

RESPONSE(S) TO COUNCIL QUESTION(S)

RE: 5/3/2016 AGENDA

Agenda Item #: 2

Title: Downtown Specific Plan Amendment Initiation – Change of Land Use Designation of a portion of Block 1A of the DSP from very high density residential to retail and office space.

Question(s): The report indicates that staff's recommendation differs from the Planning Commission. But it doesn't include any comments as to why staff didn't agree with the additions proposed by the PC. So, why?

Staff Response(s): Staff recommendation includes both Alternatives 1 and 2 which includes the Planning Commission recommendation.

Agenda Item #: 5

Title: Accept the Climate Action Plan Biennial Progress Report 2016 and Find that the Action is Exempt from Environmental Review under CEQA Guidelines Section 15378(b)(5)

Question(s): 1. Do the changes to OVT-1.8 proposed by staff better accommodate future technologies such as fuel cell vehicles, or is this change being proposed for different reasons? 2. What's the difference between an NEV and an EV? 3. For EC 2.3, is it staff's claim that references to remodels should be removed because we don't currently place green building requirements on remodels? The proposed change seems a bit odd, in light of staff's rationale. It says "there are other resources available to educate and encourage green practices for remodels". Isn't this the same as an "incentives for remodels", which staff proposes to remove?

Staff Response(s): (1) The changes proposed to OVT-1.8 are intended to expand the action to include a broader range of alternatively fueled vehicle technologies (including fuel cell vehicles) as these technologies evolve and enter the market in the future. The original wording and intention of OVT-1.8 was focused solely on promoting the expanded use of Neighborhood Electric Vehicles (NEVs) in the community by supporting the needed infrastructure (e.g., streets with lower speed limits, appropriate regulations, and charging facilities), with the goal of reducing GHG emissions and simultaneously promoting public safety. The staff-proposed change captures additional zero emission technologies, such as Electric Vehicles (EVs), and will encourage and account for future technologies beyond only NEVs. (2) An NEV, or neighborhood electric vehicle, is defined by the CA Department of Motor Vehicles as a four-wheeled vehicle that "within 1 mile can reach a speed of more than 20 miles per hour (mph) but not more than 25 mph on a paved level surface." NEVs are battery powered low-speed vehicles that generally have a driving range of about 30 miles. Examples of existing NEVs are limited, but they are similar to golf carts, are street-legal, and require license and registration to drive. NEVs are distinct from EVs, which have longer range and are

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allowed to operate at higher speeds comparable to traditional fossil fuel-powered vehicles. (3) Currently, there are no incentives available for remodels; and, staff has not identified any appropriate incentives (e.g. incentives for new construction include additional lot coverage, height or density for residential developments or additional FAR or height for non-residential projects). For remodel projects, Title 24 requires energy upgrades for new or replaced: windows, ceiling lights, appliances, water heaters, furnaces, etc. New construction codes to be effective January 1, 2017 will be released later this year. These codes will be evaluated prior to making any recommendations for changes to the Green Building program in 2017 or CAP in future years.

Agenda Item #: 5

Title: Accept the Climate Action Plan Biennial Progress Report 2016 and Find that the Action is Exempt from Environmental Review under CEQA Guidelines Section 15378(b)(5)

Question(s): The CAP update uses 2008 emissions as a baseline, but California state climate goals are generally based on a reduction from 1990 emissions. Do we have an estimate of Sunnyvale's current GHG emissions relative to 1990?

Staff Response(s): AB 32 recommends that local governments adopt a GHG reduction target of 15% below 2005-2008 levels by 2020, which is considered equivalent to 1990 levels. This approach recognizes the challenges with accessing reliable 1990 data to calculate a community's GHG emissions. Local governments have followed a common practice for establishing a baseline year and associated GHG emissions. For Sunnyvale's CAP, 2008 was established as the baseline year because it was the most recent year relative to the development of the CAP and 2008 data was readily available and reliable. So for Sunnyvale, 1990 emissions are considered equivalent to those 15% below 2008 emissions.

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Title: Accept the Climate Action Plan Biennial Progress Report 2016 and Find that the Action is Exempt from Environmental Review under CEQA Guidelines Section 15378(b)(5)

Question(s): Why are we using and only showing 2008 as a baseline in the Climate Action Plan when the state mandate is 80% below 1990 levels? By 2035 we will only be ~26% below 1990 not the 80% needed by 2050. We would get a better picture with both levels on the visuals, even though they may both be estimates based on the info at the time.

Staff Response(s): AB 32 recommends that local governments adopt a GHG reduction target of 15% below 2005-2008 levels by 2020, which is considered equivalent to 1990 levels. This approach recognizes the challenges with accessing reliable 1990 data to calculate a community's GHG emissions. Local governments have followed a common

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The Executive Order S-3-05 reduction goal of 80% below 1990 emissions would be equivalent to an 83% reduction below 2008 emissions in Sunnyvale by 2050. A revised graph depicting the emission reduction targets as separate bars is shown below, and can be incorporated into the final CAP Biennial Progress Report.

