Goals and Policies

The Goals and Policies provide direction to move the City's vision into action in keeping with the framework identified in the General Plan Major Strategies. This vision is translated graphically on the Land Use and Mobility and Transportation Diagrams and on the Focus Area illustrations. While the Diagrams and the text are used together to determine development consistency with the General Plan, the Goals and Policies take precedence with respect to any variation.

The Land Use Diagrams, Mobility and Transportation Diagrams and Focus Area illustrations are presented in separate sections of this Chapter. Together, they provide the framework for physical development in the City., and, together, constitute the Genearl Plan Land Use and Transportation Diagram. Goals and Policies are incorporated into this Chapter to ensure that the General Plan Major Strategies are fully realized.

This Chapter is divided into the following 11 Sections:

- 5.1: Prerequisites
- 5.2: Land Use Diagram
- 5.3: Land Use
- 5.4: Focus Areas
- 5.5: Neighborhood Compatibility
- 5.6: Historic Preservation
- 5.7: Mobility and Transportation Diagram
- 5.8: Mobility and Transportation
- 5.9: Public Facilities and Services
- 5.10: Environmental Quality
- 5.11: Sustainability

The Goals and Policies are organized from those that provide broad direction to address a variety of land uses to those that apply to more specific areas or situations in the City. Unless otherwise stated, all applicable Goals and Policies for Prerequisites, Land Use, Mobility and Transportation, Public Facilities and Services, and Environmental Quality should be used to determine consistency with the General Plan. Goals and Policies for specific areas or situations include those applicable for Focus Areas, Neighborhood Compatibility, and Historic Preservation. Goals and Policies included in each section are numbered using the section number, a designation for "Goal" or "Policy" and sequential numbering. Policies pertaining to Public/Quasi Public Facilities and Parks, Trails and Open Space designations are included in Section "5.9: Public Facilities and Services" as well as in Section "5.5: Neighborhood Compatibility" as Discretionary Use Policies.

5.1 PREREQUISITES

The phasing of development as proposed in the General Plan is predicated on the provision of adequate services and infrastructure. Phasing also provides the foundation for continued re-evaluation of the development and service goals of the General Plan, as well as the City's fiscal health and ability to support development anticipated by the Plan. Prerequisites for land use and development, therefore, provide the opportunity to monitor the City's progress at regular intervals and determine whether development proposals in any given phase or area are suitable for support.

Prerequisite Goals support the Major Strategies and generally recognize the importance of planning from the "big picture" perspective. They are intended to take into account the availability of public resources and infrastructure in order to enable the development identified in each phase of the Plan in the long-term, and not overburden existing community resources, such as schools, parks and utilities, in the short-term. At the time each phase comes into focus, changes in economic, social, legal and environmental conditions may warrant corresponding changes to policies or land use classifications. Phasing, and the associated prerequisites, helps to coordinate the timing of development as well as to sustain environmental quality. Land use and transportation choices will become more and more difficult as the City continues to grow. For example, options for widening streets and intersections to accommodate growth is already constrained under current conditions, necessitating the need for maximizing opportunities for new tenants to use transit and alternative transportation modes, while minimizing impacts on existing residents and neighborhoods. As a result, prerequisite goals and policies, in conjunction with the phasing of the General Plan, are the foundation for achieving the City's Major Strategies.

The Prerequisite Goals and Policies are described below for all three phases of the Plan. They identify fundamental steps, or milestones, that must be completed prior to moving on to that phase of the Plan. Each goal denotes an objective, with the policies indicating the steps that need to be taken to achieve those goals. For example, if the goal is to ensure that the City is fiscally stable, then a corresponding policy would require a fiscal study prior to each phase and prior to development under

that phase. Some of the prerequisites may require future General Plan amendments, or adjustments to allowed growth, to ensure that the City continues to meet the infrastructure and service requirements of new development Some Goals and Policies are specific to a particular year or phase, while others apply to all phases. Each of the policies must be followed to graduate to the next phase.

5.1.1 Prerequisite Goals and Policies

Prerequisite Goals

5.1.1-G1 Cohesive, integrated planning that restrains premature development prior to the necessary supportive infrastructure has been programmed for each phase of the Progressive General Plan.

5.1.1-G2 General Plan policies that address changing community conditions or values.

5.1.1-G3 Adequate planning and implementation of infrastructure, services, amenities and public facilities for new neighborhoods and intensified development.

5.1.1-G4 Development of a multimodal transportation system that reduces the reliance on owning and driving single-occupant vehicles.

5.1.1-G5 A balanced community in terms of jobs, housing, supporting infrastructure and public services.

Prerequisite Policies

5.1.1-P1 Prior to the implementation of Phase II and of Phase III of the General Plan, evaluate appropriate measures to maintain a parkland ratio of 2.4 acres per 1,000 residents.

5.1.1-P2 Prior to the implementation of Phase II and of Phase III of the General Plan, adopt the applicable Housing Element, in accordance with State law.

5.1.1-P3 Prior to the implementation of Phase II and of Phase III of the General Plan, undertake a comprehensive assessment of water, sewer, wastewater, solid waste disposal, storm drain, natural gas, and energy demand and facilities in order to ensure adequate capacity and funding to implement the necessary improvements to support development in the next phase.

5.1.1-P4 Prior to the implementation of Phase II and of Phase III of the General Plan, evaluate the fiscal health and potential for a balanced budget in order to ensure ongoing adequate public services for existing, as well as for new, development.

5.1.1-P5 Prior to the implementation of Phase II and of Phase III of the General Plan, evaluate appropriate measures to maintain emergency response time standards.

5.1.1-P6 Prior to the implementation of Phase II and of Phase III of the General Plan, identify bicycle, pedestrian and transit improvements that could off-set at least ten percent of anticipated vehicle miles traveled from development assumed in that phase.

5.1.1-P7 Prior to the implementation of Phase II and of Phase III of the General Plan, initiate the planning process for one or more of the Future Focus Areas included in that Phase.

5.1.1-P8 Prior to approval of residential development for Phase II and for Phase III in any Future Focus Area, complete a comprehensive plan for each area that specifies:

- *Land Uses*, with the location of residential, retail, mixed-uses, public facilities, schools and parks.
- *Street System*, with the location of neighborhood circulation elements, connections to existing roadways, pedestrian and bicycle amenities, and access to alternate transportation modes.
- *Community Design*, with appropriate design guidelines for private development, public facilities, streetscapes and transitions to adjacent land uses.
- *Infrastructure and Utilities*, with provisions for sufficient storm drain, sewer, wastewater water, solid waste disposal and energy capacity.
- *Fiscal Health,* with an evaluation of projected costs and revenues associated with implementation of the Future Focus Area development and its potential effects on the City's budget.
- *Public Participation,* with opportunities for community input at each stage of the planning process.

5.1.1-P9 Prior to the implementation of any net new industrial or commercial development beyond that identified as "Approved/Not Constructed and Pending Projects" on Figure 2.1-1, establish a mechanism to meter development, consistent with the assumptions in Appendix 8.6: General Plan Land Use Assumptions, in order to maintain the City's jobs/housing balance and ensure adequate infrastructure and public services.

5.1.1-P10 Prior to 2015, adopt a Climate Action Plan to implement the City's sustainability and environmental quality Goals and Policies.

5.1.1-P11 Prior to 2015, update the City's Urban Water Management Plan and encourage a 20 percent reduction in consumption

5.1.1-P12 Prior to 2015, implement an Area Development Policy, or similar mechanism, to provide options for alternate vehicular Level of Service standards, such as one that evaluates new development based on an average weighted vehicular transportation LOS D, as a City-wide criteria for streets under the City's jurisdiction, with exemptions for new development in Focus Areas identified in 5.4 for transit, pedestrian and/or bicycle priority.

5.1.1-P13 Prior to 2015, work with Valley Transportation Authority to adopt a City-wide vehicular level of service standard that meets appropriate regional requirements and implement any corresponding adjustments to the City's traffic fee programs that may be necessary.

5.1.1-P14 Prior to 2015, implement level of service standards for transit, bicycle and pedestrian facilities that support the vehicular level of service standard.

5.1.1-P15 Prior to 2015, work with Valley Transportation Authority and other responsible agencies to develop a Regional Transportation Plan to address the Sustainable Community Strategy goals of AB32 (2006) and SB375 (2008).

5.1.1-P16 Prior to 2025, update the Bicycle and Pedestrian Master Plan to support the City's vision for improving walkability and pedestrian safety, including identification of potential funding opportunities for implementation.

5.1.1-P17 Prior to 2025, work with Valley Transportation Authority to implement a transit loop for Downtown from the Santa Clara Transit Station.

5.1.1-P18 Prior to 2025, identify measures and funding opportunities for transportation services that connect transit stations to major attractions, hotels, commercial services, employment centers and residential neighborhoods within the City of Santa Clara.

5.1.1-P19 Prior to 2025, evaluate the potential effects of climate change trends and identify any available mechanisms to address sea level rise, if any.

5.1.1-P20 Prior to 2025, if the Downtown Core has not developed in accordance with the Downtown Focus Area plan, complete a planning study to determine the feasibility of civic uses.

5.1.1-P21 Prior to 2025, identify the location for new parkland and/or recreational facilities to serve employment centers and pursue funding to develop these facilities by 2035.

5.1.1-P22 Prior to 2025, identify and secure adequate solid waste disposal facilities to serve development in Phase III.

5.1.1-P23 Prior to 2025, comprehensively update the City's list of Architecturally or Historically Significant Properties (Appendix 8.9) Appendix 8.9, including evaluation of historic significance and statement of historic context for historic resources.

5.1.1-P24 Prior to 2025, complete a Parks and Open Space Needs Assessment, or similar planning effort, to implement General Plan park and recreation policies, including identification of potential funding opportunities for new parkland and/or recreational facilities and an assessment of potential parkland dedication fees under the Quimby Act.

5.2 LAND USE DIAGRAM

Land use patterns represent the living, working and visiting experience in any place. In a built-out city like Santa Clara, the focus must be on managing changes so that the Plan continues to achieve the vision described in the General Plan Major Strategies. The Land Use Diagrams presented in this Section are a graphic representation of the physical framework for these changes in order to foster an improved quality of life for residents and workers, and to increase commercial vitality, particularly along El Camino Real and Stevens Creek Boulevard, and in Downtown.

This Section includes the City's Land Use Diagrams for all three phases of the General Plan and the land use classifications, standards and assumptions for development. The Goals and Policies at the end of this Section provide direction for decisions related to all land uses, as well as for those related to specific land use designations. Goals and Policies related to specific areas are provided in Section 5.4: Focus Area Goals and Policies. A matrix showing the relationship between the 1992 General Plan classifications and those in this General Plan is also provided in Appendix 8.3 for reference.

5.2.1 Effects of Land Use Changes and Projected Development

Development Potential and Assumptions

The projected development potential associated with the General Plan is summarized in Table 5.2-1. It represents the level of development that can be expected through the General Plan horizon, using assumed average densities and intensities applied to vacant land and sites with redevelopment/intensification potential, identified as "Areas of Potential Development" on Figure 2.1-1. Details for these assumptions and "Areas of Potential Development " by General Plan phase are provided in Appendix 8.6: General Plan Land Use Assumptions.

Designation of a site does not necessarily mean that the use or development on the property will change. Not all properties may develop within the General Plan horizon. General Plan projections quantify the best estimate of the potential effects of the Plan based on a combination of reasonable development assumptions. Table 5.2-1 summarizes the development that could occur in the City by 2035 based on:

A. **Existing Development (2008).** This represents existing development on the ground as of the beginning of 2009. It includes 44,166 housing units and over 58 million square feet of non-residential building space.

B. **Net New Proposed Development (2008-2010).** This includes the projects approved, on file or under construction expected to be implemented before 2010. It includes 2,917 housing units and approximately 940,000 square feet of non-residential development.

C. **Net New Proposed Development (2010-2015).** This column indicates projects on file or approved as of 2009, but not expected to be under construction until after January 1, 2010. It includes over 9.8 million square feet of non-residential development.

D. **Net New Projected General Plan Development (2010-2035).** This represents the total expected development for all three phases of the General Plan. Existing development lost due to anticipated redevelopment was subtracted from gross new development, resulting in a net increase of approximately 13,300 new housing units and 13.5 million square feet of non-residential building space between 2010 and 2035.

E. **Net New Proposed + Projected General Plan Development (2008-2035).** This total summarizes the total potential development of both proposed (approved, on file or under construction) development and projected General Plan development between 2010 and 2035. The estimated increase from 2008 is approximately 16,200 housing units and 24.2 million square feet of non-residential building space.

F. **City at 2035.** Adding existing (A) to the total new proposed + projected General Plan development (E) provides an overall picture of the City in 2035 (F). At build-out of this General Plan, the City is expected to have approximately 60,400 housing units and 83.1 million square feet of non-residential building space.

TABLE 5.2-1: SUMMARY OF GENERAL PLAN DEVELOPMENT POTENTIAL 2008-2035

	(A)	(B)	(C)	(D)	(E)	(F)
	2008 Existing Development	*2008-2010 Proposed [Net]*	*2010-2015 Proposed [Net]*	*2010-2035 Projected General Plan [Net]*[1]	*2008-2035 Total Proposed + Projected General Plan [Net]*	*City at 2035*
Population	115,500	7,090	0	32,400	**39,490**	154,990
Jobs	106,680	660	20,480	25,040	**46,180**	152,860
Detached Housing Units	18,617	0	0	0	**0**	18,617
Attached Housing Units	25,549	2,917	0	13,312	**16,229**	41,778
Total Residential Development	44,166	2,917	0	13,312	**16,229**	60,395
Commercial (sf)[2]	10,323,600	523,600	0	1,892,100	**2,415,700**	12,739,300
Office/R&D/Industrial (sf)	46,444,800	287,300	9,852,100	11,545,000	**21,684,400**	68,129,200
Public/Quasi Public (sf)[3]	2,077,600	130,000	0	23,500	**153,500**	2,231,100
Total Non-Residential Development	58,846,000	940,900	9,852,100	13,460,600	**24,253,600**	83,099,600
Parks (acres)[4]	272.5	9.1	0.0	60.7	**69.8**	342.3

1. The net new development for the Santa Clara Station Area Plan and the Downtown Plan are included as part of this total. This includes: 1,663 attached housing units with a population of approximately 4,040; 1,490,000 square feet of commercial (retail/hotel) and 550,000 square feet of office space, resulting in approximately 4,300 jobs; and 4.5 acres of park land, for the Santa Clara Station Area. This also includes 396 attached housing units, with a population of approximately 960, and 129,000 square feet of commercial (retail) resulting in approximately 270 jobs, for the Downtown Core.
2. Commercial development includes retail, hotel, professional offices, entertainment and eating and drinking establishments.
3. Includes schools, institutions, places of assembly and other public/quasi public facilities.
4. The total park acreage for the Proposed General Plan [Net] includes one 20-acre park to be located north of the Caltrain corridor.

Source: Population, DOF January 2008 Estimates; Jobs, ABAG 2007 -- assumed from 2005 and 2010 estimate/projection; and housing units, building square feet, D&B/City of Santa Clara.

Jobs/Housing Balance

A city's jobs and housing balance is reflected in the ratio of jobs to employed residents (not necessarily employed within Santa Clara). It is an indicator of fiscal, social and environmental health. This ratio shows whether a jurisdiction has a surplus or deficit of jobs relative to its population and housing supply, defined as greater or less than 1.0 job for every employed resident. Evaluation of data from the Association of Bay Area Governments (ABAG) shows that the City of Santa Clara had an estimated 1.90 jobs for every employed resident in 2008; this is one of the highest ratios of jobs to employed residents of any city in Santa Clara County. County-wide, the estimated ratio was 1.05 in 2008.[1] Santa Clara's job to employed residents ratio indicates that the City is "job-rich", but the figure has decreased slightly over the past decade (from 2.22 in 2000), reflecting regional loss of jobs and increases in housing between 2000 and 2007.

The General Plan anticipates a slight decrease in Santa Clara's jobs to employed residents ratio by 2035 as a result of the potential for new housing north of the Caltrain corridor after 2025. General Plan estimates indicate a potential addition of approximately 46,000 jobs, resulting in almost 153,000 total jobs by 2035, and 86,800 employed residents, resulting in a projected job to employed residents' ratio of 1.76. Although this ratio would likely still be higher than other cities in the region, the General Plan incorporates an increased emphasis on housing from the prior General Plan and focuses on housing near employment. Moreover, as Future Focus Areas, which are dominated by residential uses, are built to their full potential beyond the Plan horizon, the overall jobs to employed residents ratio is expected to further decrease.

Fiscal Implications of Land Use

As illustrated by the "Areas of Potential Development" on Figure 2.1-1, significant change in the City's character, land use and development intensity are not anticipated over the next 25 years. The fiscal impacts of any new growth, however, do have City-wide implications. Fiscal sustainability of new growth, as well as the City's role in supporting innovation and expansion of existing and new businesses, helps determine the feasibility of providing services and infrastructure for development. Since

[1] 2008 job estimates were extrapolated from 2005 and 2010 estimates made in ABAG 2007 Population Estimates. The 2008 employed resident estimates are from the California Employment Development Department January 2008 estimates.

the General Plan Land Use Goals and Policies support housing, businesses and industries that capitalize on, and provide revenues to support, existing infrastructure and services, the City's fiscal health should continue with the implementation of the Plan.

Revenues and Expenditures

Revenues and expenditures differ between land uses. Santa Clara finances its ongoing costs for public services through the General Fund. General Fund revenue comes from residents, visitors and businesses, predominately through sales taxes and property taxes, with supplemental revenues from transient occupancy taxes and transfers from City enterprise funds (such as City utility services). Aging infrastructure, constructed years ago with new development at that time, will need repair, upgrades and replacement in the near future. New development helps to provide revenues to address these current infrastructure needs.

Santa Clara finances its costs for capital improvements through its Capital Improvement Program using a variety of revenue sources, including enterprise funds associated with the City's utilities, streets and highway funds (such as gas taxes), bonds, service charges and redevelopment tax increment funds. These capital resources are predominately associated with non-residential uses and pay for most of the City's infrastructure requirements.

Commercial uses, like hotel and retail development, make a positive impact on the City's revenues, based on transient-occupancy and sales tax revenues, respectively. Office and industrial uses make a significant contribution to property tax and sales tax revenues. While housing contributes proportionally less on an annual basis to property tax revenues, residential uses typically contribute a greater proportion of one-time fees toward capital improvements and facilities, as well as toward school facilities and operations. These one-time fees, as well as new development requirements, provide quality of life improvements such as street modifications, traffic signals, new parks and public art. Because services are primarily targeted for City residents, expenditures for residential uses typically exceed revenues. As a "job-rich" community, City of Santa Clara revenues per capita are relatively good when compared to other full-service cities in Santa Clara County as illustrated in Table 5.2-2.

TABLE 5.2-2: COMPARISON OF REVENUES FOR SANTA CLARA COUNTY CITIES

2008/2009 Fiscal Year Per Capita[1]

City	*Population*	*Property Tax*	*Sales Tax*	*Total Sales & Property Tax*	*Jobs/Employed Resident Ratio*
Santa Clara	**115,503**	**$349**	**$248**	**$597**	**1.90**
Palo Alto	63,367	$396	$320	$716	2.49
Mountain View	73,932	$337	$235	$572	1.29
Sunnyvale	137,538	$307	$182	$498	1.10
San José	989,496	$213	$133	$346	0.87

1. Property and Sales Taxes are the common revenue sources for comparison of these cities.

2. Sources: Population estimates are from California Department of Finance, January 2008 estimates; Employed residents are estimated using California Employment Development Department January 2008 Labor Force estimates and ABAG 2007 Projections, where 2008 job estimates were extrapolated from 2005 and 2010 estimates; Property and sales tax data was provided by individual cities.

Future Fiscal Effects

It is important to consider the fiscal implications of new growth. Opportunities for expanding or generating new revenue sources are limited. In addition, the location and type of development affects the cost for both services and infrastructure. For the City of Santa Clara, intensification of development promoted by the General Plan will maximize the use of existing infrastructure and the provision of services. While growth may increase the demand for resources, such as water and sewer capacity, even with the implementation of "green initiatives," higher densities cost less per unit for public infrastructure construction and maintenance when compared to the lower density, suburban-style development that has been build over the pas several decades. In addition, the revenues derived from new development helps to support the ongoing maintenance of older infrastructure in existing neighborhoods, as well as to pay for new the new development's infrastructure needs.

The requirements associated with the prerequisites for each of the Plan phases further ensure adequate resources and services. Cost and revenue projections for 2035 indicate that new growth can be fiscally accommodated if the 2008 relationships between specific land use types and revenues are sustained. Maintaining the solid and stable industrial and commercial economic base, as supported by this General Plan, as well as a positive jobs/housing balance overall, is the best means to ensure that resources are sufficient to provide acceptable City services, infrastructure and public facilities.

5.2.2 Land Use Classifications and Diagram

The General Plan has two components that, in combination with the Goals and Policies, define the requirements for development for the City: (1) the Land Use classifications, which are described in this Section; and (2) the Land Use Diagrams. The land use classifications defined here apply to all phases of the General Plan. Implementation of later phases may, however, warrant changes in the allowances and limitations depending on the conditions and needs present at that time, subject to appropriate environmental review.

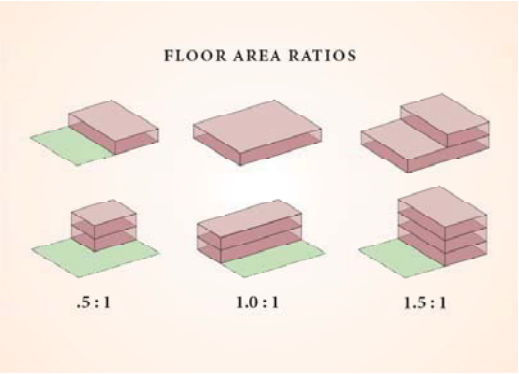
The land use classifications in this General Plan have been structured so that each designation "nests" within the designations in the prior General Plan. A table is provided in Appendix 8.3 to illustrate this correlation and to serve as a reference for property owners and developers to translate the land use designations from the 1992 General Plan designations into the 2010-2035 General Plan.

Land Use Classifications

The General Plan defines the land use classifications applied to every parcel in the City. Each land use classification includes the allowed uses and the associated density and intensity standards. Typical categories are residential; commercial, including local-serving offices and retail; industrial, including office/research and development; and public, including parks and institutional uses. Mixed uses and special categories, such as the Downtown Core designation, are combinations of these categories. Appendix 8.2: Definitions and Acronyms, provides additional detail regarding uses that are allowed in a specific land use classification.

FLOOR AREA RATIO (FAR)

FAR expresses the ratio of building square footage to land square footage. For example, a FAR limit of 1.5 means that for every square foot of land area, up to one and a half square feet of building space may be built. The FAR illustration shows two different ways that a building could be constructed in order to meet the FAR requirement. (Note that this illustration does not account for additional policy and development constraints that would also apply to the property.)



Both density and intensity are calculated on gross land area. "Densities" are specified as a range of housing units per gross acre, with required minimum and maximum limits, in residential and mixed-use classifications. For non-residential and mixed-use classifications, "intensity" is measured as floor area ratio (FAR). FAR is a broad measure of building mass that also controls building height. It is calculated as the ratio of total building square footage, excluding any building area devoted to parking, to the gross square footage of the site. The text box and illustration provides additional detail for FAR. Residential density and non-residential land use intensity are measured independently, but can be considered together in evaluating individual land use proposals, such as those for mixed use developments. Density and intensity bonuses, such as those for affordable housing in accordance with State law, are in addition to the maximum densities and intensities permitted. Criteria for density and intensity bonuses are provided in Section 5.5.1: Discretionary Use Goals and Polices.

The standards for land use classifications establish the range for density and intensity, but do not guarantee development approval at the maximum density or intensity specified for each classification. Site conditions may reduce development potential to less than the stated maximum. In addition, the application of General Plan policies may also result in consideration of an increase in that potential. In the event of differences between policies and the land use classifications illustrated on the Land Use Diagrams, the policies take precedence. For example, development on properties within Focus Areas, defined in Section 5.4, and for historic properties, defined in Section 5.5, is governed first by the policies in those Sections. Finally, the Discretionary Use and Transition Policies provide more development options and constraints in order to address neighborhood compatibility.

The land use classifications, illustrated on the Land Use Diagrams, are defined below.

Residential

Very Low Density Residential

This classification is intended for residential densities of up to ten units per gross acre. Development is typically single-family in scale and character, with a prevailing building type of single-family detached dwelling units. Development in this classification maintains a feeling of suburban living with

setbacks between structures, parking, large landscaped yards and tree lined streets.

Low Density Residential

This classification is intended for residential densities of 8 to 18 units per gross acre. Building types may include detached or attached dwelling units. Low Density Residential development comes in the form of single-family dwelling units, townhomes, rowhouses and combinations of these development types.

Medium Density Residential

This classification is intended for residential development at densities ranging from 19 to 36 units per gross acre. This density range accommodates a variety of housing types. It is primarily intended for areas with access from collector or arterial streets or in close proximity to neighborhood centers and mixed uses. Building types can include a combination of low-rise apartments, townhouses and rowhouses with garage or below-grade parking.

High Density Residential

This classification is intended for residential development at densities ranging from 37 to 50 units per gross acre. This density range is typically located in areas adjacent to major transportation corridors, transit or mixed uses. High Density Residential development has an urban feel, with mid-rise buildings, structured or below-grade parking, and shared open space.

Commercial

Neighborhood Commercial

This classification is intended for local-serving retail, personal service and office uses that meet neighborhood needs, excluding new gas stations. Permitted uses include supermarkets, stores, restaurants, cafes, hair salons/barber shops and banks. The maximum FAR is 0.30.

Community Commercial

This classification is intended for retail and commercial uses that meet local and neighborhood demands. Permitted uses include community shopping centers and supermarkets, local professional offices and banks, restaurants, and neighborhood-

type services as well as new gas stations. The maximum FAR is 0.40.

Regional Commercial

This classification is intended for retail and commercial uses that provide local and regional services. It is intended for large-scale commercial developments that serve both Santa Clara residents and the surrounding region. A broad range of retail uses is allowed, including regional shopping centers, local-serving offices, home improvement/durable goods sales and services, warehouse membership clubs, new and used auto sales and services, and travel-related services such as hotels, gas stations, restaurants, amusement parks and professional sports venues. The maximum FAR is 0.50.

Mixed Use

Neighborhood Mixed Use

This classification combines the Neighborhood Commercial and Medium Density Residential designations and is intended for pedestrian-oriented development, with a focus on ground-level neighborhood-serving retail along street frontages and residential development on upper floors. A minimum 0.10 FAR is required for neighborhood-serving retail, service commercial and/or local office uses. Auto-oriented uses are not appropriate in this designation. For sites less than one acre, a minimum density of ten units per acre is required, and for sites larger than one acre, a minimum residential density of 19 units per acre is required, in addition to the minimum commercial FAR. The maximum number of units per acre is 36, and the maximum FAR for all uses combined (residential and non-residential) is 1.15.

Community Mixed Use

This classification is a combination of the Community Commercial and Medium Density Residential designations and is intended to encourage a mix of residential and commercial uses along major streets. Auto-oriented uses are not appropriate in this designation. Parking should be behind buildings, below-grade or in structures, to ensure that active uses face public streets. Retail, commercial and neighborhood office uses, at a minimum FAR of 0.15, are required in conjunction with residential development between 19 and 36 units per acre. The maximum FAR for all uses is 1.25.

Regional Mixed Use

This classification is a combination of the Regional Commercial and High Density Residential designations and is intended for high-intensity, mixed-use development along major transportation corridors in the City. This designation permits all types of retail, hotel and service uses, except for auto-oriented uses, along with local-serving offices, to meet local and regional needs. A minimum FAR of 0.20 for commercial uses is required. Residential development of 37 to 50 units per gross acre is required. Site frontage along major streets (arterials or collectors) is required to have active, commercial uses. The minimum combined FAR for all uses is 0.75, with a maximum combined FAR of 1.50.

Downtown Core

This classification is exclusively for land so designated within the Downtown Focus Area. It covers the eight blocks of the University Redevelopment Project Area, approximately seven acres, planned for high density residential and retail uses that will draw local and regional patrons and increase pedestrian activity in the City's center. Development under this classification will result in approximately 400 residential units and 130,000 square feet of non-residential development, excluding any space devoted to civic or public uses as illustrated on Figure 5.4-4.

Santa Clara Station Area

This classification exclusively applies to the Santa Clara Station Focus Area. Allowed residential densities and non-residential floor area ratios are defined in Figure 5.4-5, resulting in approximately 1,650 residential units and 2,000,000 square feet of non-residential building space, including hotels.

Office/Industrial

Low-Intensity Office/Research and Development (R&D)

This classification is intended for campus-like office development that includes office and R&D, with manufacturing uses limited to a maximum of 20 percent of the building area. It is typically located in areas that provide a transition between light industrial and higher-intensity office and R&D uses. It includes landscaped areas for employee activities and parking that may be surface, structured or below-grade. The maximum FAR is 1.00.

High-Intensity Office/Research and Development (R&D)

This classification is intended for high-rise or campus-like developments for corporate headquarters, R&D and supporting uses, with landscaped areas for employee activities. Permitted uses include offices and prototype R&D uses. Manufacturing uses limited to less than ten percent of the building area. Accessory, or secondary, small-scale supporting retail uses that serve local employees and visitors are also permitted. Parking is typically structured or below-grade. The maximum FAR is 2.00, excluding any FAR devoted to supporting retail uses.

Light Industrial

This classification is intended to accommodate a range of light industrial uses, including general service, warehousing, storage, distribution and manufacturing. It includes flexible space, such as buildings that allow combinations of single and multiple users, warehouses, mini-storage, wholesale, bulk retail, indoor auto-related uses and other uses that require large, warehouse-style buildings. Ancillary office uses are also permitted to a maximum of 20 percent of the building area. Because uses in this designation may be noxious or include hazardous materials, places of assembly, such as clubs, theaters, religious institutions and schools, and uses catering to sensitive receptors, such as children and the elderly, are prohibited. Parking is typically surface level. The maximum FAR is 0.60.

Heavy Industrial

This classification allows primary manufacturing, refining and similar activities. It also accommodates warehousing and distribution. Support ancillary office space, or retail associated with the primary use, may be up to a maximum of ten percent of the building area. No retail uses are allowed. Because uses in the designation may be noxious or include hazardous materials, places of assembly, such as clubs, theaters, religious institutions and schools, and uses catering predominately to sensitive receptors, such as children and the elderly, are also prohibited. The maximum FAR is 0.45.

Public Facilities

Parks/Open Space

This classification is intended for improved and unimproved park and open space facilities, managed natural resource areas, and outdoor recreation areas. It includes neighborhood, community, and regional parks, public golf courses, recreational facilities, and nature preserves (such as Ulistac Natural Area) that provide active or visual open space and serve the outdoor recreational needs of the community.

Note that policies for new parks and open space uses are under section 5.5.1Discretionary Use Goals and Policies. Restrictions are found under 5.3.1, General Land Use Goals and Policies, and 7.9.1 Parks, Open Space, and Recreation Goals and Policies.

Public/Quasi Public

This classification is intended for a variety of public and quasi public uses, including government offices, fire and police facilities, transit stations, commercial adult care and child care centers, religious institutions, schools, cemeteries, sports venues, hospitals, places of assembly and other facilities that have a unique public character. Existing Public/Quasi-Public uses are illustrated on the Land Use Diagrams, while new uses are subject to the policies in Section 5.3.1: General Land Use Goals and Policies, Section 5.5.1: Discretionary Use Goals and Policies, and 5.9.2: Schools and Community Facilities Goals and Policies.

Note that new public and quasi-public uses may be allowed in all General Plan land use designations, except Heavy and Light Industrial, provided that they take access from a Major Collector, or larger street, and provided that they are compatible with planned uses on neighboring properties and other applicable General Plan policies.

Land Use Diagram

The Land Use Diagram combines the three phases of the General Plan and is the graphic representation of its policies. It is used and interpreted in conjunction with the goals, policies and other figures contained in the General Plan. Basically, the Diagram applies the land use classifications to specific properties for each of the three phases of the General Plan. Figures 5.2-1, 5.2-2 and 5.2-3, combined, are the General Plan Land Use Diagram and illustrate the land use classifications for all properties within City boundaries.

