ethnic diversity in the City affects the promotion and communication of recreation services. Areas of the City differ in ethnicity, of English language proficiency and economic need.

The City offers a full-range of arts and recreation program opportunities and services, comparable to what is offered by neighboring communities. Programs include sports, aquatics, visual arts, performing arts, camps, golf, facility and picnic reservations, therapeutic recreation and partnerships with community groups, such as sports leagues. Recreation programs are continually monitored, evaluated and modified as appropriate. Increasing ethnic diversity in the City affects the promotion and communication of recreation services. The City is committed to maximize access to facilities and art and recreation programs to ensure that people can utilize the services, facilities and amenities the City provides, regardless of income, age, disability, location of residence, or other category of need. Most offerings are fee-based but with some no-cost or low-cost opportunities. Highlights of this programming include youth services, senior services and co-sponsored groups.

Youth Services

A youth services needs assessment led the way for a restructuring of after school programs to focus on those neighborhoods with the greatest need for after school activities. The creation of a mobile recreation program, Fun on the Run, provides local youth with an array of supervised, safe and structured recreational activities in their own neighborhoods.

High school teen programs are located in the Fair Oaks Park building, providing a safe gathering place and performance venue for local teen talent. Programs feature live bands on a monthly basis for high school students living or attending school in Sunnyvale.

Senior Center

With the opening of the new Senior Center in 2003, there was an opportunity to adjust programming to take advantage of the new facility. Services now include a fitness room, a dedicated ballroom and comfortable and attractive common areas.

The Senior Center is a special facility with activities targeted and limited for individuals 50 and older. Membership is not required for participation in Senior Center activities, although a membership option is provided.

Co-Sponsored Groups

The City's Co-sponsorship Policy underwent revision in 2003 and was replaced by a broader policy dealing with partnerships with outside groups and retitled "Relationships with Outside Groups." Many of the City's long-standing co-sponsored groups, such as youth sports leagues, have transitioned under this new policy to formal agreements with the City that define the special arrangements the City has with the various groups.

Trends and Issues

With finite resources—physical, personnel and financial—there seems to be an ever increasing demand for programming priorities and resource allocation. For every interest group served, another may go underserved. The following trends and issues affect the City's recreation programs:

- **Prioritization of recreational services** — Competition for resources between those with economic need or geographic need or "at risk." After-school use: market-based demand in competition with community need.
- **Additional recreational services** — Growth is being seen in new technologies and spread of new technologies, creating demand for new services or new methods of delivering services. Time constraints on families are prevalent, with both parents working. Families are looking for activities they can do together. Communities are increasingly demanding web access to services/information.
- **Range of needs for senior recreation services** — Multiple generations within the one rubric of "seniors," challenging the "one size fits all" mentality. Frail seniors versus active seniors, with differing needs.
- **Contracting of services** — Subcontracting to vendors using City facilities is increasing—agreements exist for swimming, gymnastics, dance, camps and food services, among others.
- **Changes in services and spaces for sports** — Year-round play is increasingly common for individual sports as compared to set seasons. Sports for youth are shifting from recreational to more competitive programs. Longer seasons and non-traditional seasons for youth soccer and baseball have created greater demand for sports/athletic fields. Competing demands for fields also come from football, softball and cricket. Adult leagues are looking for athletic fields where they can play. Leagues would like the City to have enough of the right kinds of athletic fields to facilitate hosting of regional tournament play.
- **Businesses and their relationship to recreation** — Local businesses have expressed a strong desire to have more community events that would attract people to the community and to their businesses. Demand by "day time only" business residents for recreational space.
- **Additional recreational areas** — Skateboarders want places throughout the open space system for skating. BMX bike riders want places where they can refine their skills. Gardeners desire locations for providing community gardens.

Policies to achieve the Goal CC-10 (High-Quality Recreation Programming) are:

POLICY CC-10.1 DESIGN PROGRAMS TO MEET THE NEEDS OF RESIDENTS, ALLOWING FOR NON-RESIDENT PARTICIPATION AS LONG AS IT DOES NOT TAKE AWAY FROM OPPORTUNITIES OR RESOURCES FOR RESIDENTS (EXCEPTIONS ARE SERVICES THAT ARE INTENDED TO SERVE AS PROFIT CENTERS, SUCH AS GOLF AND TENNIS, WHICH ARE ADDRESSED IN THE FISCAL MANAGEMENT SUB-ELEMENT). *(Previously Open Space and Recreation Policy 2.2.B.1)*

POLICY CC-10.2 PROVIDE SCHOOL-AGED YOUTH-ORIENTED RECREATION AND ENRICHMENT PROGRAMS AND SERVICES DURING NON-SCHOOL HOURS. *(Previously Open Space and Recreation Policy 2.2.B.2)*

POLICY CC-10.3 PROVIDE RECREATION AND ENRICHMENT PROGRAMS AND SERVICES FOR SCHOOL-AGED YOUTH DURING SCHOOL HOURS, SUCH AS DURING RECESS OR LUNCH PERIODS, ONLY BY SPECIAL AGREEMENT APPROVED BY CITY COUNCIL. *(Previously Open Space and Recreation Policy 2.2.B.3.)*

POLICY CC-10.4 USE ENTREPRENEURIAL STRATEGIES TO IDENTIFY AND REACH NEW MARKETS FOR PROGRAMS, SERVICES AND REVENUE GENERATION, AND TO STRENGTHEN RELATIONSHIPS WITHIN EXISTING MARKETS. *(Previously Open Space and Recreation Policy 2.2.B.4.)*

POLICY CC-10.5 DEVELOP AND IMPLEMENT PROGRAMS IN ORDER TO MEET THE DEVELOPMENTAL AND SOCIAL NEEDS OF SPECIFIC TARGETED POPULATIONS (E.G., YOUTH, TEENS, SENIORS, DISABLED). *(Previously Policy 2.2.B.5.)*

POLICY CC-10.6 LEVERAGE AVAILABLE RESOURCES BY PURSUING CO-FUNDED AND/OR COOPERATIVE AGREEMENTS FOR PROVISION AND MAINTENANCE OF PROGRAMS, FACILITIES, AND SERVICES, IN ORDER TO MAXIMIZE BENEFITS TO THE COMMUNITY. PARTNERS MAY INCLUDE, BUT ARE NOT LIMITED TO, SCHOOL DISTRICTS, NON-PROFIT GROUPS, GOVERNMENTAL AGENCIES AND BUSINESSES. *(Previously Open Space and Recreation Policy 2.2.B.6.)*

POLICY CC-10.7 ENCOURAGE THE USE OF RECREATIONAL AND OPEN SPACE FACILITIES AND SERVICES FOR EDUCATIONAL ACTIVITIES OF SCHOOLS THAT SERVE SUNNYVALE STUDENTS FIRST, AND SECONDARILY THE SCHOOLS THAT SERVE STUDENTS OF SURROUNDING COMMUNITIES. *(Previously Open Space and Recreation Policy 2.2.B.7.)*

Policies to achieve the Goal CC-11(Wide Range of Recreation Programming) are:

POLICY CC-11.1 GIVE PRIORITY TO THE FOLLOWING SERVICES, FACILITIES AND AMENITIES THAT *(Previously Policy 2.2.D.1. through D.5, D.7)*

- are not readily available through other providers within or near Sunnyvale.
- benefiting under-served populations as identified in the U.S. Census and through community input.
- fulfill a basic need or teach basic skills (e.g., non-competitive, developmental sports instruction such as learn to swim given priority over competitive sports programming).
- in which the community demonstrates interest.
- benefit a greater number of residents.
- can be used by multiple users or serve multiple purposes.

POLICY CC-11.2 GIVE PRIORITY TO GOVERNMENTAL ENTITIES, SCHOOLS AND NON-PROFITS. *(Previously Policy 2.2.D.6.)*

POLICY CC-11.3 GIVE PRIORITY TO ACQUIRING/DEVELOPING OPEN SPACE AND RECREATIONAL AMENITIES AND PROGRAMS IN AREAS: *(Previously Policy 2.2.D.8 through D.13)*

- Which are heavily impacted by daytime or business use
- Where similar amenities and programs do not already exist
- Where the current number of households within specified distances relying on the open space or recreational amenity is greater.
- Where the projected number of households within specified distances which will be relying on the open space or recreational amenity is greater
- Where the needs are greatest and/or which will meet the greatest needs.
- At school sites that, if sold by the District for purposes other than open space, would represent a serious loss to the City's ability to meet its open space and recreation goals.

POLICY CC-11.4 GIVE PRIORITY TO SAFETY FIRST WHEN PERFORMING MAINTENANCE ON FACILITIES AND WITHIN THE OPEN SPACE SYSTEM, FOLLOWED BY USABILITY AND THEN BY ATTRACTIVENESS, RECOGNIZING THAT ATTRACTIVENESS IS OFTEN A FACTOR IN USABILITY. *(Previously Policy 2.2.D.14)*

Policies to achieve the Goal CC-12 (Maximum Access To Recreation Services, Facilities And Amenities) are:

POLICY CC-12.1 LOCATE SERVICES AT SCHOOLS, PARKS AND RECREATIONAL FACILITIES THROUGHOUT THE CITY AND UTILIZE STRATEGIES, SUCH AS THE MOBILE RECREATION CONCEPT, TO MAKE PROGRAMS GEOGRAPHICALLY ACCESSIBLE. *(Previously Policy 2.2.E.1.)*

POLICY CC-12.2 COMPLY WITH THE AMERICANS WITH DISABILITIES ACT, AND CREATE AN ENVIRONMENT OF INCLUSION IN ALL RECREATION PROGRAMS WHERE REASONABLE. *(Previously Policy 2.2.E.2)*

POLICY CC-12.3 PROVIDE RECREATION AND ENRICHMENT PROGRAMS, SERVICES, FACILITIES AND AMENITIES TO UNDERSERVED AREAS AND/OR POPULATIONS OF THE CITY. UNDERSERVED AREAS AND/OR POPULATIONS COULD BE DUE TO FACTORS SUCH AS: GEOGRAPHY, GENDER, ECONOMICS OR ETHNICITY. *(Previously Policy 2.2.E.3)*

POLICY CC-12.4 ALLOW OPPORTUNITIES FOR NON-RESERVED, UNSTRUCTURED USE OF OPEN SPACE. *(Previously Policy 2.2.E.8)*

POLICY CC-12.5 ALLOW IN-LINE SKATING, BICYCLES AND SKATEBOARDING ON HARD-SURFACE SIDEWALKS AND PATHWAYS THROUGHOUT THE PARK SYSTEM, AS LONG AS THE SKATEBOARDERS, CYCLISTS AND IN-LINE SKATERS DO NOT POSE A HAZARD TO THEMSELVES OR OTHER FORMS OF TRAFFIC SUCH AS PEDESTRIANS OR JOGGERS. *(Previously Policy 2.2.E.9)*

POLICY CC-12.6 PROVIDE PUBLIC ACCESS TO ORCHARD HERITAGE PARK TO THE GREATEST EXTENT POSSIBLE WHILE MEETING THE GOAL OF MAINTAINING A WORKING FRUIT ORCHARD AT THE PARK. *(Previously Policy 2.2.E.10)*



CHAPTER 5

HOUSING

The following chapter is a summary of the Housing and Community Revitalization Sub-element. For the full text of the element, please see Appendix E.



Below Market Rate Units are integrated into new housing developments such as this one on Evelyn Avenue.

HOUSING

Under the requirements of California Housing Element law (Government Code Section 65302), local governments are required to adequately plan for the existing and projected housing needs of all economic segments of the community. The law recognizes that in order for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. As a result, state housing policy rests largely upon the effective implementation of local General Plans and in particular, local Housing Elements. Housing element statutes also require the Department of Housing and Community Development (HCD) to review local housing elements for compliance with state law and to report its findings to the local government.

Housing Element statutes require that each city and county develop local housing programs to meet a “fair share” of existing and future housing needs for all income groups. The Association of Bay Area Governments (ABAG) is responsible for developing and assigning these regional housing needs assessments, or “RHNA”, to Bay Area jurisdictions. Pursuant to the current RHNA planning period, the Sunnyvale Housing and Community Revitalization Sub-element is a five-year plan extending from 2009-2014.

The policy basis for Sunnyvale’s current and future housing actions is the Housing and Community Revitalization Sub-element of the General Plan. The Sunnyvale City Council adopted the current Housing and Community Revitalization Sub-element of the General Plan on June 15, 2009. The adopted Element is a separate document that is not contained within the main body of the consolidated version of the General Plan; however, it is available separately as Appendix E. Users of this General Plan should consult the full text of the Housing Element for the data and analysis, as well as action programs and other information. The goals and policies, and a summary of the discussion are below.

Go to *GeneralPlan.InSunnyvale.com* for the full text of the Housing and Community Revitalization Sub-element.

GOAL HE-1 ADEQUATE HOUSING

ASSIST IN THE PROVISION OF ADEQUATE HOUSING TO MEET THE DIVERSE NEEDS OF SUNNYVALE’S HOUSEHOLDS OF ALL INCOME LEVELS. (*Housing and Community Revitalization Goal A / Adopted In 2009*)

Sunnyvale has long been a regional leader in addressing housing issues, enacting its Below Market Rate (BMR) ordinance in 1980, followed by its Housing Mitigation Program in 1983. Housing is one of the most difficult challenges facing cities in Silicon Valley. The need for more affordable housing is critical: its symptoms surface in the shape of congested highways, the needs of homeless people, an exodus of young people from the area, and the constraints faced by local businesses in attracting new employees. Sunnyvale has also been active in addressing issues of neighborhood quality. The continued vitality of the community depends, in part, on the need to preserve and enhance residential areas.

Provisions for a Variety of Housing

Housing element law specifies that jurisdictions must identify adequate sites to be made available through appropriate zoning and development standards to encourage the development of various types of housing for all economic segments of the populations. This includes single-family homes, multi-family housing, factory-built housing, mobile homes, single-room occupancy housing, emergency shelters and transitional housing among others. The City's Zoning Code provides for a variety of housing types and zoning districts.

Available Affordable Housing Funds

Using local Housing Mitigation Fund and HOME entitlement grant funds, the City can finance the construction of new affordable housing in Sunnyvale. This financing also includes assistance to nonprofit developers for various typical development costs, such as: site assembly, clearance, acquisition, predevelopment/design, construction, and/or related project costs. The City prioritizes development assistance to support the provision of housing for extremely low (ELI), very low (VLI) and low income (LI) households.

Community Development Block Grant (CDBG)

The CDBG program provides funding for housing and housing-related activities including acquisition of property and land, rehabilitation, removal of barriers, fair housing services, and public services benefiting lower income households. Because CDBG cannot be used for new construction, Sunnyvale directs most of its CDBG funds available to support housing towards land acquisition, single-family and multi-family housing rehabilitation, and housing improvement programs. Sunnyvale receives a CDBG grant as an entitlement city, but the amount varies depending on how much is allocated to the program in the federal budget.

Below Market Rate (BMR) Program

Sunnyvale began implementation of the Below Market Rate (BMR) Program, one of the oldest inclusionary housing programs in the country, in the early 1980s. The last major revision was in 2003, with the current ordinance requiring residential developments to provide a certain percentage of affordable units.

Housing Mitigation Fee

Since 1983, the City has collected a Housing Mitigation fee from specified industrial and commercial developments as a means of mitigating the impact of job-producing development on the demand for affordable housing. Funds are available for acquisition, rehabilitation, new construction, preservation of at-risk housing, and predevelopment costs for affordable housing. Mitigation funds have also been used to fund the Santa Clara County Housing Trust Fund, City first time homebuyer programs, and essential workers homeownership programs.

See **GOAL LT-4 (Appropriate Housing)** for further information and policies on residential land uses. See **Goal HE-4 (Adequate Housing Sites)** for further information and policies on potential housing sites.



Sunnyvale supports the provision of low-income housing, including this development in the southern part of the City.

First Time Homebuyer Loan Program

The City has provided a First Time Homebuyer Program (FTHB) since 2005 to help low-income first-time homebuyers purchase market-rate or Below Market Rate properties. Low-interest, deferred second mortgage loans (“silent seconds”) are currently provided through the FTHB program. Staff also continues to coordinate with the County Housing Authority to secure Mortgage Credit Certificates (MCCs) for income-eligible homebuyers in the City of Sunnyvale.

Affordable Housing Density Bonus

The City offers density increases of at least 25 percent over the otherwise maximum density in the zone in exchange for the provision of 10 percent very low-income units, 20 percent low-income units, or 50 percent age restricted units. Rents in density bonus units must remain affordable for at least 55 years.

The state legislature has amended Section 65915 of the California Government Code which regulates affordable housing density bonuses, providing a tiered system of density bonuses ranging from 20-35 percent and up to three development incentives/concessions, depending on the proportion of affordable units and level of income targeting. Sunnyvale’s current density bonus provisions indicate any updates to Government Code Section 65915 supersede any inconsistencies created in the local ordinance.

Housing Trust Fund of Santa Clara County (HTSCC)

HTSCC is a nonprofit 501(c)(3) community-based organization created in 2001 through a cooperative effort of the private and public sectors, including the Housing Collaborative on Homelessness and Affordable Housing, the Silicon Valley Leadership Group, Santa Clara County, Community Foundation Silicon Valley, and all 15 towns and cities within Santa Clara County. The purpose of the Trust is to increase the supply of affordable housing in Santa Clara County within three program areas: first-time homebuyer assistance, multi-family rental housing, and homeless with special needs. Funds are available for acquisition, rehabilitation, new construction, predevelopment costs, and supportive housing services.

POLICY HE-1.1 ENCOURAGE DIVERSITY IN THE TYPE, SIZE, PRICE AND TENURE OF RESIDENTIAL DEVELOPMENT IN SUNNYVALE, INCLUDING SINGLE-FAMILY HOMES, TOWNHOMES, APARTMENTS, MIXED-USE HOUSING, TRANSIT-ORIENTED DEVELOPMENT AND LIVE-WORK HOUSING. (*Housing Policy A.1*)

POLICY HE-1.2 FACILITATE THE DEVELOPMENT OF AFFORDABLE HOUSING THROUGH REGULATORY INCENTIVES AND CONCESSIONS, AND/OR FINANCIAL ASSISTANCE. (*Housing Policy A.2*)

POLICY HE-1.3 UTILIZE THE BELOW MARKET RATE (BMR) HOUSING REQUIREMENTS AS A TOOL TO INTEGRATE AFFORDABLE UNITS WITHIN MARKET RATE DEVELOPMENTS, AND INCREASE THE AVAILABILITY OF AFFORDABLE HOUSING THROUGHOUT THE COMMUNITY. (*Housing Policy A.3*)

POLICY HE-1.4 CONTINUE TO REQUIRE OFFICE AND INDUSTRIAL DEVELOPMENT TO MITIGATE THE DEMAND FOR AFFORDABLE HOUSING. (*Housing Policy A.4*)

POLICY HE-1.5 WORK WITH SUNNYVALE'S MAJOR EMPLOYERS, EDUCATIONAL AND HEALTH CARE INSTITUTIONS TO FACILITATE AND ENCOURAGE THE DEVELOPMENT OF WORKFORCE HOUSING. PROMOTE THE CITY'S AFFORDABLE HOUSING PROGRAMS WITH LOCAL EMPLOYERS. *(Housing Policy A.5)*

POLICY HE-1.6 PROVIDE FIRST TIME HOMEBUYER ASSISTANCE TO LOW AND MODERATE INCOME HOUSEHOLDS, WITH PRIORITY TO BUYERS WHO CURRENTLY WORK AND/OR LIVE IN SUNNYVALE. *(Housing Policy A.6)*

POLICY HE-1.7 SUPPORT COLLABORATIVE PARTNERSHIPS WITH NON-PROFIT ORGANIZATIONS, AFFORDABLE HOUSING BUILDERS, AND FOR-PROFIT DEVELOPERS TO GAIN GREATER ACCESS TO VARIOUS SOURCES OF AFFORDABLE HOUSING FUNDS. *(Housing Policy A.7)*

GOAL HE-2 ENHANCED HOUSING CONDITIONS AND AFFORDABILITY

MAINTAIN AND ENHANCE THE CONDITIONS AND AFFORDABILITY OF EXISTING HOUSING IN SUNNYVALE. *(Housing and Community Revitalization Goal B / Adopted In 2009)*

To maintain and enhance the conditions and affordability of existing housing in Sunnyvale, the City supports neighborhood preservation and rehabilitation programs, nonprofit housing organizations and affordable housing options.

Neighborhood Preservation and Rehabilitation Programs

Programs with Community Development Block Grant (CDBG) and HOME funds

Through the CDBG and HOME programs, the U.S. Department of Housing and Urban Development (HUD) provides funds to local governments for a wide range of community development activities for low-income persons. Funds can be used for a wide array of activities, including housing rehabilitation, lead-based paint detection and removal, and accessibility grants.

Emergency Loan Program

The Emergency Loan Program provides emergency repair grants and low-interest loans to fund critical health and safety repairs for low-income homeowners. These grants and loans can be used for the following necessary repairs: burst pipes; water heater repairs; heating repairs; sewer line repair or replacement; or any other repair that affects the immediate health and safety of the household.

Multi-Family Rental Property Rehabilitation

The Multi-Family Rental Property Rehabilitation Program provides low-interest loans to address code violations and general improvement and updates to multi-family rental housing structures. Property owners must agree to maintain affordable rents following rehabilitation of the property.

Neighborhood Enhancement Action Team (NEAT)

The City began implementing the NEAT in 2002, focusing code compliance and housing rehabilitation improvements in single-family neighborhoods showing signs of distress. Neighborhoods are evaluated by an inter-departmental team including Community Development, Public Works, and Public Safety staff, and are selected based on the incidence of code violations, the age of the housing stock, crime statistics, and other factors impacting neighborhood revitalization. Once a Neighborhood Enhancement area has been selected, staff begins by visiting every household to provide information on the improvement program for the neighborhood and to solicit input on any particular community concerns.

POLICY HE-2.1 ENCOURAGE PROPERTY OWNERS TO MAINTAIN RENTAL AND OWNERSHIP UNITS IN SOUND CONDITION THROUGH THE NEIGHBORHOOD PRESERVATION AND REHABILITATION PROGRAMS. *(Housing Policy B.1)*

POLICY HE-2.2 PROVIDE COMMUNITY OUTREACH AND COMPREHENSIVE NEIGHBORHOOD IMPROVEMENT PROGRAMS WITHIN SUNNYVALE'S NEIGHBORHOOD ENHANCEMENT AREAS TO IMPROVE HOUSING CONDITIONS AND THE OVERALL QUALITY OF LIFE. *(Housing Policy B.2)*

Nonprofit Housing Organizations

The City assists nonprofit housing corporations in acquiring and/or rehabilitating aging multi-family rental properties, in order to preserve or improve affordability, correct health and safety code violations, and address deferred maintenance.

POLICY HE-2.3 STRENGTHEN MULTI-FAMILY NEIGHBORHOODS THROUGH PARTNERSHIP WITH NON-PROFIT HOUSING ORGANIZATIONS IN THE ACQUISITION AND REHABILITATION OF OLDER RESIDENTIAL PROPERTIES AND MAINTENANCE AS LONG TERM AFFORDABLE HOUSING. (*Housing Policy B.3*)

POLICY HE-2.4 WORK WITH PROPERTY OWNERS, TENANTS AND NON-PROFIT PURCHASERS TO FACILITATE THE PRESERVATION OF PUBLICLY-ASSISTED RENTAL HOUSING TO MAINTAIN AFFORDABILITY TO LOWER INCOME HOUSEHOLDS. (*Housing Policy B.4*)

Affordable Housing Options

Section 8 Rental Assistance Program

The Section 8 Rental Assistance Program extends rental subsidies to very low-income households, including families, seniors, and the disabled. The Section 8 Program offers a voucher that pays the difference between the current fair market rent (FMR) and what a tenant can afford to pay (i.e. 30 percent of household income). The voucher allows a tenant to choose housing that costs more than the payment standard, provided the tenant pays the extra cost.

POLICY HE-2.5 SUPPORT THE PROVISION OF RENTAL ASSISTANCE BY THE SANTA CLARA COUNTY HOUSING AUTHORITY TO LOWER INCOME HOUSEHOLDS. (*Housing and Community Revitalization Policy B.5*)

Mobile Home Park Zoning District

The City has established a designated mobile home park zoning district. Currently, 13 of the City's 16 parks, comprising a total of 420 acres, are zoned for long-term mobile-home use. Chapter 19.72 of the Municipal Code regulates the conversion of mobile home parks to other uses, including requirements for preparation of a conversion impact report, tenant noticing and public hearing requirements, and payment of relocation assistance to displaced tenants.

POLICY HE-2.6 PRESERVE SUNNYVALE’S MOBILE HOME PARKS AS AN AFFORDABLE HOUSING OPTION. MAINTAIN AT LEAST 400 ACRES OF MOBILE HOME PARK ZONING. *(Housing and Community Revitalization Policy B.6)*

Condominium Conversions

Apartment projects proposed for conversion to condominium ownership are subject to the City’s Condominium Conversion regulations (Sunnyvale Municipal Code Chapter 19.70). These regulations set forth a series of tenant protections, including relocation provisions, limitations on tenant rent increases, and first right of refusal, among other provisions. The regulations limit the number of conversions to 175 units in any 12-month period and require a citywide rental vacancy rate above three percent, unless otherwise approved by the Planning Commission. Condominium conversions are now also subject to the 12.5 percent affordability requirement under the City’s BMR provisions.

See Goal HE-1 (Adequate Housing) for further discussion of the BMR program and other affordable housing options.

POLICY HE-2.7 REGULATE THE CONVERSION OF RENTAL APARTMENTS TO CONDOMINIUM OWNERSHIP, AND ONLY PERMIT CONVERSIONS WHEN THE CITYWIDE VACANCY RATE FOR RENTAL UNITS WARRANTS, AND A BENEFIT TO THE OVERALL HOUSING SUPPLY CAN BE SHOWN. *(Housing and Community Revitalization Policy B.7)*

**GOAL HE-3
MINIMIZED GOVERNMENTAL CONSTRAINTS ON HOUSING**

MINIMIZES THE IMPACT OF GOVERNMENTAL CONSTRAINTS ON THE MAINTENANCE, IMPROVEMENT AND DEVELOPMENT OF HOUSING. *(Housing and Community Revitalization Goal C / Adopted In 2009)*

The provision of adequate and affordable housing opportunities is an important goal of the City. However, there are a variety of governmental factors that can encourage or constrain the development, maintenance and improvement of housing stock in Sunnyvale. Governmental controls can fall into the following categories: land use controls, flexible zoning standards, and provisions for a variety of housing, development permit procedures, fees and exactions, building codes and their enforcements and site improvements.

Overview of Governmental Constraints

Land Use Controls

The City's Land Use and Transportation chapter of the General Plan sets forth City's policies for guiding local development. These policies, together with existing zoning regulations, establish the amount and distribution of land allocated for different uses. Sunnyvale provides for a mix of residential developments with densities ranging from less than 7 dwelling units/acre up to 78 dwelling units/acre in the Downtown Specific Plan area. The City uses a variety of land use controls to regulate and promote housing in Sunnyvale, including residential development standards, ITR districts and the Downtown Specific Plan and parking requirements.

Flexible Zoning Standards

Sunnyvale has adopted several provisions in the Zoning Code that facilitate a range of residential development types and can lower the cost of developing housing. These mechanisms include mixed-use development provisions, Industrial to Residential (ITR) zoning, the Below-Market Rate (BMR) Program, density bonuses, and other provisions for small lot development.

Provisions for a Variety of Housing

Housing element law specifies that jurisdictions must identify adequate sites to be made available through appropriate zoning and development standards to encourage the development of various types of housing for all economic segments of the population. This includes single-family homes, accessory living units, multi-family housing, factory-built housing, mobile homes, single-room occupancy housing, emergency shelters and transitional housing among others.

Development Permit Procedures

The development review process, although necessary to ensure the development is safe and in compliance with local, regional and state regulations and Zoning Code requirements, can sometimes lead to delays in projects and increase costs.

Under the current Use Permit process, once an application is deemed complete, multi-family development applications can be scheduled for hearing in approximately one to two months. Average permit processing times to obtain a permit to construct a new single-family residence on a legal lot range between one to three months depending on the types of permits required. The City of Sunnyvale lays a strong emphasis on customer service and satisfaction and processes set in place are designed for expedited processing of all planning and building permits.

Fees and Exactions

The City of Sunnyvale collects various fees from developments to cover the costs of processing permits and providing the necessary services and infrastructure related to new development projects. According to the Home Builders Association of Northern California 2006-2007, Sunnyvale's fees were the second lowest of eight jurisdictions surveyed in the south bay for both single-family and multi-family projects. Sunnyvale's

development fees are comparable if not lower than those charged in surrounding communities and are not considered a constraint to housing development in this area.

Building Codes and their Enforcement

The City of Sunnyvale typically adopts the International Building Code, as amended by California's Building Regulations (Title 24), which establishes standards and requires inspections at various stages of construction to ensure code compliance. The City's building code also requires new residential construction to comply with the federal American with Disabilities Act (ADA), which specifies a minimum percentage of dwelling units in new developments that must be fully accessible to the physically disabled. Although these new standards and the time required for inspections increase housing production costs and may impact the viability of rehabilitation of older properties which are required to be brought up to current code standards, the intent of the codes is to provide structurally sound, safe and energy-efficient housing.

Site Improvements

The Sunnyvale Zoning Code requires housing developers to provide off-street parking, wiring for electrical and telecommunications, and open space for all residential development. For multifamily units, developers are also required to provide secure storage space and landscaping. The Subdivision Code requires the installation of a variety of public infrastructure elements, including curbs and gutters, sidewalks, water distribution systems, storm drainage channels, and other improvements. While these requirements all increase the cost of housing, they are consistent with current market demand and similar to requirements in other Bay Area communities.

POLICY HE-3.1 MONITOR ALL REGULATIONS, ORDINANCES, DEPARTMENTAL PROCESSING PROCEDURES AND FEES RELATED TO THE REHABILITATION AND CONSTRUCTION OF HOUSING UNITS TO ASSESS THE IMPACT ON HOUSING COSTS AND/OR FUTURE SUPPLY. (*Housing and Community Revitalization Policy C.1*)

Special Issues

Emergency Shelter and Services

Through its CDBG public services sub-recipient grant program, Sunnyvale provides funding for emergency services, counseling, food, clothing and financial assistance for low income residents in crisis or at risk of homelessness. The City has also provided funding support to area nonprofit agencies that provide shelter and homeless services.

