

Proposed Revisions to CAP Actions

CAP Biennial Progress Report – 2016

ORIGINAL CAP ACTION	REVISED CAP ACTION AND/OR INDICATOR	RATIONALE FOR MODIFICATION	DOES CHANGE IMPACT GHG REDUCTIONS?
<i>Actions Proposed for Deletion:</i>			
OR-2.2: Construction equipment must be maintained per manufacturer's specifications	None	City cannot monitor privately owned/operated construction equipment.	No
<i>Actions Proposed for Language Change:</i>			
EC-4.1: Consistent with California AB 1103, require all nonresidential building owners to disclose building energy consumption and building energy ratings upon sale or lease of building.	EC-4.1: Consistent with California AB 802, promote the availability of require all nonresidential building owners to disclose building energy consumption and building energy ratings to building owners and support other energy efficiency efforts resulting from AB 802 upon sale or lease of building.	AB1103 was repealed and replaced by AB 802. CEC working on regulations to implement AB 802. However, AB 802 has deleted the requirement for building owners to disclose energy information to prospective buyers, leasees, or lenders. Therefore, action is revised to broaden the approach.	No
LUP-2.1: Continue to plan for most new residential, commercial and industrial developments in specific plan areas, near transit, and close to employment and activity centers.	LUP-2.1: Continue to plan for most new residential, commercial and industrial developments to be developed in specific plan areas, near transit, and close to employment and activity centers.	Edited to clarify language.	No

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<i>Actions Proposed for Language and Indicator Change:</i>			
<p>EC-2.3: Continue to provide incentives for new construction and remodels to adhere to a higher green building standard than required by the City.</p>	<p>EC-2.3: Continue to provide incentives for new construction and remodels to adhere to a higher green building standard than required by the City.</p> <p>Change in performance indicators: <i>(1) Cumulative number of new homes built to Tier 1 standards or above the City's mandatory green building standards; (2) Cumulative square feet of new nonresidential square feet built to Tier 1 standards or above the City's mandatory green building standards</i></p>	<p>Remodel projects, due to their limited scope, are not compelled to exceed green building standards. There are other resources available to educate and encourage green practices for remodels. Additionally, the performance metric is focused on new buildings rather than on remodels.</p> <p>The performance indicator was revised to reflect the City's green building code, rather than the CALGreen standard, as new construction projects are required to comply with the local code.</p>	<p>No</p>

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<p>CTO-3.5: Partner with GreenTRIP and other local or regional organizations to implement trip reduction programs in new residential, commercial, and mixed use developments.</p>	<p>CTO-3.5: Partner with GreenTRIP and other local or regional organizations to implement Require trip reduction programs in new residential, commercial, and mixed use developments.</p> <p>Change in performance indicators: <i>(1) Cumulative number of dwelling units in new developments participating in GreenTRIP or similar efforts with TDM requirements; (2) Cumulative nonresidential square feet in new developments participating in GreenTRIP or similar efforts with TDM requirements.</i></p>	<p>Language was broadened to include trip reduction programs (other than only GreenTRIP) that the City is likely to participate in.</p>	<p>No</p>
<p>OVT-1.8: Accommodate neighborhood electric vehicles (NEVs) by enacting regulations consistent with the California Vehicle Code and the Manual of Uniform Traffic Control Devices.</p>	<p>OVT-1.8: Accommodate neighborhood electric vehicles (NEVs) alternatively fueled vehicles by enacting regulations consistent with the California Vehicle Code and the Manual of Uniform Traffic Control Devices.</p> <p>Change in performance indicator: <i>Cumulative number of NEVs in operation alternatively fueled vehicles in the City</i></p>	<p>Language was broadened to include different types of alternatively fueled vehicles, rather than only NEVs. Based on recent trends, it is likely that alternatively fueled vehicles, particularly EVs, will be more prevalent in Sunnyvale than NEVs in the upcoming years.</p> <p>The performance indicator was revised accordingly. This indicator is similar to that originally used for OVT-1.7.</p>	<p>Yes</p> <p>Tracking the new performance indicator will result in an estimated 2020 emissions reduction of 7,970 MTCO₂e compared to the originally estimated reduction of 4,780 MTCO₂e.</p>

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<i>Actions Proposed for Indicator Change:</i>			
LUP-1.2: Create maximum parking requirements and reduce minimum parking requirements for mixed-use development. Require parking lot sharing for mixed use or commercial development with complementary hours of operation.	Change performance indicator from: Average monthly cost of parking in developments with unbundled parking [Metric to be determined]	The current performance indicator cannot be tracked as the City does not monitor the cost of parking at all developments. The City will consider developing a better indicator during the next biennial reporting cycle.	Yes Impact associated with the change in performance indicator will be determined when new indicator is identified.
OR-2.3: Planning and Building staff will work with project applicants to limit GHG emissions from construction equipment by selecting one of the following measures [parts a through d, as specified in the adopted CAP], at a minimum, as appropriate to the construction project.	Percent of construction equipment used in Sunnyvale which uses alternative fuels [CNG, LNG, propane, biodiesel, or electricity], or which uses hybrid technology	The current performance indicator cannot be tracked as the City does not monitor each piece of equipment that is alternatively fueled; therefore, it has been proposed for deletion.	No
OVT-1.7: Facilitate new fueling stations that offer alternative fuels.	Cumulative number of alternative fuel vehicles [excluding EVs and hybrids] in operation	The current performance indicator as defined (i.e., excluding EVs and hybrids) cannot be tracked as most records of alternatively fueled vehicles include both EVs and hybrids. Therefore, it has been proposed for deletion. See OVT-1.8 for which a similar indicator has been proposed.	Yes Deletion of this indicator will also eliminate all associated emission reductions. This change is offset by the increase in reductions resulting from the proposed change to OVT 1.8.