Figure 5.2-1

Land Use Diagram Phase I: 2010-2015

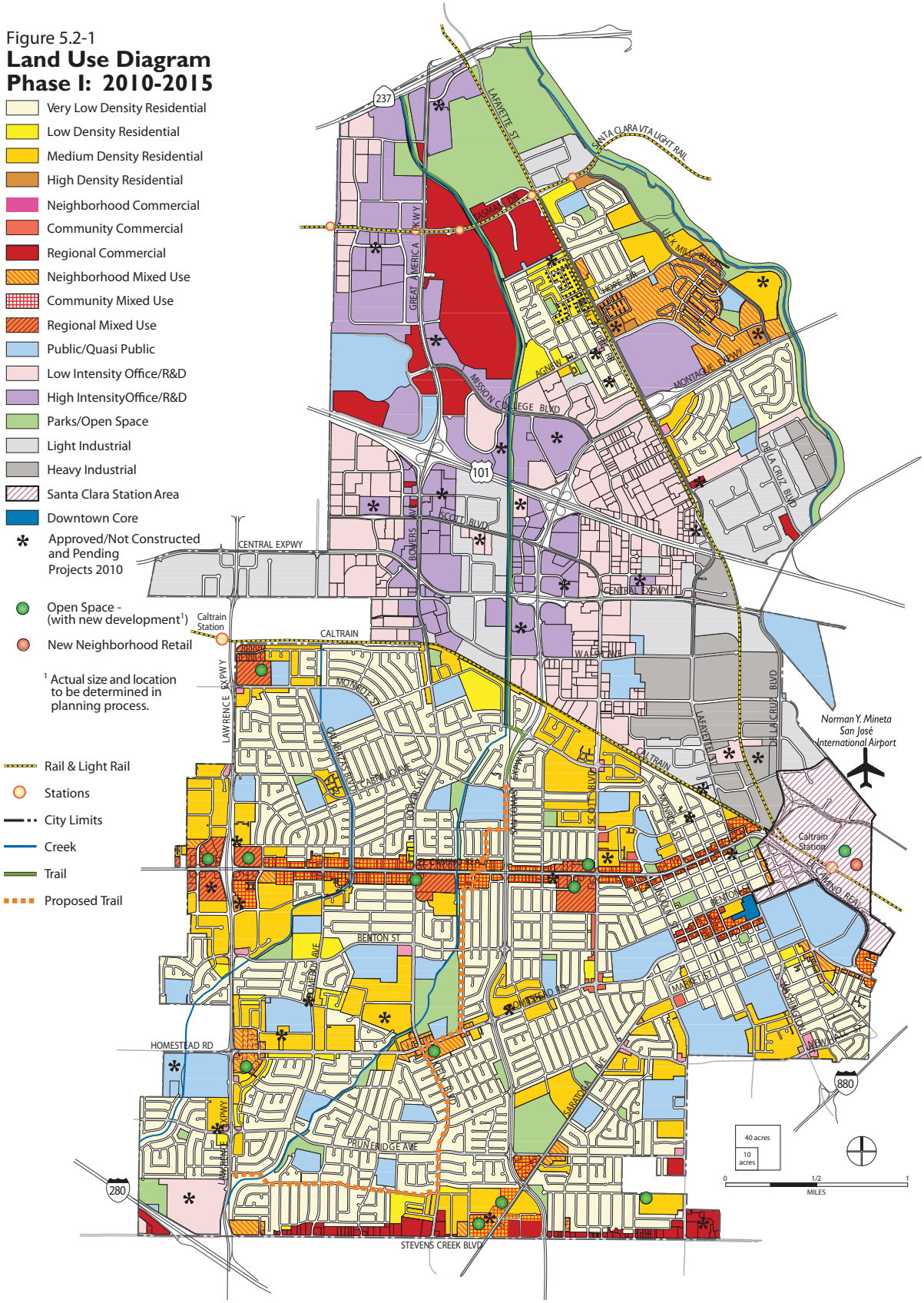


Figure 5.2-2
Land Use Diagram
Phase II: 2015-2025

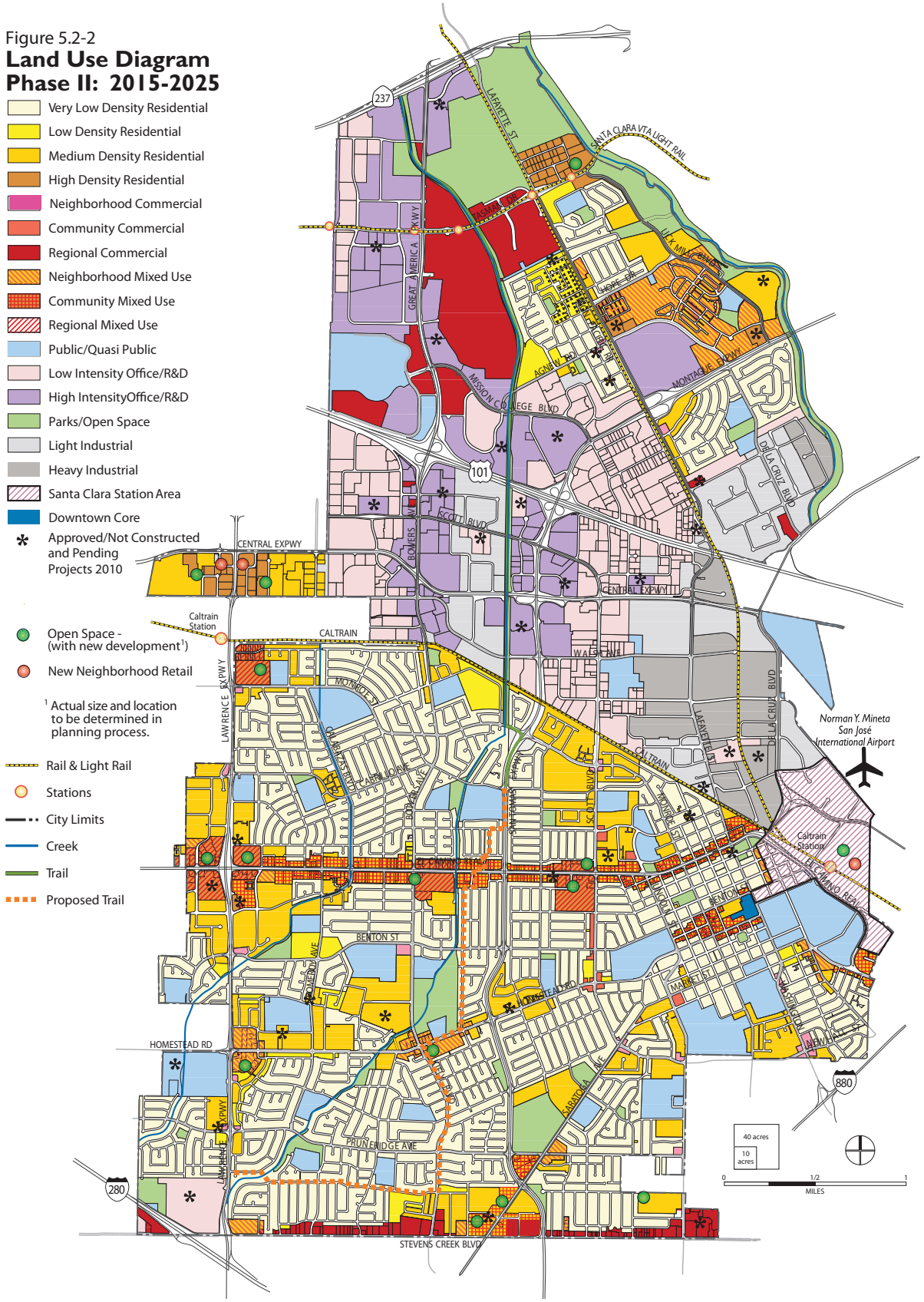
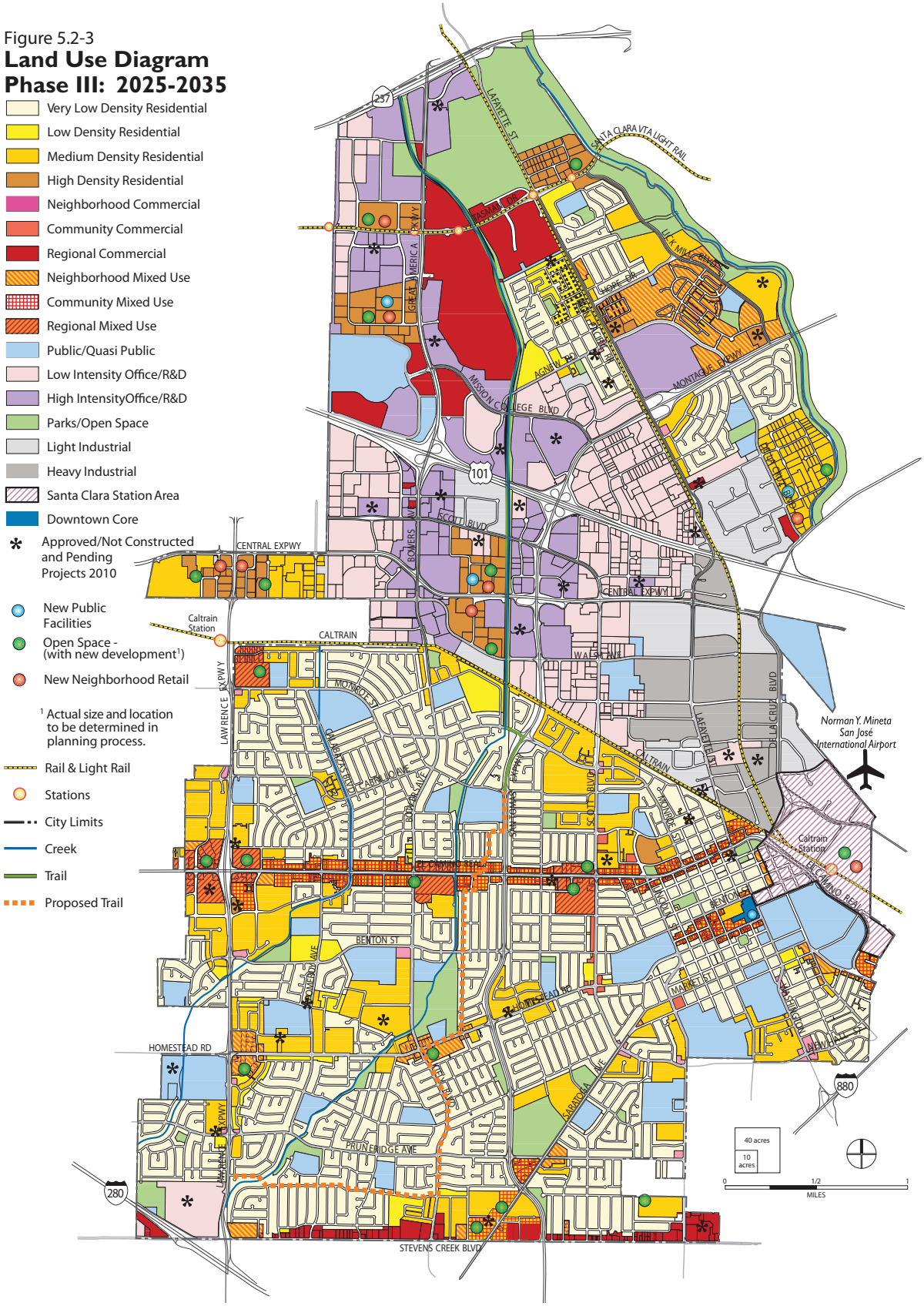


Figure 5.2-3

Land Use Diagram Phase III: 2025-2035



5.3 LAND USE

Policies in this section focus on City-wide issues applicable to all land use classifications as well as to each designation. Land use and development policies that are directed toward specific situations or areas of the City are included in Sections 5.4: Focus Areas and 5.5: Neighborhood Compatibility, respectively. The prerequisites identified in Section 5.1 are required before development can occur pursuant to subsequent phases.

Creating higher-intensity and mixed-use development throughout the City can add new destinations for shopping and entertainment, and promote greater accessibility to transit [examples of similar destinations include from top to bottom: Mission Terrace in Santa Clara, 16th Street Mall in Denver, CO., and The Waterfront in Scottsdale, AZ].

5.3.1 General Land Use Goals and Policies

The following Goals and Policies are applicable to all land uses in the City. Goals and Policies specific to land use designations are provided in the subsections that follow.

General Land Use Goals

5.3.1-G1 Reduced dependence on the single-occupant automobile.

5.3.1-G2 Consistency between new development, the General Plan, Zoning Ordinance, Capital Improvements Program and other implementing regulations.

5.3.1-G3 Development that minimizes vehicle miles traveled, capitalizes on public investment in transit and infrastructure, and is compatible with surrounding uses.

5.3.1-G4 Opportunities for public participation in the review process for new development and other related planning efforts.

General Land Use Policies

5.3.1-P1 Preserve the unique character and identity of neighborhoods through community-initiated neighborhood planning and design elements incorporated in new development.

5.3.1-P2 Encourage advance notification and neighborhood meetings to provide an opportunity for early community review of new development proposals.

5.3.1-P3 Support high quality design consistent with adopted design guidelines and the City's architectural review process.

5.3.1-P4 Encourage new development that meets the minimum intensities and densities specified in the land use classifications or as defined through applicable Focus Area, Neighborhood Compatibility or Historic Preservation policies of the General Plan.

5.3.1-P5 Implement a range of development densities and intensities within General Plan land use classification requirements to provide diversity, use land efficiently and meet population and employment growth.

5.3.1-P6 Allow planned development only if it is consistent with General Plan land use density and intensity requirements and provides a means to address unique situations to achieve high community design standards that would otherwise not be feasible.

5.3.1-P7 Work with State and regional agencies to ensure that their plans and projects are consistent with the City's General Plan.

5.3.1-P8 Work with property owners to improve or redevelop underutilized and vacant properties.

5.3.1-P9 Require that new development provide adequate public services and facilities, infrastructure, and amenities to serve the new employment or residential growth.

5.3.1-P10 Provide opportunities for increased landscaping and trees in the community, including requirements for new development to provide street trees and a minimum 2:1 on- or off-site replacement for trees removed as part of the proposal.

5.3.1-P11 Encourage new developments proposed within a reasonable distance of an existing or proposed recycled water distribution system to utilize recycled water for landscape irrigation, industrial processes, cooling and other appropriate uses.

5.3.1-P12 Encourage convenient pedestrian connections within new and existing developments.

Providing trees and landscaping helps to improve the visual quality of neighborhoods. Extensive landscaping is a common characteristic for development in Santa Clara, shown here in Rivermark [top], and the Old Quad [bottom].

Encouraging pedestrian traffic can support and help activate commercial centers. Improvements can include pedestrian connections through development and flexible alternatives for outdoor parking areas [Examples of similar improvements include Centennial Walk in Palo Alto, CA, top and Castro Street in Mountain View, CA, bottom].

5.3.1-P13 Support high intensity development within a quarter-mile of transit hubs and stations and along transit corridors.

5.3.1-P14 Encourage Transportation Demand Management strategies and the provision of bicycle and pedestrian amenities in all new development in order to decrease use of the single-occupant automobile and reduce vehicle miles traveled.

5.3.1-P15 Require new developments and major public infrastructure projects to include adequate rights-of-way to accommodate all modes of transportation.

5.3.1-P16 Consolidate curb cuts with new development on arterial roadways to minimize pedestrian/vehicle conflicts at driveway locations and improve traffic flow.

5.3.1-P17 Promote economic development by maintaining the City's level of service for public facilities and infrastructure, including affordable utilities and high quality telecommunications.

5.3.1-P18 Meter net new industrial and commercial development excluding "Approved/Not Constructed and Pending Projects" identified on Figure 2.1-1 so as not to exceed 2.75 million square feet in Phase I, 5.5 million square feet in Phase II and 5.5 million square feet in Phase III in order to maintain the City's jobs/housing balance and ensure adequate infrastructure and public services.

5.3.1-P19 Maximize opportunities for the use and development of publicly-owned land to achieve the City's economic development objectives and to provide public services and amenities.

5.3.1-P20 Encourage uses and development on City-owned and leased land that is consistent with the General Plan land use classification or applicable Focus Area, Neighborhood Compatibility or Historic Preservation Policies.

5.3.1-P21 Allow Public/Quasi Public uses including places of assembly, such as places of worship, schools, emergency shelters and convalescent homes, in all General Plan designations, except for areas designated as Light Industrial and Heavy Industrial,

provided that site access is from a Major Collector or larger roadway.

5.3.1-P22 Encourage conveniently located child care and other family support services in the community, except in areas designated for Light and Heavy Industrial Uses.

5.3.1-P23 Maintain adequate separation between Specified Regulated Businesses and existing and planned residential uses, and other Specified Regulated Businesses.

5.3.1-P24 Coordinate sign programs for commercial uses to promote continuity, improve streetscape design and reduce visual clutter.

5.3.1-P25 Provide gateway signage at key entries into the City of Santa Clara, if feasible.

5.3.1-P26 Support a community-initiated planning process so that existing neighborhoods can participate in developing more detailed plans for street, landscape and pedestrian facility improvements.

5.3.1-P27 Encourage screening of above-ground utility equipment to minimize visual impacts.

5.3.1-P28 Encourage undergrounding of new utility lines and utility equipment throughout the City.

5.3.1-P29 Encourage design of new development to be compatible with, and sensitive to, nearby existing and planned development, consistent with other applicable General Plan policies.

5.3.1-P30 Resolve any conflicts between proposed development, plans or funding for improvements and the Land Use Diagrams, Transportation and Mobility Diagrams or text through a General Plan Amendment in order to evaluate the implications of the proposal as well as to ensure the required internal consistency for the Plan.

5.3.1-P31 Restrict new places of assembly from land designated for commercial or industrial uses within 500 feet of other, existing places of assembly located on land with a similar designation, unless co-locating on the same site, in order to avoid an over concentration in areas targeted for employment centers and economic development.

5.3.2 Residential Land Use Goals and Policies

Residential uses in the City include a range of development densities from single-family neighborhoods to high-density mixed-use and multi-family development. The following Residential Goals and Policies provide direction for all areas in the City. They also include policies to address provision of affordable and accessible housing in the City. Specific programs that relate to these policies are included in Appendix 8.12: Housing Element. In addition, policies that relate to the preservation of neighborhood scale and character for infill development in, and adjacent to, existing residential neighborhoods are included in Section 5.5: Neighborhood Compatibility. Policies for residential development in specific subareas of the City are included in Section 5.4: Focus Areas.

Locating high-density housing near transit helps to increase ridership [top]. Orienting residences to streets encourages active streets and improves building design [center]. Providing common open space in residential development contributes to the City's quality of life and helps to reduce the burden on existing parks [bottom].

Residential Land Use Goals

5.3.2-G1 Equitable housing opportunities within the community for persons of all economic levels, regardless of religion, gender, sexual orientation, marital status, national origin, ancestry, familial status, race, color, age, source of income or mental or physical disability.

5.3.2-G2 A variety of housing types, sizes, location and tenure in order to maintain social and economic diversity in the City.

5.3.2-G3 Affordable housing units dispersed throughout the City to avoid a concentration in any one neighborhood.

5.3.2-G4 Respect for the existing character and quality of adjacent neighborhoods from new residential development and redevelopment.

5.3.2-G5 Compliance with all State and federal regulations related to housing opportunities and the prevention of discrimination.

Residential Land Use Policies

5.3.2-P1 Encourage the annual construction of the housing units necessary to meet the City's regional housing needs assessment by reducing constraints to housing finance and development.

5.3.2-P2 Encourage higher-density residential development in transit and mixed-use areas and in other locations throughout the City where appropriate.

5.3.2-P3 Encourage below-grade parking and parking structures for development in Medium Density and High Density designations.

5.3.2-P4 Encourage private and common open space as part of all new residential developments.

5.3.2-P5 Allow development of second units in single-family neighborhoods, provided that the development complies with the General Plan Transition policies and that it is compatible with surrounding neighborhoods.

5.3.2-P6 Provide adequate choices for housing tenure, type and location, including higher density, and affordability for low- and moderate-income and special needs households.

5.3.2-P7 Construct and preserve affordable housing for low- and moderate-income households through the use of public subsidies, regulatory incentives and flexible development standards.

5.3.2-P8 Require new residential development to comply with applicable regulations for the provision of affordable housing.

5.3.2-P9 Encourage senior and group residential facilities, and affordable housing developments near neighborhood retail, support services and transit facilities.

5.3.2-P10 Create opportunities for affordable housing and housing to support special needs populations, including Extremely Low Income households.

5.3.2-P11 Maintain the existing character and integrity of established neighborhoods through infill development that is in keeping with the scale, mass and setbacks of existing or planned adjacent development.

5.3.2-P12 Participate in housing programs that provide support services to residents in need.

5.3.2-P13 Participate in local, regional, State and federal programs that support affordable, transitional and permanent housing.

5.3.2-P14 Foster public outreach efforts to inform residents and potential developers of available City housing programs.

1.5.2-P15 Continue to evaluate and provide programs that encourage upkeep and investment of residential properties throughout the City.

1.5.2-P16 Provide code enforcement support for residential neighborhoods in conformance with City regulations.

1.5.2-P17 Promote Santa Clara University stewardship to provide adequate management oversight of off-campus student housing.

1.5.2-P18 Work with Santa Clara University to provide adequate student housing on-site or contiguous to the University facilities, including a potential student housing district, and to facilitation adoption of University standards for property owner compliance with housing operations and conditions.

1.5.2-P19 Encourage expansion of Santa Clara University's residency opportunities and its enforcement of minimum standards for off-campus housing as a requirement for undergraduate and graduate student enrollment.

5.3.2-P20 Encourage new housing developments to incorporate design features, programs and incentives for increased transit ridership and decreased parking demand.

5.3.3 Commercial Land Use Goals and Policies

Commercial uses include retail and service commercial, as well as small-scale office uses. Commercial uses, in particular neighborhood-serving retail, are located to maximize accessibility from the City's residential neighborhoods. The areas within a five- to ten-minute walk from concentrations of retail uses are shown in Figure 5.3-1. In addition to the following policies, Section 5.4: Focus Areas also provides requirements for commercial development in those areas. Section 5.8: Mobility and Transportation includes policies for transit and pedestrian accessibility around transit stations as well.

Commercial Land Use Goals

5.3.3-G1 A variety of retail, commercial and neighborhood office uses throughout the City, consistent with the intensities defined in the commercial land use classifications.

5.3.3-G2 Quality commercial uses throughout the City, particularly along key transportation corridors.

5.3.3-G3 Sufficient commercial services for residents and businesses that are accessible using alternate transportation modes.

5.3.3-G4 New commercial uses that respect surrounding neighborhoods and are sited to reduce potential land use conflicts.

Commercial Land Use Policies

5.3.3-P1 Provide a mix of retail and commercial uses to meet the needs of local customers and draw patrons from the greater region.

5.3.3-P2 Promote the consolidation of retail uses at key locations in order to increase the synergy with existing businesses and attract new complementary establishments.

5.3.3-P3 Encourage all commercial development to include neighborhood-oriented stores and amenities.

5.3.3-P4 Promote community events, such as farmers' markets and street festivals within the public right-of-way and on City-owned land, in order to support economic development and business retention within the City.

5.3.3-P5 Encourage public amenities and active uses in commercial centers and along commercial corridors.

5.3.3-P6 Encourage neighborhood retail uses within a ten-minute walk of residential uses throughout the City.

5.3.3-P7 Encourage adequate protection of adjacent residential uses from incompatible commercial activities, such as loading, unloading and trash storage areas.

5.3.3-P8 Require quality design for new and redeveloped commercial uses to support the City's economic development objectives.

5.3.3-P9 Encourage below-grade parking in higher intensity commercial centers.

5.3.3-P10 Encourage new grocery stores near residential neighborhoods to provide Santa Clara residents with access to fresh and healthy food options.

Encouraging grocery stores and markets in shopping centers can improve access to fresh and local foods [Safeway at Rivermark, top]. Attractive, well-designed commercial uses with public amenities help to attract local and regional patrons [Mercado Center, bottom]

5.3.3-P11 Encourage the addition of cultural and entertainment uses and mid-sized grocery stores to the City's retail mix, particularly in Neighborhood Commercial and Community Commercial designations.

5.3.3-P12 Support the continued tourist-oriented commercial uses in the Bayshore North area, including lodging, entertainment, sports facilities, recreation and retail uses.

5.3.3-P13 Provide opportunities for commercial businesses, particularly in pedestrian-oriented development, to increase outdoor activities, such as dining or public plazas within adjacent on-street parking areas.

5.3.3-P14 Allow convenience commercial uses and service stations, existing as of January 1, 2010, to conform to General Plan classification of Neighborhood Commercial, Community Commercial and Regional Commercial. New convenience commercial uses and service stations are restricted to the Community Commercial and Regional Commercial designations.

5.3.3-P15 Discourage auto-oriented uses, such as repair shops and service stations, from properties abutting residential uses and in areas with a pedestrian or mixed-use emphasis.

5.3.4 Mixed Use Land Use Goals and Policies

Mixed-use development in the City includes a range of intensities and uses, from Neighborhood Mixed Use and Community Mixed Use with medium-density residential development to Regional Mixed Use with higher overall allowed development for both commercial and residential uses. The Land Use Diagram identifies locations for mixed-use development throughout the City.

Mixed-use development serves a specific function in the City and is designated along major transportation corridors, near existing and future residential neighborhoods. Mixed uses emphasize access to transit with an active ground floor, neighborhood-serving retail uses and parking located in the rear or below-grade. Civic spaces, such as small plazas or gathering areas, provide a focus for pedestrian activity. Figure 5.3-2 illustrates these concepts. Mixed-use developments should have an identifiable palette of streetscape amenities and buildings close to public sidewalks for pedestrian access and safety, as shown in Figure 5.3-3.

Figure 5.3-1

Retail and Commercial Accessibility (2035)

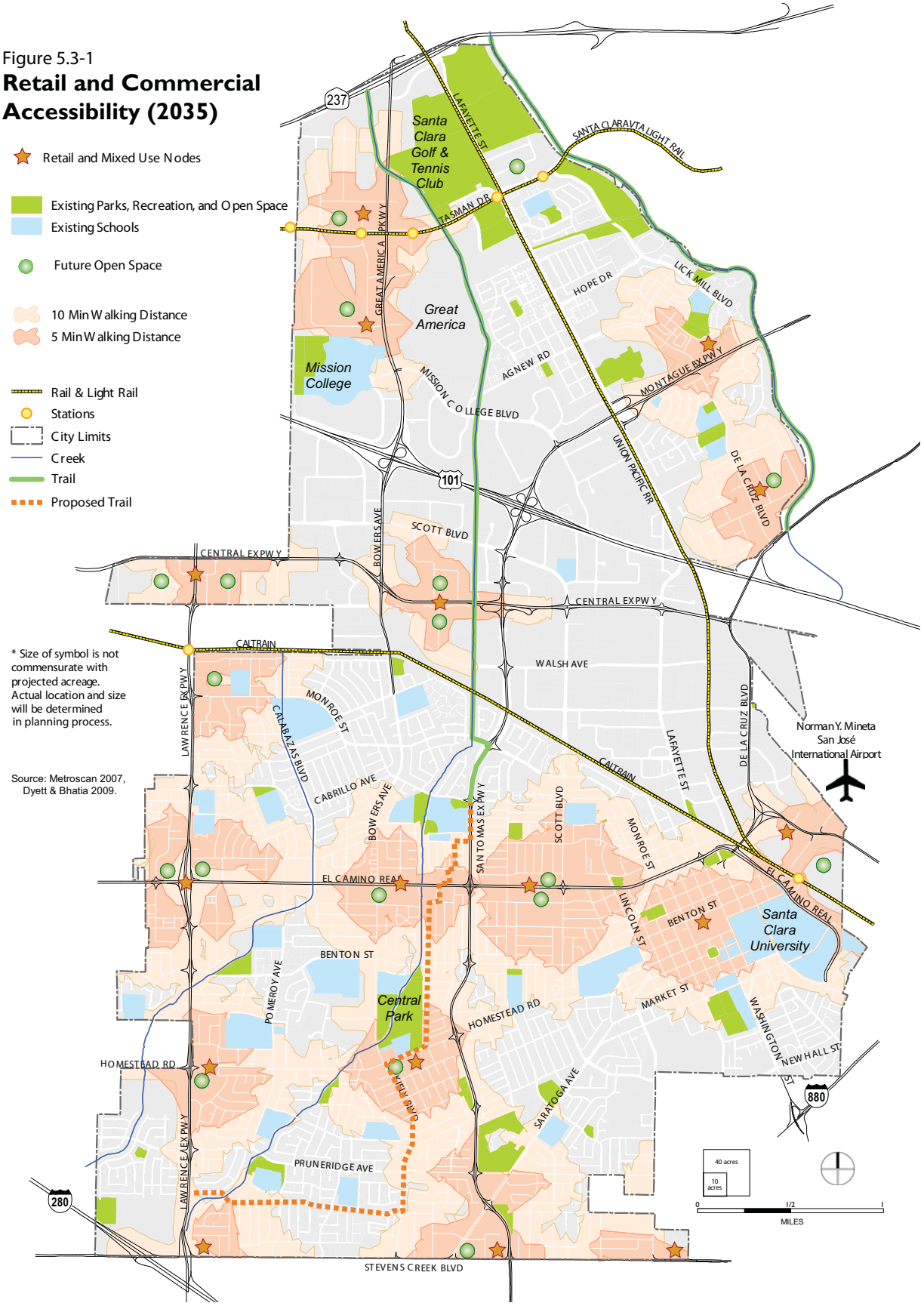
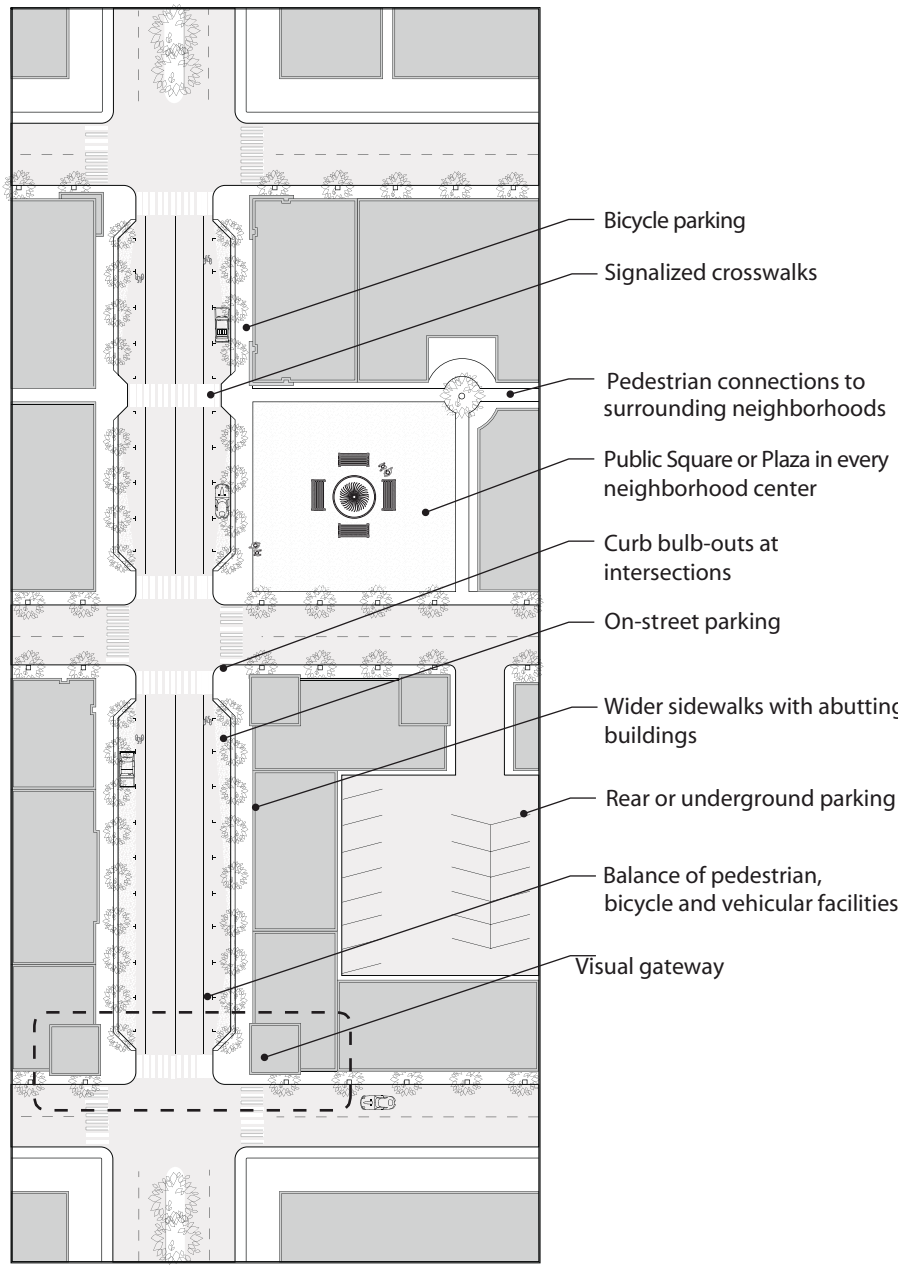


Figure 5.3-2
Illustration of Mixed Use Streetscape



Note: Figure not to scale

Goals and Policies related to mixed-use development are listed below. Additional policies, unique to the City's Focus Areas are described in Section 5.4, including specific policies for El Camino Real and Downtown. Policies defined in the Mobility and Transportation section, related to transit and pedestrian accessibility, also apply.

Mixed Use Land Use Goals

5.3.4-G1 Mixed-use development that is located and designed to support high quality uses and the City's economic development.

5.3.4-G2 Mixed-use development of a scale and character that is compatible with surrounding neighborhoods.

5.3.4-G3 Mixed-use development that maximizes accessibility to alternate transportation modes and integrates pedestrian, bicycle, transit, open space and outdoor uses to encourage active centers.

5.3.4-G4 Commercial uses that provide a pedestrian-oriented streetscape, with residential uses either above or behind.

Mixed Use Land Use Policies

5.3.4-P1 Transform underutilized commercial centers into new mixed-use destinations, consistent with applicable land use classifications.

5.3.4-P2 Encourage mixed-use development in proximity to employment centers and residential neighborhoods throughout the City.

5.3.4-P3 Prohibit single-use development in mixed-use classifications unless allowed under Focus Area or Neighborhood Compatibility Policies.

5.3.4-P4 Require mixed-use development to meet the density and intensity specified in the land use classifications.

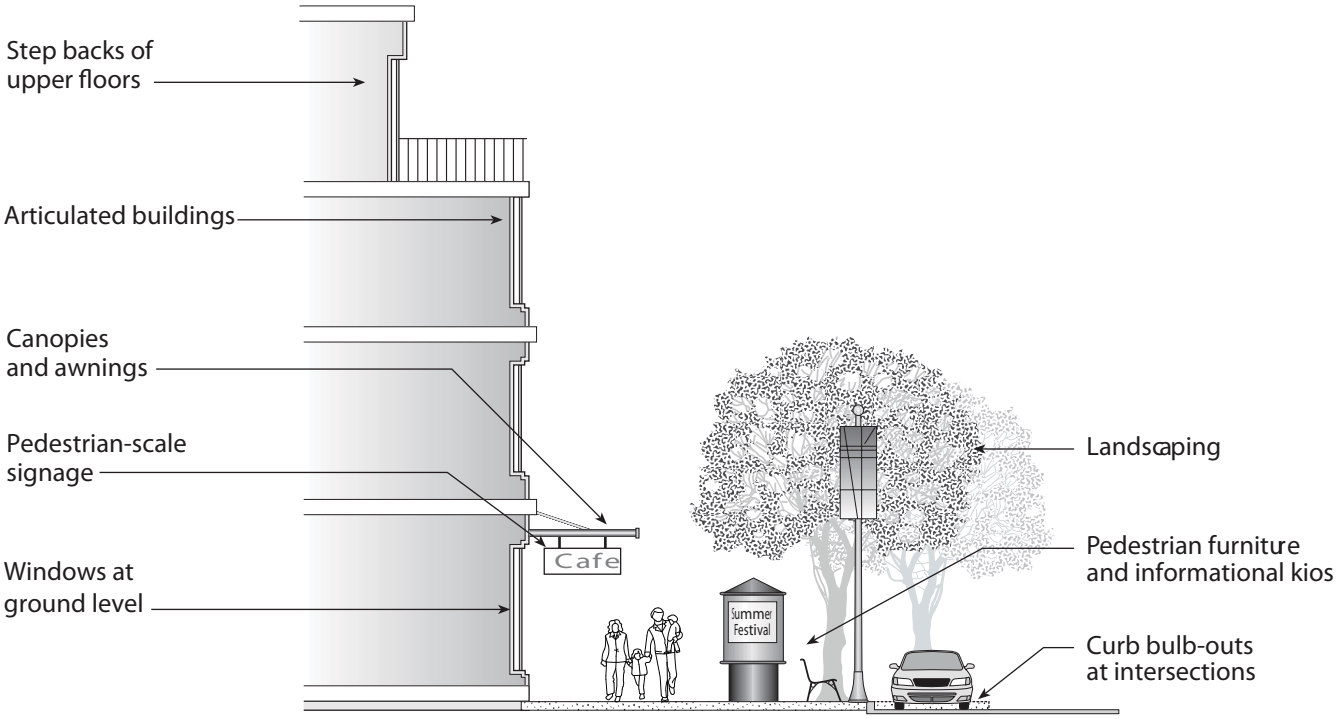
5.3.4-P5 Encourage mixed-use development site planning and design to implement the elements illustrated in Figures 7.3-2 and 7.3-3, including street tree planting along all streets.

5.3.4-P6 Locate a neighborhood square or plaza within large mixed-use developments.

Promoting pedestrian activity through signage, shading and visual interest, as well as by locating parking in the rear or away from the street edge [Bay Street in Emeryville, CA, top] offers an engaging street environment [Pacific Avenue, Santa Cruz, CA, center]. Scaling mixed use-development to fit in with surrounding uses helps to protect existing neighborhoods [San Mateo, CA, bottom].

Figure 5.3-3

Illustration of Mixed Use Pedestrian Orientation



5.3.4-P7 Use design techniques, such as stepping down building heights, and siting incompatible activities, such as loading and unloading, away from residential uses.

5.3.4-P8 Encourage building heights of up to five stories in large mixed-use developments along arterial street frontages, with the potential for taller buildings north of the Caltrain corridor.

5.3.4-P9 Encourage ground-level windows and building entries that support a visual connection to activities.

5.3.4-P10 Require parking to be substantially below-grade or in structures with active uses along streets.

5.3.4-P11 Foster active, pedestrian-oriented uses at the ground level, such as retail shops, offices, restaurants with outdoor seating, public plazas or residential units with front stoops, in mixed-use development.

5.3.4-P12 Prioritize pedestrian-oriented streetscape and building design in mixed-use development, including features such as wider sidewalks, street furniture, specialty planters, signage, public art, street trees, special paving materials, decorative awnings, enhanced entrances, colors, variety of materials and textures and distinctive building massing and articulation.

5.3.4-P13 Encourage pedestrian linkages in mixed-use areas through measures such as enhanced lighting, curb bulb-outs, mid-block pedestrian crossings, pedestrian "refuge" areas in planted medians and pedestrian-oriented building frontages.

5.3.4-P14 Provide a network of streets and pedestrian connections in large mixed-use developments.

5.3.4-P15 Maximize opportunities to connect streets, bicycle facilities and pedestrian pathways to improve accessibility between mixed-use development and surrounding neighborhoods, parks, open spaces, transit and public amenities. Provide clear signage, high visibility, adequate lighting and special paving to enhance pedestrian and bicycle facilities.

5.3.4-P16 Discourage auto-oriented uses, such as drive-through retail establishments, auto repair, and service stations in mixed-use designations.

On-site amenities for employees [Genentech Headquarters, South San Francisco, CA, left] high intensity employment close to transit [VTA Light Rail, center], and pedestrian and bicycle facilities [right] help to reduce dependence on single-occupant vehicles during the day.

5.3.5 Industrial Land Use Goals and Policies

Industrial development in the City is primarily located in the areas north of the Caltrain corridor. While the majority of the City's industrial areas identified in Phase I of the General Plan will remain, some areas will transition into new residential neighborhoods. These are identified as Future Focus Areas in Section 5.4: Focus Areas.

Industrial Land Use Goals

5.3.5-G1 A City that continues to be a major employment center in Silicon Valley.

5.3.5-G2 Sufficient industrial land that meets the demand for local employment and retains the City's economic base.

5.3.5-G3 Higher-intensity employment centers located near major transit services and major transportation corridors to reduce vehicle miles traveled.

5.3.5-G4 Heavy and Light Industrial areas that reduce exposure to hazardous materials by precluding sensitive receptors and places of assembly.

Industrial Land Use Policies

5.3.5-P1 Work with existing Santa Clara businesses to retain and expand employment opportunities and strengthen the existing tax base.

5.3.5-P2 Encourage existing businesses that may be displaced by new development to relocate within Santa Clara.

5.3.5-P3 Encourage industrial development to participate in the identification and funding of 20 acres for park and recreational facilities to serve employment centers north of the Caltrain railroad tracks.

5.3.5-P4 Allow Office/Research and Development uses existing as of January 1, 2010, to conform to the General Plan intensity provisions of either the Low Intensity classification or High Intensity Office/ Research and Development classification, regardless of the designation of the property.

5.3.5-P5 Allow the development of Office/Research and Development uses in varied configurations and intensities to meet the needs of existing and new businesses.

5.3.5-P6 Encourage innovative design of new office space to promote higher-intensity new development and on-site expansion of existing uses.

5.3.5-P7 Require building heights to conform to the requirements of the Federal Aviation Administration, where applicable.

5.3.5-P8 Encourage the provision of services and amenities as part of larger developments in employment areas that cater to lunchtime and service needs, such as dry cleaners, to reduce vehicle miles traveled.

5.3.5-P9 Allow additional square footage of up to ten percent, but not less than 2,500 square feet, of a proposed Office/R&D Development for commercial uses provided that such commercial uses have the potential to reduce daytime vehicle trips.

5.3.5-P10 Encourage employee-serving amenities, such as restaurants, cafes and supporting commercial uses, to meet the needs of employees in High Intensity Office/Research and Development areas by excluding such uses from the Floor Area Ratio for development.

5.3.5-P11 Construct sidewalks in industrial areas, with priority along streets served by existing or planned transit services.

5.3.5-P12 Promote development in Light and Heavy Industrial classifications that will support Office/Research and Development and retail uses, such as manufacturing, auto services and data centers.

5.3.5-P13 Prohibit development on Heavy Industrial designated properties from exceeding the intensity or including uses beyond those defined in the land use classification.