POLICY HE-3.2 REVISE THE CITY’S ZONING CODE TO CLARIFY PROVISIONS FOR SUPPORTIVE AND TRANSITIONAL HOUSING, AND EMERGENCY SHELTERS. *(Housing and Community Revitalization Policy C.2)*

Modified Parking Standards for Special Needs and Transit-Oriented Housing:

Residential parking requirements play a significant role in project design and achievable densities. Sunnyvale does not currently have specific parking standards for senior or disabled housing, and evaluates parking reductions on a case-by-case basis. As a means of encouraging these housing types and providing greater certainty to developers, the City will develop modified parking standards for special needs housing. The City evaluates a series of incentives to facilitate high-density housing, employment and mixed use development, including measures such as supportive zoning changes and parking strategies.

POLICY HE-3.3 ESTABLISH REDUCED PARKING STANDARDS FOR SPECIAL NEEDS HOUSING, AND HOUSING IN CLOSE PROXIMITY TO PUBLIC TRANSIT. *(Housing and Community Revitalization Policy C.3)*

GOAL HE-4 ADEQUATE HOUSING SITES

PROVIDE ADEQUATE SITES FOR THE DEVELOPMENT OF NEW HOUSING THROUGH APPROPRIATE LAND USE AND ZONING TO ADDRESS THE DIVERSE NEEDS OF SUNNYVALE’S RESIDENTS AND WORKFORCE *(Housing and Community Revitalization Goal D / Adopted In 2009)*

An important component of the Housing Element is the identification of adequate sites for future housing development, and evaluation of the adequacy of these sites in fulfilling the City’s share of regional housing needs. These regional housing needs are determined by the Association of Bay Area Governments (ABAG) through their Regional Housing Needs Assessment (RHNA). The RHNA assigns the minimum number of housing units each community is required to plan for by providing “adequate sites” through the general plan and zoning.

The City plans to fulfill its share of regional housing needs using a combination of the following methods:

- Residential construction during the RHNA “gap period” (January 2007 – December 2008)
- Vacant and underdeveloped sites;
- Key residential blocks within the Downtown Specific Plan
- Sites zoned “Industrial to Residential (ITR); and
- Residential development with the Lakeside Specific Plan.

Based on these areas, the City’s residential sites inventory provides for a total of 6,633 units. Parcel specific site inventories are included in the Housing and Community Revitalization Sub-element, Appendix B. A brief description of each of these areas is provided below.

Residential Sites Inventory

Residential Construction during the RHNA “gap period”

Residential projects in various stages of development during the “gap period” can accommodate over 20 percent of Sunnyvale’s 4,426 RHNA. In addition to these projects, Sunnyvale’s residential sites capacity provides for the realistic development of 6,856 additional units, including sites suitable for development of 2,291 lower-income units, 3,524 moderate-income units and 1,041 above-moderate-income units, reviewed in detail in the following sections.

Vacant and Underutilized Residential Sites

Only one vacant residential site remains in Sunnyvale: the 19 acre “Corn Palace” site located along Lawrence Expressway. Based on the existing low-density and low-medium density designations, and an assumption that 25 percent of the land area would go towards new public streets, approximately 150 new units can be accommodated on this site.

Throughout most of Sunnyvale’s residential zoning districts, there are approximately 42 acres of older, underutilized properties developed with fewer units than are permitted under zoning. These lots are an important source for future housing. Using a series of development assumptions, these properties can accommodate a net increase in 626 new units. The greatest opportunity for additional units lies in the medium-density R-3 zoning districts and high-density R-4 zoning districts where condominiums, townhomes, and apartments are the preferred development types.

Industrial to Residential (ITR) Sites

The 1993 Futures Study identified several of the City’s older underutilized industrial sites for planned redevelopment with residential uses, while directing higher intensity industrial development to other areas more suitable over the long-term for such uses. The result of the Futures Study was the establishment of the Industrial to Residential Combining District (ITR), the purpose of which is to allow industrial, office, commercial

and residential uses to existing within the same zoning district, and to encourage ITR areas to gradually convert to residential uses.

There are currently eight key ITR areas throughout the City, the majority of which are combined with R-3 and R-4 zones and planned for condominiums, townhomes and apartments. Approximately 920 units have current planning approvals in the ITR areas, including 246 low-income and 123 moderate-income below market rate units, with potential remaining for the development of approximately 3,900 additional multi-family units in ITR areas.

Downtown Specific Plan

The Downtown Specific Plan (DSP) was originally adopted in 1993 and updated in 2003 to target development to meet current day conditions. The goal of the DSP is to rebuild Downtown Sunnyvale as a traditional downtown, a vibrant pedestrian-friendly central place for shopping, working, living and entertainment. The DSP is organized into four main districts to promote a mix of uses to create a lively street scene, increase walkability, reduce dependence on the automobile, and provide for higher-density housing in proximity to mass transit. In addition, a DSP goal is to encourage below-market-rate housing in all residential neighborhoods. Within the higher-density residential blocks, the DSP provides for the development of 1,000 net new units.

Lakeside Specific Plan

In 2005, the City Council adopted the Lakeside Specific Plan to facilitate redevelopment of an 8.8 acre site that was developed with an older, low rise hotel with development of a mixed use hotel and residential project. One of the goals of the specific plan is to “create housing that increases the diversity of unit types in tenure, type size and location to permit a range of choice for all current residents and those expected to become City residents. The mix of these higher-density units, both in terms of size and affordability, shall provide for a variety of future residents.”

POLICY HE-4.1 PROVIDE SITE OPPORTUNITIES FOR DEVELOPMENT OF HOUSING THAT RESPONDS TO DIVERSE COMMUNITY NEEDS IN TERMS OF DENSITY, TENURE TYPE, LOCATION AND COST. (*Housing and Community Revitalization Policy D.1*)

POLICY HE-4.2 CONTINUE TO DIRECT NEW RESIDENTIAL DEVELOPMENT INTO SPECIFIC PLAN AREAS, NEAR TRANSIT, AND CLOSE TO EMPLOYMENT AND ACTIVITY CENTERS. (*Housing and Community Revitalization Policy D.2*)

POLICY HE-4.3 REQUIRE NEW DEVELOPMENT TO BUILD TO AT LEAST 75 PERCENT OF THE MAXIMUM ZONING DENSITY, UNLESS AN EXCEPTION IS GRANTED BY THE CITY COUNCIL. *(Housing and Community Revitalization Policy D.3)*

POLICY HE-4.4 ASSIST RESIDENTIAL DEVELOPERS IN IDENTIFYING SITES THROUGH DISSEMINATION OF THE SITES INVENTORY, AND ASSIST IN CONSOLIDATION OF PARCELS WITH REDEVELOPMENT PROJECT AREAS. *(Housing and Community Revitalization Policy D.4)*

POLICY HE-4.5 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. *(Housing and Community Revitalization Policy D.5)*

POLICY HE-4.6 PROVIDE EXPANDED AREAS FOR HIGHER DENSITY HOUSING THROUGH THE CONVERSION OF UNDERUTILIZED INDUSTRIAL AREAS TO RESIDENTIAL USE, IF THE SITES ARE FIT FOR RESIDENTIAL USES (I.E. NO HEALTH HAZARDS EXIST). *(Housing and Community Revitalization Policy D.6)*

POLICY HE-4.7 TAKE ADVANTAGE OF EXISTING INFRASTRUCTURE AND PUBLIC IMPROVEMENTS TO PROVIDE ADDITIONAL HOUSING BY ALLOWING ACCESSORY LIVING UNITS WITHIN RESIDENTIAL NEIGHBORHOODS. *(Housing and Community Revitalization Policy D.7)*

GOAL HE-5 EQUAL HOUSING OPPORTUNITIES

PROMOTE EQUAL HOUSING OPPORTUNITIES FOR ALL RESIDENTS, INCLUDING SUNNYVALE'S SPECIAL NEEDS POPULATIONS, SO THAT RESIDENTS CAN RESIDE IN THE HOUSING OF THEIR CHOICE. (*Housing and Community Revitalization Goal E / Adopted In 2009*)

Promoting housing opportunities for all residents of Sunnyvale, including those with special needs, is an important part of the Housing Element. There are several types of housing programs Sunnyvale offers to ensure all residents have the opportunity for equal housing. The programs are: fair housing, shared housing, accessible housing, and emergency shelter and services.

Fair Housing Program

The City will continue to support programs that provide fair housing services to Sunnyvale residents. Several regional nonprofit agencies and the City's Housing Division provide fair housing information and referrals, and/or complaint investigation and enforcement.

Shared Housing Program

The City will continue to encourage and support the provision of shared housing matching services in Sunnyvale. Under a shared housing match program, a home provider, a person who has a home to share, is matched with a home seeker, a person in search of a home to share.

Accessible Housing

The City adopts updates to Uniform Building and Housing Codes to reflect current accessibility requirements in new construction. Jurisdictions are required to analyze constraints to the development, maintenance, and improvement of housing for persons with disabilities and take measures to remove constraints. As part of this Housing and Community Revitalization Sub-element, Sunnyvale has conducted a review of the Zoning Code, building codes and permit processing procedures and has not identified any institutional barriers to the provision of accessible housing. However, the City has not yet developed specific procedures for requesting a reasonable accommodation for accessibility modifications, and will commit to a program to clarify and add certainty to exception procedures.

See Goal HE-2 (Enhanced Housing Conditions and Affordability) for a discussion of programs to assist in providing accessible housing.

POLICY HE-5.1 SUPPORT THE PROVISION OF FAIR HOUSING SERVICES AND TENANT/LANDLORD MEDIATION TO RESIDENTS. *(Housing and Community Revitalization Policy E.1)*

POLICY HE-5.2 IMPLEMENT CITY ORDINANCES REGARDING PROHIBITION OF DISCRIMINATION IN HOUSING. *(Housing and Community Revitalization Policy E.2)*

POLICY HE-5.3 CONTINUE TO ADDRESS THE SPECIAL HOUSING NEEDS OF SENIORS THROUGH PROVISION OF AFFORDABLE HOUSING, AND HOUSING-RELATED SERVICES, SUCH AS HOME REHABILITATION PROGRAMS, PAINT GRANTS, AND MAINTENANCE, SHARED HOUSING MATCH, AND HOUSING COUNSELING (I.E. REVERSE MORTGAGE COUNSELING, ETC.) AND VARIOUS REFERRAL SERVICES. *(Housing and Community Revitalization Policy E.3)*

POLICY HE-5.4 CONTINUE TO ADDRESS THE SPECIAL NEEDS OF PERSONS WITH DISABILITIES THROUGH PROVISION OF SUPPORTIVE HOUSING, ACCESSIBILITY GRANTS, AND DEVELOPMENT OF PROCEDURES FOR REASONABLE ACCOMMODATION. *(Housing and Community Revitalization Policy E.4)*

POLICY HE-5.5 ENCOURAGE THE PROVISION AND DISTRIBUTION OF RESIDENTIAL CARE FACILITIES THROUGHOUT THE COMMUNITY. *(Housing and Community Revitalization Policy E.5)*

POLICY HE-5.6 PARTICIPATE IN THE COUNTY COLLABORATIVE ON AFFORDABLE HOUSING AND HOMELESS ISSUES TO PROVIDE A CONTINUUM OF CARE OF SERVICES AND FACILITIES FOR THE HOMELESS. FACILITATE AND SPONSOR THE PROVISION OF HOUSING FOR HOMELESS PEOPLE IF THE ONIZUKA BASE CONVERSION PLAN IS APPROVED BY THE FEDERAL AGENCIES. SUPPORT LOCAL SERVICE PROVIDERS THAT OFFER FACILITIES AND SUPPORT SERVICES TO HOMELESS INDIVIDUALS AND FAMILIES, AND PERSONS AT RISK OF HOMELESSNESS. *(Housing and Community Revitalization Policy E.6)*

GOAL HE-6 SUSTAINABLE NEIGHBORHOODS

MAINTAIN SUSTAINABLE NEIGHBORHOODS WITH QUALITY HOUSING, INFRASTRUCTURE AND OPEN SPACE THAT FOSTERS NEIGHBORHOOD CHARACTER AND THE HEALTH OF RESIDENTS. *(Housing and Community Revitalization Goal F / Adopted in 2009)*

Sustainability Policy

Sunnyvale has adopted a sustainability policy to become “a regional leader in environmental sustainability, advocating to reduce dependence on non-renewable resources by providing greater transportation options, reducing waste, protecting our natural resources, and promoting alternative energy usage and research.” The structure for implementation of this policy is set forth in Sunnyvale’s Framework for Sustainability, with the City’s various environmental activities coordinated through the City’s Sustainability Coordinator. The Community Vision also contains a Citywide goal for environmental sustainability.

Green Building Requirements

The green building standards for new construction, additions, and remodels of buildings were effective for all projects that submit building permits on or after January 1, 2010. The purpose of these standards is to implement sustainable development and construction practices that:

- Use natural resources in a manner that does not eliminate, degrade, or diminish their usefulness for future generations
- Enhance the public health and welfare by promoting the environmental and economic health of the City through the design, construction, maintenance, operation, and deconstruction of buildings and other site development
- Incorporate green building practices into all development projects.

Sunnyvale has a variety of programs and policies to foster this goal. Below is a discussion of sustainable policies and green building requirements.

For further information and policies on quality housing, see:

- Goal LT-3 (Appropriate Housing)
- Goal HE-1 (Adequate Housing)
- Goal HE-2 (Affordable Housing)

For further information on transportation infrastructure, see;

- Goal LT-4 (Efficient Transportation).

For further information on open space, see:

- Goals LT-5 and LT-6 (Adequate local and regional open space.)

For further information about community character, see the Community Character Chapter.

POLICY HE-6.1 CONTINUE EFFORTS TO BALANCE THE NEED FOR ADDITIONAL HOUSING WITH OTHER COMMUNITY VALUES, INCLUDING PRESERVING THE CHARACTER OF ESTABLISHED NEIGHBORHOODS, HIGH QUALITY DESIGN, AND PROMOTING A SENSE OF IDENTITY IN EACH NEIGHBORHOOD. (*Housing and Community Revitalization Policy F.1*)

POLICY HE-6.2 PROMOTE NEIGHBORHOOD VITALITY BY PROVIDING ADEQUATE COMMUNITY FACILITIES, INFRASTRUCTURE, LANDSCAPING AND OPEN SPACE, PARKING, AND PUBLIC HEALTH AND SAFETY WITHIN NEW AND EXISTING NEIGHBORHOODS. (*Housing and Community Revitalization Policy F.2*)

POLICY HE-6.3 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. *(Housing and Community Revitalization Policy F.3)*

POLICY HE-6.4 CONTINUE TO IMPLEMENT A CITIZEN-ORIENTED, PROACTIVE EDUCATION PROGRAM REGARDING NEIGHBORHOOD PRESERVATION. ENCOURAGE RESIDENT INVOLVEMENT IN IDENTIFYING AND ADDRESSING NEIGHBORHOOD NEEDS IN PARTNERSHIP WITH THE CITY. *(Housing and Community Revitalization Policy F.4)*

POLICY HE-6.5 PROMOTE THE PRESERVATION OF HISTORICALLY AND ARCHITECTURALLY SIGNIFICANT BUILDINGS AND NEIGHBORHOODS THROUGH LAND USE, DESIGN AND HOUSING POLICIES. *(Housing and Community Revitalization Policy F.5)*

POLICY HE-6.6 ENCOURAGE USE OF SUSTAINABLE AND GREEN BUILDING DESIGN IN NEW AND EXISTING HOUSING. *(Housing and Community Revitalization Policy F.6)*

POLICY HE-6.7 CONTINUE TO PERMIT AND ENCOURAGE A MIX OF RESIDENTIAL AND JOB-PRODUCING LAND USES, AS LONG AS THERE IS NEIGHBORHOOD COMPATIBILITY AND NO UNAVOIDABLE ENVIRONMENTAL IMPACTS. *(Housing and Community Revitalization Policy F.7)*



CHAPTER 6

SAFETY AND NOISE

The Safety and Noise chapter contains information on the following topics:

- **Hazards and disaster preparedness and response** — information on existing natural and manmade hazards and policies and plans to mitigate these hazards and prepare for disasters.
- **Police, fire and emergency services** — information on police, fire and emergency services and policies and plans to continue to improve these services.
- **Noise** — information on existing and projected noise conditions with policies and programs to maintain or reduce noise from transportation, land use operations and single-event noise.



HAZARDS AND DISASTER PREPAREDNESS AND RESPONSE

GOAL SN-1 ACCEPTABLE LEVELS OF RISK FOR NATURAL AND HUMAN-CAUSED HAZARDS

ENSURE THAT NATURAL AND HUMAN-CAUSED HAZARDS ARE RECOGNIZED AND CONSIDERED IN DECISIONS AFFECTING THE COMMUNITY AND THAT LAND USES REFLECT ACCEPTABLE LEVELS OF RISK BASED ON IDENTIFIED HAZARDS AND OCCUPANCY. *(Previously Safety Mission A / Adopted In 2008)*

Consideration of natural and manmade hazards in land use decisions is a critical component of the City's planning process. By carefully balancing the community's need for safety with other needs such as housing, employment and transportation, the City can ensure that the knowledge of existing safety hazards are reasonably considered in all planning and development review processes.

Among the hazards that should be considered are seismic, flood, fire, hazardous materials and aviation hazards. An important consideration is also the protection of vital City lifelines from hazards. Hazards and lifelines are discussed in more detail below.

POLICY SN-1.1 EVALUATE AND CONSIDER EXISTING AND POTENTIAL HAZARDS IN DEVELOPING LAND USE POLICIES. MAKE LAND USE DECISIONS BASED ON AN AWARENESS OF THE HAZARDS AND POTENTIAL HAZARDS FOR THE SPECIFIC PARCEL OF LAND. *(Previously Safety Policy A1)*

Seismic Hazards

Damaging earthquakes are infrequent; however, they pose the most significant threat in relation to the destruction they may cause to the City.

Sunnyvale is located between two active earthquake faults. (See Figure 6-1, San Francisco Bay Region Earthquake Probability Map.) Scientists have identified four fault segments on which they believe large earthquakes are most likely to occur. The USGS estimated that there is a 63 percent chance for at least one earthquake of magnitude 6.7 or larger to strike in the San Francisco Bay Area before the year 2037. An earthquake of this size could strike at any time.

The City has taken significant steps to reduce the risk of seismic hazards. To improve the seismic safety of buildings in the less stable soil areas of the City, geotechnical reports are now required for all developments in the City. New Building Code requirements and the continuing modernization of the City have greatly reduced the number of

structures most vulnerable to seismic events. The City actively participates in the State of California Seismic Hazards Mapping Program. In addition, the seismic safety of City buildings has received considerable attention. Many City buildings have been designated as “Essential Services Buildings.” Seismic retrofitting of the Community Center, City Hall Annex, Library, Corporation yard (stores section) has been completed, along with all six fire stations.

Other hazards of a seismic event include flooding and fire hazards. A local major earthquake could cause the failure of parts of the levee system in the San Francisco Bay and such a failure could lead to flooding in the northern parts of the City that are below sea level. Fire in the aftermath of an earthquake could also pose serious problems in Sunnyvale. Major variables that could intensify the situation include water system damage, multiple fires and isolation of some areas due to roadway over crossing failures. The following sections discuss flood hazards and fire hazards and mitigations to these effects.

See *GeneralPlan.InSunnyvale.com* for Sunnyvale’s Local Hazard Mitigation Plan and more information about likely hazards and mitigations.

Flood Hazards

Santa Clara Valley is classified as an active flood plain that has been severely altered by human activity. Approximately 1,800 acres of Sunnyvale has been designated by the Federal Emergency Management Agency (FEMA) as Special Flood Hazard Areas (SFHA). The SFHA show areas in Sunnyvale susceptible to flooding (See Figure 6-2, FEMA Flood Hazard Map). In Sunnyvale, SFHAs are generally located in the northeast portion of the City. Flood events are generally caused by a creek topping its banks, clogged catch basins or storm drains.

The City has been a participant in the FEMA Community Rating System (CRS) since 1998. In May 2003, the City of Sunnyvale was granted a Class 7 community rating by FEMA, enabling Sunnyvale citizens and businesses to obtain discounts on their flood insurance premiums. This rating is granted based on the community’s participation in public information activities, mapping and regulating activities and flood preparedness and damage reduction activities. Sunnyvale’s program addresses flood hazards with a combination of infrastructure projects and building code requirements.

Current Flood Control Infrastructure

Creeks and Flood Control Channels — The Santa Clara Valley Water District (SCVWD) maintains Calabazas Creek, Stevens Creek and the Sunnyvale East and West flood control channels. These channels, coupled with the City’s storm drains take the majority of surface run-off to the San Francisco Bay. The East and West Channels and Calabazas Creek were built to contain a 1 percent annual chance flood.

Storm Drain System — The City of Sunnyvale owns and operates approximately 3,200 storm drain inlets, two pump stations and 150 miles of storm drains. Surface runoff from paved areas enters the storm drain system through storm drain inlets, which discharge directly to the Bay. The two pump stations collect runoff from low lying urban areas and discharge the runoff to creeks and sloughs. Since these pump stations are at a higher elevation, gravity flow conveys the stormwater to the Bay.

A 1 percent flood, also known as a 100 year flood, has a 1 percent probability to being equaled or exceeded in any given year.

See the Environmental Management Chapter for more information on the storm drain system.

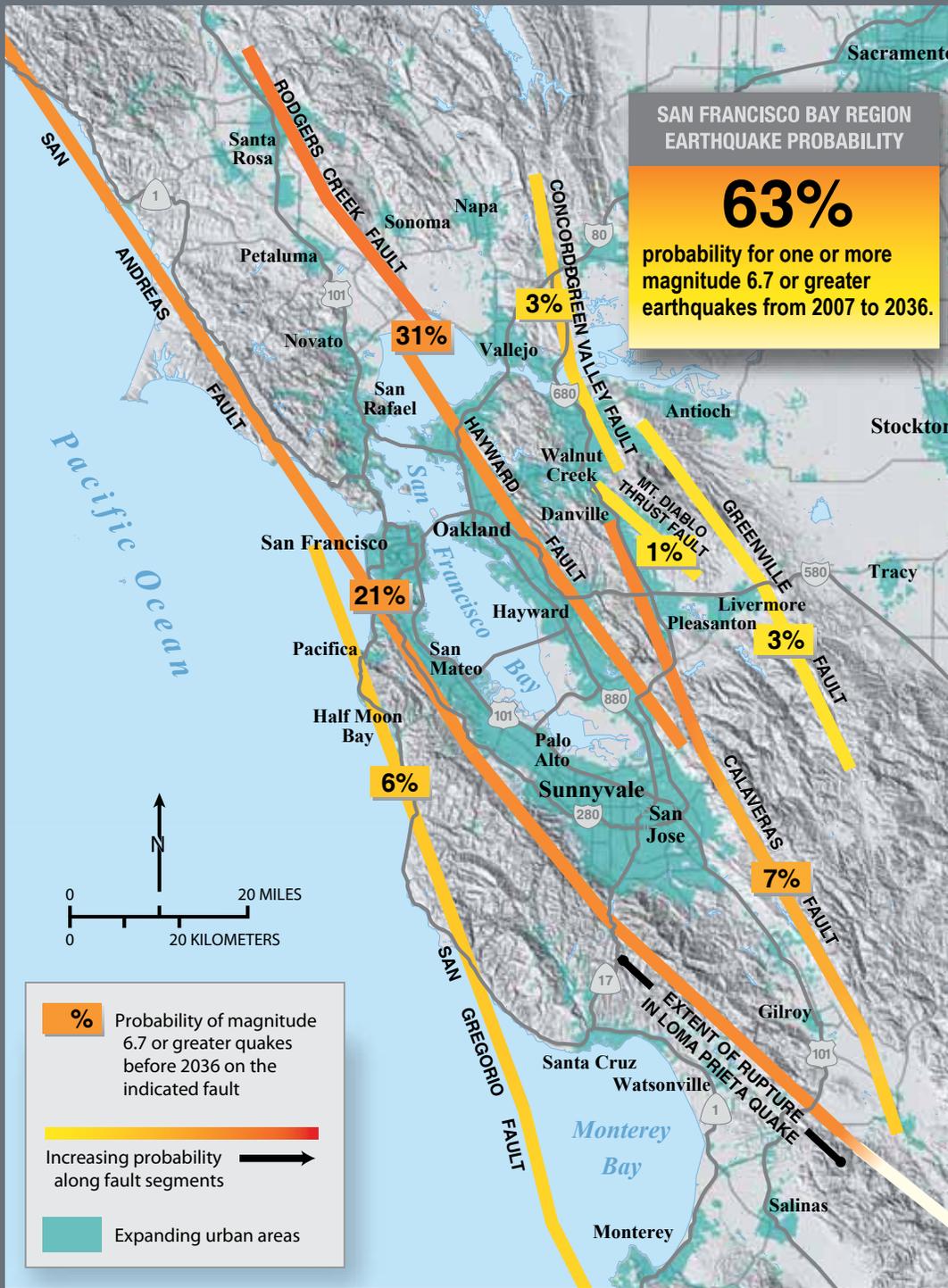


Figure 6-1: San Francisco Bay Region Earthquake Probability

Source: United States Geographic Service (USGS), 2008

For detailed information, refer to Sunnyvale Municipal Code Chapter 16.62 and the Flood Insurance Rate Map on file in the Public Works Department.

Levees and Dikes — Dike and levee systems have been constructed along the San Francisco Bay, originally to form and protect the salt evaporators and concentrators that ring the southernmost arm of the bay, not as a barrier to prevent flooding a populated area. The dikes are constructed of weak, locally-derived Bay materials that are constantly undergoing settlement, erosion by the elements and damage by burrowing animals.

Without the present system of dikes and levees, a part of Sunnyvale normally would be subjected to flooding by tides. It assumed that this would still be the case if these dikes were to be topped breached or failed. To allow use of land that was subject to tidal flooding and subsidence, the levee systems have been extended and strengthened to protect these low-lying lands.

Dams — Stevens Creek Dam, located on Stevens Creek 2.5 miles south of the City of Sunnyvale's boundary, is an earthen dam approximately 135 feet in height. Constructed in 1936, the dam's principal purpose is water supply. The waters impounded in the reservoir are released at a rate such that the waters will percolate into the ground, thus recharging the ground water aquifer.

Building Code Requirements — Sunnyvale has enforced specific building code requirements in the flood prone areas to minimize potential property damage from flooding. Specific requirements for development in these areas to reduce flood hazards include minimum foundation pad heights above the projected flood depth as specified on the Flood Insurance Rate Map.

Future Flood Control Activities

There are four sources of flooding that can threaten Sunnyvale:

Excessive Precipitation — The areas in Sunnyvale that will flood as a result of heavy rains and the resulting surface runoff border Calabazas Creek and the East and West Flood control channels. Specific street flooding will also occur from clogged storm drains and low places in some roadways.

Storm drain inlets are routinely inspected prior to the rainy season each year and cleaned, if necessary, to prevent flooding, alleviate odors and/or prevent mosquitos from breeding. Maintenance crews also clean inlets in response to citizen and business complaints. The majority of the inlets are shallow (less than three feet deep) and debris is removed manually. Deeper inlets are cleaned using a vacuum truck and flushed with water to eliminate remaining debris.

Three significant flooding events have occurred in Sunnyvale since the 1993 writing of the Seismic Safety and Safety Sub-element. These events occurred in 1995, 1997 and the *El Nino* flooding of 1998. These were all declared disasters throughout Santa Clara County. In the years following these storms, the SCVWD, as the agency that maintains and improves the flood control channels in SCVWD completed a project to construct wing walls along Calabazas Creek several feet higher than they were. Additional channel openings, called "boxes", were also installed under Homestead Road, Vireo Avenue and Lochinvar Avenue, expanding the creek size under these streets. As a result of this improvement, in 2009, City and SCVWD staff worked together to petition FEMA to



Figure 6-2: FEMA Flood Hazard Map

remove more than 200 acres of flood zone properties in Sunnyvale along Calabazas Creek, in the vicinity of both Vinemaple Avenue and Oakmead Parkway.

The District is also in the planning and design stage of two capital projects to improve the capacity of the Sunnyvale East and West Channels. The two projects were part of the 2000 voter-approved Clean, Safe Creeks Program (Measure B). Once completed, the projects will provide 100-year flood protection to 1,600 parcels along the Sunnyvale East Channel and 47 acres of industrial lands along the Sunnyvale West Channel. In August 2010, the District Board approved the Planning Study Report and its recommendation for flood protection. Currently the project is in the design phase. Construction is expected to commence in spring of 2014.

Subsidence — Subsidence is the motion of a surface (usually, the Earth's surface) as it shifts downward relative to a fixed point such as sea-level. The opposite of subsidence is uplift, which results in an increase in elevation. Subsidence can occur when too much groundwater is pumped out, causing the land above to sink.

Tidal and Tsunamis — Earthquakes may generate flooding from a tsunami (sea wave caused by an earthquake), seiche (wave generated in an enclosed body of water), or dam failure. A tsunami off the San Francisco coast could cause Bay water to top local levees, especially if it arrived at high tide. Tidal flooding could occur if the system of dikes and levees failed or their banks overflowed. Local earthquakes could cause failure in parts of the levee system which would create problems if a tsunami were to happen as well. The Santa Clara Valley Water District's system is put in place to help reduce damage done by all hazards discussed above whether they happen individually or simultaneously.

The problem of dike vulnerability has been compounded by the general lowering of the ground surface in this part of Santa Clara County — six to eight feet from 1916 to 1966 in the northern areas of the City. During the same time frame the ground subsided three to four feet in the areas along El Camino Real. Until ground water recharge methods were initiated in the late 1960s, the amount of freeboard on the dikes was constantly being diminished by an accelerated subsidence rate caused by groundwater withdrawal. Although human-caused subsidence has been minimal since 1967, a certain amount of subsidence is happening naturally due to regional tectonic movements, peat decay and a three inch rise in the sea level during the last 50 years.

A Capital Improvement Project was completed by the Department of Public Works in 2006 to repair and strengthen the levees surrounding the ponds, reducing the chance that the levees would fail in the event of a major earthquake.

Freeboard — a vertical distance, or clearance, from a 1 percent flood incident. Standards set by the FEMA and the Army Corp of Engineers call for a minimum three foot freeboard.

Dam Failure — Failure of the Stevens Creek Reservoir dam caused by an earthquake could also affect the City of Sunnyvale. Most significantly affected would be the southwest part of the City south of Remington and west of Sunnyvale-Saratoga Road. This estimated flood inundation area is based upon the maximum 3,700 acre-foot storage capacity of the reservoir. Depending upon the quantity of water released, the depth of flooding could vary from several inches to several feet. For any large release of water Interstate-280 would act as a barrier to keep some water out of Sunnyvale.

