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REPORT TO COUNCIL

SUBJECT

Climate Action Plan to Achieve State Recommended Greenhouse Gas Emissions Reduction Goals in Assembly Bill 32: California Global Warming Solutions Act of 2006
Environmental Review: Negative Declaration

REPORT IN BRIEF

The Climate Action Plan (CAP) is a Greenhouse Gas (GHG) emissions reduction plan to address the causes of climate change and reduce the impacts of climate change in the future. It was developed as a response to the State of California's legislative directive (AB 32) for cities to develop local plans to reduce GHG emissions.

Adoption of the CAP does not include a commitment of funds at this time, such as a Capital Improvement Plan. It is a policy document, similar to a Strategic Plan that provides a roadmap to advance the City's target of achieving a minimum 15% reduction in GHG emissions. The CAP outlines broad goals with reduction measures and specific action items to reach this target. If the CAP is adopted, further studies and Council action would be required to implement items that involve new programs, regulations or budget allocations.

The CAP document provides a helpful and detailed Executive Summary as well as extensive chapters on the purpose of the CAP, background on the legislative context, GHG science, a GHG inventory (background data for Sunnyvale GHG conditions), a GHG reduction strategy and an implementation plan. Technical appendices are also attached. The CAP is attached (Attachment 1: Draft Climate Action Plan) and is also available online at *Horizon2035.InSunnyvale.com*.

In addition to a GHG emissions reduction strategy, the CAP also contains recommended steps to monitor and participate in regional climate adaptation efforts in order to be prepared for the physical changes (e.g., sea level rise) and climate changes (e.g., increased fires, drought and flooding) that are predicted to occur even with GHG reduction efforts moving forward.

The proposed CAP builds upon the City's current and past environmental efforts. It is an assertive program that advances the City's long-term commitment and leadership role in the area of sustainability. The CAP takes existing City programs, codes and policies and combines them with new GHG emission reduction measures to create a timeframe for implementation and monitoring that would result in Sunnyvale exceeding the recommended GHG reduction goals outlined by the State.

Adhering to the CAP will not only meet State recommended reduction levels (15 percent below 2008 levels by 2020), but will exceed them. The CAP was developed to advance Sunnyvale's leadership position in the area of sustainability. Adopting the CAP will also allow the City to take advantage of

streamlining provisions under the California Environmental Quality Act (CEQA).

Ideally the City will implement the entire plan in order to make the most significant contribution to a climate change solution. Like most plans the CAP is not set in stone. Because of regular required monitoring and updating of the GHG emissions inventory, the CAP is expected to be evaluated and adjusted periodically.

Although the CAP program is a long-term commitment, there is considerable work to be completed in the next 1-5 years. Staff time and funds will be needed to accomplish the CAP goals. As a result, the CAP has been subjected to a multi-department review and will require a strong commitment by City leaders and management because it affects all departments.

The CAP was considered by the Bicycle and Pedestrian Advisory Committee (April 17, 2014), by the Sustainability Commission (April 21, 2014) and by the Planning Commission (April 28, 2014). All Commissions recommended Council adopt the CAP. Staff recommends that the City Council adopt the Negative Declaration and CAP along with direction on implementation items listed in the staff recommendation.

BACKGROUND

Climate Change

The purpose of reducing GHG emissions is to address climate change. Greenhouse gases (carbon dioxide (CO2), methane (CH4) and nitrous oxide (N2O)) naturally create a blanket around the earth that allows in light but traps in heat to make the planet livable. This “Greenhouse Effect” occurs in natural levels, but is accelerated by human activity that increases the emissions level of GHG. This causes unexpected warming with potentially negative impacts to the climate system.

Global Impacts of Climate Change include:

- Increased tropical cyclone intensity
- Loss of seasonal frozen ground
- Increased drought intensity
- Hotter/dryer conditions

According to the California Air Resources Board and other sources documented in the CAP, California is the 15th largest GHG emitter worldwide. Two percent of Global GHG emissions originate in California. Depending on GHG emissions levels and warming range, the following changes and impacts can be expected without action taken to reduce GHG emissions, 2070-2099:

- $ Billions in economic losses
- 22-30 inches sea level rise (loss of property and infrastructure)
- 3-4 x increase in heat wave days
- 2.5 x increase in critically dry years (contributes to crop losses)
- 70-80% loss in snowpack (contributes to drought)
- 2-6 x increase in heat related deaths
- 55% increase in large wildfire risks
- 7-14% decrease in forest yields