5.3.5-P14 Prohibit Data Centers from properties designated Low and High Intensity Office/Research and Development except as support to the primary use on the property.

5.3.5-P15 Require a comprehensive and cumulative analysis of the potential effects on the City's economic development objectives for any conversion of industrially designated land, except those designated as Future Focus Areas on the Land Use Diagram.

5.3.5-P16 Protect the industrial land use designations from incompatible uses in order to maintain the City's strong fiscal health and quality services that are supported by new businesses and technologies and retention of well-established existing businesses.

5.3.5-P17 Prohibit places of assembly, such as clubs, theaters, religious institutions and schools and uses catering predominately to sensitive receptors, such as children and the elderly, from sites designated as Light or Heavy Industrial.

5.3.5-P18 Allow residential uses existing as of January 1, 2010, and located between the Caltrain corridor and Richard Avenue, within 500 feet of Lafayette Street, to conform with the Light Industrial classification as an interim use, including the ability for an existing structure to be converted to a place of assembly with appropriate environmental review, with the requirement that any future redevelopment on the property conform to the provisions in the Light Industrial land use classification.

5.3.5-P19 Restrict the use and storage of hazardous materials for industrial uses within 500 feet of existing residential uses.

5.3.5-P20 Prohibit Specified Regulated Businesses from all industrially designated properties.

5.4 FOCUS AREAS

Focus Areas are an important component of the General Plan. The goals, policies and illustrations for these areas provide guidance for development. Focus Areas have the potential to significantly define the City's identity. These areas include major corridors and destinations, new centers of activity around transit stations, and new residential neighborhoods. Because of their integral location, changes in these areas offer an opportunity to implement the General Plan Major Strategies to enhance the City's quality of life and foster economic vitality. Focus Area design and land use policies are in addition to the City-wide land use policies included in Section 5.2: Land Use.

The General Plan has ten Focus Areas, listed below. These include four Focus Areas south of the Caltrain corridor and six Future Focus Areas north of the Caltrain corridor, as shown in Figure 5.4-1. Focus Areas represent locations with opportunities for more intense development with limited impact on existing neighborhoods. Future Focus Areas are only identified for Phases II and III of the Plan and require conformance with the applicable Prerequisite Policies in Section 5.1: Prerequisites, including approval of a comprehensive plan for each area, prior to implementation.

Focus Areas

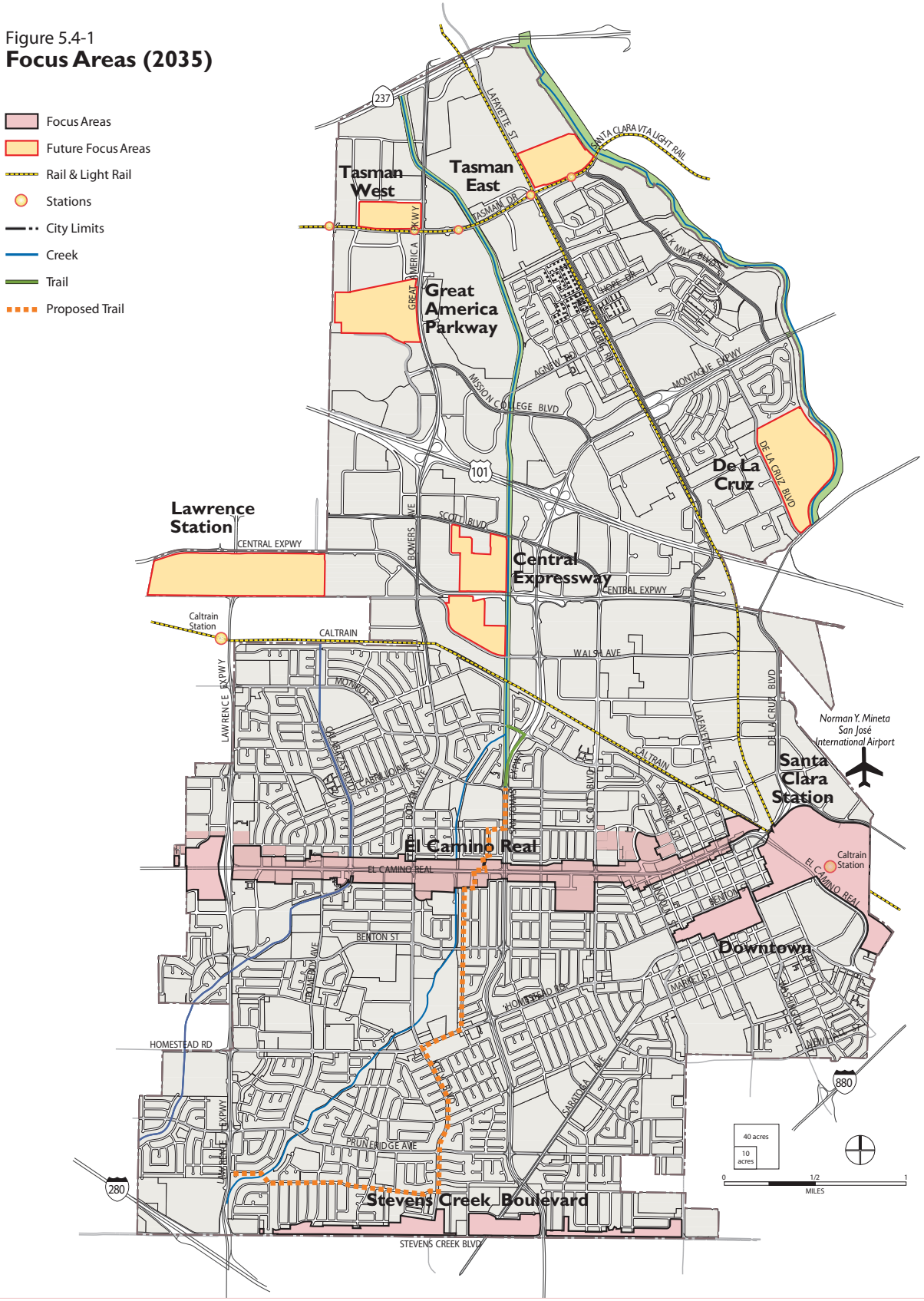
- El Camino Real Focus Area
- Downtown Focus Area
- Santa Clara Station Focus Area
- Stevens Creek Boulevard Focus Area

Future Focus Areas

- Central Expressway Focus Area
- De La Cruz Focus Area
- Great America Parkway Focus Area
- Lawrence Station Focus Area
- Tasman East Focus Area
- Tasman West Focus Area

The following sections provide descriptions, including the associated goals and policies, of each of the four, near-term Focus Areas, along with existing conditions, proposed land uses and

Figure 5.4-1
Focus Areas (2035)



priorities for alternate transportation modes. Future Focus Areas are discussed in general terms, with goals and policies to guide future planning in these areas.

5.4.1 El Camino Real Focus Area Goals and Policies

The El Camino Real Focus Area is the City's most visible and identifiable commercial corridor. As a primary east-west route and State highway, it is central to, and provides commercial services for, many of the City's residential neighborhoods. Because most properties were developed in the 1950-60s and are presently underutilized, this corridor provides a unique opportunity for revitalization that could positively define this corridor and promote the City's economic vitality.

Development along El Camino Real is currently comprised of a mix of small-scale auto-oriented commercial uses and services and mid- to large-scale strip mall developments. A wide, high-speed right-of-way, coupled with inconsistent landscaping and narrow sidewalks, reduces pedestrian accessibility. Building heights are generally one story, with parking located towards the street edge. Many of the properties within the Focus Area are relatively shallow, close to single-family neighborhoods, limiting the potential for high-intensity development.

The General Plan vision for El Camino Real is to transform this Focus Area from a series of automobile-oriented strip-malls to a tree-lined, pedestrian- and transit-oriented corridor with a mix of residential and retail uses. Larger properties, designated as Regional Mixed Use and located at key intersections, will provide the primary catalyst for this transformation. These properties provide opportunities for commercial and transit destinations, with an emphasis on mixed-use and higher-intensity development. Pedestrian-oriented retail at these locations can provide services for surrounding neighborhoods. Higher-density residential at appropriate locations and enhanced streetscape design will encourage pedestrian movement and transit use. Pedestrian pathways will foster walkability and improve access to transit, stores, restaurants and neighborhood schools. Connections to surrounding neighborhoods will also encourage neighborhood activities.

The Regional Mixed Use designation may be developed at an intensity of up to 1.5 FAR for combined retail and residential uses, with a minimum 0.20 FAR for commercial uses. Overall development heights would typically be between three and

Existing development along El Camino Real is characterized by service and auto-oriented uses [top and center] and small to medium-sized shopping strips [bottom].

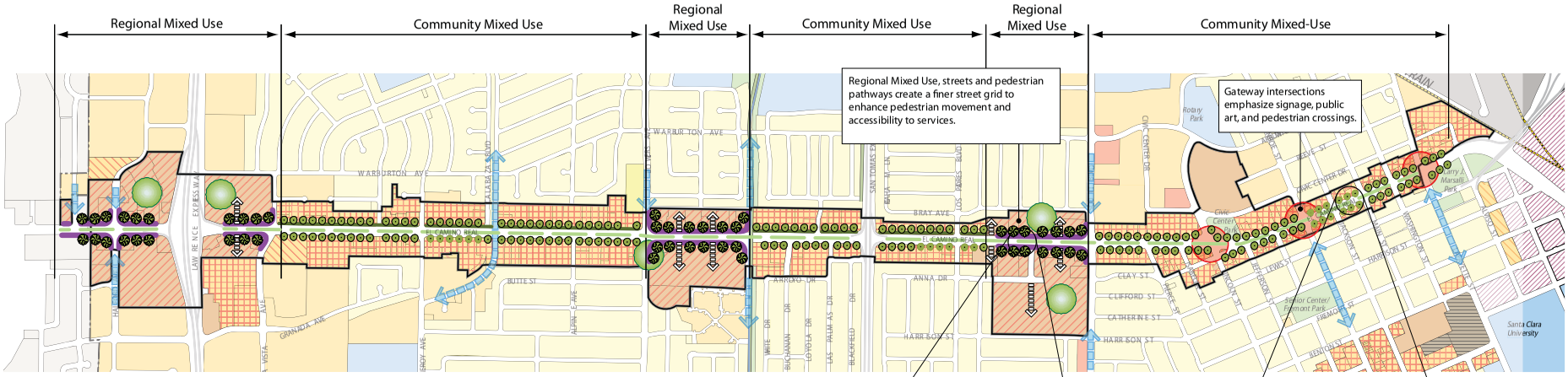
five stories. Transition Goals and Policies in Section 5.5.2, in conjunction with the El Camino Real Focus Area Policies, require that this development respect the scale and character of adjacent residential uses to promote neighborhood compatibility. Design elements, like wide sidewalks, special paving materials and signature landscaping, will help define these areas as pedestrian- and transit-friendly. The plan on Figure 5.4-2 illustrates these concepts.

Commercial development along El Camino Real can provide community-oriented and visitor services.

The predominate designation on properties located between the larger Regional Mixed Use designated properties, is Community Mixed Use. Within the El Camino Real Focus Area, this designation may be implemented consistent with either Community Commercial Medium Density Residential or a combination of both. Future development in these areas would be characterized by lower-intensity mixed-, or single-use, development with signature landscaping, streetscape design, signage and public art, to contribute to the area's identity of this Focus Area. Building design and scale should represent the City's historic character, with two- and three-story structures and special attention to articulation and proportion. The area can serve as a gateway into the City and help define a boundary for the City's historic core. Pedestrian connections to the Downtown and Old Quad should be emphasized. The maximum building intensity for Community Mixed Use in this area and a maximum of 36 residential units per gross acre. For properties under one-half acre, there is a maximum 0.75 FAR for combined residential and commercial uses. Again, General Plan Transition Goals and Policies would apply throughout the El Camino Real Focus Area.

Transit, including a Bus Rapid Transit or similar facility, is envisioned along the entire corridor and would take priority over single occupancy vehicles. Within Regional Mixed Use developments, transit, bicycle and pedestrian circulation would have priority. To support this emphasis, intersections in the El Camino Real Focus Area may be exempted from the City-wide LOS standard for vehicles on a case-by-case basis until the City completes the prerequisite for an alternate Level of Service under Policies 5.1.1-P12, P13, and P14. This corridor should emphasize levels of service for pedestrian and transit circulation rather than single-occupancy vehicles.

Figure 5.4-2
El Camino Real Focus Area



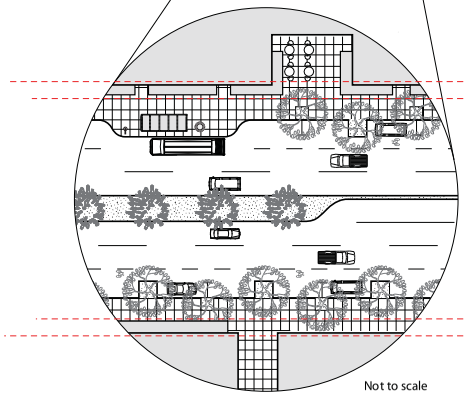
Legend

Land Uses Within the Focus Area

- High Density Residential
- Neighborhood Mixed Use
- Community Mixed Use
- Regional Mixed Use
- Parks/Open Space
- City Limits

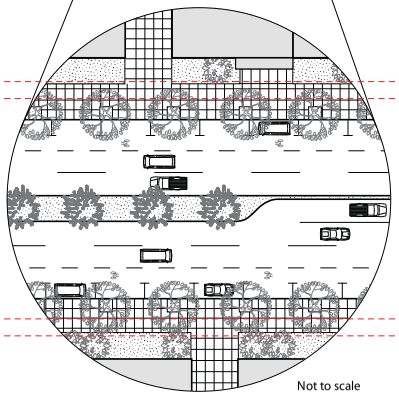
Urban Design Features

- Focus Area Boundary
- Potential Street
- Pedestrian Connection
- Pedestrian Orientation/ Active Street Frontage
- Proposed Open Space (Not to scale)
- Tree-Lined Median
- Greenway
- Gateway Intersection
- Signature Streetscape
- Corridor Streetscape



Typical Streetscape for Regional Mixed Use Areas

Streetscapes are enhanced with street furniture, wayfinding signage, public art, a double row of street trees, bulb-outs and special paving at crosswalks. Plazas and public gathering spaces are located along the widened sidewalk.



Typical Streetscape for Community Mixed Use Areas

Streetscapes maintain an active street edge, a consistent street tree scheme and a consistent building-to-street relationships.

El Camino Real Focus Area Goals

5.4.1-G1 An economically viable mix of uses along El Camino Real that attracts upscale retail uses.

5.4.1-G2 High quality design that respects the scale and character of adjacent residential neighborhoods and historic resources.

5.4.1-G3 Concentration of higher-intensity commercial and residential development at key intersections with Regional Mixed Use designations.

5.4.1-G4 Pedestrian, bicycle and transit priority for mobility in the El Camino Real Focus Area.

El Camino Real Focus Area Policies

5.4.1-P1 Require that the mix of uses is consistent with the Regional Mixed Use land use classification and that development is pedestrian-oriented, with enhanced streetscapes, publicly accessible open space and plazas, and connections to surrounding neighborhoods.

5.4.1-P2 Allow new development under the Community Mixed Use designation for exclusively residential or commercial uses provided that it meets the minimum requirements for the Medium Density Residential or Community Commercial land use classifications.

5.4.1-P3 Restrict the combined residential and non-residential under Community Mixed Use to a Floor Area Ratio to a maximum of 0.75 for properties under one half acre.

5.4.1-P4 Allow a ten percent increase in the maximum residential density if access to regularly scheduled transit to the Santa Clara Station, Lawrence Station and employment centers north of the Caltrain corridor is within one-quarter mile.

5.4.1-P5 Provide appropriate transition between new development in the Focus Area and adjacent uses consistent with General Plan Transition Policies.

5.4.1-P6 Encourage lower profile development, in areas designated for Community Mixed Use in order to minimize land use conflicts with existing neighborhoods.

High-intensity, mixed-uses at major intersections can provide new destinations and accommodate increased transit use [Downtown Redwood City, top]. Community-serving commercial uses [Rivermark, center] with buildings close to the street edge [El Camino Real, Santa Clara, bottom], and landscaping, improves the overall quality of transportation corridors.

5.4.1-P7 Orient ground floor retail and residential entries to El Camino Real.

5.4.1-P8 Residential development should include front doors, windows, stoops, porches, and bay windows or balconies along street frontages.

5.4.1-P9 Encourage structured and below-grade, rather than surface, parking in new development, to ensure that space at the ground level is devoted to active uses.

5.4.1-P10 Locate parking at the side or rear of parcels and active uses along street frontages.

5.4.1-P11 Encourage the retention of on-street parking, particularly adjacent to Community Mixed Use designated properties.

5.4.1-P12 Encourage public art, special signage, banners and landscaping throughout the Focus Area, including features that would connect the corridor with Downtown.

5.4.1-P13 Provide publicly accessible open space and transit stops in each Regional Mixed-Use area.

5.4.1-P14 Facilitate the implementation of streetscape improvements consistent with those illustrations in Figures 5.4-2.

5.4.1-P15 Explore options with Caltrans to relinquish the El Camino Real right-of-way to the City of Santa Clara.

Community-serving commercial uses with buildings close to the street edge [San Pablo Avenue, Emeryville, CA, above], and landscaping, improves the overall quality of transportation corridors [El Camino Real, Mountain View, right]

5.4.1-P16 Work with Valley Transportation Authority to improve transit access, information and frequency along El Camino Real, including the implementation of a Bus Rapid Transit or similar transit service near Regional Mixed-Use areas.

5.4.1-P17 Work with Valley Transportation Authority and Caltrans toward a roadway design for El Camino Real that includes narrower and/or reduced travel lanes, enhanced pedestrian facilities, wider sidewalks, street trees, planted medians, and enhanced signage and lighting, as well as transit and bicycle lanes without increasing overall right-of-way requirements.

5.4.1-P18 Exempt El Camino Real intersections within this Focus Area from the City-wide Level of Service standard for vehicles on a case-by-case basis or until an alternate standard is adopted in conformance with the Prerequisite requirements.

5.4.1-P19 Exclude new auto-oriented uses, drive-through establishments and Specified Regulated Businesses from the El Camino Real Focus Area.

5.4.2 Downtown Focus Area Goals and Policies

Located in the historic Old Quad neighborhood and near both Santa Clara University and the Santa Clara Transit Station, a revitalized Downtown will provide a focal point for the City. The Downtown Focus Area includes the two blocks of Franklin Square and eight former blocks previously consolidated under the Federal Urban Renewal program in the 1960s. Properties adjacent to this core area also offer opportunities for a mix of commercial and residential uses that would support a compact and walkable district. A Downtown Plan for a portion of the area was endorsed by the City Council in 2007 to serve as a catalyst for revitalization. A unique Downtown destination will serve both local and regional interests. The vision, as illustrated on the conceptual plan in Figure 5.4-3, includes boutique shopping, restaurants, public gathering places and civic venues, as well as a transit loop connection to the Santa Clara Station Area, in order to promote increased pedestrian activity.

The Downtown Focus Area offers opportunities for place-making and for a unique destination in the City to serve both local and regional interests. Revitalization will support the

The Downtown includes a seven-story office building, retail shops and surface parking [top]. The area around Downtown has a mix of one-to two-story commercial and public buildings, as well as single- and multi-family residences [center and bottom].

Major Strategies for City identity and community vitality. Connecting streets and increasing access to transit will attract residents and visitors. This vision for Santa Clara's Downtown also includes approximately 130,000 square feet of retail and commercial uses along with almost 400 new residences on the approximately seven-acre site designated as Downtown Core on Figure 5.4-3. Development under this designation could be at intensities of almost 2.0 FAR, with building heights between five and eight stories. Allowed building intensity and heights in the remainder of the Downtown Focus Area are relatively low, ranging from a minimum combined commercial and residential 0.75 FAR to a maximum combined 1.25 FAR with maximum heights between three and four stories. Policies related to Areas of Historic Sensitivity, in Section 5.6: Historic Preservation, and to transitions, in Section 5.5: Neighborhood Compatibility, also apply in respect to maintaining the existing character and development patterns of the surrounding area, excluding the properties designated as Downtown Core..

Adding two- and three-story buildings, with landscaping, wide sidewalks, plazas and pedestrian and bike amenities to Downtown, will increase activity [Bay Meadows, San Mateo, CA, top, Santa Cruz, CA, center and Mountain View, CA, bottom].

Throughout the Downtown Focus Area, pedestrian and bicycle circulation should be promoted in lieu of increasing vehicular travel lanes. Streets in this Focus Area may be exempt from the City-wide vehicle level of service on a case-by-case basis until the City completes the Prerequisite for an alternative Level of Service under Policies 5.1.1-P12, P13 and P14. Connections to nearby destinations, such as Santa Clara Station, Santa Clara University, the Old Quad neighborhood and City Hall, should be emphasized for pedestrian movement. The Downtown Focus Area includes a future transit loop to connect the Downtown to these areas.

Downtown Focus Area Goals

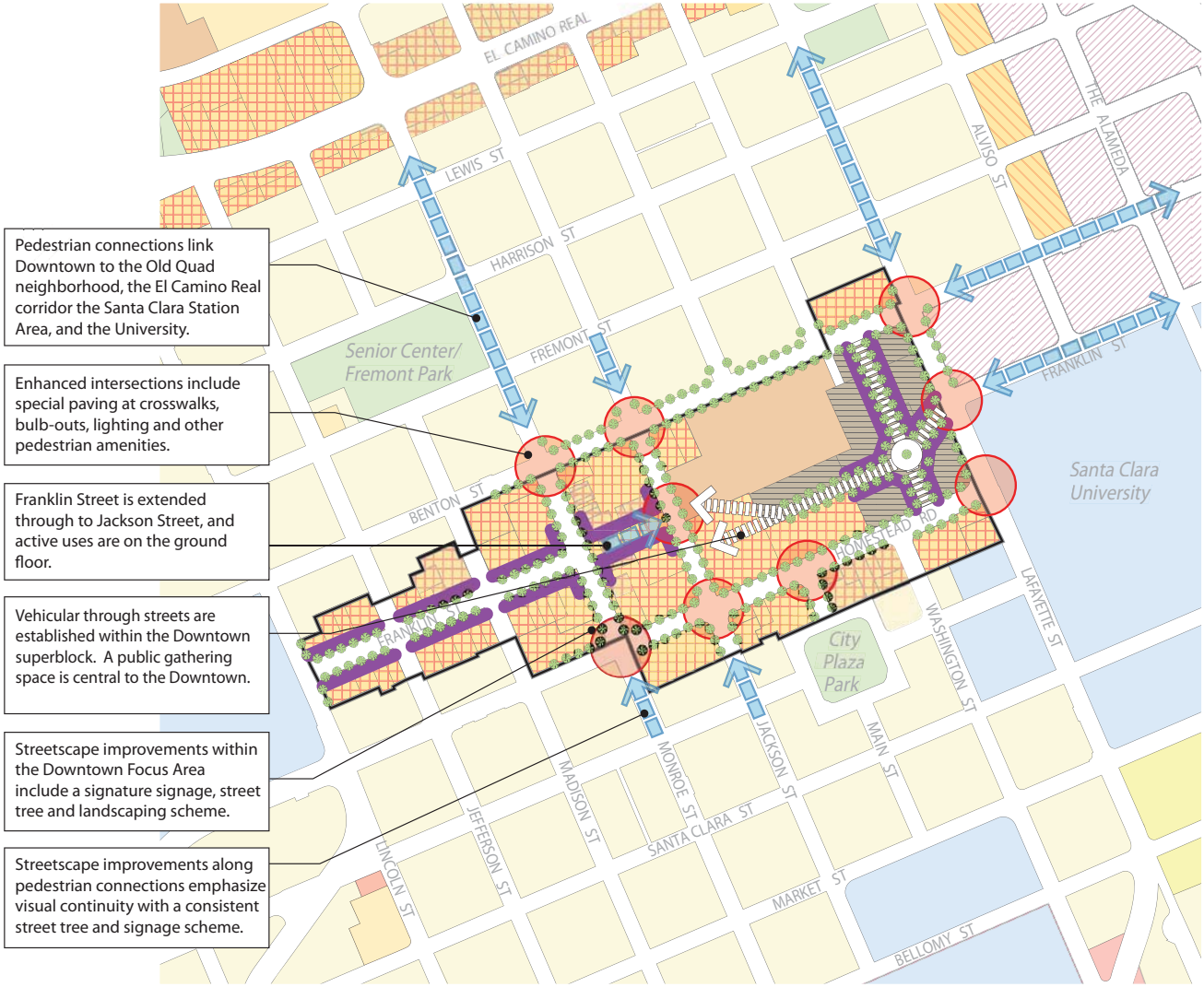
5.4.2-G1 A Downtown that serves as a primary, pedestrian-oriented commercial and cultural destination.

5.4.2-G2 New Downtown development that is integrated with older existing development with respect to intensity, scale and character.

5.4.2-G3 Higher-intensity development that is concentrated in the area designated as Downtown Core.

5.4.2-G4 Pedestrian and transit priority for mobility in the Downtown Focus Area.

Figure 5.4-3
Downtown Focus Area



Legend

Land Uses Within the Focus Area

- High Density Residential
- Community Mixed Use
- Downtown Core

Urban Design Features

- Focus Area Boundary
- Potential Street
- Pedestrian Connection
- Pedestrian Orientation/ Active Street Frontage
- Enhanced Intersection
- Transition Zone
- Signature Streetscape

0 1/8 1/4
MILES

Downtown Focus Area Polices

5.4.2-P1 Establish Downtown as a destination, with a mix of entertainment and cultural activities, eating and drinking establishments, local-serving office and commercial uses, residential development, and public spaces.

5.4.2-P2 Allow new development under the Community Mixed Use designation on properties of less than one-half acre for exclusive residential or commercial uses provided that it meets the minimum requirements for the Medium Density Residential or Community Commercial land use classifications.

A mix of new retail, professional office, and residential uses, possibly including entertainment venues, boutique shopping and restaurants, can make Downtown an important destination in Santa Clara.

5.4.2-P3 Allow a maximum combined residential and commercial Floor Area Ratio of 2.0 within the Downtown Core area as delineated on Figure 5.4-4, and a combined commercial and residential minimum Floor Area Ratio of 0.75 and maximum Floor Area Ratio of 1.25 throughout the remainder of the Downtown Focus Area.

5.4.2-P4 Encourage the development of a public square to promote Downtown activity and community orientation.

5.4.2-P5 Encourage public spaces and art throughout Downtown to support pedestrian activity and gathering places.

5.4.2-P6 Apply the General Plan Transition and Historic Preservation policies for new development at the edges of Downtown in order to respect the scale and character of the adjacent historic Old Quad neighborhood.

5.4.2-P7 Transition development west of El Camino Real with no more than two to three stories adjacent to existing residential development.

5.4.2-P8 Integrate established and new uses through pedestrian connections, streetscape, and complementary architecture and site design.

5.4.2-P9 For new mixed-use development, locate medium- and high-density residential uses on upper floors with active retail uses at ground level and oriented to street frontages.

5.4.2-P10 Residential development should include front doors, windows, stoops, porches, bay window or balconies along street frontages.

5.4.2-P11 Encourage parking consolidation and alternate parking provisions within Downtown.

5.4.2-P12 Minimize surface parking and require parking below-grade or in structures that have active uses along street frontages.

5.4.2-P13 Promote pedestrian-friendly streetscapes with trees, benches, outdoor seating, kiosks, amenities, banners and signature signage, and landscaping that reflect the historic neighborhood character.

5.4.2-P14 Facilitate the implementation of streetscape improvements consistent with those illustrated in Figure 5.4-4.

5.4.2-P15 Exempt Downtown intersections within this Focus Area from the City-wide Level of Service standard for vehicles on a case-by-case basis or until an alternate standard is adopted in conformance with the Prerequisite requirements.

5.4.2-P16 Work with Valley Transportation Authority (VTA) to implement a Downtown loop for transit access to Santa Clara Station.

5.4.2-P17 Exclude auto-oriented uses, drive-through establishments and Specified Regulated Businesses from the Downtown Focus Area.

The Santa Clara Station Focus Area includes the historic Santa Clara Railroad Depot [top]. Existing uses in the Santa Clara Station Focus Area are primarily commercial and industrial [center and bottom].

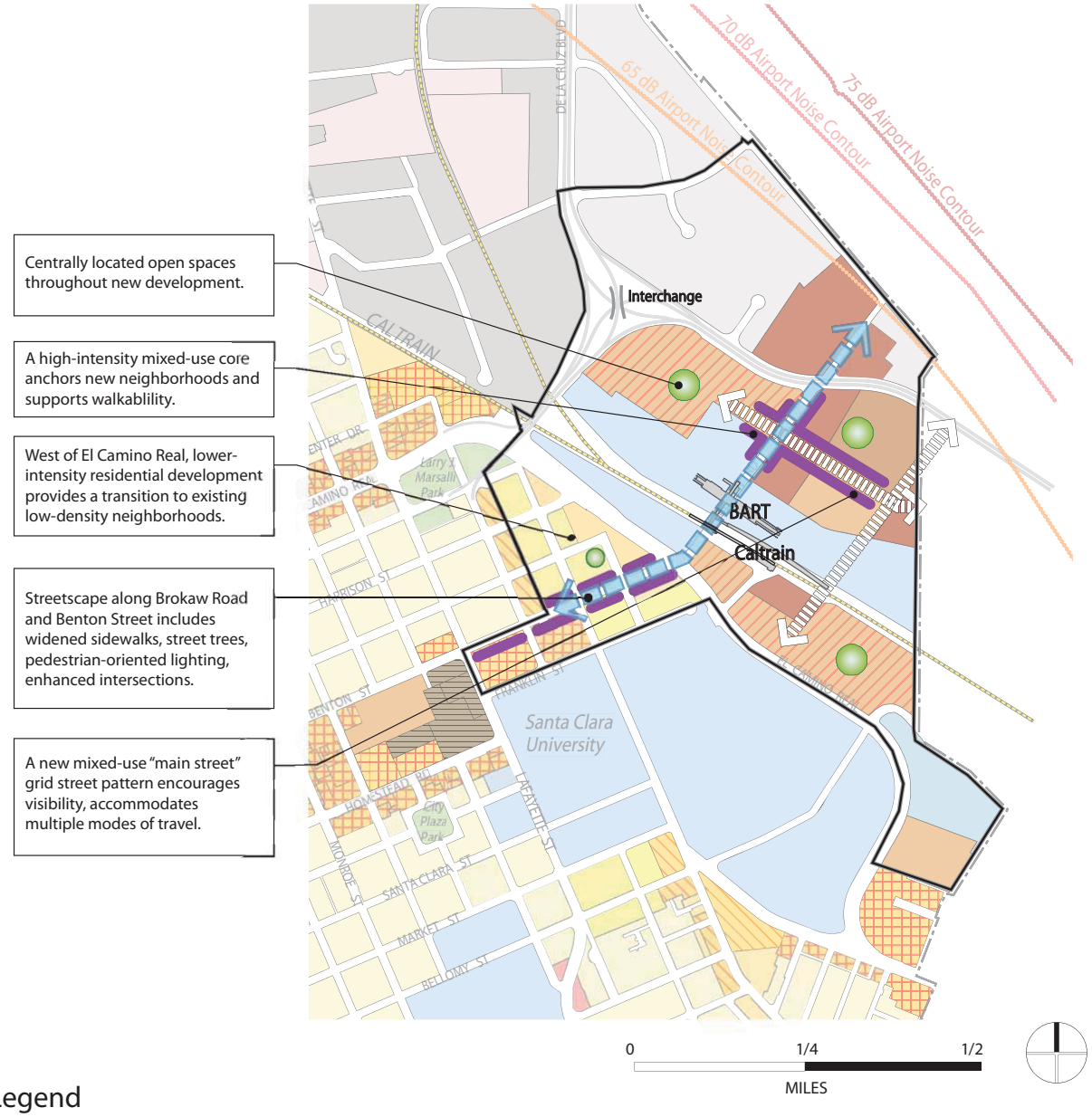
5.4.3 Santa Clara Station Focus Area Goals and Policies

The Santa Clara Station Focus Area is the 244-acre portion located within the City of Santa Clara of a larger, multi-jurisdictional planning area. As illustrated on Figure 5.4-5, the area is generally bounded by De La Cruz Boulevard, Reed Street, and Martin Avenue to the northeast, and Franklin Street and El Camino Real to the southwest. At the center of this area is the existing Santa Clara Transit Station, which is served by Caltrain, Altamont Commuter Express, and Valley Transportation Authority (VTA) bus service. The Station, itself will include the Bay Area Rapid Transit (BART) terminus of the planned Fremont, San José and Santa Clara extension, as well as a future Automated People Mover to the Norman Y. Mineta San José International Airport (Airport). The Station will be a major transit hub for the Bay Area and supports the Major Strategies to promote sustainability and economic vitality.

Existing development of low-intensity retail, office, residential and light industrial uses along El Camino Real would generally be replaced by larger scale, mixed-use development. The Santa Clara Station Focus Area will serve as a gateway into the City, improve the City's economic base with expanded office, hotel and retail uses, maximize opportunities for residential development and provide improved pedestrian, bicycle and transit connections.

Figure 5.4-4

Santa Clara Station Focus Area



Legend

Land Uses Within the Focus Area

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Very High Density Residential
- Regional Commercial * (with an emphasis on office and hotel uses)
- Regional Mixed Use * (with an emphasis on residential and commercial uses)
- Community Mixed Use *
- Public/Quasi Public
- Light Industrial
- City Limits

* Development intensities in the Focus Area potentially up to a maximum 3.0 Floor Area Ratio northeast of El Camino Real.

Urban Design Features

- Focus Area Boundary
- Potential Street
- Pedestrian Connection
- Pedestrian Orientation/Active Street Frontage
- Proposed Open Space (Not to scale)

The vision for the Santa Clara Station Focus Area, defined in detail on Figure 5.4-5, offers an opportunity to establish a new gateway into the City, as well as to expand the City's economic base with new office, hotel and retail uses and add high-density residential development in order to maximize the use of existing and planned transit. The Santa Clara Station Focus Area is planned for mixed-use, transit-oriented development, including a central roadway, or "main street" to provide connections within the area and link a series of public spaces. Higher-intensity mixed-use adjacent to the Station could be developed at the maximum height regulated by the Federal Aviation Administration. Building intensity and height would be reduced to a smaller-scale for residential uses in proximity to the Old Quad neighborhood and Downtown Focus Area. Approximately 1,650 new residential units and 2,000,000 square feet of non-residential uses, including hotels, are expected. Discretionary Use and Transition policies apply to the Santa Clara Station Focus Area.

Increasing building intensities and scale, with an emphasis on pedestrian oriented streetscapes, activate the Santa Clara Station Focus Area [SOMA District and Downtown San Francisco, top and center]. West of El Camino Real, smaller-scale mixed use development along Benton Street can connect the Old Quad, Downtown and the Santa Clara Transit Station [bottom].

Within the Santa Clara Station Focus Area, pedestrian and bicycle circulation have priority and may be exempt from the City-wide level of service for vehicles on a case-by-case basis until the City completes the Prerequisite for an alternate Level of Service under Policies 5.1.1-P12, P13 and P14. Roadways within this Focus Area, such as Coleman Avenue and De La Cruz Boulevard, that provide access to the Santa Clara Transit Station and associated parking facilities, however, would be subject to the vehicle level of service standards.

Santa Clara Station Focus Area Goals

5.4.3-G1 Development in proximity to the Santa Clara Station that capitalizes on transit and results in high intensity uses.

5.4.3-G2 A mix of uses, with emphasis on office, hotel and residential development.

5.4.3-G3 A link between the Santa Clara Station and a variety of transit options that offer viable transportation alternatives throughout the City and the region.

5.4.3-G4 Pedestrian and bicycle priority within the Santa Clara Station Focus Area with transit and vehicular priority to access the Station.

Santa Clara Station Focus Area Policies

5.4.3-P1 Allow a range of development intensities, with the potential for up to 3.0 Floor Area Ratio, for the area northeast of El Camino Real.

5.4.3-P2 Maximize residential development within walking distance of the Station, particularly on the northeast side of the Caltrain corridor.

5.4.3-P3 Provide pedestrian-oriented ground floor uses and a network of parks and public spaces to serve both residential and non-residential development.

5.4.3-P4 Encourage the development of centrally located public open space of approximately 1.5 acres to serve Santa Clara Station Focus Area residents and employees.

5.4.3-P5 Provide approximately of 7.0 acres of publicly accessible open space within the area designated for residential and/or commercial uses.

5.4.3-P6 Provide pedestrian-oriented retail uses to serve new residential development, Station visitors and area employees.

5.4.3-P7 Provide appropriate transition between new development and adjacent uses consistent with General Plan Transition Policies.

5.4.3-P8 Facilitate the implementation of development and infrastructure improvements using Figure 5.4-5 as a guide for projects and streetscapes in the Santa Clara Station Focus Area.

5.4.3-P9 Encourage streetscape design with street trees, wider sidewalks, pedestrian-oriented lighting, curb bulb-outs and special paving and/or striping within the Focus Area to emphasize accessibility.

5.4.3-P10 Orient building street frontages to the ground level with residential entries, stoops and windows, and commercial store fronts.

5.4.3-P11 Encourage parking consolidation, alternate parking arrangements or reduced parking ratio within the Santa Clara Station Focus Area to promote the use of alternate transportation modes.

5.4.3-P12 Minimize surface parking by requiring below-grade or structured parking facilities with active uses along street frontages.