Safety improvements to the reservoir and the dam were made in the mid-2000s. The reservoir and the dam were engineered to withstand an earthquake on the San Andreas Fault of a magnitude 8.25 on the Richter scale. Upstream and downstream berms were built and the dam was raised 10 feet. The contour of gentle slopes surrounding the dam, plus the compacted earth along the sides and the face of the dam, were designed to encourage run-off and the collection of water and to discourage landslides. The

spillway was also upgraded to be capable of withstanding a flow of 15,600 cubic feet per second. As an added precaution, safety inspections are done after all earthquakes of 5.0 or greater magnitude.

Rise in Sea Level — Although changes in sea level have been gradual and constant over the past 5,000 years, the rate of sea level rise in the past 100 years has almost doubled during the past several decades. The cause of the increase in the rate of sea level rise may be due in part to climate change and high levels greenhouse gas intensities.

A rise in sea level could cause significant problems in the future: flooding, shoreline erosion and saltwater intrusion into fresh water streams and aquifers. Although subsidence is now controlled by groundwater recharge and management of pumped aquifers, it may not be feasible to control the effects of global warming on rising sea levels.

No landslides on any of the county's dams have occurred in the past decade, not even in the 1995, 1997 and 1998 "El Nino" storms or after the 1989 earthquake.

POLICY SN-1.2 TAKE MEASURES TO PROTECT LIFE AND PROPERTY FROM THE EFFECTS OF A 1 PERCENT (100 YEAR) FLOOD. *(Previously Safety Policy A2)*

- **SN-1.2a** Encourage the Santa Clara Valley Water District to reevaluate the capacity of Stevens Creek, Calabazas Creek, Sunnyvale East, West and El Camino Flood Control Channels in relation to a 1 percent (100 year) flood. *(Previously Seismic Safety and Safety Key Initiative A.2.1)*
- **SN-1.2b** Encourage SCVWD to maintain their dikes and levees at least 3 ft. above the 1 percent flood level and to provide continued inspection and repair from damage caused by burrowing animals. *(Previously Seismic Safety and Safety Key Initiative A.2.3)*
- **SN-1.2c** Participate in the National Flood Insurance Program. *(Previously Seismic Safety and Safety Key Initiative A.2.5)*

POLICY SN-1.3 OPERATE AND MAINTAIN THE STORM DRAINAGE SYSTEM AT A LEVEL TO MINIMIZE DAMAGES AND ENSURE PUBLIC SAFETY. *(Previously Surface Runoff Policy C.1)*

POLICY SN-1.4 MONITOR AND PLAN FOR HYDRAULIC CHANGES DUE TO GLOBAL WARMING, EARTHQUAKES AND/OR SUBSIDENCE.
(Previously Surface Runoff Policy C.3)

- **SN-1.4a** Budget for and construct additional storm drainage detention and pumping facilities as needed, to assure the continued ability to discharge urban runoff and stormwater into channels, creeks and San Francisco Bay. (Previously Surface Runoff Action Statement C.3.d)
- **SN-1.4b** When designing structures along shorelines, consider future sea level changes. (Previously Surface Runoff Action Statement C.3.e)

Fire Hazards

Sunnyvale has a relatively low risk factor for fire loss and past fire experience has demonstrated Sunnyvale to be a relatively fire-safe community. However, as in any City, the potential for serious fire events is ever present. A trained and well-equipped fire service must be ready to respond to fires and other incidents. While the potential for extraordinary disaster always exists, and while the aging process of the City and its buildings will have some adverse impact on fire loss, the overall environment is comparatively fire-safe.

Because Sunnyvale is a relatively new community and because the City has a strong facilities inspection and fire education program, the incidence of fire is low. Each year, inspections are completed at all commercial facilities, apartments, hotels and schools with an emphasis on prevention. Additionally, fire station-based education programs target school children, while the Crime Prevention Unit provides more advanced public education programs to businesses and neighborhoods.

The majority of fires experienced in Sunnyvale are kitchen fires caused by inattention while cooking. Future public education will focus on residential kitchen fires to raise awareness and provide the community with information that will help to reduce the incidence of these types of fires.

See Goal SN-5 (Effective Fire Response System) for further information and policies on fire risk and response.

Hazardous Materials

For decades, Sunnyvale has been home to many innovative high tech companies. New and emerging technology companies (e.g. solar cell companies and LED light manufacturers) whose presence here is vital to a thriving and diverse business community, require the use of a large variety of hazardous materials, including highly toxic compressed gases. The highest hazard facilities, those with larger quantities of hazardous materials or materials having greater toxicity, are located in the industrial area in the northern part of the City.

As of 2010, more than 900 businesses in the City of Sunnyvale store or use hazardous materials in quantities requiring a permit. By serving as a Certified Unified Program Agency (CUPA) the City's Department of Public Safety is able to conduct inspections of hazardous materials facilities and to review and certify risk management plans to prevent accidental releases of hazardous materials. The City also maintains a hazardous materials response team, which is specially trained and equipped to mitigate emergencies that result in hazardous materials spills, releases and discharges. This team is relied upon to maintain the safety of all citizens when confronted with an emergency involving hazardous materials. The City has also improved Hazardous Materials response by maintaining a Type II HazMat Response Unit.

New hazardous materials threats continue to emerge in research and development activities, as well as terrorist initiated use of chemical, biological, radiological, nuclear and explosive (CBRNE) (also known as weapons of mass destruction (WMD)) agents. The City will continue to evaluate the need for collaborating between hazardous materials inspectors and first responders.

The State of California recognized and responded to the need for increased sharing of hazardous materials information by passing Assembly Bill 2286 which requires all businesses handling regulated quantities of hazardous material to electronically report inventories and site maps to the jurisdiction by 2013. Similarly, the City will be required to report hazardous materials inventories and compliance inspection data to the state by 2013.

POLICY SN-1.5 PROMOTE A LIVING AND WORKING ENVIRONMENT SAFE FROM EXPOSURE TO HAZARDOUS MATERIALS. *(Previously Safety Policy A3)*

- **SN-1.5a** Maintain the City's status as a Unified Program Agency as certified by the Environmental Protection Agency. *(Previously Seismic Safety and Safety Key Initiative A.3.3)*

Certified Unified Program Agency —
A certification awarded by the California Environmental Protection Agency that allows the City to implement several important state environmental programs locally.

POLICY SN-1.6 OPERATE A RESPONSE SYSTEM THAT WILL PROVIDE EFFECTIVE CONTROL AND INVESTIGATION OF HAZARDOUS MATERIALS EMERGENCIES. *(Previously Fire Services Policy 4.2B.2)*

- **SN-1.6a** Provide a specially trained and equipped response team capable of mitigating emergencies resulting from hazardous materials leaks, spills and discharges and conduct related inspections and permit activities. *(Previously Fire Services Action Statement 4.2B.2a)*
- **SN-1.6b** Consider electronic technology to provide Hazardous Materials Management Plan (HMMP) information “on-line” at emergency scenes. *(Previously Fire Services Action Statement 4.2B.2c)*
- **SN-1.6c** Consider regional hazardous materials response system. *(Previously Fire Services Action Statement 4.2B.2d)*
- **SN-1.6d** Study potential impacts of emerging bio-technology on response capabilities and related inspection and permit activities. *(Previously Fire Services Action Statement 4.2B.2e)*

Aviation Hazards

Sunnyvale lies in the landing pattern of Moffett Federal Airfield and, during south winds, planes take off over heavily-developed areas. Risk of future accidents exists even though the Navy’s usage of Moffett Field as a Naval Air Station ended in 1994.

Compatible land uses for and around NASA Ames/Moffett Field have been the subject of intense debate for many years. Other than the potential of aircraft accidents, noise is the most significant concern of area residents. The noise levels at Moffett Federal Airfield have dropped significantly since the Navy was operating the field. Stage III aircraft are now required for aircraft landing at Moffett. This is the lowest level for both noise and emission levels. Both the level of activity and noise levels are more closely examined in the Noise subsection of this chapter.

NASA/Ames has recently explored and initiated the leasing of airfield usage to large private companies as part of corporate collaborations. Close monitoring of increased usage and potential growth of Moffett Field is warranted. While Sunnyvale has no direct authority over NASA/Ames, NASA has been responsive to the cities of Sunnyvale and Mountain View regarding noise/traffic levels.

See **Goal SN-10 (Maintained or Reduced Transportation Noise)** for further discussion and policies about Moffett Field noise.

Further policies addressing NASA Ames/Moffett Field are available in the Council Policy Manual, available at www.sunnyvale.ca.gov

POLICY SN-1.7 MAKE PLANNING DECISIONS THAT ESTABLISH AND/OR MAINTAIN A SAFE MIX OF AVIATION AND LAND USE FOR THE AREAS AFFECTED BY NASA AMES/MOFFETT FIELD. *(Previously Safety Policy A4)*

- **SN-1.7a** Oppose any effort to promote Moffett Field for civil/general aviation. *(Previously Safety Key Initiative A.4.1)*

Lifelines

Lifelines are essential services that are necessary for the continued functioning of the community following a disaster. They include utilities (gas, electricity, water, sewer and communications), City streets, major highways, bridges and railways lines. Information on age, service, condition and location help emergency preparedness planners assess the likelihood of failure.

Electric Power — PG&E provides the natural gas and electrical power for Sunnyvale. The severity of damage to these utilities resulting from an earthquake and what effects it will have is very difficult to forecast. PG&E has three electrical sub-stations in the Sunnyvale area — along with a backup power supply network comprised of multiple transmission lines. If power is interrupted, service from other sources can be obtained.

Water Service — Sunnyvale has four sources of potable water in the City: San Francisco's Hetch Hetchy system, the Santa Clara Valley Water District (SCVWD), 10 City wells and Cal Water. This system supplies both domestic and emergency water for the City. Projects were completed in the 1990's that provide the grid connections in Sunnyvale's water delivery system that will allow water from any supply source to be distributed to any area of the City, along with additional backup supply sources.

Sanitary Sewer — The Water Pollution Control Plant (WPCP) is a large facility that processes all of the City's sewage. The WPCP has two separate generators normally used every day that supply approximately 90 percent of the electrical needs of the plant. Operators of the plant have participated in a thorough training program in plant operations and emergency incidents (including chemical spills, leaks and containment procedures).

Roadways and Overcrossings — Sunnyvale has 46 major roadway over-crossings and bridges on streets and freeways within City limits. Sunnyvale has completed seismic retrofitting for all over-crossings in the City of Sunnyvale. The Mathilda overcrossing at Evelyn is scheduled for modernization and widening to be completed with the most recent seismic safety standards by 2011.

See **EM-1, EM-2, EM-3 and EM-4 (Water Supply)** for further discussion and policies in the Environmental Management Chapter.

POLICY SN-1.8 MAINTAIN LIFELINES IN GOOD OPERATING CONDITION TO LESSEN DAMAGE AND INCREASE SURVIVABILITY AFTER A MAJOR DISASTER. *(Previously Safety Policy A5)*

For more information about the levee system, see the Flood Hazards discussion.

- **SN-1.8a** Study, evaluate and fund the improvements needed to the levee system at the Water Pollution Control Plant to increase its ability to survive a major earthquake. *(Previously Seismic Safety and Safety Key Initiative A.5.3)*
- **SN-1.8b** Actively pursue funding for the undergrounding of utilities in accordance with the principals and guidelines of Public Utilities Commission and PG&E Tariff Rule 20-A. *(Previously Seismic Safety and Safety Key Initiative A.5.4)*

**GOAL SN-2
EFFECTIVE DISASTER PREPAREDNESS**

ENSURE THAT THE CITY, ITS COMMUNITY MEMBERS, BUSINESS, FAITH-BASED ORGANIZATIONS, COMMUNITY ORGANIZATIONS AND SPECIAL NEEDS POPULATIONS ARE PREPARED TO EFFECTIVELY RESPOND AND RECOVER FROM MAJOR DISASTERS AND EMERGENCIES. *(Previously Seismic Safety and Safety Mission B and C Combined / Adopted in 2008)*

There is a difference between the day-to-day response to emergencies and the response needed to meet the demands of a disaster. City Departments respond to the routine emergencies of the community. However, disasters pose a different set of demands that the normal resources and established levels of service cannot meet. In general terms, a disaster is defined as an emergency event which exceeds the capacity of the City to handle it in the same manner as it handles the day-to-day emergencies. Effective disaster management requires the City to use all of its resources to meet emergency needs.

The overall strategy of disaster management is to provide for an integrated approach to preventing, planning, responding, preparing and mitigating disasters.

Isolation after a Disaster

Neighborhood and/or community isolation after a disaster such as a major earthquake is likely as some normal transportation routes and communication lines may be damaged during such an event. Internal isolation occurs when the City’s ability to receive reports of emergencies, relay emergency information and respond to citizen’s requests for help is limited by destroyed or damaged lifelines. External isolation occurs when the City’s ability to communicate emergency conditions and the ability to request or receive outside emergency resources is lost due to destroyed or damaged lifelines. When these effects delay or prevent the delivery of emergency services into affected areas it increases the level of risk to persons and property.

See Goal SN-1 (Acceptable Levels Of Risk For Natural And Human-Caused Hazards) for a discussion of lifelines.

Emergency Planning and Coordination

Responsibility for preparing for emergencies lies both with the City and the members of the community. No government agency has all the resources needed to respond to all the needs of its community members in or after a disaster. The City has established an emergency management program to coordinate emergency planning for neighborhoods, schools and businesses. When City resources are exhausted and a local emergency has been declared, outside assistance can be requested through an established network of local, operational area, regional, state and federal mutual aid.

Community and Staff Notification Systems

Public Safety has automated a notification system that uses two different methods to rapidly notify personnel for emergencies. The first method is the rapid, automatic notification of specific groups of staff members identified as having certain needed skills sets, such as SWAT, Hazardous Materials, Accident Investigation teams and DPS administration. Santa Clara County also has a Web base that allows any subscriber in the county to enter their phone number, usually cell number, and e-mail address. Santa Clara County implemented a system which includes this Web-based “reverse 911” type system in 2010.

Community Resources

One of the City’s greatest resources is its people. When a disaster — natural or man-made — strikes a community, spontaneous, unaffiliated volunteers — neighbors and residents — often arrive on-site at a disaster ready to help. As seen in previous disasters (e.g. Loma Prieta Earthquake, September 11 tragedy, Hurricane Katrina, etc.) affiliated and unaffiliated volunteers willingly and in unprecedented numbers, will do anything to provide assistance in recovery efforts including office work, treating the injured, looking for the missing, making signs, removing debris from collapsed structures and interviewing other volunteers. In Santa Clara County, specifically in Sunnyvale, the City is providing the means beforehand to identify and train affiliated volunteers and have in place an Emergency Volunteer Plan to address the needs of unaffiliated volunteers.

Unaffiliated volunteers are not part of a recognized voluntary agency and often have no formal training in emergency response. They are not officially invited to become involved but are motivated by a sudden desire to help others in times of trouble. They come with a variety of skills. They may come from within the affected area or from outside the area.

Volunteer and resource programs include:

- **Sunnyvale Neighborhoods Actively Prepare (SNAP)** — a program to educate and train our residents to take care of themselves in the aftermath of a major disaster.
- **Project Ark** — a disaster shelter program that involves emergency containers called “ARKS” placed at eight school sites around the City.

Affiliated volunteers are attached to a recognized voluntary organization and are trained for specific disaster response activities. Their relationship with the organization precedes the immediate disaster and they are invited by that organization to become involved in a particular aspect of emergency management. An example of affiliated volunteers is Sunnyvale Amateur Radio Emergency Services (SARES).

- **Sunnyvale Amateur Radio Emergency Services (SARES)** — an organization of more than 100 amateur radio operators in the community that provide assistance to the City at both routine special events, when additional radio communications are needed and during emergencies/disasters.
- **Volunteer Emergency Response Team (VERT)** — a team created by the City of Sunnyvale to organize emergency volunteers.
- **Volunteer Center** — a countywide workgroup sponsored by the Volunteer Center of Silicon Valley and the Emergency Manager’s association to plan and coordinate volunteers during a major disaster or emergency.
- **City Disaster Workers (DSW)** — a training given to all City employees to enable them to remain at, or report back to work in the event of a disaster.
- **Other City Volunteering Efforts** — the City allows employees to volunteer for disaster relief efforts during normal work hours with City approval.

For more information on the City’s emergency preparedness and volunteer programs and other resources, see oes.inSunnyvale.com

Post Disaster Recovery

The recovery from a disaster needs to be as well planned as the initial emergency response. When a community has been devastated by a disaster, pressure from displaced businesses and families to rebuild as quickly as possible can be overwhelming for the local Planning Commission and City Council. If this happens, little thought will be given to correcting past mistakes, evaluating changes in land usage and their long-range effects on a community. A community can effectively plan to recover from a disaster and with thoughtful planning; those strategies will provide a framework for the recovery.

In 2005, ABAG received grant funds to assist local agencies to comply with the Disaster Mitigation Act of 2000 requirements. ABAG invited local agencies to participate and complete the detailed planning necessary to create a pre-disaster mitigation plan. ABAG completed a regional plan for the nine Bay Area counties which was adopted by ABAG on March 17, 2005 after being approved by FEMA. Local agencies were given the opportunity to partner with ABAG to reduce the staff time required to complete a plan. Sunnyvale staff participated with ABAG and completed a FEMA approved Local Annex to the approved ABAG Plan in 2005. The plan is part of an overall strategy to reduce or eliminate long term risk to life and property from a natural hazard event. Adoption of the “Local Annex” as a part of the overall plan better prepares Sunnyvale for future emergencies and allows the City to apply for FEMA grant funds to mitigate existing risks.

Sunnyvale’s 2005 Local Hazard Mitigation Plan (LHMP) Annex focuses on the nine likely hazards to occur in the Bay Area. The nine hazards are five earthquake related hazards – faulting, shaking, landslides, liquefaction and tsunamis; and four weather related hazards – flooding, landslides, wildfires and drought.) The LHMP continues to be examined and analyzed for future needed changes that may develop in the area of recovery. This plan will be updated periodically.

See Goal SN-1 (Recognition of Natural and Human-Caused Hazards) for further discussion and policies on hazards and generalplan.inSunnyvale.com for the Local Hazard Mitigation Plan (LHMP).

POLICY SN-2.1 CONSTRUCT OR MAINTAIN CITY FACILITIES UTILIZED FOR EMERGENCY RESPONSE TO ESSENTIAL SERVICES BUILDINGS, SO THAT THEY REMAIN OPERABLE AFTER A MAJOR SEISMIC EVENT. *(Previously Safety Policy B1)*

POLICY SN-2.2 PROVIDE FOR THE EMERGENCY MANAGEMENT OF THE CITY IN ORDER TO RESPOND EFFECTIVELY AND TO ASSURE LIFE AND PROPERTY SAFETY IN THE EVENT OF A DISASTER. *(Previously Safety Policy B2)*

- **SN-2.2a** Develop an alternate Emergency Operations Center site, in the event of loss of the primary site. *(Previously Safety Key Initiative B.2.4)*

POLICY SN-2.3 PROVIDE AN INTEGRATED APPROACH TO PLANNING AND MANAGEMENT FOR EMERGENCIES AND DISASTERS. *(Previously Safety Policy B3)*

POLICY SN-2.4 PROVIDE INFORMATION, ASSISTANCE AND ENCOURAGEMENT TO COMMUNITY MEMBERS, PUBLIC/PRIVATE SCHOOLS, DAY CARE CENTERS, BUSINESS AND INDUSTRY TO ASSIST IN THEIR PLANNING AND PREPAREDNESS FOR EMERGENCIES AND DISASTERS. *(Previously Safety Policy B4, B5 and B6)*

POLICY SN-2.5 PROVIDE EMERGENCY RADIO OR OTHER COMMUNICATION DEVICES FOR COORDINATION OF EMERGENCY RESPONSE AND THE CAPABILITY TO COMMUNICATE WITH OUTSIDE AGENCIES AND COMMUNITY MEMBERS. *(Previously Safety Policy B7)*

POLICY SN-2.6 ACTIVELY SEEK AND APPLY FOR GRANT FUNDING FROM AVAILABLE GOVERNMENTAL AND PRIVATE SOURCES THAT WOULD ENHANCE EMERGENCY PREPAREDNESS. *(Previously Safety Policy B8)*

POLICY SN-2.7 PROVIDE FOR THE CONTINUATION OF CITY GOVERNMENT AND SERVICES FOLLOWING A MAJOR DISASTER AS QUICKLY AS FEASIBLE. *(Previously Safety Policy C1)*

POLICY SN-2.8 ENCOURAGE COMMUNITY MEMBERS AND BUSINESS/INDUSTRY TO PLAN FOR RECOVERY FROM DISASTERS AS QUICKLY AS FEASIBLE. *(Previously Safety Policy C2)*

POLICE, FIRE AND EMERGENCY SERVICES

GOAL SN-3 SAFE AND SECURE CITY

ENSURE A SAFE AND SECURE ENVIRONMENT FOR PEOPLE AND PROPERTY IN THE COMMUNITY BY PROVIDING EFFECTIVE PUBLIC SAFETY RESPONSE AND PREVENTION AND EDUCATION SERVICES *(Previously Law Enforcement Goal 4.1A and 4.1B/Adopted in 1995)*

Community safety is the top priority for the City. The community, both residents and visitors, must feel fundamentally safe while living, working or conducting daily activities within the City of Sunnyvale. This is accomplished in many ways; from prevention of the crime before it occurs, to patrol response to the emergency, to investigation of the crime once the initial report has been written. In addition to crime prevention and investigation, there are non-criminal emergencies as well as traffic related community safety concerns.

The City's crime prevention function has two aspects: Eliminating the desire and eliminating the opportunity to commit crime. While it may be more difficult to eliminate one's desire to commit a crime, the City can lessen the desire by taking away the opportunities. Current crime prevention techniques include the environmental

design of residential and commercial developments, neighborhood watch programs, community education in sexual assault awareness and robbery prevention and high visibility patrol.

One of the key elements of any successful crime prevention program is community involvement. This is accomplished by reaching out to citizens of all ages and socio-economic background. The City has forged these relationships in the schools, neighborhood groups and fraternal organizations and within the business community.

Over the last several years Public Safety has utilized the Problem Oriented Policing model for identifying potential trouble spots within the City and expending available resources to help clean the area up and avoid having a rising crime rate. The addition of the Neighborhood Preservation Unit (NP) and the Neighborhood Enhancement Action Team (NEAT) are two such resources that assist with identifying areas of the City which may turn into problem areas. NP and NEAT pro-actively survey neighborhoods and help rid them of blight like overgrown weeds, graffiti, broken windows and general run-down residential and commercial properties. NEAT works with the residents, landlords and business owners to address property appearance, crime within the neighborhood and quality of life issues. Addressing and correcting these issues makes for a safer, friendlier environment.

When the desire for crime continues to exist, the need for fundamentally sound patrol response and skilled investigative follow up become key elements. These two key elements help keep the overall crime rate low, which routinely places the City of Sunnyvale as one of the top 10 safest cities in America with a population greater than 100,000. These crime rates are derived from the Uniformed Crime Report that is published yearly by the Federal Bureau of Investigation. The report is based on crime statistics provided from police departments across the nation.

Technology and Public Safety

As technology around the world continues to develop, the City keeps its pace and worked with private sector vendors to increase its technological capabilities. In fiscal year 2010/11, a third generation Mobile Dispatch Terminal called Mobilcom was installed in police and fire apparatus. This new technology will enable dispatch to send the closest unit(s) to an emergency call, thereby further reducing our response times. Mobilcom also allows the infield end users access to information on local, state and federal data bases as well as internet links such as Google Earth to assist with the investigation of crimes.

Other technological advances being pursued and implemented are shared statewide Records Information Systems (RMS). These systems allows for input and retrieval of suspect, vehicle, stolen property and other pertinent information that assists to the apprehension of criminals within our communities.

Within Public Safety's own databases are technological tools for the officers and citizens that provide real time crime information. All of these technology tools are utilized by the Crime Analyst to track crime trends by types of crimes, the areas where they are occurring, day of the week and time of day. The Crime Analyst also compiles suspect data from the crime reports to assist the officers with identifying gang activity within the City.

See Goal SN-4 (Public Confidence in Police Services) for further information on community relationships, including Neighborhood Resource Officers and Challenge Team Sunnyvale.

See Community Condition Indicators at *GeneralPlan. InSunnyvale.com* for yearly crime statistics.

See Goal HE-2 (Maintain and Enhance the Conditions and Affordability of Existing Housing) for further information and policies on neighborhood preservation and rehabilitation programs.

For more information about the Department of Public Safety’s programs, see dps.inSunnyvale.com

In the future we can look forward to further technological advances in tracking crime trends as well as interoperability between jurisdictions with RMS and communications systems.

POLICY SN-3.1 PROVIDE RAPID AND TIMELY RESPONSE TO ALL EMERGENCIES. *(Previously Law Enforcement Policy 4.1A.1)*

POLICY SN-3.2 CONTROL CONDUCT RECOGNIZED AS THREATENING TO LIFE AND PROPERTY. *(Previously Law Enforcement Policy 4.1A.2)*

POLICY SN-3.3 PROVIDE INVESTIGATIVE SERVICES DIRECTED TOWARD SUCCESSFUL PROSECUTION AND CONVICTION OF CRIMINAL OFFENDERS. *(Previously Law Enforcement Policy 4.1A.3)*

POLICY SN-3.4 REDUCE CRIME AND FEAR BY STRENGTHENING THE POLICE/ COMMUNITY PARTNERSHIP. *(Previously Law Enforcement Policy 4.1A.4)*

POLICY SN-3.5 FACILITATE THE SAFE MOVEMENT OF PEDESTRIANS, BICYCLISTS AND VEHICLES. *(Previously Law Enforcement Policy 4.1A.5)*

POLICY SN-3.6 AID THOSE WHO CANNOT CARE FOR THEMSELVES (INTOXICATED, ADDICTED, MENTALLY ILL, PHYSICALLY DISABLED, THE YOUNG, THE OLD). *(Previously Law Enforcement Policy 4.1B.1)*

POLICY SN-3.7 PROVIDE CRISIS INTERVENTION, CONFLICT MANAGEMENT AND RESOLUTION. *(Previously Law Enforcement Policy 4.1B.2)*

GOAL SN-4 PUBLIC CONFIDENCE IN POLICE SERVICES

INCREASE AND MAINTAIN PUBLIC CONFIDENCE IN THE ABILITY OF THE PUBLIC SAFETY DEPARTMENT TO PROVIDE QUALITY POLICE SERVICES *(Previously Law Enforcement Goal 4.1C / Adopted in 1995)*

Public confidence is the cornerstone of a successful law enforcement organization. A police agency that is disengaged from the community cannot possibly meet the demands of modern day law enforcement operations and the expectations of today's society. As an agency builds the confidence of the community, the public often feels comfortable contacting law enforcement to request assistance or to relay information. The agency that quickly responds to this contact with a professional, well trained and well equipped police force, stands to further build trust with the community that ultimately leads to an enhanced quality of service. A professional organization that approaches each community contact as an opportunity to establish a deep connection with the citizen will likely be rewarded with information that can be utilized to effectively and efficiently provide the needed services, whether that is the investigation of a homicide or the resolution of a neighborhood dispute.

Professional Standards and the Public Safety Assurance of Quality Control

In order to sustain the successes of community confidence building efforts, an agency must provide feedback to the community about investigations of criminal acts or complaints related to the conduct of officers, to the degree possible. The public must know that the information that is provided to the police is actually being utilized to solve the crime that they reported or to improve the service delivered to the community. Often times this type of community confidence is enhanced through mandatory reporting requirements currently utilized by all agencies in Santa Clara County. Public Safety participates in all County level sub-committees charged with creating and reviewing county reporting protocols and the mandatory reporting requirements contained within them.

Citizen commendations and complaints provide the City with valuable information for evaluating employee performance, identifying areas of police misconduct, monitoring police relations with the public and identifying the need for new or revised policies or improved training. For these reasons, citizens are encouraged to report both commendations and matters of misconduct to the City.

Neighborhood Resource Officers

The Department of Public Safety takes pride in being connected to community. More than 30 years ago, the Neighborhood Resource Officer position was created. The primary focus of these officers is to be in schools connecting with children and teachers. Additionally, these officers provide service to neighborhoods and the business community in the form of crime prevention tips and neighborhood conflict resolution. This direct contact will sustain and enhance public trust now and into the future.

Challenge Team Sunnyvale

In 2007, Public Safety created the “Challenge Team Sunnyvale.” Monthly, members of the community meet at Public Safety Headquarters to discuss youth and community issues. These community members represent the business community, nonprofit organizations, health care professionals, faith base organizations, judicial representatives and law enforcement. The team has brought resources together to sponsor youth activities, mentoring programs and the group is currently working towards a public/private collaboration that will be designed to bring youth services to underserved areas of the community. It is this deep connection that will sustain community confidence and enhance public trust into the future.

Continuously Enhancing Community Connections

In 2004, the City requested the assistance of the Police Executive Research Forum (PERF) to evaluate our community outreach efforts and provide suggestions to strengthen our valued relationship with the public. The Neighborhood Resource Officer position, as well as the entire Crime Prevention Unit in the Department of Public Safety, was highlighted as key to enhancing connections with the community and strengthening public trust.

The study determined that citizens in the City of Sunnyvale feel safe in the community and are extremely satisfied with the delivery of police services. PERF did point out several areas by which the department could create a deeper connection with the public. The study suggested enhancements to the Public Safety website and the use of the media to highlight Public Safety activities. The City of Sunnyvale has made substantive changes to the website designed to highlight services available and enhance the public’s experience. In addition, the City is currently utilizing social media and an e-newsletter designed to highlight activities and bring transparency to operations.

The City will continue to explore the benefits of the utilization of social media and the use of smart phone technology to open avenues of communication with the public and provide transparency to the community. In addition to non-traditional methods, the City emphasizes connections in non-traditional settings. Connecting Public Safety Officers with other City departments, such as Economic Development and Community Services, enhances service to the public. These types of relationships break down barriers and perceptions, leading to significant enhancements of public trust.

POLICY SN-4.1 PROVIDE INSPECTION AND CONTROL OF PERSONNEL AND DEPARTMENT OPERATIONS WHICH IS RESPONSIVE TO CITIZENS' CONCERNS. *(Previously Law Enforcement Policy 4.1C.2)*

POLICY SN-4.2 PROVIDE FOR ASSESSMENT OF CHANGING COMMUNITY NEEDS AND EXPECTATIONS. *(Previously Law Enforcement Policy 4.1C.1)*

- **SN-4.2a** Identify means of measuring citizen satisfaction with police services. *(Previously Law Enforcement Action Statement 4.1C.2a)*

GOAL SN-5 EFFECTIVE FIRE SERVICE RESPONSE SYSTEM

PROVIDE A FIRE SERVICE RESPONSE SYSTEM THAT WILL CONTROL THE SPREAD OF FIRE IN BUILDINGS AND OTHER PROPERTIES AND MAINTAIN MINIMAL CASUALTIES AND PROPERTY LOSS FROM FIRE AND OTHER RELATED EMERGENCIES *(Previously Fire Services Goal 4.2A/ Adopted in 1995)*

Structure fires are the foundation for most firefighting, training, equipment and policy decisions. While representing only a small percent of total calls for service, structure fires pose the greatest threat to life, safety and high dollar property loss and a quick response to emergency incidents is essential.