Horizon 2035 Citizen Advisory Committee

To assist staff in preparation of the Land Use and Transportation Element (LUTE) and CAP, Council appointed Horizon 2035, a 15-member citizen advisory committee charged with providing feedback and input to staff on policies and implementation measures for both the LUTE and CAP. Horizon 2035 met 26 times during an 18-month period and also held additional sub-committee meetings to review and develop the LUTE and CAP. The result of the committee's efforts is a robust GHG reduction program that focuses the City's sustainability efforts moving forward. The CAP goes beyond "feel good" efforts and provides quantifiable goals and strategies for GHG emissions reduction.

Meeting notes and materials from the Horizon 2035 meetings as well as other information about the LUTE/CAP development process, and the draft CAP document can be found on the project web page at *Horizon2035.InSunnyvale.com*. All Horizon 2035 meetings were open to the public and there were several regular attendees.

EXISTING POLICY

Sunnyvale's Commitment to Sustainability

The CAP Introduction chapter provides a detailed discussion of Sunnyvale's long-term commitment to sustainability and the climate protection efforts that City has adopted or participated in to date. Starting with the 2007 Sunnyvale Community Vision which calls for the City to be a regional leader in environmental sustainability, the City has also adopted or participated in the following (as well as additional efforts):

- Sunnyvale's adopted Framework for Environmental Sustainability (2007)
- Sunnyvale's Green Building Program
- Partner in Sustainable Silicon Valley
- Adoption U.S. Mayors Climate Protection Agreement
- 2007 Municipal Climate Action Plan (for City facilities and service)
- Water Efficient Landscape Ordinance
- Creation of the Sunnyvale Sustainability Commission.

Additional Sunnyvale Climate Protection Efforts:

- U.S. Conference of Mayors' Climate Protection Agreement
- International Council for Local Environmental Initiatives (ICLEI), former member
- 2007 Municipal Climate Action Plan (addresses only internal City practices)
- Bicycle Friendly Community - Bronze Level
- Tree City USA - 22 consecutive years

ENVIRONMENTAL REVIEW

A Negative Declaration has been prepared in compliance with the California Environmental Quality Act (CEQA) provisions and City Guidelines (Attachment 2 - Negative Declaration and Initial Study). The Initial Study has determined that the proposed project would not have a significant effect on the environment and no mitigation is required.

DISCUSSION

Purpose of the CAP

California and Bay Area Legislative Framework

In addition to advancing Sunnyvale's long time commitment to the environment and sustainability, the CAP has been prepared to address and comply with the state and regional legislative framework for GHG emissions reductions. The CAP Introduction, Chapter 1, explains in detail the state and regional legislative framework that has been established for reducing GHG including the following:

Governor's Executive Order S-3-05

- This order outlines progressive GHG emissions reduction targets.
  - By 2010, reduce GHG emissions to 2000 levels.
  - By 2020, reduce GHG emissions to 1990 levels.
  - By 2050, reduce GHG emissions to 80% below 1990 levels.

AB 32 - California Global Warming Solution Act of 2006

- Landmark legislation to develop regulatory and market mechanisms that will reduce greenhouse gas emissions to 1990 levels by 2020.
- Identifies local governments as strategic partners to achieve state goals.
- Translates the goal to a 15% reduction of current citywide emissions by 2020.

SB 375 - Sustainable Communities & Climate Protection Act of 2008

- Aims to reduce GHG emissions by linking transportation funding to land-use planning.
- Requires metropolitan planning organizations (MPOs) to create Sustainable Communities Strategies (SCSs) and coordinate preparation of regional transportation plans (RTPs) with Regional Housing Needs Assessments (RHNA) primarily to reduce urban sprawl and meet regional projected housing needs.
- Sunnyvale participated in the SCS adopted by ABAG in 2013 as part of Plan Bay Area. The SCS demonstrates how the region will achieve the state GHG reduction targets for 2020 and 2035.
- Five Priority Development Areas (PDAs) were adopted in Sunnyvale just prior to and as part of the SCS. These areas will be eligible for regional transportation funds/grants.