5.4.3-P13 Provide new street, bicycle and pedestrian networks that encourage visibility, accommodate multiple modes of travel and maximize connections, particularly through large sites and to the Downtown and Santa Clara University.

5.4.3-P14 Encourage alternative modes of travel to and from the Station, including biking, walking and shuttles.

5.4.3-P15 Prioritize vehicular and transit transportation modes on roadways, such as Coleman Avenue and De La Cruz Boulevard, that provide access to the Station and prioritize pedestrian and bicycle transportation modes on internal streets within the Santa Clara Station Focus Area.

5.4.3-P16 Exempt intersections that do not provide a direct link to the Station and associated parking from the City-wide Level of Service standards for vehicles on a case-by-case basis or until alternate standards are adopted in conformance with the Prerequisite requirements.

5.4.3-P17 Work with appropriate transportation agencies and surrounding cities to maximize rail and bus transit to and from the Station.

5.4.3-P18 Retain Light Industrial and Office/Research and Development uses northeast of Coleman Avenue and De La Cruz Boulevard.

5.4.3-P19 Exclude auto-oriented uses, drive-through establishments and Specified Regulated Businesses from the Santa Clara Station Focus Area.

Stevens Creek Boulevard is a major commercial corridor dominated by auto dealers [left] that also include some small-scale one-story strip malls. Some uses along Stevens Creek Boulevard already have structured and underground parking to maximize the area for commercial uses on small sites [right].

Expanding existing uses and intensifying development along the corridor [Stevens Creek Boulevard, Santa Clara, left], offer opportunities to bring buildings to the street edge and improve signage [Lodi, CA, center] and enhance the visual quality of the corridor.

5.4.4 Stevens Creek Boulevard Focus Area Goals and Policies

The Stevens Creek Boulevard Focus Area is located on the northern side of Stevens Creek Boulevard, at the southern border of the City between Winchester Boulevard and Lawrence Expressway. Just to the east of this Focus Area are Valley Fair Mall and Santana Row, both of which are regional commercial destinations. Like El Camino Real, Stevens Creek Boulevard is a major east-west arterial roadway, with local and regional-serving commercial uses. Sales of automobiles and durable goods, like furniture and recreational vehicles, are the primary businesses in this area and are integral to the corridor's vitality. Also, like El Camino Real, the older building stock, extensive signage, lack of landscaping and wide right-of-way in this Focus Area detract from the visual quality. Additionally, most of the area has relatively shallow parcels that abut single-family residential uses.

New development in the Focus Area will gradually replace existing development. New, non-residential development is expected with up to 0.5 FAR and higher-intensity, two- to three-story showrooms to maximize the use of smaller parcels and minimize conflicts with surrounding neighborhoods. Professional offices could be a secondary use to the primary retail commercial uses. The application of Transition policies, included in Section 5.5: Neighborhood Compatibility will address appropriate development scale, particularly on smaller lots, in order to promote compatibility between new development and existing residences. Vehicular access is a priority along Stevens Creek Boulevard to support the primary commercial uses, with transit access a priority for the mixed-use development planned near Saratoga Avenue and Stevens Creek Boulevard. Parking, loading and bus rapid transit, in conjunction with streetscape amenities, street trees and wider sidewalks illustrated on Figure 5.4-6 should be incorporated into the street design along the corridor. While pedestrian comfort will be improved along the street overall, the corridor will retain its auto-dominant character.

Stevens Creek Boulevard Focus Area Goals

5.4.4-G1 Stevens Creek Boulevard Focus Area retains its prominence as a regional destination for sales of vehicles and durable and large commodity goods.

5.4.4-G2 Higher-intensity development concentrated adjacent to the Stevens Creek Boulevard right-of-way and near the intersection with Saratoga Avenue.

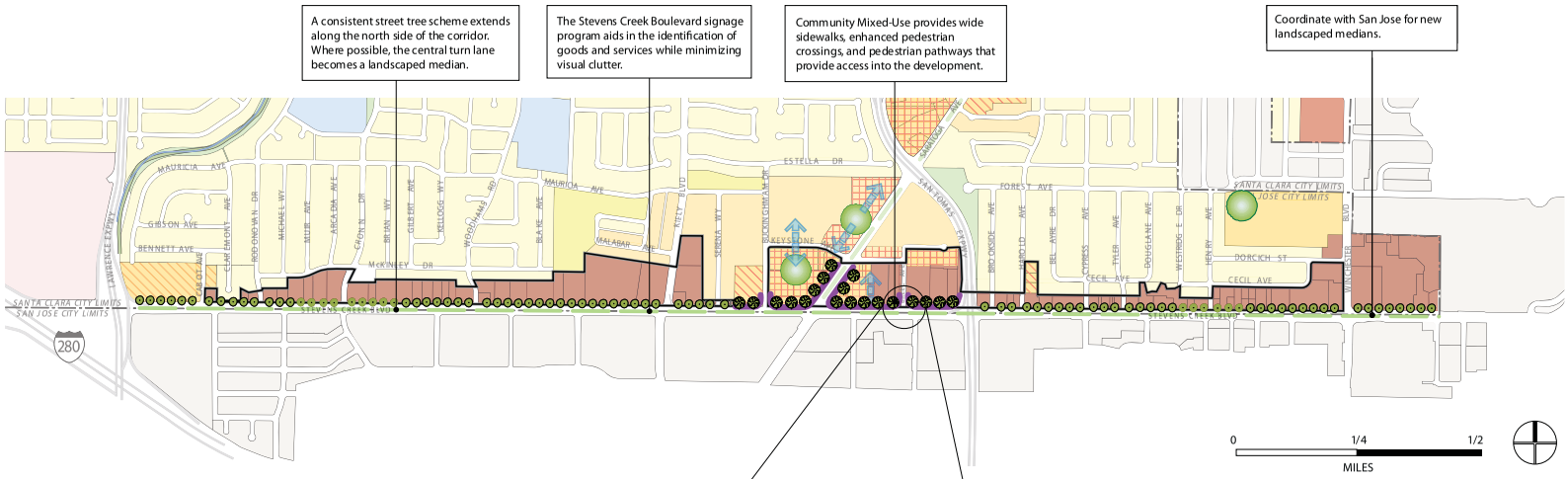
5.4.4-G3 Retail uses along Stevens Creek Boulevard that are compatible with adjacent residential neighborhoods.

5.4.4-G4 Vehicular and transit priority along Stevens Creek Boulevard.

Stevens Creek Boulevard Focus Area Policies

5.4.4-P1 All density and intensity for new development should be consistent with the specified land use designation as defined for the Land Use Diagram classifications.

Figure 5.4-5
Stevens Creek Focus Area



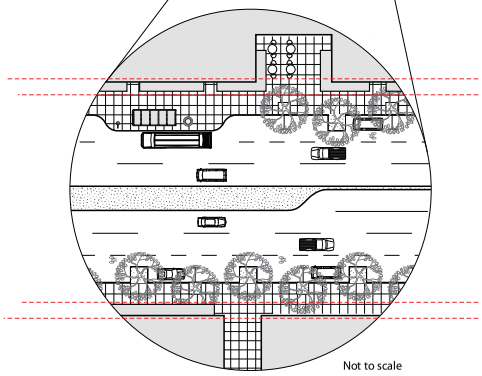
Legend

Land Uses Within the Focus Area

- Regional Commercial
- Neighborhood Mixed Use
- Community Mixed Use
- City Limits

Urban Design Features

- Focus Area Boundary
- Pedestrian Connection
- Pedestrian Orientation/ Active Street Frontage
- Proposed Open Space (Not to scale)
- Tree-Lined Median
- Transition Zone
- Signature Streetscape
- Corridor Streetscape



Not to scale

Typical Streetscape for Regional Commercial Areas

Streetscapes are enhanced with street furniture, wayfinding signage, public art, a double row of street trees, bulb-outs and special paving at crosswalks. Plazas and public gathering spaces are located along the widened sidewalk.

5.4.4-P2 Provide appropriate transitions between new development and adjacent uses consistent with General Plan Transition Policies.

5.4.4-P3 In cooperation with the City of San José, promote development and streetscape design consistent with those illustrated in Figure 5.4-5.

5.4.4-P4 Work with the City of San José to coordinate streetscape design standards for street trees, sidewalks and planted median islands.

5.4.4-P5 Allow flexible sign standards to attract regional-serving retail businesses and to provide visibility for through traffic in the Stevens Creek Boulevard Focus Area.

5.4.4-P6 For new mixed use development, residential uses should be located on upper floors, with active commercial uses at the ground level and oriented to Stevens Creek Boulevard.

5.4.4-P7 Residential development should include front doors, windows, stoops, porches or bay windows along street frontages.

5.4.4-P8 Provide private and common open space with all new residential development.

5.4.4-P9 Provide internal pedestrian connections to surrounding neighborhoods and across Saratoga Avenue for new mixed-use development.

5.4.4-P10 Promote multimodal transit accessibility at Stevens Creek Boulevard and Saratoga Avenue.

5.4.4-P11 Work with Valley Transportation Authority to implement a Bus Rapid Transit or similar transit service along Stevens Creek Boulevard, retaining on-street parking and median islands for landscaping.

5.4.4-P12 Encourage efficient use of land for retail uses through consolidated, shared and structured parking.

5.4.4-P13 Provide adequate off-street loading areas that do not conflict with bicycle, transit or automobile movements for new commercial development.

5.4.4-P14 Promote variably timed on-street parking and loading to accommodate business needs along the street, outside of vehicle lanes and median areas, if feasible.

5.4.4-P15 Prohibit loading and unloading in residential areas and on residential streets.

5.4.5 Future Focus Areas Goals and Policies

Future Focus Areas are identified for Phases II and III of the General Plan. Each of these areas requires additional planning as prerequisites for development. Future Focus Areas are located north of the Caltrain corridor, adjacent to existing transit hubs or along major transportation corridors. The Future Focus Areas represent a change from existing underutilized office and industrial uses to higher-density residential and mixed-use neighborhoods with a full complement of supportive services. Careful planning of each area is essential to ensure the provision of adequate infrastructure and services, an appropriate interface with surrounding development and access to transit, open space and recreation. The Future Focus Areas are delineated by a red outline in Figure 5.4-1 and include:

- Central Expressway
- De La Cruz
- Great America Parkway
- Lawrence Station
- Tasman East
- Tasman West

The Land Use Diagram designates future land uses and their location for each Future Focus Area. Confirmation and/or changes to these land use designations will occur in the context of the comprehensive planning process required as a prerequisite for residential development in any of these areas. General Plan Goals and Policies for the Future Focus Areas provide a guide for these planning efforts.

Future Focus Area Goals

5.4.5-G1 All applicable prerequisites are met, and a comprehensive plan is adopted, prior to implementation of any Future Focus Area.

5.4.5-G2 Adequate infrastructure, services and funding are planned to support new development in Future Focus Areas.

5.4.5-G3 New residential development that includes provisions for compatibility with surrounding non-residential uses.

Future Focus Area Policies

5.4.5-P1 Require the adoption of the comprehensive plan prior to any rezoning within that designated Future Focus Area.

5.4.5-P2 Implement development in Future Focus Areas in conformance with applicable General Plan policies for Neighborhood Compatibility, Mobility and Transportation, Public Services, and Environmental Quality.

5.4.5-P3 Allow Future Focus Area plans to be initiated by one or more private parties who provide funding to the City for planning the entire Focus Area; the City may include a reimbursement program for the private parties as part of the Future Focus Area Plan.

5.4.5-P4 Until such time as a comprehensive plan is adopted for a Future Focus Area, allow development in accordance with the land use designations on the Phase I General Plan Land Use Diagram.

5.4.5-P5 Discourage any new development that would preclude the implementation of the residential neighborhoods identified in the Future Focus Areas, Phases II and III, of the General Plan Land Use Diagrams.

5.4.5-P6 Encourage new comprehensive plans for Future Focus Areas to provide a full complement of uses, including neighborhood-oriented retail and commercial activities, open space, and public facilities.

5.4.5-P7 Implement appropriate measures for new residential development to reduce any land use conflicts with surrounding non-residential uses.

5.4.5-P8 Require development of public amenities, including parks and open space, in the first phase of development for all Future Focus Areas.

5.4.5-P9 Emphasize walkability and access to transit and existing roadways in Future Focus Area comprehensive plans.

5.4.5-P10 Provide access across expressways or major arterial streets so that new residential development in Future Focus Areas has adequate access to neighborhood retail, services and public facilities.

5.5 NEIGHBORHOOD COMPATIBILITY

The City of Santa Clara's high quality of life is directly related to the livability and character of its many residential neighborhoods. One of the Major Strategies of the General Plan is to ensure that the City's existing neighborhoods and community fabric are maintained as the City grows. The General Plan encourages new uses that are contextually appropriate, both in land use as well as in scale and design. This compatibility is supported through policies that allow flexibility to accommodate unique sites, development conditions, and the transition between existing and new development.

Goals and policies related to discretionary uses provide a basis for flexibility and compatibility both within, and adjacent to, the City's existing residential neighborhoods. Discretionary Use Policies address unique cases in which uses and/or densities, other than those designated on the Land Use Diagram, may conform to the General Plan. These alternate uses would be permitted without a General Plan amendment. Transition Policies focus on preserving neighborhood identity, ensuring continuity in design and providing an appropriate transition between existing lower-intensity development and new higher-intensity development.

While the focus of new growth within the City will occur on sites that primarily have underutilized commercial and industrial uses, there are locations in the City where these sites are adjacent to, or abutting, well-established residential neighborhoods. Specific areas vulnerable to conflicts between new and existing uses are primarily located along the City's commercial corridors, where shallow commercial lots abut single-family residences. Much of Santa Clara's established residential fabric is comprised of one- and two-story homes. New, higher-intensity mixed-use development, particularly along El Camino Real and Stevens Creek Boulevard, will need to step down in scale and massing where development is directly adjacent to single-family homes. Additionally, careful attention to use, massing, scale and streetscape design along local, residential streets where new development faces existing development, can also help to provide a more gradual transition for neighborhood compatibility.

5.5.1 Discretionary Use Goals and Policies

Discretionary Use Policies are applicable under specific conditions for which an alternate use and/or density to the classification on the Land Use Diagram can conform to the General Plan. These policies are intended to promote compatibility with surrounding uses and support the General Plan Major Strategies. Discretionary Use Policies may only be applied singularly, and may not be combined for new development projects.

Discretionary Use Goals

5.5.1-G1 Incentives to encourage alternative developments that promote neighborhood compatibility.

5.5.1-G2 Flexibility in permitted land uses, densities and intensities to support General Plan Major Strategies and goals and policies for Focus Areas, Historic Preservation, Mobility and Transportation, and Environmental Quality.

Discretionary Use Policies

5.5.1-P1 For residentially designated properties under one-half acre, including those which are part of a single development proposal exceeding one-half acre, allow an alternate density of up to one range higher or lower than the classification shown on the General Plan Land Use Diagrams in order to facilitate infill development, provided that the proposed development is compatible with surrounding uses and consistent with other applicable General Plan Policies. For example, a parcel designated as Low Density may accommodate Very Low Density or Medium Density, but not High Density.

5.5.1-P2 For development restricting 100 percent of the residential units for senior housing, allow development under any residential land use classification provided that the increased density is compatible with planned uses on neighboring properties and consistent with other applicable General Plan policies and provided that the property is located near neighborhood retail, health and community facilities, and transit.

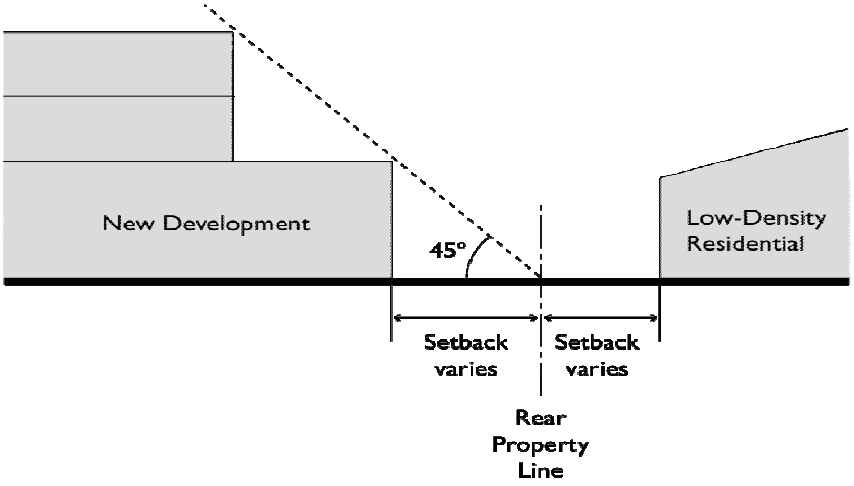


Figure 5.5-1: Example of Transition with Existing, Lower Intensity Development

5.5.1-P3 For residential development providing more affordable units than required based on the City's Inclusionary Housing Policy, allow a density bonus, consistent with California State density bonus law, for the total number of units permitted under the General Plan residential land use classification for the property, provided that the increased density is compatible with planned uses on neighboring properties and consistent with other applicable regulations and General Plan policies.

5.5.1-P4 For residential development providing greater than 50 percent of the total number of units for affordable housing on residentially designated properties, allow development under any residential land use classification provided that the increased density is compatible with planned uses on neighboring properties and consistent with other applicable General Plan policies.

5.5.1-P5 For properties within one-quarter mile of a multimodal transit stop, allow a ten percent increase in residential density and/or a ten percent increase in the maximum allowed non-residential square footage, provided that the increased density and/or intensity is compatible with planned uses on neighboring properties and consistent with other applicable General Plan policies.

5.5.1-P6 For development proposing a minimum LEED Gold or greater equivalent, allow a ten percent increase in residential density and/or a ten percent increase in the maximum allowed non-residential square-footage, provided that the increased density and/or intensity is compatible with planned uses on neighboring properties and consistent with other applicable General Plan policies.

5.5.1-P7 For new mixed use development with exemplary design that provides appropriate transition measures to existing neighborhoods, allow a ten percent reduction in the minimum required residential density and/or a ten percent reduction in the minimum allowed non-residential square footage, provided that the reduced density and/or intensity is compatible with planned uses on neighboring properties and consistent with other applicable General Plan policies.

5.5.1-P8 For parcels designated for commercial or industrial uses under one-half acre proposed for consolidation for a single development that exceeds one acre, allow a ten percent increase in the maximum allowed square footage, provided that the intensity is compatible with planned uses on neighboring properties and consistent with other General Plan policies.

5.5.1-P9 For Data Centers on Light or Heavy Industrial designated properties, allow a 20 percent increase in the maximum allowed non-residential square-footage, provided that sufficient on-site land area is available to meet the parking requirements for other uses allowed under those designations, and provided that the increased intensity is compatible with planned uses on neighboring properties and consistent with other applicable General Plan policies.

5.5.1-P10 For surplus, unused or underutilized public/quasi public lands, designated Public/Quasi Public or Parks/Open Space on the Land Use Diagram, allow alternate uses on sites, consistent with planned uses on neighboring properties and other applicable General Plan policies.

Stepping down building heights [San Mateo Drive, San Mateo, CA top] and providing landscaped street frontages and stoops [center] helps to integrate new development into existing neighborhoods. Locating parking away from the street edge and from public view minimizes visual impact in existing neighborhoods [bottom].

5.5.1-P11 Allow a new public/quasi public and parks/open space use under any General Plan Land Use classification, except in areas designated as Light Industrial or Heavy Industrial, provided that it is compatible with planned uses on neighboring properties, consistent with other applicable General Plan policies, and has primary access from a public street classified as at least a Major Collector on the Mobility and Transportation Diagram.

5.5.1-P12 For City historically or architecturally significant properties, listed in Appendix 8.9, allow alternate uses from those on the General Plan Land Use Diagram in order to encourage preservation of the resource, provided that the alternate use is compatible with planned uses on neighboring properties and consistent with other applicable General Plan policies.

5.5.1-P13 Hotel development north of the Caltrain corridor is allowed in any land use designation, except Light and Heavy Industrial, provided that the property is annexed to the City's Community Facilities Assessment District, or similar district, and that the use is compatible with planned uses on neighboring properties and consistent with other applicable General Plan policies.

5.5.2 Transition Goals and Policies

Transition policies are applicable to sites where new development is of a different land use classification and/or intensity to that of adjacent neighborhoods. Transition Policies may apply to areas where residential uses abut retail, commercial, office, research and development, or industrial development. Transition Policies do not apply to new development in the Downtown Core within the Downtown Focus Area in order to promote a revitalized destination in the heart of Santa Clara. Transition Policies for properties in proximity to historic resources are also included in the Historic Preservation Policies in Section 5.6.

Transition Policies are intended to address compatibility between existing and new development and may be applied in order to:

- Adjust building height, scale and massing along the site perimeter abutting lower- intensity uses. For example, a multi-story commercial building could be taller along

the street frontage, and shorter near the portion of the site that abuts a residential parcel, as illustrated in Figure 5.5-1.

- Provide buffers, such as landscaping or setbacks, between differing uses or intensities. For example, a setback could be increased, or a balcony/window screen could be provided, when a taller building is proposed next to a shorter building.
- Restrict loading and noise generating activities to protect adjacent residential uses.
- Promote below-grade parking and screen loading areas from street view.
- Encourage enhanced streetscape design and amenities to integrate new development into neighborhoods and promote pedestrian activity.

Transition Goals

5.5.2-G1 High quality, enjoyable and livable neighborhoods.

5.5.2-G2 Preservation of the character of individual neighborhoods.

5.5.2-G3 New development that is compatible with adjacent existing and planned residential neighborhoods.

Transition Policies

5.5.2-P1 Require that new development incorporate building articulation and architectural features, including front doors, windows, stoops, porches or bay windows along street frontages, to integrate new development into existing neighborhoods.

5.5.2-P2 Implement design review guidelines for setback, heights, materials, massing, articulation and other standards to support Transition Policies and promote neighborhood compatibility.

5.5.2-P3 Implement site design solutions, such as landscaping and increased building setbacks, to provide a buffer between non-residential and residential uses.

5.5.2-P4 Provide adequate separation between incompatible land uses in order to minimize negative effects on surrounding existing and planned development.

5.5.2-P5 Require that new development provide an appropriate transition to surrounding neighborhoods.

5.5.2-P6 Adjust new building height, scale and massing along the site perimeter abutting planned lower-intensity uses.

5.5.2-P7 For buildings of three stories or greater, increase the setback of upper stories where they abut lower-intensity residential uses.

5.5.2-P8 Encourage enhanced streetscape design and reduced building mass for non-residential uses located across the street from lower-intensity residential neighborhoods.

5.5.2-P9 Improve pedestrian amenities, including sidewalks and bicycle paths, to promote neighborhood compatibility.

5.5.2-P10 Encourage below-grade parking to accommodate parking demand in order to reduce overall building height and massing in transition areas.

5.5.2-P11 Restrict loading, trash and noise-generating activities to protect adjacent residential uses.

5.5.2-P12 Screen loading and trash areas to preclude visibility from off-site and public streets.

5.5.2-P13 Offer opportunities for developed neighborhoods to initiate planning efforts to provide a vision for future streetscape design and neighborhood character.

5.6 HISTORIC PRESERVATION

Santa Clara's character and identity are largely products of its history as a Mission City. Historic resources in the City, including Mission Santa Clara, numerous historic homes and relics found in local Native American burial sites, serve as a reminder of this rich history. The City's commitment to its architectural and archaeological history is reflected in General Plan Goals and Policies that address the preservation and protection of resources with local, State and national significance. Policies not only focus on the historic properties themselves but also the immediate surrounding area that provides the context for these resources.

Adaptively reusing and preserving historic homes [top and center] and maintaining appropriate character and scale for new infill development [bottom] supports the preservation of Santa Clara's historic character for future generations.

In order to support its historic preservation goals, the City established a Historical and Landmarks Commission and obtained recognition by the State Office of Historic Preservation of the City as a Certified Local Government (CLG). Historic preservation policies also support the two Major Strategies of the General Plan to enhance the City's identity and to preserve existing neighborhoods.

The City currently uses the following tools to evaluate historic resources:

- The Historical and Landmarks Commission advises the City Council on all matters related to historical sites and issues. As required by the State Certified Local Government program, the City has established a list of Architecturally or Historically Significant Properties which is included in Appendix 8.9 of the General Plan, and is the foundation for the Commission's recommendations.

- The Criteria for Local Significance, also included in Appendix 8.9, establishes evaluation measures, to ensure that the resource is at least 50 years old and that the property is associated with an important individual or event, an architectural innovation, and/or an archaeological contribution in order to be deemed significant. The City maintains a list of qualified historic consultants for these evaluations.

Architecturally or Historically Significant Properties refer to prehistoric and historic features, structures, sites or properties that represent important aspects of the City's heritage. Historic Preservation policies strengthen the City's Historic Preservation Goals, providing direction for changes to historic resources and new development proposed within 100 feet of historic properties in order to evaluate any potential effects on the historic context for the resource. A 100–foot radius, defined as the Area of Historic Sensitivity, is approximately equal to all properties abutting, across the street, and adjacent to abutting properties from a historic resource. This would comprise a little less than a typical City block. Preservation of Santa Clara's long history is also supported by policies that protect archaeological resources, such as relics found in burial sites.

5.6.1 Historic Preservation Goals and Policies

Historic Preservation Goals and policies are applicable to the City's historic resources in order to provide the basis for their protection, reuse and identification in the City. These resources include historic structures, like the Berryessa Adobe, the Harris-Lass Historic Preserve and the Santa Clara Railroad Depot, as well as some of the City's historic homes in areas like the Old Quad. Appendix 8.9 includes the City's list of Architecturally or Historically Significant Properties.

Historic Preservation Goals

5.6.1-G1 Preservation of historic resources and neighborhoods.

5.6.1-G2 Public awareness of the City's historic preservation programs.

5.6.1-G3 Changes and maintenance of historic resources that retain the integrity of the property and its historic value.

Historic Preservation Policies

5.6.1-P1 Discourage the demolition or inappropriate alterations of historic buildings and ensure the protection of historic resources through the continued enforcement of codes and design guidelines.

5.6.1-P2 Protect the historic integrity of designated historic properties and encourage adaptive reuse as an alternative to demolition.

5.6.1-P3 Protect historic resources from demolition, inappropriate alterations and incompatible development.

5.6.1-P4 Use the City's Criteria for Local Significance as the basis for designating historic resources and review proposed changes to these resources for consistency with the Secretary of Interior Standards and California Historic Building Code.

5.6.1-P5 Promote the use of the preservation standards outlined in the current Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings, for properties listed, or eligible for listing, on the City's list of Architecturally or Historically Significant Properties.

5.6.1-P6 Promote an active program to identify, interpret and designate the City's historic properties, including the evaluation of resources over 50 years old to determine eligibility for the City's list of Architecturally or Historically Significant Properties.

5.6.1-P7 Encourage programs that provide incentives and leverage public and private resources, to promote historic preservation, maintenance and adaptive reuse by property owners, such as Mills Act Contracts for tax benefits, tax credits and zero or low-interest loans for income-qualified residents.

5.6.1-P8 Coordinate historic preservation efforts with other agencies and organizations, including the Chamber of Commerce, Santa Clara County Historical and Genealogical Society, and other historical organizations.

5.6.1-P9 Facilitate public outreach, education and information regarding historic preservation through the City's Historical and Landmarks Commission.

5.6.1-P10 Update and maintain the City's list of Architecturally or Historically Significant Properties, and associated State Department of Parks and Recreation forms, as an Appendix to the General Plan.

5.6.2 Areas of Historic Sensitivity Goals and Policies

The area immediately surrounding historic resources contributes to the setting for the resource. It is important to review any changes in these areas with that in mind. The following goals and policies provide direction for all properties within a radius of 100 feet to City, State, or federally listed historic resources in the City. Relevant policies regarding transitions between uses may be found in Section 5.4: Neighborhood Compatibility. Appendix 8.9 includes an illustration of the Areas of Sensitivity for Agnew Village and the Old Quad (Figure 8.9-2).

Areas of Historic Sensitivity Goals

5.6.2-G1 New development that is compatible with nearby historic resources.

5.6.2-G2 Preservation of the neighborhood context for historic resources.

Areas of Historic Sensitivity Policies

5.6.2-P1 Evaluate any proposed changes to properties within 100 feet of historic resources on the City's list of Architecturally or Historically Significant Properties for potential negative effects on the historic integrity of the resource or its historic context.

5.6.2-P2 Require that changes to properties that contribute to the context of a historic resource are compatible in scale, materials, design, height, mass and use with the historic resource or its context.

5.6.2-P3 Strengthen the character and historic context of the Old Quad historic neighborhood through streetscape design, amenities and street tree plantings.

5.6.2-P4 Work with Santa Clara University to improve compatibility between University-owned properties and nearby historic resources.

5.6.2-P5 Work with off-campus housing providers to ensure that maintenance and operational provisions that protect nearby historic resources are implemented.

5.6.2-P6 Provide notification and information to owners and developers of properties near historic resources in order to increase awareness of potential constraints on new development and/or uses.

5.6.3 Archaeological and Cultural Resources Goals and Policies

The City of Santa Clara is rich with archaeological and paleontological resources. These resources include the Santa Clara Mission, Native American burial grounds, the Berryessa Adobe and many others. The following Goals and Policies ensure that these resources are protected, now and into the future, and that appropriate mitigation measures to unforeseen impacts are enforced.

Archaeological and Cultural Resources Goals

5.6.3-G1 Protection and preservation of cultural resources, as well as archaeological and paleontological sites.

5.6.3-G2 Appropriate mitigation in the event that human remains, archaeological resources or paleontological resources are discovered during construction activities.

Archaeological and Cultural Resources Policies

5.6.3-P1 Require that new development avoid or reduce potential impacts to archaeological, paleontological and cultural resources.

5.6.3-P2 Encourage salvage and preservation of scientifically valuable paleontological or archaeological materials.

5.6.3-P3 Consult with California Native American tribes prior to considering amendments to the City's General Plan.

5.6.3-P4 Require that a qualified paleontologist/archaeologist monitor all grading and/or excavation if there is a potential to affect archeological or paleontological resources, including sites within 500 feet of natural water courses and in the Old Quad neighborhood.

5.6.3-P5 In the event that archaeological/paleontological resources are discovered, require that work be suspended until the significance of the find and recommended actions are determined by a qualified archaeologist/paleontologist.

5.6.3-P6 In the event that human remains are discovered, work with the appropriate Native American representative and follow the procedures set forth in State law.

5.7 MOBILITY AND TRANSPORTATION DIAGRAM

The Mobility and Transportation Diagram is comprised of three components: the Roadway Network, the Transit Network, and the Bicycle and Pedestrian Network. Together, these, in conjunction with the three phases of Land Use Diagram, provide the framework for the General Plan land use and transportation elements. The three components of the Mobility and Transportation Diagram are based on Santa Clara's existing facilities. Future infrastructure will expand the City's transportation networks to ensure an integrated, well-connected system to increase walking, bicycling and transit opportunities. To maintain internal consistency for the Plan, any plans, construction or funding of improvements that conflict with the Transportation and Mobility Diagrams or text, including those that would alter the classification of a transportation facility, should include a General Plan Amendment in order to evaluate the broader implications of the proposal. Balancing transportation with all other components of the General Plan supports the Major Strategies for of the all modes supports high quality of life, sustainability, and health and safety, as well as the goals and policies identified in Appendix 8.13: Sustainability Goals and Policies Matrix.

This Section describes the assumptions and standards for the three Mobility and Transportation Diagrams, as well as for Transportation Demand Management (TDM), parking, and rail and freight movement, as the primary components for mobility and transportation. Section 5.8 presents the City's Mobility and Transportation Goals and Policies.

Vehicle Level of Service

Level of Service (LOS) represents a qualitative description of the traffic operations experienced by the driver at the intersection. It ranges from LOS "A" with no congestion and delay to LOS "F" with excessive congestion and delays. LOS uses quantifiable traffic measures such as average speed and intersection delay to determine driver satisfaction. LOS ratings are derived from the peak hour during the commute hours of the day as well as for daily operations. Refer to the Transportation Appendix 8.7 for a description of LOS definitions and thresholds. Similar levels of service may be used for corresponding transit, bicycle, and pedestrian speed and delay to define user satisfaction.

5.7.1 Transportation Assumptions

Phasing

Specific improvements to the transportation networks are identified as prerequisites for development for each General Plan phase. These improvements ensure an adequate level of infrastructure to meet the needs of new development for roadways, transit, bicycle and pedestrian facilities. If prerequisite requirements for improvements are not met by the beginning of

the applicable phase, then new development in accordance with that phase would be precluded until the prerequisite is met. Prerequisites are defined in Section 5.1.

Measurement Standards

While the first phase of the General Plan retains the traditional assignment of a minimum acceptable operating vehicular Level of Service (LOS), Prerequisites 5.1.1-P12 and P14 require that prior to Phase II an alternative that responds to changing community needs for alternate transportation modes is implemented. In addition, the City may choose to exempt certain intersections within the El Camino Real, Downtown and Santa Clara Station Focus Areas on a case-by-case basis in Phase I. To meet the Prerequisite requirements, the City will consider replacing this standard with an alternative, such as a weighted City-wide average of LOS D for vehicles, to determine a development project's effect on the roadway, transit and pedestrian and bicycle networks. This type of standard would only be applicable to City-controlled facilities since facilities controlled by the County's Congestion Management Agency, Santa Clara Valley Transportation Authority (VTA), and those controlled by Santa Clara County, such as expressways, are subject to the standards of the Congestion Management Program (CMP) and the standards of the County, respectively. CMP facilities are listed in Appendix 8.7. Both the CMP and County standard for vehicles is LOS E. While applying alternate standards may mean that individual roadways and intersections operate below the City's or CMP standards, they can be designed to ensure that the transportation network continues to function at acceptable levels overall.

When the City establishes an alternate LOS, such as an average City LOS D standard, it will help to promote flexibility and take advantage of land use density and diversity in order to increase transit ridership, biking and walking while decreasing the need for automobile travel. Such a shift from vehicle usage can reduce air pollution, energy consumption and greenhouse gas emissions, which supports the General Plan's policies for climate change (as described in Appendix 8.13: Sustainability Goals and Policies Matrix).

Certain Focus Areas may also be exempt from the vehicular LOS standard in order to support alternate transportation modes.

Figure 5.7-1

Mobility & Transportation Diagram: Roadway Network

- Freeway
- Expressway
- Arterial
- Collector
- Local Street
- Freeway Connector Ramp
- Grade Separation
- At-grade Rail Crossing
- Interchange
- Rail & Light Rail
- Rail/Light Rail Station
- City Limits

These areas should include the El Camino Real, Downtown, and Santa Clara Station Focus Areas. Roadways and intersections that may be exempt, along with appropriate priorities for transportation modes, are identified in Section 5.4: Focus Areas. To implement an alternative LOS standard, such as an average City LOS, General Plan prerequisites require adoption of an implementation mechanism, such as an Area Development Policy for an alternate Level of Service standard, in cooperation with VTA prior to 2015.

5.7.2 Mobility and Transportation Classifications and Diagram

This section describes the components of the Mobility and Transportation Diagram, including the City's Roadway Network, Transit Network, and Bicycle and Pedestrian Network. Each of these three components is discussed separately. Together, they comprise the complete Mobility and Transportation Diagram.

Roadway Network

Roadway classifications provide a hierarchical framework for the design and operation of the City's streets. Generally, street classifications define vehicle capacity into, and through, a city, as well as the number of travel lanes, speed limits and access points. Local streets have fewer lanes, lower speed limits and more access points to fronting properties, while arterials have more lanes, higher speed limits and fewer access points.

The General Plan Roadway Network includes five street types: freeways, expressways, arterials, collector streets, and local streets. These are shown in Figure 5.7-1. The Roadway Network includes opportunities for alternate transportation modes, recognizing that transportation corridors serve multiple users with different abilities and preferences.

Roadway Classifications

Freeways

Freeways are high-speed travel ways included in the State and federal highway systems and under the jurisdiction of Caltrans. Their purpose is to carry regional through traffic. Typical freeway speeds are 55 to 65 miles per hour, and rights-of-way are 200 to 250 feet, with additional width at interchanges. Access is provided by interchanges with typical spacing of one mile or greater. No direct access is provided to adjacent land uses.

No pedestrian or bicycle facilities are provided, although some transit routes may travel on these roadways. When upgrades to existing interchanges or grade separations are planned, pedestrian, bicycle and transit circulation will be accommodated to the extent feasible. The existing freeways in the City are:

- U.S. Highway 101
- State Route 237
- Interstate 280

Expressways

Expressways are typically designed to serve regional traffic with speeds of 45 miles per hour and limited access. These facilities are under the jurisdiction of Santa Clara County and include transit service and stops. Crosswalks are provided at all signalized intersections on the expressway system. Wide shoulders or parallel routes are generally provided. When upgrades to existing interchanges or grade separations on the expressway system are planned, pedestrian, bicycle and transit circulation will be accommodated to the extent feasible. The expressways serving the City are:

- Lawrence Expressway
- San Tomas/Montague Expressway
- Central Expressway

Major and Minor Arterial Streets

Major and minor arterial streets primarily serve through traffic not served by expressways or freeways, and typically include transit vehicles. These streets have travel speeds between 35 and 45 miles per hour. Major arterials are generally designed with four travel lanes and a 100- to 120-foot right-of-way. Minor arterials are generally two to four travel lanes with up to a 95-foot right-of-way. Both types typically have dedicated left-turn lanes, traffic signals at major intersections, and parallel street parking. Through traffic and transit on these streets is given signal priority. Pedestrians are accommodated with sidewalks and crosswalks. Arterial streets can provide bicycle facilities (such as striped lanes or separate paths) and should include sidewalks and street trees. Transit service is also emphasized, particularly on major arterials.