A strong fire prevention program is a necessity for a safe community. An appropriate combination of building and life safety codes, ordinances, permitting processes, inspection and enforcement efforts and public education are all vital components of such a program. Providing fire safety education to buildings with greater than average fire and life hazard potential, such as schools, hotels, restaurants, nursing homes, high density housing and other public assemblies is crucial to increasing life safety and reducing property loss.

On average, the Fire Services Division responds to approximately 7,300 calls for service annually. Of those calls for service, approximately 70 percent are Emergency Medical (EMS) calls. Per year, the Division responds to approximately 620 hazardous material calls and 140 structure fires. There are six fire stations in the city, all of which were remodeled between 1998 and 1999. The stations are situated throughout the city, based on a combination of call volume and response time. The department has mutual aid and/or auto aid agreements with Santa Clara County Fire, San Jose Fire, Mountain

See **Goal SN-1 (Acceptable Levels of Risk for Natural and Human-Caused Hazards)** for additional discussion of fire hazards and response.

View Fire and Santa Clara (City) Fire. These agreements cover responses to freeway incidents and structure fire incidents, in areas of common shared boundaries between jurisdictions.

An often-cited measure of fire suppression capability is the rating assigned to a department by the nationally recognized Insurance Services Office (ISO). The ISO is a subsidiary of a publicly traded company and acts as an advisory organization which provides information that insurance companies may use to establish premium costs. The rating is based on, among other things, fire alarm and communications systems, telephone and dispatching systems, fire equipment, staffing, training and geographic distribution of fire stations. Based on all this information, the ISO assigns a classification rating from 1-10. Sunnyvale has an ISO rating of 2, which falls within the 'superior' category.

During fiscal year 2009/2010, fifteen Fire Services vehicles were equipped with Mobile Dispatch Terminals (MDT's), with funding provided by the Assistance to Firefighters grant. The MDT's improve Fire Services response capabilities through the use of state-of-the-art technology, which provides field response data and field mapping. This technology allows fire personnel to reduce the response time to fire and EMS emergencies.

The next phase of the MDT implementation is the use of GPS-based dispatching. This technology will utilize a program called Automated Vehicle Locator (AVL). This program will allow the dispatcher's Computer Aided Dispatch (CAD) to identify the fire apparatus which is closest to the call being received and prompting the dispatch of that apparatus.

On a regional level, the issue of consolidating fire apparatus maintenance is being discussed and explored. Currently, all nine providers of fire service in the county run their own in-house maintenance unit. Developing shared maintenance facilities will most likely provide economies of scale and cost savings for participating departments, in addition to enhanced coverage of service.

POLICY SN-5.1 ASSURE THAT EQUIPMENT AND FACILITIES ARE PROVIDED AND MAINTAINED TO MEET REASONABLE STANDARDS OF SAFETY, DEPENDABILITY AND COMPATIBILITY WITH FIRE SERVICE OPERATIONS.
(Previously Fire Services Policy 4.2A.1)

POLICY SN-5.2 PROVIDE TRAINING THAT IS ADEQUATE FOR REQUIRED DUTIES. (Previously Fire Services Policy 4.2A.2)

For more information on the Fire Services program, see *fireprevention.inSunnyvale.com*

POLICY SN-5.3 RESPOND TO REQUEST FOR SERVICES. *(Previously Fire Services Policy 4.2A.3)*

POLICY SN-5.4 CONDUCT FIELD OPERATIONS AND EMERGENCY SCENE MANAGEMENT IN A SAFE, EFFECTIVE AND EFFICIENT MANNER. *(Previously Fire Services Policy 4.2A.4)*

- **SN-5.4a** Maintain a system of pre-fire surveys for selected buildings and provide critical information that is immediately available to responding emergency personnel should an incident occur. Fully integrate all pre-fire surveys into apparatus-based CAD's, in order to provide pre-fire survey information "on-line" at emergency scenes. *(Previously Fire Services Action Statement 4.2A.4b)*
- **SN-5.4b** Take measures that reduce the number of false alarms. *(Previously Action Statement 4.2A.4f)*

GOAL SN-6 **EFFECTIVE EMERGENCY RESPONSE CAPABILITY**

PROVIDE EFFECTIVE RESPONSE CAPABILITY FOR EMERGENCY MEDICAL EVENTS AND OTHER NON-FIRE INCIDENTS THAT MAY DIRECTLY ENDANGER THE LIVES, PROPERTY AND WELL-BEING OF THE COMMUNITY. *(Previously Fire Services Goal 4.2B / Adopted in 1995)*

The Department of Public Safety participates in an emergency medical services (EMS) system that is integrated into the larger Santa Clara County Emergency Medical Services System. This system provides for Basic Life Support (BLS) response by Public Safety resources followed by Advanced Life Support (ALS) response by the County of Santa Clara. This tiered response system efficiently utilizes resources within a cost effective manner.

The EMS system within California is governed by county and state regulations as well as court decisions. Through this regulatory system, the County of Santa Clara holds the exclusive rights to operate the ALS paramedic transport system. The County of Santa Clara is responsible for the medical oversight of the EMS system, including the care provided by Public Safety personnel. Public Safety maintains a physician medical director to meet regulatory and statutory requirements for equipment purchases and mandatory internal quality improvement activities. Public Safety is a State of California Certifying Entity and an approved EMT-Basic Training Program and is able to train, certify and recertify our own personnel as EMT-Basic providers.

See Goal SN-1 (Acceptable Levels of Risk for Natural and Human-Caused Hazards) for a discussion of hazardous materials risks and response.

In 1996, Public Safety implemented an early defibrillation program, which allowed public safety personnel to utilize an AED to treat patients in cardiac arrest. Changes in California law provide the opportunity to add AEDs to City facilities for use by non-traditional responders and laypersons. Sunnyvale was one of the first communities in the California to implement the program. Many cardiac arrest victims have been saved by Public Safety personnel as well as residents and visitors to our City facilities through the use of these AEDs.

The County of Santa Clara contracts with a vendor to provide a fee-for-service paramedic transport system for all of Santa Clara County with the exception of the City of Palo Alto who maintains their own fire department based paramedic transport service. The Santa Clara County Paramedic Ambulance Contract sets response time standards for the vendor that applies throughout the County.

Sunnyvale is the only city in Santa Clara County that does not provide paramedic services through its own or contracted fire service provider. This provides the City little opportunity to affect change. Since the inception of paramedic services in Santa Clara County, Public Safety has brought to Council options to provide paramedic services within the Public Safety model. Public Safety will continue to monitor the County's paramedic service provision. Public Safety will evaluate the options/opportunities to deliver paramedic services within the Department of Public Safety and will periodically report to Council its findings.

Within this ongoing paramedic evaluation process, the City will utilize advances in technology to help reduce response times. Scheduled for completion in 2011 is the establishment of a link between the Public Safety Dispatch computers and County Communications to decrease the response time of paramedics. As in-vehicle GPS becomes more accessible, closest-unit dispatching will be explored to further reduce response times to medical emergencies.

POLICY SN-6.1 PROVIDE IMMEDIATE LIFE SUPPORT TO THOSE THREATENED BY SITUATIONS REQUIRING EMERGENCY MEDICAL SERVICES OR RESCUE.

(Previously Fire Services Policy 4.2B.1)

- **SN-6.1a** Study and where feasible, provide alternate methods of emergency medical service delivery when it is determined to be more efficient and beneficial to those in need. Consider EMT-P level training. *(Previously Fire Services Action Statement 4.2B.1b)*

GOAL SN-7 EFFECTIVE EMERGENCY COMMUNICATION SERVICES

PROVIDE EMERGENCY COMMUNICATIONS SERVICES (*Previously Support Services Goal 4.3D / Adopted in 1988*)

The Sunnyvale Department of Public Safety Dispatch Center provides a public safety answer point twenty four hours a day 365 days a year. This is a critical link between the City's emergency services, first responders and its citizens, and is the primary method of coordination of Public Safety services. When a citizen has a complaint, problem, or emergency, virtually all of this information is channeled through the Public Safety Dispatch Center, which then disseminates and/or dispatches the information to Public Safety responders or allied agencies/departments. The Dispatch Center handles tens of thousands of calls for service each year, including many calls from non-English speaking citizens. With the advent of cellular phones as well as a growing population, the numbers of calls have increased dramatically and most likely will continue into the foreseeable future.

Most calls coming into the Dispatch Center are either fire or police-related. These include crimes in progress, medical emergencies and fires. The timely transmission of information to field units is critical to enabling successful outcomes. As such, training, the use of new technology and interoperability enables the communications dispatchers to effectively gather and disseminate information more efficiently.

The Department of Homeland Security has stated that interoperability is a top priority for Public Safety agencies nationwide. The purpose of this interoperability goal is to connect voice and data communications for near real-time sharing across multiple agencies, counties and regional partners. The Bay Area Urban Area Security Initiative is tasked with helping 10 counties in the region to prepare for all hazards, natural or man-made, through a collaborative approach. The ability for multiple cities and counties to work together provides a significant advantage in the development of these communication networks leveraging infrastructure, knowledge and funding sources as a region.

There are four major components to this interoperability effort:

- Radio/voice communications
- Information sharing
- Broadband technology
- Digital microwave connectivity through the 10 bay area counties

Future challenges include upgrading of the Public Safety Department’s CAD (Computer Assisted Dispatch) system and trends towards Public Safety Answer Point/Dispatch consolidation. Additionally, it is anticipated that an aging population will continue to increase demands upon the Dispatch Center for response to medical emergencies. Lastly, costly maintenance and upgrading of critical infrastructure will need to remain a priority to ensure that the highly trained dispatchers and first responders have all of the tools necessary to receive and respond to calls for service at all times including during critical events, disasters and acts of terrorism.

POLICY SN-7.1 PROVIDE EMERGENCY COMMUNICATIONS SERVICES 24 HOURS A DAY 100 PERCENT OF THE TIME. *(Previously Support Services Policy 4.3D.1)*

Noise is defined as unwanted sound.

Ambient noise — a relatively steady background noise which is an accumulation of different noise sources near and far. Most ambient noise in Sunnyvale is related to transportation. Other ambient noise sources include wind and chirping birds.

Single-event noise — An unusual, occasional or temporary noise. Examples include barking dogs, construction work, deliveries and organized athletic, musical or other group events.

Land use operational noise — a continuous or frequent noise related to the basic use of property. Examples include air conditioners, pool pumps, restaurant loudspeakers and industrial machinery.

NOISE

Noise is a significant and inherent part of Sunnyvale’s environment. The noise environment is a result of historical land use decisions, competing regional and community goals, geographic factors and limited local controls. The City’s residents and businesses must tolerate some noise, as noise is a part of any urban environment. Excessive noise, however, can cause physical and mental health problems. A legitimate public concern is therefore, to protect residents from excessive noise.

The discussion of noise is divided into two categories: transportation noise and community noise. Transportation noise generated by roadway, aircraft and train and light rail facilities is a major contributor to ambient noise in Sunnyvale. Community noise consists of everything other than transportation-related noise and includes single-event and land use operational noise.

A sound level meter is used to take an instantaneous decibel reading. The resultant reading is the sound level (dBA) for an instant in time. Noise is measured and regulated in two different ways. For land use operational noise, instantaneous readings are measured. For ambient or transportation related noise (except for single-event train horns), an average noise (Ldn) is used (the average sound Level for Day and Night). An Ldn measurement (day/night average sound level) is a weighted average sound level in decibels during a 24-hour period.

For the purposes of enforcement, all noise measurements are taken at applicable property lines of the property generating the noise. Single-event or land use operational noise is measured through instantaneous sound levels. Land use compatibility sound levels are measured with the Ldn measurement. These measurements are used to enforce Sunnyvale noise regulations.

Figure 6-3: Decibel Levels of Common Sounds

Noise Source (distance between source and listener)	Sound Level (dBA)	Subjective Impression
Civil Defense Siren (100')	130	
Jet Takeoff (200')	120	Threshold of Pain
Rock Music Concert	110	
Bus (15'), Ambulance Siren (100')	100	Very Loud
Boiler Room Printing Press Plant	90	
Garbage Disposal (3'), Freeway (100')	80	
Freight Cars (100')	70	Moderately Loud
Vacuum Cleaner (10') , Department Store Speech (1')	60	
Light Traffic (100') Business Office	50	
Typical Home Interior Typical Home Exterior (Nighttime)	40	Quiet
Quiet Bedroom Soft Whisper	30	
	20	
Mosquito (5')	10	Threshold Of Hearing

Source: Illingworth and Rodkin, Inc. /Acoustics – Air Quality, 1997

Transportation facilities are Sunnyvale's main source of noise and the most difficult to control. Roadways are the major source of transportation noise, followed by Moffett Federal Airfield, the Caltrain corridor and San Jose International Airport. See the 2010 Noise Contour Map in Figure 6-4.

The Noise Condition map shows projected noise contours for the year 2010 for major roadway and railroad noise sources in Sunnyvale. These noise contours represent an average noise level over a 24 hour period. This map can help determine if future land uses are compatible with their noise environments. If the use would be exposed to excessive noise, the City could require a detailed noise study that shows existing and future noise levels along with methods to achieve acceptable noise levels.

Measuring Noise: Sounds are measured in decibels (dB). The decibel scale is logarithmic with the following characteristics:

A change of one dB cannot generally be heard

A change of three dB is a just noticeable difference

A change of five dB is distinct

A change of 10 dB is heard as a doubling of noise (e.g. 70dB is twice as loud as 60 dB)

Combining two noises of the same decibel level will add three dBA to the resulting noise

(e.g. two noises at 60 dBA add up to 63 dBA, not 120 dBA)

See **Appendix H** for the technical report describing the methodology and data used to develop the 2010 Noise Condition Map (Figure 6-4) and the 1997 Noise Exposure Map (Figure 6-7).

GOAL SN-8 COMPATIBLE NOISE ENVIRONMENT

MAINTAIN OR ACHIEVE A COMPATIBLE NOISE ENVIRONMENT FOR ALL LAND USES IN THE COMMUNITY. *(Previously Noise Goal 3.6A/Adopted In 1997)*

What level of noise are people expected to tolerate in a residential, commercial or industrial development? Residential uses are the most sensitive. Industrial uses are the most tolerant. Tolerance also depends on how loud the noise is, when and where it happens, the duration, frequency and tone of the noise and the sensitivity of the person who hears the noise. People are generally most tolerant of existing ambient noise. They are least tolerant of single event noise, operational noise and increases in ambient noise.

Interior Noise Standards

The California Code of Regulations protects interiors of new multifamily dwellings and lodging uses from excessive noise. These requirements apply to hotels, motels, townhomes, condominiums, apartments, group care homes and all other dwellings except single-family detached homes. Interior noise levels cannot exceed an Ldn of 45 dBA with doors and windows closed and a residential site with an exterior Ldn above 60 dBA needs a detailed noise study and mitigation plan. The study must show how the dwelling will meet an interior Ldn of 45 dBA. These requirements are enforced through development review and the building permit process.

POLICY SN-8.1 ENFORCE AND SUPPLEMENT STATE LAWS REGARDING INTERIOR NOISE LEVELS OF RESIDENTIAL UNITS. *(Previously Noise Policy 3.6A.2)*

POLICY SH-8.2 APPLY TITLE 24 NOISE INSULATION REQUIREMENTS TO ALL NEW SINGLE-FAMILY DETACHED HOMES. *(Previously Noise Action Statement 3.6A.2b)*

POLICY SN-8.3 ATTEMPT TO ACHIEVE A MAXIMUM INSTANTANEOUS NOISE LEVEL OF 50 DBA IN BEDROOMS AND 55 DBA IN OTHER AREAS OF RESIDENTIAL UNITS EXPOSED TO TRAIN OR AIRCRAFT NOISE, WHERE THE EXTERIOR LDN EXCEEDS 55 DBA. *(Previously Noise Action Statement 3.6A.2c)*

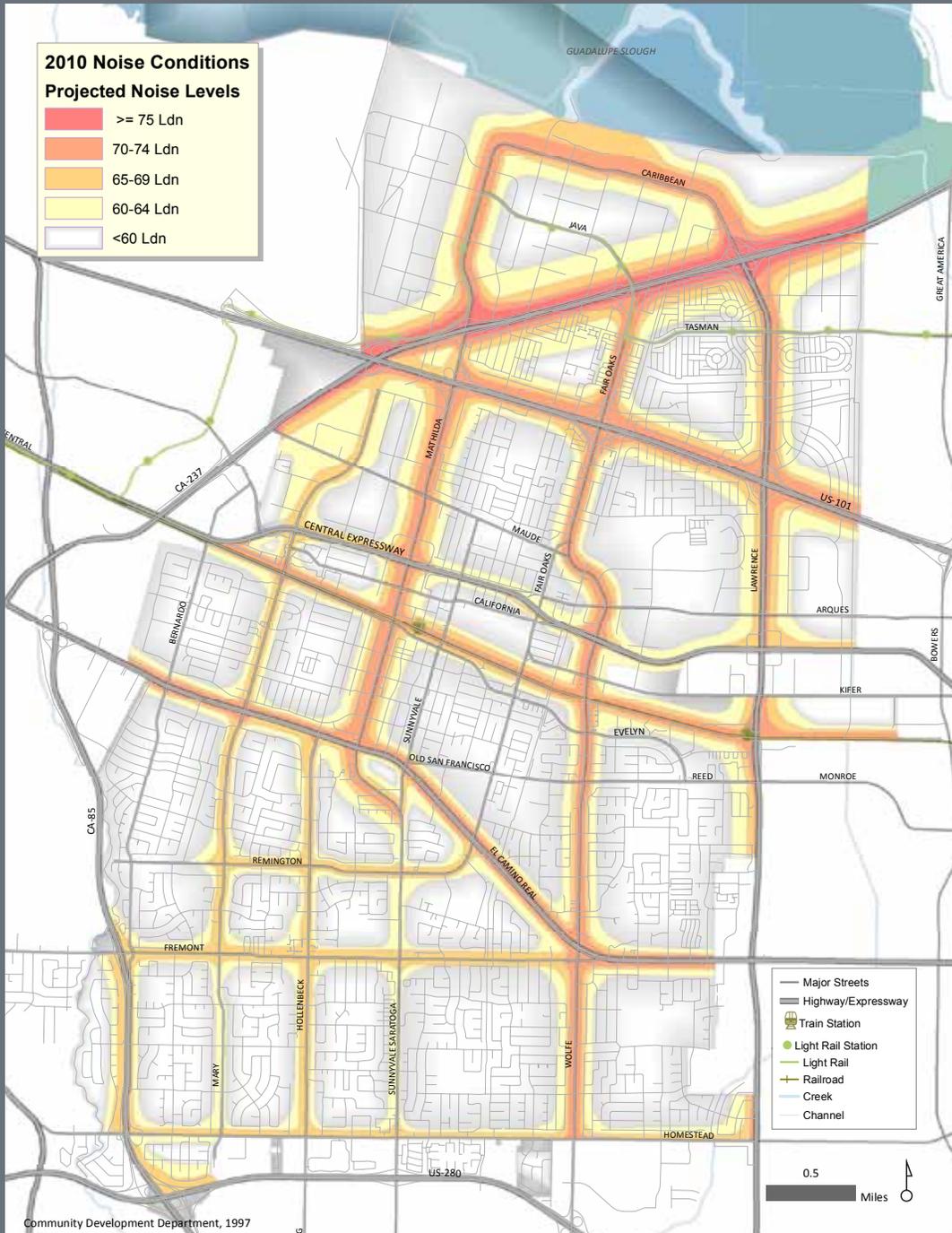


Figure 6-4: 2010 Noise Conditions Map

Exterior Noise Standards

In 1976, the State of California published guidelines for noise compatible land use planning. Generally, exterior noise exposures fall into three categories: normally acceptable, conditionally acceptable and unacceptable. Each land use has a particular dBA range within each exterior noise exposure category. The following table summarizes these guidelines.

Figure 6-5: State of California Noise Guidelines for Land Use Planning
Summary of Land Use Compatibility for Community Noise Environment

Land Use Category	Exterior Noise Exposure LDN or CNEL, DBA					
	55	60	65	70	75	80
Residential, Hotels and Motels	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Unacceptable	Unacceptable
Outdoor Sports and recreation, neighborhood Parks and Playgrounds	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Unacceptable
Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Unacceptable	Unacceptable
Office Buildings, Commercial and Professional Businesses	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Unacceptable
Auditoriums, Concert Halls, Amphitheaters	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Unacceptable	Unacceptable
Industrial, Manufacturing, Utilities and Agriculture	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable

-  **Normally Acceptable** — Specified Land Use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special insulation requirements.
-  **Conditionally Acceptable** — Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features are included in the design.
-  **Unacceptable** — New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.

Source: Illingworth and Rodkin, Inc. / Acoustics – Air Quality, 1997

The state Noise Guidelines indicate that all residential land uses with exterior noise levels of 60-75 dBA Ldn are “conditionally acceptable.” The City has applied this limit in plans and projects with conditions of approval that attempt to achieve a 60 dBA Ldn for backyards, large balconies and common recreation areas. These areas have a high use rate and deserve a fairly quiet setting.

Achieving an outdoor Ldn of 60 dBA if the noise source is a railroad is generally more difficult. Train noise is usually made up of relatively few loud events. Although the outdoor Ldn may be high, the noise level between events is typically acceptable for speech. An Ldn limit of 70 dBA is more appropriate for areas affected by train noise.

If the noise source is aircraft, the overhead noise is impractical to mitigate for outdoor residential areas. Preventing residential uses within areas of high Ldn from aircraft is a way of avoiding noise exposure of homes from aircraft. However, only industrial areas in the very northeast section of the City fall within a noise contour for the San Jose International Airport.

Historically, the City's demand for housing has been great. Due to the lack of alternative locations, most new residential projects are being developed near major roadways. These environments are noisy, but they must comply with Title 24 (State of California Noise Insulation Requirements) and are recommended to comply with state Noise Guidelines for Land Use Planning (see Figure 6-5).

In addition to reviewing proposed development for compliance with noise standards, all proposed development must be reviewed to see if it results in a "significant noise impact" on existing development. To determine if a proposed noise increase is considered "significant" under CEQA, the following standards should be used.

Figure 6-6: Significant Noise Impacts from New Development on Existing Land Use

Ldn Category of Existing Development Per Figure 6-4	Noise Increase Considered "Significant" over Existing Noise Levels
Normally Acceptable	An increase of more than 3 dBA and the total Ldn exceeds the "normally acceptable" category
Normally Acceptable	An increase of more than 5 dBA
Conditionally Acceptable	An increase of more than 3 dBA
Unacceptable	An increase of more than 3 dBA

POLICY SN-8.4 PREVENT SIGNIFICANT NOISE IMPACTS FROM NEW DEVELOPMENT BY APPLYING STATE NOISE GUIDELINES AND SUNNYVALE MUNICIPAL CODE NOISE REGULATIONS IN THE EVALUATION OF LAND USE ISSUES AND PROPOSALS. (Previously Noise Policy 3.6A.1)

See San Jose International Airport's website at www.sjc.org for noise contour maps.

POLICY SN-8.5 COMPLY WITH "STATE OF CALIFORNIA NOISE GUIDELINES FOR LAND USE PLANNING" (FIGURE 6-5) FOR THE COMPATIBILITY OF LAND USES WITH THEIR NOISE ENVIRONMENTS, EXCEPT WHERE THE CITY DETERMINES THAT THERE ARE PREVAILING CIRCUMSTANCES OF A UNIQUE OR SPECIAL NATURE. *(Previously Noise Action 3.6A.1c)*

POLICY SN-8.6 USE FIGURE 6-6, "SIGNIFICANT NOISE IMPACTS FROM NEW DEVELOPMENT ON EXISTING LAND USE" TO DETERMINE IF PROPOSED DEVELOPMENT RESULTS IN A "SIGNIFICANT NOISE IMPACT" ON EXISTING DEVELOPMENT. *(Previously Noise Action Statement 3.6A.1d)*

POLICY SN-8.7 SUPPLEMENT FIGURE 6-5, "STATE OF CALIFORNIA NOISE GUIDELINES FOR LAND USE PLANNING" FOR RESIDENTIAL USES BY ATTEMPTING TO ACHIEVE AN OUTDOOR LDN OF NO GREATER THAN 60 DBA FOR COMMON RECREATIONAL AREAS, BACKYARDS, PATIOS AND MEDIUM AND LARGE-SIZE BALCONIES. THESE GUIDELINES SHOULD NOT APPLY WHERE THE NOISE SOURCE IS RAILROAD OR AN AIRPORT. IF THE NOISE SOURCE IS A RAILROAD, THEN AN LDN OF NO GREATER THAN 70 DBA SHOULD BE ACHIEVED IN COMMON AREAS, BACKYARDS, PATIOS AND MEDIUM AND LARGE BALCONIES. IF THE NOISE SOURCE IS FROM AIRCRAFT, THEN PREVENTING NEW RESIDENTIAL USES WITHIN AREAS OF HIGH LDN FROM AIRCRAFT NOISE IS RECOMMENDED. *(Previously Noise Action Statement 3.6A.1f)*

POLICY SN-8.8 AVOID CONSTRUCTION OF NEW RESIDENTIAL USES WHERE THE OUTDOOR LDN IS GREATER THAN 70 DBA AS A RESULT FROM TRAIN NOISE. *(Previously Noise Action Statement 3.6B.6c)*

Techniques to Insulate People from Noise

Sound walls — Sound walls can be an effective method of reducing ambient noise on properties. Typically sound walls are used to buffer residential or other sensitive uses from transportation noise or incompatible land use operational noise. Typical sound walls (six to eight feet high) will reduce noise levels by about six to eight dBA. Sound walls are most effective at reducing noise on properties nearest the sound wall. However, sound walls can be unattractive, isolate neighborhoods and give the community a “walled-in” appearance. These effects can be minimized by landscaping and earth berms and by requiring walls that are more decorative than the standard choices.

Setbacks — Building setbacks can reduce noise if the distance is substantial. For example, a building located 50 ft. from the center of the road may have an Ldn of 64 dBA at the building façade closer to the roadway. If the building is set back 100 ft. from the center of the roadway (an additional 50 feet), the Ldn would be reduced to approximately 60 dBA, which meets the state guidelines.

Site Planning — Good site planning can buffer sensitive areas (such as bedrooms) with less sensitive areas (such as a parking structure). Conventional home building practices will reduce interior noise levels by about 15 dBA, even with the windows partially open. Other measures include double or triple pane windows, airtight doors and windows and vents oriented away from the house.

Typical sound walls (six to eight feet high) will reduce noise levels by about six to eight dBA.

See Interior Noise discussion for more information on interior sound levels.

Landscaping provides little reduction in noise levels. 100 feet of dense foliage only achieves approximately three to five dBA noise reduction.

POLICY SN-8.9 CONSIDER TECHNIQUES WHICH BLOCK THE PATH OF NOISE AND INSULATE PEOPLE FROM NOISE. *(Previously Noise Policy 3.6A.3)*

- **SN-8.9a** Use a combination of barriers, setbacks, site planning and building design techniques to reduce noise impacts, keeping in mind their benefits and shortcomings. *(Previously Noise Action Statement 3.6A.3a)*
- **SN-8.9b** Consider compiling and distributing information to residents of noise-impacted areas about what they can do to protect themselves from noise. *(Previously Noise Action Statement 3.6A.3b)*
- **SN-8.9c** Proposed sound walls or other noise reduction barriers should be reviewed for design, location and material before installing the barrier. Sound readings should be taken before and after installing the noise reduction barrier in order to determine the efficacy of the noise reduction barrier. Measurement techniques shall be similar to procedures used by Caltrans to measure efficiency of sound walls. *(Previously Noise Action Statement 3.6A.3c)*

GOAL SN-9 ACCEPTABLE LIMITS FOR COMMUNITY NOISE

MAINTAIN OR ACHIEVE ACCEPTABLE LIMITS FOR THE LEVELS OF NOISE GENERATED BY LAND USE OPERATIONS AND SINGLE-EVENTS *(Previously Noise Goal 3.6C / Adopted in 1997)*

Noise provisions in the Sunnyvale Municipal Code regulate operational noises and selected single-event noises (see the list of Implementation Plans in Appendix A). These noise regulations address complaints and concerns regarding the hours of operation and noise levels produced by certain activities and powered equipment. While the Municipal Code noise provisions address the majority of noise complaints, noise complaints in special circumstances (e.g. unusual schedules or sensitivities to certain noises) are not accommodated. In some instances, complaints about noise are difficult to resolve despite the intent and guidelines of the noise regulations.

Noise complaints that cannot be resolved through the application of code regulations are primarily due to conditions existing prior to the adoption of the 1995 noise code revisions, conditions that are not appropriate to regulate (children at child care centers) or conditions that are beyond the City's sphere of influence (transportation noise). Despite these instances, the Sunnyvale Municipal Code addresses most community noise issues and the majority of complaints are resolved in compliance with Sunnyvale regulations.

POLICY SN-9.1 REGULATE LAND USE OPERATION NOISE. *(Previously Noise Policy 3.6C.1)*

POLICY SN-9.2 REGULATE SELECT SINGLE-EVENT NOISES AND PERIODICALLY MONITOR THE EFFECTIVENESS OF THE REGULATIONS. *(Previously Noise Policy 3.6C.2)*

POLICY SN-9.3 APPLY CONDITIONS TO DISCRETIONARY LAND USE PERMITS WHICH LIMIT HOURS OF OPERATION, HOURS OF DELIVERY AND OTHER FACTORS WHICH AFFECT NOISE. *(Previously Noise Action Statement 3.6C.1b)*

GOAL SN-10 MAINTAINED OR REDUCED TRANSPORTATION NOISE

PRESERVE AND ENHANCE THE QUALITY OF NEIGHBORHOODS BY MAINTAINING OR REDUCING THE LEVELS OF NOISE GENERATED BY TRANSPORTATION FACILITIES
(Previously Noise Goal 3.6B / Adopted in 1997)

Major Roadways

Major roadways cause most of the transportation noise in Sunnyvale. Sunnyvale has an interstate, three highways, two expressways and numerous arterial and collector streets within or near its borders. Virtually all existing homes next to freeways and expressways are protected by sound walls or depressed grades. Traffic noise is generally not an issue for commercial, office and industrial uses.