SB 97 - CEQA Guidelines Amendments of 2007

- CEQA Guidelines were amended to address GHG emissions for conducting environmental review on projects.
- Local governments may use adopted CAPs consistent with the CEQA Guidelines to assess cumulative impacts of project on climate change for projects that are not exempt from CEQA.
- Sunnyvale's CAP has been prepared to qualify for using the streamlining provisions of the CEQA Guidelines; on-going monitoring is required.

Bay Area Air Quality Management District (BAAQMD) Guidelines

- BAAQMD developed CEQA Air Quality Guidelines to assist lead agencies in evaluating air quality impacts for projects in the San Francisco Bay Air Basin including GHG emissions impacts related to climate change.
- Sunnyvale's CAP meets the BAAQMD criteria to be considered a Qualified GHG Reduction Strategy. Sunnyvale projects can be determined to have less than significant

impacts when conducting CEQA analyses as long as the project or plans are incompliance with the CAP.

CAP Justifications

While there is not a direct mandate to cities and counties to prepare and implement a CAP, that could change since environmental regulations on climate change continue to evolve. The following are current justifications supporting adoption of a CAP:

1. Environmental leadership;
2. Local control (versus top down directives from the state or regional agencies that will likely increase if emissions are not reduced);
3. Tailored and locally appropriate solutions (that usually result in more efficient use of resources and cost savings over time);
4. Greater certainty and consistency in how GHGs will be addressed in future development;
5. Consistency with AB 32;
6. Economic development and diversity (particularly when energy efficiency or renewable energy or similar programs create new jobs/job training);
7. Competitiveness and access to grant programs;
8. Increased community education and involvement; and
9. Communities with adopted CAPs and GHG reduction programs in progress may have greater opportunity to access cap and trade funds set aside for local reductions.

Relationship to Sunnyvale Land Use and Transportation Planning

There are numerous CAP strategies that are related to land use and transportation in Sunnyvale. The CAP began as an adjunct to preparation of the update to the Land Use and Transportation Element of the General Plan (LUTE). In 2010 when the efforts for the LUTE were beginning, then State Attorney General Jerry Brown challenged a number of cities and counties on their general plan updates because their plans did not adequately address the impacts of climate change in quantifiable terms. At that time Sunnyvale determined that a Climate Action Plan would be necessary in order to adopt a new LUTE. The City secured a $100,000 Energy Efficiency and Conservation Block Grant as part of the 2009 American Reinvestment and Recovery Act and hired Pacific Municipal Consultants (PMC) to help develop the CAP.

The intent was that the land use and transportation policies in the updated LUTE would be developed to support the GHG reduction goals of the CAP and the two documents would move through the approval process together. At this time, the LUTE project is delayed while the Environmental Impact Report (EIR) transportation analysis is completed and coordinated with other significant land use plans underway in the City such as the Lawrence Station Area Plan and the Peery Park Specific Plan.

Recently, staff determined that the City would benefit from separating the CAP from the LUTE adoption process and proceeding separately with the CAP. The City has been missing out on opportunities to start the GHG emissions reduction process and was lagging behind in meeting the intended goals of the plan. There are also CEQA process streamlining allowances the City can utilize with an adopted qualified GHG reduction plan as determined by the Bay Area Air Quality Management District (BAAQMD). The City could be eligible for energy-saving and transportation planning grant opportunities if the CAP is adopted.

CAP and the Current General Plan
At this time there are no further actions needed to coordinate the General Plan and the CAP. When amendments are considered to the General Plan and when the General Plan is updated, the City will need to make sure they are consistent in order to promote the benefits of the CAP. The on-going update to the Land Use and Transportation Chapter of the General Plan (LUTE) has been coordinated with the CAP and was prepared in conjunction with the Horizon 2035 committee.

Relationship to Other Departments and Programs
The CAP GHG Reduction Measures and Action Items will require an integrated effort that will involve most City departments. Chapter 5, Implementation Program, provides a matrix indicating for each measure the quantified GHG emissions reduction, generalized costs and savings to the City and the community, a timeframe for its implementation and the most likely responsible department or division. Later in this report is a preliminary cost analysis that was developed with contributions from multiple City departments.

Moving forward, all City departments will be aware of the CAP and incorporate its principles into their planning, operations, and budgets. Where future programs, projects or regulations (private and public) will have an effect on GHG emissions and/or the CAP goals and measures, the effect will be evaluated and documented for monitoring purposes.