Examples of major arterials are:

- De La Cruz Boulevard
- El Camino Real
- Keily Boulevard/Bowers Avenue/Great America Parkway
- Scott Boulevard
- Tasman Drive

Minor arterials include:

- Lick Mill Boulevard
- Monroe Street
- Walsh Avenue
- Pruneridge Avenue
- Winchester Boulevard

Collector Streets

These streets provide traffic circulation for residential and commercial uses at travel speeds of 25 to 35 miles per hour. Typically, collector streets have two to four lanes and have rights-of-way of 55 to 75 feet. Collector streets penetrate residential neighborhoods, distributing trips from the arterials into neighborhoods. They usually channel traffic from local streets to arterials. They also provide pedestrian and bicycle links between destinations and should include sidewalks and street trees. Some collector streets, such as those with adjacent commercial or high-density residential development, may experience greater traffic volumes than those with adjacent low-density residential development or schools. Transit services may be provided on some collector streets. Through truck traffic is discouraged. Example collector streets in the City of Santa Clara include:

- Calabazas Boulevard
- Forbes Avenue
- Los Padres Boulevard
- Market Street/Bellomy Street
- Pomeroy Avenue

Local Streets

All other streets not designated on the Mobility and Transportation Diagram are local streets. They equally accommodate automobiles, bicycles and pedestrians within the public right-of-way. Transit use and truck traffic, if any, is incidental. These streets are designed for lower traffic volumes and provide primary access for abutting residential and neighborhood commercial properties. Typically, these streets are two lanes and have a 40- to 60-foot right-of-way, with travel speeds of 25 miles per hour. Traffic management strategies for these streets encourage slower traffic. Sidewalks, street trees and pedestrian amenities are encouraged. In addition to local streets, some neighborhoods include public alleys. Alleys are not subject to City street standards such as setbacks, sidewalks and design criteria.

Interchanges, Grade Separations, Freeway Connector Ramps and At-Grade Rail Crossings

These facilities accommodate or connect traffic over physical barriers. Any renovation or upgrade of existing facilities should accommodate pedestrian and bicycle traffic as well. Existing facilities are identified on the Mobility and Transportation Diagram. Typically, new facilities are discouraged from within the City of Santa Clara's jurisdictional boundaries.

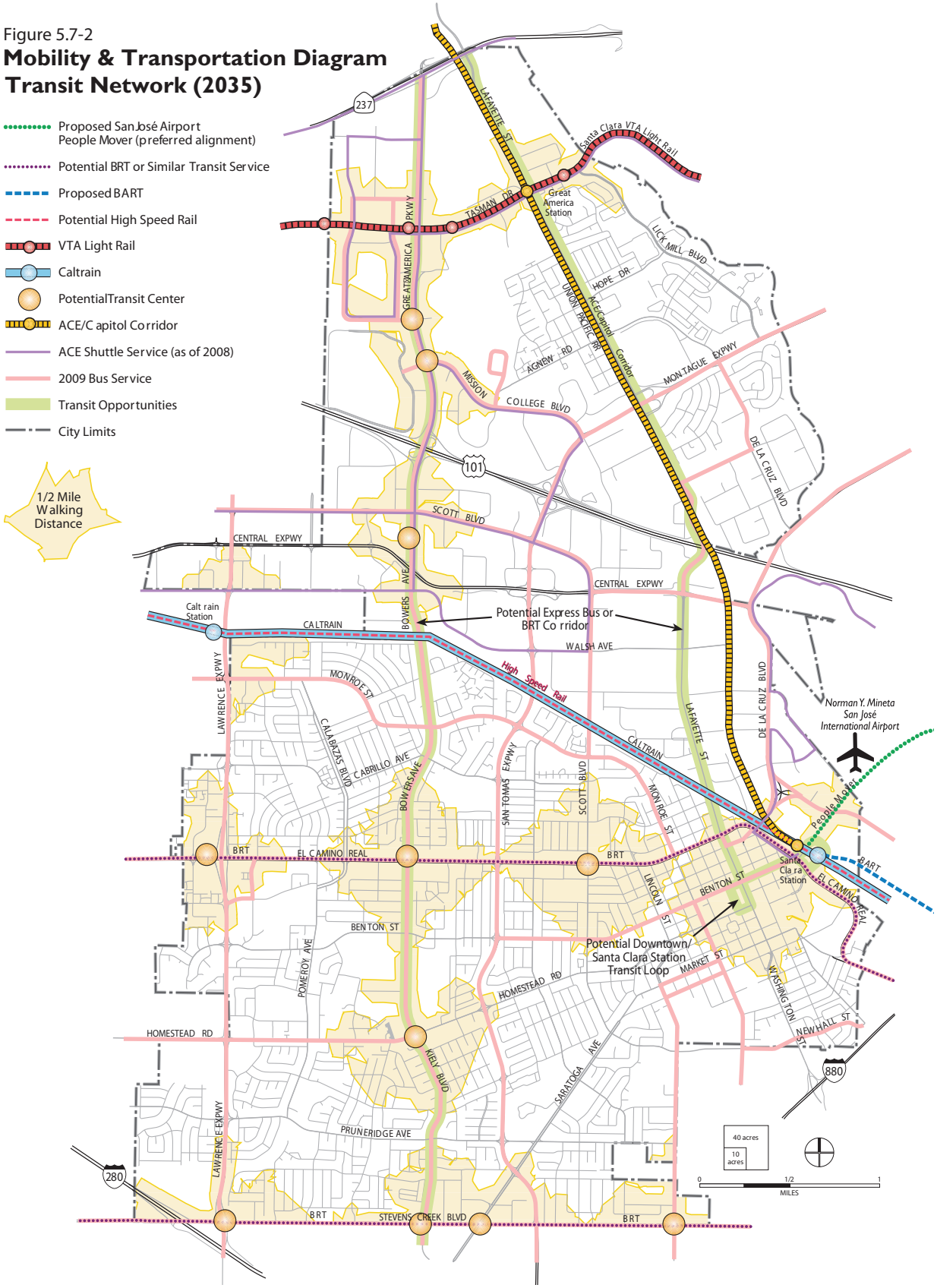
Transit Network

Santa Clara's Transit Network includes rail and bus facilities both on- and off-street. The Transit Network is comprised of a variety of services, as shown in Figure 5.7-2. Existing public transit service within the City is primarily provided by Valley Transportation Authority (VTA) and consists of bus, light rail transit and paratransit services. Commuter rail lines stopping at the Santa Clara Transit Station include Caltrain, operated by the Peninsula Joint Powers Board (JPB), and Altamont Commuter Express (ACE), operated by the San Joaquin Regional Rail Commission. In addition to the ACE Train, the Capitol Corridor commuter rail line, operated by the Capitol Corridor Joint Powers Authority (CCJPA), stops at the Great America Station, providing services from Sacramento to San José through the City of Santa Clara.

The General Plan identifies a number of transit corridors where frequent transit services are, or will be, provided. Bus rapid transit (BRT), or similar transit service, is anticipated along

Figure 5.7-2

Mobility & Transportation Diagram Transit Network (2035)



El Camino Real and Stevens Creek Boulevard. The General Plan identifies additional north-south transit opportunities along Great America Parkway/Bowers Avenue, to access new employment and residential centers north of the Caltrain corridor and along Lafayette Street, with Rivermark, El Camino Real, Downtown and Santa Clara University. Future transit in the City also includes Bay Area Rapid Transit (BART) and an elevated Automated People Mover from the Airport to the existing Santa Clara Transit Station. High Speed Rail is also planned along the Caltrain corridor.

In order to achieve greater transit use, the Land Use and Mobility and Transportation Diagrams co-locate higher intensity development with existing and future transit stops to maximize resident and employee accessibility. Figure 5.7-2 shows potential transit stops in the City, and the five-minute, or one-quarter mile, walking distance around each. Major transit stops, including the Santa Clara Transit Station and Lawrence Caltrain Station, are identified by a ten-minute, or one-half mile, walking distance, as they are likely to attract both local and regional transit ridership.

Existing transit services in the City include the VTA bus and light rail lines [Santa Clara Transit Center, top], and the Caltrain commuter rail [bottom].

Transit Classifications

Bus Service

Bus service is accommodated on the City's Roadway Network, primarily along major arterials and expressways. Buses share the road with vehicles and travel at the posted speed limit. Bus stops are designated by signage and pedestrian amenities, such as benches and enclosures.

Bus Rapid Transit (BRT) Service

These, or similar services, can be accommodated on the City's Roadway Network. Anticipated BRT, or similar service, can have a shared or dedicated BRT lane and usually includes well-defined station stops that can include curb pullouts and pedestrian enclosures. BRT typically has signal priority and travels at the posted speed limits.

Light Rail Service

Light rail services are typically constructed at the street level, and located along the rights-of-way of the City's Roadway Network. Light rail transit can travel up to 55 miles per hour, although in high pedestrian traffic areas, speeds are more restricted.

Heavy Rail Service

Heavy rail is located along exclusive rail rights-of-way and typically travels at high speeds of up to 80 miles per hour. High Speed Rail service will likely use these facilities or rights-of-way and may travel at speeds of up to 125 miles per hour.

Transit Stations and Transit Centers

These centers are transfer points, or stations, where high volume transit lines intersect. Transit stations include the Santa Clara Transit Station, Lawrence Station and Great America Station. Transit stops, concentrated near high-intensity development along major transportation corridors like El Camino Real, Bowers Avenue and Great America Parkway, can be classified as Transit Stations or Transit Centers.

Bicycle and Pedestrian Network

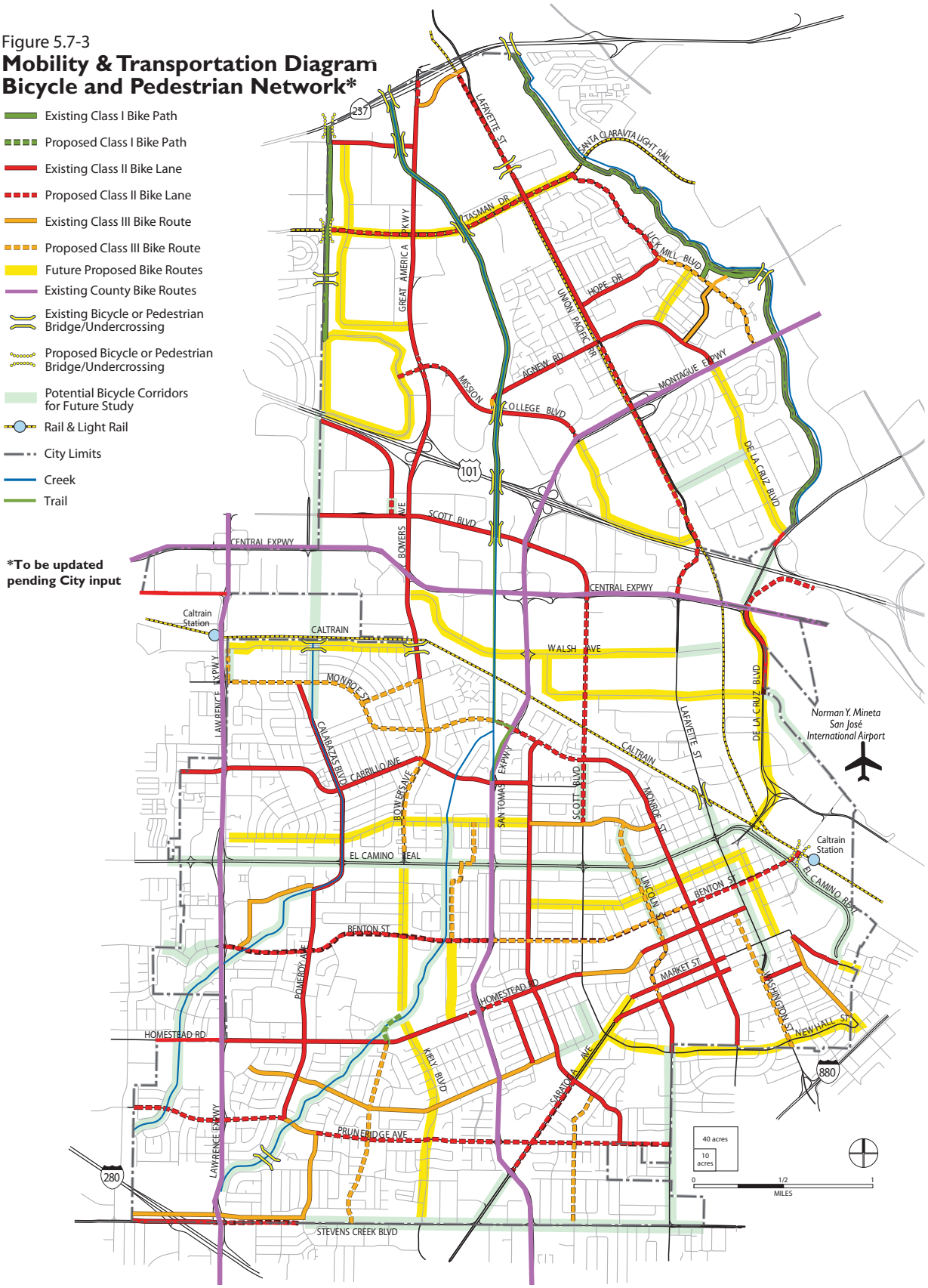
The Bicycle and Pedestrian Network includes facilities on City streets as well as along the City's designated trail ways. The combined existing and future Bicycle and Pedestrian Networks are shown in Figure 5.7-3. Opportunities for bicycle facilities and future study corridors for bicycle lanes or trails are also identified.

The purpose of the Bicycle and Trail Network is to provide connections between residential neighborhoods, employment, recreation, education and transit centers. Improvements to the network will provide safe and convenient walking and biking facilities, reducing the need for driving and increasing recreation opportunities. The General Plan expands the City's network and support facilities, such as bicycle parking at employment, retail and other destinations. The Plan also identifies opportunities to extend trails along the City's creeks and other north-south corridors within the City and includes policies to remove barriers and improve accessibility.

The Network, illustrated in Figure 5.7-3, includes bicycle classifications consistent with the three types of Caltrans designated bikeways. Santa Clara's Bicycle and Pedestrian Network is also comprised of sidewalks, street crossings, and dedicated pedestrian pathways and trails. Sidewalks and crossings are provided throughout the City; however, some industrial areas between the Caltrain corridor and U.S. 101 lack sidewalk facilities. The pedestrian pathways and trails are specific designations for off-street pedestrian circulation. Definitions for both bicycle and pedestrian classifications are listed below.

The proposed Santa Clara BART Station includes a pedestrian overpass [Conceptual View, top, Source: BART Extension to Milpitas, San José, and Santa Clara EIR, November 2004.] The City's bicycle and pedestrian network includes on- and off-road facilities, such as the San Tomas Aquino/Saratoga Creek Trail [center] and bike lanes along Calabazas Boulevard [bottom], both of which connect to regional bicycle and pedestrian facilities.

Figure 5.7-3
Mobility & Transportation Diagram
Bicycle and Pedestrian Network*



Bicycle and Pedestrian Classifications

Bicycle Paths and Trails

Bicycle paths and trails are paved facilities designated for bicycle use that are physically separated from roadways by space or a physical barrier. These paths often accommodate pedestrians and include creek trails within the City. These are typically classified as Class I bicycle facilities according to Caltrans.

Bicycle Lanes

These facilities are lanes on the outside edge of roadways reserved for the exclusive use of bicycles, and are designated with special signage and pavement markings. These are typically classified as Class II bicycle facilities according to Caltrans.

Bicycle Routes

Roadways recommended for bicycle use and often connecting to bicycle lanes and bicycle paths are defined as bicycle routes. Routes are designated with signs only and may not include additional pavement width. These are typically classified as Class III bicycle facilities according to Caltrans.

Pedestrian Pathways

Pedestrian pathways are off-street dedicated pedestrian walkways that are located mid-block through development, public space or parks. Pedestrian Pathways provide connections between locations of activity, such as a park, trail, transit stop, pedestrian-oriented street or public space, and parking areas or structures. Widths vary, from 20 feet for mid-block connections between buildings, to six (6) feet for pathways through parks and public spaces.

Trails

Trails are off-street routes through the City that follow the existing creeks and riverbeds, such as the San Tomas Aquino/ Saratoga Creek Trail and Guadalupe River Trail. Additional opportunities for trails in the City include public and quasi public rights-of-way of the Santa Clara Valley Water District, school districts, and other public agencies and utilities.

Multimodal Facilities

Providing safe, convenient alternative transportation options reduces the need for driving in the City. As transit, walking and bicycle trips become more viable and attract trips that would otherwise be taken by private automobile, greenhouse gas (GHG) emissions are reduced and air quality is improved. Reducing the need for local vehicle trips is an important element of General Plan Major Strategies for quality of life and community vitality. Pedestrian accessibility is an important part of the implementation of alternative transportation options. For the City of Santa Clara, Figure 5.7-4 showing pedestrian access to public and open space amenities illustrates that walking is a viable travel mode.

In order to transition toward optimizing travel by all modes, the General Plan incorporates design concepts to implement "Full-Service Streets" for all three transportation networks. Full-Service Streets are designed and operated to enable safe, attractive and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public transit users of all ages and abilities are able to safely and comfortably move along and across a Full-Service Street. Full-Service Streets include improvements to pedestrian facilities, like sidewalks, crosswalks and streetscape amenities, along corridors to connect both residences and employment to retail destinations, parks, recreational and other activity centers supports this objective. Full-Service Streets also create a sense of place and improve social interaction, while generally improving the environment for adjacent properties. Qualification for a Full-Service Street includes the following street design components.

Multiple Travel Modes. Full-Service Streets ensure smooth transit flow, allow safe and convenient pedestrian routes, accommodate bicycle facilities and provide for on-street parking in mixed-use locations. Travel lanes can also serve multiple functions and can accommodate shared transit and vehicle circulation.

Pedestrian-Oriented. With City growth and the addition of over 30,000 new residents, it is essential to ensure access to services and amenities. Planned mixed-use development, for instance, will need to attract pedestrians with wider sidewalks, enhanced amenities, small public plazas, and well-defined crosswalks. Additional design elements to serve the needs of pedestrians include pedestrian-scaled lighting, trees, planters and street furniture. Signalized crosswalks and traffic signalization that

Figure 5.7-4

Pedestrian Accessibility (2010)

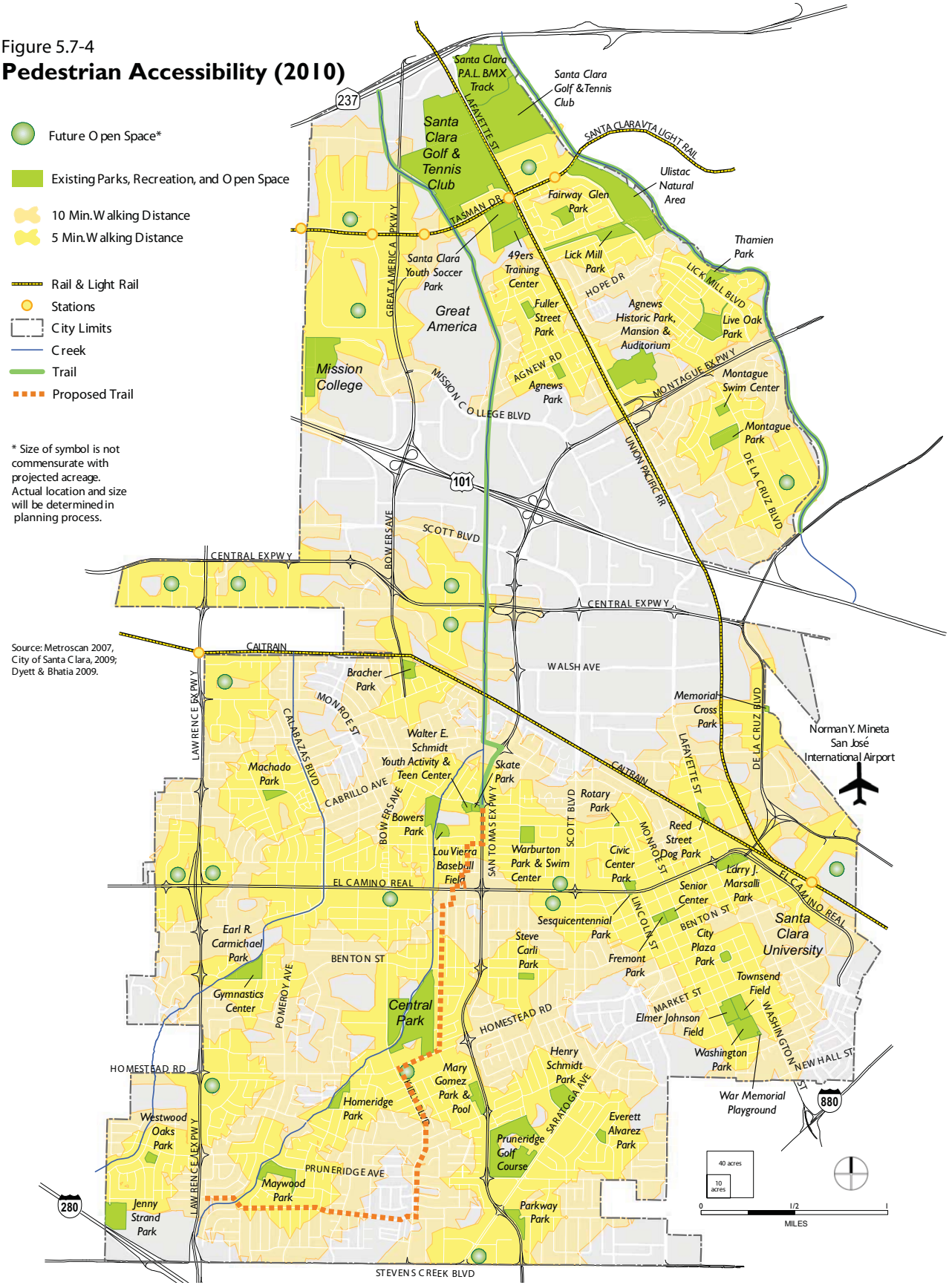
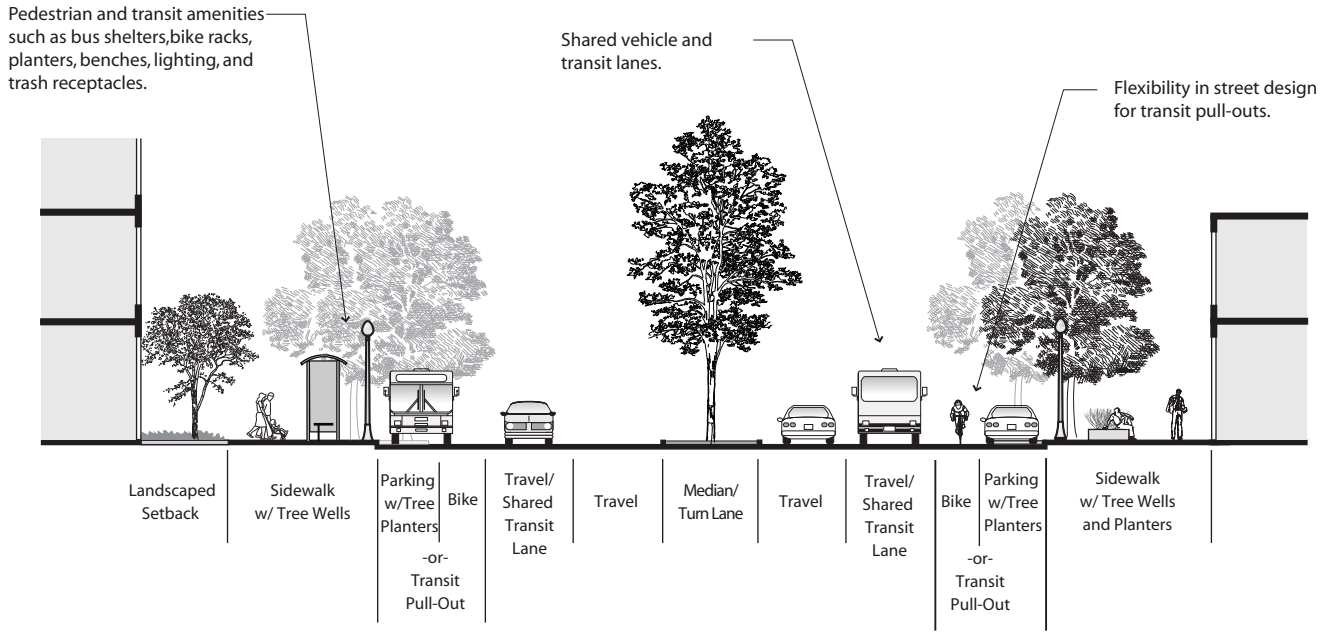


Figure 5.7-5

Illustration of Full-Service Street Section

(Not to Scale)



prioritizes pedestrian movement are also important components in high pedestrian traffic areas.

Enhanced Streetscapes. This is especially critical for major streets that traverse the City like El Camino Real, Stevens Creek Boulevard and Great America Parkway in order to provide City identity. These streets can define major gateways for the City if amplified by distinct planting, signage and streetscape design.

Figure 5.7-5 illustrates the Full-Service Street concept as applied to a typical arterial street in the City. Ultimately, the City will encourage all City streets to include Full-Service Street design as they are upgraded and improved.

5.7.3 Transportation Demand Management

Transportation Demand Management (TDM) refers to a comprehensive strategy to reduce driving by promoting alternatives such as public transit, carpooling, bicycling, walking and telecommuting. Policies in the General Plan encourage both public and private-sector participation in TDM programs. Specific measures include promoting carpooling and vanpooling, car sharing and bicycle sharing programs, telecommuting, flexible/alternate work schedules, and on-site support services, such as child care and cafeterias.

5.7.4 Parking

The General Plan encourages parking standards that support alternative transportation modes, as well as the development of higher-intensity land uses. Santa Clara's street standards include parking along public streets, public transit, walking and bicycling. The General Plan allows appropriate off-sets to account for shared parking, transit availability, and potential time limitations for a balanced and appropriate parking supply. In addition, the General Plan encourages below-grade and structured parking facilities as a means to reduce building heights and massing for greater compatibility with surrounding uses.

5.7.5 Rail and Freight Movement

The movement of goods with trucks and freight trains is an important component of the City's transportation network, serving industrial, commercial and retail uses. A street system that accommodates trucks, while protecting neighborhoods from adverse noise and vibration impacts, is essential for the safe and efficient movement of goods between business centers and freeways. Truck travel is focused along the City's arterials and is discouraged on local and collector streets, except for deliveries to destinations that can only be accessed by those streets.

Railroad tracks within the City carry a limited number of freight trains in addition to regularly scheduled passenger service. Union Pacific Railroad provides freight operations within the Caltrain right-of-way outside the peak commuter rail periods. Approximately ten to 12 freight cars pass through the City on a daily basis. Freight traffic is expected to increase by two to three percent per year through at least 2030[2]. The network includes grade-separated and at-grade railroad crossings, with the potential for additional crossings to accommodate the future high speed rail.

5.8 MOBILITY AND TRANSPORTATION

5.8.1 General Mobility and Transportation Goals and Policies

The following goals and policies are applicable to the entire mobility and transportation system in the City. Goals and Policies related to specific components of the transportation network, to Transportation Demand Management, to parking, and to rail and freight are provided in the subsections that follow.

General Mobility and Transportation Goals

5.8.1-G1 Transportation networks that support the General Plan Major Strategies as well as the Goals and Policies for Prerequisites, Land Use, Focus Areas, Neighborhood Compatibility, Public Services and Environmental Quality.

5.8.1-G2 Transportation networks that provide a safe, efficient, convenient and integrated system to move people and goods.

[2] Union Pacific Railroad, conversation with Gary Riddle, 2006.

5.8.1-G3 Transportation networks that promote a reduction in the use of personal vehicles and vehicle miles traveled.

General Mobility and Transportation Policies

5.8.1-P1 Create accessible transportation networks system to meet the needs of all segments of the population, including youth, seniors, persons with disabilities and low-income households.

5.8.1-P2 Link all City transportation networks, including pedestrian and bicycle circulation, to existing and planned regional networks.

5.8.1-P3 Identify opportunities to connect people to supportive services, public amenities and transit.

5.8.1-P4 Expand transportation options and improve alternate modes that reduce greenhouse gas emissions.

5.8.1-P5 Work with local, regional, State and private agencies, as well as employers and residents, to encourage programs and services that reduce vehicle miles traveled.

5.8.1-P6 Implement Level of Service standards that support increased transit ridership, biking and walking, in order to decrease vehicle miles traveled and reduce air pollution, energy consumption and greenhouse gas emissions.

5.8.1-P7 Explore options to apply traffic fees toward bicycle, pedestrian, transit and roadway improvements in order to implement a circulation system that optimizes travel by all modes.

5.8.1-P8 Support efficient and effective use of revenue sources to adequately meet all transportation modes and needs.

5.8.1-P9 Adopt a Capital Improvement Program that includes mobility and transportation improvements consistent with the City's General Plan.

5.8.1-P10 Resolve conflicts between any plans, construction or funding for improvements and the Transportation and Mobility Diagrams or text, including those that alter the classification of a transportation facility, through a General Plan Amendment in order to evaluate the broader implications of the proposal and maintain internal consistency of the Plan.

Designing roadways to accommodate multiple modes of transit offers greater access to high-intensity areas in the City [top]. Traffic calming in residential neighborhoods can promote pedestrian and bicycle safety [Palo Alto, CA, bottom].

5.8.2 Roadway Network Goals and Policies

The Roadway Network Goals and Policies provide the framework for vehicular circulation throughout the City. They address improvements to the physical roadway system as well as traffic management and priorities for vehicular circulation.

Roadway Network Goals

5.8.2-G1 A street system that supports the safe and efficient movement of people, goods and services.

5.8.2-G2 Roadway design, construction, operation and maintenance that supports the goals for "Full-Service Streets" throughout the City.

5.8.2-G3 A roadway network designed to accommodate alternate transportation modes in addition to vehicles.

5.8.2-G4 Technological advances applied to the roadway infrastructure to maximize the use of the existing roadway and support efficient traffic flow.

Roadway Network Policies

5.8.2-P1 Require that new and retrofitted roadways implement "Full-Service Streets" standards, including minimal vehicular travel lane widths, pedestrian amenities, adequate sidewalks, street trees, bicycle facilities, transit facilities, lighting and signage.

5.8.2-P2 Discourage widening of existing roadway or intersection rights-of-way without first considering operational improvements, such as traffic signal modifications, turn-pocket extensions and intelligent transportation systems.

5.8.2-P3 Encourage undergrounding of utilities and utility equipment within the public right-of-way and site these facilities to provide opportunities for street trees and adequate sidewalks.

5.8.2-P4 Facilitate the implementation of the street system based on the roadway classifications and illustrated in the Roadway Diagram in Figure 5.7-1.

5.8.2-P5 Support "traffic calming" and other neighborhood traffic management techniques to enhance the quality of life within existing neighborhoods and to discourage through-traffic on local streets.

5.8.2-P6 Interconnect and coordinate traffic signals to maximize vehicle flow on the City's roadway network to reduce the need for roadway widening.

5.8.2-P7 Concentrate through traffic on major streets and encourage traffic distribution that maximizes the efficiency of the existing roadway network.

5.8.2-P8 Minimize disruption of traffic flow resulting from truck traffic and deliveries, particularly during commute hours.

5.8.2-P9 Require all new development to provide streets and sidewalks that meet City goals and standards, including new development in employment areas.

5.8.2-P10 Support roadway improvements that add missing links or correct non-standard design features for safety.

5.8.2-P11 Implement street standards that remove barriers and increase accessibility.

5.8.2-P12 Coordinate transportation planning with emergency service providers to ensure continued emergency service operations and services.

Encouraging transit in Downtown and other high-intensity development areas helps to support pedestrian activity and reduce parking ratios [Portland, OR, both photos].

5.8.3 Transit Network Goals and Policies

Goals and Policies for the General Plan Transit Network emphasize an expanded system of rail and bus transit to serve businesses and residents at both a local and regional level. Complementary goals and policies are provided for the Bicycle and Pedestrian Network in order to maximize effectiveness and access to the City's Transit Network and to emphasize the City's commitment to alternate transportation modes.

Transit Network Goals

5.8.3-G1 Transit services that are accessible to all segments of the City's population.

5.8.3-G2 A transit network that supports a reduction in automobile dependence for residents, employees and visitors.

5.8.3-G3 Transit options that are available to provide commuter services throughout the City.

Transit Network Policies

5.8.3-P1 Support a coordinated regional transit system that circles the South Bay and the Peninsula, including existing and planned Bay Area Rapid Transit, Amtrak, Altamont Commuter Express, Caltrain, Valley Transportation Authority and High Speed Rail facilities.

5.8.3-P2 Support continued and upgraded Caltrain, Valley Transportation Authority, Altamont Commuter Express, and Capitol Corridor transit facilities and services.

5.8.3-P3 Support transit priority for designated Bus Rapid Transit, or similar transit service, through traffic signal priority, bus queue jump lanes, exclusive transit lanes and other appropriate techniques.

5.8.3-P4 Encourage the continued efforts by other agencies to provide transit services that are accessible and meet the needs of all segments of the population, including youth, seniors, persons with disabilities and low-income households.

5.8.3-P5 Facilitate implementation of the transit system defined in the transit network classifications and illustrated on the Transit Network Diagram in Figure 5.7-2.

5.8.3-P6 Encourage additional multimodal transit centers and stops in order to provide convenient access to commuter rail, buses, shuttle and taxi services.

5.8.3-P7 Provide transit stops at safe, efficient and convenient locations to maximize ridership, including near employment centers, higher-density residential developments and Downtown.

5.8.3-P8 Require new development to include transit stop amenities, such as pedestrian pathways to stops, benches, traveler information and shelters.

5.8.3-P9 Require new development to incorporate reduced onsite parking and provide enhanced amenities, such as pedestrian links, benches and lighting, in order to encourage transit use and increase access to transit services.

5.8.3-P10 Require new development to participate in public/private partnerships to provide new transit options between Santa Clara residences and businesses.

5.8.3-P11 Encourage feeder services to carry commuters to transit stations, including shuttle connections from businesses, residences, and attractions to bus and rail services.

5.8.3-P12 Improve the existing public transit system and support expanded services to increase ridership.

5.8.3-P13 Advocate for frequent, direct transit service to all points in Santa Clara, particularly between residential and employment centers, as well as along the El Camino Real and Stevens Creek corridors.

5.8.3-P14 Changes made to transit services which do not require associated infrastructure are deemed consistent with the Transit Network Diagram.

5.8.4 Bicycle and Pedestrian Network Goals and Policies

The Bicycle and Pedestrian Network Goals and Policies are closely related to the Land Use, Focus Area, and Transit Network Goals and Policies. Emphasis is on mobility, safety, and access to amenities and services.

Bicycle and Pedestrian Network Goals

5.8.4-G1 Pedestrian and bicycle connections that are accessible throughout the City to all segments of the population.

5.8.4-G2 A bicycle and pedestrian network that provides links from neighborhoods to public amenities and destinations.

5.8.4-G3 Walking and bicycling as alternatives to driving to reduce vehicle commute and non-commute trips.

Bicycle and Pedestrian Network Policies

5.8.4-P1 Provide a comprehensive, integrated bicycle and pedestrian network that is accessible for all community members.

5.8.4-P2 Provide a system of pedestrian and bicycle friendly facilities that supports the use of alternative travel modes and connects to activity centers as well as residential, office and mixed-use developments.

Providing bicycle parking and end-of-trip facilities, such as bicycle racks, near transit, can increase bicycle use [Portland, OR, top]. Streetscape design can enhance safety for pedestrians through the City [El Camino Real, center]. Approximately four miles of the planned 12-mile San Tomas Aquino/ Saratoga Creek Trail are located in Santa Clara [bottom].

5.8.4-P3 Link City pedestrian and bicycle circulation to existing and planned regional networks.

5.8.4-P4 Facilitate implementation of the bicycle and pedestrian classifications as illustrated on the Bicycle and Pedestrian Network Diagram in Figure 5.7-3.

5.8.4-P5 Design streets to include detached sidewalks with planting strips or wider, attached sidewalks with tree-wells to encourage pedestrian use and safety, as well as to remove barriers and increase accessibility.

5.8.4-P6 Require new development to connect individual sites with existing and planned bicycle and pedestrian facilities, as well as with on-site and neighborhood amenities/services, to promote alternate modes of transportation.

5.8.4-P7 Require new development to provide sidewalks, street trees and lighting on both sides of all streets in accordance with City standards, including new developments in employment areas.

5.8.4-P8 Require new development and public facilities to provide improvements, such as sidewalks, landscaping, bicycle parking, bicycle lockers and bicycle racks, to promote pedestrian and bicycle use.

5.8.4-P9 Encourage pedestrian- and bicycle-oriented amenities, such as bicycle racks, benches, signalized crosswalks, and bus benches or enclosures.

5.8.4-P10 Encourage safe, secure and convenient bicycle parking and end-of-trip, or bicycle "stop", facilities, such as bicycle racks, showers or bicycle repair near destinations for all users, including commuters, residents, shoppers, students and other bicycle travelers.

5.8.4-P11 Provide pedestrian and bicycle crossings that are well-marked using measures, such as audio/visual warnings, bulb-outs and median refuges, to improve safety.

5.8.4-P12 Include pedestrian and bicycle facilities when making improvements or modifications to railroad crossings, grade separations, interchanges and freeways.