The 1997 Noise Exposure Map, Figure 6-7, shows 1997 noise levels measured 50 ft. from the edge of each major roadway. All major roadways in Sunnyvale have an Ldn of at least 60 dBA. Noise levels that range from 60 to 75 dBA Ldn are defined as “conditionally acceptable” for residential uses (see Figure 6-4, State Noise Guidelines for Land Use Planning). The Noise Exposure Map can be used to identify areas where existing and proposed uses are impacted by excessive noise.

In 1986, before sound walls were installed, 40 percent of single-family homes were exposed to “conditionally acceptable” noise levels and one percent of single-family homes were exposed to “unacceptable” noise levels (over 75 dBA Ldn). It was projected that in the year 2010, these percentages would decrease to 20 percent of single-family homes exposed to “conditionally acceptable” noise and less than 0.1 percent exposed to “unacceptable” noise levels.

Based on roadway traffic projections, noise levels throughout Sunnyvale are not predicted to change significantly due to increases in roadway traffic. Generally, a three dBA Ldn or greater change in noise level is considered “significant” because it can be noticed by the human ear. Most homes will continue to have acceptable noise levels in the future. For individual roadway projects, potential noise impacts are evaluated on a case-by-case basis. Despite the traffic noise, noise levels are considered “normally acceptable” for most homes today and most homes will continue to have normally acceptable noise levels in the future. Non-residential uses will generally be unaffected by current and future traffic noise.

Refer to Figure 6-5, State of California Guidelines for Land Use Planning for a list acceptable, conditionally acceptable and unacceptable noise standards for various land uses.

Generally, a three dBA Ldn or greater change in noise level is considered “significant” because it can be noticed by the human ear.

POLICY SN-10.1 REFRAIN FROM INCREASING OR REDUCE THE NOISE IMPACTS OF MAJOR ROADWAYS. *(Previously Noise Policy 3.6B.1)*

- **SN-10.1a** Identify and mitigate roadway noise impacts as part of local land use plans and proposals. *(Previously Noise Action Statement 3.6B.1a)*
- **SN-10.1b** Regulate the location, design and capacity of local roadway improvement projects to mitigate their noise impacts. *(Previously Noise Action Statement 3.6B.1b)*
- **SN-10.1c** Use local traffic management techniques to reduce or protect noise levels. *(Previously Noise Action Statement 3.6B.1c)*
- **SN-10.1d** Support state legislation to reduce vehicle noise levels. *(Previously Noise Action Statement 3.6B.1f)*

Airports and Aircraft-Related Noise

Moffett Federal Airfield

Moffett Federal Airfield (Moffett Field) is now operated by the National Aeronautics and Space Administration (NASA). In 1995, approximately 24,000 annual aircraft flight operations (a take-off and a landing are each considered to be one flight operation) occurred at Moffett Field. Other noise sources at Moffett Field include wind tunnel facilities and the Outdoor Aerodynamic Research Facility.

In 1976, when the Navy operated Moffett Field, the U.S. Department of Defense prepared guidelines which identify suitable land uses in an area impacted by high noise and potential accidents. These guidelines are part of an Air Installation Compatible Use Zone (AICUZ) study. Noise contours were updated in 1982. The AICUZ Map displays federal guidelines for and uses near the Naval Air Station (NAS) at Moffett Field. Since the Navy no longer operates Moffett and the number and character of flights are different, the AICUZ study is considered an informational document.

San Jose International Airport

Residents in northeast Sunnyvale are affected by San Jose Airport flight patterns. By 2010, they may hear twice as many aircraft as they did in 1995. However, noise levels will eventually stabilize and decrease as quieter aircraft become prevalent. Current and future noise levels are below state limits.

Helicopters

There are no heliports located in Sunnyvale. As of 1996, Santa Clara County has only six heliports. One is open to the public at San Jose International Airport. The others are restricted to private use by companies, hospital/medical uses, executives and other individuals.

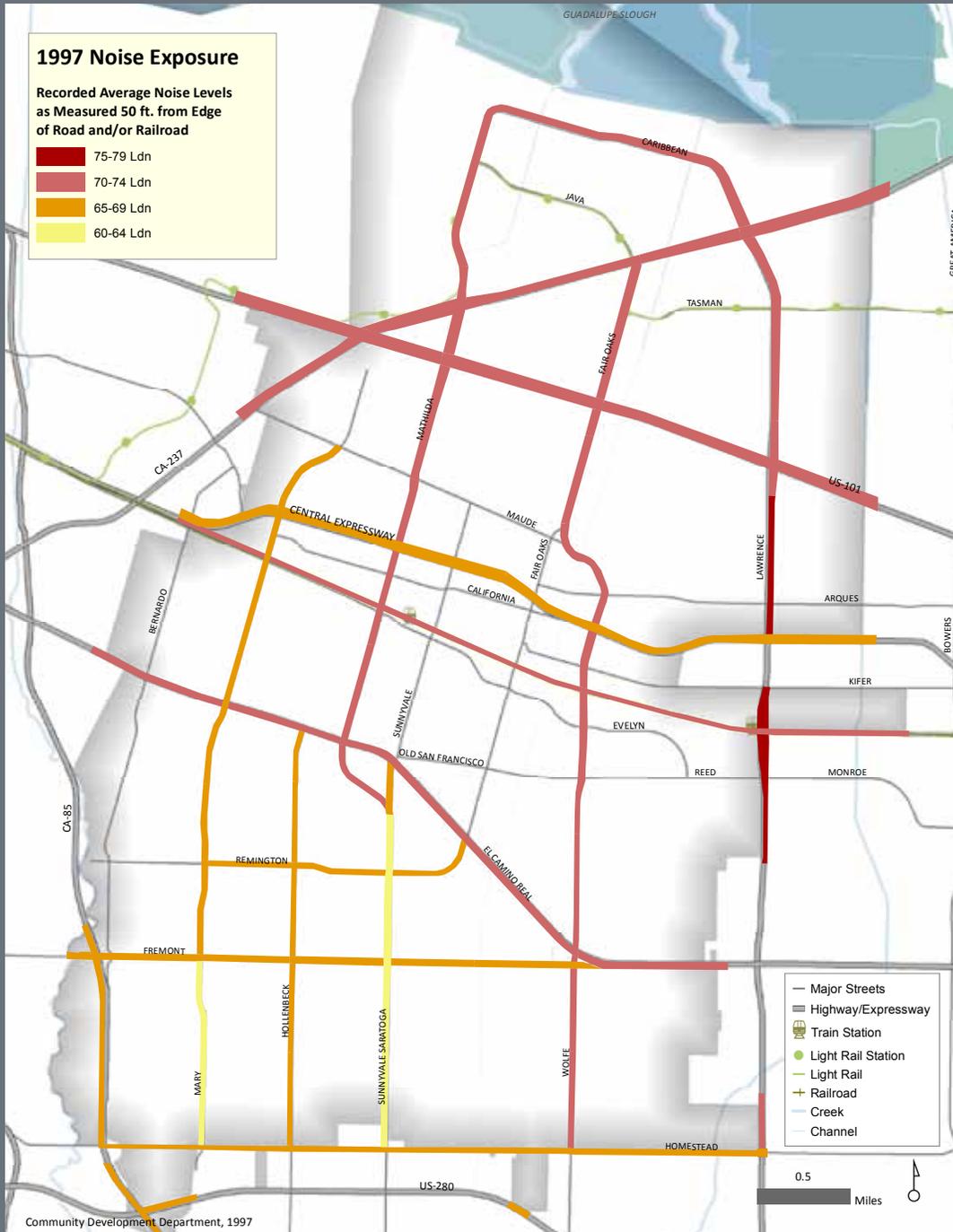


Figure 6-7: 1997 Noise Exposure Map

The Airport Land Use Commission has developed noise standards for heliports affecting residential uses. Design and location criteria for any new private use heliports require permits from the ALUC and affected cities.

In 1995, there were approximately 6,000 helicopter flight operations at Moffett Field. One of the take-off and landing patterns crosses over Sunnyvale. It mainly crosses over industrial land uses but also some residential land uses.

The Airport Land-Use Commission (ALUC) was established to provide for appropriate development of areas surrounding public airports in Santa Clara County. It is intended to minimize the public's exposure to excessive noise and safety hazards and to ensure that the approaches to airports are kept clear of structures that could pose an aviation safety hazard.

POLICY SN-10.2 SUPPORT EFFORTS TO REDUCE OR MITIGATE AIRPORT NOISE, INCLUDING NOISE IMPACTS OF MOFFETT FEDERAL AIRFIELD, SAN JOSE INTERNATIONAL AIRPORT AND HELICOPTERS. *(Previously Noise Policies 3.6B.2, 3.6B.3, 3.6B.4 and 3.6B.5)*

- **SN-10.2a** Support the retention of the Airport Land Use Commission. *(Previously Noise Action Statement 3.6B.2a)*
- **SN-10.2b** Support the right of private citizens to sue airports for noise impacts. *(Previously Noise Action Statement 3.6B.2b)*
- **SN-10.2c** Encourage airport operation policies and procedures which reduce the level and frequency of noise as well as other policies and federal funding to alleviate the effects of aircraft noise. *(Previously Noise Action Statement 3.6B.2c)*
- **SN-10.2d** Support federal legislation that requires military and federal aircraft to meet Stage 3 noise requirements similar to commercial aircraft. *(Previously Noise Action Statement 3.6B.3i)*
- **SN-10.2e** Support state legislation to lower the noise levels of civilian aircraft and airports. *(Previously Noise Action Statements 3.6B.4g and 3.6B.4h)*

POLICY SN-10.3 OPPOSE ANY EFFORT AND/OR EXPENDITURE OF PUBLIC FUNDS TO PROMOTE MOFFETT FEDERAL AIRFIELD FOR NON-FEDERAL PURPOSES. *(Previously Noise Action Statement 3.6B.3g)*

Trains and Light Rail

Central Sunnyvale has a Caltrain heavy-rail corridor running east-west. The rail is used by both commuter trains during the day and freight train operations. Unscheduled freight operations can happen at any time, but typically occur at night. Sunnyvale also has a light rail transit in the northern part of the City along Tasman and Java Drives. Nearby surrounding uses are mobile home parks, multifamily residential uses and industrial areas.

Train Noise

There are two main sources of train noise — engine noise and train horn noise. Train horns blow at the Mary Avenue and Sunnyvale Avenue at-grade rail crossings and the two local stations (Downtown Sunnyvale and Lawrence Station). In 1996, the areas affected by train noise had an Ldn of 71-73 dBA at 50 ft. from the tracks (see Figure 6-7, 1997 Noise Exposure Map). Maximum noise events could reach 90 dBA (engines) and 105 dBA (horns).

These noise levels are acceptable for all but approximately 80 homes near the tracks which experience “conditionally acceptable” noise levels. Some of these homes are exposed to excessive outdoor noise (above 70 dBA Ldn) and probably excessive interior noise as well (above 45 dBA Ldn). These noise levels are generally acceptable for non-residential uses.

Freight train operations are not likely to expand. There are few major rail shippers left on the railroad line and heavy industry on the Peninsula and in San Francisco is in decline. Commuter passenger service is now the primary use of the railroad line.

Commuter train operations are likely to continue and expand. Plans to increase service could increase the noise levels by a noticeable three dBA. Possible electrification of the route could reduce existing Ldn by as much as eight dBA. Because of the uncertainty of these plans these conditions are not noted on the Noise Condition map. Sunnyvale has no jurisdiction over the number or noise level of trains, but actions can be taken to monitor and mitigate future noise events.



Sunnyvale's transportation center located near Evelyn Avenue and Murphy Street is a prime example of how residents and businesses deal with ambient noise while residing in an urban environment.

Light Rail Noise

Light rail noise is generally less than train noise. Noise and vibration studies completed as part of an Environmental Impact Report/Statement for the construction of the Light Rail Project indicated that barriers should be provided to guard against wheel squeal. No excessive noise impacts are expected for residents in these areas.

POLICY SN-10.4 MITIGATE AND AVOID THE NOISE IMPACTS FROM TRAINS AND LIGHT RAIL FACILITIES. *(Previously Noise Policies 3.6B.6 and 3.6B.7)*

- **SN-10.4a** Monitor plans and projects which would increase the number of commuter or freight trains and evaluate their noise impacts and seek mitigation for any change that worsens local conditions. *(Previously Noise Action Statement 3.6B.6a and 3.6B.6b)*
- **SN-10.4b** Educate owners of older homes on ways to reduce noise levels from trains. *(Previously Noise Action Statement 3.6B.6d)*
- **SN-10.4c** Support legislation to reduce the noise level of trains. *(Previously Noise Action Statement 3.6B.6e)*
- **SN-10.4d** Seek the cooperation of train engineers to avoid unnecessary and prolonged use of air horns except for safety purposes. *(Previously Noise Action Statement 3.6B.6f)*
- **SN-10.4e** Monitor regional plans for light rail facilities in Sunnyvale to ensure that noise impacts are identified and mitigated. *(Previously Noise Action Statement 3.6B.7a)*



CHAPTER 7

ENVIRONMENTAL MANAGEMENT

The Environmental Management chapter contains information on the following topics:

- **Water Supply** — information on various sources of potable and nonpotable water, and policies to ensure adequate supplies, water conservation efforts and water quality.
- **Wastewater Collection and Treatment** — information on the wastewater collection system and the Water Pollution Control Plant and policies for future treatment issues.
- **Urban Runoff** — Information on sources of urban runoff and treatment methods, as well as policies to minimize quantity of urban runoff and improve quality.
- **Air Quality** — information on sources air pollution and policies for addressing this pollution through transportation and land use.
- **Solid Waste** — information on collection, recycling programs and disposal and policies to reduce future waste and increase recycling efforts.



WATER SUPPLY**GOAL EM-1
ADEQUATE WATER SUPPLIES**

ACQUIRE AND MANAGE WATER SUPPLIES SO THAT EXISTING AND FUTURE REASONABLE DEMANDS FOR WATER, AS PROJECTED IN THE 20-YEAR FORECAST, ARE RELIABLY MET. *(Previously Water Resources Goal A / Adopted in 2008)*

The City has several sources of potable water to meet expected water demand. These include local groundwater wells, imported supplies from the San Francisco Public Utilities Commission (SFPUC) and Santa Clara Valley Water District (SCVWD), plus interagency connections with other local water suppliers for emergencies. Temporary interruptions of water supply from one source can be readily offset by increasing supply from the other available sources.

In order to further manage supplies, the City uses recycled water for nonpotable use and water conservation efforts. Future challenges will include the possible expansion of the recycled water system and new capital projects to address the aging water infrastructure.

During the last 10 years, on average, SFPUC and SCVWD have together supplied approximately 90 percent of the total potable water used in the City. Of the remaining 10 percent, about six percent of the potable water demand has been supplied by seven City-owned and operated wells. To offset potable water demand for landscape irrigation and other non-potable uses, the remaining four percent has been supplied by recycled water produced by the Sunnyvale Water Pollution Control Plant (WPCP).

Figure 7-1:
Water System
Facilities Map

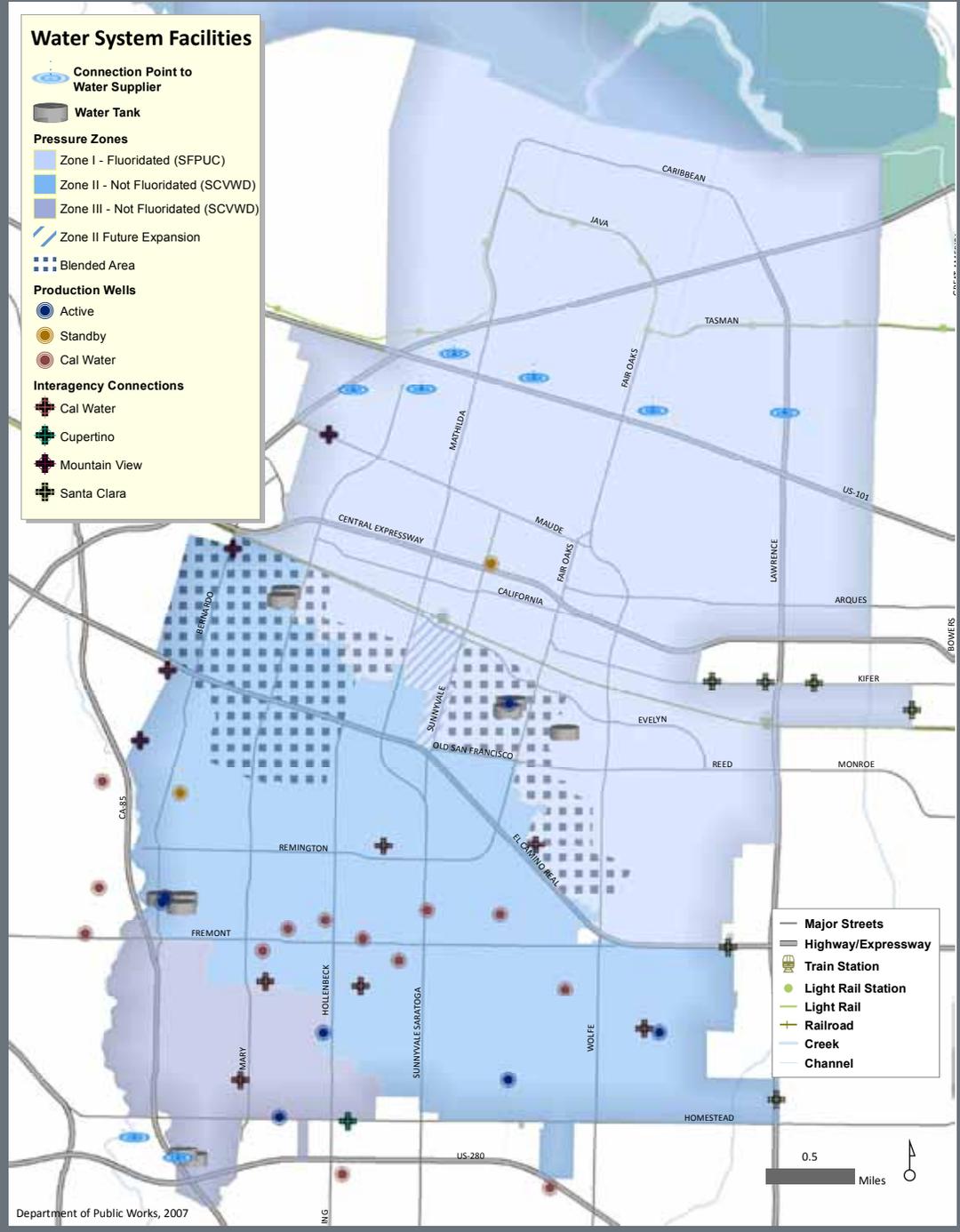
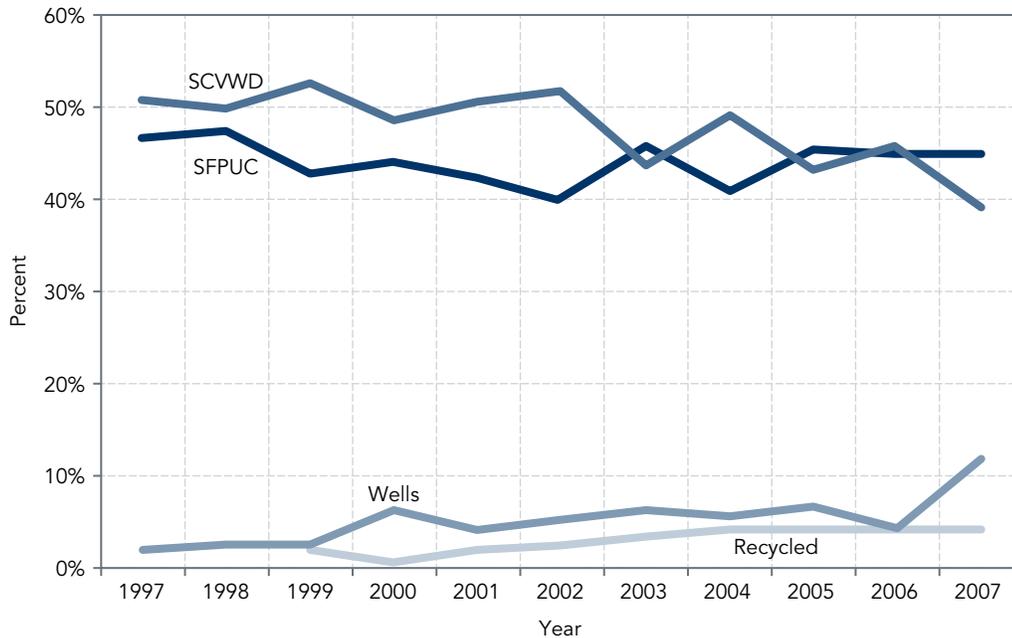


Figure 7-2: Historical Percentage of Annual Water Deliveries by Source



Source: Department of Public Works, 2007

San Francisco Public Utilities Commission (SFPUC)

SFPUC uses the Hetch-Hetchy Reservoir outside of Yosemite Valley as its primary water source. Maximum and minimum usages of water are stipulated in the City's current individual contract with SFPUC. If the overall usage by all suburban retail customers exceeds the maximum available level, the maximum amount of water available to Sunnyvale would be reduced based on the master agreement that covers both the City and other SFPUC wholesale customers. The City would then rely on one of its other water supply sources (Santa Clara Valley Water, City Wells, Recycled Water) to meet the demand.

Under the current contract and barring catastrophic events, the SFPUC believes it can meet the demands of its retail and wholesale customers in years of average and above-average precipitation.

Santa Clara Valley Water District (SCVWD)

The current contract calls for Sunnyvale to submit proposed water delivery schedules to SCVWD for three-year periods, indicating amounts of treated water desired by the City during each of the three years. SCVWD can make reductions to the water requested by Sunnyvale consistent with its ability to deliver water to all its customers.

To maintain water supply reliability and flexibility, SCVWD's water supply is from a variety of sources including local groundwater, imported water, local surface water, and recycled water. The District has a program to optimize the use of groundwater and surface water and prevent groundwater overdraft and land subsidence.

Subsidence: Subsidence is the motion of a surface (usually, the Earth's surface) as it shifts downward relative to a fixed point such as sea-level. The opposite of subsidence is uplift, which results in an increase in elevation. Subsidence can occur when too much groundwater is pumped out, causing the land above to sink.

See **GOAL EM-7 (Effective Wastewater Treatment)** for discussion and policies relating to the Water Pollution Control Plant and its production of recycled water.

City Wells

Sunnyvale has seven operating wells that are kept in full production capacity and one well maintained in stand-by mode for emergencies. The seven operating wells are used as a supplemental source to the imported SFPUC and SCVWD water supplies. Well water is an important component of the City's water shortage contingency plan, as indicated in the Urban Water Management Plan (UWMP).

SCVWD, charged with alleviating land surface subsidence and monitoring of groundwater levels and withdrawal rates, has authority over the amount of water that can be extracted from local wells. The allowable withdrawal of groundwater by Sunnyvale depends on a number of factors, including withdrawals by other water agencies, quantity of water recharged and carryover storage from the previous year.

Cal Water provides service from its own wells and facilities to about a dozen service area pockets in Sunnyvale many of which are connected with the City's system.

Recycled Water

The Water Pollution Control Plant (WPCP) produces approximately 13 million gallons per day (mgd) of high-quality advanced secondary-treated wastewater. A portion of this water is further treated to "disinfected tertiary" recycled water standards, and can be used for approved non-potable purposes, such as landscape irrigation, industrial cooling towers and construction. Recycled water is a reliable, drought-resistant, City-controlled supply that helps conserve and augment the potable water supply (*See Figure 7-3, Existing Recycled Water Facilities*).

Recycled water is currently delivered to primarily irrigation customers. Most recycled water usage occurs between April and October, with usage demand peaking during the months of July and August.

The WPCP can normally meet all recycled water demand, although seasonal changes in the WPCP's oxidation ponds occasionally make it difficult to meet the more stringent water quality requirements for disinfected tertiary recycled water versus discharge to the Bay. Modest increases in demand can be accommodated by the existing production and delivery systems.

Future Water Supply Issues

According to the annually-updated 20-year water forecast, the City has adequate supply commitments and facilities to reliably meet the projected water needs of its residents and businesses for the foreseeable future.

Innovative demand-side influence programs can help balance future supply versus demand. Techniques such as water banking, water transfers, plumbing retrofits, landscaping with low-water using plants, rate structures encouraging conservation, and other more restrictive demand side management options could be put into effect if needed. These measures, together with increased use of recycled water for non-potable purposes, appear adequate to ensure sufficient water supply to meet the foreseeable needs of the future.

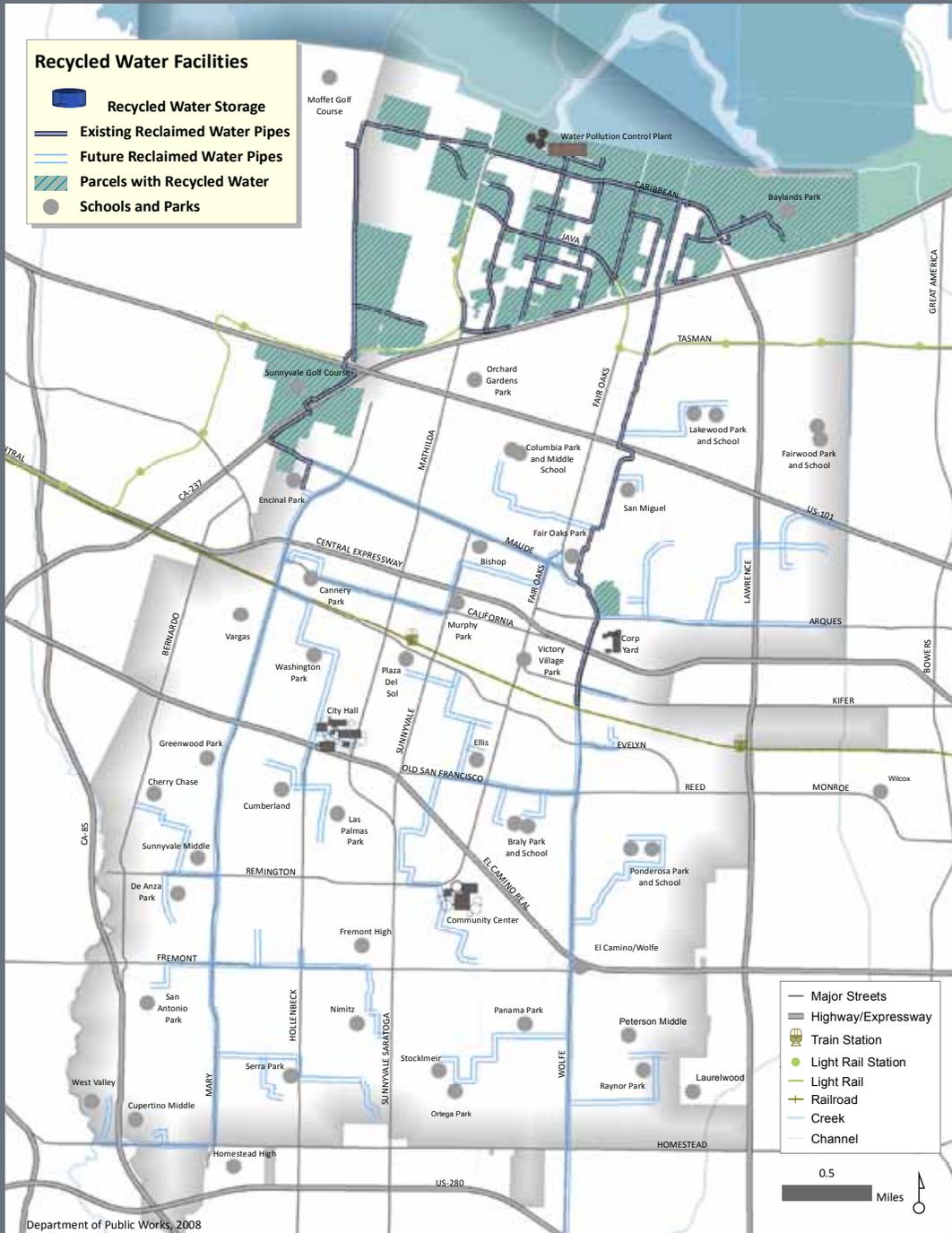


Figure 7-3: Recycled Water System Map

The City will also continue to address the following:

- Replacement and repair of City water supply infrastructure and City wells.
- Coordination with SFPUC and SCVWD to ensure their infrastructure is repaired and maintained adequately.
- Planning for the possibility of an earthquake and its effect on the levees and the water system.
- Temporary loss of water supplies from SCVWD, which could be replaced in the short term by a combination of increased production from City wells and an increase in SFPUC supply.
- Increased storage and system capacity for recycled water supply to facilitate significant increases in recycled water production. The WPCP’s Strategic Implementation Plan (SIP) will include an evaluation of recycled water production in the context of the overall future needs of the plant.

See **GOAL SN-1 (Acceptable Levels of Risk for Natural and Human-Caused Hazards)** for discussion and policies relating to earthquake hazards and mitigation.

POLICY EM-1.1 MANAGE WATER SUPPLY TO MEET DEMANDS FOR POTABLE WATER THROUGH THE EFFECTIVE USE OF WATER SUPPLY AGREEMENTS. *(Previously Water Resources Policy A.1.)*

- **EM-1.1a** Investigate possibilities to increase well water sources within the City. *(Previously Water Resources Action Statement A.1c)*

POLICY EM-1.2 MAXIMIZE RECYCLED WATER USE FOR ALL APPROVED PURPOSES BOTH WITHIN AND IN AREAS ADJACENT TO THE CITY, WHERE FEASIBLE. *(Previously Water Resources Policy A.2.)*

See **GOAL EM-7 (Effective Wastewater Treatment)** for policies relating to the production of recycled water.