Moving forward, the CAP goals and measures will be considered when prioritizing annual study issues, considering changes to codes or new operational policies and when determining where to focus public education and outreach funds. The City's priorities for intergovernmental coordination and regional planning efforts will also be influenced by the CAP.

CAP PROGRAM
CAP Planning Process
A baseline emissions inventory and forecast are the basis of the CAP analysis (CAP Chapter 2).

GHG Inventory
2008 is the baseline year that was quantified. The inventory starts with collecting activity data for seven sectors. Sunnyvale emitted approximately 1,270,170 metric tons of carbon dioxide equivalents in baseline year 2008. The following indicates Sunnyvale baseline GHG Emissions by sector.

- 16% - Residential energy
- 39% - Commercial and industrial energy
- 35% - On-road transportation
- 6% - Community waste
- 1% - Water
- 3% - Off-road equipment and vehicles
- <1% - Caltrain transit

Figure 7 and Table 8 in CAP Chapter 2 illustrate this data and provide metric tons of carbon dioxide equivalents for each sector.

GHG Emissions Forecast
The GHG emissions forecast is an estimate of how emissions will grow based on the City's household, jobs, and population growth projections. To estimate the GHG reductions that will be

needed to reach the AB 32 target, Sunnyvale's emissions were forecasted using currently adopted General Plan projected growth. Two scenarios were developed - a Business-As-Usual (BAU) forecast and an Adjusted Business-As-Usual (ABAU) forecast that incorporates the GHG emissions reduction effects from existing state and regional programs. CAP Chapter 2 provides a number of figures and tables that quantify and demonstrate the forecasts for years 2010, 2020, and 2035.

These forecasts represent a "No-CAP" situation. For year 2020 Sunnyvale emissions in the ABAU forecast rise 2 percent to 1,289,920 metric tons of carbon dioxide equivalents from baseline. By 2035 the growth is 8 percent and 1,369,510 metric tons of carbon dioxide equivalents. Figure 9 in CAP Chapter 2 shows the relationship and reductions realized between the BAU and ABAU forecasts for 2008 through 2035.

While the ABAU represents for Sunnyvale a significant reduction over the BAU scenario, the state goal is not met. AB 32 recommends that local governments adopt a GHG reduction target of 15 percent below present (2005-2008) levels, by 2020. Furthermore, former Governor Schwarzenegger signed Executive Order S 3-05 in 2005 establishing a statewide goal of achieving an 80 percent reduction below 1990 GHG emissions levels by 2050.

After state and regional efforts are factored into Sunnyvale's growth forecast, the City's challenge to meet the GHG reduction targets will be fulfilled by implementing a substantial portion of the Climate Action Plan. Figure 10 in CAP Chapter 2 superimposes the BAU and ABAU forecasts with the targets.

GHG Reduction Measures & Quantification

The CAP identifies GHG reduction strategies to reduce emissions by a minimum of 241,550 metric tons of carbon dioxide equivalents (approximately 17 percent) to reach the GHG reduction target by 2020.

The CAP GHG emissions reduction measures have been analyzed and quantified by an outside consulting firm that specializes in GHG reduction plans in order to verify that the program outlined in the CAP will quickly move Sunnyvale towards the state-recommended 15 percent reduction goals to reach 1990 GHG levels by 2020 as well as the longer term goal of reducing GHG levels an additional 80 percent below 1990 levels for 2050.

Emissions reductions were quantified for three years: 2010, 2020, and 2035. Emissions reductions for 2010 have been quantified to demonstrate the actual emissions reduction progress that the City has made in implementing measures within the CAP, while 2020 and 2035 missions reductions are the potential reductions that will be achieved through implementation of the CAP measures from now to the two horizon years. Appendix B, GHG Technical Appendix, provides information on how the GHG Emissions Reduction Measures were quantified.

The reduction measures in the CAP are a mix of regulatory and incentive-based programs. The reduction measures aim to reduce GHG emissions from each source to avoid reliance on any one strategy or sector to achieve the target. In total (existing actions, state programs, and implementation of the most assertive GHG reduction measures), the CAP will reduce GHG emissions in the City of Sunnyvale by 2020 by 438,050 metric tons of carbon dioxide equivalents, more than double the required GHG reductions necessary to meet AB 32 targets (CAP Appendix C, BAAQMD Compliance).