5.8.4-P13 Promote pedestrian and bicycle safety through "best practices" or design guidelines for sidewalks, bicycle facilities, landscape strips and other buffers, as well as crosswalk design and placement.

5.8.4-P14 Promote bicycling and walking through education, safety publications, and information about health and environmental benefits.

5.8.4-P15 Work with school districts to implement a "Safe Routes to Schools" program to encourage children to walk to school.

5.8.5 Transportation Demand Management Goals and Policies

Transportation and Demand Management Goals and Policies complement Land Use, Transit Network, and Bicycle and Pedestrian Network Goals and Policies by expanding opportunities for alternative modes of transit, particularly for employment uses in the City.

Transportation Demand Management Goals

5.8.5-G1 Transportation demand management programs for all new development in order to decrease vehicle miles traveled.

5.8.5-G2 Transportation demand management programs that promote an increase in vehicle occupancy and a decrease in vehicle trips during commute hours.

Transportation Demand Management Policies

5.8.5-P1 Require new development to include transportation demand management site- design measures, including preferred carpool and vanpool parking, enhanced pedestrian access, bicycle storage and recreational facilities.

5.8.5-P2 Require development to offer on-site services, such as ATMs, dry cleaning, exercise rooms, cafeterias and concierge services, to reduce daytime trips.

5.8.5-P3 Encourage all new development to provide on-site bicycle facilities and pedestrian circulation.

5.8.5-P4 Encourage new development to participate in shuttle programs to access local transit services within the City, including buses, light rail, Bay Area Rapid Transit, Caltrain, Altamont Commuter Express Yellow Shuttle and Lawrence Caltrain Bowers/Walsh Shuttle services.

5.8.5-P5 Encourage transportation demand management programs that provide incentives for the use of alternative travel modes to reduce the use of single-occupant vehicles.

5.8.5-P6 Encourage transportation demand management programs that include shared bicycle and autos for part-time use by employees and residents to reduce the need for personal vehicles.

5.8.5-P7 Promote programs that reduce peak hour trips, such as flexible work hours, telecommuting, home-based businesses and off-site business centers, and encourage businesses to provide alternate, off-peak hours for operations.

5.8.5-P8 Encourage local events that connect employees and residents with local transit providers and ridesharing options.

5.8.5-P9 Promote transportation demand management programs that provide education, information and coordination to connect residents and employees with alternate transportation opportunities.

5.8.6 Parking Goals and Policies

Parking Goals and Policies focus on flexibility in order to support the use of alternate transportation modes and reduce the costs associated with an over supply of parking. These polices also encourage options that will reduce the visual impacts of parking throughout the City.

Parking Goals

5.8.6-G1 Parking provided for new development and along public streets that does not exceed average demands.

5.8.6-G2 A parking supply that encourages the use of alternate transportation modes.

5.8.6-G3 Flexible parking standards that address unique development types and locations within the City.

Parking Policies

5.8.6-P1 Allow alternate parking standards for mixed-use development, development that meets specified transportation demand management criteria, and senior/group and affordable housing developments, as well as in the Downtown and areas within one-quarter mile of transit centers and stops.

5.8.6-P2 Identify parking supply standards that promote economic development, neighborhood compatibility, environmental quality and public safety, while reducing dependence on the automobile.

5.8.6-P3 Encourage flexible parking standards that meet business and resident needs as well as avoid an oversupply in order to promote transit ridership, bicycling and walking.

5.8.6-P4 Encourage shared, consolidated and/or reduced parking in mixed-use centers and within one-quarter mile of transit centers and stops.

5.8.6-P5 Allow alternative parking techniques, such as parking lifts, automated and tandem parking, in order to reduce the land area devoted to parking.

5.8.6-P6 Provide direct access or offer clear signage to connect local streets with parking supplies.

5.8.6-P7 Encourage private property owners to share underutilized off-street parking resources with the general public.

5.8.6-P8 Prohibit on-site parking space reservations for individual tenants in commercial centers.

5.8.6-P9 Consider neighborhood parking programs, such as "permit-only" and timed parking zones, to minimize parking intrusion on residential streets.

5.8.6-P10 Support time limits for on-street parking to encourage alternate transportation modes to access destinations, such as Downtown, parks and libraries.

5.8.6-P11 Encourage development to detach parking spaces from leases and purchases to provide greater choices 5.8.7-P12 Encourage below-grade or structured parking with active uses along street frontages.

5.8.6-P12 Restrict lighting and noise generation associated with surface and structured parking from intrusion into adjacent residential neighborhoods.

5.8.7 Rail and Freight Goals and Policies

The following goals and policies provide direction for continued movement of goods throughout the City, with emphasis on public health and safety.

Rail and Freight Goals

5.8.7-G1 Goods move safely and efficiently through the City.

5.8.7-G2 Neighborhoods are protected from negative effects associated with rail and freight services.

Rail and Freight Policies

5.8.7-P1 Accommodate truck freight movement between the freeway system and Santa Clara's regional commercial destinations and local businesses.

5.8.7-P2 Encourage the use of freight rail to serve the City's industrial area.

5.8.7-P3 Work with the Public Utilities Commission to upgrade at-grade rail crossing equipment.

5.8.7-P4 Support grade-separated crossings and other appropriate measures to avoid mobility conflicts and traffic disruption associated with rail traffic.

5.8.7-P5 Require new development to implement appropriate measures to reduce the negative effects, such as noise and vibration, of rail and freight services.

5.8.7-P6 Discourage through truck and freight traffic on local and collector streets, except for deliveries to destinations only accessible from those streets.

5.9 PUBLIC FACILITIES AND SERVICES

The purpose of this section is to address schools, libraries, and cultural facilities; parks, recreation, and open space; and public safety services. While several of these topics are optional for general plans under State law, they are integral to maintaining a high quality of life and livability in the City, a Major Strategy of this General Plan. As such, the Goals and Policies in this section promote the provision of adequate public services, parkland, and community and cultural facilities, along with trails that are linked to parks and open spaces.

5.9.1 Parks, Open Space, and Recreation Goals and Policies

Parks, open space and recreation facilities are critical in satisfying the diverse outdoor needs of Santa Clara residents and visitors, improving the physical health of the community and providing opportunities for social interaction. Open spaces should offer options for all types of activities, from passive rest areas and trails for walking or jogging, to fields and recreational facilities for organized sports. Overall, parks are an essential contributor to quality of life. As residential and employment populations increase and available land in the City becomes more limited, it will be essential for the City to actively seek additional park and open space.

Parks and Recreation Facilities

A combination of small and large parks are distributed throughout the City's residential neighborhoods, as shown on Figure 5.9-1 and described in Table 8.8-1 in Appendix 8.8: Parks and Recreation Inventory. The City's parks and recreation facilities are organized into categories based on typical size, programming and intended use.

Parks categories include:

- Mini Parks
- Neighborhood Parks
- Community Parks
- Open Space
- Recreation Facilities




Parks in the City range from smaller parks, like the 2.0-acre Agnew Park [top left] to the 11-acre Live Oak Park in Rivermark [top right]. Central Park is the primary community park, with 52 acres of open space, recreation, and community facilities [bottom left and right].

Parks and recreation facilities in the City are provided and maintained by the Department of Parks and Recreation. In general, each one-square mile of residential area in the City contains a Neighborhood or Community Park located close to the center, ensuring that almost all residents live within a ten minute walk of a park. The centerpiece of the City's park system is Central Park, which contains active and passive recreation areas, and sports facilities. The industrial and business corridor between U.S. 101 and the Caltrain corridor contains limited open spaces with the exception of the Municipal Santa Clara Golf and Tennis Club which serves the entire community.

In 2008, the City's Neighborhood and Community Parks served a population of approximately 115,500 residents, resulting in 2.4 acres of local-serving parkland per 1,000 residents.[3] Included in this General Plan are policies to maintain a standard of 2.4 acres of parkland per 1,000 for residents as the City grows. In addition to providing adequate land, parks need to be appropriately sized to fulfill specific community purposes. Table 5.9-1 describes these park size standards. Maintaining these standards will ensure that current and new residents will continue to enjoy these facilities throughout the City.

Ideally, parks should be located within a ten-minute walking distance from residential areas and be provided near employment centers. Additionally, while parks should be generally spread evenly throughout the City, in order to ensure equitable distribution, parks may need to be closer together in areas with higher-intensity and higher-density development to better serve the demand.

[3] Based on DOF January 2008 population of: 115,503 and including 272.5 acres of parks and recreation space. See Appendix 8.8 for a breakdown of park acreage.

Figure 5.9-1 illustrates potential future locations for new parkland. With the Future Focus Areas concentrated north of the Caltrain corridor, much of the new parkland is anticipated in this area. Figure 5.9-1 also identifies the general area north of the Caltrain corridor as the preferred location for a new Community Park and recreation facilities of at least 20 acres to serve the demand generated by future residential and employment center development. Finally, as shown on Figure 5.9-1, several mini parks are anticipated along the El Camino Real corridor to meet the demand generated by development there.

TABLE 5.9-1: PARK SIZE STANDARDS FOR NEW FACILITIES

	Mini	*Neighborhood*	*Community*
Locations	Appropriate in all areas, including residential and commercial, especially in high-intensity areas because of high demand. New park locations are not shown on the Land Use Diagram or Parks, Open Space and Recreation figure.	Medium- and high-density residential areas serving individual neighborhoods. Typically contain both passive and active uses, with one or more sports facilities.	Medium- and high-density residential areas serving not just surrounding neighborhoods, but the City as a whole; contain more specialized recreation/sports facilities.
Size	Less than 1 acre	1 to 15 acres	Over 15 acres

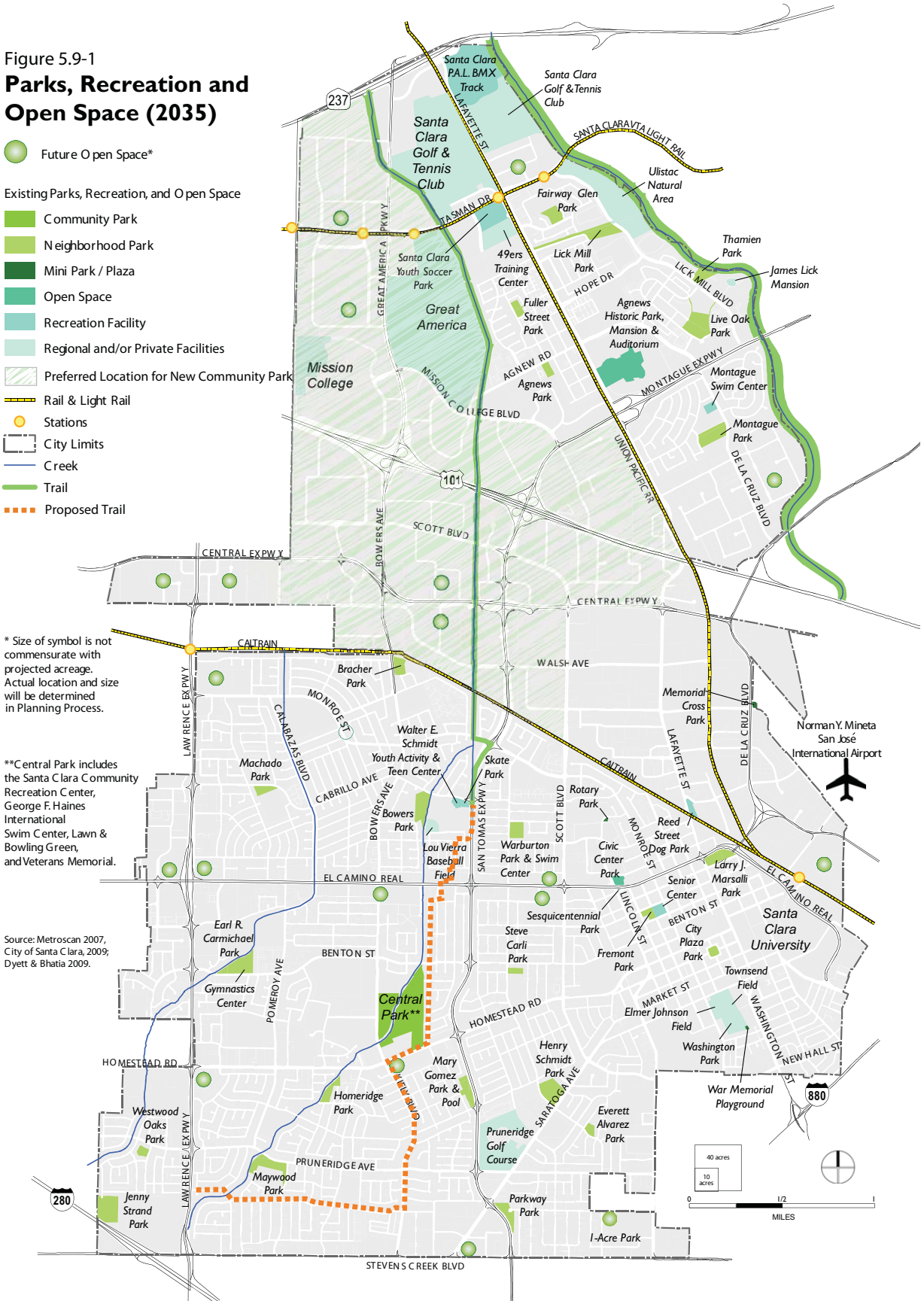
Regional Trails and Open Space Facilities

In addition to the City parks and recreation facilities, Santa Clara County operates a system of regional parks and trails that are open to local residents. There are no County parks in the City of Santa Clara. The County, with City assistance, however, is nearing completion of the San Tomas Aquino/Saratoga Creek Trail, which runs through Santa Clara neighborhoods and connects to the Guadalupe River Trail that runs along the Guadalupe River to Guadalupe River Park. Guadalupe River Park is located just to the east of the City in San José and extends three miles from Hwy 101 to the south, culminating in over 150 acres of parkland near to the Santa Clara City limits.

The San Tomas Aquino/Saratoga Creek Trail and the Guadalupe River Trail connect with the regional Bay Trail, which links perimeter open space areas along San Francisco and San Pablo Bays. The San Tomas Aquino/Saratoga Creek Trail is comprised of approximately four miles of existing creek trail and bicycle lanes. Extension of this trail south of El Camino Real could provide potential connections to Central Park and future bicycle routes in the City.

Figure 5.9-1

Parks, Recreation and Open Space (2035)



Located on the Bay, just to the north of Santa Clara (and connected to Guadalupe River Park through bicycle and pedestrian trails), the San Francisco Bay National Wildlife Refuge provides 30,000 acres of a habitat and conservation area for wildlife, migratory birds, and threatened and endangered species. Within Santa Clara, the 40.8-acre Ulistac Natural Area, located in Santa Clara along Lick Mill Boulevard south of Tasman Drive, is home to several natural Bay Area habitats. Opportunities for additional regional open space within the City are limited as most of the City is built-out. Enhancement of existing non-park open space, such as the Hetch-Hetchy Aqueduct right-of-way, east of Lafayette Street, and the City's two retention basins, located near the Baylands, have some potential as open space resources.

The Santa Clara Youth Soccer Park [top] is one of many recreational facilities in the City. The City has trails along San Tomas Creek [center]. The Ulistac Natural Area is 41 acres of preserved open space [bottom].

Private and SCUSD School District Facilities

In addition to City parks and regional open space and trails, there are several private and Santa Clara Unified School District (SCUSD) facilities that serve the community. The privately-owned Pruneridge Golf Course offers sports recreation opportunities in the community. In addition, SCUSD facilities include several sports fields adjacent to school properties that serve many Santa Clara neighborhoods south of the Caltrain corridor. Sports fields include the Townsend, Elmer Johnson, Lou Vierra and Washington Park ball fields.

The following Goals and Policies provide direction for expected new parks, open space and recreation in the City. Additional policies related to the disposition of surplus, unused or underutilized parks and open space lands and required land use classifications for new parks and open space lands are defined in the Discretionary Alternate Use policies in Section 5.5.1.

Parks, Open Space, and Recreation Goals

5.9.1-G1 Adequate facilities for physical activities that promote community health.

5.9.1-G2 Parks, trails and open space located within a ten-minute walk to residential neighborhoods and employment centers.

5.9.1-G3 New parks, open space and recreation provided with new development so that existing facilities are not overburdened.

5.9.1-G4 All new park, trail and open space facilities are accessible and provide connections to destination points and activity centers within the City.

Parks, Open Space and Recreation Policies

5.9.1-P1 Develop additional parkland in the City so that it is integrated into neighborhoods and meets the standards for size, amenities and location to serve residents and employees.

5.9.1-P2 Develop new parks to serve the needs of the surrounding community based on the criteria defined on Table 5.9-1.

5.9.1-P3 Provide trails along creeks and other rights-of-way to link parks, open spaces, bicycle facilities and transit services with residential neighborhoods and employment centers.

5.9.1-P4 Provide connections between private and public open space through publicly accessible trails and pathways and by orienting open spaces to public streets.

5.9.1-P5 Encourage public visibility for all parks, trails and open spaces.

5.9.1-P6 Support construction of trails within the City of Santa Clara that connect to the Bay Trail, the Saratoga/San Tomas Aquino Creek and the Guadalupe River trails.

5.9.1-P7 Allow new parks in the general locations shown on the Land Use Diagram in all General Plan designations, except in areas designated for Light and Heavy Industrial uses.

5.9.1-P8 Encourage the extension of the San Tomas Aquino Creek Trail with new development, where feasible. If it is not physically or environmentally feasible to extend the trail along the creek, utilize adjacent or near-by City ROW to accommodate an extension.

5.9.1-P9 Support access to local food sources by providing opportunities for community gardening and farmers' markets.

5.9.1-P10 Explore opportunities to partner with local private non-profits and public agencies, such as school districts, to provide community gardens and opportunities for community socialization in the City.

Parks provide a range of uses, from passive activities and amenities to recreation and attractions for all ages [open space at Rivermark, top and Central Park, center]. Community gardens can be a neighborhood option for fresh, local food as well as social interaction [Emeryville, CA, bottom].

5.9.1-P11 Encourage the shared use of open space resources, such as school grounds, for neighborhood recreation to maximize public accessibility.

5.9.1-P12 Promote the preservation of open space and recreational areas on existing and closed school sites.

5.9.1-P13 Encourage public and quasi public agencies to provide public access onto their property for trails and other appropriate recreational purposes.

5.9.1-P14 Encourage publicly accessible open space in new development.

5.9.1-P15 Provide opportunities for private maintenance of publicly accessible open space and trails.

5.9.1-P16 Encourage non-residential development to contribute toward new park facilities to serve the needs of their employees.

5.9.1-P17 Foster site design for new development so that building height and massing do not overshadow new parks and plazas.

5.9.1-P18 Promote open space and recreation facilities in large-scale developments in order to meet a portion of the demand for parks generated by new development.

5.9.1-P19 Encourage comparable parkland outside the City, near jurisdictional boundaries, that is accessible to City residents and employees, and allow it to contribute to the 2.4 acres per 1,000 population standard if controlled, or partially controlled, by the City.

5.9.2 Schools and Community Facilities Goals and Policies

This section outlines existing public school enrollment and conditions, projected enrollment, and planned facilities. Community facilities are also discussed, including existing and planned community centers, museums, civic buildings and libraries. Public facilities are mapped in Figure 5.9-2.

The Don Callejon School in Rivermark is the City's newest school facility [top]. Expanded in 2004, the Central Park Library serves and average of over 3,000 people per day [center]. The Santa Clara Senior Center plays an important role in the community, providing recreational and social support for the City's senior population [bottom].

Schools

Schools that serve children in grades K-12 who reside in the City of Santa Clara are operated by six school districts: Santa Clara Unified School District (SCUSD), San José Unified School District, Cupertino Union School District, Fremont Union High School District, Campbell Union School District, and Campbell Union High School District. In addition, the City of Santa Clara houses a number of private and charter schools serving these same grades.

SCUSD serves children in the cities of Santa Clara, Sunnyvale and San José, and is responsible for 16 elementary, three middle, two high, one K-8, and two continuation high schools, as well as one adult education school. The majority of students residing in the City of Santa Clara attend SCUSD schools. Three of the District's schools are located within the City of Sunnyvale and one is in San José. Cupertino Union also operates one school within the City of Santa Clara's boundaries. The remaining districts listed above accommodate Santa Clara residents within their respective boundaries, but do not operate schools within Santa Clara. See Appendix 8.11 for more detailed information about current school facilities, enrollment and capacity, broken down by district.

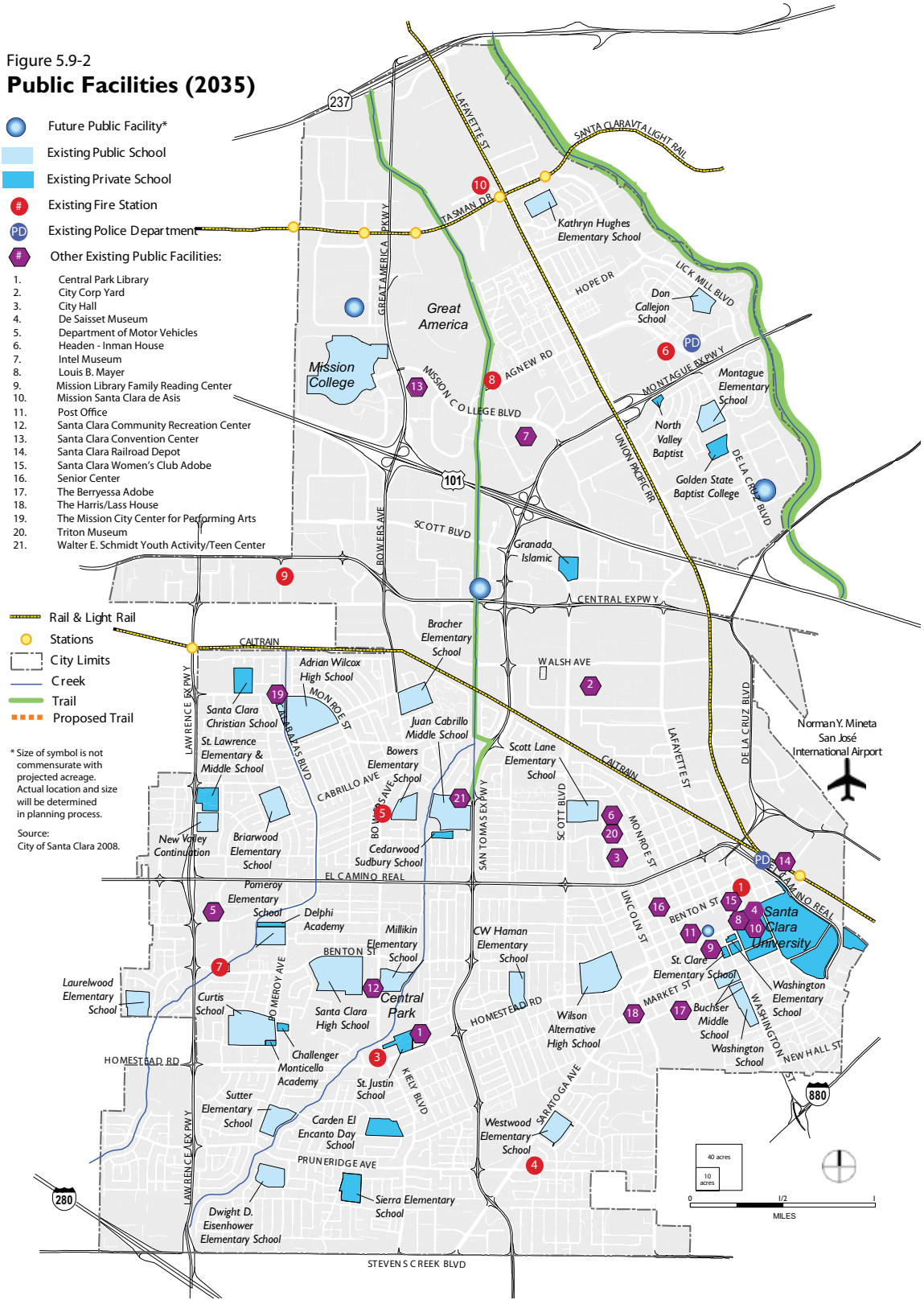
New development projected under the General Plan will fall primarily within the jurisdiction of SCUSD. Approximately 12,500 households are expected to be added to the SCUSD area, which would result in approximately 2,000 additional students.[4] The Campbell Union (K-8) and Campbell Union High (9-12) school districts, which overlap, will realize approximately 500 additional households as a result of implementation of the General Plan, generating approximately 38 new K-8 and 42 new 9-12 grade students.[5] SCUSD currently has four closed school

[4] This assumes that new housing is all multifamily, and the student generation rate is 0.16.

[5] Ibid. The proportion of K-8 and 9-12 grade students was calculated for

Figure 5.9-2

Public Facilities (2035)



sites that could be used to serve new development. Alternatively, SCUSD may choose to modify school catchment areas or add modular classrooms to accommodate new students. SCUSD is also anticipating the construction of new school facilities in north San José as a result of an agreement with that city and future housing developers. These new facilities in San José will add more capacity for new students and can reduce the number of students now in Santa Clara facilities. The Campbell K-8 and Campbell 9-12 districts will be able to accommodate the relatively modest gain in students from the City by modifying school catchment areas, busing and adding modular classrooms.

Libraries

Existing libraries in Santa Clara are the Central Park Library, the main library, located on Homestead Road, and the Mission Library Family Reading Center, located in the historic core of the City. The Central Park Library is 84,000 square feet and was reconstructed and expanded in 2004. With more than 1.4 million visitors per year, and over 3,000 people per day using the library, the facility is able to handle the existing volume of people and activities. The Mission Library Family Reading Center, located on Lexington Street at Main Street, provides books and resources, community and group study rooms, computers with internet access, children and adult classes, and book clubs.

In addition to existing facilities, a 15,700-square-foot Northside Branch Library was approved for development in Rivermark. The design phase is scheduled to begin in 2010. Land has been set aside for this purpose.

Additional library facilities may be needed to meet the demand from the addition of approximately 33,000 new residents anticipated as a result of this General Plan. Given that the large Central Park Library facility is located in the southern portion of the City, it is relatively close to, and could serve, anticipated new development along El Camino Real, Homestead Road, Kiely Boulevard and Stevens Creek Boulevard. New library facilities may, however, be needed to serve the anticipated development in the northern portion of the City. This will need to be evaluated as part of the comprehensive planning process for new residential development in the Future Focus Areas.

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the districts currently (0.473 to 0.527) and assumed to be the same for new development.

Arts, Cultural and Community Facilities

New growth as a result of the implementation of the General Plan is expected to increase the demand for arts, cultural and community facilities. This future demand does not, however, appear to exceed the existing service capacity or generate the need for addition facilities with the exception of facilities serving senior populations.

The City benefits from the following arts and cultural facilities:

- *The Berryessa Adobe* is the City's oldest adobe structure which features documents, objects, and other artifacts from the era before California's Statehood in 1850.

- *The de Saisset Museum,* part of Santa Clara University (SCU), is open and free to the public with art and California's native history exhibits.

- *The Harris-Lass Historic Preserve* was purchased and restored by the City and the Historic Preservation Society of Santa Clara to provide a community resource that demonstrates the City's history as a farming community.

- *Headen – Inman House* was originally part of the Headen estate and moved to its current location in the Civic Center in 1985. The Craftsman Bungalow museum house features the City's historical collection and other local artifacts safeguarded by the Santa Clara Arts and Historical Consortium.

- *The Intel Museum,* located within Intel Corporations headquarters, is an interactive showcase of the company's history and semiconductor technology that is open to the public year round.

- *The Louis B. Mayer Theatre* at the Santa Clara University has two professional quality theaters to house University and community productions.

- *The Lick Mill Mansion* and grounds are located at 4101 Lick Mill Boulevard, on the grounds of the Mansion Grove Apartment complex. Lick, who was a local entrepreneur and philanthropist as well as the richest man in California at the time of his death in 1876, built this Italianate mansion between 1858 and 1860. The grounds are open to the public during daylight hours, and visits to the

mansion can be arranged. The estate is also listed on the National Register of Historic Places.

- *Mission Santa Clara,* also located on the SCU campus, dates back to 1777 and was the first outpost of Spanish civilization in the Santa Clara Valley. Today it serves as the SCU chapel and is open to the public.

- *The Mission City Center for Performing Arts,* located adjacent to Wilcox High School, is a joint venture between the Santa Clara Unified School District and the City of Santa Clara providing performance art facilities for school and community productions.

- *The Santa Clara Convention Center,* located on Great America Parkway at Tasman Drive, has fully-equipped facilities that accommodate meetings, trade shows, conventions, association gatherings, banquets and special events.

- *Santa Clara Railroad Depot,* located at the Santa Clara Transit Center, was built in 1863. The Depot now incorporates the Edward Peterman Museum of Railroad History and is located on Railroad Avenue at the Santa Clara Caltrain Station.

- *Santa Clara Woman's Club Adobe* was one of several continuous rows of homes built in 1792-1800 as dwellings for the Native American families of Mission Santa Clara and is among the oldest adobes in Santa Clara Valley.

- *The Triton Museum of Art* collects and exhibits contemporary and historical works of art with an emphasis on artists from the Greater Bay Area.

The City of Santa Clara provides the following community centers:

- *The Community Recreation Center,* located in Central Park is the hub of recreation activities and programs for the City. The City distributes a Recreation Activities Guide with class listings, events and programs by mail three times per year to all residents. The Guide is also available online.

- *The Senior Center*, located on Fremont Street at Monroe Street, offers a variety of ongoing recreational activities to

Santa Clara residents aged 50 and older. Services on-site include adult education classes, specialized workshops, notary, health insurance/Medicare representative, legal assistance and a nutrition program.

- *The Teen Center*, located in front of the Youth Activity Center on Cabrillo Avenue near San Tomas Expressway, offers a variety of activities and services to the teen community which consists of an after school program, recreation classes, Teen Breakaway (summer only) and special events.

- *The Walter E. Schmidt Youth Activity Center (YAC)*, is located at the corner of Cabrillo Avenue and San Tomas Expressway, offers active recreation programs for babies, toddlers, preschool, elementary school age, middle school and high school students.

The following Goals and Policies support coordination with school districts and provide direction for community facilities. Additional policies related to the disposition of surplus, unused or underutilized public/quasi public facilities and to the required land use classifications for new public/quasi public facilities are defined in the Discretionary Use Policies in Section 5.5.1.

Schools and Community Facilities Goals

5.9.2-G1 Schools and community facilities that meet the needs of all segments of the population.

5.9.2-G2 Adequate arts, cultural, recreational, schools and other community facilities in concert with new development.

Schools and Community Facilities Policies

5.9.2-P1 Provide a diverse range of community, art, cultural and recreational facilities to meet the varying needs of residents in the City, including youth and seniors.

5.9.2-P2 Periodically evaluate library services and facilities in order to respond to changing community demands.

5.9.2-P3 Provide library services that are accessible and of adequate size to serve community residents, particularly for Future Focus Areas, north of the Caltrain corridor.

The Santa Clara Police Headquarters [top] is located off of El Camino Real at Benton Street, adjacent to the Santa Clara Transit Center. Santa Clara Fire Station No. 1, located on Benton Street at Alviso [bottom], is on of ten fire stations in the City.

5.9.2-P4 Work with the school districts as part of the planning process for Future Focus Areas.

5.9.2-P5 Coordinate with Santa Clara Unified School District, Santa Clara University and Mission College to develop mutually supportive long range plans for school facilities.

5.9.2-P6 Coordinate with local school districts to share school district-owned facilities during non-school hours.

5.9.2-P7 Support efforts by school districts to maintain, improve and expand educational facilities and services, to meet the demands of new development.

5.9.2-P8 Cooperate with local school districts in collecting fees for development projects as required by State regulations.

5.9.2-P9 Prohibit new public and quasi public facilities on land designated for Light or Heavy Industrial uses on the Land Use Diagram, excluding public utility facilities.

5.9.3 Public Services Goals and Policies

Safety and security are essential and integral to quality of life in a community. Good public safety services play an important role in increasing livability. Crime and disorder in neighborhoods, parks and business districts can cause citizen frustration, uneasiness and fear. Community design elements, including lighting, separation between pedestrians and vehicles, and windows along street frontages, contribute to public safety. Active uses, as well as property maintenance, can help deter crime by providing surveillance and access.

Police Services

The Santa Clara Police Department (SCPD) has maintained a relatively low crime rate since the mid-1980s. Most common concerns expressed by residents and business representatives are graffiti, vandalism and drug activity. The Department currently has two police stations: the headquarters located on El Camino Real and a substation in Rivermark, near Agnew Road and De La Cruz Boulevard (shown in Figure 5.9-2). The SCPD also operates the Firearms Training Center, Tech Service Center, and 911 Dispatch.

In 2008, the City had 160 sworn police officers and 76 non-sworn personnel, divided into three divisions: Field Operations Division, Investigations Division, and Administrative Services. The SCPD's response time standard is three minutes or less for high priority calls. In 2006, the SCPD received 37,600 911 calls, and met this standard.

Fire and Life Safety Services

The Santa Clara Fire Department (SCFD) headquarters is located at Benton and Alviso streets, as shown in Figure 5.9-2. In 2008, the Department had ten fire stations throughout the City, with 179.5 paid personnel and 65 reserve employees. Each station is equipped with at least one three-person engine or ladder truck-company. Three stations also have a two-person ambulance that provides paramedic services. A Rescue Response vehicle and a Hazardous Materials Response vehicle are housed at two other stations. An increase in the City's senior citizen population could result in additional demands on the Departments's Emergency Medical Services.

The current SCFD response time standard is a three minute average for all areas of the City. This response time has resulted in a Class 2 ISO rating for the City which helps to reduce property insurance premiums for homeowners and businesses. Neither current traffic flow nor building standards in the City have impeded SCFD's service delivery. The City also participates in the Santa Clara County Fire and Rescue Mutual Aid Response Plan to further ensure that fires and other emergencies are handled efficiently.

The following goals and policies provide direction for public services.

Public Service Goals

5.9.3-G1 A safe and secure environment for people and property in the community.

5.9.3-G2 Public safety response-time goals are met throughout the City.

Public Service Policies

5.9.3-P1 Encourage design techniques that promote public and property safety in new development and public spaces.

5.9.3-P2 Provide police and fire services that respond to community goals for a safe and secure environment for people and property.

5.9.3-P3 Maintain a City-wide average three minute response time for 90 percent of police emergency service calls.

5.9.3-P4 Maintain a City-wide average three minute response time for fire emergency service calls.

5.9.3-P5 Maintain emergency traffic preemption controls for traffic signals.

5.9.3-P6 Maintain the fire and hazardous materials mutual aid agreements with surrounding jurisdictions.

5.9.3-P7 Encourage property maintenance and pursue appropriate code enforcement to reduce crime associated with blight.

Very little vacant land remains in the City [top]. Natural habitats have been preserved in the City, particularly along the San Tomas Aquino/Saratoga Creek [center] and in the Ulistac Natural Area. The Heritage Tree Inventory helps to protect older significant trees in the City [bottom].

5.10 ENVIRONMENTAL QUALITY

Environment affects quality of life, as well as physical, mental and emotional health. In Santa Clara, environmental conditions, and the patterns of urban and industrial development, can pose risks to human health and property. General Plan Major Strategies emphasize the importance of health and safety, and provide direction for sustainable, environmentally sensitive development to accommodate the City's growth based on the implementation of the General Plan. The Goals and Policies in this section promote the protection of existing habitats, maximize solid waste disposal capacity through recycling and composting, conserve energy and water resources, and protect people and property from natural and man-made hazards. The following Goals and Policies are organized based on conservation, air quality, energy, water, hazards and noise.

5.10.1 Conservation Goals and Policies

This section includes a description of the City's plants, fish and wildlife, including special-status species, as well as a discussion of planning issues and implications related to biological resources and the regulations that protect them.

Biological Resources

Most of Santa Clara is developed with few open spaces and very little remaining native habitat. Native habitats have largely been replaced with urban hardscape accompanied by ornamental landscaping. As a result, natural habitats in the City are not representative of the biological diversity found throughout the Bay Area. One important exception is the Ulistac Natural Area, 40 acres of open space located along the Guadalupe River that is owned and maintained by the City. Ulistac contains restored native grassland, riparian woodland, emergent wetland and other habitats.

Grassland

Non-native annual grassland is the most common "natural community" in the City of Santa Clara. This habitat type is often called ruderal, or disturbed, and is composed almost entirely of annual grasses and other herbaceous species. Ruderal grassland areas can be found in freeway cloverleaf areas, along roadways, and in vacant, undeveloped urban lots. They occasionally offer suitable habitat for Congdon's tarplant, a special-status plant species.[6] Other special-status plant species are unlikely to occur in the City because of the limited undeveloped land available.

Riparian

Three major waterways flow through the City. Calabazas Creek runs along the west boundary of the City and the Guadalupe River defines its northeast boundary. San Tomas Aquino Creek and its largest tributary, Saratoga Creek, also pass through the City. All of these creeks have been modified for flood control purposes. As a result, there is limited native riparian vegetation along these creek corridors.

Wildlife

Few special status wildlife species are likely to be present in the City because of the available natural habitats. The Western pond turtle, American peregrine falcon, Cooper's hawk and Saltmarsh Common Yellowthroat are special-status wildlife species listed as having a moderate potential to occur in the City. Ruderal grassland areas in the City support the Western burrowing owl, also a special-status wildlife species. Although the grassland areas do not support many other native wildlife species, they can be a refuge for many common species, such as raccoon, dark-eyed junco, lesser goldfinch and many others.