- **EM-1.2a** Update the 2000 Recycled Water Master Plan to provide a current roadmap for potential expansions to the City’s recycled water system. *(Previously Water Resources Action Statement A.2f)*
- **EM-1.2b** Pursue opportunities for external funding for existing and future recycled water projects by supporting the efforts of regional water quality and recycling organizations such as BARWRP as they seek and apply for funding for expansion and continued support of recycled water and water quality in the region. *(Previously Water Resources Action Statement A.2h)*

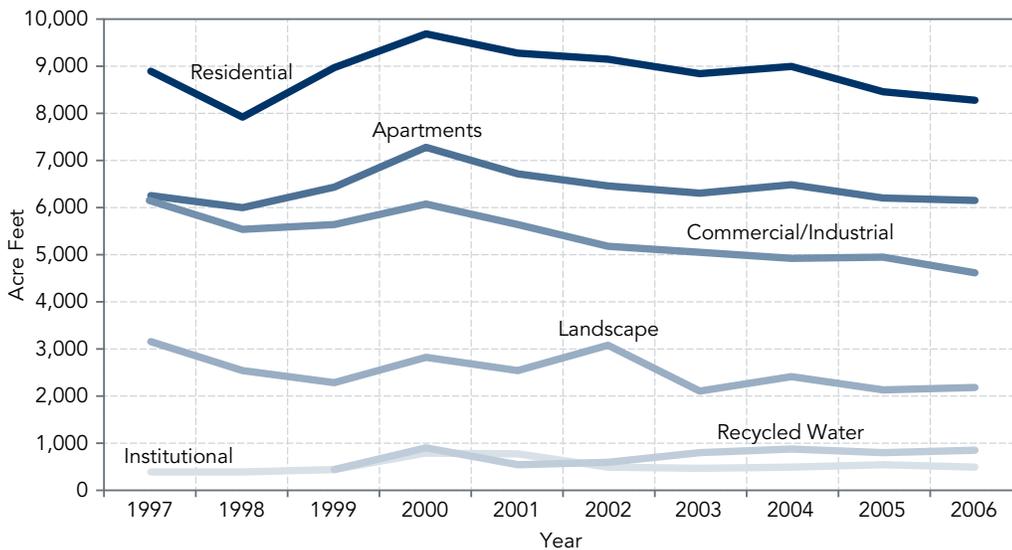
POLICY EM-1.3 PROVIDE ENOUGH REDUNDANCY IN THE WATER SUPPLY SYSTEM SO THAT MINIMUM POTABLE WATER DEMAND AND FIRE SUPPRESSION REQUIREMENTS CAN BE MET UNDER BOTH NORMAL AND EMERGENCY CIRCUMSTANCES. *(Previously Water Resources Policy A.3)*

**GOAL EM-2
WATER CONSERVATION**

PROMOTE MORE EFFICIENT USE OF THE CITY’S WATER RESOURCES TO REDUCE THE DEMANDS PLACED ON THE CITY’S WATER SUPPLIES. *(Previously Water Resources Goal B / Adopted in 2008)*

The City currently provides water in six broad categories: multi-family residential, single-family residential, institutional, landscape, commercial/industrial (incorporating all non-residential accounts not classified as landscape) and users of recycled water (Figure 7-3).

Figure 7-4: Annual Water Consumption by Use Category



Source: Department of Public Works, 2007

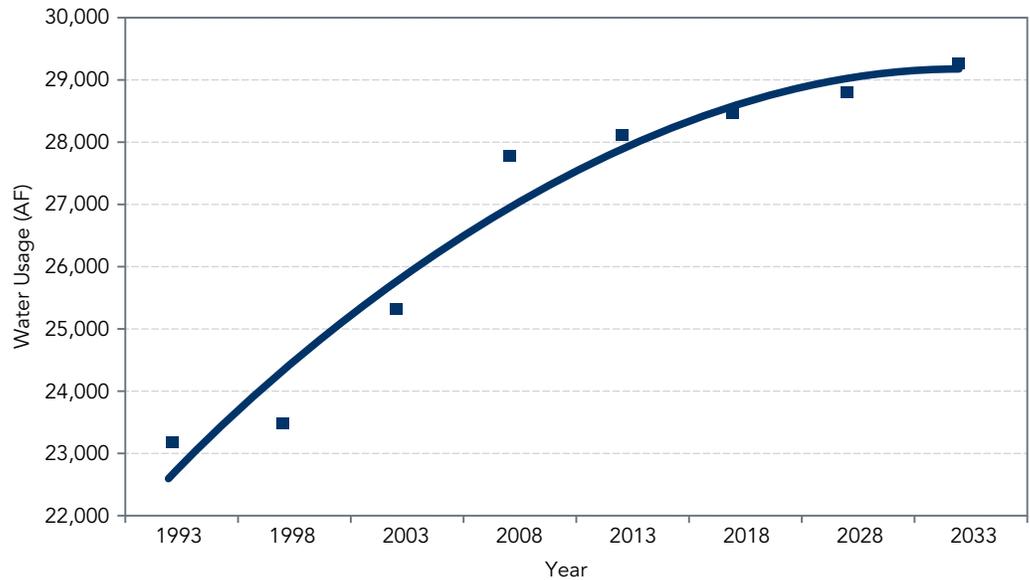
From 1987 to 1992, California experienced a prolonged drought, with severe water shortages and water rationing in Santa Clara County. Through the cooperative efforts of water retailers and their customers, Santa Clara County endured the drought with minimal economic and aesthetic impacts. Between 1984 and 1993, the City experienced a decrease in water consumption, primarily due to water conservation in the residential, commercial, and industrial sectors. Some of the demand management practices that were used to maximize the availability of water supply during the drought, such as

The Sunnyvale 2005 Urban Water Management Plan is available at GeneralPlan.inSunnyvale.com

inverted rates and water Best Management Practices, continue to this day. On-going water conservation efforts were able to reduce potable water consumption from 161 gallons per capita per day in 2000 to 139 gallons per capita per day in 2006, a 13.6 percent reduction for residential customers. Demand in the commercial/industrial sector remained flat with a slight decline in 2006.

Water use varies depending on weather, seasonal climatic patterns, business conditions and the economy. Long-term trends in water requirements are valuable in projecting future supply needs. Figure 7-5 illustrates past, current and projected total water usage through 2030. Additional details on the current and planned water supplies to meet these demands are provided in the Sunnyvale Urban Water Management Plan.

Figure 7-5: Historic and Projected Water Demand



Source: Department of Public Works, 2007

The City uses a variety of demand management measures to assist in meeting this projected demand. Many of the Demand Management Measures (DMMs) offered by Sunnyvale are actually programs run by or coordinated through Santa Clara Valley Water District (SCVWD). The programs have been either funded through the wholesale water rates paid by Sunnyvale, or directly reimbursed by the City. The DMMs implemented by the City, water usage restrictions during normal and drought years and other details can be found in the Urban Water Management Plan.

Conservation measures include the following:

- Inclining block tier rate structure that penalizes excessive water consumption
- Conservation efforts consistent with industry Best Management Practices (BMPs)
- Recycled water program to replace the use of potable water for non-potable uses where possible.

See Goal EM-1 (Adequate Water Supplies) and Goal EM-7 (Effective Wastewater Treatment) for more information about the City’s recycled water system.

The City also has a drought response based on the Sunnyvale Water Conservation Plan. This plan, adopted in 1977 and updated in 1989, includes mandatory and voluntary water use restrictions associated with different levels of reduction, rate block adjustments for each level, and approaches for enforcement.

The City will continue to plan and coordinate its water needs with regional and local wholesalers and retailers for best management of available water supplies. By 2030 the City expects to save almost 800 acre feet of water per year through conservation measures.

POLICY EM-2.1 LOWER OVERALL WATER DEMAND THROUGH THE EFFECTIVE USE OF WATER CONSERVATION PROGRAMS IN THE RESIDENTIAL, COMMERCIAL, INDUSTRIAL AND LANDSCAPING ARENAS. *(Previously Water Resources Policy B.1)*

GOAL EM-3
RELIABLE AND SAFE WATER DISTRIBUTION
 PROACTIVELY MAINTAIN THE WATER DISTRIBUTION SYSTEM INFRASTRUCTURE TO ENSURE THE RELIABLE AND SAFE DELIVERY OF WATER UNDER NORMAL AND EMERGENCY CONDITIONS TO BOTH CURRENT AND FUTURE CUSTOMERS. *(Previously Water Resources Goal C / Adopted in 2008)*

The City owns, operates, and maintains a water supply and distribution system that includes connections with City suppliers and neighboring water utilities. Although not obvious, ground elevations in Sunnyvale vary from sea level at the north end of the City to 300 feet above sea level at the southwest corner. Because of this elevation difference, the water system is broken up into a series of three pressure zones (Figure 7-1, Water System Facilities).

Within the City’s service area, some pocketed areas adjacent to Fremont Avenue and Sunnyvale-Saratoga Road receive water from Cal Water. These areas were formerly part of the county, but have been annexed by Sunnyvale. Cal Water produces water from its own wells, which meets all federal and state quality requirements. The City has provided six emergency connections to Cal Water service areas to improve fire flows and reliability, and all fire hydrants have been replaced to conform to City standards.

Perhaps the largest water system issue for the City is the need for significant and on-going investment in improvements to the water system infrastructure. A significant portion of the City’s investment in water system infrastructure is represented by the transmission and distribution pipelines. Approximately 80 percent of the 330 miles of transmission and distribution pipelines and related facilities were constructed in the 1960s and are

Additional information on water conservation measures and programs can be found in on the SCVWD website. The SFPUC also has corresponding plans for the City and County of San Francisco.

One acre foot of water = 325,851 gallons. 800 acre feet of water = approximately 260 million gallons of water.

potentially approaching the end of their estimated 50 year service life. While actual service life varies depending on site specific factors, utility services provided today are “using up” infrastructure resources which must be replaced to serve future customers.

POLICY EM-3.1 MAINTAIN A PREVENTIVE MAINTENANCE PROGRAM THAT PROVIDES FOR RELIABILITY OF POTABLE AND RECYCLED WATER SYSTEMS. *(Previously Water Resources Policy C.1)*

POLICY EM-3.2 MAINTAIN A PROACTIVE LONG RANGE INFRASTRUCTURE PLAN THAT IDENTIFIES SCHEDULES AND FUNDS AND IMPLEMENTS NEEDED SYSTEM UPGRADES AND REPLACEMENTS BEFORE FACILITIES EXCEED THEIR EFFECTIVE USEFUL LIVES. *(Previously Water Resources Policy C.2)*

POLICY EM-3.3 MAINTAIN AN UP-TO-DATE EMERGENCY WATER OPERATIONS PLAN. *(Previously Water Resources Policy C.3)*

**GOAL EM-4
ADEQUATE WATER QUALITY**

ENSURE THAT ALL WATER MEETS STATE AND FEDERAL STANDARDS FOR AESTHETICS, QUALITY AND HEALTH. *(Previously Water Resources Goal D/ Adopted In 2008)*

The principal law governing drinking water safety in the United States is the Safe Drinking Water Act (SDWA). Enacted in 1974, the SDWA requires the Environmental Protection Agency (EPA) to establish comprehensive national drinking water regulations and to set enforceable standards for health-related drinking water contaminants.

Water delivered in the City originates from different sources and is therefore subject to different water quality conditions. Waters from different sources blend within the distribution system, depending on the daily demand, seasonal quality and relative quantity fluctuations, and temporary interruptions due to maintenance activities, resulting in water quality variances. In all cases the City’s water quality meets or exceeds all federal and state requirements.

The City conducts an extensive water quality monitoring program in compliance with all applicable state and federal requirements. Over 2,000 samples are collected each year from the distribution system, imported sources, wells in operation, storage tanks, and/or household taps, depending on the constituent of interest. Samples are analyzed by either the City’s state-certified laboratory or an outside state-certified laboratory. The City has been in consistent compliance with the requirements of its water quality monitoring program since it was instituted in 1988.

The California Department of Public Health (CDPH) requires the City to distribute to all customers an Annual Water Quality Report. This report provides information on contaminants that may be present in the three source waters and in the distribution system. Testing has consistently shown that the water provided by the City meets established water quality standards.

The SFPUC completed construction of its new, system-wide fluoridation facility in 2005. Beginning in November 2005, all water delivered from the SFPUC was fluoridated. SCVWD does not currently fluoridate its water, though it is currently studying the feasibility of doing so. The City does not fluoridate its well water. As a result, some areas of Sunnyvale receive fluoridated water (the northern part of the City approximately north of El Camino Real), other areas receive non-fluoridated water (southern portion), and some areas receive a mixture. City staff manages the water system to provide consistent concentrations of fluoride by keeping the SFPUC and SCVWD service areas separated as much as possible.

The SDWA regulations have continued to evolve as more monitoring data have been collected by water systems, monitoring and detection capabilities have improved, and new constituents of concern have been identified. City staff continues to closely track new and proposed regulations and update monitoring and analyses accordingly.

POLICY EM-4.1 MAINTAIN AND UPDATE A COMPREHENSIVE WATER QUALITY-MONITORING PROGRAM THAT MEETS OR EXCEEDS ALL STATE AND FEDERAL REQUIREMENTS, WHILE ALSO MEETING SPECIFIC CITY AND RESIDENTS' NEEDS. *(Previously Water Resources Policy D.1)*

POLICY EM-4.2 MAINTAIN AN AGGRESSIVE INSPECTION AND PREVENTIVE MAINTENANCE PROGRAM THAT ENSURES THAT BACKFLOW FROM POTENTIALLY CONTAMINATED WATER SERVICES IS PREVENTED. *(Previously Water Resources Policy D.2)*

- **EM-4.2a** Investigate the potential for the City owning all backflow devices, thereby ensuring their proper function and maintenance. *(Previously Water Resources Action Statement D.2d)*

POLICY EM-4.3 PROVIDE APPROPRIATE SECURITY AND PROTECTION OF WATER FACILITIES. *(Previously Water Resources Policy D.3)*

POLICY EM-4.4 MAINTAIN AND UPDATE AN ACTION PLAN THAT RESPONDS TO AND PROTECTS WATER SUPPLIES FROM CONTAMINATION. *(Previously Water Resources Policy D.4)*

WASTEWATER COLLECTION AND TREATMENT

GOAL EM-5 MINIMAL POLLUTION AND QUANTITY OF WASTEWATER

ENSURE THAT THE QUANTITY AND COMPOSITION OF WASTEWATER GENERATED IN THE CITY DOES NOT EXCEED THE CAPABILITIES OF THE WASTEWATER COLLECTION SYSTEM OR AND THE WATER POLLUTION CONTROL PLANT. *(Previously Wastewater Goal 3.3.A / Adopted in 2001)*

GOAL EM-6 EFFECTIVE WASTEWATER COLLECTION SYSTEM

CONTINUE TO OPERATE AND MAINTAIN THE WASTEWATER COLLECTION SYSTEM SO THAT ALL SEWAGE AND INDUSTRIAL WASTES GENERATED WITHIN THE CITY ARE COLLECTED AND CONVEYED UNDER SAFE AND SANITARY CONDITIONS TO THE WATER POLLUTION CONTROL PLANT. *(Previously Wastewater Goal 3.3B / Adopted in 2001)*

GOAL EM-7 EFFECTIVE WASTEWATER TREATMENT

CONTINUE TO OPERATE AND MAINTAIN THE WATER POLLUTION CONTROL PLANT, USING COST EFFECTIVE METHODS, SO THAT ALL SEWAGE AND INDUSTRIAL WASTES GENERATED WITHIN THE CITY RECEIVE SUFFICIENT TREATMENT TO MEET THE EFFLUENT DISCHARGE AND RECEIVING WATER STANDARDS OF REGULATORY AGENCIES. *(Previously Wastewater Goal 3.3C / Adopted in 2001)*

The wastewater from homes and businesses (toilet, shower, kitchen sink, etc.) is carried by sanitary sewer lines to the Sunnyvale Water Pollution Control Plant (WPCP), where it is treated before being discharged to local waterways which flow into the San Francisco Bay. The amount and quality of this effluent is regulated by the San Francisco Bay Water

Quality Control Board. The Board's purpose is to protect beneficial uses of the San Francisco Bay in compliance with the California Water Code and federal Clean Water Act.

WATER COLLECTION SYSTEM

Sunnyvale's wastewater collection system has the capacity to convey all sewage and industrial wastes generated when the City is fully developed in accordance with the land use projections (approximately 55.7 million gallons per day). Five major trunk networks terminate at the Water Pollution Control Plant (WPCP), referred to as the Lawrence, Borregas, Lockheed, Moffett and Cannery trunks. Figure 7-7 is a map showing drainage area boundaries for the areas served by the five collection networks. Capacities of individual networks are:

Figure 7-6: Capacities of Individual Sewer Collection Areas

Collection Area	Capacity in Million Gallons per Day (MGD)
Lawrence	22.0
Borregas	17.0
Cannery	5.5
Lockheed	4.9
Moffett Field	6.3
TOTAL	55.7

Based on growth projections in 2001, it is not anticipated that flows will exceed the capacity of the overall collection system. Specific locations within the collection system may require additional capacity in the future.

As sanitary sewers become older, gaps from cracks, joints, aging gaskets and leaking services tend to allow some groundwater or rainwater to enter the system. This process is called infiltration. A certain amount of rainwater may also find its way into the wastewater system as inflow. Inflow can result from direct connections of storm drains or downspouts to the wastewater system, either in the right-of-way or on private property. Components of the system itself, such as piping, manholes, pumps, etc., will also require replacement as they exhaust their life expectancy.

Infiltration and inflow can interfere with the needed capacity of sanitary sewers and the WPCP. Though virtually impossible to eliminate altogether, maintenance crews use closed circuit video inspection to monitor for bad joints and/or broken pipes which allow infiltration. Private industry is also inspected for illegal storm drain cross-connections to ensure that the quantity of rainfall that flows to the WPCP is kept under control. If infiltration and inflow are allowed to continue unmitigated, additional wastewater flows could overwhelm treatment plant capacity and result in increased treatment costs.

City crews maintain the operation of the sewer main lines by regular flushing and performing repairs to the system. Areas of known-grease or dirt accumulation are flushed on an enhanced cleaning schedule. Depending upon the degree of build-up, the frequency may vary from several weeks to several months.

WATER POLLUTION CONTROL PLANT

The WPCP provides treatment of wastewater from residential, commercial, and industrial sources from the City of Sunnyvale, the Rancho Rinconada portion of Cupertino, and Moffett Federal Airfield. The WPCP is designed to treat an average of 29.5 million gallons of wastewater per day and a peak flow of 40 million gallons per day. From 2004 to 2007, the average dry weather effluent flow was 14.2 MGD, well within the plant capacity.

The WPCP is designed to combine physical, chemical, and natural biological processes to treat wastewater. This unique combination allows the WPCP to consistently produce a high-quality effluent from which more than 85 percent of the pollutants have been removed from the influent. This wastewater treatment process provides both secondary and advanced treatment to produce a high quality effluent, suitable for discharge into San Francisco Bay under a National Pollutant Discharge Elimination System (NPDES) permit and for recycling for irrigation and other uses.

Wastewater is treated at three distinct levels: primary, secondary, and tertiary.

- **Primary Treatment** — The first stage in the treatment process to remove solids.
- **Secondary Treatment** — The second stage in the treatment process where oxygen is added to help remove remaining solids and bionutrients.
- **Tertiary Treatment** — The third stage in the treatment process to remove ammonia, algae, and bacteria.

Recycled water is tertiary treated wastewater diverted from discharge and treated for reuse in industrial processes, landscape irrigation, and other non-potable uses. It is used by businesses and the City of Sunnyvale for landscape and golf course irrigation, and decorative ponds. By reusing water in this way, valuable potable (drinking) water is conserved. The rest of the tertiary effluent is discharged into the Guadalupe Slough, which flows to the Bay.

In 2011, about 10 percent of the daily flow is diverted for reuse. The City of Sunnyvale water recycling program provides a sustainable and drought-resistant supply of water to portions of the City for non-potable uses.

Wastewater Pre-Treatment Program

The Pretreatment Program includes Industrial Waste Inspectors, Laboratory Chemists and Field Technicians, whose primary goal is the protection of the treatment plant and sanitary sewer collection system from industrial waste. By regulating the disposal of industrial wastewater into the sanitary sewer, the Pretreatment Program seeks to prevent the introduction of pollutants that could interfere with the operation of the

See wpcp.insunnyvale.com for more information on the NPDES Permit and related programs and regulations.

Potable water is fit for consumption by humans and other animals. Non-potable water is all other water.

See Goal EM-1 (Adequate Water Supplies) for discussion, policies, and a map of the recycled water system.

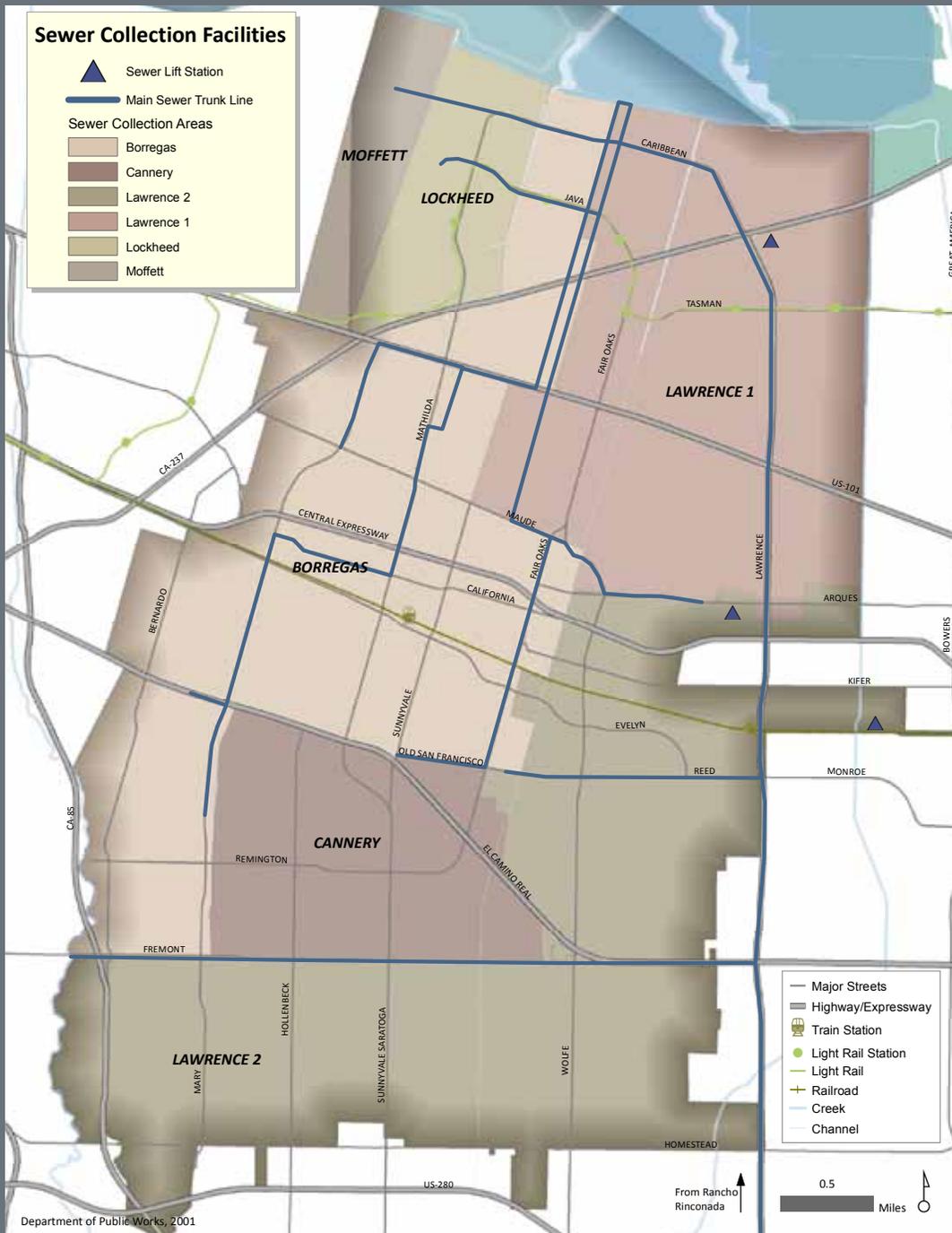


Figure 7-7: Sewer Collection Area Maps

See wpcp.inSunnyvale.com for annual water quality reports and information.

Plant, cause damage to the sewer system, compromise public health or worker safety, or pass through the Plant to the Bay.

Industrial and commercial facilities are regulated through discharge permits, Best Management Practices (BMPs), and routine inspection and monitoring. Discharge Permits contain specific requirements and limits for the concentration of pollutants in wastewater discharges. On average, the Pretreatment Program has 70 active industrial wastewater discharge permits issued to Significant Industrial Users (SIUs). Additionally, hundreds of commercial facilities are regulated through the application of BMPs tailored to specific activities commonly found in commercial businesses. When implemented, the BMPs reduce or eliminate the introduction of pollutants into the sanitary sewer.

Regulatory Compliance Activities

The WPCP operates under the requirements set for by the Global Warming Solutions Act of 2006, Assembly Bill 32 or AB 32. AB 32 is a California State Law that fights climate change by establishing a comprehensive program to reduce greenhouse gas emissions from all sources throughout the state. AB 32 requires the California Air Resources Board (CARB) to develop regulations and market mechanisms to reduce California's greenhouse gas emissions to 1990 levels by 2020, representing a 25 percent reduction statewide, with mandatory caps beginning in 2012 for significant emissions sources. For the Plant, it sets in motion a series of mandatory reporting, and equipment maintenance requirements that are additional to the "normal" function of maintaining plant effluent compliance.

Future Water Pollution Control Plant Improvements

Plant capacity appears sufficient based on use in 2001 and the updated projections. The Environmental Protection Agency requires that when flows reach 75 percent of design capacity, agencies begin to evaluate future needs and develop plans for expansion, if appropriate. Based on 2001 figures, it is not anticipated that this milestone will be reached in Sunnyvale and it will not be necessary to evaluate ways to provide additional capacity at the WPCP during the next five to ten years. Projections indicate that flows may not continue to increase significantly between 2001 and 2020. This overall projection is attributed to changes in land use, changes in water consumption patterns, and the overall reduced rate of growth.

Portions of the WPCP were first constructed in 1954 and are now nearly 50 years old. In addition, the nature of wastewater treatment itself presents an adverse environment for facilities and equipment. In order to maintain this infrastructure and ensure the ongoing ability to meet effluent and recycled water quality requirements, it is necessary to have in place a strategy for the ongoing refurbishment and replacement of components of the plant.

An asset condition assessment conducted in 2005 identified several critical plant structures as at-risk, and in need of rehabilitation soon. In 2007, a Capital Project Strategic Infrastructure Plan (SIP) was put in place to set future direction of plant process enhancements and physical improvements. Following completion of this effort, SIP implementation is expected to continue for ten to fifteen years for construction of new and/or rehabilitated plant facilities.

Policies supporting Goal EM-5 (Minimal Pollution and Quantity of Wastewater):

POLICY EM-5.1 WATER POLLUTION CONTROL PLANT IMPROVEMENTS SHOULD BE DESIGNED, CONSTRUCTED AND MAINTAINED AND THE QUANTITY OF INDUSTRIAL WASTES SHOULD BE CONTROLLED SO THAT THE PLANT DOES NOT HAVE TO BE EXPANDED IN EXCESS OF ITS CAPACITY OF 29.5 MGD. *(Previously Wastewater Policy 3.3A.1)*

POLICY EM-5.2 ENSURE THAT WASTES DISCHARGED TO THE WASTEWATER COLLECTION SYSTEM CAN BE TREATED BY EXISTING TREATMENT PROCESSES OF THE WATER POLLUTION CONTROL PLANT. *(Previously Wastewater Policy 3.3A.2)*

Policy supporting Goal EM-6 (Effective Wastewater Collection System):

POLICY EM-6.1 INSPECT CRITICAL POINTS IN THE WASTEWATER MANAGEMENT SYSTEM ANNUALLY TO ENSURE THAT THE PROPER LEVEL OF MAINTENANCE IS BEING PROVIDED AND THAT THE FLOW IN SEWERS DOES NOT EXCEED DESIGN CAPACITY. *(Previously Wastewater Management Policy 3.3B.1)*

Policy supporting Goal EM-7 (Effective Wastewater Treatment):

POLICY EM-7.1 MONITOR WATER POLLUTION CONTROL PLANT OPERATIONS AND MAINTENANCE TO MEET REGULATORY STANDARDS. *(Previously Wastewater Management Policy 3.3C.1)*

POLICY EM-7.2 COORDINATE OPERATING PROCEDURES WITH THE CITY ENERGY POLICY TO OPTIMIZE AN ALTERNATIVE ENERGY PROGRAM SO THAT MINIMUM USE AND RELIANCE ARE PLACED ON OUTSIDE ENERGY SOURCES. *(Previously Wastewater Management Policy 3.3C.2)*

POLICY EM-7.3 ACTIVELY PARTICIPATE IN THE WATERSHED MANAGEMENT APPROACH TO SOLVING WATER QUALITY ISSUES OF THE SANTA CLARA BASIN WATERSHED AND THE SOUTH BAY. *(Previously Wastewater Management Policy 3.3C.3)*

POLICY EM-7.4 PRODUCE QUALITY RECYCLED WATER AND SEEK TO MAXIMIZE THE USE OF THIS RESOURCE. *(Previously Wastewater Management Policy 3.3C.4)*

- **EM-7.4a** Study feasibility of recycled water for restoration and/or enhancement of marshlands.

URBAN RUNOFF

**GOAL EM-8
PROTECTION OF CREEKS AND BAY**

ASSURE THE REASONABLE PROTECTION OF BENEFICIAL USES OF CREEKS AND SAN FRANCISCO BAY, ESTABLISHED IN THE REGIONAL BOARD’S BASIN PLAN, AND PROTECT ENVIRONMENTALLY SENSITIVE AREAS. *(Previously Surface Runoff Goal A / Adopted in 1993)*

**GOAL EM-9
ADEQUATE STORM DRAIN SYSTEM**

MAINTAIN STORM DRAIN SYSTEM TO PREVENT FLOODING. *(Previously Surface Runoff Goal B / Adopted in 1993)*

GOAL EM-10 REDUCED RUNOFF AND POLLUTANT DISCHARGE

MINIMIZE THE QUANTITY OF RUNOFF AND DISCHARGE OF POLLUTANTS TO THE MAXIMUM EXTENT PRACTICABLE BY INTEGRATING SURFACE RUNOFF CONTROLS INTO NEW DEVELOPMENT AND REDEVELOPMENT LAND USE DECISIONS. *(Previously Surface Runoff Goal D / Adopted in 1993)*

Urban runoff consists of stormwater runoff from rainfall as well as non-stormwater runoff from human activities (e.g. over-irrigation of landscapes, vehicle washing, discharges from pools, spas, or water features, etc.). Urban runoff is collected and transported through the city’s storm drain system and ultimately discharged to local waterways. Managing urban runoff minimizes the discharge of pollutants to creeks, waterways, and San Francisco Bay, and prevents or minimizes flooding. The protection of local waterways preserves water quality and maintains the structural integrity of creeks, channels, and shoreline to prevent both potential flooding and the degradation of their natural form and function.

Urbanization increases impervious surfaces associated with development, which increases the amount of urban runoff. Runoff typically collects impurities while passing over rooftops, streets, parking lots, landscaping and gutters. Often this runoff is untreated and deposits impurities in the creeks and the San Francisco Bay after being conveyed through a storm drain system. This increased runoff results in increased erosion and sedimentation in creeks. Conveying runoff through a storm drain system also makes less water available to creeks and groundwater during dry weather.