One of the most beneficial recommended reduction measures included in the CAP is EP-1 which directs the City of Sunnyvale to create or join a community choice aggregation (CCA) program to increase the renewable energy portfolio of electricity delivered to Sunnyvale to consist of more than 50 percent renewable sources by 2035. The Council has prioritized a 2014 study issue to analyze the costs and benefits of a CCA. Funding for this Study Issue will be presented for Council consideration as a Budget Supplement in the City Manager's Recommended Budget for FY 14-15. CAP Appendix C provides a comparison of the CAP program with and without a CCA. Without a CCA the City will still meet the AB 32 2020 targets with implementation of all other measures.

For 2020, the following table shows the percent GHG reduction achieved with each CAP goal from the total reduction. 100 percent represents the total reduction of 438,050 metric tons of carbon dioxide equivalents achieved by the CAP (with CCA). A similar table and figure are provided in Chapter 3 of the CAP. The following table depicts the goals in the order of magnitude of the GHG emissions reduction achieved to illustrate the benefits of each goal or strategy.

Sunnyvale CAP 2020 GHG Reduction Summary - % Benefit by Goal (w/CCA)

Goal	% Total CAP GHG Reductions
Provide a Sustainable Energy Portfolio, including CCA (EP)	58%
Decrease Energy Consumption (EC)	16%
Reduce Landfilled Waste (LW)	12%
Improve Mobility Through Land Use Planning (LUP)	5%
Expand Sustainable Circulation and Transportation Options (CTO)	4%
Optimize Vehicular Travel (OVT)	3%
Off-Road Equipment (OR)	2%
Decrease Water Consumption (WC)	1%
Open Space and Urban Forestry (OS)	1%

With the creation or participation in a CCA, the above goals would result in a 2020 GHG emissions reduction of 438,050 metric tons of carbon dioxide equivalents which is a 30 percent reduction from the 2008 baseline of 1,270,170 metric tons.

CAP Implementation

After approval of the CAP, the next step is following the Implementation Plan which outlines the short and long-term measures and actions for the City to adopt in order to meet the State's reduction goals. The CAP will also allow the City to take advantage of streamlining provisions under CEQA and BAAQMD as a Qualified Greenhouse Reduction Strategy. It can also serve as an economic development tool and provide a method for measuring the City's progress in meeting sustainability goals.

The CAP contains 10 Goals, 36 GHG Emissions Reduction Measures and 130 supporting Action Items that have been proposed by staff and the Horizon 2035 Citizen Advisory Committee. It also

includes an additional four Implementation Measures with related Action Items to assure monitoring and success of the CAP.

The CAP is an ambitious program that includes a number of measures that are already in place in Sunnyvale as well as new programs that will require significant commitment by the City. Chapter 3 of the CAP discusses GHG Emissions Reduction Strategies and provides the GHG reductions expected for each Reduction Measure. Chapter 5, the Implementation Program, provides a fold out matrix indicating for each measure the quantified GHG emissions reduction, generalized costs and savings to the City and the community, a timeframe for its implementation and the most likely responsible department or division.

CAP Monitoring

The CAP includes Action Items that address monitoring as well as periodically updating the GHG inventory. Monitoring requires the City to utilize methods to quantify and track the GHG reduction goals that are quantified in the CAP. Establishing a monitoring program will be one of the first implementation steps if the CAP is adopted. Regular monitoring will be required in order to be accountable for CEQA streamlining and to take advantage of potential grant funding for GHG emission reduction activities. Staff will also return to Council with a recommendation to purchase a monitoring program.

For example, the City may be able to take credit for potential future measures adopted at the regional and state level allowing the City to reduce the number of tasks necessary to meet state goals. Or, if a CAP goal or measure becomes infeasible, the City can adopt alternative measures that might be more cost effective or realistic as long as the overall effectiveness of the CAP is maintained.

If the CAP is adopted, staff would come back to Council within four months with a recommended work program to move forward with the most effective CAP tasks as well as many easily implementable CAP tasks. Staff will also outline priorities and a timeline for tackling the “big ticket” tasks over the CAP timeframe. Staff would also develop administrative tools such as a CAP/CEQA compliance checklist to use for all new projects in Sunnyvale that are not exempt from CEQA.