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[6] California Native Plant Society and California Natural Diversity Database (CNDDB), June 12, 2008 and May 3, 2008, respectively.

Solid Waste and Recycling

The California Integrated Waste Management Act of 1989 (AB 939) mandated cities and counties to divert 50 percent of all solid waste by 2000 through source reduction, recycling and composting activities. The City of Santa Clara met this threshold, diverting 52 percent (174,579 of the 340,894 tons)[7] of its solid waste in 2006. General Plan Goals and Policies encourage an increase in solid waste diversion and in recycling.

Collection

In 2008, Santa Clara's solid waste and commercial recycling from properties zoned for institutional and commercial uses is collected by Mission Trail Waste Systems (MTWS). MTWS also provides residential waste, as well as recycling collection.[8] Stevens Creek Disposal & Recycling provides residential recycling pickup. These collection providers have contracts that expire on December 31, 2010 and January 10, 2020, respectively.

Solid waste and recycling collection for industrially-zoned properties in the City are provided by eight non-exclusive franchise industrial refuse handlers. The majority of the collection service is provided by MTWS, Allied Waste, Green Waste Recovery and Los Gatos Garbage Company.

Disposal

The City of Santa Clara has disposal agreements for residential, commercial and institutional property generated waste with the Newby Island landfill that runs through 2024, as well as with other landfills located outside of Santa Clara County.[9] The Santa Clara County Integrated Waste Management Plan estimates there is adequate waste capacity through its planning horizon of 2024. An expansion of the Newby Island landfill is being evaluated. Increases in recycling and reductions in waste generation could prolong the life of the landfill. In addition, a prerequisite for new residential development in Phase III of this General Plan requires that the City identify adequate solid waste disposal sites. The City owns property outside its jurisdictional boundaries that could potentially provide this service.

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7 Santa Clara Planning and Inspection Division

8 Santa Clara Garbage & Clean Green Program http://santaclara.gov/pub_works/pw_garbage_cg_index

9 Santa Clara Planning and Inspection Division

Wastewater Conveyance and Treatment

The City of Santa Clara Departments of Public Works and Water and Sewer Utilities are responsible for the wastewater collection system within the City. Wastewater is collected by sewer systems in Santa Clara and is conveyed by pipelines to the San José-Santa Clara Water Pollution Control Plant (WPCP), located in San José. The WPCP is used by other cities within Santa Clara County and has available capacity to treat up to 167 million gallons per day (mgd). The WPCP presently operates at an average dry weather flow of 109 mgd, which is 58 mgd (or 35 percent) under its 167 mgd treatment capacity.[10]

Approximately ten percent of the total treated wastewater from the WPCP is routed into the South Bay Water Recycling pipelines for use in landscaping irrigation, dual plumbing, industrial uses and other approved uses around the southern Bay Area. Recycled water distribution pipelines are located throughout the City. The treated water not routed into the South Bay Water Recycling pipelines is discharged into the southern portion of San Francisco Bay.

The Plant Master Plan addresses the City's sewage treatment plant capacity and operational needs, recommends a long-term capital improvement program, and sets the sanitary sewer treatment connection fees required from developers to cover the cost of the treatment plant.

Conservation Goals

5.10.1-G1 The protection of fish, wildlife and their habitats, including rare and endangered species.

5.10.1-G2 Conservation of riparian vegetation and habitat.

5.10.1-G3 Adequate solid waste disposal capacity through effective programs for recycling and composting.

5.10.1-G4 Adequate wastewater treatment and conveyance capacities.

Conservation Policies

5.10.1-P1 Require environmental review prior to approval of any development with the potential to degrade the habitat of any threatened or endangered species.

5.10.1-P2 Work with Santa Clara Valley Water District

[10] Gallery at Central Park Draft EIR, Prepared for the City of Santa Clara, Planning Division. October 2008.

and require that new development follow the "Guidelines and Standards for Lands Near Streams" to protect streams and riparian habitats.

5.10.1-P3 Require preservation of all City-designated heritage trees listed in the Heritage Tree Appendix 8.10 of the General Plan.

5.10.1-P4 Protect all healthy cedars, redwoods, oaks, olives, bay laurel and pepper trees of any size, and all other trees over 36 inches measured from 48 inches above-grade on private and public property as well as in the public right-of-way.

5.10.1-P5 Require adequate wastewater treatment and sewer conveyance capacity for all new development.

5.10.1-P6 Encourage the use of local recycling facilities to divert waste from landfills.

5.10.1-P7 Encourage a 50 percent per capita solid waste reduction.

5.10.1-P8 Encourage curbside recycling and composting of organic and yard waste.

5.10.1-P9 Promote the reduction, recycling and safe disposal of household hazardous wastes through public education and awareness and through an increase in hazardous waste collection events.

5.10.2 Air Quality Goals and Policies

Potential air pollution in the Santa Clara Valley is high due to its large population and automobile use. The Valley is a major source of carbon monoxide, particulate and photochemical air pollution in the Bay Area. In addition, vehicle emissions and industrial air pollution from San Francisco, San Mateo and Alameda counties can be carried along by the prevailing winds to the Santa Clara Valley. Pollution in the southeast portion of the Valley tends to be the worst due to wind patterns and limited air flow at the Gabilan and Diablo ranges which form the Santa Clara Valley.

Bay Area Air Basin

Santa Clara is located in the southern portion of the Bay Area Air Basin, which includes most of the nine-county Bay Area. Air basin quality is monitored by the Bay Area Air Quality Management District (BAAQMD), which operates a regional network of

air pollution monitoring stations to determine whether or not the federal and State standards for criteria air pollutants and emission limits of toxic air contaminants are being achieved.

Required by the passage of the federal Clean Air Act in 1977, the Environmental Protection Agency identified six criteria air pollutants: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter and lead, which are pervasive in urban environments and for which State and national health-based ambient air quality standards have been established. The Bay Area, as a whole, is considered in attainment for all national standards, except for ozone. It is in nonattainment for State standards for ozone and particulate matter. The air quality monitoring station closest to Santa Clara is located six miles away in San José.[11]

Toxic air contaminants are airborne substances capable of adversely affecting human health. They are emitted from a variety of common sources, including gasoline stations, automobiles, dry cleaners, industrial operations, hospital sterilizers and painting operations. BAAQMD regulates toxic air contaminants from stationary sources through its permit process. Mobile sources of toxic air contaminants are regulated indirectly through vehicle emissions standards and through fuel specifications. Cities play a role in reducing public exposure to toxic air contaminants by enforcing zoning ordinances and ensuring proper buffer zones between stationary sources that emit toxic contaminants and sensitive receptors located down wind. As of 2003, there were no facilities located in Santa Clara identified as a significant risk for toxic air contaminants.[12]

BAAQMD began preparing the 2009 Bay Area Clean Air Plan in 2008 in accordance with the requirements of the California Clean Air Act. The Plan will address the effectiveness of ozone control measures on particulate matter, air toxics and greenhouse gases (GHGs) in order to implement feasible measures to reduce ozone. The Clean Air Plan will also establish emission control measures.

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[11] California Air Resources Board: http://www.arb.ca.gov/adam/cgi-bin/db2www/adamtop4b.d2w/start, 2009

[12] Bay Area Air Quality Management District, 2003 Toxic Air Contaminant Control Program Annual Report.

Greenhouse Gases

Gases that that trap heat in the earth's atmosphere are called greenhouse gases (GHGs). These gases play a critical role in determining the earth's surface temperature. Part of the solar radiation that enters earth's atmosphere from space is absorbed by the earth's surface. The earth reflects this radiation back toward space, but GHGs absorb some of the radiation. As a result, radiation that otherwise would have escaped back into space is retained, resulting in a warming of the atmosphere. Without natural GHGs, the earth's surface would be about 61°F cooler (CCAT, 2006). This phenomenon is known as the greenhouse effect. However, many scientists believe that emissions from human activities, such as the generation of electricity and the use of automobiles, have unnaturally elevated the concentration of these GHGs in the atmosphere, contributing to global climate change.

Through energy efficiency and generation, green roofs and photo voltaic solar panels reduce consumption of fossil fuels [examples, top and bottom].

The City of Santa Clara General Plan has Goals and Policies to address sustainability (see Appendix 8.13: Sustainability Goals and Policies Matrix) aimed at reducing the City's contribution to GHG emissions. Policies within the Land Use and Mobility and Transportation sections also reduce air pollutants, by encouraging alternative transportation modes, sustainable building practices and other energy efficiency measures.

Air Quality Goals

5.10.2-G1 Improved air quality in Santa Clara and the region.

5.10.2-G2 Reduced greenhouse gas emissions that meet the State and regional goals and requirements to combat climate change.

Air Quality Policies

5.10.2-P1 Support alternative transportation modes and efficient parking mechanisms to improve air quality.

5.10.2-P2 Encourage development patterns that reduce vehicle miles traveled and air pollution.

5.10.2-P3 Encourage implementation of technological advances that minimize public health hazards and reduce the generation of air pollutants.

5.10.2-P4 Encourage measures to reduce greenhouse gas emissions to reach 30 percent below 1990 levels by 2020.

5.10.2-P5 Promote regional air pollution prevention plans for local industry and businesses.

5.10.2-P6 Require "Best Management Practices" for construction dust abatement.

5.10.3 Energy Goals and Policies

Although the City is largely built-out, and future growth will be accommodated almost entirely through infill and redevelopment, development associated with the General Plan will nonetheless consume energy using oil and natural gas, electricity and transportation. Multiple aspects of the General Plan have energy implications, including land use, housing, transportation and water usage. Goals and policies throughout the Plan encourage reduced energy use.

Electricity and Natural Gas

The City of Santa Clara owns and operates the municipal electric utility, a department of the City, also known as Silicon Valley Power (SVP). SVP maintains over 288 miles of underground and 162 miles of overhead distribution lines and has 51,000 electric meters in its service area.[13] Electricity is provided from various sources, including natural gas, wind and hydroelectric generation resources in California and other western states.[14] Through the Santa Clara Green Power Program, a voluntary renewable energy program from SVP, residents and businesses can choose renewable energy for 100 percent of their energy usage. In 2009, 30 percent of the electricity provided by SVP was renewable; by 2020, SVP aims to have a third of the electricity it provides from renewable sources.[15]

The City's natural gas is provided by Pacific Gas & Electric Company (PG&E) via natural gas lines stretching from Oregon to Arizona. Gas is delivered from basins in California, Canada and the Western United States by transmission mains.

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[13] "City of Santa Clara Electric Resources." SVP. http://www.siliconvalleypower.com/pdf/svp_electric_resources_2008.pdf

[14] "City of Santa Clara Electric Resources." SVP. http://www.siliconvalleypower.com/pdf/svp_electric_resources_2008.pdf

[15] City of Santa Clara, 2009.

Fuel

Transportation accounts for 41 percent of California's overall energy use.[16] If transportation patterns remain similar to current patterns, total vehicle miles traveled will increase due to the projected population increase, but total fuel use should decline as automobile fuel efficiency improves, and per capita vehicle miles traveled may decrease as alternative transportation options become more viable and convenient through implementation of the General Plan.

The City has some control over the production and supply of energy resources through its ownership and operation of SVP. In addition, the General Plan includes policies to address energy consumption through a mix of land uses and alternate transportation options which support an increase in the efficient movement of people and goods. Through the implementation of sustainably oriented goals and policies (Appendix 8.13), Santa Clara can also positively affect energy supply and consumption by encouraging sound investments and behaviors that promote the use and expansion of renewable energy resources.

Energy Goals

5.10.3-G1 Energy supply and distribution maximizes the use of renewable resources.

5.10.3-G2 Implementation of energy conservation measures to reduce consumption.

5.10.3-G3 Adequate energy service to residents, businesses, and municipal operations.

Energy Policies

5.10.3-P1 Promote the use of renewable energy resources, conservation and recycling programs.

5.10.3-P2 Encourage new development to incorporate sustainable building design, site planning and construction, including encouraging solar opportunities.

5.10.3-P3 Reduce energy consumption through sustainable construction practices, materials and recycling.

5.10.3-P4 Promote sustainable buildings and land planning for all new development, including programs that reduce energy and water consumption in new development.

[16] "California Energy Demand, 2008-2018," Staff Revised Forecast, Staff Final Report, 2nd Edition. California Energy Commission, 2007.

5.10.3-P5 Encourage installation of solar energy collection through solar hot water heaters and photovoltaic arrays.

5.10.3-P6 Provide incentives for LEED certified, or equivalent development.

5.10.3-P7 Incorporate criteria for sustainable building and solar access into the City's ordinances and regulations.

5.10.3-P8 Maintain the City's level of service for high quality utilities and telecommunications infrastructure.

5.10.3-P9 Continue innovative energy programs to develop cost effective alternative power sources and encourage conservation.

5.10.3-P10 Work with Silicon Valley Power to implement adequate energy distribution facilities to meet the demand generated by new development.

5.10.3-P11 Work with the City of San Francisco to explore opportunities to share the Hetch-Hetchy right-of-way for electrical facilities.

5.10.3-P12 Work with Pacific Gas and Electric to ensure an adequate supply of natural gas to meet the demand generated by new development.

5.10.3-P13 Explore opportunities for alternative energy "fueling stations" and promote participation in shuttle services that use new technology vehicles to reduce greenhouse gas emissions.

5.10.4 Water Goals and Policies

The provision of water is critical to the City's future. To offset increased demand associated with the implementation of the General Plan, the City of Santa Clara and the Santa Clara Valley Water District (SCVWD) have instituted a series of water conservation measures. These measures are designed to reduce water use and include public education programs, distribution of water conservation kits, regulation of water waste, rebates for high-water-efficiency toilets and washers, and rebates for water-efficient residential irrigation systems and water-efficient landscaping. In addition, the City has measures to ensure adequate supply and distribution of water resources built into the prerequisites of this General Plan.

On-site, pervious pavers and innovative retention treatments can reduce runoff into the City's stormwater and drainage systems.

Water Supply

The City of Santa Clara receives its potable water supply from a combination of the City of San Francisco's Hetch-Hetchy aqueduct system, the Santa Clara Valley Water District, and groundwater from City-owned wells. Groundwater contributes almost 70 percent of the City's supply. Santa Clara also uses recycled wastewater for certain landscape irrigation, industrial and construction purposes.

Prior to development in the Santa Clara Valley, groundwater flow largely paralleled surface-water drainage. In the early years of the 20th century, the pressure surface was above the Valley floor elevation in much of the area, and artesian wells were common. By the late 1960s, heavy use of groundwater had lowered the water table by more than 200 feet, resulting in subsidence and detectable saltwater incursion as much as ten miles inland. These trends, however, were reversed by increased reliance on imported surface water and improved water management in the last three decades.[17] Currently, water production wells in the Santa Clara Valley average about 278 feet in depth below ground surface, and yield an average of 425 gallons per minute.

The City's Water and Utilities Department reports that City production wells consistently meet the applicable water quality criteria. Total dissolved solids are reportedly not a concern for the City, in contrast to other areas adjacent to San Francisco Bay where saltwater intrusion has been an issue. Even with the long agricultural history of the Santa Clara Valley, nitrates have not been a problem and are below one-half of allowable levels in water extracted from City wells. Manganese, a naturally occurring metal in groundwater, has been detected at one future well. The City is installing a manganese removal system prior to putting the well into production.[18]

There were no water use restrictions in the City for the past ten years, indicating that water supply has kept pace with the growing population of the City.[19] The City's 2005 Urban Water Master Plan (UWMP) projects that with conservation programs

[17] Jones and Stokes, 2001.

[18] Personal Communication between Chris DeGroot, Assistant Director of Water and Utilities, City of Santa Clara Water and Sewer Utility and Wendy Luce, ICF International, May 2008.

[19] Phone conversation with Chris DeGroot, Assistant Director of Water and Utilities, City of Santa Clara Water and Sewer Utility and Wendy Luce, ICF International, May 2008.

in place, demand for water in 2030 will be approximately 36,337 acre feet (af). The UWMP is updated every five years and projects water demand over a 25-year horizon. The 2010 update will include demand projections for 2035.

For the Santa Clara Valley as a whole, the UMWP concludes that the Santa Clara Valley Water District cannot meet demands through 2030 without significant investments to preserve the District's current mix of water supplies. In addition to protecting these existing sources, the District must make investments in new water supplies and maximize opportunities for water conservation.[20] The General Plan focuses on conservation and expansion of recycled water infrastructure. Prerequisite Goals and Policies require water availability prior to the implementation of each phase.

Water Recycling

Recycled water comprises approximately ten percent of the City's overall water supply. It is supplied from the San José/Santa Clara Water Pollution Control Plant (WPCP), which is an advanced tertiary treatment plant. Even though WPCP effluent water meets California Code of Regulations (CCR) Title 22 Division 4 requirements for "unrestricted use," recycled water is not used for potable supply. Its primary use is irrigation of large turf areas at golf courses, parks and schools. Several City industries also use recycled water as industrial process water, for cooling towers, or for toilet flushing in dual-plumbed buildings. In addition, the City's electric utility operates a 147-MW power plant that uses recycled water exclusively for cooling and steam for power production.[21]

Water Goals

5.10.4-G1 A reliable, safe supply of potable water adequate to meet present and future needs.

5.10.4-G2 Water quality is maintained throughout the City.

5.10.4-G3 A reduction in the demand and consumption of water resources.

Water Policies

5.10.4-P1 Promote water conservation through development standards, building requirements, landscape design guidelines, education and other applicable City-wide policies and programs.

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[20] "Urban Water Management Plan." Santa Clara Valley Water District, 2005.

[21] "Urban Water Management Plan." City of Santa Clara Water and Sewer Utility, 2005.

5.10.4-P2 Implement water transmission alternatives to ensure a reliable supply in Santa Clara.

5.10.4-P3 Expand water conservation and reuse efforts throughout the City.

5.10.4-P4 Promote water conservation, recycled water use and sufficient water importation to ensure an adequate water supply.

5.10.4-P5 Require an adequate water supply and water quality for all new development.

5.10.4-P6 Prohibit new development that would reduce water quality below acceptable State and local standards.

5.10.4-P7 Maximize the use of recycled water for construction, maintenance, irrigation and other appropriate applications.

5.10.4-P8 Require installation of native and low-water-consumption plant species when landscaping new development and public spaces to reduce water usage.

5.10.4-P9 Require all new development within a reasonable distance of existing or proposed recycled water distribution systems to connect to the system for landscape irrigation.

5.10.4-P10 Work with Santa Clara Valley Water District to improve the Santa Clara Distributary.

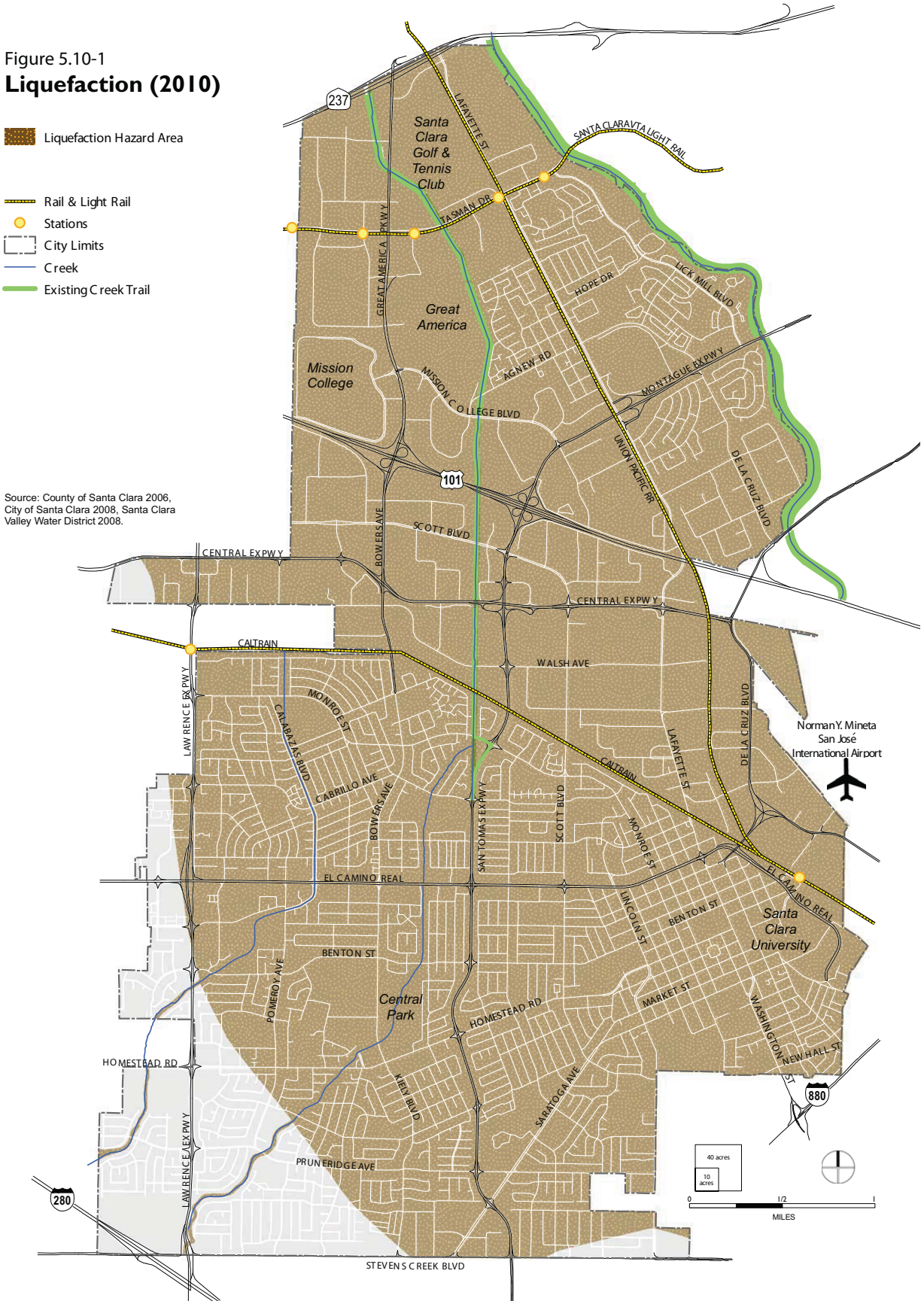
5.10.4-P11 Work with Santa Clara Valley Water District to minimize undesirable compaction of aquifers and subsidence of soils.

5.10.4-P12 Require that any unused wells be abandoned properly.

5.10.5 Safety Goals and Policies

This section, and related goals and policies, identify potential hazards and measures that can lessen risks for the City's population and property from seismic activity, geologic and soil conditions, flooding, toxic chemicals, fires and air traffic.

Figure 5.10-1
Liquefaction (2010)



Emergency Preparedness

Emergency preparedness is an effective method of reducing risk to life and property from natural disasters, such as earthquakes or fires, through planning. In Santa Clara, planning for emergency response has resulted in the adoption of the Local Hazard Mitigation Plan (LHMP), in conformance with the Federal Disaster Mitigation Act (DMA).

In 2003, the federal Disaster Mitigation Act[22] established a national hazard mitigation program to reduce the loss of life and property, human suffering, economic disruption and disaster assistance costs resulting from natural disasters. The DMA also provided a source of pre-disaster hazard mitigation funding to assist local governments in implementing effective hazard mitigation measures to ensure the continued functionality of critical services and facilities after a natural disaster. In accordance with the DMA, local agencies are required to adopt a Local Hazard Mitigation Plan (LHMP) to be eligible for Federal Emergency Management Authority (FEMA) funding for pre-disaster hazard mitigation and projects that prevent disaster.

The City of Santa Clara participated in the Multi-Jurisdictional Regional Hazard Mitigation Plan entitled, Taming Natural Disasters, developed in cooperation with other local agencies and the Association of Bay Area Governments (ABAG). The Plan provides jurisdiction-specific information that has been reviewed and approved by FEMA.

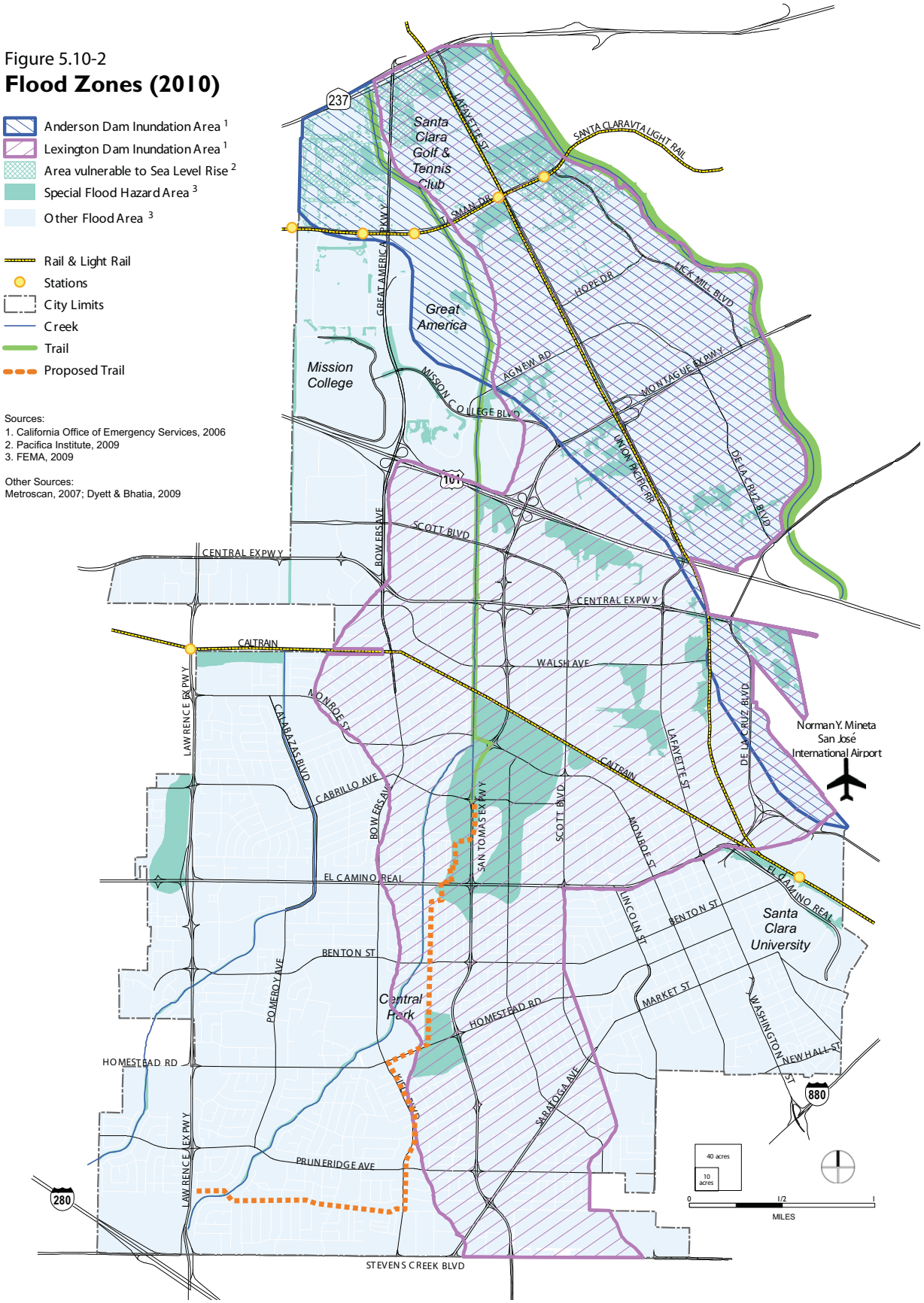
Seismic, Geologic, and Soil Hazards

The San Francisco Bay Area is a seismically active region with numerous active faults. No active faults run through the City, although several are present in the surrounding region. The City is seven miles from both the San Andreas and Calaveras faults, and five miles from the Hayward Fault. Other principal faults are also located in the Bay Area. Although the risk of surface fault rupture is considered low, the City could experience ground shaking in the event of an earthquake. Geologists with the U.S. Geological Survey and other agencies foresee a 62 percent probability of a magnitude 6.7 or greater earthquake in the San Francisco Bay region before 2032.[23] Further, the State continues to revise and update its

[22] Additional information is available in the Federal Register (44 CFR Parts 201 and 206, Hazard Mitigation Planning and Hazard Mitigation Grant Program) and at http://www.fema.gov/plan/mitplanning/index.shtm

[23] United States Geological Survey. "Earthquake Probabilities in the San Francisco Bay Region: 2002–2031" 2003: ES1.

Figure 5.10-2
Flood Zones (2010)



Earthquake Fault Zoning Maps to identify any new faults in the region.

As shown in Figure 5.10-1, the City is almost entirely within a liquefaction hazard zone. Development in a liquefaction hazard zone requires adherence to the guidelines for evaluating and addressing seismic hazards as required by Public Resources Code Section 2695(a). Before a development permit can be granted within this zone, a geotechnical investigation of the site must be conducted and appropriate measures, such as edge containment structures, driving piles or treatment of soils, incorporated into the project design.

The General Plan recognizes these seismic hazards and provides policies to address safety for earthquake activity and geologic conditions. In addition, the City has adopted the California Building Code with local amendments, which is implemented and enforced by the City's Building Inspection Division. The Building Code includes provisions to address appropriate design and construction in seismically active areas. It also includes provisions to ensure that foundation and building design is appropriate to site soil conditions, including standards to address expansive soils conditions.

Flooding and Drainage

Flooding

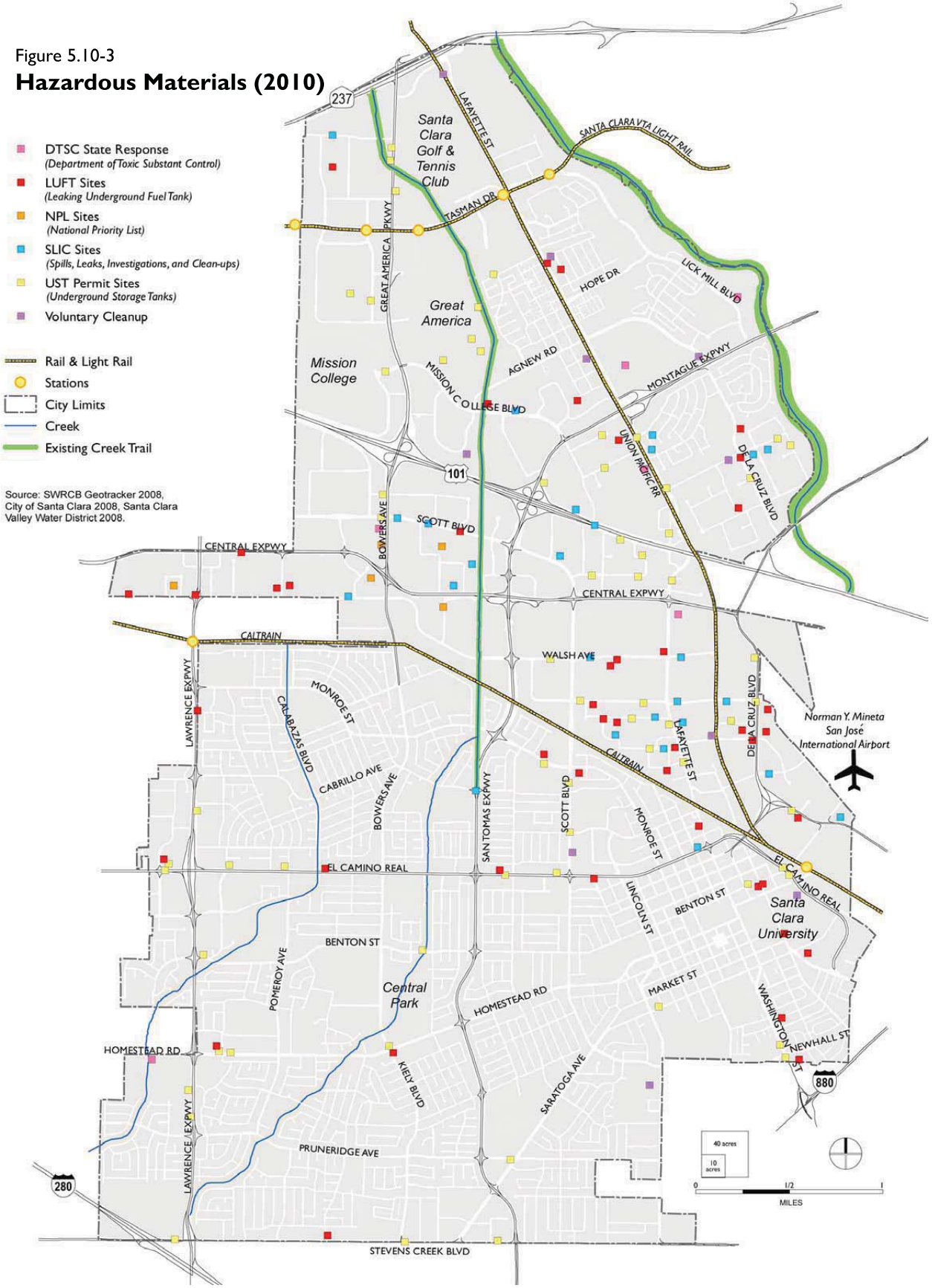
Flood zone mapping by the Federal Emergency Management Authority (FEMA) indicates that approximately ten percent of the City is located within a Special Flood Hazard Area (SFHA), as shown in Figure 5.10-2. Development may occur within the SFHA, provided it complies with local floodplain management ordinances and meets the minimum federal requirements. Policies to reduce hazards associated with flooding and to monitor potential sea level rising as a result of global warming are included in the General Plan. In addition, the City has adopted the Flood Damage Prevention Code, 1987 ed., to address requirements for flood protection.

Drainage

Surface water drainage in the City is primarily into the Guadalupe River, San Tomas Aquino Creek, Saratoga Creek and Calabazas Creek, all of which originate in the largely undeveloped Santa Cruz Mountains and drain northward across the urbanized Santa Clara Valley floor to discharge into San Francisco Bay. Within the City, all four of these regionally important streams

Figure 5.10-3

Hazardous Materials (2010)



have been substantially channelized and modified to reduce flood hazards.

The City's storm drain system consists of curb inlets that collect and channel surface water, from rainfall and other sources, into a series of pipelines beneath City roadways. Stormwater is conveyed through these underground pipelines to the channelized creeks within the City, which then direct flow into the San Francisco Bay.

Urban Runoff

The City of Santa Clara participates in the regional program for the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP), which includes members from twelve other cities and towns, the County of Santa Clara, and the Santa Clara Valley Water District that collectively discharge stormwater to San Francisco Bay. Like other members of SCVURPPP, Santa Clara is committed to improving water quality in the Bay and streams by reducing urban runoff pollution through the implementation of the City's Urban Runoff Management Plan (URMP). The City's URMP, along with other local Urban Runoff Management Plans, collectively constitute the regional plan that conforms to the federal requirements of the National Pollution Discharge Elimination System (NPDES) program. This regional plan is the basis for the NPDES permit issued by the San Francisco Bay Regional Water Quality Control Board (RWQCB). This permit requires all members, including the City of Santa Clara, to implement programs that reduce urban runoff pollution by targeting pollutant reduction and surface flow prevention from urban activities and development. Implementation of the City's UWMP also includes promoting public awareness and clean up efforts as well as monitoring local streams and storm drains to determine the effectiveness of the program.

Hazardous Materials

Hazardous material generation, use, storage, disposal and transport can pose hazards to the environment and public health if improperly handled. Sites where previous or ongoing activities have resulted in known or suspected release of hazardous materials into air, soil or groundwater are concerns for exposure to humans and potential environmental damage. Uses that generate hazardous waste related to solvents and petroleum fluids include auto body shops, machine shops, and auto dismantlers. Other hazardous materials related to the use,

storage, transport and generation of toxic chemicals in Santa Clara occur in employment areas north of the Caltrain corridor. Figure 5.10-3, indicates sites identified in 2008 that are subject to some investigation, remediation, operation or monitoring for potential soil or groundwater contamination.

In addition to City ordinances and safety practices, the implementation of General Plan policies will provide some protection from exposure to hazardous materials, restrict future development of property, and require appropriate remediation.

Fire Hazards

The City of Santa Clara does not have the terrain or vegetation conditions for large or devastating wildfires. However, urban fires pose some hazard. The implementation of General Plan policies will reduce this threat. In addition, the City requires all new development and subdivisions to meet or exceed the provisions of the California Fire Code with local amendments. For example, to accommodate access by fire apparatus, roadways are required to have a minimum width of 20 feet and a minimum turning radius of 36 feet. Other requirements include fire sprinklers for structures over a specified size and height or with a specified type of use, as well as minimum standards for construction and water pressure. A discussion of and policies concerning the Fire Department and firefighting services is included in Section 5.9: Public Facilities and Services.

Airport Hazards

The Norman Y. Mineta San José International Airport (Airport) is located to the east of, and adjacent to, the City. While its proximity is an asset, airport activities also represent potential risks related to noise and safety. A discussion of and policies concerning Airport related noise and other noise sources may be found in Section 5.10-6: Noise Goals and Policies.

Safety Zones

Airport safety is primarily related to potential damage to property and injury the event of an aircraft accident. It can involve the distribution and type of land uses in order to enable safe aircraft take-off and landing, particularly under emergency conditions. The Federal Aviation Administration (FAA) and Airport Land Use Commission (ALUC) have established Safety Zones, and associated policies, for land uses and structures based on the risk for aircraft accidents in these Zones. Portions of the City are located within the designated Safety Zones identified

in the ALUC's adopted land use plan, including the Runway Protection Zone, Inner Safety Zone, Turning Safety Zone, Outer Safety Zone and Traffic Pattern Zone. These zones are defined in Appendix 8.2: Definitions and Acronyms.