There are two approaches to managing urban runoff. The first is the conveyance approach, which seeks to “get rid of the water.” A conveyance stormwater system collects and concentrates runoff through a network of impervious gutters, drainage structures and underground pipes. Because the system collects water from impermeable surfaces and carries it through impervious pipes, suspended pollutants are concentrated in the rapidly flowing runoff. When the system reaches its outfall, large volumes of polluted water can be emptied, untreated, into a natural water body and the large volume can further erode our natural waterways.

The City, as part of the region, is transitioning from the conveyance approach to a newer infiltration approach often referred to as Low Impact Development (LID). This system seeks to “preserve and restore the hydrologic cycle.” An infiltration stormwater system seeks to infiltrate runoff into the soil by allowing it to flow slowly over permeable surfaces. These permeable surfaces can double as recreational and landscape areas during dry weather. Because the infiltration network allows much of the runoff to return to the soil, overall runoff volume is reduced, and more water is available to replenish groundwater and maintain stream base flows. Storm drain systems are designed to transport urban runoff to the San Francisco Bay or nearby creeks or channels. Adequate storm drain systems help prevent or minimize property damage due to flooding. The

Impervious Surfaces:
Constructed or modified surfaces that do not effectively allow infiltration of rainfall into the soil below. Impervious surfaces include, but are not limited to building rooftops, asphalt or concrete pavement, sidewalks, and driveways where such surfaces are not constructed with pervious materials. **Pervious Surfaces:** May include natural or designed landscapes or specially constructed paving materials (e.g. pervious paving) that allow stormwater to infiltrate into sub-surface soils.

City of Sunnyvale owns and operates approximately 150 miles of storm drains, with two pump stations that collect runoff from low-lying urban areas and discharge to creeks and sloughs which are at a higher elevation (see Figure 7-8: Storm Drain System).

To address both the quantity and quality of urban runoff, the City has undertaken a series of programs to both reduce and treat runoff. These programs and actions are collectively described as Urban Runoff Best Management Practices (BMPs). Urban Runoff BMPs are continually changing based on recent studies, practical experience and advancements in construction materials. These new practices include Low Impact Development, source control and pollution prevention. Low Impact Development includes methods to retain and treat runoff onsite through detention and landscape features. Source control measures typically include reducing the amount of impervious surface for new development or large remodeling/additions. Pollution prevention includes installing non-mechanical filters to lessen the volume of runoff, minimizing pesticides, covering areas such trash enclosures or loading docks and requiring drainage of dirty areas to sanitary sewer lines rather than storm drains. Public outreach and information is also an important part of reducing urban runoff.

See dpw.inSunnyvale.com for more information about Urban Runoff BMPs and City programs.

Regulations and Permit Requirements

There are a variety of laws and permit requirements regulating the quantity and quality of urban runoff regionally. These agencies include:

- **Federal** — The Federal Clean Water Act, as amended in 1987, requires the City to obtain NPDES permits for discharge of stormwater and develop stormwater management plans and “to reduce the discharge of pollutants to the maximum extent practicable.” The San Francisco Bay Regional Water Quality Control Board (Regional Board or RWQCB) issues permits to meet requirements of the Federal Clean Water Act.
- **State** — The Clean Water Act and State of California legislation requires that the beneficial uses of water bodies be protected, and must meet standards set for water quality and to control sources of pollution.
- **City** — The City has an ordinance that addresses stormwater pollution prevention and provides appropriate adequate legal authority to implement provisions of its NPDES Stormwater Discharge Permit, which effectively implement controls on pollutants in urban runoff and meet permit requirements.

Collaboration with Regional Agencies

Water resource protection at the local and regional level is becoming more complex. A wide variety of regulatory agencies, diverse sources of nonpoint source pollution, and a multitude of stakeholders make it difficult to achieve a consistent, easily understandable strategy for watershed protection. The City continually works with a variety of agencies and stakeholders to facilitate watershed protection and urban runoff management.

Maximum Extent Practicable: A standard for implementation of stormwater management programs under the Clean Water Act to reduce the level of the pollutants in stormwater runoff to the maximum extent possible, taking into account equitable considerations and competing facts including, but not limited to the seriousness of the problem, public health risks, environmental benefits, pollutant removal effectiveness, regulatory compliance, cost, and technical feasibility.

The City is a member of the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP), an association of 13 south bay cities, the SCVWD, and Santa Clara County. All members of SCVURPPP have shared a common NPDES stormwater permit for their discharge into local creeks and South San Francisco Bay since 1990 and leverage resources to better facilitate each agency's compliance with the permit.

Through SCVURPPP, the City also participates in the Bay Area Stormwater Management Agencies Association (BASMAA), which was started by local governments to promote regional consistency and to facilitate the efficient use of public resources by sharing information. In addition, BASMAA provides a forum for representing and advocating the common interests of member programs at the regional and state level.

The City also participates in the California Stormwater Quality Association (CASQA), a quasi-governmental organization, which advises the State Water Resources Control Board on matters related to developing stormwater regulations. It assists municipalities and others in compliance with the municipal, construction and industrial NPDES stormwater mandates of the federal Clean Water Act.

Future Trends

Regulatory requirements from both state and federal agencies will continue and likely become more restrictive as each NPDES Permit is re-issued. The City will need to perform periodic updating of the goals and policies associated with urban runoff, the Urban Runoff Management Plan, and sections of the Sunnyvale Municipal Code to address these changes, update data and emerging trends, as well as measure success toward completing urban runoff goals. Annual reports will continue to be made to the Regional Board to demonstrate compliance with NPDES permit provisions and document the City's progress toward meeting the establish goals and policies through the implementation of action statements.

In addition, the storm drain systems will continue to be monitored and maintained to ensure the adequate collection and transfer of urban runoff.

Beneficial Uses: The uses of water of the State of California that are protected against degradation. Examples of beneficial uses include, but are not limited to: domestic, municipal, agricultural and industrial water supply; power generation; recreation; aesthetic enjoyment; navigation; and preservation of fish and wildlife and other aquatic resources or preserves.

Figure 7-8: Storm Drain System

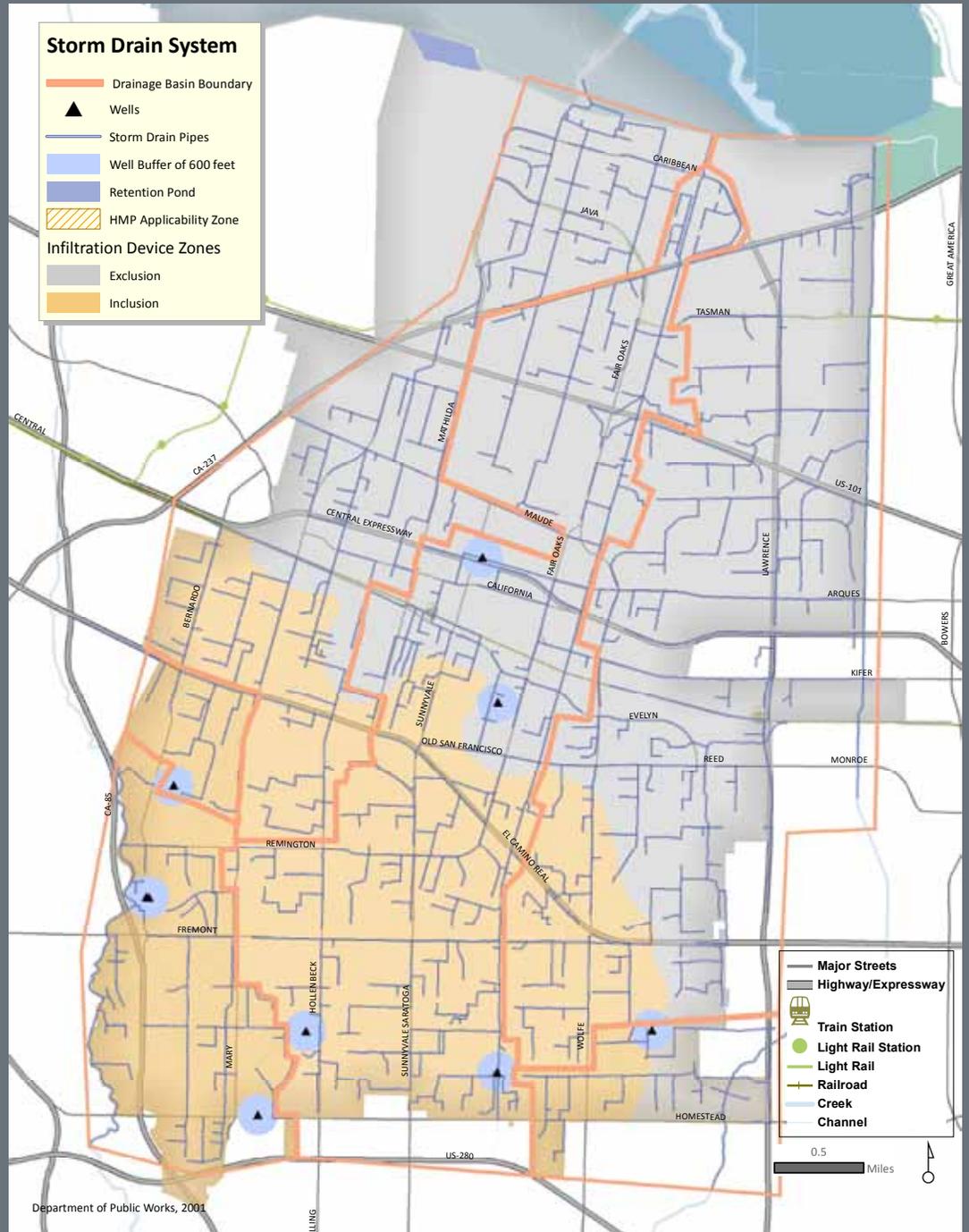


Figure 7-9: Where does it go?



Policies that support Goal EM-8 (Protection of Creeks and Bay):

POLICY EM-8.1 COMPLY WITH REGULATORY REQUIREMENTS AND PARTICIPATE IN PROCESSES WHICH MAY RESULT IN MODIFICATIONS TO REGULATORY REQUIREMENTS. *(Previously Surface Runoff Policy A.1)*

POLICY EM-8.2 CONTINUE TO SUPPORT THE IDENTIFICATION AND DEVELOPMENT OF APPROACHES TO STORMWATER TREATMENT AND BEST MANAGEMENT PRACTICES TO CONTROL SOURCES OF POLLUTANTS THROUGH PARTICIPATION IN LOCAL, REGIONAL, STATEWIDE AND NATIONAL ASSOCIATIONS AND AGENCIES (E.G. SANTA CLARA VALLEY URBAN RUNOFF POLLUTION PREVENTION PROGRAM (SCVRRP), BAY AREA STORMWATER MANAGEMENT AGENCIES ASSOCIATION, STORMWATER QUALITY ASSOCIATION, AND AMERICAN PUBLIC WORKS ASSOCIATION AND SIMILAR ORGANIZATIONS). *(Previously Surface Runoff Policy A.2)*

POLICY EM-8.3 ENSURE THAT STORMWATER CONTROL MEASURES AND BEST MANAGEMENT PRACTICES (BMPS) ARE IMPLEMENTED TO REDUCE THE DISCHARGE OF POLLUTANTS IN STORM WATER TO THE MAXIMUM EXTENT PRACTICABLE. *(Previously Surface Runoff Policy A.3)*

- **EM-8.3a** Modify Industrial Pretreatment permits to also require BMPs to control the discharge of pollutants to city-owned storm drains. *(Previously Surface Runoff Action Statement A.3b)*
- **EM-8.3b** Label approximately 1060 municipal storm drainage inlets a year until all inlets are labeled and maintain labels as necessary to educate the public on the fate of material discharged to storm drains. *(Previously Surface Runoff Action Statement A.3e)*

POLICY EM-8.4 EFFECTIVELY PROHIBIT ILLICIT DISCHARGES AND IMPROPER DISPOSAL OF WASTES INTO THE STORM DRAIN SYSTEM. *(Previously Surface Runoff Policy A.4)*

POLICY EM-8.5 PREVENT ACCELERATED SOIL EROSION. CONTINUE IMPLEMENTATION OF A CONSTRUCTION SITE INSPECTION AND CONTROL PROGRAM TO PREVENT DISCHARGES OF SEDIMENT FROM EROSION AND DISCHARGES OF OTHER POLLUTANTS FROM NEW AND REDEVELOPMENT PROJECTS. *(PREVIOUSLY SURFACE RUNOFF POLICY A.5)*

POLICY EM-8.6 (NEW) MINIMIZE THE IMPACTS FROM STORMWATER AND URBAN RUNOFF ON THE BIOLOGICAL INTEGRITY OF NATURAL DRAINAGE SYSTEMS AND WATER BODIES.

Policies that support Goal EM-9 (Adequate Storm Drain System):

POLICY EM-9.1 MAINTAIN AND OPERATE THE STORM DRAIN SYSTEM SO THAT STORM WATERS ARE DRAINED FROM 95 PERCENT OF THE STREETS WITHIN ONE HOUR AFTER A STORM STOPS. *(Previously Surface Runoff Policy B.1.)*

POLICY EM-9.2 RESPOND TO STORM DRAIN EMERGENCIES. *(Previously Surface Runoff Policy B.2)*

Policies that support Goal EM-10 (Reduced Runoff and Pollutant Discharge):

POLICY EM-10.1 CONSIDER THE IMPACTS OF SURFACE RUNOFF AS PART OF LAND USE AND DEVELOPMENT DECISIONS AND IMPLEMENT BMPS TO MINIMIZE THE TOTAL VOLUME AND RATE OF RUNOFF OF WASTE QUALITY AND QUANTITY (HYDRO MODIFICATION) OF SURFACE RUNOFF AS PART OF LAND USE AND DEVELOPMENT DECISIONS. *(Previously Surface Runoff Policy D.1)*

POLICY EM-10.2 CONSIDER THE ABILITY OF A LAND PARCEL TO DETAIN EXCESS STORM WATER RUNOFF IN FLOOD PRONE AREAS AND REQUIRE INCORPORATION OF APPROPRIATE CONTROLS. REQUIRE THE INCORPORATION OF APPROPRIATE STORMWATER TREATMENT AND CONTROL MEASURES FOR NEW AND REDEVELOPMENT REGULATED PROJECTS AND/OR ANY SITES THAT MAY REASONABLY BE CONSIDERED TO CAUSE OR CONTRIBUTE TO THE POLLUTION OF STORMWATER AND URBAN RUNOFF AS DEFINED IN THE CURRENT VERSION OF THE STORMWATER MUNICIPAL REGIONAL PERMIT. *(Previously Surface Runoff Policy D.2)*

POLICY EM-10.3 REQUIRE THE INCORPORATION OF APPROPRIATE STORMWATER TREATMENT AND CONTROL MEASURES FOR INDUSTRIAL AND COMMERCIAL FACILITIES AS IDENTIFIED IN THE STORMWATER MUNICIPAL REGIONAL PERMIT. *(New)*

POLICY EM-10.4 SUPPORT LEGISLATION AND REGULATIONS THAT WILL REDUCE OR ELIMINATE POLLUTANTS OF CONCERN AT THE SOURCE. *(New)*

POLICY EM-10.5 PROMOTE EDUCATION AND OUTREACH EFFORTS TO SCHOOLS, YOUTH, RESIDENTS, AND BUSINESSES REGARDING URBAN RUNOFF AND STORMWATER POLLUTION PREVENTION ACTIONS. *(New)*

AIR QUALITY

GOAL EM-11 IMPROVED AIR QUALITY

IMPROVE SUNNYVALE'S AIR QUALITY AND REDUCE THE EXPOSURE OF ITS CITIZENS TO AIR POLLUTANTS. *(Previously Air Quality Goal A / Adopted in 1993)*

All major urban areas in California, including Sunnyvale, experience some degree of reduced air quality. The combination of climatic conditions and a multitude of air pollutant sources (particularly the automobile) results in reduced air quality, which can be considered as reducing the quality of life by adversely affecting human health, causing damage to plants or crops, and other effects such as soiling, visibility reduction and accelerated corrosion of materials.

One of the major reasons that air quality continues to be a problem in the Bay Area specifically and California in general, is a relatively high rate of population and economic growth. The major obstacle to improved air quality in the future is increasing population and vehicle use and deteriorating operating conditions on highways and roads.

The major air quality problems in the Bay Area are ozone, carbon monoxide, and PM-10. Ozone and carbon monoxide are primarily released in the air from combustion sources such as automobiles and factories. PM-10 (otherwise known as suspended particulate matter) is a collection of particles of dust, soot, aerosols and other matter which are small enough to remain suspended in the air for a long period of time. Man-made sources of PM-10 include automobile exhausts and road travel, smoke, and factory emissions.

To combat this, the most efficient and cost-effective technological or “hardware” controls have already been implemented. Remaining technological controls, which are increasingly expensive, have been found to be unable to reduce emissions to the point where all air quality standards (glossary in the margin) would be met. Therefore, attention has been focused in recent years on the relationship of land use, community design and transportation as a means of reducing air pollutant generation. For further information on air quality measurements and modeling, see Appendix H, Air Quality Technical Report.

Cooperation with Regional Agencies

Past efforts by federal, state and local governments have resulted in steady, gradual improvement in air quality in Sunnyvale and the greater Bay Area. Sunnyvale is within the Bay Area Air Quality Management District (BAAQMD). The City of Sunnyvale has implemented a number of programs and projects that directly or indirectly reduce air pollutant emissions. Most of these programs are part of a larger regional effort to improve air quality. These projects include:

- Adding high occupancy vehicle (HOV) lanes to U.S. 101, S.R. 85, and S.R. 237. These improvements have expanded their capacity.
- Facilitating regional transportation such as the Tasman Light Rail extension, increases in Caltrain service, and a “Super Express” commuter bus service.
- Constructing high occupancy vehicle (HOV) lanes on Lawrence Expressway.

POLICY EM-11.1 THE CITY SHOULD ACTIVELY PARTICIPATE IN REGIONAL AIR QUALITY PLANNING. (Previously Air Quality Policy C.1 also Air Quality Goal C)

The Bay Area Air Quality Management District (BAAQMD) is required to prepare and adopt a list of actions, improvements and programs that improve system-wide transportation level of service (LOS) and improve air quality. See **Goal LT-5 (Effective, Safe, Pleasant and Convenient Transportation)** for further discussion and policies on transportation improvements.

California Clean Air Act
— A law setting forth a comprehensive program to ensure that all areas within the State of California will attain federal and state ambient air quality standards by the earliest practicable date. The law mandates comprehensive planning and implementation efforts, and empowers local air pollution control districts to adopt transportation control measures and indirect source control measures to achieve and maintain the ambient air quality standards.

Land Use and Air Quality

Future development within Sunnyvale impacts regional air quality. Direct impacts are those related to emissions released on-site from stationary sources. Indirect impacts are related to vehicle trips attracted to or generated by residential, commercial or employment-generating land uses.

Stationary Sources — Industries are required to provide information to the public about emissions of toxic air contaminants (quick description in the margin) and their impact on public health. There are 71 sources of TACs within Sunnyvale. The majority of these sources are microelectronic industries, dry cleaners and auto repair businesses.

Future growth in Sunnyvale may include new stationary sources of pollutants. However, any new stationary sources would be subject to the “no net increase” requirements of the California Clean Air Act, which requires BAAQMD to develop a permitting system that provides new sources, can only be approved if there is an offsetting decrease in emissions elsewhere in the air basin. For any new businesses or facilities that could emit air pollutants, it is important to consider sensitive receptors. The siting of any new sensitive receptors also needs to consider any existing air pollutant sources nearby.

Indirect Sources— Indirect automobile emissions estimated with future buildout are shown to increase slightly in the next 10 years. Reducing emissions from these indirect sources is likely to be an important strategy in regional efforts to attain the state and federal ambient air quality standards in the Bay Area.

There are several methods in which land use regulations can be used to both reduce emissions and alleviate the impact on residents. By locating employment and retail service areas closer to residential areas, vehicle use can be reduced.

In 1993, the Sunnyvale Futures Study examined the effects of revising the General Plan to provide for an improved jobs/housing balance. The study considered potential residential designations of several sites previously designated with commercial and industrial uses and was approved by Council and created a series of Industrial-to-Residential (ITR sites.) Preliminary findings indicated that increased carbon monoxide concentrations will occur at certain intersections. However, predicted air quality would

Sensitive Receptors —
 Sensitive populations such as children, athletes, elderly and the sick that are more susceptible to the effects of air pollution than the population at large.

fall within the standards. Improvements in the job/housing balance would provide more local housing options, reducing commute lengths and vehicle miles traveled.

Major progress has been made in the 1980’s and 1990’s in reducing emissions from stationary sources and mobile sources in the Bay Area, with the result that steady improvement in air quality has been documented despite population growth. Under the California Clean Air Act and Amendments, the state Air Resources Board and BAAQMD will be adopting new and more stringent regulations on existing and future industrial sources, implementing more stringent emission standards for vehicles, developing and implementing transportation control measures (TCMs) to reduce vehicular emissions, and adding new sources to the list of controlled process (e.g. consumer products, fireplaces and wood stoves, etc.). These measures, if implemented expeditiously, should continue the overall improvement in air quality evident over the past 20 years.

See Goal LT-1 (Coordinated Regional Planning) and LT-6 (Supportive Economic Development Environment) for policies on mixed uses and locating housing closer to employment centers

POLICY EM-11.2 UTILIZE LAND USE STRATEGIES TO REDUCE AIR QUALITY IMPACT, INCLUDING OPPORTUNITIES FOR CITIZENS TO LIVE AND WORK IN CLOSE PROXIMITY. *(Previously Air Quality Policies B.1 and C.2)*

POLICY EM-11.3 REQUIRE ALL NEW DEVELOPMENT TO UTILIZE SITE PLANNING TO PROTECT CITIZENS FROM UNNECESSARY EXPOSURE TO AIR POLLUTANTS. *(Previously Air Quality Policy A.1)*

POLICY EM-11.4 APPLY THE INDIRECT SOURCE RULE TO NEW DEVELOPMENT WITH SIGNIFICANT AIR QUALITY IMPACTS. INDIRECT SOURCE REVIEW WOULD COVER COMMERCIAL AND RESIDENTIAL PROJECTS AS WELL AS OTHER LAND USES THAT PRODUCE OR ATTRACT MOTOR VEHICLE TRAFFIC. *(Previously Air Quality Policy B.3)*

Transportation Improvements and Air Quality

There are two main ways that transportation improvements can positively impact air quality. The first is to reduce congestion that causes increased vehicle emissions (stop-and-go). The second is to enhance and encourage alternative modes of transportation to reduce the total number of car trips. Sunnyvale has undertaken a variety of programs to improve air quality with regards to transportation.

Reduce Congestion

- Traffic signal improvement and synchronization
- Ten-year capital improvements plan
- Preferential parking for carpool vehicles
- Transportation demand management (TDM)

Alternative Transportation Modes

- Continue to require City sidewalks
- Develop requirements for bicycle facilities
- Bicycle and Pedestrian Advisory Committee (BPAC) to review and advise City Council on capital improvement projects involving bicycle and pedestrian facilities as well as educational programs.
- Electric City vehicles

POLICY EM-11.5 REDUCE AUTOMOBILE EMISSIONS THROUGH TRAFFIC AND TRANSPORTATION IMPROVEMENTS. *(Previously Air Quality Policy A.2)*

POLICY EM-11.6 CONTRIBUTE TO A REDUCTION IN REGIONAL VEHICLE MILES TRAVELED. *(Previously Air Quality Policy C.3)*

POLICY EM-11.7 REDUCE EMISSIONS FROM CITY OF SUNNYVALE FLEET VEHICLES. *(Previously Air Quality Policy C.4)*

POLICY EM-11.8 ASSIST EMPLOYERS IN MEETING REQUIREMENTS OF TRANSPORTATION DEMAND MANAGEMENT (TDM) PLANS FOR EXISTING AND FUTURE LARGE EMPLOYERS AND PARTICIPATE IN THE DEVELOPMENT OF TDM PLANS FOR EMPLOYMENT CENTERS IN SUNNYVALE. *(Previously Air Quality Policy B.2)*

See Goal LT-5 (Effective, Safe, Pleasant and Convenient Transportation) for policies on transportation improvements.

Transportation Demand Management (TDM) — Strategies that reduce travel demand such as telecommuting, teleshopping, flextime, carpooling, increased use of public transit, and other strategies to reduce the number of trips made in single-occupant vehicles.

SOLID WASTE

Collection Programs

GOAL EM-12 SAFE AND HEALTHY SOLID WASTE COLLECTION

ENSURE THAT MUNICIPAL SOLID WASTE IS COLLECTED AND TRANSPORTED IN A SAFE AND HEALTHY MANNER. *(Previously Solid Waste Goal 3.2A / Adopted in 1993)*

GOAL EM-13 CLEAN NEIGHBORHOODS

ENCOURAGE RESIDENTS TO MAINTAIN CLEAN NEIGHBORHOODS BY PREVENTING UNSIGHTLY ACCUMULATIONS OF DISCARDED MATERIALS AND ILLEGAL DUMPING OF MUNICIPAL SOLID WASTE. *(Previously Solid Waste Goal 3.2B / Adopted in 1996)*

Solid waste consists of virtually all of the materials discarded by residents and businesses in the course of daily life, business activities and manufacturing. It does not include hazardous wastes, radioactive wastes, medical waste, sewage or liquids. Because accumulations of solid waste can present public health problems, the Sunnyvale Municipal Code requires all occupied residence and business premises to subscribe to regular collection services. According to a 2010 study performed for the City by Cascadia Consulting Group, single-family residents generate approximately 34 percent of the solid waste collected, multi-family residents account for 22 percent, and the remaining 44 percent comes from businesses, government agencies, schools and other institutions and construction and demolition projects.

Collection of solid waste in Sunnyvale is performed by a private company under contract with the City. The contract takes the form of a franchise agreement that is “exclusive,” that is, no other company is allowed to collect solid waste. Exclusivity minimizes the community and environmental impacts of refuse collection by limiting the number of trucks used for collection. It reduces pavement damage, noise and air pollution from heavy collection trucks compared to an open market approach where multiple companies may serve homes and businesses located near each other. The Sunnyvale franchise agreement also gives the City the ability to enforce community standards for service quality, collection hours, truck and container colors and cleanliness, graffiti removal, use of clean air fuels, etc.

The City periodically provides special disposal programs at discounted or no cost. These programs are designed to discourage illegal dumping of solid waste and to minimize accumulations of discarded material in the community. These programs include:

- **Spring/Fall Extra Dump Weekends** — On four weekends per year (two each for spring and fall), Sunnyvale residents can dispose of extra solid waste at the City-owned Sunnyvale Materials Recovery and Transfer (SMaRT Station®), 301 Carl Road, at no charge. “Extra Dump” Weekends are for residents only, and not for businesses, contractors, non-resident property owners or other commercial establishments. The SMaRT Station permit allows over 1,000 vehicle trips per day on Extra Dump event days.
- **On-Call Collection** — Service to residents of single-family homes includes as many as two on-call collections per calendar year. Residents may schedule these pickups on any of their regular collection days and may set out two cubic yards of extra solid waste and two “bulky” items, such as a couch, refrigerator, or other appliance.
- **Neighborhood Cleanups** — Working with recognized neighborhood associations, the City offers a number of neighborhood cleanup events. During these events, typically held on a weekend, the City arranges for delivery of “roll-off” debris boxes to pre-selected locations. The boxes are emptied and returned throughout the event. These events provide a convenient disposal option for residents who cannot or do not utilize other special disposal options.

POLICY EM-12.1 PROVIDE CONVENIENT AND COMPETITIVELY PRICED SOLID WASTE COLLECTIONS SERVICES. *(Previously Solid Waste Policy 3.2A.1)*

POLICY EM-13.1 PROVIDE PERIODIC OPPORTUNITIES FOR RESIDENTS TO DISPOSE OF REFUSE AT DISCOUNTED OR NO CHARGE. *(Previously Solid waste Policy 3.2C.1)*

Recycling and Source Reduction

GOAL EM-14 RECYCLING AND SOURCE REDUCTION PROGRAMS

REDUCE SOLID WASTE THROUGH RECYCLING, SOURCE REDUCTION, EDUCATION AND SPECIAL PROGRAMS. *(Previously Solid Waste Goal 3.2B/Adopted in 1996)*

Sunnyvale has long been a leader in recycling and in 1982 was one of the first cities in the Bay Area to begin collecting residential recyclables at curbside. In 1990, Sunnyvale became the first city in the state to adopt the Source Reduction and Recycling Element required by the Integrated Waste Management Act of 1989 (AB 939). In 1994 the SMaRT Station materials recovery facility (MRF) began sorting recyclables from solid waste and remains one of the most sophisticated municipal MRFs in the nation.

These and other programs and facilities are reflected in Sunnyvale's state-calculated diversion rate, which has increased from 18 percent in 1990 to 65 percent in 2009. In 2009 the state Disposal Reporting System coordinated by CalRecycle documented disposal of 88,442 tons originating in Sunnyvale. This marks a 60 percent disposal reduction since 1982, when the City disposed of 222,000 tons, even though the City has seen substantial growth in population and business activity over that 27-year period. Milestone dates of major components of the City's diversion effort include:

- Curbside recycling for single-family residences (1982)
- Concrete Recycling lease at Sunnyvale Landfill (1985)
- Household Hazardous Waste drop-off events (1985)
- Cardboard collection for businesses (1991)
- City Facility Recycling (1991)
- Materials Recovery Facility operations at SMaRT Station (1994)
- Yard trimmings collection for single-family residences (1994)
- Recycling collection for multi-family residences (1996)
- New Materials Recovery Facility at SMaRT Station (2009)

Zero Waste Strategic Plan

In 2009, the City Council adopted a Zero Waste Policy that broadly describes a vision for even greater diversion efforts. The first step in implementing the Zero Waste Policy was a 2010 study detailing the composition of Sunnyvale's generated and disposed waste (the latter consisting of the unrecycled residue following materials recovery at the SMaRT Station).

As of 2011, the City had contracted with a consultant to create a Zero Waste Strategic Plan that will define just what “Zero Waste” is and will identify program and facility options for achieving Zero Waste. Potential actions will be both “upstream,” as in placing controls on problematic materials that become waste and “downstream,” as in technologies such as composting and anaerobic digestion with the potential to extract additional value from SMaRT Station residues that are currently disposed.

Many components of solid waste have economic value when they are separated, handled, packaged or offered for collection in a manner different from solid waste. Other components have been designated by state or federal regulations as hazardous waste that may not be disposed in a landfill. Over the past 30 years, this trend has led to an increasingly fragmented waste stream, with equally fragmented systems for collecting, handling and disposing or recycling individual waste stream components.