CAP Survey

A *Horizon2035.InSunnyvale.com* web site survey asked about the Draft CAP and the Draft Land Use and Transportation Chapter of the General Plan. The survey ran from May 2013 to March 2014 (22 months) and was initiated when the Draft CAP and LUTE were made available for public comment in 2012. The survey included 11 questions related to the CAP. One-hundred and forty-three people participated in the survey with duplicate efforts taken by approximately eight people. Twenty-three surveys were also collected at the community outreach meeting held on March 15, 2012. Staff has analyzed the results. The survey results from the community outreach meeting and the on-line survey for the CAP are attached (Attachment 3: CAP Survey Results). All comments provided by survey takers have been included.

COMMISSIONS REVIEW

The Bicycle and Pedestrian Advisory Commission (BPAC) considered the CAP on April 17, 2014. By a 5-0 vote, the BPAC recommended that the City Council adopt the CAP. Two BPAC commissioners were absent (see minutes in Attachment 6).

The Sustainability Commission considered the CAP on April 21, 2014. By a 6-0 vote, the Sustainability Commission recommended that the City Council adopt the CAP (see minutes in Attachment 7).

The Planning Commission considered the CAP and the Negative Declaration on April 28, 2014. By a 6-1 vote, the Planning Commission recommended that the City Council adopt the Negative Declaration and adopt the CAP (see minutes in Attachment 8).

At the Planning Commission hearing, Commissioner Olevson expressed concern about the validity of the Sunnyvale Growth Indicators data in Table ES-2 (CAP page ES-3) and Table 3 (CAP page 2-4), which are based on the current Sunnyvale General Plan.
It should be noted that the CAP was started in 2010. This scenario used in the CAP was extrapolated from the 2010 transportation model results. Although it has been reported that the City has reached the projected 2020 population already, this does not invalidate the CAP results. The CAP will still be effective as residential and additional commercial/industrial buildings are remodeled and constructed because more building area will be subject to the CAP measures. If the City should experience growth beyond that projected for our current General Plan, the required tasks to routinely monitor and update the CAP will allow us to adjust the program as necessary to meet state goals.

FISCAL IMPACT

The CAP will have significant costs associated with its implementation. The program is an assertive, long-term effort with many measures and actions that are slated to be implemented in the near-term (by 2015) and over the mid (2020) and long-term (post 2020) time frames in the implementation plan. Funding the CAP will require commitment and use of a number of funding sources.

The CAP Cost Analysis (Attachment 4) provides a general cost estimate for implementing the Action Items in the CAP. The overall fiscal impact of the CAP cannot be clearly defined at this point as the long-term cost will depend on variables such as: future Council policy and budget direction; the City's aggressiveness in pursuing the GHG Measures; the specific Action Items implemented; the future availability of grants and other funding sources; the adoption of new fees and charges; advances in technology and associated cost efficiencies; and changes in state and regional regulations. Additionally, some costs might be borne by businesses, residents and future developments rather than the City. The CAP Cost Analysis highlights the "big ticket" Action Items ($100,000 to over $1,000,000 each), with the majority of other items grouped into several lower cost categories; most of the items in the lower cost categories range from $5,000 to $50,000 each.

Likely funding sources include:

1. Continuation of funding for existing City programs;
2. Funding of new City programs from reserves, new fees or reappropriation from other programs;
3. Private development funded actions through City regulations; and

Many of the recommended GHG Emissions Reduction Measures are continuations of plans or programs the City already has in place. Some will require additional funding. The costs indicated in Attachment 4 are those needed beyond what is already committed in the 20-year budget.

For example, the City's bicycle and pedestrian improvement plans are currently funded at

approximately $9.5M. To fully fund the plans, as called for in the CAP, an additional $10M is required plus an increased allocation to cover on-going maintenance costs. Another example is acquiring more energy efficient vehicles for the City which is estimated to cost approximately $100K a year over the current budget for vehicle replacement.

For other Action Items, such as installing electric vehicle charging stations throughout the City, these may be accomplished through private development or grants. Other Action Items will require that the City make additional changes to its Green Building Code, more fully implement and monitor State codes, make changes to the way the City reviews and monitors new construction, and undertake additional public education and outreach. It is expected that the City will be eligible for more grant funding opportunities once the CAP is adopted.

Should Council adopt the CAP, staff would move forward with or continue to implement the "just do it" items involving minor code changes, practices, and intergovernmental coordination (Attachment 5: Just Do It List). The cost of implementing these Action Items is minimal. Staff will also return to Council within four months of adoption with a timeline and work plan for accomplishing the near-term CAP GHG Emission Reduction Measures, and a possible timeline for tackling the higher cost tasks over the CAP timeframe.