Airspace Protection

Airspace protection addresses land use features that can contribute to aircraft accidents. Most critical are tall structures that penetrate the navigable airspace around an airport. Other physical, visual and electronic land use features, however, can also create airspace hazards.

The navigable airspace around an airport is delineated in accordance with standards set forth in Federal Aviation Regulations (FAR) Part 77. These regulations define a set of imaginary surfaces around an airport. Any object that penetrates one of the imaginary airspace surfaces is considered an obstruction. California State law precludes airspace obstructions without a permit from the State or approval from the FAA. Other hazards to aircraft include bird strikes. Because of widespread concern, the FAA recommends that uses known to attract birds, such as sanitary landfills, water retention areas and certain crops, be kept at least 10,000 feet from any runway used by turbine-powered aircraft.

The FAA has not set any precise standards defining land use characteristics for visual or electronic hazards. In general, visual hazards include sources of dust, steam, smoke or glare that can impair visibility, as well as light sources that can be mistaken for airport lights. Electronic hazards are those that can cause interference with aircraft communications or navigation.

Safety Goals

5.10.5-G1 Protection of life, the environment and property from natural catastrophes and man-made hazards.

5.10.5-G2 Adequate emergency preparedness plans.

5.10.5-G3 The availability of emergency services in the event of a disaster.

5.10.5-G4 City codes and regulations that are consistent with applicable regional, State and federal regulations for safety.

Safety Policies

5.10.5-P1 Use the City's Local Hazard Mitigation Plan as the guide for emergency preparedness in Santa Clara.

5.10.5-P2 Work with school districts and other public/quasi public building owners to use facilities as shelters in the event of emergencies.

5.10.5-P3 Require that special occupancy buildings, and other structures that support protection of community health and safety, remain operative during emergencies.

5.10.5-P4 Identify appropriate evacuation routes so people can be efficiently evacuated in the event of a natural disaster.

5.10.5-P5 Regulate development, including remodeling or structural rehabilitation, to ensure adequate mitigation of safety hazards, including flooding, seismic, erosion, liquefaction and subsidence dangers.

5.10.5-P6 Require that new development is designed to meet current safety standards and implement appropriate building codes to reduce risks associated with geologic conditions.

5.10.5-P7 Implement all recommendations and design solutions identified in project soils reports to reduce potential adverse affects associated with unstable soils or seismic hazards.

5.10.5-P8 Encourage property owners to retrofit potentially hazardous structures, such as unreinforced masonry buildings, and to abate or remove structural hazards.

5.10.5-P9 Encourage all hospitals, schools and other public buildings to adequately retrofit for seismic shaking in accordance with State regulations.

5.10.5-P10 Support efforts by the Santa Clara Valley Water District to reduce subsidence.

5.10.5-P11 Require that new development meet stormwater and water management requirements in conformance with State and regional regulations.

5.10.5-P12 Continue to participate in the National Flood Insurance Program and encourage all property owners within flood hazard areas to carry flood insurance.

5.10.5-P13 Require that development complies with the Flood Damage Protection Code.

5.10.5-P14 Coordinate with the Federal Emergency Management Agency to ensure appropriate designation and mapping of floodplains.

5.10.5-P15 Require new development to minimize paved and impervious surfaces and promote on-site Best Management Practices for retention, including grassy swales, pervious pavement, covered retention areas, bioswales, and cisterns, to reduce urban water run-off.

5.10.5-P16 Require new development to implement erosion and sedimentation control measures to maintain an operational drainage system, preserve drainage capacity and protect water quality.

5.10.5-P17 Require that grading and other construction activities comply with the Association of Bay Area Governments' Manual of Standards for Erosion and Sediment Control Measures and with the California Stormwater Quality Association (CASQA), Storm water Best Management Practice Handbook for Construction.

5.10.5-P18 Implement the Santa Clara Valley Nonpoint Source Pollution Control Program, Santa Clara Valley Urban Runoff Pollution Prevention Program and the Urban Runoff Management Plan.

5.10.5-P19 Limit development activities within riparian corridors to those necessary for improvement or maintenance of stream flow.

5.10.5-P20 Maintain, upgrade and replace storm drains throughout the City to reduce potential flooding.

5.10.5-P21 Require that storm drain infrastructure is adequate to serve all new development and is in place prior to occupancy.

5.10.5-P22 Regulate development on sites with known or suspected contamination of soil and/or groundwater to ensure that construction workers, the public,

future occupants and the environment are adequately protected from hazards associated with contamination, in accordance with applicable regulations.

5.10.5-P23 Require appropriate clean-up and remediation of contaminated sites.

5.10.5-P24 Protect City residents from the risks inherent in the transport, distribution, use and storage of hazardous materials.

5.10.5-P25 Use Best Management Practices to control the transport of hazardous substances and to identify appropriate haul routes to minimize community exposure to potential hazards.

5.10.5-P26 Survey pre-1980 buildings and abate any lead-based paint and asbestos prior to structural renovation and demolition, in compliance with all applicable regulations.

5.10.5-P27 Locate hazardous waste management facilities in areas designated as Heavy Industrial on the Land Use Diagram if compatible with surrounding uses and consistent with the County Hazardous Waste Management Plan.

5.10.5-P28 Continue to require all new development and subdivisions to meet or exceed the City's adopted Fire Code provisions.

5.10.5-P29 Continue to refer proposed projects located within the Airport Influence Area to the Airport Land Use Commission.

5.10.5-P30 Review the location and design of development within Airport Land Use Commission jurisdiction for compatibility with the Airport Land Use Compatibility Plan.

5.10.5-P31 Discourage schools, hospitals, sensitive uses and critical infrastructure, such as power plants, electric substations and communications facilities, from locating within specified safety zones for the Airport as designated in the Airport Comprehensive Land Use Plan.

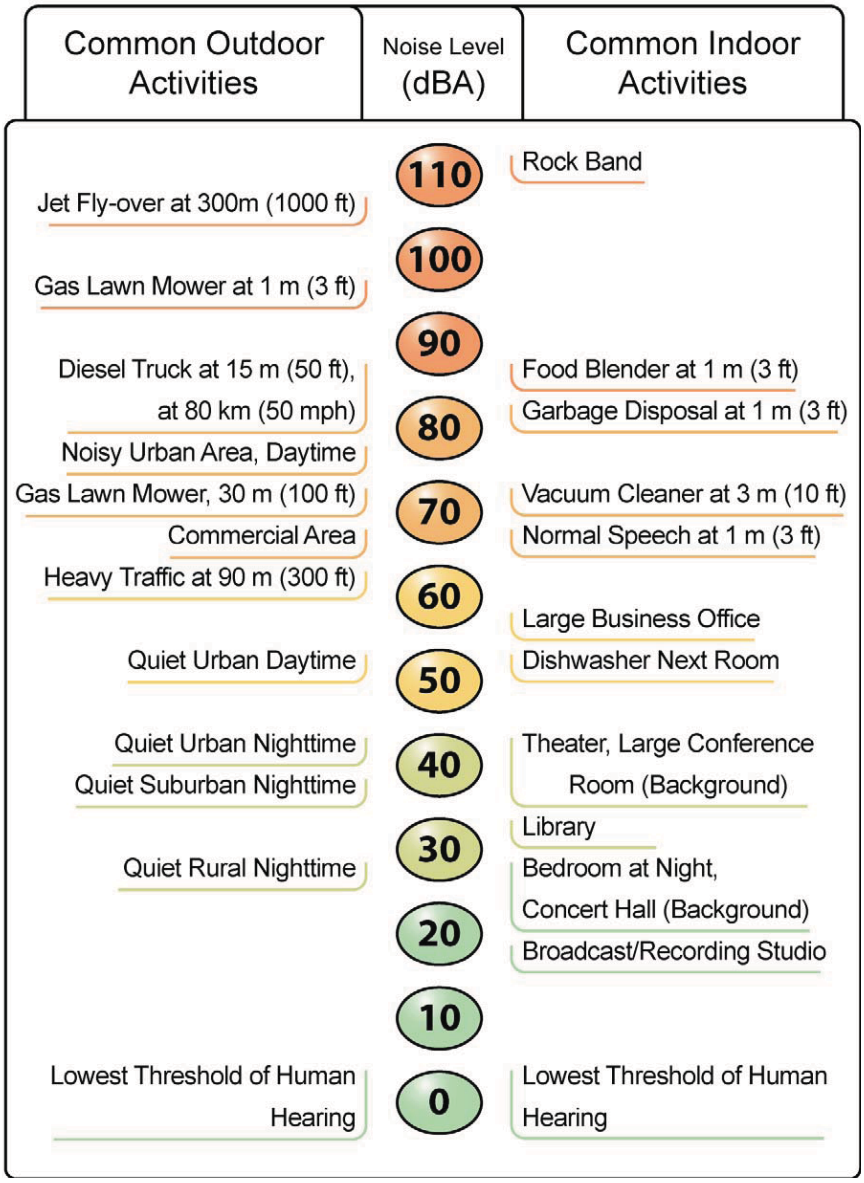
5.10.5-P32 Encourage all new projects within the Airport Influence Area to dedicate an avigation easement.

5.10.5-P33 Limit the height of structures in accordance with the Federal Aviation Administration Federal Aviation Regulations, FAR Part 77 criteria.

5.10.6 Noise Goals and Policies

Unacceptable noise is defined as a sound, or series of sounds, that are intrusive, irritating, objectionable and/or disruptive to daily life. Factors that can influence human response to noise include the intensity, frequency, and time patterns, the presence of background noise, and the nature of activity exposed to the noise. Noise in the vicinity of sensitive uses, such

TABLE 5.10-1: NOISE AND LAND USE COMPATIBILITY



as residences, motels and hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums, natural areas, parks and open spaces, is generally more objectionable than noise in less sensitive commercial and industrial uses. Consequently, noise standards for sensitive land uses are more stringent than those for less sensitive uses. Santa Clara's standards are based on db CNEL, which is defined as a unit of measurement used to express the relative intensity of sound as heard by the human ear, averaged over a 24-hour period to estimate the community noise equivalent level. Appendix 8.14 provides more details on noise measurements.

Noise Levels and Sources

Figures 5.10-4 and 5.10-5 reflect the 2008 noise level contours in the City of Santa Clara. The roadway and railroad noise levels in Figure 5.10-4 are based in part on a series of noise measurements made in 2008 as part of the background work for this General Plan. Airport noise contours in Figure 5.10-5 are mapped separately based on information from the Airport Land Use Commission's Comprehensive Land Use Plan. Noise from transportation sources, including vehicles, trains and aircraft, are factors in determining the noise environment of the City. The quietest areas of the City are those furthest from major City streets, while the noisiest areas are under the airport flight pattern and immediately adjacent to freeways and railways. Future noise contours, included in the General Plan Environmental Impact Report, reflect projected noise based on future traffic volumes as a result of implementation of General Plan land uses, as well as projected railroad and Airport operations.

Noise Exposure Standards

State Regulations

Section 1207 of the 2007 California Building Code contains the State Noise Insulation Standards, which specify interior noise standards for new hotels, motels, apartment houses and dwellings other than single-family homes. Such new structures must be designed to reduce interior noise levels attributable to exterior sources to a maximum of 45 dB CNEL in any habitable room. In areas subject to exterior noise levels greater than 60 dB CNEL, these regulations require an acoustical analysis demonstrating that dwelling units have been designed to meet this interior standard. The noise standards are enforced through the City's General Plan policies and the building permit application process.

Figure 5.10-4

Existing Noise Contours: Roadways and Rails (2010)

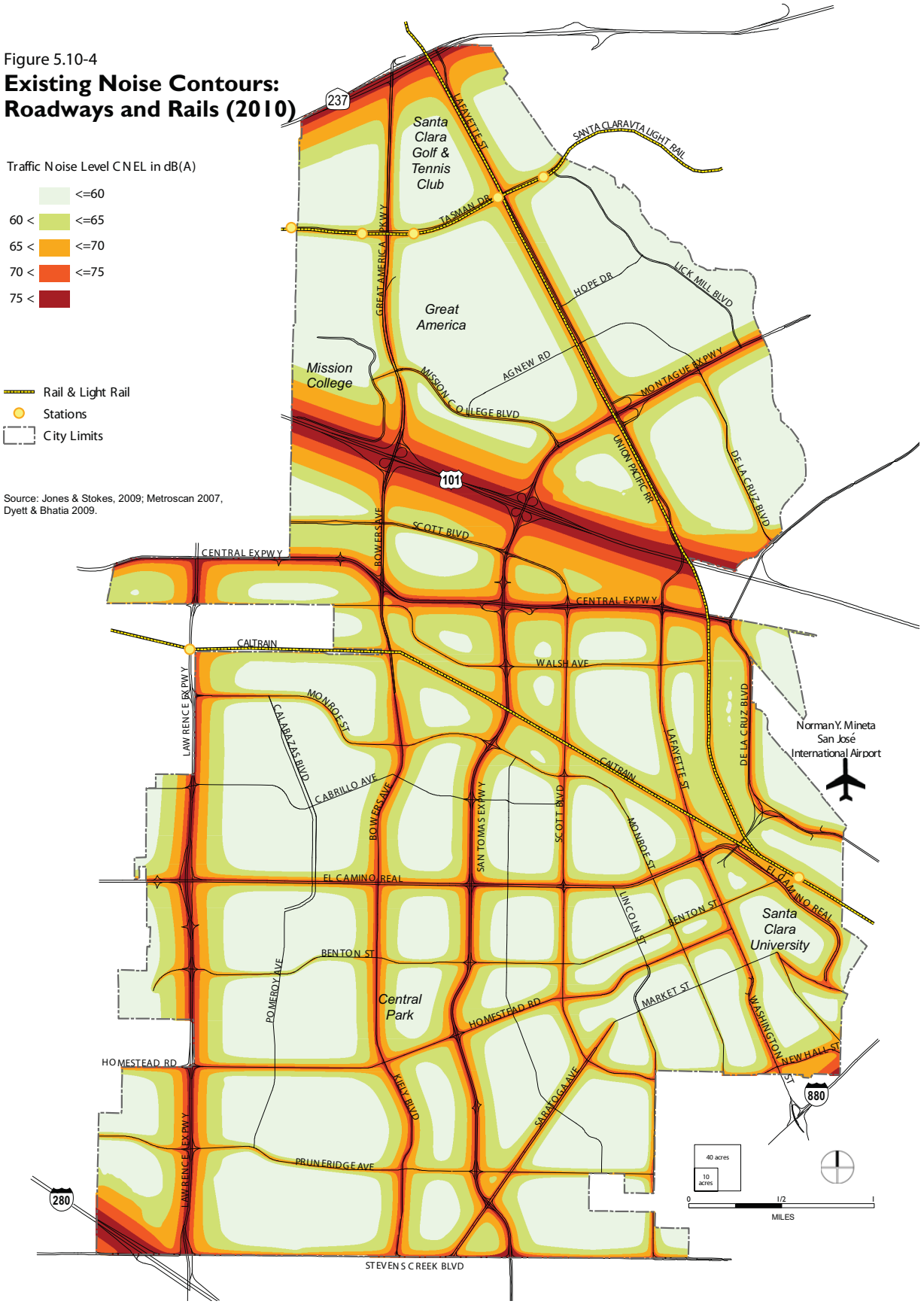
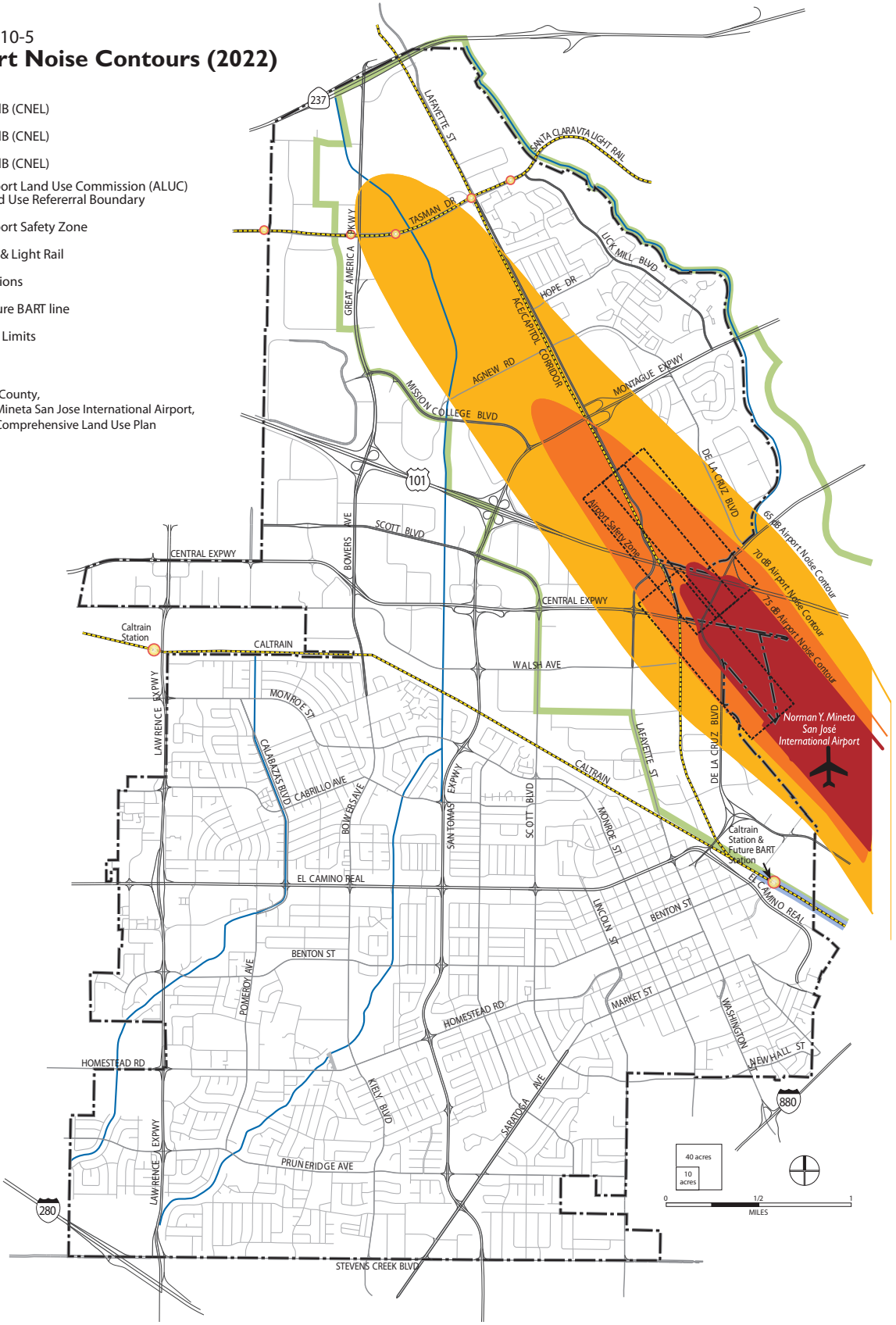


Figure 5.10-5
Airport Noise Contours (2022)

- 75 dB (CNEL)
- 70 dB (CNEL)
- 65 dB (CNEL)
- Airport Land Use Commission (ALUC) Land Use Refererral Boundary
- Airport Safety Zone
- Rail & Light Rail
- Stations
- Future BART line
- City Limits

Source:
Santa Clara County,
Norman Y. Mineta San Jose International Airport,
2009 Draft Comprehensive Land Use Plan



Airport Land Use Compatibility Plan Standards

The ALUC Comprehensive Land Use Plan contains noise compatibility and guidelines for noise/land use compatibility in the vicinity of the Airport and defines a Noise Restriction Area as the 65 dB CNEL contour. Portions of the City of Santa Clara are within this Noise Restriction Area.

City of Santa Clara Noise Standards

General Plan noise standards in the City of Santa Clara are shown on Table 5.10-1. These noise standards are consistent with accepted State standards and apply to all areas of the City, including those within Airport noise contours. To regulate noise exposure levels, land uses are classified as being either "normally acceptable", "conditionally acceptable" or "normally unacceptable" as defined below. All outdoor land uses are compatible at noise exposure less than 60 dB CNEL and all indoor uses are compatible at less than 45 dB CNEL.

Normally Acceptable

Indoor Uses: Activities associated with the land use are inherently noisy or standard construction methods sufficiently attenuate exterior noise to 45 dB CNEL indoors for sensitive land uses or 50 db CNEL for offices, retail and other less sensitive indoor spaces.

Outdoor Uses: Outdoor activities associated with the land use may be carried out with minimal interference.

Conditionally Acceptable

Indoor Uses: Noise reduction measures must be incorporated into the design to attenuate exterior noise to the normally acceptable levels for indoor noise.

Outdoor Uses: Noise reduction measures must be incorporated into the design to attenuate exterior noise to normally acceptable levels. Acceptability is dependent upon characteristics of the use.

Normally Unacceptable

Indoor Uses: Extensive noise reduction techniques are required to reduce indoor noise to normally acceptable levels and noise level reduction methods to meet these standards are difficult or infeasible.

Outdoor Uses: Severe noise interference makes the outdoor environment unacceptable for activities. Noise level reductions necessary to attenuate exterior noise to normally acceptable levels are difficult or infeasible.

Noise Goals

5.10.6-G1 Noise sources restricted to minimize impacts in the community.

5.10.6-G2 Sensitive uses protected from noise intrusion.

5.10.6-G3 Land use, development and design approvals that take noise levels into consideration.

Noise Policies

5.10.6-P1 Review all land use and development proposals for consistency with the General Plan compatibility standards and acceptable noise exposure levels defined on Table 5.10-1.

5.10.6-P2 Incorporate noise attenuation measures for all projects that have noise exposure levels greater than General Plan "normally acceptable" levels, as defined on Table 5.10-1.

5.10.6-P3 New development should include noise control techniques to reduce noise to acceptable levels, including site layout (setbacks, separation and shielding), building treatments (mechanical ventilation system, sound-rated windows, solid core doors and baffling) and structural measures (earthen berms and sound walls).

5.10.6-P4 Encourage the control of noise at the source through site design, building design, landscaping, hours of operation and other techniques.

5.10.6-P5 Require noise-generating uses near residential neighborhoods to include solid walls and heavy landscaping along common property lines, and to place compressors and mechanical equipment in sound-proof enclosures.

5.10.6-P6 Discourage noise sensitive uses, such as residences, hospitals, schools, libraries and rest homes, from areas with high noise levels, and discourage high noise generating uses from areas adjacent to sensitive uses.

5.10.6-P7 Implement measures to reduce interior noise levels and restrict outdoor activities in areas subject to aircraft noise in order to make Office/Research and Development uses compatible with the Norman Y.

Increasing the number of street trees planted with new and existing development will help increase the City's tree canopy for shade, reducing the urban heat island effect and greenhouse gases.

Mineta International Airport land use restrictions.

5.10.6-P8 Continue to encourage safe and compatible land uses within the Norman Y. Mineta International Airport Noise Restriction Area.

5.10.6-P9 Work with the City of San José Norman Y. Mineta International Airport to implement mitigation from aircraft noise to the fullest extent possible.

5.10.6-P10 Encourage transit agencies to develop and apply noise reduction technologies for their vehicles to reduce the noise and vibration impacts of Caltrain, Bay Area Rapid Transit, future High Speed Rail, light rail and bus traffic.

5.10.6-P11 Develop and include noise reduction measures with improvements and extensions of City streets.

5.11 SUSTAINABILITY

The City of Santa Clara's goal for sustainability is to pursue the principles of sustainable development by "meeting the needs of the present, without compromising the ability of future generations to meet their own needs," through the implementation of General Plan policies that better the environment and quality of life.[24]

General Plan Major Strategies, as well as Environmental Quality Goals and Policies, emphasize the preservation of natural resources, including air, water, habitat, building materials and non-renewable energy sources; the well-being of all community members; and the fiscal health of the City government and its ability to provide adequate public services. These ultimately will provide the basis for measurement and implementation of sustainable development, as described in Section 5.11.3: General Plan Approach, and in Appendix 8.13: Sustainable Goals and Policies Matrix. The following sub-sections summarize the City's leadership in sustainability, in terms of its current policies and programs; describe the regional context and strategies to address climate change and greenhouse gas emissions; and describe the General Plan focus for sustainability, including the requirement for a Climate Action Plan (CAP).

[24] Our Common Future, Report of the World Commission on Environment and Development, World Commission on Environment and Development, 1987. This document is frequently referred to as the Brundtland report after Gro Harlem Brundtland, Chairman of the Commission.

5.11.1 Santa Clara's Leadership

For over 40 years, the City of Santa Clara has been a leader in sustainable innovation. The City has solar energy and recycled water systems as well as rebates and incentives for energy efficiency and green building. The City has demonstrated a commitment to improving and expanding the City's overall sustainability through initiatives and efforts, some of which are described below. The General Plan provides policies to support this existing framework of successful programs.

- **Transit-Oriented Development.** Pending and recently approved projects support transit-oriented and walkable development. Housing has been approved near major intersections and walkable centers. Rivermark, located north of the Caltrain corridor, represents a successful mixed density residential community with convenient access to public facilities and neighborhood services.
- **Open Spaces.** Efforts towards open space preservation include the 40-acre Ulistac Natural Area and the 12-mile San Tomas Aquino/Saratoga Creek Trail system that extends from the San Francisco Bay into San José.
- **Tree Protection.** A tree protection program known as Tree City U.S.A. has been supported by the City for the past 20 consecutive years.
- **Regional Air Quality.** Bay Area Air Quality Management District (BAAQMD) prepares the Clean Air Plan to provide a comprehensive strategy for reducing air pollution from industry, commercial processes, and mobile sources. It offers guidelines for evaluating project impacts on air quality and also provides a competitive grant program, the Transportation Fund for Clean Air, for local projects that reduce motor vehicle emissions.
- **U.S. Mayors Climate Protection Agreement.** In January of 2008, the City signed the U.S. Mayors Climate Protection Agreement in order to reduce Greenhouse Gas emissions by 5.2 percent below the 1990 levels by 2012, or 29 percent from current levels.
- **Sustainable Silicon Valley.** Santa Clara is a member of this coalition of businesses, governments, and non-government organizations working to reduce regional carbon dioxide emissions to 20 percent below 1990 levels by 2010.

- **Renewable Energy.** In 2008, 30 percent of the electricity provided by Silicon Valley Power (SVP) was renewable. This is substantially higher than the ten percent Statewide average estimated by the Energy Commission. The City already exceeds the State goal of 20 percent renewable energy by 2017. In fact, by 2020, SVP projects that one-third of the electricity provided will be from renewable sources.

- **Recycled Water**. Use of recycled water in the City is well-established through the recycled water program. In 2009, the program delivered more than one billion gallons of recycled water throughout the City for parks, landscaping, public services, and businesses, including Intel, Sun Microsystems, California Paperboard, Great America Theme Park, and the San Francisco 49ers training facility.

- **Solid Waste Recycling.** In 2009, efforts in the City included a curbside program which collects recyclable materials and yard clippings. The program has resulted in diverting over 50 percent of the City's waste from the landfill.

- **City Council Priorities.** The City Council has prioritized the additional expansion of renewable energy, including the installation of photovoltaic systems on City-owned land in order to provide renewable energy directly into the electric system, a reduction in CO_2 emissions from City Hall buildings by ten percent by 2010, steady fleet vehicle fuel usage through 2010, and an increase in the number of high efficiency City vehicles. As of 2009, 69 percent of the City's fleet of non-public safety vehicles is comprised of alternative fuel/hybrid vehicles.

- **Neighborhood Solar Program.** Under this program, SVP matches resident and business contributions for non-profit solar facilities in the City. Additionally, SVP provides rebates for local businesses and residents for the installation of solar electric systems.

- **Green Power Program.** SVP provides a mechanism for residents and businesses to pay slightly higher rates to buy power from 100 percent renewable energy sources, including solar facilities within the City.

- **Rebates.** Rebates are offered by the City for a variety of energy-efficient appliances, insulation, lighting, cooling and process efficiency changes.
- **Optimal Power Use Services (OPUS)**. This program provides assistance to business customers for analysis and plans that reduce energy consumption.
- **Green Building.** The City requires that development proposals submit a completed Leadership in Energy and Environmental Design (LEED) or GreenPoint's Build It Green checklist as part of a planning application. Although private-sector applicants are not required to implement green building practices, City construction and renovation projects over 5,000 square feet are required to achieve a minimum LEED Silver Certification and to recycle at least 50 percent of materials.

5.11.2 Global Climate Change

Global climate change (GCC) is currently one of the most important, and widely debated, scientific, economic and political issues in the United States. It is an issue that pervades most aspects of sustainability, from air and water quality to global health and habitat preservation. GCC is a change in the average weather of the Earth that may be measured by wind patterns, storms, precipitation and temperature. While scientists are certain that human activities are changing the composition of the atmosphere and that increasing concentrations of greenhouse gases (defined in Section 5.10.2: Air Quality), will change the planet's climate, they are less certain about the rate and effects. Nonetheless, the Intergovernmental Panel on Climate Change (IPCC) has reached consensus that GCC is "very likely" caused by humans, and that hotter temperatures and rising sea levels will continue for centuries no matter how much humans control future emissions.[25]

[25] Intergovernmental Panel on Climate Change (IPCC) (2007) "Summary for Policymakers," Climate Change 2007: Synthesis Report. Fourth Assessment Report of the Intergovernmental Panel on Climate Change. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA. The IPCC is a scientific intergovernmental body set up by the World Meteorological Organization and by the United Nations

Regional and Local Implications

According to the California Climate Action Team, accelerating GCC has a number of adverse implications in California.[26] These include but are not limited to:

- Reduced water supply due to a shrinking Sierra snowpack;
- Negative effect on public health due to higher temperatures and increased smog;
- Less productive agriculture due to decreasing water storage capacity, rising temperatures as well as increasing salt water intrusion, flooding and pest infestations;
- Loss of critical habitats due to modification and destruction from climate changes;
- Eroded coastlines and a rise in sea level due to increased temperature;
- Increased wildfire risk due to reduced water supplies; and
- Increased electricity demand due to human need to counteract the effects of climate change.[27]

Environment Programme. Its role is to assess on a comprehensive, objective, open and transparent basis the latest scientific, technical and socio-economic literature produced worldwide relevant to the understanding of the risk of human-induced climate change, its observed and projected impacts, and options for adaptation and mitigation

[26] The Climate Action Team (CAT) is made up of representatives from the California Environmental Protection Agency, Business, Transportation and Housing Agency, Department of Food and Agriculture, Resources Agency, Air Resources Board, Energy Commission, and Public Utilities Commission as well as numerous other State Boards and Departments. The CAT works to coordinate statewide efforts to implement global warming emission reduction programs and the State's Climate Adaptation Strategy. The CAT publishes reports on the progress made toward meeting statewide GHG targets.

[27] California Climate Action Team (CCAT). DRAFT 2009 Climate Action Team Biennial Report to the Governor and Legislature, April 2009. The CCAT coordinates statewide efforts to implement global warming emission reduction programs and the state's Climate Adaptation Strategy. The CCAT is also responsible for reporting on the progress made toward meeting the statewide GHG emissions reduction targets that were established in Executive Order S-3-05 and further defined under SB 32.

The City of Santa Clara and the Bay Area as a whole. In particular, the San Francisco Bay Conservation and Development Commission (BCDC) projects 16 inches of sea level rise at mid-century and 55 inches by 2100, in the Bay Area.[28] Potential flooding risks due to GCC are discussed further below.

Climate Change in California

In December 2009, the California Natural Resources Agency published the California Climate Adaptation Strategy Report, which outlines possible solutions that can be implemented within and across state agencies to promote resiliency to climate change. The cross-agency report addresses mitigation for both prevention of climate change with mechanisms such as the reduction of GHG emissions and adaptation to climate change with mechanisms such as levees to protect against storm surges and sea-level rise. The California Climate Adaptation Strategy Report focuses on the following issues[29]:

1. Public Health;
2. Biodiversity and Habitat;
3. Oceans and Coastal Resources;
4. Water Supply;
5. Agriculture;
6. Forestry; and
7. Transportation and Energy Infrastructure.

The report included the preliminary strategies to address local, regional and Statewide action including the following general plans and local planning efforts:

- Communities with general plans should amend their plans to assess climate change impacts, identify areas most vulnerable to these impacts, and develop reasonable and rational risk reduction strategies using the Climate Adaptation Strategy as guidance. Every effort should be made to provide tools, such as interactive climate impact maps, to assist in these local efforts.

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[28] San Francisco Bay Conservation and Development Commission. Draft Staff Report and Revised Preliminary Recommendation for Proposed Bay Plan Amendment 1-08 Concerning Climate Change. October 2009.

[29] The California Natural Resources Agency. "2009 California Climate Adaptation Strategy." December 2009.

5.11.3 General Plan Approach

Sustainability is a primary focus in the Major Strategies and Environmental Goals and Polices of the General Plan. Both provide support for sustainability through the conservation of local and regional resources, as well as through the maintenance of fiscal health and quality public services in the City. The diversity of land uses and phased General Plan are the foundation for the City's sustainability approach and primary implementation tools. As a required prerequisite for Phase II, a climate action plan (CAP) will be prepared by the City following the adoption of the General Plan Update. Once completed, the CAP will be included in Appendix 8.13.

Summary of General Plan Sustainability Policies

Sustainability is a guide for the entire General Plan. It is embedded in each section of the Goals and Policies Chapter, from land use and mobility to historic preservation and environmental quality, as summarized below:

- **Land Use and Transportation.** Policies for an effective transportation and mobility network accommodates cars, transit, walking and biking, combined with an efficient land use pattern that connects community members to basic resources, such as jobs, neighborhood shopping, parks and public services. Mixed uses along major transportation corridors and near transit centers will reduce trip generation, support use of alternative modes, promote public health, improve congestion, and reduce emissions and air pollution.

- **Air Quality.** The City's land use, transportation, open space and regulatory goals and policies support a reduction in driving, a primary contributor to air pollutants. This should result in reduced trip generation and related emissions, as well in improving public health.

- **Energy Use.** With its public utility, SVP, City policies promote energy efficiency programs and incentives, develop cost-effective new alternative power sources, encourage energy conservation, and educate users.

- **Green Building.** The General Plan sustainable building and siting policies will be implemented for all new development and incorporated into the City's ordinances

and regulations, including energy efficient appliances and materials, recycling of construction materials, and the installation of green roofs to reduce energy consumption.

- **Water Conservation.** Plan policies promote the use of recycled water for construction, maintenance and irrigation, and encourage low-water-consumption landscaping.

- **Waste Reduction.** The City intends to meet new State law SB 1016 by working toward a 50 percent per capita solid waste reduction and by expanding its residential curbside recycling and composting programs to divert recyclable and compostable materials from the solid waste stream.

- **Biological Resources Protection.** Natural diversity is the best protection against ecosystem deterioration and malfunction. The Plan supports the conservation of riparian vegetation and habitats and the protection of fish and wildlife, including rare and endangered species.

Climate Action Plan

SVP is leading the City's effort to prepare a Climate Action Plan (CAP) Once completed, the CAP will be appended to the General Plan and will serve as a primary implementation tool for the sustainability goals and policies referenced in Appendix 8.13: Sustainability Goals and Policies Matrix. The CAP will include a Greenhouse Gas (GHG) emissions inventory. While CAP standards for local jurisdictions throughout the State is neither defined under State law, nor required, several jurisdictions have adopted CAPs as a proactive strategy to reduce GHG emissions and to address the potential effects of climate change. BAAQMD, the California Air Resources Board and the State Attorney General's Office have offered suggestions and guidelines for the preparation of CAPs.

According to BAAQMD, a CAP should include the following components: [30]

- A GHG Inventory for the current year and for 1990 if the reduction goal is based on 1990 emission levels, as well as projections for 2020.

[30] Bay Area Air Quality Management District. "Revised Draft Options and Justification Report: California Environmental Quality Act Thresholds of Significance." October 2009: 73-74.

- A GHG reduction goal for 2020 for the jurisdiction from all emission sources, existing and future, for 1990 GHG emission levels, for 15 percent below 2008 emission levels, or for 28 percent below business as usual forecasts for 2020.

- Identification of feasible GHG reduction measures to meet the 2020 target.

- The application of those reduction measures included in the AB 32 Scoping Plan within the local jurisdiction's land use authority.

- A quantification of the effectiveness of each of the feasible measures, including the method of calculation and assumptions.

- Identification of implementation steps and financing mechanisms to achieve the 2020 target.

- Procedures for monitoring and updating the GHG inventory and reduction measures at least twice before 2020 or every five years.

- Identification of responsible parties for implementation.

- A schedule of implementation.

- A certified CEQA document.

The following are additional recommendations for inclusion in a CAP from the California Air Resources Board[31] and the California Attorney General's Office[32]:

- Municipal and community-level GHG emissions inventories.

- Local emissions reductions mechanisms and strategies for implementation through local plans, programs, codes and ordinances.

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[31] California Air Resources Board. "Climate Change Scoping Plan." December 2008: C-49.

[32] California Attorney General's Office. "Climate Change, the California Environmental Quality Act, and General Plan Updates: Straightforward Answers to Some Frequently Asked Questions." Revised March 6, 2009: 6.

- Emission reduction goals.
- An emissions reporting and tracking program.

Recent changes to the California Environmental Quality Act Guidelines include an analysis of GHG emissions as part of environmental review. The California Attorney General has also indicated that a CAP can serve as a mitigation strategy for climate change impacts and that cities' should prepare the CAP in concert with general plans, and associated Environmental Impact Reports, if the CAP is to serve as a mitigation strategy for GHG emissions.