This increased regulation and special handling has provided benefits to the environment by minimizing damaging discharges to air, water and land. It has also increased the efficiency of the economy as a whole, by extracting value from products previously disposed. But, while those who manufacture, distribute and retail products profit from their sale, the “end of life” costs associated with achieving these environmental and societal benefits are borne primarily by local agencies, such as the City, and ultimately paid for by local rate payers and taxpayers. This imbalanced approach provides a misleading message to consumers by understating the true cost of their individual purchases, while increasing the refuse disposal bills of the community, regardless of the individual rate payer’s level of consumption.

Product Stewardship

One way to restore an appropriate balance of responsibility is the concept of Product Stewardship, an approach that holds producers liable for the costs of responsibly managing their products at end of life. Extending producer responsibility for products from “cradle to cradle” acknowledges that producers have the greatest control over product design and therefore have the greatest ability and responsibility to reduce toxicity and waste. The City of Sunnyvale has a history of supporting product stewardship – on April 16, 2002, Council directed that the City become a member of the national Product Stewardship Institute and passed a product stewardship resolution.

Product Stewardship is more effective at the state and national levels than it is locally, given the flows of people and products throughout the region. Successful examples in California include 2010 legislation that will put the paint industry in charge of collecting waste paint and the carpet industry in charge of recovering and recycling used carpeting. The cost of the stewardship system will be built into the cost paid by consumers of paint and carpet.

Household Hazardous Wastes

By law, hazardous wastes are not to be collected or disposed along with municipal solid waste. Disposal of hazardous wastes generated by businesses is regulated by state and federal laws that require documentation of shipments, including their receipt at the hazardous waste disposal site.

Hazardous waste generated by residential use is termed, “Household Hazardous Waste,” or HHW. Common HHW items include paint, pesticides, lawn care products, home maintenance and cleaning products and automotive products. It is illegal to dispose of HHW with ordinary garbage.

One way to reduce the amount of HHW that is improperly disposed is to provide residents with legal opportunities for disposal of HHW. To this end, the City provides HHW drop off events by way of the Countywide HHW Program, with a portion of the program funding coming from a per-ton fee charged by Santa Clara County on disposed solid waste. The remaining cost is paid by the Solid Waste Program from garbage collection rate revenues.

The City leases to the Countywide HHW Program an event site at 164 Carl Road. As of 2011, this is one of three fixed locations at which the Program holds regular events, eleven a year at the Sunnyvale site. The other locations are in San Martin and in San Jose. Sunnyvale residents are eligible to use events at the three fixed sites or any of the temporary locations used by the Program. Sunnyvale resident participation, measured by the number of vehicles dropping off HHW, equals 7-8 percent of the number of single-family homes in Sunnyvale.

Encouraging resident use of HHW events is not necessarily the best or most cost-effective way to decrease improper disposal of HHW. HHW disposal is costly (about \$60 per vehicle on average, in 2010) and unbridled use of HHW events could cause serious cost increases for the Solid Waste Fund and higher rates for Sunnyvale residents and businesses.

As a result, the City encourages reduced generation of HHW and an Extended Producer Responsibility (EPR) approach to handling discarded HHW. Residents are encouraged to reduce generation by:

- Using non-toxic alternatives
- Using up products that would become HHW if discarded
- Sharing products with neighbors and friends

As described above, an EPR approach to items that will become HHW when discarded places more responsibility for end-of-life management with the businesses that manufacture, distribute and sell hazardous materials to consumers. EPR has the potential to reduce the City’s cost of managing HHW material. Materials that adversely affect public health and the environment if improperly disposed and that could be better managed with an EPR approach include pharmaceuticals, sharps (needles and lancets) and household batteries.

POLICY EM-14.1 REDUCE GENERATION OF SOLID WASTE BY PROVIDING SOURCE REDUCTION PROGRAMS AND PROMOTING REDUCTION BEHAVIOR. *(Previously Solid Waste Policy 3.2B.1)*

POLICY EM-14.2 MAXIMIZE DIVERSION OF SOLID WASTE FROM DISPOSAL BY USE OF DEMAND MANAGEMENT TECHNIQUES, PROVIDING AND PROMOTING RECYCLING PROGRAMS AND ENCOURAGING PRIVATE SECTOR RECYCLING. *(Previously Solid Waste Policy 3.2B.2)*

POLICY EM-14.3 MEET OR EXCEED ALL FEDERAL, STATE AND LOCAL LAWS AND REGULATIONS CONCERNING SOLID WASTE DIVERSION AND IMPLEMENTATION OF RECYCLING AND SOURCE REDUCTION PROGRAMS. *(Previously Solid Waste Policy 3.2B.3)*

POLICY EM-14.4 INCREASE DEMAND FOR RECYCLED MATERIALS BY ADVOCATING LOCAL, STATE AND FEDERAL LEGISLATION THAT WILL INCREASE USE OF RECYCLED CONTENT PRODUCTS. *(Previously Solid Waste Policy 3.2B.4)*

Disposal Programs

GOAL EM-15 ENVIRONMENTALLY-SOUND DISPOSAL

DISPOSE OF SOLID WASTE IN AN ENVIRONMENTALLY SOUND, DEPENDABLE AND COST-EFFECTIVE MANNER. *(Previously Solid Waste Goal 3.2D / Adopted in 1996)*

From the City's perspective, the environmental impacts, costs and legal liabilities of solid waste disposal link together the past, the future and the present. The past is important because the City and individual waste generators located in Sunnyvale retain liability for environmental issues related to waste previously disposed, regardless of the

location. This calls for responsible management of the closed Sunnyvale Landfill, which served the community's waste disposal needs from the 1920s to 1993. The future is important because it will someday become the past. That is to say, the City's choices of disposal method and location for the waste of the future will someday create liability for actions taken or not taken with regard to that waste. In the present, the City expends money based on past waste disposal decisions and plans its future disposal methods and locations.

The City's choice of disposal method and site is of great importance to the City itself and to waste generators located in Sunnyvale due to the liability associated with disposal. Waste placed in a landfill doesn't go "away" and, under certain circumstances, future environmental cleanup costs at a disposal site may create financial liability for the City. In decades past the City has, in fact, been assessed liability for small percentages of the cleanup cost at two hazardous waste landfills and a waste oil recycling facility. Although the dollar amounts in these cases were relatively small, the experience is instructive.

Closed Sunnyvale Landfill

The Sunnyvale Landfill stopped accepting refuse on September 30, 1993. Final cover placement in compliance with state regulations was completed in 1994. Approximately 93 of the landfill's 100 acres contain waste. An area of about 7 acres is developed for post-closure use as a biosolids monofill disposal site. It is designed to accept biosolids from the WPCP when market conditions or the characteristics of the biosolids make it difficult or expensive to take them elsewhere.

The closed landfill represents one of the largest areas of open space in Sunnyvale. It is especially valued for recreation because portions are adjacent to the Bay Trail. The walking trails and landfill maintenance roads on the South and West Hills are heavily used for lunch time recreation by employees of companies located in the nearby Moffett Park industrial area. Walking, biking, bird watching and the scenic views from the top of the West Hill are especially popular with the public.

Since closure, the landfill has developed increasing biological diversity. Many mammal, reptile and bird species are observed. Most notable is the Western Burrowing Owl (*Athene cunicularia hypugaea*), a "species of special concern." Burrowing owls nest in old ground squirrel burrows on the landfill surface and are observed seasonally, often at up to four sites. The City manages the landfill surface around these owl sites so as to enhance its value as habitat for the owls (for example, grass is mowed short to enhance visibility of prey and predators). Landfill maintenance activities are scheduled to avoid active burrows and to avoid choice nesting sites in the breeding season. Additionally, leash laws are actively enforced as the presence of loose dogs discourages use of the landfill as owl habitat.

Asphalt and Concrete Recycling Facility

Since 1985, the City has leased space at or near the landfill to a private company that recycles concrete and asphalt. The source of the raw material is typically pavement material generated by roadway and sidewalk repairs or demolition of concrete structures. Because the facility accepts material that would be otherwise disposed of in a landfill, it is an important component of the City's compliance with the 50 percent diversion mandate contained in the California Integrated Waste Management Act of 1989 (AB 939). The City's lease requires the operator to report the jurisdiction of origin of the raw materials, and that information is available to the City and other jurisdictions for preparing AB 939 compliance reports.

Household Hazardous Waste

Another post-closure activity is the Household Hazardous Waste (HHW) event site at 164 Carl Road, which is leased by the City to the Countywide HHW Program. This location is also used as an operations base and storage location for the City's landfill post-closure maintenance staff.

Kirby Canyon Landfill

Waste is disposed at Kirby Canyon under a 1991 disposal agreement between the City and Waste Management of California, a private company that operates Kirby Canyon, leasing the site from Castle & Cook. The term of the disposal agreement ends in 2021. The agreement requires that the City deliver to the SMaRT Station all municipal solid waste collected by its franchised hauler. It then requires that all municipal solid waste that is not segregated at the SMaRT Station for recycling be delivered to Kirby Canyon for disposal. Although the agreement was drawn up contemplating disposal at Kirby Canyon, it does contain provisions for Waste Management to direct the City's waste elsewhere under specified conditions.

In 1991 Sunnyvale, Mountain View and Palo Alto selected the Kirby Canyon Landfill, operated by Waste Management of California and located in south San Jose, as their site for long term garbage disposal. These three "SMaRT Station" cities, combined, are the largest single customer at Kirby Canyon. Identifiable contributors of the waste, such as large industrial generators located in Sunnyvale, can also be named directly in cleanup actions. As a result, these generators tend to share the City's concern about the integrity of disposal sites. The cities cooperated in the construction and now the operation of the SMaRT Station pursuant to the 1992 Second Memorandum of Understanding (MOU). The MOU spells out each city's operational and financial obligations and benefits with regard to the facility. It places Sunnyvale at the center of the relationship as owner and operator of the SMaRT Station.

See Goal EM-13 (Recycling and Source Reduction Programs) for discussion of Household Hazardous Waste collection.

The agreement with Waste Management allows the landfill operator to increase City costs due to regulatory changes. Depending on the type of regulation, these cost increases could apply to incoming solid waste as well as “in place” solid waste disposed in prior years. Reducing the amount of solid waste for which the City is responsible in landfills in the future may be the most cost-effective way to manage the cost of complying with future environmental regulations.

The City’s decision to enter into a long-term disposal contract with Waste Management was driven in part by the technical qualifications of that company, its proactive approach to regulatory compliance and its practice of keeping up with rapidly changing requirements and standards for landfill construction, operation and monitoring. City staff conducts an annual review and assessment of regulatory documents for Kirby Canyon to verify that the site continues to be operated in a way that minimizes future City liabilities. Future city decisions and policies that affect where Sunnyvale wastes (hazardous and non-hazardous alike) are disposed should likewise consider not just the immediate cost of disposal, but also the potential for long-term environmental cleanup liabilities.

Planning For Future Disposal

The fact that Sunnyvale has landfill disposal capacity under contract until 2021 should not lead to complacency. There were 16 years between the designation of the SMaRT Station site as suitable for a transfer station and the date the facility was ready for operation. It should be assumed that acquiring new disposal capacity will take a minimum of five years—possibly longer if coordination with other cities is required. Thus, the City should begin the process of arranging for post-2021 disposal no later than 2016. The time prior to 2016 should be used to determine a Zero Waste Strategic Plan and investigate potential technologies, partnerships and funding issues, all of which will affect the amount and type of disposal capacity required post-2021.

As 2021 approaches, the City should begin developing its strategy for future transfer and disposal methods, locations and partnerships. This process must be well under way no later than 2016, five years prior to the expiration of the current disposal agreement in order to assure an orderly transition to post-2021 disposal options consistent with the Zero Waste Strategic Plan.

POLICY EM-15.1 ASSURE THAT THE CITY POSSESSES A MINIMUM OF FIVE YEARS OF REFUSE DISPOSAL CAPACITY AT ALL TIMES. *(Previously Solid Waste Policy 3.2D.1)*

- **EM-15.1a** When available disposal capacity equals 10 years or less, initiate actions to arrange for sufficient capacity to accommodate present and projected City needs. *(Previously Solid Waste Action Statement 3.2D.1b)*

POLICY EM-15.2 REDUCE THE AMOUNT OF REFUSE BEING DISPOSED, GENERATE RECYCLING REVENUES, AND MINIMIZE TRUCK TRAVEL TO THE DISPOSAL SITE THROUGH USE OF THE SUNNYVALE MATERIALS RECOVERY AND TRANSFER (SMART) STATION. *(Previously Solid Waste Policy 3.2D.2)*



APPENDIX

A

IMPLEMENTATION PLANS

A series of programs, ordinances, plans and requirements implement the goals and policies of the General Plan. Implementation plans can be categorized broadly as:

- **City regulations such as ordinances, specific plans and subdivision requirements.**
- **Capital projects**
- **Building and Housing codes**
- **Transportation System Management**
- **Funding mechanisms, including preferential property tax assessments, bonds, mitigation fees and other methods.**

Implementation programs are divided into Citywide Programs and programs that are specific to a topic. In certain cases, a brief explanation is provided describing the implementation plan.

CITYWIDE IMPLEMENTATION PROGRAMS

Annual Budget

Appropriating funds to achieve policy objectives and service delivery

City Operating Procedures

Staff training

Provision of appropriate work areas and equipment for job duties

Coordination with other departments in providing efficient and effective services

Timely review and monitoring of data measuring job efficiency and effectiveness

Provision of City services

Enforcement of all applicable regulations and laws

Capital Improvement Program

Grant Funding

Apply for grants as appropriate

Work with other agencies or public/private partnerships to receive and implement grant funds

Public Education and Outreach

Appropriate and effective notification

Provide written materials or presentations to the community on topics of interest

Keep all printed and web materials updated

Provide helpful and efficient customer service

Provide opportunities for community involvement where appropriate

Public/Private Partnerships

Coordinate with and/or provide assistance to private entities to achieve City goals and policies or achieve compliance with federal, state and local laws

Intergovernmental Coordination and/or Advocacy

Monitoring federal and state legislation

Agreements or policy coordination with federal, state or local agencies to effectively address issues affecting the City.

Advocacy and/or partnerships with local, regional, state or federal agencies on affected issues.

Development Review

Review of development proposals for compliance with General Plan goals and policies and applicable regulations and design guidelines.

Environmental analysis in compliance with CEQA

Associated public hearings and opportunities for public comment

Construction and subdivision permitting with review for all applicable standards and laws.

The Web version of this plan provides hyperlinks with all italicized resources.

Chapters 1 And 2 — Introduction and Community Vision

None

Chapter 3 — Land Use And Transportation

Land Use

Community Development Strategy, 2003

Title 19 Zoning Ordinance

Title 18 Subdivision Ordinance

Specific/Precise Plans

Moffett Park Specific Plan

El Camino Real Precise Plan

Downtown Specific Plan

Lakeside Specific Plan

Southern Pacific Corridor Site Specific Plan

Lockheed Master Use Permit

Arques Site Specific Plan

Transportation

Bicycle Plan and Bicycle Capital Improvements Program

Pedestrian Safety and Opportunities Study

Congestion Management Program (CMP) run by the Valley Transportation Agency

Transportation Strategic Plan (funded by *Transportation Impact Fees required by SMC 3.5*)

Citywide Deficiency Plan

Title 10 Vehicles and Traffic Ordinance

Title 13 Streets and Sidewalk Ordinance

Open Space

Parks of the Future

Park Design and Development Guidelines (Adopted by Council July 2009)

Joint Use of School Open Space (Council Policy)

Park Dedication Ordinances in *Title 19 (Rental)* and *Title 18 (Ownership)*.

Chapter 4 — Community Character

Design

Art

Chapter 19.52 Artwork in Private Development

Council Policy 6.4.4 Art in Public Construction Projects

Trees, Landscaping and Buffers

Section 13.16 City Tree Ordinance

Urban Forestry Management Plan (in process, Council review May 2011)

Chapter 19.94 Tree Preservation

Chapter 19.37 Landscaping, Irrigation and Useable Open Space

Downtown

Downtown Specific Plan

Overhead Utilities, Fences and Signs

Section 19.44 Signs

Section 19.48 Fences

Section 19.38.090 Undergrounding Utilities

Design Guidelines and Screening

City-Wide Design Guidelines

Industrial Design Guidelines

Single Family Home Design Techniques

Eichler Design Guidelines

Section 19.38.020 Screening of Equipment

Heritage Preservation

SMC 19.96 Heritage Preservation

Taaffe Frances Heritage Neighborhood Design Guidelines

Murphy Avenue Design Guidelines

Use of Sidewalk on 100 Block of South Murphy Avenue (Council Policy)

Library

Library of the Future

Chapter 5 — Housing Element

Housing Element

Consolidated Plan (for Community Services and Housing) 2010-2015

Community Development Strategy (economic policies)

SMC 19.22 Housing Mitigation Fees

Housing Programs

Chapter 6 — Safety And Health/Noise

Hazards And Disaster Preparedness And Response

Emergency Plans

City Emergency Plan

Local Annex to the ABAG Hazard Mitigation Plan (approved by FEMA)

Emergency Volunteer Plan

Project ARK

Safe Construction

Title 16 Buildings and Construction Ordinance

2007 California Building, Mechanical, Plumbing, Electrical and Fire Codes

2006 international Property Maintenance Code

Flood Insurance Study and Flood Insurance Rate Map, City of Sunnyvale California (2009)

Flood Plain Management Practices set forth by FEMA and Army Corps of Engineers.

Hazardous Materials

Title 20 Hazardous Material Ordinance

Section 16.53 Toxic Gas Ordinance

Household Hazardous Material Element (Solid Waste Division)

Title 8 Health and Sanitation Ordinance

Police, Fire and Emergency Services

Title 9 Public Peace, Safety or Welfare Ordinance

Noise

State of California Noise Insulation Requirements (Title 24)

California Penal Code, Section 415(2) — Disturbance noise

Section 9.40.160(c) Facilities and Operation Requirements

Title 9 Public Peace, Safety or Welfare Ordinance

Section 16.08.030 Hours of construction — Time and noise limitations

Section 6.16.015(c) Nuisances by Animals

State Vehicle Code — motor vehicle noise regulations

Section 19.42.030 Noise or Sound Level

Section 19.54.050 Operation and Maintenance Standards (Telecommunications)

Chapter 9.48 Loudspeakers

Chapter 7 — Environmental Management

Water Supply

Title 12 Water and Sewers Ordinance

Sunnyvale Urban Water Management Plan (UWMP, state-mandated)

Recycled Water Master Plan (2011)

Sunnyvale Water Conservation Plan

Wastewater and Urban Runoff

Strategic Infrastructure Plan (SIP) for the Water Pollution Control Plant

South Bay Salt Pond Restoration Project

San Francisco Bay Conservation District — SF Bay Plan

Santa Clara Valley Urban Runoff Pollution Prevention (SCVURPP)

NPDES Stormwater Discharge Permits

Title 12 Water and Sewers Ordinance

Solid Waste

Section 19.38.030 Recycling and Solid Waste Enclosures

Chapter 8.16 (Solid Waste Management and Recycling)

Non-Disposal Facility Element (County)

Zero-Waste Plan (Citywide — in process) / Council Policy 3.2.4 Zero Waste

SRRE/HHWE (Source Reduction and Recycling Element and Household Hazardous Waste Element state-mandated by AB 939)



APPENDIX B

GLOSSARY

Affiliated volunteers: attached to a recognized voluntary organization and are trained for specific disaster response activities. Their relationship with the organization precedes the immediate disaster, and they are invited by that organization to become involved in a particular aspect of emergency management. An example of affiliated volunteers is Sunnyvale Amateur Radio Emergency Services (SARES). (See also Unaffiliated Volunteers)

Ambient Noise: a relatively steady background noise which is an accumulation of different noise sources near and far. Most ambient noise in Sunnyvale is related to transportation. Other ambient noise sources include wind and chirping birds.

Articulation: Variations in the depth of building plane which break up monotonous walls and create interesting patterns of light and shadow.

Beneficial Uses: The uses of water of the State of California that are protected against degradation. Examples of beneficial uses include, but are not limited to: domestic, municipal, agricultural and industrial water supply; power generation; recreation; aesthetic enjoyment; navigation; and preservation of fish and wildlife and other aquatic resources or preserves.

Below Market Rate Housing Unit: Any housing specifically priced to be sold or rented to low or moderate-income households for less than the fair-market value of the unit. Includes financing of housing at less than prevailing interest rates. See also Low-income Household, Moderate-income Household, and Very-low income Household.

Character: Special physical characteristics of a structure or area that set it apart from its surrounding and contribute to its individuality.

Certified Unified Program Agency (CUPA): A certification awarded by the California Environmental Protection Agency that allows the City to implement several important State environmental programs locally

Congestion Management Program (CMP): A state-mandated program that requires each county to prepare a plan to relieve congestion and air pollution.

Design Guidelines: Design guidelines are more limited and would generally not affect land use or building regulations.

Density Bonus: The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location.

Districts: special areas within a city which have a unique and unified character. Most districts share a predominantly homogenous form of horizontal structures and relatively similar building styles.

Freeboard: a vertical distance, or clearance, from a 1 percent flood incident. Standards set by the FEMA and the Army Corp of Engineers call for a minimum three foot freeboard.

Gateways: Gateways are specific places along a boundary where people enter and leave the City.

Heritage Resource: A natural or human-made object of scientific, aesthetic, educational, political, social, cultural, architectural or historical significance to the citizens of the city, the Santa Clara Valley region, the state, or the nation, which are designated and determined to be appropriate for preservation by the city council. See SMC Title 19 for a complete definition.

Heritage Housing District: A zoning overlay which can be added to a residential zoning district to inform the community of the presence of a Heritage Housing District

Inundation: Flooding caused by water topping a dam or water released by a dam, reservoir, levee or other break.

Infrastructure: Public services and facilities, including schools, roads, communications systems, utilities, etc. (See also Lifelines)

Impervious Surfaces: Constructed or modified surfaces that do not effectively allow infiltration of rainfall into the soil below. Impervious surfaces include, but are not limited to building rooftops, asphalt or concrete pavement, sidewalks, and driveways where such surfaces are not constructed with pervious materials. (See also Pervious Surface)

Land Use Operational Noise: a continuous or frequent noise related to the basic use of property. Examples include air conditioners, pool pumps, restaurant loudspeakers and industrial machinery

Lifelines: Essential services that are necessary for the continued functioning of the community following a disaster. They include utilities (gas, electricity, water, sewer, and communications), City streets, major highways, bridges and railways lines. Information on age, service, condition and location help emergency preparedness planners assess the likelihood of failure.

Local Landmark: A heritage resource which is significant in that the resource materially benefits the historical character of a neighborhood or area, or the resource in its location represents an established and familiar visual feature of the community or city, and has been designated and determined to be appropriate for preservation by the city council. See SMC Title 19 for a complete definition.

Low-income Household: a household with an annual income usually not greater than 80 percent of the area median income for a household of four persons.

Maximum Extent Practicable: A standard for implementation of stormwater management programs under the Clean Water Act to reduce the level of the pollutants in stormwater runoff to the maximum extent possible, taking into account equitable considerations and competing facts including, but not limited to the seriousness of the problem, public health risks, environmental benefits, pollutant removal effectiveness, regulatory compliance, cost, and technical feasibility.

Moderate-income Household: A household with an annual income between the lower income eligibility limits (usually 80 percent of the area median family income) and 120 percent of the area median family income.

Nodes: Junctions where roadways or other pathways intersect and there is a crossing or convergence of paths.

Noise: Unwanted sound. See also Land Use Operational Noise, Single-Event Noise, and Ambient Noise.

One Percent Flood: Also known as a 100 year flood, has a one percent probability to being equaled or exceeded in any given year.

Pervious Surfaces: May include natural or designed landscapes or specially constructed paving materials (e.g. pervious paving) that allow stormwater to infiltrate into sub-surface soils.

Scale: the relative relationship in size of buildings and other objects to one another.

Seiche: wave generated in an enclosed body of water

Sensitive Receptors: Sensitive populations such as children, athletes, elderly and the sick that are more susceptible to the effects of air pollution than the population at large.

Single-Event Noise: An unusual, occasional or temporary noise. Examples include barking dogs, construction work, deliveries, and organized athletic, musical or other group events.

Specific Plans: Has development standards like a Zoning District, but also includes design features which strengthen the district identity. Specific plans can identify appropriate uses, set regulations for building height, setbacks or floor area ratios and establish landscaping standards, architectural design standards, unique street lighting, public plazas and special signage.

Sphere of Influence: The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission of the County.

Subsidence: Subsidence is the motion of a surface (usually, the Earth's surface) as it shifts downward relative to a fixed point such as sea-level. The opposite of subsidence is uplift, which results in an increase in elevation. Subsidence can occur when too much groundwater is pumped out, causing the land above to sink.

Tsunami: A series of waves caused by the sudden shift or subsidence of the sea floor which accompanies some earthquakes. They are characterized by great speed and may cause considerable damage along an exposed coast thousands of miles from the source.

Transportation Demand Management (TDM): Strategies that reduce travel demand such as telecommuting, teleshopping, flextime, carpooling, increased use of public transit, and other strategies to reduce the number of trips made in single-occupant vehicles.

Unaffiliated volunteers: Not part of a recognized voluntary agency and often have no formal training in emergency response. They are not officially invited to become involved but are motivated by a sudden desire to help others in times of trouble. They come with a variety of skills. They may come from within the affected area or from outside the area. (See also Affiliated Volunteers)

Visual Landmarks: Visually prominent and outstanding structures or natural features that function as points of orientation and identification for individuals and areas of the City.

Very-Low Income Household: A household with an annual income usually no greater than 50 percent of the area median family income. (See also Low and Moderate Income Households)

Zoning: The division of a city or county by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas. It is a program that implements the General Plan.



APPENDIX C

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APPENDIX D

LIST OF ADOPTING
RESOLUTIONS

2011 ADOPTING RESOLUTION**RESOLUTION NO. 492-11****A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE ADOPTING A NEGATIVE DECLARATION TO CONSOLIDATE THE GENERAL PLAN AND APPROVING THE GENERAL PLAN AS REVISED AND CONSOLIDATED IN 2011**

WHEREAS, the City of Sunnyvale adopted an integrated General Plan in 1972, and since that time, the General Plan was amended and augmented to be comprised of 22 separate General Plan elements and sub-elements, rendering the General Plan unwieldy and difficult to use; and

WHEREAS, the City has proposed to amend the existing General Plan by consolidating the General Plan into six elements covering the following community planning issues:

- Community Vision
- Land Use and Transportation – Land Use, Transportation, Economy and Open Space
- Community Character – Design, Heritage Preservation, Library, Arts and Recreation
- Housing Element
- Safety and Health – Hazards and Disaster Preparedness and Response, Police and Fire Services, Noise
- Environmental Management – Water Supply, Wastewater Collection and Treatment, Urban Runoff, Air Quality and Solid Waste

WHEREAS, the General Plan Guidelines of the Office of Policy and Research encourage cities to consolidate general plan elements to create efficiencies by combining discussion of related issues and by eliminating redundancies within the General Plan; and

WHEREAS, the proposed General Plan is the result of a process to consolidate and streamline the General Plan, containing all necessary goal and policy language to provide general plan elements required by state law which is presented in a concise and easy-to-use fashion; and

WHEREAS, the proposed General Plan as revised and consolidated in 2011 shall supersede previous amendments to the General Plan unless specifically mentioned within the document; and

WHEREAS, a Negative Declaration has been prepared in compliance with the California Environmental Quality Act of 1970, as amended, and includes analysis of any comments received during the public review process; and

WHEREAS, public comment was solicited at an informational meeting held on May 26, 2011 in the Council Chambers at which time public input was received; and

WHEREAS, the Planning Commission held a noticed public hearing on the adoption of the General Plan on June 27, 2011, after which the Planning Commission recommended to adopt by resolution the General Plan, as revised and consolidated in 2011.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SUNNYVALE THAT:

1. The City Council hereby finds on the basis of the whole record that there is no substantial evidence that the project will have a significant effect on the environment and that the Negative Declaration reflects the independent judgment and analysis of the City Council, and therefore adopts the Negative Declaration.

2. The City Council hereby finds and determines that the proposed General Plan, as revised and consolidated in 2011, conforms to the requirements provided for in the statutes of the State of California and the Sunnyvale Municipal Code, that it is a suitable and logical change of the General Plan for the development of the City of Sunnyvale, and that it is in the public interest.

3. The General Plan, as adopted, shall be the General Plan of the City of Sunnyvale, and shall supersede any previously adopted General Plan, any General Plan Element or Sub-Element, a copy of which is on file in the Office of the City Clerk of the City of Sunnyvale.

4. The Mayor and City Clerk are directed to affix their signatures to this Resolution to adopt the General Plan, as revised and consolidated in 2011 and to show that the same has been adopted by the City Council.

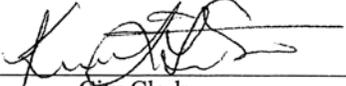
5. The City Clerk is directed to file a certified copy of the General Plan of the City of Sunnyvale, with the Board of Supervisors and the Planning Commission of the County of Santa Clara and the planning agency of each city within the County of Santa Clara. The City Clerk is directed further to file a certified copy of the update with the legislative body of each city, the land of which may be included in said plan.

Adopted by the City Council at a regular meeting held on July 26, 2011, by the following vote:

AYES: LEE, SPITALERI, GRIFFITH, HAMILTON, MOYLAN, WHITTUM
 NOES: NONE
 ABSTAIN: NONE
 ABSENT: NONE

ATTEST:

APPROVED:

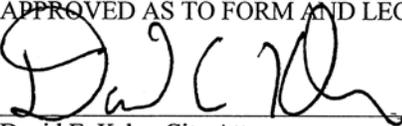


 City Clerk
 (SEAL)



 Mayor

APPROVED AS TO FORM AND LEGALITY:



 David E. Kahn, City Attorney

GENERAL PLAN — LIST OF ORIGINAL ADOPTING RESOLUTIONS

Sub-Elements	Resolution Number	Date Adopted
Air Quality	166-93	1993
Arts	193-95	1995
Community Design	223-90	1990
Community Engagement	299-07	2007
Community Vision	273-07	2007
Fire Services	132-95	1995
Heritage Preservation	233-95	1995
Housing & Community Revitalization	402-09	2009
Land Use & Transportation	181-97	1997
Law Enforcement	105-95	1995
Library	110-03	2003
Noise	119-97	1997
Open Space & Recreation	201-06	2006
Safety & Seismic Safety	327-08	2008
Socio-Economic	None	1989
Solid Waste Management	139-96	1996
Support Services	129-88	1988
Surface Runoff	115-93	1993
Wastewater Management	220-01	2001
Water Resources	359-08	2008



APPENDIX E, F, G AND H

*Available on the Web at GeneralPlan.inSunnyvale.com or at City Hall,
Community Development Department at 456 W. Olive Avenue.*