Chapter 5, the Implementation Program, includes additional measures associated with the commitment to fund, monitor and update the CAP. Regarding funding, the CAP states;

> Implementation Measure 4: Funding Sources
> Secure necessary funding to implement the Climate Action Plan.
> *Action Items:*
> 4.1. Identify potential funding sources for reduction measures as part of annual reporting.
> 4.2. Ensure implementation through the inclusion of emissions reduction and adaptation measures in department budgets, the capital improvement program, and other plans as appropriate.
> 4.3. Pursue local, state and federal grants to assist with potential costs to the City and community and support successful implementation of the CAP.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

Notice of the Planning Commission and City Council hearings was published in the *Sun* newspaper and posted with the Agendas on the official notice bulletin board.

Notice of the Bicycle and Pedestrian Advisory Commission and the Sustainability Commission was posted with the Agendas on the official notice bulletin board.

In addition to the Horizon 2035 meetings, there were a number of other public meetings and outreach programs conducted for the CAP:

- CAP interactive public outreach facilitated by PMC (June 30, 2010);

- Cities for All Ages presented by Don Weden (July 22, 2010);
- CAP public outreach facilitated by PMC (September 29, 2010);
- LUTE/CAP Update, Joint Study Session with CC, PC, BPAC (October 26, 2010)
- LUTE/CAP Community Workshops
    - Raynor Park (March 1, 2012)
    - Community Center (March 8, 2012)
    - Fair Oaks Park (March 15, 2012);
- Silicon Valley Association of Realtors (April 2012);
- Sunnyvale Democratic Club by invitation (March 15, 2014);
- Library information table (April 12 and 26, 2014); and
- Community outreach presentation at Community Center (May 8, 2014).

ALTERNATIVES

1.
    - Adopt the Negative Declaration;
    - Adopt the Climate Action Plan with Implementation Program;
    - Direct staff to move forward with the “just do it” CAP Action Items;
    - Direct staff to prepare a CAP CEQA checklist to determine future project consistency with the CAP for all departments to use for public and private projects;
    - Direct staff to come back to Council within four months with a timeline, work plan and possible funding strategies for CAP GHG emission reduction measures; and
    - Direct staff to come back within four months with a recommendation for securing a CAP monitoring program with a proposed budget modification as needed.

2. Adopt Alternative 1 with modifications.

3. Adopt the Negative Declaration and do not adopt the CAP.

4. Do not adopt the Negative Declaration and direct staff to prepare additional environmental review.

STAFF RECOMMENDATION

Alternative 1:
-Approve the Negative Declaration;
-Adopt the Climate Action Plan with Implementation Program;
-Direct staff to move forward with “just do it” CAP Action Items;
-Direct staff to prepare a CAP CEQA checklist to determine future project consistency with the CAP for all departments to use for public and private projects;
-Direct staff to come back to Council within four months with a timeline, work plan and possible funding strategies for CAP GHG emission reduction measures; and
-Direct staff to come back within four months with a recommendation for securing a CAP monitoring program with a proposed budget modification as needed.

Staff recommends approval of the CAP. The CAP provides a programmatic approach to addressing the recommended state goals for GHG emissions reductions. The CAP also strengthens the City’s commitment to environmental sustainability and provides community benefits beyond GHG

emissions reductions. The City will need a CAP to take advantage of streamlined CEQA processes and to be more competitive for grant funding.

Prepared by: Gerri Caruso, Principal Planner
Reviewed by: Trudi Ryan, Planning Officer
Reviewed by: Hanson Hom, Director, Community Development
Approved by: Robert A. Walker, Interim City Manager

ATTACHMENTS

1. Draft Climate Action Plan
2. Negative Declaration and Initial Study
3. CAP Survey Results
4. CAP Cost Analysis
5. "Just Do It" Action Items
6. Draft Minutes, Bicycle and Pedestrian Advisory Commission, 4/17/14
7. Draft Minutes, Sustainability Commission, 4/21/14
8. Draft Minutes, Planning Commission, 4/28/14
9. Letters from Silicon Valley Association of Realtors (3/14/14 and 4/25/14)
10. Email from Barbara Fukimoto (4/25/14)